

have 5 legislative days in which to revise and extend their remarks and include additional material on the measure under consideration.

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

There was no objection.

Ms. TLAIB. Mr. Speaker, I yield myself such time as I may consume.

Mr. Speaker, I rise today in strong support of H.R. 6364 introduced by my colleague, Representative MATT CARTWRIGHT. This bill will amend the Delaware Water Gap National Recreation Area Improvement Act to extend the use of Highway 209 within the recreation area until 2026.

Mr. Speaker, in 1981, the section of Highway 209 that runs through the recreation area was transferred from the State to the National Park Service.

In 1983, Congress enacted a provision of law that closed that section of Highway 209 to commercial traffic, with an important exception for vehicles serving businesses located in or adjacent to the recreation area. Since then, the United States Congress has extended the exemption multiple times, with the latest exemption set to expire on September 30 of this year.

Mr. Speaker, without this exemption, commercial vehicles have limited acceptable alternatives. Commercial traffic would have to travel a minimum of 10 extra miles to avoid the recreation area.

This permitted access contributes to economic vitality that impacts that community, the public safety, and the quality of life of the park's adjacent communities.

I, again, thank my good colleague, Representative CARTWRIGHT, for introducing this important legislation and championing this bill on behalf of his constituents.

Mr. Speaker, I urge my colleagues to vote "yes" on this bill, and I reserve the balance of my time.

Mr. FULCHER. Mr. Speaker, I yield myself such time as I may consume.

Mr. Speaker, H.R. 6364 would extend the use of U.S. Route 209, a Federally owned road within the boundaries of the Delaware Water Gap National Recreation Area for commercial vehicles in 2026.

While I support this bill today due to the public safety issues involved, I would note that the bill was brought to the House floor prior to the committee requesting technical assistance from the National Park Service.

At legislative hearing on this bill, the National Park Service requested the opportunity to work with the committee on a technical edit to the public law referenced in the bill. Instead of waiting for administrative feedback, the bill was rushed to the floor, and as a result, may fail to achieve its goal of actually enhancing public safety.

Legislation placed on the suspension calendar should be thoroughly vetted to ensure it will execute correctly and achieve desired outcomes. I urge my

colleagues on the other side of the aisle to work with us to ensure that legislation considered on the floor is fully vetted in the future.

Mr. Speaker, that said, I support this bill, and I reserve the balance of my time.

Ms. TLAIB. Mr. Speaker, I yield such time as he may consume to the gentleman from Pennsylvania (Mr. CARTWRIGHT), the main sponsor of the bill.

Mr. CARTWRIGHT. Mr. Speaker, I thank the gentlewoman from Michigan for the opportunity to speak about this important bill, H.R. 6364, which would extend the use of Federally owned portions of Highway 209 by certain commercial vehicles serving northeastern Pennsylvania small businesses.

The Delaware Water Gap National Recreation Area stretches across Pennsylvania and New Jersey, preserving 70,000 acres of land on both sides of the Delaware River.

Highway 209, which runs through Pennsylvania northwards into New York, cuts directly through the middle of this national recreation area. Up until the 1980s, there was heavy truck traffic all along Route 209, a heavily trafficked truck route.

In 1981, the National Park Service received jurisdiction over the section of Route 209 within that national recreation area. Then 2 years later, the 1983 Supplemental Appropriations Act closed this Federally owned segment of Highway 209 to all commercial traffic, with one exception: for light commercial vehicles serving businesses or people located in, or along, the boundaries of the national recreation area.

Since then, this limited exemption for commercial vehicles has been reauthorized by Congress multiple times on a bipartisan basis. In fact, former Pennsylvania Republican Representative Tom Marino and I co-led this same bill in 2018, this commercial vehicle exemption, that passed this body by voice vote and was signed into law by former President Trump. When that exemption expired last year, Congress included a short 1-year extension in the FY22 omnibus bill.

Mr. Speaker, that exemption expires the day after tomorrow, September 30. If Congress fails to renew the exemption, commercial traffic in northeastern Pennsylvania will be faced with limited acceptable alternatives. Commercial vehicles based in places like Monroe and Pike counties, in my district, would have to travel, as the gentlewoman mentioned, an extra 10 miles to avoid the Delaware Water Gap National Recreation Area, and small businesses locally would be hurt needlessly.

Mr. Speaker, that is why I have introduced H.R. 6364, which would simply extend the existing commercial vehicle exemption until September 30, 2026.

