

EXTENSIONS OF REMARKS

INTRODUCTION OF THE NATIONAL CENTER FOR THE ADVANCEMENT OF AVIATION ACT OF 2020

HON. ANDRÉ CARSON

OF INDIANA

IN THE HOUSE OF REPRESENTATIVES

Tuesday, October 6, 2020

Mr. CARSON of Indiana. Madam Speaker, today I join my colleagues, Rep. DON YOUNG of Alaska, Chairman Emeritus of the Transportation Committee, and Rep. RICK LARSEN, Chairman of the Aviation Subcommittee, in introducing the bipartisan National Center for the Advancement of Aviation Act of 2020. Our committee has worked for years to make American skies the safest in the world, and to strengthen the industry workforce to maintain the highest standards of aviation excellence.

Our legislation, the National Center for the Advancement of Aviation (NCAA) would support and promote collaboration amongst civil, commercial, and military aviation sectors to address the demands and challenges associated with ensuring a safe and vibrant national aviation system through research, education, and training.

Too often in the past, innovation and lessons learned in various aviation sectors has not been shared in a collaboratively or timely manner, especially considering rapid developments in new technology. Our bill helps break down silos across commercial aviation, general aviation and military aviation sectors that will not only improve safety and best practices, but also expand opportunities for those interested in the aviation workforce—for the young and not so young, from those just starting out, to those with experience who want to move into other types of aviation work.

The National Center would focus on four key areas with an emphasis on aviation workforce development. First, it would support education efforts and provide resources to curriculum developers so educators at all levels have the tools and training to educate the next generation of aviation professionals.

Second, the national center would provide a forum to leverage and share expertise amongst industry sectors including the dissemination of existing high school education curriculum to develop and deploy a workforce of pilots, aerospace engineers, unmanned aircraft system operators, aviation maintenance technicians, or other aviation maintenance professionals needed in the coming decades.

Third, it would serve as a central repository for economic and safety data research and analysis allowing a comprehensive perspective of industry information that would improve safety for all stakeholders.

Finally, it would support symposiums and conferences to facilitate collaboration across the industry and develop future advancements for the aviation and aerospace community.

This legislation would also allow the FAA to focus on safety, certification, and air traffic operations.

The national center would be funded by using a small percentage of the interest ac-

rued annually on the taxes and fees collected from users of our aviation system and deposited into the aviation trust fund. In other words, no general fund taxpayer dollars would be used to support this national center.

Our aviation and aerospace industry supports over 11 million jobs and contributes more than \$1.6 trillion per year to the national economy. More than 130 organizations including schools, airports, airlines, manufacturers, unions, and other entities involved in aviation and aerospace have expressed strong support for this legislation. The list of organizations supporting this legislation is provided here:

AAR Corp.; ACI Jet; Aeronautical Repair Station Association; Aerospace Center of Excellence; Aerospace Maintenance Council; Air Care Alliance; Air Line Pilots Association, International; Air Medical Operators Association; Air Wisconsin Airlines; Airbus; Aircraft Electronics Association; Aircraft Mechanics Fraternal Association; Aircraft Owners and Pilots Association; Airlines for America; Alabama General Aviation Alliance; Alaska Airlines.

Alaska Airmen Association; Alaskan Aviation Safety Foundation; Alliance for Aviation Across America; Allied Pilots Association; American Airlines; American Bonanza Society; American Yankee Association; Arizona Airports Association; Arizona Flight Training Working group; Arizona Pilots Association; Arizona Safety Advisory Group; Arkansas General Aviation Association; Association for Unmanned Vehicle Systems International; Association of California Airports; Atlas Air Worldwide.

Aviation Council of Pennsylvania; Aviation Technician Education Council; California Pilots Association; Cape Air; Cargo Airline Association; Cessna Flyer Association; Choose Aerospace, Inc.; Citation Jet Pilots, Inc.; Coalition of Airline Pilots Associations; Colorado Aviation Business Association; Commemorative Air Force; Community and Airport Partnership for Safe Operations; CommutAir; Compass Airlines; Delta Air Lines.

