

The tragedy can have easily been avoided if Congress had taken the border threat and security seriously years ago. This car wreck would have never happened, and Dustin would likely still be with us today. Because of the severity of their injuries, Billy and Kathy were not even able to attend their own son's funeral.

Billy will tell you that, yes, he blames the driver of the car for the death of his son—his hunting buddy—but he also blames the government for ignoring our open and porous borders and for allowing someone who was here illegally to obtain a driver's license.

While there have been many speeches given in this Chamber on immigration, we have yet to be able to have a vote or even have a debate on what the majority of Americans are demanding, what the President has committed to, and what we as a legislative body should do, and that is to secure our borders.

How many more innocent victims such as Dustin Inman, Kate Steinle, and Sarah Root—and the list goes on and on—must die before we start taking the safety and security of American citizens seriously and prioritize securing our borders?

Not only are our borders a thoroughfare for human trafficking, they are also a distribution channel for cartels that smuggle contraband, dangerous drugs, and weapons that make their way into our communities. They are a portal for dangerous gangs such as MS-13 that bring terror, drugs, and murder to our streets.

For too long, we have chosen partisan politics over doing what is reasonable and right, and we put our families' livelihoods at tremendous risk. It is beyond time to take action. It is time for Congress to act. It is time for us to enforce our laws, and it is time to secure our borders, not for our own political victories, but for families such as Billy and Kathy Inman.

Mr. CARTER of Georgia. Mr. Speaker, I thank the gentleman for that, and I am thankful that the Georgia delegation was able to pay our respects to a great Georgian, to a great American, Zell B. Miller.

Mr. Miller's knowledge and his broad experience in Georgia enabled him to be one of the most popular and successful leaders ever for this State. With the passing of Zell Miller, Georgia has truly lost one of its most important servants.

Zell Miller was a personal mentor to me. Young Harris College changed my life, as I mentioned earlier. Zell Miller changed my life, as he changed the lives of so many Georgians, of so many Americans. I am so grateful for the wisdom that he shared with all of us. His family remains in my thoughts and prayers, but his policies, his ideals, and his legacy will live on in the State of Georgia for years to come.

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

THE PLIGHT OF THE ROHINGYA MUSLIMS

The SPEAKER pro tempore. Under the Speaker's announced policy of January 3, 2017, the Chair recognizes the gentleman from Michigan (Mr. LEVIN) for 30 minutes.

GENERAL LEAVE

Mr. LEVIN. Mr. Speaker, I ask unanimous consent that all Members have 5 legislative days to revise and extend their remarks and include extraneous material on the subject of my Special Order.

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

There was no objection.

Mr. LEVIN. Mr. Speaker, I rise today to speak about the unspeakable suffering of the Rohingya people. We must do all we can to shine a spotlight on their plight. Last night, the PBS NewsHour presented an hour-long documentary about the brutal campaign against the Rohingyas led by the Burmese military. At times it became intolerable to continue watching footage of young men being beaten, listening to the accounts of young girls and women being raped and killed, and seeing human remains shoved into mass graves.

The facts are well known. Since August last year, nearly 700,000 Rohingya Muslims have fled the violence in Myanmar to neighboring Bangladesh, where they are being housed in deplorable conditions and face an uncertain future. Some of the conversation lately has focused on returning the Rohingya Muslims to Burma, resettling them to a remote island or some third country. However, I believe the most pressing conversation today must be for the Burmese military and civilian government led by Aung San Suu Kyi to confront the issue head-on.

The Burmese leadership must acknowledge ethnic cleansing and acts of genocide that have been inflicted on the Rohingya people. As recently as March, a senior Burmese official reportedly made a series of comments designed to deny or downplay any violence and atrocities against the Rohingya Muslims, saying the vast majority remain in Burma, and "if it was genocide, they would all be driven out."

He went on to declare that the Burmese Government "would like to have clear evidence" of ethnic cleansing and genocide. That clear evidence already exists. Even as Burma has denied international investigators the ability to enter the country to gather evidence of such crimes, the United Nations' fact-finding mission found "concrete and overwhelming" evidence of "human rights violations of the most serious kind, in all likelihood amounting to crimes under international law."

The investigative team found widespread and systematic "State-led violence" and had "numerous accounts of children and babies who were killed, boys arrested, and girls raped."

Various rationales have been suggested for the failures of the Burmese Government to acknowledge and act upon atrocities against Rohingya Muslims. It is said that Aung San Suu Kyi does not control the military and there is a danger that the military would use the present crisis as a way to dismantle the civilian government. It is said that the civilian government is working within a deep traditional bias against the Rohingyas, and some see them as illegal immigrants from Bangladesh.