With this extension, qualifying commercial vehicles will be allowed to continue using the Federally owned portion of Route 209, with an annual permit.

My bill would also ensure that emergency vehicles and school buses could continue utilizing sections of Highway 209 within the boundaries of the Delaware Water Gap National Recreation Area, toll-free.

This is a commonsense bipartisan piece of legislation that is not only supported by the National Park Service and local officials but is also broadly supported here in the House, having passed unanimously out of the House Committee on Natural Resources in July.

Mr. Speaker, I will say, despite what my friend across the aisle has said, the National Park Service has confirmed that the exemption authorized under this bill poses no safety concerns.

On behalf of the entire Commonwealth, I thank Pennsylvania Republican Representatives MEUSER and FITZPATRICK for cosponsoring this bill, as well as Senators TOOMEY and CASEY, who are championing this very same measure in the Senate.

This legislation would go a long way toward protecting northeastern Pennsylvania small businesses and our regional economy, and so it is gratifying to see that we have bipartisan support for it again.

Mr. Speaker, I urge my colleagues on both sides of the aisle to vote for the bill.

Mr. FULCHER. Mr. Speaker, I urge adoption of the bill, and I yield back the balance of my time.

Ms. TLAIB. Mr. Speaker, I urge my colleagues to support this legislation, and I yield back the balance of my time.

The SPEAKER pro tempore. The question is on the motion offered by the gentlewoman from Michigan (Ms. TLAIB) that the House suspend the rules and pass the bill, H.R. 6364, as amended.

The question was taken; and (two-thirds being in the affirmative) the rules were suspended and the bill, as amended, was passed.

A motion to reconsider was laid on the table.

GILT EDGE MINE CONVEYANCE ACT

Ms. TLAIB. Mr. Speaker, I move to suspend the rules and pass the bill (H.R. 1638) to direct the Secretary of Agriculture to transfer certain National Forest System land to the State of South Dakota, and for other purposes, as amended.

The Clerk read the title of the bill.

The text of the bill is as follows:

H.R. 1638

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled,

SECTION 1. SHORT TITLE.

This Act may be cited as the "Gilt Edge Mine Conveyance Act".

SEC. 2. DEFINITIONS.

In this Act:

(1) **FEDERAL LAND.**—The term "Federal land" means all right, title, and interest of

the United States in and to approximately 266 acres of National Forest System land within the Gilt Edge Mine Superfund Boundary, as generally depicted on the map.

(2) MAP.—The term “map” means the map entitled “Gilt Edge Mine Conveyance Act” and dated August 20, 2020.

(3) SECRETARY.—The term “Secretary” means the Secretary of Agriculture, acting through the Chief of the Forest Service.

(4) STATE.—The term “State” means State of South Dakota.

SEC. 3. LAND CONVEYANCE.

(a) IN GENERAL.—Subject to the terms and conditions described in this Act, if the State submits to the Secretary an offer to acquire the Federal land for the market value, as determined by the appraisal under subsection (c), the Secretary shall convey the Federal land to the State.

(b) TERMS AND CONDITIONS.—The conveyance under subsection (a) shall be—

(1) subject to valid existing rights;

(2) made by quitclaim deed; and

(3) subject to any other terms and conditions as the Secretary considers appropriate to protect the interests of the United States.

(c) APPRAISAL.—

(1) IN GENERAL.—After the State submits an offer under subsection (a), the Secretary shall complete an appraisal to determine the market value of the Federal land.

(2) STANDARDS.—The appraisal under paragraph (1) shall be conducted in accordance with—

(A) the Uniform Appraisal Standards for Federal Land Acquisitions; and

(B) the Uniform Standards of Professional Appraisal Practice.

(d) MAP.—

(1) AVAILABILITY OF MAP.—The map shall be kept on file and available for public inspection in the appropriate office of the Forest Service.

(2) CORRECTION OF ERRORS.—The Secretary may correct any errors in the map.

(e) CONSIDERATION.—As consideration for the conveyance under subsection (a), the State shall pay to the Secretary an amount equal to the market value of the Federal land, as determined by the appraisal under subsection (c).

(f) SURVEY.—The State shall prepare a survey that is satisfactory to the Secretary of the exact acreage and legal description of the Federal land to be conveyed under subsection (a).

(g) COSTS OF CONVEYANCE.—As a condition on the conveyance under subsection (a), the State shall pay all costs associated with the conveyance, including the cost of—

(1) the appraisal under subsection (c); and

(2) the survey under subsection (f).

