

and brothers, people just trying to enjoy some country music.

Instead of going home to their loving families, instead of going home and being greeted at the door by their toddler, they were carried away in bags. They are now another tragic statistic, another empty seat at Christmas dinner—lives taken, not lost—lives with such potential, lives that were doing amazing things, lives that were raising families and serving their community—lives taken, not lost—lives surrounded by hundreds of other lives that will never, never be the same.

Each life taken is a tragedy, but the hundreds of other lives impacted forever in those 11 minutes are, equally now made tragic.

489 people were injured. Mr. Speaker, let me say that again, because we often focus on those killed but forget about the hundreds fighting for their lives in the intensive care unit. We forget about those who will need to learn to walk again or will never walk again. We forget about the mom who will never hold her baby again because her arms are paralyzed, the other grandfather who will never see his grandchildren again because he has been blinded.

Mr. Speaker, while Las Vegas marked that largest mass shooting in U.S. history, just 477 days earlier, the largest mass shooting was a preventable tragedy at Pulse nightclub in Orlando that took 49 lives and wounded 58.

How can you say there isn't a problem with gun violence when it takes less than 500 days for one horrific mass shooting to eclipse another as the deadliest in American history?

How can you say there is nothing we can do, as Americans die, as kids get shot and are never the same?

How is one man able to be so destructive in such a short amount of time?

The answer is in an after-market modification called the bump stock that turns an assault weapon into a machine gun, something outlawed by this House during the days of Al Capone. Yet it is still possible to walk into a gun store, purchase this device, and, within minutes, have a gun of war in your hands.

Mr. Speaker, how did we let this happen? More importantly, how are we still letting this happen? Why haven't we acted to outlaw these devices that allow people to make machines in their backyard?

There is a commonsense bipartisan bill awaiting action. Why haven't you called it to the floor? Is it because the NRA changed its mind and now opposes the bill?

Crickets—that is what I thought.

How can we keep our families safe when this House and this majority is beholden to the gun lobby dedicated to profits over people?

REFORM AND REAUTHORIZE FAA

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

Mr. DENHAM. Mr. Speaker, I rise this morning because the House must continue its work to reform and reauthorize the FAA. We have got to pass H.R. 2997, the 21st Century AIRR Act.

Thirty years ago—30 years ago—the FAA identified the need to modernize or upgrade the Nation's antiquated World War II era air traffic control system. This is a system, at the time, that used radar technology and paper strips for communications between controllers. They literally would take these paper slips and hand them from one controller to the next controller to the next controller as aircraft not only moved through the airwaves, but were moving through the airport systems.

Now, over the last 30 years, Canada, Australia, and many in the EU have changed to this GPS system. We have got countries all across the globe going to GPS, or decades ago have already switched. It is when they go through our airspace, we still use this old radar technology.

Now, during this time, we have upgraded GPS systems. We all carry around handheld devices that use GPS: the Wave app, Google app. There are many different mapping platforms that allow you to get through cities, towns, the countryside. If there is an accident, there is a delay, it allows you to get around it and move through so that we can actually have greater efficiencies on the road.

But 30 years have gone by, and today, after spending \$7 billion, the FAA still uses this outdated radar technology, moving from beacon to beacon, getting passed along as you travel across the United States. And, yes, our air traffic control system still passes these little pieces of paper from one to the next to the next. Oftentimes, if you travel around, you will go through areas where you are not captured by the radar at all, while other countries continue with this GPS system.

This outdated air traffic control system negatively impacts the entire flying public. An outdated ATC means route inefficiencies, which means higher costs, which yields more congestion in our skies and sitting on our tarmacs.

I would like to see a system where you don't leave the gate to go sit on the runway until you know that you actually have a slot and are moving into the air and have a direct flight to your point. But today, you will see many airlines that will sit you out on the tarmac waiting for a slot.

More congestion is a direct factor of flight delays and canceled flights. The reforms in this bill will provide more on-time departures and arrivals and less canceled flights.

This bill is for the average flier. It doesn't matter which airline you take, we ought to have an air traffic control system that serves them all with a GPS system that allows you to get from point A to point B without the time delays.

This also has the Air Improvement Program fully funded, which actually

increases the Airport Improvement Program from \$3.3 billion to \$4 billion. It has the ability to upgrade our airports.

Mr. Speaker, I also served my country in the Air Force for 16 years. As a veteran, I know that national security comes first. The 21st Century AIRR Act does not jeopardize the interaction between the Department of Defense and air traffic control; in fact, it strengthens it. The Federal Government retains exclusive sovereignty and control of the airspace, and the President maintains critical authority to assume control of the airspace during emergencies in times of war.

