

these unsafe carriers operating in the United States. We can close that door again by just modifying NAFTA.

The Trump administration is approaching this issue perhaps as early as next week in the NAFTA negotiations, and this should be at the top of their agenda: we will not give them national treatment; they will have to meet our standards and prove that they have met our standards; they have to develop a meaningful driver's license base; they will have to have drug and alcohol testing; they have to have hours of service. Then we can talk about whether or not they can operate in the United States.

We had a system before NAFTA. Mexican truck drivers would bring the trucks just over the border. They were limited in how far they could go. They would drop the trailers. U.S. truck drivers would pick them up.

Then there is one other issue here: Are we going to do to our trucking industry what we have done to so many in manufacturing? Are we going to drive down truck drivers' wages?

It is already a tough business, particularly for independent drivers. Are we going to make them compete with people who are earning 2 bucks an hour and don't have to meet the same rules as they do? That is not fair competition, and it is not good for the American people, not for the jobs or the safety on our highways.

So I am asking the Trump administration to hang tough on this issue and take away this national treatment that we are giving to Mexico, which does not have an equivalent system to the United States, and go to something that is based on reciprocity and equivalence. That would be a good change to the NAFTA agreement, which, of course, I opposed from day one.

#### RECOGNITION OF NATIONAL MANUFACTURING DAY

The SPEAKER pro tempore (Mr. JODY B. HICE of Georgia). The Chair recognizes the gentleman from Pennsylvania (Mr. THOMPSON) for 5 minutes.

Mr. THOMPSON of Pennsylvania. Mr. Speaker, this Friday is National Manufacturing Day. We celebrate Manufacturing Day annually in order to recognize the manufacturing industry's part in the growth and prosperity of the United States economy, as well as raise awareness of the important investment and career opportunities within the manufacturing sector.

Manufacturing Day started in 2012 as an annual celebration of modern manufacturing meant to inspire the next generation of manufacturers, and it has done just that. According to a 2016 survey of students who attended Manufacturing Day events, 89 percent were more aware of manufacturing jobs in their communities; 84 percent were more convinced that manufacturing provides careers that are interesting and rewarding; 64 percent were more motivated to pursue careers in manu-

facturing; and 71 percent were more likely to tell friends, family, parents, or colleagues about manufacturing after attending the event.

Mr. Speaker, the manufacturing industry impacts every community in the United States, and that is certainly true for Pennsylvania's Fifth Congressional District. Pennsylvania has a rich history of being a manufacturing leader, especially our storied Pennsylvania Steel. The Commonwealth has been an important cog in the wheels of this country's industrial revolution thanks to industries like iron, coal, and lumber, in addition to steel.

Our Pennsylvania farmers have fed and continue to feed generations of Americans, providing safe and nutritious food for all our neighbors.

From heritage companies to newer rising stars, we have a wide cross-section of products produced in the Fifth District of Pennsylvania, and Mr. Speaker, I would like to highlight just a few.

Brookville Equipment Corporation in Jefferson County is the leading American manufacturer of diesel locomotive engines, street trolleys, and mining machinery. Brookville's mass transit resume includes fully refurbishing streetcars for cities, including New Orleans, Philadelphia, and San Francisco.

Since 1889, W.R. Case & Sons Cutlery Company has been fashioning handcrafted pocketknives and sporting knives in McKean County.

Zippo Manufacturing Company, makers of the world famous Zippo windproof lighter, owns Case Knives today. Zippo is another family-owned business, based in the city of Bradford, McKean County, since 1936.

Major leaguers have been swinging our fine Pennsylvania hardwoods thanks to Jefferson County company BWP Bats. BWP's slogan is "Built With Pride."

Huntingdon County's Bonney Forge has a state-of-the-art forge facility capable of manufacturing our entire line of forged steel fitting and forged steel valve products since 1875.

A new manufacturer is DiamondBack Truck Covers. Two Penn State students started this company in their garage in 2003. They make heavy-duty, utility-oriented, diamond plate aluminum truck bed covers for pickup trucks in Philipsburg, Pennsylvania, in Centre County.

Mr. Speaker, this is just a handful of the manufacturers in my district who produce quality, American-made products. As co-chair of the Career and Technical Education Caucus, I am proud that the manufacturing industry employs scores of career and technical education students in family-sustaining careers. These are great family-sustaining jobs.