(h) PROCEEDS FROM THE SALE OF LAND.—Any proceeds received by the Secretary from the conveyance under subsection (a) shall be—

(1) deposited in the fund established under Public Law 90-171 (commonly known as the “Sisk Act”) (16 U.S.C. 484a); and

(2) available to the Secretary, only to the extent and in the amount provided in advance in appropriations Acts, for the maintenance and improvement of land or administration facilities in the Black Hills National Forest in the State.

(i) ENVIRONMENTAL CONDITIONS.—Notwithstanding section 120(h)(3)(A) of the Comprehensive Environmental Response, Compensation, and Liability Act of 1980 (42 U.S.C. 9620(h)(3)(A)), the Secretary shall not be required to provide any covenant or warranty for the Federal land conveyed to the State under this Act.

SEC. 4. DETERMINATION OF BUDGETARY EFFECTS.

The budgetary effects of this Act, for the purpose of complying with the Statutory

Pay-As-You-Go Act of 2010, shall be determined by reference to the latest statement titled “Budgetary Effects of PAYGO Legislation” for this Act, submitted for printing in the Congressional Record by the Chairman of the House Budget Committee, provided that such statement has been submitted prior to the vote on passage.

The SPEAKER pro tempore. Pursuant to the rule, the gentlewoman from Michigan (Ms. TLAIB) and the gentleman from Idaho (Mr. FULCHER) each will control 20 minutes.

The Chair recognizes the gentlewoman from Michigan.

GENERAL LEAVE

Ms. TLAIB. Mr. Speaker, I ask unanimous consent that all Members may have 5 legislative days in which to revise and extend their remarks and include any extraneous material on the measure under consideration.

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

There was no objection.

Ms. TLAIB. Mr. Speaker, I yield myself such time as I may consume.

Mr. Speaker, I rise in strong support of H.R. 1638, the Gilt Edge Mine Conveyance Act, introduced by my colleague, Representative JOHNSON.

The bill will authorize South Dakota to purchase approximately 266 acres of U.S. Forest Service land in Lawrence County, South Dakota.

Any proceeds received by the Forest Service from the conveyance will be deposited in a fund for the maintenance and improvement of the Black Hills National Forest in South Dakota.

Mr. Speaker, the conveyance is necessary due to the Gilt Edge Mine, which is located within the Black Hills forestry boundary. Since Brohm Mining Company abandoned the mine and its responsibilities to address contaminated water in the late 1990s, South Dakota and the Environmental Protection Agency have worked together to conduct a cleanup effort of the mine and contaminated water.

Mr. Speaker, currently, the mine encompasses a patchwork of Forest Service lands and lands owned by South Dakota. Consolidating ownership of the entire Gilt Edge Mine with South Dakota will make it easier for the State to fulfill its obligation for site remediation and monitoring.

Mr. Speaker, I thank my good colleague, Representative JOHNSON, for introducing this important legislation and championing this bill on behalf of his constituents.

Mr. Speaker, I urge my colleagues to vote “yes” on H.R. 1638, and I reserve the balance of my time.

□ 1700

Mr. FULCHER. Mr. Speaker, I yield myself such time as I may consume.

I rise in support of the Gilt Edge Mine Conveyance Act. This bill reflects exemplary collaboration between the State of South Dakota, the Environmental Protection Agency, and the Forest Service. I commend Congressman DUSTY JOHNSON for his leadership on this proposal.

The Gilt Edge Mine is a 360-acre former mining site in South Dakota. Mining began on the site in 1876 with sporadic operations until the 1990s. The Environmental Protection Agency declared the former mine a Superfund site in the year 2000.

Mr. JOHNSON’s bill authorizes the State of South Dakota to purchase approximately 266 acres of Forest Service land that will allow the State to clean up the Gilt Edge Mine Superfund site once the EPA completes its portion of the cleanup.

This is a good bill that will lead to a more seamless cleanup effort and empower South Dakota to pursue additional water reclamation efforts.

This bill will also allow revenue from the land sale to go toward maintenance and improvements at the Black Hills National Forest. Recent mismanagement of the Black Hills National Forest has hurt rural communities and jeopardized future forest management efforts. This is a key provision of the bill and the result of a compromise worked out with South Dakota that will improve the management and care of the Black Hills National Forest, and I strongly support its inclusion.

This bill is an example of a win-win solution that not only empowers the State to enhance its environment and remediation efforts, but also reduces the burden on the Federal Government by chipping away at the massive Federal estate.

