

industry by continuing to delay the regulations authorized back in 2009. Let's do the right thing for America's children. Let's assist our children in living longer, healthier, happier lives by ending the targeting by Big Tobacco.

Thank you, Madam President.

The PRESIDING OFFICER. The Senator from Florida.

Mr. NELSON. Madam President, I would like to find out how long the Senator from North Carolina wants to speak because I need to wrap up a matter on the FAA bill, which we are voting on in 15 minutes.

The PRESIDING OFFICER. The Senator from North Carolina.

Mr. TILLIS. Madam President, through the Chair, I will take about 5 minutes, not more.

Mr. NELSON. Very fine.

Thank you, Madam President.

The PRESIDING OFFICER. The Senator from North Carolina.

COROLLA WILD HORSES

Mr. SULLIVAN. Madam President, I come to the floor to talk about something that is very important to many of us in North Carolina and to the people who come to the North Carolina coast to enjoy our beautiful beaches and a group of wild horses at Corolla.

They are called the Corolla wild horses. They are a piece of American heritage. They have been there since ships have been wrecked in what we call the graveyard of the Atlantic. These horses of Spanish origin ended up finding their way to shore, and they set up a habitat on the East Coast that is actually an attraction to tourists and something that brings a smile to your face when you are out on the water and you see them coming to the shore. They have been there for almost 400 years, and they are roaming over about 7,500 acres of land right now.

The problem we have, though, is that with development over time their habitat has shrunk. As a result of that, we only have about 80 horses out in Corolla now. To have a healthy population, we have to figure out a way to provide them with genetic diversity or they are going to become extinct in a very brief period of time. The entire herd is in grave danger as a result.

The solution to the problem is to try to figure out a way to produce genetic diversity, which is why the senior Senator from North Carolina, Mr. BURR, has offered an amendment that I hope we can get support for.

The horses roam mostly on private land, but there are some public lands they roam freely on that are managed by the U.S. Fish & Wildlife. The county and private philanthropic organizations are managing the horses. No taxpayer dollars are being used to manage these horse populations, but they do need some help and relief from the amendment Senator BURR has put forward.

To give an idea of what we are dealing with, I want to tell a story of a typ-

ical example of what is happening in Corolla. This is a heartbreaking story. It was shared with me by Karen McCalpin, the executive director of the Corolla Wild Horse Fund, who manages the horses now with no taxpayer dollars:

When Cordero was first seen, the tides were too high to bring a trailer up the beach so we had to wait until the next day at low tide to bring panels and a trailer. We looked for him every day for 4 days after that. We went through wooded areas and marsh with no success. We finally found his harem on July 20, 2013. It was a difficult capture and the poor thing was trying to run to keep up with his mother. We had to capture her as well. Due to his young age and poor condition, he needed his mother's milk as well as her company to help relieve some of the stress of captivity. Unfortunately, that became an exercise in futility.

Cordero, because of his health problems, had to be euthanized.

We want a solution to this problem. It is a great solution that only requires a minimum amount of influence from us to get this done—largely done by private and local entities. What we need to do is put an amendment forward that requires the U.S. Fish & Wildlife Service, the State of North Carolina, and Currituck County—the State of North Carolina and Currituck County want to do this—working with the Corolla Wild Horse Fund to establish a management plan that would allow for the transfer of horses from a related herd located at Shackleford Banks. This would allow the herd size to grow and will provide more genetic diversity to prevent situations that poor Cordero experienced.

Our amendment asks for no money. The amendment is supported by the Humane Society, the American Society for the Prevention of Cruelty to Animals, the Animal Welfare Institute, the Corolla Wild Horse Fund, and other key animal welfare organizations.

Contrary to what some people have said who may oppose this amendment, it doesn't change the mission of U.S. Fish & Wildlife Services. It doesn't require any taxpayer dollars. All it simply does is allow local government to solve this problem.

I hope that later today or tomorrow, when we can get on these amendments, we can convince our Members that this is a very important asset not only for North Carolina but for the Nation, and a simple gesture on our part can solve a very difficult problem on the part of the Corolla wild horses.

Thank you, Madam President.

I yield the floor.

The PRESIDING OFFICER. The Senator from Florida.

FAA REAUTHORIZATION BILL

Mr. NELSON. Madam President, we are close to the vote on the FAA bill. I want to underscore the importance for the Senate because it contains some of the most significant passenger-friendly reforms and airport security enhancements that we have seen in years.