Delta State University; EAA Type Club Coalition; EAA Warbirds of America; East Central Ohio Pilots Association; East Hampton Aviation Association; Empire Airlines; Endeavor Air; Envoy Air; EVAC, the Emergency Volunteers Air Corps; Experimental Aircraft Association; ExpressJet Airlines; FAST; FedEx Express; Flight School Association of North America; Flying Knights Flying Club.

Flying Physicians Association; Friends of Linden Airport; Fullerton Airport Pilots Association; General Aviation Council of Hawaii; General Aviation Manufacturers Association; Glasair Aircraft Owners Association; GoJet Airlines; Hawaiian Airlines; Helicopter Association International; Horizon Air; International Air Transport Association; International Council of Air Shows, Inc.; Iowa Aviation Association; Kentucky Aviation Association; Kimmel Aviation Insurance.

Ladd Gardner Aviation Insurance, Inc.; Lancair Owners and Builders Organization; Lewis University Airport; LIFT Academy; Long Island Business Aviation Association; Los Alamos Airport; Louisiana Airport Managers and Associates; Maine Aeronautics Association; Maine Aviation Business Associa-

tion; Massachusetts Airport Management Association; Michigan Business Aviation Association; Minnesota Pilots Association; Minnesota Seaplane Pilots Association; Mississippi Agricultural Association.

Montana Pilots Association; Mooney Summit, Inc.; National Agricultural Aviation Association; National Air Traffic Controllers Association; National Air Transportation Association; National Association of State Aviation Officials; National Business Aviation Association; National Coalition for Aviation and Space Education; NetJets; NetJets Association of Shared Aircraft Pilots; New Hampshire Pilots Association; New Jersey Aviation Association; New Mexico Airport Manager's Association; New York Aviation Management Association; North American Trainer Association.

Ohio Regional Business Aviation Association; Oklahoma Aeronautics Commission; Oklahoma Airport Operators Association; Oklahoma Pilots Association; Oregon Pilots Association; Organization of Black Aerospace Professionals; Palo Alto Airport Association; Pearl Harbor Aviation Museum; Petaluma Area Pilots Association; Piedmont Airlines; Piper Flyer Association; Plane and Pilot News; Professional Aviation Maintenance Association; PSA Airlines; Pure White Smoke Oil, Inc.

Recreational Aviation Foundation; Red Star Pilots Association; Regional Airline Association; Republic Airways; Rhode Island Pilots Association; San Carlos Pilots Association; San Diego Christian College; Seaplane Pilots Association; South Carolina Aviation Association; South Dakota Pilots Association; Southwest Airlines; Southwest Airlines Pilots Association; Start Skydiving, Inc.; Sturdivant Brothers Flying Service.

T-34 Mentor Association; The Boeing Company; The Museum of Flight, Seattle, Washington; Trans States Airlines; U.S. Contract Tower Association; U.S. Parachute Association; United Airlines; UPS; Veterans Airlift Command; Virginia Aviation Business Association; Washington Pilots Association; Washington Seaplane Pilots Association; Women in Aviation International; Zerowait, Inc.

Madam Speaker, this legislation will address the demands and challenges our aviation and aerospace industry face today and tomorrow. I strongly encourage my colleagues to join me in cosponsoring the National Center for the Advancement of Aviation Act of 2020.

IN HONOR OF RUTH BADER
GINSBURG

HON. JACKIE SPEIER

OF CALIFORNIA

IN THE HOUSE OF REPRESENTATIVES

Tuesday, October 6, 2020

Ms. SPEIER. Madam Speaker, the loss of Justice Ruth Bader Ginsburg is a loss for our country, but the grief is particularly acute for women and girls. We've lost the greatest feminist icon of our time who used her legal talents to lift us up and fought for a world that recognized our equal stature and dignity.