As we celebrate National Manufacturing Day on Friday and draw attention to the roles manufacturers play in our communities, I commend all those who keep our economy booming through manufacturing.

#### STOPPING GUN VIOLENCE

The SPEAKER pro tempore. The Chair recognizes the gentleman from Illinois (Mr. SCHNEIDER) for 5 minutes.

Mr. SCHNEIDER. Mr. Speaker, I rise today heartbroken and bone weary from the gun violence that continues to wrack our country. Just this year alone there have been 273 mass shootings, shootings with four or more victims. Every day we read of another child tragically lost.

Our Nation awoke yesterday to the horrifying news of yet another mass shooting, this time in Las Vegas. It is once more now the worst shooting in our Nation's history. This violence sears our hearts and leaves countless families forever tragically changed.

I extend my sincere condolences to all those who lost loved ones and send prayers of recovery to those wounded. Please know that the American people are grieving with you.

I am incredibly grateful for the extraordinary professionalism and bravery of law enforcement and first responders during this attack. But our words and prayers are not sufficient for the people of Las Vegas or the other victims of daily gun violence across our country. We owe them more. We must come together to tackle this epidemic with action. Enough is enough.

There is no one single solution to the gun violence now, nor are there any easy answers, but that must not stop us from making progress where we can. Incredibly, however, this body is set to consider rolling back some of the commonsense regulations we already have in place for gun safety.

It is inconceivable to me that this House is preparing to vote on legislation to weaken restrictions on the sale of silencers. Such sound suppressors make it more difficult for law enforcement officers to identify the point source of a weapon and to react to protect our public.

Why are we considering a bill that makes firearms more deadly and makes it more difficult for police to respond?

But that is not all. There is also a proposal to weaken State concealed carry laws with national reciprocity.

This dangerous legislation would undermine local safety laws and deny States their right to establish their own concealed carry safety standards. Requiring States to accept the concealed standards of every other State will effectively create a dangerous race to the bottom and leave the least restrictive State law as the effective national standard.

Mr. Speaker, we should be debating and voting on proposals that can reduce gun violence in our communities. We must not allow the difficulty of the path ahead prevent us from embracing solutions that move us in the right direction.

Earlier this year, I introduced the Ghost Guns Are Guns bill with my colleague, Congressman ESPAILLAT of New York. This bill will address the glaring

loophole that allows gun buyers to bypass a background check by purchasing their weapons as unassembled kits online. These kits can be delivered to anyone's doorstep with all the parts needed to assemble a fully functioning, totally untraceable firearm.

The Ghost Guns Are Guns Act simply says that these weapons should be regulated like other firearms and require a background check like other firearms. More than 9 out of 10 Americans support background checks. This bill is a commonsense step forward, and I urge my colleagues to join me in seeking its passage.

We also face the problem of stolen guns. Last year alone, more than 18,000 guns were lost or stolen from Federal firearm dealers. Many of these stolen weapons were later used in violent crimes. That is why I introduced the SECURE Firearm Storage Act, to require all Federal firearm licensees to securely store their inventory when not open for business.

The Chicago Sun-Times said this bill was, "so obviously right, it's hard to believe it is even necessary." I agree, and I invite my colleagues to join me in passing this bill as well.

These are but two commonsense ideas. I am open to any and all ideas to make progress in reducing gun violence in our communities and helping make our communities safe—from universal background checks to making gun trafficking a Federal crime, to limiting access to high-capacity magazines and military assault weapons.

Enough is enough. We cannot allow this epidemic to continue. Together, we have the opportunity to save lives. I urge my colleagues to join me, and let's take this time to act.

#### 21ST CENTURY AIRR ACT

The SPEAKER pro tempore. The Chair recognizes the gentleman from Pennsylvania (Mr. SHUSTER) for 5 minutes.

Mr. SHUSTER. Mr. Speaker, Congress has just approved an FAA extension to fund the agency for 6 months, but our work is not done. We have a responsibility to pass a long-term FAA bill that ensures America remains a leader in aviation.

The status quo means American aviation manufacturing will lose out to competitors in Europe, China, Brazil, and Canada. We will lose jobs. It means the drone industry will continue to go overseas for testing and development. That is more lost jobs. The status quo means more delays and lost time for our passengers.

Let me read you a quote: "The FAA is the only agency of government worse at procurement than the Pentagon. Congress has tried to reform it; it didn't stick. We have got to try something different to get it to be more agile to give us 21st century equipment and software that we need."