To get to this point has been no small task, especially in this era in which it is so difficult to find consensus and a bipartisan way to pass something. We have been able to do it with the able leadership of the chairman, Senator JOHN THUNE. The two of us have felt like we needed to focus on areas where we agree, and as a result the entire Commerce Committee came together to get this done. Now we are about to pass this and get it on to the House.

In a complicated bill like this, it doesn't contain everything that everybody wants, but we hope our counterparts in the House are going to take up and pass this bill without delay. We have given them a good bipartisan blueprint to follow and one they ought to pass easily.

If they add controversial or partisan measures such as privatizing our air traffic control system, this bill will fail. The U.S. Department of Defense is unalterably opposed to private controllers controlling our military aircraft. If that path is taken in the House, it is going to be a big loss for consumers and for the safety of the flying public.

When thinking about some of the irritations of passengers, such as the growing list of airline fees and charges, consumers feel they are nickel-and-dimed to death. This bill is going to require greater transparency and relief. Building on a minority Commerce Committee report that was released last summer, it requires fee refunds for delayed baggage. It requires refunds for ancillary services, such as seating fees that are paid for by a customer and then not delivered by the airline. It requires new standardized disclosure of fees for consumers and increased protections for disabled passengers.

There are important safety reforms. Last night's national news was led by an international news report from London about an inbound British Airways flight into Heathrow that was struck by a drone. Computer analysis has been done. What would happen if the drone is sucked into a jet engine? It can certainly cause it to be inoperable and might start an explosion.

Remember what happened when two seagulls were sucked into the engine of a flight called the Hudson River miracle, when captain Sully Sullenberger was able to belly it in because he had no power. That was caused by a seagull with feathers, webbed feet, and a beak. Imagine what the metal and plastic of a drone being sucked into a jet engine could do. Do we need any more reminders?

This bill has a pilot program to test and develop technologies to intercept or shut down drones when they are near airports.

Remember the tragedy in Brussels. Remember the downing of a Russian airliner in Egypt because somebody was on the inside and snuck a bomb onto the airplane. There are parts in this bill that will help reduce the insider threat that terrorists have previously exploited, including the soft

targets in the queues at the TSA lines and at the ticket counters.

This bill will improve the background checks and security screenings for airport workers and prevent hackers from potentially gaining control of an airplane. This bill also requires that the FAA develop standards on how aircraft manufacturers can keep flight control systems separate from inflight passenger entertainment systems. Remember what was shown on “60 Minutes” about the takeover and control of a car by someone going on the Internet and hacking into the car’s entertainment system.

The bottom line is, this is a good bill. It is the result of a hard-earned collaborative effort. I thank Senator THUNE and his staff for their good work and their good will in our negotiations. I also thank the Members of our staff who worked endlessly to get us to this point. After the vote, I am going to read a list of their names because I want them to be recognized.

To our colleagues in the Senate, I thank you for working with Senator THUNE and me on the creation and development of the bill up to this point and now the passage of the bill. I suspect the Senate will respond overwhelmingly and I certainly urge that result.

Madam President, we have just a couple minutes until the vote.

I suggest the absence of a quorum.

The PRESIDING OFFICER. The clerk will call the roll.

The senior assistant legislative clerk proceeded to call the roll.

Mr. NELSON. Madam President, I ask unanimous consent that the order for the quorum call be rescinded.

The PRESIDING OFFICER. Without objection, it is so ordered.

Mr. NELSON. Madam President, I ask unanimous consent that I be permitted to speak for up to 5 minutes.

The PRESIDING OFFICER. Without objection, it is so ordered.

Mr. NELSON. Madam President, we are trying to get clearance for a package of 26 noncontroversial amendments that Senator THUNE and I put together in a package. They are noncontroversial. They are amendments sponsored by a multiplicity of Senators, a whole array of different things that are needed.

We have one Senator objecting to proceeding with the package of 26 amendments. We are trying to get that objection removed; otherwise, we are going to be in a position of going to the bill, which we will have the votes to pass, but without these 26 amendments. These are amendments by Senators HATCH, MCCAIN, THUNE, MORAN, BROWN, MURPHY, KAINE, FEINSTEIN, JOHNSON, LEAHY, INHOFE, CORNYN, MARKEY, KIRK, CORNYN, DURBIN, MORAN, WARNER, SULLIVAN, HIRONO, HOEVEN, HEITKAMP, ISAKSON, MURRAY, and TESTER.

All are noncontroversial. But we have one objection with regard to this package, which is noncontroversial.

I yield the floor.

I suggest the absence of a quorum.

The PRESIDING OFFICER. The clerk will call the roll.

The senior assistant legislative clerk proceeded to call the roll.

Mr. THUNE. Madam President, I ask unanimous consent that the order for the quorum call be rescinded.