Her fame sort of crept up on her. Her tiny frame belied her judicial might. She had a soft

• This “bullet” symbol identifies statements or insertions which are not spoken by a Member of the Senate on the floor.

Matter set in this typeface indicates words inserted or appended, rather than spoken, by a Member of the House on the floor.

voice but was a megaphone in her words. She was a rock of righteousness and boasted rock solid abs from her planks and exercised regimen. She also became a fashionista icon as she donned collar necklaces and black lace gloves.

As women members of Congress, our paths would have been even tougher had it not been for Justice Ginsburg's brilliant legal strategy that built a foundation for our equality in the law. She turned the personal sex discrimination she endured into a life's mission to overcome.

Imagine being told by the dean of the law school at Harvard that she was taking a man's seat! After serving on both Harvard and Columbia's law reviews and graduating first in her class, she couldn't get a clerkship or an associate job at a New York law firm. She went on to teach as a professor of law at Rutgers and discrimination struck again—she found out she was making less than a male colleague of equal standing. When she complained, she was told that he had a wife and two kids and she had a husband in a big law firm in New York City.

She was going to file an EEOC complaint until the law school relented. She argued 300 gender discrimination cases in her career later practicing law. She challenged bogus laws that claimed to protect women but in fact discriminated against them, stating, "The pedestal upon which women have been placed has all too often, upon closer inspection, been revealed as a cage." In her work on the bench she declared women should not be discriminated against, denied control of our bodies, and deserved equal pay for equal work.

The fact that we cannot honor this titan properly because Republicans refuse to honor her dying wish adds further insult to our collective injury. Their desire to destroy the ACA and rip away health care from 135 million Americans with preexisting conditions is greater than their sense of decency. Their thirst to pack the court with four Justices selected by Presidents who lost the popular vote is anything but just.

Her fervent wish, our fervent wish may be denied but no one can deny the notorious RBG her due, her greatness, her iconic presence in the Supreme Court hall of fame. Someday, her fervent wish of nine women Justices will be a reality.

And so, we rise up. We fight for RBG's legacy and the just world she envisioned. It's time for us all to be notorious.

SUPPORTING H.R. 8472

HON. JOE COURTNEY

OF CONNECTICUT

IN THE HOUSE OF REPRESENTATIVES

Tuesday, October 6, 2020

Mr. COURTNEY. Madam Speaker, I rise today in support of swift passage of H.R. 8472, the Impact Aid Coronavirus Relief Act, my legislation with Representative DUSTY JOHNSON to ensure school districts with high numbers of military-connected children are not further financially impacted by the coronavirus's devastation. This bipartisan, bicameral bill would allow school districts to use their last student headcount on upcoming applications for federal Impact Aid rather than conduct a student audit during this highly un-

usual and disruptive school year, and would eliminate the risk losing funding due to an undercount.

Impact Aid supports school districts that encompass large amounts of federal land such as military installations and tribal land, and ensures they have the resources they need that would otherwise come from local taxes. With this school year's unprecedented complexities, our bill would relieve these districts' already overburdened administrators and staff of one labor intensive requirement, and ensure that they receive the full amount of Impact Aid payments they need to support our military and tribal students.

In my district in Eastern Connecticut, the Ledyard and Groton school districts rely on Impact Aid as a key funding source. As schools are under immense pressure to keep kids learning in new formats this year, these funds are more crucial than ever, and this bill would ensure that schools can count on them.

I thank my counterparts in the Senate for their work to build on the original proposal by including the Migrant Education Program as well, which requires a similar student count. This addition ensures that children of migrant agricultural workers receive the full public education they are entitled to.

Many thanks as well to Chairman BOBBY SCOTT of the Education and Labor Committee for his support of this legislation. I urge the Senate to pass this bill without delay.