Mr. Speaker, I urge adoption of this bill, and I reserve the balance of my time.

Ms. TLAIB. Mr. Speaker, I have no further requests for time. I am prepared to close, and I reserve the balance of my time.

Mr. FULCHER. Mr. Speaker, I yield 5 minutes to the gentleman from South Dakota (Mr. JOHNSON).

Mr. JOHNSON of South Dakota. Mr. Speaker, I want to thank the gentlewoman and thank the gentleman for their words of support for this piece of legislation.

I ask all my colleagues to support my bill.

It would do exactly as the previous two speakers said. It would make things a lot easier. It would advance environmental quality.

What exactly are we dealing with here?

We have a 266-acre parcel. It used to be the site of the Gilt Edge Mine. It is now an EPA Superfund site. Mr. Speaker, you can see a picture of the site here. This is not pristine wilderness; but, of course, we want to get it back to an environmental asset.

This is now, as the gentlewoman said, a checkerboard of competing governmental ownerships and roles. You have got the Forest Service which owns much of this land; you have got the State of South Dakota which owns some of the rest of it; you have got the EPA which for 20 years has been doing remediation work on the water; and then you have got the State of South

Dakota which has other environmental cleanup and management responsibilities on this site.

So what this bill would do is take the portions of this site that are owned by the Forest Service, and it would allow the State of South Dakota to purchase this land. That is going to get the Forest Service out of the middle of this. They don't need to play a role here.

The work of the State will be easier if they have one less Federal partner to work with and to navigate.

Now, sometimes my colleagues get concerned if we are going to take a Federal asset and give it to a State.

Will this be a loss of important Federal access opportunities for the public?

Well, that is why I brought this picture up here, Mr. Speaker. People are not going hiking here. This is not wildlife habitat. You will not have bison from the Black Hills of South Dakota nestle in this leach pond here.

We have real environmental work to do here, and it is important that we do it in the most effective way. This bill would advance that cause.

I just want to make it clear, so many people who are involved are supportive of this. Senators THUNE and ROUNDS have been supportive. Governor Noem has been supportive. Lawrence County, the city of Lead, and the city of Deadwood are all supportive.

I ask all of my colleagues to join their voices of support so we can do what needs to be done on this Superfund site. We didn't treat this land properly, and the mining company did not treat this land properly. We have a continuing opportunity to do right. My bill would do that. Vote "yes."

Mr. FULCHER. Mr. Speaker, I urge adoption of the bill, and I yield back the balance of my time.

Ms. TLAIB. Mr. Speaker, I urge my colleagues to support this legislation, and I yield back the balance of my time.

The SPEAKER pro tempore. The question is on the motion offered by the gentlewoman from Michigan (Ms. TLAIB) that the House suspend the rules and pass the bill, H.R. 1638, as amended.

The question was taken.

The SPEAKER pro tempore. In the opinion of the Chair, two-thirds being in the affirmative, the ayes have it.

Mr. HICE of Georgia. Mr. Speaker, on that I demand the yeas and nays.

The yeas and nays were ordered.

The SPEAKER pro tempore. Pursuant to clause 8 of rule XX, further proceedings on this motion will be postponed.

GLOBAL AIRCRAFT MAINTENANCE SAFETY IMPROVEMENT ACT

Mr. KAHELE. Madam Speaker, I move to suspend the rules and pass the bill (H.R. 7321) to amend title 49, United States Code, to require certain air carriers to provide reports with respect to maintenance, preventive

maintenance, or alterations, and for other purposes, as amended.

The Clerk read the title of the bill.

The text of the bill is as follows:

H.R. 7321

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled,

SECTION 1. SHORT TITLE.

This Act may be cited as the "Global Aircraft Maintenance Safety Improvement Act".

SEC. 2. SENSE OF CONGRESS.

It is the sense of Congress that—

(1) the safety of the global aviation system requires the highest standards for aircraft maintenance, repair, and overhaul work;

(2) the safety of aircraft operated by United States air carriers should not be dependent on the location where maintenance, repair, and overhaul work is performed; and

(3) the Federal Aviation Administration must fully enforce, in a manner consistent with United States obligations under international agreements, Federal Aviation Administration standards for maintenance, repair, and overhaul work at every facility, whether in the United States or abroad, where such work is performed on aircraft operated by United States air carriers.

SEC. 3. FAA OVERSIGHT OF REPAIR STATIONS LOCATED OUTSIDE THE UNITED STATES.