Others have suggested that pressure on the civilian government could lead to Burma moving closer to the Chinese. Still others point out that talks about the Rohingyas returning to Burma must be afforded time to work out, and the process has only begun.

None of this—none of this—can undermine for a moment the realities of the persecution of the Rohingyas. The PBS documentary "Myanmar's Killing Fields" left no doubt about the extent and nature of the atrocities perpetrated against the Rohingyas. As a U.N. official has stated, it is "a textbook example of ethnic cleansing." Until the Burmese civilian government and military openly acknowledge their role in these atrocities, protection and justice for the Rohingya Muslims will remain out of reach.

There is an overriding need for the Burmese Government and the world to step up to the plight of the Rohingyas. Senator JOHN MCCAIN and Senator DICK DURBIN introduced, on September 7, 2017, a resolution clearly addressing the plight of the Rohingyas. I introduced the same resolution 7 days later.

Subsequent events have darkened still further the plight of the Rohingyas since then. While the basic message in the resolutions remains the same, it would be wise to update them and then that this entire issue be fully and directly addressed by the Congress.

Bishop Desmond Tutu once said: "If you are neutral in situations of injustice, you have chosen the side of the oppressor."

The documentary on "Frontline" last night made it painfully clear that this Congress must not accept neutrality or any shade of it. We must stand tall on the side of justice.

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

SENATE BILL REFERRED

A Bill of the Senate of the following title was taken from the Speaker's table and, under the rule, referred as follows:

S. 1732. An act to amend title XI of the Social Security Act to promote testing of incentive payments for behavioral health providers for adoption and use of certified electronic health record technology; to the Committee on Energy and Commerce; in addition, to the Committee on Ways and Means for a period to be subsequently determined by the Speaker, in each case for consideration of such provisions as fall within the jurisdiction of the committee concerned.

ADJOURNMENT

Mr. LEVIN. Mr. Speaker, I move that the House do now adjourn.

The motion was agreed to; accordingly (at 6 o'clock and 58 minutes p.m.), under its previous order, the House adjourned until tomorrow, Thursday, May 10, 2018, at 9 a.m.

EXECUTIVE COMMUNICATIONS,
ETC.

Under clause 2 of rule XIV, executive communications were taken from the Speaker's table and referred as follows:

4754. A letter from the Management and Program Analyst, FAA, Department of Transportation, transmitting the Department's final rule — Amendment of Class E Airspace; Selinsgrove, PA [Docket No.: FAA-2014-0839; Airspace Docket No.: 14-AEA-7] received April 23, 2018, pursuant to 5 U.S.C. 801(a)(1)(A); Public Law 104-121, Sec. 251; (110 Stat. 868); to the Committee on Transportation and Infrastructure.

4755. A letter from the Management and Program Analyst, FAA, Department of Transportation, transmitting the Department's final rule — Amendment of Class B Airspace Description; St. Louis, MO [Docket No.: FAA-2018-0178; Airspace Docket No.: 17-AWA-3] (RIN: 2120-AA66) received April 23, 2018, pursuant to 5 U.S.C. 801(a)(1)(A); Public Law 104-121, Sec. 251; (110 Stat. 868); to the Committee on Transportation and Infrastructure.

4756. A letter from the Management and Program Analyst, FAA, Department of Transportation, transmitting the Department's final rule — Amendment, Revocation, and Establishment of Class D and E Airspace; Enid Vance AFB, OK; Enid Woodring Municipal Airport, OK; Enid, OK; and Vance AFB, OK [Docket No.: FAA-2016-9378; Airspace Docket No.: 16-ASW-16] received April 23, 2018, pursuant to 5 U.S.C. 801(a)(1)(A); Public Law 104-121, Sec. 251; (110 Stat. 868); to the Committee on Transportation and Infrastructure.

4757. A letter from the Management and Program Analyst, FAA, Department of Transportation, transmitting the Department's final rule — Modification and Revocation of Multiple Air Traffic Service (ATS) Routes; Northcentral United States [Docket No.: FAA-2016-9555; Airspace Docket No.: 16-AGL-2] received April 23, 2018, pursuant to 5 U.S.C. 801(a)(1)(A); Public Law 104-121, Sec. 251; (110 Stat. 868); to the Committee on Transportation and Infrastructure.