PERSONAL EXPLANATION

HON. SEAN PATRICK MALONEY

OF NEW YORK

IN THE HOUSE OF REPRESENTATIVES

Tuesday, October 6, 2020

Mr. SEAN PATRICK MALONEY of New York. Madam Speaker, I rise today to make clear my position on H. Res. 1154 which condemns the QAnon movement and the disturbing conspiracy theories which it promotes. Regrettably, my vote on this important resolution was inadvertently not recorded. But let me be clear, I strongly support this resolution and I condemn the dangerous conspiracies that this organization traffics in and continues to spread across the internet every day. The QAnon conspiracy movement is a danger to our national security and I am glad to see that this body condemned the organization in a strong, bipartisan fashion. I join with my colleagues in supporting this resolution.

UYGHUR FORCED LABOR DISCLOSURE ACT OF 2020

SPEECH OF

HON. MAXINE WATERS

OF CALIFORNIA

IN THE HOUSE OF REPRESENTATIVES

Wednesday, September 30, 2020

Ms. WATERS. Mr. Speaker, I am including in the RECORD under General Leave for the consideration of H.R. 6270, a letter from Global Witness and the Sentry, relating to arguments made by the Chamber of Congress and other opponents during consideration of that legislation. Their letter states, in part, quote "As part of the current debate surrounding H.R. 6270, the Uyghur Forced Labor Disclo-

sure Act of 2020, which uses a similar approach to the legislative effort our organizations have worked on and supported in Section 1502 of the Dodd-Frank Wall Street Reform and Consumer Protection Act, we have seen the same misinformation and dated analysis used to attack this bill as has been used to attempt to discredit efforts to address conflict minerals in the Democratic Republic of Congo (DRC)." End quote.

The letter includes a number of examples that show the positive impact Section 1502 has had in the DRC. The letter states, for example, quote, "In 2010, the year Section 1502 was passed, the U.N. Group of Experts stated that 'in the Kivu provinces, almost every mining deposit [was] controlled by a military group.' By 2015, just four years after the conflict minerals rule was implemented by the U.S. Securities and Exchange Commission, the International Peace Information Service (IPIS) found that over three-quarters (79 percent) of 3T miners surveyed in eastern Congo were working in mines where no armed group involvement had been reported . . . By the end of 2018, 465 tin, tantalum and tungsten and 106 gold mines have been validated green, which means that no signs of interference of armed groups or the Congolese army and no child labor have been found. These mines employ over 27,000 miners." End quote.

I realize that the notion of objective truth has taken a hit over the past few years, and that it may not hold as much sway in some circles. But I'm here to soundly reject the Chamber's denigration of a successful law that it has long opposed in an effort to persuade members to oppose a similar bill, H.R. 6270, which is before us. I urge members to reject this kind of cynicism and give their strong support to H.R. 6270.

SEPTEMBER 29, 2020.

TO THE MEMBERS OF THE U.S. HOUSE OF REPRESENTATIVES: The Sentry and Global Witness support efforts to combat corruption and human rights abuses connected to supply chains. We believe that due diligence and transparency measures can be effective in shifting behavior and supporting supply chains that are less abusive.

As part of the current debate surrounding H.R. 6270, the "Uyghur Forced Labor Disclosure Act of 2020, which uses a similar approach to the legislative effort our organizations have worked on and supported in Section 1502 of the Dodd-Frank Wall Street Reform and Consumer Protection Act, we have seen the same misinformation and dated analysis used to attack this bill as has been used to attempt to discredit efforts to address conflict minerals in the Democratic Republic of Congo (DRC). The implementation of the 1502 Rule has not been without its challenges and it took time to set-up appropriate mechanisms in DRC but significant progress and an important foundation has been built.

In 2010, the year Section 1502 was passed, the U.N. Group of Experts stated that "in the Kivu provinces, almost every mining deposit [was] controlled by a military group." By 2015, just four years after the conflict minerals rule was implemented by the U.S. Securities and Exchange Commission, the International Peace Information Service (IPIS) found that over three-quarters (79 percent) of 3T miners surveyed in eastern Congo were working in mines where no armed group involvement had been reported. Since then, overall armed interference in 3T and gold mining sites visited by IPIS has decreased from 41% in 2015 to 26% in the period