

NOLAN, Mr. LIPINSKI, Mr. GRAVES of Missouri, and Mr. ROKITA, and all the folks of the Transportation and Infrastructure Committee on both sides of the aisle that have allowed this bill to get this far and make it to the floor.

I urge support of all of my colleagues this evening and hope we'll have a unanimous vote on behalf of this bill.

Ms. TITUS. Mr. Speaker, I yield 3 minutes to the gentleman from Minnesota (Mr. NOLAN).

(Mr. NOLAN asked and was given permission to revise and extend his remarks.)

Mr. NOLAN. Mr. Speaker, first I'd like to thank Representative POMPEO for sponsoring this important legislation. And of course, thanks to our Chairman SHUSTER and Ranking Member RAHALL and to both my Democratic and Republican colleagues on the committee for bringing this Small Aircraft Revitalization Act to the floor of the Congress in such an expeditious and bipartisan manner.

Mr. Speaker, by streamlining and modernizing the rules and regulations that govern our small aircraft industry, we'll be encouraging the investment necessary to generate thousands of new American jobs.

□ 1715

What this legislation does, in effect, is put together a regulatory regime that will be specifically tailored for the small aircraft industry that will allow the industry to develop performance and outcome-based ways of achieving important safety standards. It allows them to put together consensus regulations that are developed by industry, government regulators, and private nonprofit associations, and enables the industry to unleash technologies of the future, creating jobs.

I'm so proud of Cirrus Aircraft in my district in Duluth, Minnesota. They've developed a parachute that is attached to the airplane and, like a skydiver, if the airplane stalls in the sky, you can pull a ripcord and parachute the plane down to safety.

These are the kinds of technologies that have the potential to be released through this legislation. What it does, in short, is enable the designers, engineers, manufacturers, creators, and skilled workers to release all their brilliance, creating the best, safest airplane technologies going forward into the future.

So I applaud the committee and my colleagues in Congress for bringing this forward in such an expeditious manner, and I strongly urge all my colleagues to support this important piece of legislation.

Mr. PETRI. Mr. Speaker, I yield such time as he may consume to the gentleman from the 25th District of Texas, Representative ROGER WILLIAMS.

Mr. WILLIAMS. Mr. Speaker, the general aviation industry is a vital part of the economy in Texas' 25th District. Between the Dallas/Fort Worth International Airport and Austin-

Bergstrom Airport, there are dozens of smaller regional airports.

Passing H.R. 1848 is not only important to those in general aviation, it is vital. As my colleagues have mentioned, this industry includes nearly 600,000 pilots, employs 1.3 million people, and contributes approximately \$150 billion annually to the U.S. economy. But because the current regulations are overly strict and dated, our economy and workforce is struggling.

General aviation fosters a robust workforce of engineers, manufacturers, maintenance professionals, and pilots, and it is within the FAA's power to ensure the success and sustainability of this important industry. They can do this by modernizing the regulatory requirements to improve safety, decrease cost, and set new standards for compliance in testing, just as H.R. 1848 requires.

Mr. Speaker, I'm a small businessman. I can tell you this is good for jobs, it's good for the economy, and, most importantly, it's good for America.

Ms. TITUS. Mr. Speaker, I yield 1 minute to the gentleman from Georgia (Mr. BARROW).

Mr. BARROW of Georgia. I thank the gentlelady for yielding me the time.

Mr. Speaker, I rise today in support of H.R. 1848, the Small Airplane Revitalization Act of 2013. This bill improves safety, lowers costs, and stimulates private sector innovation, all while cutting red tape.

We need to do everything we can to keep our economy growing. For the last year and a half, representatives from the Federal Aviation Administration and the aviation industry have worked together to make recommendations for regulations that will keep us safe in the sky and grow our economy back on the ground. This bill adopts those recommendations.

I'm proud to stand with the bipartisan group of Congressmen who have helped bring this bill to the floor today, including Mr. POMPEO, Mr. LIPINSKI, Mr. ROKITA, Mr. NOLAN, and my cochair of the General Aviation Task Force, Mr. GRAVES. This bill follows in the tradition of the General Aviation Caucus in the House to work together in a bipartisan fashion. That's the way things should be done around here, and this bill is proof that good things can happen when Republicans and Democrats work together.

I encourage all my colleagues to support this legislation.

Ms. TITUS. Mr. Speaker, I yield back the balance of my time.