4758. A letter from the Management and Program Analyst, FAA, Department of Transportation, transmitting the Department's final rule — Standard Instrument Approach Procedures, and Takeoff Minimums and Obstacle Departure Procedures; Miscellaneous Amendments [Docket No.: 31184; Amdt. No.: 3791] received April 23, 2018, pursuant to 5 U.S.C. 801(a)(1)(A); Public Law 104-121, Sec. 251; (110 Stat. 868); to the Committee on Transportation and Infrastructure.

4759. A letter from the Management and Program Analyst, FAA, Department of Transportation, transmitting the Department's final rule — Airworthiness Directives; Airbus Airplanes [Docket No.: FAA-2017-0902; Product Identifier 2016-NM-188-AD; Amendment 39-19224; AD 2018-06-04] (RIN: 2120-AA64) received April 23, 2018, pursuant to 5 U.S.C. 801(a)(1)(A); Public Law 104-121, Sec. 251; (110 Stat. 868); to the Committee on Transportation and Infrastructure.

4760. A letter from the Management and Program Analyst, FAA, Department of Transportation, transmitting the Depart-

ment's final rule — Standard Instrument Approach Procedures, and Takeoff Minimums and Obstacle Departure Procedures; Miscellaneous Amendments [Docket No.: 31185; Amdt. No.: 3792] received April 23, 2018, pursuant to 5 U.S.C. 801(a)(1)(A); Public Law 104-121, Sec. 251; (110 Stat. 868); to the Committee on Transportation and Infrastructure.

4761. A letter from the Management and Program Analyst, FAA, Department of Transportation, transmitting the Department's final rule — Standard Instrument Approach Procedures, and Takeoff Minimums and Obstacle Departure Procedures; Miscellaneous Amendments [Docket No.: 31187; Amdt. No.: 3794] received April 23, 2018, pursuant to 5 U.S.C. 801(a)(1)(A); Public Law 104-121, Sec. 251; (110 Stat. 868); to the Committee on Transportation and Infrastructure.

4762. A letter from the Management and Program Analyst, FAA, Department of Transportation, transmitting the Department's final rule — Standard Instrument Approach Procedures, and Takeoff Minimums and Obstacle Departure Procedures; Miscellaneous Amendments [Docket No.: 31186; Amdt. No.: 3793] received April 23, 2018, pursuant to 5 U.S.C. 801(a)(1)(A); Public Law 104-121, Sec. 251; (110 Stat. 868); to the Committee on Transportation and Infrastructure.

4763. A letter from the Management and Program Analyst, FAA, Department of Transportation, transmitting the Department's final rule — Airworthiness Directives; Dassault Aviation Airplanes [Docket No.: FAA-2017-0908; Product Identifier 2017-NM-103-AD; Amendment 39-19238; AD 2018-07-07] (RIN: 2120-AA64) received April 23, 2018, pursuant to 5 U.S.C. 801(a)(1)(A); Public Law 104-121, Sec. 251; (110 Stat. 868); to the Committee on Transportation and Infrastructure.

4764. A letter from the Management and Program Analyst, FAA, Department of Transportation, transmitting the Department's final rule — Airworthiness Directives; Agusta S.p.A. Helicopters [Docket No.: FAA-2017-0940; Product Identifier 2017-SW-058-AD; Amendment 39-19233; AD 2018-07-02] (RIN: 2120-AA64) received April 23, 2018, pursuant to 5 U.S.C. 801(a)(1)(A); Public Law 104-121, Sec. 251; (110 Stat. 868); to the Committee on Transportation and Infrastructure.

4765. A letter from the Management and Program Analyst, FAA, Department of Transportation, transmitting the Department's final rule — Airworthiness Directives; Pacific Aerospace Limited Airplanes [Docket No.: FAA-2018-0285; Product Identifier 2018-CE-010-AD; Amendment 39-19245; AD 2018-07-14] (RIN: 2120-AA64) received April 23, 2018, pursuant to 5 U.S.C. 801(a)(1)(A); Public Law 104-121, Sec. 251; (110 Stat. 868); to the Committee on Transportation and Infrastructure.

4766. A letter from the Management and Program Analyst, FAA, Department of Transportation, transmitting the Department's final rule — Airworthiness Directives; The Boeing Company Airplanes [Docket No.: FAA-2017-1176; Product Identifier 2017-NM-123-AD; Amendment 39-19237; AD 2018-07-06] (RIN: 2120-AA64) received April 23, 2018, pursuant to 5 U.S.C. 801(a)(1)(A); Public Law 104-121, Sec. 251; (110 Stat. 868); to the Committee on Transportation and Infrastructure.

