

government agencies but also now by private companies.

In order to ensure these entities can operate efficiently and facilitate space launch and reentry, government policy needs to treat them as it treats other key pieces of transportation infrastructure.

This legislation, which I am proud to cosponsor, simply gives the FAA the ability to analyze the navigable airspace around spaceports, an authority it currently lacks. This will help the FAA and spaceports understand how structures and other features around spaceports will affect the operation of space vehicles.

As a pilot myself, I can tell you, I have used approach plates, and I have used departures. And what we need now is an ability for the future infrastructure to incorporate space vehicles into these approach plates so that we can integrate commercial air traffic with space traffic.

This is an important tool, and I urge passage of this bill.

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

Mr. GRAVES of Missouri. Mr. Speaker, I will conclude by saying that I urge all Members to support H.R. 6007.

I yield back the balance of my time.

The SPEAKER pro tempore. The question is on the motion offered by the gentleman from Missouri (Mr. GRAVES) that the House suspend the rules and pass the bill, H.R. 6007.

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. HUELSKAMP. 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.

DIRECTING THE SECRETARY OF TRANSPORTATION TO PROVIDE CONGRESS ADVANCE NOTICE OF CERTAIN ANNOUNCEMENTS

Mr. GRAVES of Missouri. Mr. Speaker, I move to suspend the rules and pass the bill (H.R. 5977) to direct the Secretary of Transportation to provide to the appropriate committees of Congress advance notice of certain announcements, and for other purposes.

The Clerk read the title of the bill.

The text of the bill is as follows:

H.R. 5977

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

SECTION 1. CONGRESSIONAL NOTIFICATION REQUIREMENTS.

(a) IN GENERAL.—Except as provided in subsection (b) or as expressly provided in another provision of law, the Secretary of Transportation shall provide to the appropriate committees of Congress notice of an announcement concerning a covered project at least 3 full business days before the announcement is made by the Department of Transportation.

(b) EMERGENCY PROGRAM.—With respect to an allocation of funds under section 125 of title 23, United States Code, the Secretary shall provide to the Committee on Transportation and Infrastructure of the House of Representatives and the Committee on Environment and Public Works of the Senate notice of the allocation—

(1) at least 3 full business days before the issuance of the allocation; or

(2) concurrently with the issuance of the allocation, if the allocation is made using the quick release process of the Department (or any successor process).

SEC. 2. DEFINITIONS.

In this Act, the following definitions apply:

(1) APPROPRIATE COMMITTEES OF CONGRESS.—The term “appropriate committees of Congress” means—

(A) the Committee on Transportation and Infrastructure of the House of Representatives; and

(B) the Committee on Environment and Public Works, the Committee on Commerce, Science, and Transportation, and the Committee on Banking, Housing, and Urban Affairs of the Senate.

(2) COVERED PROJECT.—The term “covered project” means a project competitively selected by the Department of Transportation to receive a discretionary grant award, letter of intent, loan commitment, loan guarantee commitment, or line of credit commitment in an amount equal to or greater than \$750,000.

(3) DEPARTMENT OF TRANSPORTATION.—The term “Department of Transportation” includes the modal administrations of the Department of Transportation.

The SPEAKER pro tempore. Pursuant to the rule, the gentleman from Missouri (Mr. GRAVES) and the gentleman from Indiana (Mr. CARSON) each will control 20 minutes.

The Chair recognizes the gentleman from Missouri.

GENERAL LEAVE

Mr. GRAVES of Missouri. Mr. Speaker, I ask unanimous consent that all Members have 5 legislative days in which to revise and extend their remarks and include extraneous materials on H.R. 5977.

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

There was no objection.

Mr. GRAVES of Missouri. Mr. Speaker, I yield myself such time as I may consume.

Mr. Speaker, the Congress authorizes funding for the Federal transportation programs, which, in turn, obviously provide the funding and credit assistance for transportation projects across the country. However, the authorizing committees don't consistently get advance notice from the Department of Transportation prior to its announcement of grant awards and credit assistance for projects.

What this bill does is real simple. It requires the Department to give the authorizing committees at least 3 days advanced notice prior to announcing grant awards and credit assistance for projects. It is going to improve transparency and enhance oversight of the Department by ensuring that Congress is properly notified of these announcements.

I encourage my colleagues to support H.R. 5977.