(a) IN GENERAL.—Section 44733 of title 49, United States Code, is amended—

(1) in the heading by striking "Inspection" and inserting "Oversight";

(2) in subsection (e)—

(A) by inserting ", without prior notice to such repair stations," after "annually";

(B) by inserting "and the applicable laws of the country in which a repair station is located" after "international agreements"; and

(C) by striking the last sentence and inserting "The Administrator may carry out announced or unannounced inspections in addition to the annual unannounced inspection required under this subsection based on identified risks and in a manner consistent with United States obligations under international agreements and with the applicable laws of the country in which a repair station is located.";

(3) by redesignating subsection (g) as subsection (j); and

(4) by inserting after subsection (f) the following:

"(g) DATA ANALYSIS.—

"(1) IN GENERAL.—An air carrier conducting operations under part 121 of title 14, Code of Federal Regulations, shall, if applicable, provide to the appropriate office of the Administration, not less than once every year, a report containing the information described in paragraph (2) with respect to heavy maintenance work on aircraft (including on-wing aircraft engines) performed in the preceding year.

"(2) INFORMATION REQUIRED.—A report under paragraph (1) shall contain the following information:

"(A) The location where any heavy maintenance work on aircraft (including on-wing aircraft engines) was performed outside the United States.

"(B) A description of the work performed at each such location.

"(C) The date of completion of the work performed at each such location.

"(D) A list of all failures, malfunctions, or defects affecting the safe operation of such aircraft identified by the air carrier within 30 days after the date on which an aircraft is returned to service, organized by reference to aircraft registration number, that—

"(i) requires corrective action after the aircraft is approved for return to service; and

"(ii) results from the work performed on such aircraft.

"(E) The certificate number of the person approving such aircraft or on-wing aircraft engine, for return to service following completion of the work performed at each such location.

"(3) ANALYSIS.—The Administrator of the Federal Aviation Administration shall—

"(A) analyze information made available under paragraph (1) of this subsection and sections 121.703, 121.705, 121.707, and 145.221 of title 14, Code of Federal Regulations, or any successor provisions, to detect safety issues associated with heavy maintenance work on aircraft (including on-wing aircraft engines) performed outside the United States; and

"(B) require appropriate actions in response.

"(4) CONFIDENTIALITY.—Information made available under paragraph (1) shall be subject to the same protections given to voluntarily-provided safety or security related information under section 40123.

"(h) APPLICATIONS AND PROHIBITION.—

"(1) IN GENERAL.—The Administrator may not approve any new application under part 145 of title 14, Code of Federal Regulations, from a person located or headquartered in a country that the Administrator, through the International Aviation Safety Assessment program, has classified as Category 2.

"(2) EXCEPTION.—Paragraph (1) shall not apply to an application for the renewal of a certificate issued under part 145 of title 14, Code of Federal Regulations.

"(3) MAINTENANCE IMPLEMENTATION PROCEDURES AGREEMENT.—The Administrator may elect not to enter into a new maintenance implementation procedures agreement with a country classified as Category 2, for as long as that country remains classified as Category 2.

"(4) PROHIBITION ON CONTINUED HEAVY MAINTENANCE WORK.—No air carrier conducting operations under part 121 of title 14, Code of Federal Regulations, may enter into a new contract for heavy maintenance work with a person located or headquartered in a country that the Administrator, through the International Aviation Safety Assessment program, has classified as Category 2, for as long as such country remains classified as Category 2.

"(i) MINIMUM QUALIFICATIONS FOR MECHANICS AND OTHERS WORKING ON U.S. REGISTERED AIRCRAFT.—

"(1) IN GENERAL.—Not later than 1 year after the date of enactment of this subsection, the Administrator shall require that, at each covered repair station—

"(A) all supervisory personnel are appropriately certificated as a mechanic or repairman under part 65 of title 14, Code of Federal Regulations, or under an equivalent certification or licensing regime, as determined by the Administrator; and

"(B) all personnel authorized to approve an article for return to service are appropriately certificated as a mechanic or repairman under part 65 of such title, or under an equivalent certification or licensing regime, as determined by the Administrator.

"(2) AVAILABLE FOR CONSULTATION.—Not later than 1 year after the date of enactment of this subsection, the Administrator shall require any individual who is responsible for approving an article for return to service or who is directly in charge of aircraft (including on-wing aircraft engine) maintenance performed on aircraft operated under part 121 of title 14, Code of Federal Regulations, be available for consultation while work is being performed at a covered repair station."