The time to bring up the bill, H.R. 3997, the 21st Century AIRR Act, is now. The public has waited way too long. We have been bypassed by other countries. If we can identify it 30 years ago that we had World War II technology, we ought to recognize it today and stop passing these little pieces of paper back and forth through our air traffic control systems.

Let's upgrade our systems, let's create efficiencies, and let's get people moving across this country in an efficient manner where they are not sitting on tarmacs waiting for flight delays.

DEMAND ACTION FOR VICTIMS OF GUN VIOLENCE

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

Ms. TITUS. Mr. Speaker, I rise, once again, to honor, mourn, and demand action for victims of gun violence.

On October 1, a gunman armed with semiautomatic weapons equipped with bump stocks fired hundreds of rounds in a matter of minutes at concert goers in my Las Vegas congressional district, killing 58 and injuring 489 others in attendance.

During my tenure in Congress, I have stood for too many moments of silence on this House floor to remember lives lost to senseless gun violence.

Many of my colleagues and I know all too well about the senseless loss of life in our streets, movie theaters, schools, and, now, concert venues. We have pleaded, we have watched, we have mourned as more and more victims suffer, and we have seen nothing from congressional Republicans.

This just can't go on. We can't ignore the lives lost due to gun violence in my district or in any other for any longer, and if we don't act soon, we will just be here doing it again.

So I want to call the names, say the names, remember the names of the 58 casualties who lost their lives in my district. Let us honor their memory, and let these 58 names give the Republicans 58 more reasons why we must take action now.

Hannah Ahlers; Heather Alvarado; Dorene Anderson; Carrie Barnette; Jack Beaton; Steve Berger; Candice Bowers; Denise Burditus; Sandy Casey;

Andrea Castilla; Denise Cohen; Austin Davis; Thomas Day, Jr.; Christiana Duarte; Stacee Etcheber; Brian Fraser; Keri Galvan; Dana Gardner; Angela Gomez; Rocio Guillen Rocha; Charleston Hartfield, a police officer off duty; Chris Hazencomb; Jennifer Topaz Irvine; Teresa Nicol Kimura; Jessica Klymchuk; Carly Krebaum; Rhonda LeRocque; Victor Link; Jordan McIldoon; Kelsey Meadows; Calla-Marie Medig; James "Sonny" Melton; Patricia Mestas; Austin Meyer; Adrian Murfitt; Rachael Parker; Jenny Parks; Carrie Parsons; Lisa Patterson; John Phippen; Melissa Ramirez; Jordyn Rivera; Quinton Robbins; Cameron Robinson; Tara Roe; Lisa Romero-Muniz; Chris Roybal; Brett Schwanbeck; Bailey Schweitzer; Laura Shipp; Erick Silva; Susan Smith; Brennan Stewart; Derrick "Bo" Taylor; Neysa Tonks; Michelle Vo; Kurt von Tillow; and Bill Wolfe.

These are the 58 people who lost their lives from gun violence in my district in Nevada; 58 more reasons why we shouldn't stand silent, but we need to take action now.

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RECOGNIZING NATIONAL OCEANIC AND ATMOSPHERIC ADMINISTRATION'S AIRCRAFT OPERATIONS CENTER

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

Mr. ABRAHAM. Mr. Speaker, I rise today to bring attention to the critical and lifesaving work being done by the National Oceanic and Atmospheric Administration's Aircraft Operations Center.

On September 23, I had a front row seat flying into the eye of Hurricane Maria as it headed toward Puerto Rico and the coastal United States. I rode through the hurricane aboard a NOAA P-3 Orion operated by the highly specialized workforce of the NOAA Commissioned Officer Corps, civilian technicians, meteorologists from NOAA, and others, who have safely navigated these hurricanes for decades.

The P-3's instruments collect and transmit realtime weather data from storms far out to the sea back to the mainland. This data is critical for hurricane forecasters used by the American public and emergency managers.

Providing the most accurate forecasts of hurricane track and intensity, as early as possible, is the focus of these flights. Whether a strong hurricane directly hits a major U.S. city or weakens and spins out to sea with minimal impacts is a question that can impact billions of dollars and thousands of lives. These flights are vital to protect our Nation's lives and property.

In addition to the P-3 hurricane hunter I flew in, NOAA also has a G-IV jet that goes high above the storm. The

specialized instrumentation on NOAA hurricane aircraft provides critical storm data. The dual-channel tail doppler radars provide three-dimensional views of the storm.