Mr. PETRI. Mr. Speaker, in closing, I would like to reiterate that this bill is about good government, about creating a regulatory environment that improves safety at a fraction of the cost, and ultimately about helping to revitalize an American industry.

I strongly urge all of my colleagues to support this bill, and I yield back the balance of my time.

Mr. RADEL. Mr. Speaker, thank you for the opportunity to speak on this

important legislation that will get the FAA out of the way for small aircraft owners and manufactures.

In my home state of Florida, general aviation is a booming industry. We have 130 public-use airports, nearly 52,000 pilots, and more than 25,000 general aviation aircraft. Southwest Florida, my home, is an especially popular area for small aircraft. Anyone flying into the Fort Myers airport, over the beautiful beaches and the big blue Gulf—can appreciate why so many retired Air Force and airline pilots move to Florida and continue to take to the skies.

Unfortunately, the burdens placed on small aircraft manufacturers and owners stop them from enjoying flying. When government bureaucrats become more focused on their own job security than the safety of pilots, it is time for a change. This important legislation will save pilots money and time while ensuring safety in our skies and it deserves your support.

The SPEAKER pro tempore. The question is on the motion offered by the gentleman from Wisconsin (Mr. PETRI) that the House suspend the rules and pass the bill, H.R. 1848, as amended.

The question was taken.

The SPEAKER pro tempore. In the opinion of the Chair, two-thirds being in the affirmative, the ayes have it.

Mr. POMPEO. Mr. Speaker, on that I demand the yeas and nays.

The yeas and nays were ordered.

The SPEAKER pro tempore. Pursuant to clause 8 of rule XX, further proceedings on this motion will be postponed.

#### DOUGLAS A. MUNRO COAST GUARD HEADQUARTERS BUILDING

Mr. PETRI. Mr. Speaker, I move to suspend the rules and pass the bill (H.R. 2611) to designate the headquarters building of the Coast Guard on the campus located at 2701 Martin Luther King, Jr., Avenue Southeast in the District of Columbia as the "Douglas A. Munro Coast Guard Headquarters Building", and for other purposes.

The Clerk read the title of the bill.

The text of the bill is as follows:

H.R. 2611

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

#### SECTION 1. DESIGNATION.

The headquarters building of the Coast Guard on the campus located at 2701 Martin Luther King, Jr., Avenue Southeast in the District of Columbia shall be known and designated as the "Douglas A. Munro Coast Guard Headquarters Building".

#### SEC. 2. REFERENCES.

Any reference in a law, map, regulation, document, paper, or other record of the United States to the building referred to in section 1 shall be deemed to be a reference to the "Douglas A. Munro Coast Guard Headquarters Building".

The SPEAKER pro tempore. Pursuant to the rule, the gentleman from

Wisconsin (Mr. PETRI) and the gentleman from the District of Columbia (Ms. NORTON) 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 material on H.R. 2611.

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

There was no objection.

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

Mr. Speaker, the bill before us, H.R. 2611, would designate the United States Coast Guard headquarters in Washington, D.C., as the Douglas A. Munro Coast Guard Headquarters Building.

Douglas Munro was born in Vancouver, Canada, of American parents on October 11, 1919, and grew up in Washington State. He attended the Central Washington College of Education for a year and left to enlist in the United States Coast Guard in 1939. He served the country during World War II, rising to the rank of signalman first class.

Douglas Munro was killed in action at Guadalcanal on September 27, 1942, shielding 500 United States marines from enemy fire during an evacuation. He volunteered to head the boats for the evacuation, and he placed himself and his boats as cover for the last marine to leave. During this time, Douglas Munro was fatally wounded. Reportedly, he remained conscious long enough to say four words: "Did they get off?"

Douglas Munro was awarded the Medal of Honor and the Purple Heart. The bravery and sacrifice of Douglas Munro saved hundreds of marines, and he should be honored and remembered. I think it's appropriate to ensure that he will always be remembered by naming the United States Coast Guard headquarters in his honor.

Therefore, I support the passage of this legislation, and I reserve the balance of my time.

Ms. NORTON. Mr. Speaker, I thank the gentleman for his remarks.

The timing on this bill could not be more appropriate. Later this month, we will cut the ribbon for the new Coast Guard building, the first building the Coast Guard has ever owned.

Next month, Coast Guard employees will begin moving into the building located on the old Saint Elizabeths Hospital campus in southeast Washington, D.C. It is only fitting that the Coast Guard should be moving into a building named for one of their own, Signalman First Class Douglas Albert Munro. Signalman First Class Munro is the U.S. Coast Guard's only Medal of Honor recipient. The Coast Guard specifically requested that I write this bill in time for the opening of the Coast Guard headquarters.

