

Ms. LUMMIS. Mr. President, I ask unanimous consent that the committee-reported substitute amendment be agreed to; that the bill, as amended, be considered read a third time and passed; and that the motion to reconsider be considered made and laid upon the table.

The PRESIDING OFFICER. Without objection, it is so ordered.

The committee-reported amendment in the nature of a substitute was agreed to.

The bill (S. 272), as amended, was ordered to be engrossed for a third reading, was read the third time, and passed.

Ms. LUMMIS. Mr. President, I ask unanimous consent that the title amendment be agreed to on Calendar No. 306, S. 272.

The PRESIDING OFFICER. Without objection, it is so ordered.

The committee-reported amendment to the title was agreed to as follows:

Amend the title so as to read: "A bill to improve the safety of infant formula through testing of infant formula for microorganisms, and for other purposes."

MAVERICK ACT

Ms. LUMMIS. Mr. President, I ask unanimous consent that the Committee on Armed Services be discharged from further consideration of S. 4161 and the Senate proceed to its immediate consideration.

The PRESIDING OFFICER. The clerk will report the bill by title.

The senior assistant bill clerk read as follows:

A bill (S. 4161) to authorize the transfer by the Secretary of the Navy to the U.S. Space and Rocket Center Commission in Huntsville, Alabama, of certain F-14 Tomcat aircraft.

There being no objection, the committee was discharged, and the Senate proceeded to consider the bill.

Ms. LUMMIS. I ask unanimous consent that the Scott of Florida amendment at the desk be considered and agreed to; that the bill, as amended, be considered read a third time and passed; and that the motion to reconsider be considered made and laid upon the table.

The PRESIDING OFFICER. Without objection, it is so ordered.

The amendment (No. 5437) was agreed to as follows:

(Purpose: To clarify the provision of excess spare parts to the Commission)

In section 2(d), strike paragraph (3) and insert the following:

(3) a condition that the Secretary may provide excess spare parts to make one of the F-14D aircraft flyable or able to complete a static display, provided that any part transferred from existing Navy stock is replenished at fair market value by the Commission, with no items being procured by the Secretary on behalf of the Commission; and

The bill (S. 4161), as amended, was ordered to be engrossed for a third reading, was read the third time, and passed, as follows:

S. 4161

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 "Maverick Act".

SEC. 2. CONVEYANCE OF F-14D TOMCAT AIRCRAFT FROM THE NAVY TO THE U.S. SPACE AND ROCKET CENTER COMMISSION IN HUNTSVILLE, ALABAMA.

(a) AUTHORITY.—The Secretary of the Navy (in this section referred to as the "Secretary") may convey, without consideration, to the U.S. Space and Rocket Center Commission in Huntsville, Alabama (in this section referred to as the "Commission"), all right, title, and interest of the United States in and to 3 surplus F-14D Tomcat aircraft (Bureau Numbers 164341, 164602, 159437), which are excess to the operational requirements of the Navy.

(b) FORM OF CONVEYANCE.—The conveyance under subsection (a) shall be made by means of a conditional deed of gift.

(c) CONDITION OF AIRCRAFT.—The aircraft being conveyed under subsection (a) do not have any capability for use as a platform for launching or releasing munitions or any other combat capability that it was designed to have.

(d) CONDITIONS.—The Secretary shall include in the instrument of conveyance of the aircraft under subsection (a)—

(1) a condition that the Secretary is not required to repair or alter the condition of the aircraft before conveying ownership of the aircraft;

(2) a condition that the Secretary shall provide any maintenance and operations manuals that—

(A) are specific to the F-14D aircraft; and
(B) the Secretary has sufficient intellectual property rights to convey;

(3) a condition that the Secretary may provide excess spare parts to make one of the F-14D aircraft flyable or able to complete a static display, provided that any part transferred from existing Navy stock is replenished at fair market value by the Commission, with no items being procured by the Secretary on behalf of the Commission; and

(4) a condition that the Secretary will not be responsible for transferring any additional parts or providing any additional support beyond what is stated in this section, during or after the conveyance of the aircraft.

(e) AGREEMENTS FOR RESTORATION AND OPERATION.—The Secretary may—

(1) authorize the Commission to enter into agreements with qualified nonprofit organizations for the purpose of restoring and operating the aircraft transferred under subsection (a) for public display, airshows, and commemorative events to preserve naval aviation heritage; and

(2) if the Secretary authorizes any such agreement, require such additional terms and conditions in the instrument of conveyance as appropriate to protect the interests of the United States.

(f) REVERTER UPON BREACH OF CONDITIONS.—The Secretary shall include in the instrument of conveyance of the aircraft under subsection (a)—

(1) a condition that the Commission shall operate and maintain the aircraft in compliance with all applicable limitations and maintenance requirements imposed by the Administrator of the Federal Aviation Administration;

(2) a condition that the Commission shall not convey any ownership interest in, or transfer possession of, the aircraft to another party without the prior approval of the Secretary; and

(3) a condition that if the Secretary determines at any time that the Commission has failed to comply with the conditions set forth in paragraphs (1) and (2), all right, title, and interest in and to the aircraft, including any repair or alteration of the aircraft, shall revert to the United States, and the United States shall have the right of immediate possession of the aircraft.

(g) CONVEYANCE AT NO COST TO THE UNITED STATES.—The conveyance of an aircraft under subsection (a) shall be made at no cost to the United States. Any costs associated with such conveyance, costs of determining compliance with terms of the conveyance, and costs of operation and maintenance of the aircraft conveyed shall be borne by the Commission.

