

Lexington, with another 300 persons building engines for Alberta at MTU in Graniteville of Aiken County.

In conclusion, God bless our troops, and we will never forget September the 11th in the global war on terrorism.

Happy 40th birthday today, South Carolina Attorney General Alan Wilson.

THE OBAMACARE TRAIN WRECK

(Mr. BOEHNER asked and was given permission to address the House for 1 minute.)

Mr. BOEHNER. Mr. Speaker, my colleagues, building a stronger economy for all Americans is our top priority here in the House. That's why we're working to simplify the Tax Code, expand energy production, and hold the administration accountable for abuses at agencies like the IRS. It's why, while Senate Democrats have done nothing, the House has passed a bipartisan plan to make college more affordable. And it's why we'll vote tomorrow to make sure that families and individuals get the same break from ObamaCare that the President wants for big businesses.

Over the weekend, the Democratic leader in the Senate said the President's health care law "has been wonderful" for our country. Are you kidding me? If ObamaCare is so wonderful, why are health care prices exploding? Why are millions of Americans getting kicked out of their plans? Why are so many workers losing their jobs or getting their hours cut?

The law isn't wonderful. It's a train wreck. You know it, I know it, and the American people know it. Even the President knows it. That's why he proposed delaying his mandate on employers.

But it's unfair to protect big businesses without giving the same relief to American families and small businesses. The bills by Congressman TIM GRIFFIN and TODD YOUNG will address this problem by delaying both the employer mandate and the individual mandate. I hope Democrats and Republicans alike will vote to do what's fair and protect all Americans from this disastrous law.

OBAMACARE

(Ms. FOXX asked and was given permission to address the House for 1 minute.)

Ms. FOXX. Mr. Speaker, employers need more than a 1-year delay of ObamaCare's economic train wreck. The President's flawed legislation must be repealed in its entirety.

ObamaCare is already increasing health care costs, depressing hiring, and destroying full-time work. Waiting a year to implement some of its confusing, wrongheaded policies will not stop the damage or provide job creators with the certainty they need to figure out whether they can afford to keep their employees. That will come only

when ObamaCare is replaced by competitive, patient-centered health care reforms.

The American people and the American economy deserve better than excuses for unworkable laws. They deserve health care policies that are transparent, responsive, and focused on them. This week, House Republicans will take action to protect every American—individuals, families, and those who manage or work with businesses—from the President's costly broken law. If the employer mandate is being delayed, so should the individual mandate. It's basic fairness. It's fairness for all.

WEST, TEXAS

(Mr. FLORES asked and was given permission to address the House for 1 minute.)

Mr. FLORES. Mr. Speaker, tomorrow marks the 3-month anniversary of the fertilizer plant explosion in West, Texas. This catastrophic event injured hundreds, took 15 lives, and cost tens of millions of dollars in damage. Since that tragic day, the State of Texas and the entire community of West have been working tirelessly to rebuild and to recover.

FEMA originally denied Texas Governor Rick Perry's request for a major disaster declaration. Since then, the Governor has filed an appeal for the President to reconsider this decision. I am pleased to be joined by a substantial bipartisan majority of the Texas congressional delegation as we urge the President to support this appeal on behalf of the citizens of West and McLennan County.

It is our hope that the President honors the commitment he made on April 25—to help the citizens of West recover, rebuild, and reclaim their community. We must help ease the burdens this community continues to face through the recovery process.

Mr. Speaker, I ask that all Americans keep the community of West in their prayers. God bless America.

THE PRESIDENT'S HEALTH CARE MANDATE DELAYS

(Mr. BURGESS asked and was given permission to address the House for 1 minute and to revise and extend his remarks.)

Mr. BURGESS. Mr. Speaker, some of the Affordable Care Act's oldest and strongest supporters are now coming out against the bill. Yesterday, the three largest unions in the country wrote a letter to Speaker PELOSI and Leader REID and said that the President's health care takeover would "destroy the foundation of the 40-hour workweek that is the backbone of the American middle class." Their concern—my concern—is that the employer mandate will force small businesses to move their employees to part time in an effort to avoid additional expenses.

While I wish they had realized this before spending so much time and so much money on getting the law passed, at this point I couldn't agree with them more.

This week, it is very important that we pass the bills to delay the individual mandate and delay the employer mandate for a year. This will give us time to consider how to keep the Affordable Care Act from destroying our economy.

To quote the union's letter:

Time is running out. We have a problem. You need to fix it. The unintended consequences of the Affordable Care Act are severe.

Further quoting:

We can no longer stand silent in the face of the elements of the Affordable Care Act that will destroy the very health care and well-being of millions of hardworking Americans.

By passing these two bills this week, we will take an important step in minimizing the damage from the Affordable Care Act.