These advanced technology tools make NOAA's fleet a critical resource to safeguard lives and property when hurricanes threaten our shores. There is no doubt that this has been a challenging hurricane season for the country, with Hurricane Harvey's flooding in Louisiana and Texas, Hurricane Irma impacting Florida, and Hurricane Maria devastating Puerto Rico. NOAA's aircraft have performed tirelessly throughout these events. Over a 4-week period, two NOAA hurricane aircraft flew over 300 hours and dropped over 500 weather probes into these storms.

After the hurricanes pass, NOAA's work is not done. NOAA's fleet of light aircraft perform poststorm damage assessments, taking high resolution images that enable limited emergency response resources to be delivered to the most critical areas.

NOAA's King Air aircraft emergency response efforts to Hurricanes Harvey, Irma, and Maria have resulted in more than 1.7 billion requests for damage assessment images. In total, more than 65,000 images were collected, covering more than 24,000 square kilometers of impacted areas. Think about that. These images allow emergency managers and the general public to be able to flee quickly, to react quickly, and to assess quickly in these impacted areas.

NOAA's light survey aircraft also perform a diverse set of missions, including river and snow pack surveys essential for flood forecasts and water management; coastal mapping required for safe maritime navigation by commercial, military, and recreational sectors; and fisheries assessments.

NOAA's aircraft are responsive and flexible, able to deploy at a moment's notice in support of national disaster response. NOAA aircraft provided critical data and support on scene following the Deepwater Horizon event and over the skies of New York after Hurricane Sandy. NOAA aircraft provide data critical for public safety, economic, and national security.

The NOAA aircraft fleet, the NOAA Commissioned Corps, and NOAA civilians are an invaluable natural resource, and it is one that we have a duty to maintain. These crews and aircraft require regular updates, readiness training, and technology enhancements that directly benefit us and our country.

I look forward to working with my colleagues and the President to ensure that NOAA aircraft fleet has all of the resources they need to safeguard lives and property for decades to come.

PUERTO RICO NEEDS HELP

The SPEAKER pro tempore. The Chair recognizes the gentleman from New York (Mr. ESPAILLAT) for 5 minutes.

Mr. ESPAILLAT. Mr. Speaker, imagine waking up with no lights, imagine waking up with no running water, you cannot bathe yourself, you cannot feed your children, you get so desperate that you break into chemically contaminated water, into untreated sewage water, you are on dialysis, Mr. Speaker, and there is still no electricity, or you are running out of medication and supplies in hospitals that are very low.

What I am describing to you, Mr. Speaker, is not a dream. It is a living nightmare, and it has been a living nightmare in Puerto Rico for over a month. For over 4 weeks, while we now begin to focus and speak about tax reform and how this Congress attempts to assist the 1 percent—the wealthiest, the well-heeled—with a handsome tax break, with the elimination of the estate tax, when we attempt to shelve, to forget, to turn our head on this nightmare unfolded in Puerto Rico, it continues to be a living nightmare.

That doesn't stop there, Mr. Speaker. Puerto Rico could lose funding also for thousands of low-income housing units if power to the island isn't restored soon. The Department of Housing and Urban Development, which subsidizes 203 housing projects on the island, is prohibited by law from providing Section 8 assistance to buildings that are not decent, safe, and sanitary.

Every day that Puerto Rico goes without resources, potable water, medication, and electricity, the situation becomes more dangerous and the death tolls continue to go up. This has now become, Mr. Speaker, our Caribbean Katrina.

The official death toll reported by the government increased today to 49 deaths, but many folks fear that it is much higher than that, after confirming a death due to leptospirosis. According to the CDC, leptospirosis is a bacterial disease that affects humans and animals. Without treatment, this disease can lead to kidney damage, meningitis, liver failure, respiratory distress, and even death. To date, the island has reported 76 possible cases of the disease. Investigative reporting from various sources have tallied up deaths to potentially north of 450 people. As of Friday, October 6, at least 14 people have committed suicide in Puerto Rico. They are traumatized and in distress. This is our Caribbean Katrina. A list of 113 people remain missing after Maria's passage.

I was just in Puerto Rico for the second time this past week with Congressman LUIS GUTIÉRREZ. The Congressman and I helped distribute supplies and necessities to Comerio, a small town in a remote part of Puerto Rico.

Puerto Rico continues to need help. It needs to be woken up from this living nightmare. S.O.S. S.O.S. Get resources to them now. It is our Caribbean Katrina. Let's own it. Let's resolve it.