Mr. Speaker, that is not my quote. I am quoting the ranking member of the

Transportation and Infrastructure Committee. And that, based on what he has said and what we have seen over the last 20 years, that is why it is time to reform the FAA.

With my Republican and Democratic colleagues, I have introduced H.R. 2997, the 21st Century AIRR Act. Like all major reforms, there have been false claims made against this bipartisan bill. The false issues I want to address are from general aviation.

My colleagues and I, including SAM GRAVES, worked with the general aviation community to include everything they have asked for in this bill. Not one of their legislative requests was excluded. In fact, Congressman GRAVES now supports the bill because of how far we went to address the needs of the GA community. We did so because general aviation is vital to our unique aviation system, and I would never sponsor legislation that harms my own rural community and the GA pilots and the several hundred GA pilots who live within it.

Here is what the general aviation community asked for:

They did not want to pay user fees to use air traffic control services, and they won't. All they have to do is look at page 83 in the bill. The only entity that will be able to change this is Congress, just like it is today.

They did not want any airspace restrictions. This bill prohibits airspace restrictions for the GA, and just look at page 114 to find that. In fact, GA doesn't have that guarantee today. Our bill actually puts that guarantee in law for the first time.

They wanted to fully fund the Airport Improvement Program. I want to fully fund the Airport Improvement Program, in part, because it helps my district and small- and medium-sized airports in rural communities around this country. AIP will be funded the way it has been in the past, and it will be, going forward, by the traveling public.

Currently, AIP funding is flatlined at \$3.3 billion a year, but over the course of the bill, we will raise that up to almost \$4 billion, and you will find that on page 7 of the bill.

GA wanted parity on the board, and they got it, the ability to nominate two board members. So the board will be balanced. It will include airports, pilots, controllers, commercial passenger carriers, cargo carriers, regional carriers, general aviation, business aviation, plus the government will put two seats on the board.

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A super majority will choose two independent board members, and then they will choose a CEO.

Yet even when faced with these facts in black and white text, opponents of reform still claim these guarantees are not in the bill. Ask a member of the GA community what we can do to get their support, and they will say: "Nothing." They want to keep the status quo.

Unfortunately, a few Washington special interests that represent business jets oppose this commonsense reform. Think about it this way: 850 million passengers will fly commercially every year, and that number will go to a billion over the next 10 years; this bill is real reform that will benefit them at no cost and harm to the business jet aviation; in fact, every person that flies commercially subsidizes business jets using the air traffic control system.

A small number of GA owners, the number is about 500,000, are opposing something that will benefit a billion passengers that will fly annually.

Another thing that was brought up is that we harm the defense of this country. That is absolutely not true. As a senior member of the Armed Services Committee, I would never do anything that would harm the defense of this country. And Secretary Mattis and Deputy Secretary of Defense Shanahan have been on the Hill, have written letters supporting our efforts to this fact.

In conclusion, Mr. Speaker, this is not speculation. This reflects the very carefully drafted text of the bill that the House will vote on in the coming days. I encourage Members to read the bill and come to us with questions.

This bipartisan bill has broad and diverse support. For example, Heritage Action, the pilots and the air traffic controller union, and the flight attendants union all support this very bipartisan bill, a bill that will transform aviation in this country, keep us competitive, keep us safe, and keep us efficient.

I ask all my colleagues to support the bipartisan H.R. 2997.

#### GUN SAFETY LEGISLATION

The SPEAKER pro tempore. The Chair recognizes the gentlewoman from Massachusetts (Ms. CLARK) for 5 minutes.

Ms. CLARK of Massachusetts. Mr. Speaker, yesterday we grieved for 59 Americans who were killed watching a concert and 527 people who were injured as bullets rained down on them. As horrible as it is, it is only an inflection point on the daily loss of life to gun violence.

We have had our grisly House ritual of expressing our heartfelt grief, followed by a moment of silence, but the moments have extended into years.

Families at home did not send us here for our thoughts and prayers. No one in this Chamber was elected to tackle our country's challenges with moments of silence.

We were elected to work together, to debate, to argue, even fight tooth and nail about the problems Americans are facing and what we can do to help, but that is not what we are doing here.

Even after the massacre of children and now the worst massacre by guns in American history, our Republican leaders continue to block debate on commonsense gun safety legislation that is