I want to express my appreciation to my good friends on the other side for promptly passing this bill in committee last week and then seeing to it that it got to the floor this week.

Munro died heroically on Point Cruz, Guadalcanal, after succeeding in his volunteer assignment to evacuate a detachment of marines that had been overwhelmed by the enemy. Signalman First Class Munro had an outstanding record as an enlisted man and was promoted rapidly through the various ratings to a signalman first class. In addition to being a Medal of Honor recipient, Signalman First Class Munro was also posthumously awarded the Purple Heart Medal and was eligible for the American Defense Service Medal, the Asiatic-Pacific Area Campaign Medal, and the World War II Victory Medal. He, indeed, was a hero.

Signalman First Class Munro is an excellent example of the commitment to service and bravery that our men and women of the Coast Guard still provide today, much of it here at home. It is an honor to be the lead sponsor of this bill to name the building in honor of a true American hero.

The new Coast Guard headquarters building that would be named for Signalman First Class Douglas A. Munro will be a 1.1-million-square-foot building and will house up to 3,700 members of the U.S. Coast Guard and civilian employees. This building, which will be the first office building completed for the Department of Homeland Security headquarters consolidation, will mark the first time that a Federal agency will be located east of the Anacostia River.

I believe Signalman First Class Douglas A. Munro's outstanding service to his country and his unique status as the only member of the U.S. Coast Guard to win the Medal of Honor ensures that it is particularly fitting to name the new U.S. Coast Guard headquarters the Douglas A. Munro Coast Guard Headquarters Building.

I urge my colleagues to support this measure, and I want to say in closing, Mr. Speaker, that we honor Signalman First Class Munro by naming a first class, extraordinary, state-of-the-art building after him. But in honoring Signalman First Class Munro, I think we also honor members of the Coast Guard. These are, to coin a cliché, real unsung heroes in our society. They are the men and women who save men and women and children every year right here in our country as part of their duties here. In a real sense, when we name this building for the only Medal of Honor winner, I think it will make Americans understand there are many heroes of the Coast Guard who also serve them every day of every year.

Mr. Speaker, I yield back the balance of my time.

Mr. PETRI. Mr. Speaker, I urge my colleagues to join me in supporting this legislation, and I yield back the balance of my time.

The SPEAKER pro tempore. The question is on the motion offered by

the gentleman from Wisconsin (Mr. PETRI) that the House suspend the rules and pass the bill, H.R. 2611.

The question was taken.

The SPEAKER pro tempore. In the opinion of the Chair, two-thirds being in the affirmative, the yeas have it.

Mr. PETRI. Mr. Speaker, on that I demand the yeas and nays.

The yeas and nays were ordered.

The SPEAKER pro tempore. Pursuant to clause 8 of rule XX, further proceedings on this motion will be postponed.

#### AVAILABILITY OF PIPELINE SAFETY REGULATORY DOCUMENTS

Mr. PETRI. Mr. Speaker, I move to suspend the rules and pass the bill (H.R. 2576) to amend title 49, United States Code, to modify requirements relating to the availability of pipeline safety regulatory documents, and for other purposes.

The Clerk read the title of the bill.

The text of the bill is as follows:

H.R. 2576

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

#### SECTION 1. AVAILABILITY OF PIPELINE SAFETY REGULATORY DOCUMENTS.

Section 60102(p) of title 49, United States Code, is amended—

(1) by striking "1 year" and inserting "3 years";

(2) by striking "guidance or"; and

(3) by striking "on an Internet Web site".

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

The Chair recognizes the gentleman from Wisconsin.

□ 1730

#### 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. 2576.

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

There was no objection.

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

Mr. Speaker, I rise in support of the bill before us, H.R. 2576. This bill is a correction of an unintended consequence of the bipartisan Pipeline Safety, Regulatory Certainty, and Job Creation Act of 2011. It is sponsored by Chairman DENHAM of the Subcommittee on Railroads, Pipelines, and Hazardous Materials, along with full committee Chairman SHUSTER, Ranking Member RAHALL, and subcommittee Ranking Member BROWN.

Last Congress, section 24 of the Pipeline Safety Act included a good-faith provision intended to make the pipeline safety regulations and guidance of the Pipeline and Hazardous Materials