The PRESIDING OFFICER. Without objection, it is so ordered.

Mr. THUNE. Madam President, we have pending before us final passage on the FAA reauthorization. We have been waiting to see if there were not another 26 amendments that have been cleared on both sides that we can get added to the bill. Despite our best efforts, we have an objection to that. We have been trying all morning to get that cleared, but that has not been possible.

CONCLUSION OF MORNING BUSINESS

The PRESIDING OFFICER. Morning business is closed.

AMERICA’S SMALL BUSINESS TAX RELIEF ACT OF 2015

The PRESIDING OFFICER. Under the previous order, the Senate will resume consideration of H.R. 636, which the clerk will report.

The senior assistant legislative clerk read as follows:

A bill (H.R. 636) to amend the Internal Revenue Code of 1986 to permanently extend increased expensing limitations, and for other purposes.

The amendment was ordered to be engrossed, and the bill to be read a third time.

The bill was read the third time.

The PRESIDING OFFICER. The bill having been read the third time, the question is, Shall the bill pass?

Mr. THUNE. Madam President, I ask for the yeas and nays.

The PRESIDING OFFICER. Is there a sufficient second?

There appears to be a sufficient second.

The clerk will call the roll.

The senior assistant legislative clerk called the roll.

Mr. CORNYN. The following Senator is necessarily absent: the Senator from Texas (Mr. CRUZ).

Mr. DURBIN. I announce that the Senator from Vermont (Mr. SANDERS) is necessarily absent.

The PRESIDING OFFICER (Mr. FLAKE). Are there any other Senators in the Chamber desiring to vote?

The result was announced—yeas 95, nays 3, as follows:

[Rollcall Vote No. 47 Leg.]

YEAS—95

Alexander
Ayotte
Baldwin
Barrasso
Bennet
Blumenthal
Blunt

Booker
Boozman
Brown
Burr
Cantwell
Capito
Cardin

Carper
Casey
Cassidy
Coats
Cochran
Collins
Coons

Corker
Cornyn
Cotton
Crapo
Daines
Donnelly
Durbin
Enzi
Ernst
Feinstein
Fischer
Flake
Franken
Gardner
Gillibrand
Graham
Grassley
Hatch
Heinrich
Heitkamp
Heller
Hirono
Hoeven
Inhofe
Isakson

Johnson
Kaine
King
Kirk
Klobuchar
Lankford
Leahy
Manchin
Markey
McCaIn
McCaskill
McConnell
Menendez
Merkley
Mikulski
Moran
Murkowski
Murphy
Murray
Nelson
Paul
Perdue
Peters
Portman
Reed

Reid
Risch
Roberts
Rounds
Sasse
Schatz
Schumer
Scott
Sessions
Shaheen
Shelby
Stabenow
Sullivan
Tester
Thune
Tillis
Toomey
Udall
Vitter
Warner
Warren
Whitehouse
Wicker
Wyden

NAYS—3

Boxer

Lee

Rubio

NOT VOTING—2

Cruz

Sanders

The bill (H.R. 636), as amended, was passed.

The PRESIDING OFFICER. The Senator from South Dakota.

Mr. THUNE. Mr. President, I ask unanimous consent to speak for up to 10 minutes.

The PRESIDING OFFICER. Without objection, it is so ordered.

Mr. THUNE. Mr. President, I rise today to express my appreciation to my colleagues for the passage of the Federal Aviation Administration Reauthorization Act of 2016. By passing this legislation, which I offered with the Commerce Committee’s ranking member, Senator NELSON, and our Aviation Subcommittee leaders, Senator AYOTTE and Senator CANTWELL, the Senate is seeking to end a string of short extensions with a comprehensive reform proposal now on its way to the House of Representatives. Bipartisan efforts at both the Commerce Committee and on the Senate floor made an already strong bill even better.

Only weeks ago, horrific attacks by ISIS created new concern for air travelers. Recognizing the need to enhance security, Senators from both sides of the aisle offered amendments to strengthen safety and security protections for passengers in this aviation bill. To guard against the threat of airport insiders helping terrorists, we added provisions that I authored along with Senator NELSON to improve the scrutiny of individuals applying to work in secure airport areas.

For the first time, we put requirements in place so applicants needing access to secure areas of airports can be denied security credential if they have been convicted of embezzlement, racketeering, robbery, sabotage, immigration law violations, or assault with a deadly weapon.

While very few criminals are terrorists, it is not at all uncommon for terrorists to get their start as criminals. The Brussels attackers, for example, were known to the police as criminals long before they carried out terrorist