4767. A letter from the Management and Program Analyst, FAA, Department of Transportation, transmitting the Department's final rule — Airworthiness Directives; Airbus Helicopters Deutschland GmbH (Type Certificate Previously Held By Eurocopter Deutschland GmbH) [Docket No.: FAA-2017-1011; Product Identifier 2017-SW-004-AD; Amendment 39-19232; AD 2018-07-01] (RIN: 2120-AA64) received April 23, 2018, pur-

suant to 5 U.S.C. 801(a)(1)(A); Public Law 104-121, Sec. 251; (110 Stat. 868); to the Committee on Transportation and Infrastructure.

4768. A letter from the Management and Program Analyst, FAA, Department of Transportation, transmitting the Department's final rule — Airworthiness Directives; XtremeAir GmbH Airplanes [Docket No.: FAA-2018-0284; Product Identifier 2018-CE-014-AD; Amendment 39-19246; AD 2018-07-15] (RIN: 2120-AA64) received April 23, 2018, pursuant to 5 U.S.C. 801(a)(1)(A); Public Law 104-121, Sec. 251; (110 Stat. 868); to the Committee on Transportation and Infrastructure.

4769. A letter from the Management and Program Analyst, FAA, Department of Transportation, transmitting the Department's final rule — Airworthiness Directives; Fokker Services B.V. Airplanes [Docket No.: FAA-2018-0268; Product Identifier 2017-NM-096-AD; Amendment 39-19242; AD 2018-07-11] (RIN: 2120-AA64) received April 23, 2018, pursuant to 5 U.S.C. 801(a)(1)(A); Public Law 104-121, Sec. 251; (110 Stat. 868); to the Committee on Transportation and Infrastructure.

4770. A letter from the Management and Program Analyst, FAA, Department of Transportation, transmitting the Department's final rule — Airworthiness Directives; Honda Aircraft Company LLC [Docket No.: FAA-2018-0223; Product Identifier 2018-CE-007-AD; Amendment 39-19230; AD 2018-06-10] (RIN: 2120-AA64) received April 23, 2018, pursuant to 5 U.S.C. 801(a)(1)(A); Public Law 104-121, Sec. 251; (110 Stat. 868); to the Committee on Transportation and Infrastructure.

4771. A letter from the Management and Program Analyst, FAA, Department of Transportation, transmitting the Department's final rule — Airworthiness Directives; Piper Aircraft, Inc. [Docket No.: FAA-2018-0245; Product Identifier 2018-CE-012-AD; Amendment 39-19234; AD 2018-07-03] (RIN: 2120-AA64) received April 23, 2018, pursuant to 5 U.S.C. 801(a)(1)(A); Public Law 104-121, Sec. 251; (110 Stat. 868); to the Committee on Transportation and Infrastructure.

4772. A letter from the Management and Program Analyst, FAA, Department of Transportation, transmitting the Department's final rule — Amendment of Restricted Areas R-2907C; Lake George, FL, R-2910B, R-2910C, and R2910E; Pinecastle, FL [Docket No.: FAA-2018-0103; Airspace Docket No.: 18-ASO-1] received April 23, 2018, pursuant to 5 U.S.C. 801(a)(1)(A); Public Law 104-121, Sec. 251; (110 Stat. 868); to the Committee on Transportation and Infrastructure.

4773. A letter from the Management and Program Analyst, FAA, Department of Transportation, transmitting the Department's final rule — Amendment of Class E Airspace; Massena, NY [Docket No.: FAA-2017-0953; Airspace Docket No.: 17-AEA-15] received April 23, 2018, pursuant to 5 U.S.C. 801(a)(1)(A); Public Law 104-121, Sec. 251; (110 Stat. 868); to the Committee on Transportation and Infrastructure.

4774. A letter from the Management and Program Analyst, FAA, Department of Transportation, transmitting the Department's final rule — Amendment of Class D and E Airspace for the following Missouri Towns; Cape Girardeau, MO; St. Louis, MO; and Macon, MO [Docket No.: FAA-2016-9559; Airspace Docket No.: 16-ACE-11] (RIN: 2120-AA66) received April 23, 2018, pursuant to 5 U.S.C. 801(a)(1)(A); Public Law 104-121, Sec. 251; (110 Stat. 868); to the Committee on Transportation and Infrastructure.

4775. A letter from the Chief Counsel, National Institute of Standards and Technology, Department of Commerce, transmitting the Department's final rule — Rights to Federally Funded Inventions and Licensing