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

Mr. CARSON of Indiana. Mr. Speaker, I yield myself such time as I may consume.

I rise in support of H.R. 5977. This bill ensures that the members of the Committee on Transportation and Infrastructure, and certain Senate committees, will receive at least 3 days advanced notice of discretionary grants and loans made by the Department of Transportation.

When Congress enacted the Moving Ahead for Progress in the 21st Century Act (MAP-21), we included a Congressional notification requirement for surface transportation grants. Language to require notification was omitted inadvertently when Congress enacted the most recent surface transportation authorization act, the Fixing America's Surface Transportation Act, or FAST Act.

The Committee on Transportation and Infrastructure has not consistently received notice from DOT prior to the announcement of grant awards and credit assistance for transportation projects since the passage of the FAST Act.

I urge my colleagues to join me in supporting this legislation.

I yield back the balance of my time.

Mr. GRAVES of Missouri. Mr. Speaker, I yield 2 minutes to the gentleman from Pennsylvania (Mr. SHUSTER), the author of the FAST Act, the chairman of the Transportation Committee.

Mr. SHUSTER. Mr. Speaker, I thank the gentleman from Missouri (Mr. GRAVES) for his help in developing H.R. 5977 and for his hard work on developing and passing the FAST Act, the Fixing America's Surface Transportation Act, which provides 5 years of funding for Federal transportation programs. These programs enable us to make much-needed investment in our transportation system.

H.R. 5977 will help ensure that Federal transportation funding is spent wisely, through proper and consistent notification from the Department of Transportation to Congress.

I thank my colleagues for their help in developing this important legislation, and I urge the support of H.R. 5977.

Mr. GRAVES of Missouri. Mr. Speaker, I urge all my colleagues to help me and support this legislation. It is a very important piece of legislation.

I yield back the balance of my time.

The SPEAKER pro tempore. The question is on the motion offered by the gentleman from Missouri (Mr. GRAVES) that the House suspend the rules and pass the bill, H.R. 5977.

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. HUELSKAMP. 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.

AMENDING TITLE 49 WITH RESPECT TO CERTAIN GRANT ASSURANCES

Mr. ZELDIN. Mr. Speaker, I move to suspend the rules and pass the bill (H.R. 5944) to amend title 49, United States Code, with respect to certain grant assurances, and for other purposes.

The Clerk read the title of the bill.

The text of the bill is as follows:

H.R. 5944

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

SECTION 1. GRANT ASSURANCES.

Section 47107 of title 49, United States Code, is amended by adding at the end the following:

“(t) RENEWAL OF CERTAIN LEASES.—

“(1) IN GENERAL.—Notwithstanding subsection (a)(13), an airport owner or operator who renews a covered lease shall not be treated as violating a written assurance requirement under this section as a result of such renewal.

“(2) COVERED LEASE DEFINED.—In this subsection, the term ‘covered lease’ means a lease—

“(A) originally entered into before the date of enactment of this subsection;

“(B) under which a nominal lease rate is provided;

“(C) under which the lessee is a Federal or State government entity; and

“(D) that supports the operation of military aircraft by the Air Force or Air National Guard—

“(i) at the airport; or

“(ii) remotely from the airport.”.

The SPEAKER pro tempore. Pursuant to the rule, the gentleman from New York (Mr. ZELDIN) and the gentleman from Indiana (Mr. CARSON) each will control 20 minutes.

The Chair recognizes the gentleman from New York.

GENERAL LEAVE

Mr. ZELDIN. 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. 5944.

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

There was no objection.

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

Mr. Speaker, I rise today in support of H.R. 5944. This bill will ensure regulatory consistency and stability for airports that are co-located with Air National Guard or Air Force bases.

In recent years, several Air National Guard units have had their manned aircraft mission replaced with an unmanned aircraft mission. For some of these units, the unmanned aircraft are remotely operated from the Guard facilities but not located at the airport.

Since, in some instances, the unmanned aircraft do not land at the airport from where they are being operated, there is concern that the nominal leases these units have long enjoyed may no longer be permitted by the Federal Aviation Administration.

This bill ensures that an airport's simple renewal of a nominal rate lease

with an Air National Guard unit that operates aircraft, remotely or otherwise, does not result in the airport losing its Federal grant funding.

The bill in no way prohibits airports from negotiating new lease terms with Air National Guard units, but it ensures that should an airport and an Air National Guard unit agree to renew a nominal rate lease they may do so.