COMMUNICATION FROM THE CLERK OF THE HOUSE

The SPEAKER pro tempore (Mr. BENTIVOLIO) laid before the House the following communication from the Clerk of the House of Representatives:

JULY 16, 2013.

Hon. JOHN A. BOEHNER,
Speaker, House of Representatives,
Washington, DC.

DEAR MR. SPEAKER: Pursuant to the permission granted in Clause 2(h) of Rule II of the Rules of the U.S. House of Representatives, the Clerk received the following message from the Secretary of the Senate on July 16, 2013 at 1:25 p.m.:

Appointments:

World War I Centennial Commission

With best wishes, I am

Sincerely,

KAREN L. HAAS.

COMMUNICATION FROM THE DEMOCRATIC LEADER

The SPEAKER pro tempore laid before the House the following communication from the Honorable NANCY PELOSI, Democratic leader:

HOUSE OF REPRESENTATIVES,
Washington, DC, July 15, 2013.

Hon. JOHN BOEHNER,
Speaker, U.S. Capitol,
Washington, DC.

DEAR SPEAKER BOEHNER: Pursuant to section 13101 of the Health Information Technology for Economic and Clinical Health (HITECH) Act (P.L. 111-5), I hereby reappoint Mr. Paul Egerman of Weston, Massachusetts to the HIT Policy Committee for a term of three years.

Thank you for your attention to this appointment.

Sincerely,

NANCY PELOSI,
Democratic Leader.

RECESS

The SPEAKER pro tempore. Pursuant to clause 12(a) of rule I, the Chair declares the House in recess until approximately 5 p.m. today.

Accordingly (at 2 o'clock and 11 minutes p.m.), the House stood in recess.

□ 1700

AFTER RECESS

The recess having expired, the House was called to order by the Speaker pro tempore (Mr. HOLDING) at 5 p.m.

ANNOUNCEMENT BY THE SPEAKER PRO TEMPORE

The SPEAKER pro tempore. Pursuant to clause 8 of rule XX, the Chair will postpone further proceedings today on motions to suspend the rules on which a recorded vote or the yeas and nays are ordered, or on which the vote incurs objection under clause 6 of rule XX.

Record votes on postponed questions will be taken later.

SMALL AIRPLANE REVITALIZATION ACT OF 2013

Mr. PETRI. Mr. Speaker, I move to suspend the rules and pass the bill (H.R. 1848) to ensure that the Federal Aviation Administration advances the safety of small airplanes, and the continued development of the general aviation industry, and for other purposes, as amended.

The Clerk read the title of the bill.

The text of the bill is as follows:

H.R. 1848

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled,

SECTION 1. SHORT TITLE.

This Act may be cited as the "Small Airplane Revitalization Act of 2013".

SEC. 2. FINDINGS.

Congress finds the following:

(1) A healthy small aircraft industry is integral to economic growth and to maintaining an effective transportation infrastructure for communities and nations around the world.

(2) Small aircraft comprise nearly 90 percent of FAA type certified general aviation aircraft.

(3) General aviation provides for the cultivation of a workforce of engineers, manufacturing and maintenance professionals, and pilots, who secure the Nation's economic success and defense.

(4) General aviation contributes to well-paying manufacturing and technology jobs in the United States, and these products are exported in great numbers, providing a positive trade balance.

(5) Technology developed and proven in general aviation aids in the success and safety of all sectors of aviation and scientific competence.

(6) The average small airplane in the United States is now 40 years old and the regulatory barriers to bringing new designs to market are resulting in a lack of innovation and investment in small airplane design.

(7) Over the past decade, the United States has typically lost 10,000 active private pilots per year, partially due to a lack of cost-effective, new small airplanes.

(8) General aviation safety can be improved by modernizing and revamping the regulations for this sector to clear the path for technology adoption and cost-effective means to retrofit the existing fleet with new safety technologies.

SEC. 3. FAA SAFETY AND REGULATORY IMPROVEMENTS FOR GENERAL AVIATION.

(a) ESTABLISHMENT OF FAA SAFETY AND REGULATORY IMPROVEMENTS FOR GENERAL AVIA-

TION.—The Administrator shall advance the safety and continued development of small airplanes by reorganizing the certification requirements applicable to small airplanes to streamline the approval of safety advancements.

(b) REGULATIONS.—*The Administrator shall issue a final rule based on the FAA's Part 23 Reorganization Aviation Rulemaking Committee (established in August 2011) by December 31, 2015. The final rule shall meet the following objectives of the Part 23 Committee:*

(1) Create a regulatory regime for small airplanes that will improve safety and decrease certification costs.

(2) Set broad, outcome-driven safety objectives that will spur innovation and technology adoption.

(3) Replace current, prescriptive requirements contained in FAA rules with performance-based regulations.

(4) Use FAA-accepted consensus standards to clarify how the part 23 safety objectives may be met by specific designs and technologies.

(c) CONSENSUS-BASED STANDARDS.—*The Administrator shall use acceptable consensus-based standards whenever possible in the spirit of the National Technology Transfer and Advancement Act of 1996 (15 U.S.C. 3701 note), while continuing traditional methods for meeting part 23.*

(d) SAFETY COOPERATION.—*The Administrator shall lead the effort to improve general aviation safety by working with leading aviation regulators to assist them in adopting a complementary regulatory approach for small airplanes.*

SEC. 4. DEFINITIONS.

In this Act, the following definitions apply:

(1) ADMINISTRATOR.—*The term "Administrator" means the Administrator of the Federal Aviation Administration.*

(2) CONSENSUS STANDARDS.—*The term "consensus standards" means standards developed by voluntary organizations which plan, develop, establish, or coordinate voluntary standards using agreed-upon procedures, both domestic and international. These standards include provisions requiring that owners of relevant intellectual property agree to make that intellectual property available on a nondiscriminatory, royalty-free or reasonable-royalty basis to all interested parties. These bodies have the attributes of openness, balance of interest, due process, an appeals process, and consensus.*

(3) FAA.—*The term "FAA" means the Federal Aviation Administration.*

(4) GENERAL AVIATION.—*The term "general aviation" means all aviation activities other than scheduled commercial airline operations and military aviation.*

(5) PART 23.—*The term "part 23" means part 23 of title 14, Code of Federal Regulations.*

(6) SMALL AIRPLANE.—*The term "small airplane" means FAA type certificated airplanes that meet the parameters of part 23 of title 14, Code of Federal Regulations.*

The SPEAKER pro tempore. Pursuant to the rule, the gentleman from Wisconsin (Mr. PETRI) and the gentlewoman from Nevada (Ms. TITUS) each will control 20 minutes.

The Chair recognizes the gentleman from Wisconsin.

GENERAL LEAVE

Mr. PETRI. Mr. Speaker, I ask unanimous consent that all Members may have 5 legislative days in which to revise and extend their remarks and include extraneous materials on H.R. 1848.

The SPEAKER pro tempore. Is there objection to the request of the gentleman from Wisconsin?

There was no objection.

Mr. PETRI. I yield myself such time as I may consume.

Mr. Speaker, I rise in support of H.R. 1848, the Small Airplane Revitalization Act of 2013.

I'd like to commend my colleague, Congressman MIKE POMPEO, for introducing this bill, along with Congressmen DAN LIPINSKI, SAM GRAVES, RICHARD NOLAN, and TODD ROKITA.

I will insert into the RECORD a letter of support for H.R. 1848 from the Aircraft Owners and Pilots Association, Experimental Aircraft Association, General Aviation Manufacturers Association, National Air Transportation Association, and National Business Aviation Association, as well as a separate letter of support from the National Air Traffic Controllers Association.

Mr. Speaker, we're considering H.R. 1848 today because general aviation is vital to our country. The general aviation industry includes nearly 600,000 pilots, employs 1.3 million people, and contributes approximately \$150 billion annually to the U.S. economy. In fact, the general aviation industry is one of the few remaining U.S. manufacturing industries that provide a trade surplus for the U.S., and it has a presence in every one of our 435 Congressional districts.

However, over the last several decades, the general aviation industry has experienced unique challenges, including a steady decline in new pilots, flight activity, and the sale of new aircraft. In part, these challenges are due to overly prescriptive and outdated certification processes, which greatly increase the costs of bringing new products to market and, ultimately, increase the costs for consumers.

The bill before us is intended to address these challenges by streamlining the certification process for small airplanes, making it more efficient and effective, while also protecting the important safety oversight function of the FAA.

The goal is to improve safety at a fraction of the cost. For example, the leading cause of fatalities in general aviation is due to "loss of control." There are several existing technologies available to mitigate loss of control, such as an angle of attack indicator. However, in an FAA-certified airplane, the purchase and installation of this equipment is about \$5,000; whereas, the exact same piece of equipment in a noncertified experimental airplane is about \$800. So right now, the FAA's complicated and costly small airplane certification process provides a disincentive to certify new airplanes and safety equipment. This is just one example of how the Small Airplane Revitalization Act will improve safety at a fraction of the cost.

Mr. Speaker, I reserve the balance of my time.

AOPA, EAA, GAMA, NATA, NBAA,

July 9, 2013.

DEAR MEMBERS OF THE HOUSE COMMITTEE ON TRANSPORTATION AND INFRASTRUCTURE: We write in support of the Small Aircraft Revitalization Act (H.R. 1848). We urge you