Mr. Speaker, in this time of transition for military aviation, this bill allows airports and the Department of Defense sufficient flexibility to rebalance and adjust the missions of Air National Guard units without jeopardizing the airports' FAA grants.

This bill provides that flexibility while preserving the right of airports to renew leases that it believes are in the best interest of the airport and surrounding community.

I urge my colleagues to support H.R. 5944.

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

Mr. CARSON of Indiana. Mr. Speaker, I yield myself such time as I may consume.

Mr. Speaker, I support this bill as well, which will allow our Nation's military to continue leasing space at airports at nominal rates.

Current law requires that airports agree to certain conditions to receive Federal airport grants. One of these requirements is for an airport to generate revenue that sustains most, if not all, of the airport's operations. If airports continue to renew leases under which tenants of airport property pay discounted rates, they could violate their grant assurances and put their Federal airport funding in jeopardy.

This bill allows airports to continue offering below-market rates to military tenants. I have no objection to this bill. However, I would like to note that our Nation's airport infrastructure needs far exceed the Federal funding available. I regret that we are not here discussing some accompanying language that would increase airports' ability to generate revenue, such as through the passenger facility charge or an increase in funding for the Airport Improvement Program.

I am very pleased this bill is narrowly tailored to accommodate the important missions of the National Guard and the U.S. Air Force, as well as to protect the needs of airports.

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

Mr. ZELDIN. Mr. Speaker, I yield 2½ minutes to the gentleman from North Dakota (Mr. CRAMER).

Mr. CRAMER. Mr. Speaker, I thank my colleagues from New York and Indiana and the other colleagues supporting this legislation. They have described it beautifully.

I would just simply state that what this really does is it brings FAA policy up to the contemporary standards of modern-day missions by our Air Force and Air National Guard.

Many flying missions have made the transition or are making the transition

from manned aircraft to remotely piloted aircraft, just like the Happy Hoosigans in my home State of North Dakota, and I think this policy recognizes that reality.

I am just going to wrap up by simply stating, Mr. Speaker, that there are many benefits to this bill in addition to the ones that have been stated. First of all, it is taxpayer friendly, and it is mission appropriate. It does nothing to diminish but rather enhances the integrity of the Air Force's mission, and it is good for taxpayers. It supports airport authorities and their flexibility, as well as military and defense operations.

Ultimately, Mr. Speaker, it strengthens the defense of our country, which is our highest priority, by keeping military installations at local airports.

I urge a “yes” vote on H.R. 5944.

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

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Mr. ZELDIN. Mr. Speaker, I urge all Members to support H.R. 5944.

I yield back the balance of my time.

Mr. UPTON. Mr. Speaker, I thank the House for their swift consideration of H.R. 5944. This important, bipartisan piece of legislation helps our National Guard and Air Force continue to evolve into the 21st Century as Remote Piloted Aircraft—or RPA's—become a modern tool in our efforts to defend our nation.

RPA's provide key intelligence, reconnaissance, close air combat support, and have become one of the most reliable tools in our toolbox as we fight terrorism abroad. Years ago, we could not have envisioned the advances in technology that now allow our soldiers and pilots to fly missions from a control center thousands of miles from the battlefield. Yet our laws are unfortunately woefully outdated when it comes to the infrastructure that supports RPA's. Now is the time to update those laws and now is the time to update this critical infrastructure.

This bill allows our National Guard and Air Force stations on civilian airfields that operate and participate in RPA missions to remain eligible for nominal leases. Doing so will save our military millions of dollars that can be spent elsewhere—on soldiers and equipment.

Without this fix to federal law, estimates show that the National Guard would be forced to spend over \$155 million each year just to keep their leases for bases they are on now. That would be an additional \$155 million on top of the current costs. If faced with this enormous cost, bases would be forced to shutter their operations permanently and missions would be eliminated entirely.

This legislation not only saves dollars, it saves our current defense structure that helps protect our country, which in turn saves lives.

Nothing in this legislation creates a mandate for our airports or the military, rather it allows leases and current agreements to be renewed. Future agreements can be fairly negotiated without the risk of airfields losing FAA grant eligibility or the Guard losing their entire budget to lease payments.

I have many constituents that work at the Battle Creek Air National Guard Based in Michigan, which is just one of the many dual-use airfields that will immediately benefit from