(h) CLARIFICATION OF LIABILITY.—Notwithstanding any other provision of law, upon the conveyance of ownership of the aircraft under subsection (a), the United States shall not be liable for any death, injury, loss, or damage that results from any use of such aircraft by any person other than the United States.

(i) APPLICABLE LAW.—The transfer and use of the aircraft under subsection (a) is subject to all applicable Federal and State laws and regulations, including—

(1) the Arms Control Act (22 U.S.C. 2751 et seq.);

(2) the Export Control Reform Act of 2018 (50 U.S.C. 4811 et seq.);

(3) International Traffic in Arms Regulations (22 CFR 120 et seq.);

(4) Export Administration Regulations (15 CFR 730 et seq.);

(5) Foreign Assets Control Regulations (31 CFR 500 et seq.); and

(6) chapter 37 of title 18, United States Code (commonly known as the "Espionage Act").

SECOND CHANCE MONTH

Ms. LUMMIS. Mr. President, I ask unanimous consent that the Committee on the Judiciary be discharged from further consideration and the Senate now proceed to S. Res. 668.

The PRESIDING OFFICER. The clerk will report the resolution by title.

The senior assistant bill clerk read as follows:

A resolution (S. Res. 668) designating April 2026 as "Second Chance Month".

There being no objection, the committee was discharged, and the Senate proceeded to consider the resolution.

Ms. LUMMIS. I ask unanimous consent that the resolution be agreed to, the preamble be agreed to, and that the motions to reconsider be considered made and laid upon the table.

The PRESIDING OFFICER. Without objection, it is so ordered.

The resolution (S. Res. 668) was agreed to.

The preamble was agreed to.
(The resolution, with its preamble, is printed in the RECORD of April 14, 2026, under "Submitted Resolutions.")

RESOLUTIONS SUBMITTED TODAY

Ms. LUMMIS. Mr. President, I ask unanimous consent that the Senate now proceed on the en bloc consideration of the following resolutions, which are at the desk: S. Res. 692, S.

Res. 693, S. Res. 694, S. Res. 695, S. Res. 696, and S. Res. 697.

There being no objection, the Senate proceeded to consider the resolutions en bloc.

Ms. LUMMIS. I ask unanimous consent that the resolutions be agreed to, the preambles be agreed to, and that the motions to reconsider be considered made and laid upon the table, all en bloc.

The PRESIDING OFFICER. Without objection, it is so ordered.

The resolutions were agreed to.

The preambles were agreed to.

(The resolutions, with their preambles, are printed in today's RECORD under "Submitted Resolutions.")

MORNING BUSINESS

RECOGNIZING THE BLUE ANGELS

Mrs. MOODY. Mr. President, today I ask the Senate to recognize and celebrate a truly iconic symbol of American strength and excellence, the U.S. Navy Flight Demonstration Squadron, known to millions simply as the Blue Angels, as they mark their 80th anniversary on April 24, 2026.

Established on April 24, 1946, by order of Admiral Chester Nimitz, the Blue Angels were created to showcase the skill, precision, and professionalism of U.S. naval aviation and to inspire confidence in our Armed Forces following World War II. Eighty years later, they have done exactly that—and so much more.

Based in Pensacola, FL, since 1955, the Blue Angels are not just a flight team; they are a proud part of the gulf coast community and a cornerstone of our Nation's military heritage.

Each year, the squadron performs in more than 60 air shows across the United States, thrilling approximately 11 million spectators annually, while reaching tens of thousands more through visits to schools, hospitals, and community events.

Since their inception, the Blue Angels have inspired over 500 million spectators worldwide, serving as powerful ambassadors of the U.S. Navy and Marine Corps. Their mission is simple: to demonstrate the teamwork, discipline, and pride that define the men and women of our naval services and to inspire the next generation to serve something greater than themselves.

Today, the team flies the F/A-18 Super Hornet, one of the most advanced fighter aircraft in the world, showcasing the cutting edge of American military aviation. But what makes the Blue Angels truly extraordinary is not just the aircraft; it is the people. The squadron is composed of 158 Active-Duty sailors and marines, supported by a highly selective group of pilots who represent the very best of naval aviation. More than 290 demonstration pilots have worn the Blue Angels uniform since 1946. These are men and women who have served in

combat, led in the fleet, and volunteered to take on one of the most demanding and visible roles in the military: flying in tight formation at speeds exceeding 400 miles per hour, often separated by mere inches.

From their earliest days flying the F6F Hellcat in 1946, to their transition into jet aircraft in 1949, and now into the modern era of advanced Super Hornets, the Blue Angels have continually evolved while maintaining the same core values of precision, discipline, and excellence.

They are the second-oldest formal aerobatic team in the world and, without question, one of the most respected.

For 80 years, the Blue Angels have reminded us what greatness looks like when courage meets discipline, when teamwork meets trust, and when Americans commit themselves fully to a mission. They represent the very best of our Nation. This is the story of the Blue Angels. And in many ways, that is the story of America.

On behalf of the State of Florida and especially the proud community of Pensacola that calls them "our Blue Angels," I extend my deepest gratitude to every pilot, every sailor, every marine—past and present—who has worn the Blue Angels uniform.

I ask to please join me in honoring the 80th anniversary of the U.S. Navy Flight Demonstration Squadron, the Blue Angels. May they continue to inspire generations to come. May God bless them, and God bless the United States of America.

ADDITIONAL STATEMENTS

RECOGNIZING BANNOCK COUNTY VETERANS MEMORIAL BUILDING

• Mr. CRAPO. Mr. President, with my colleagues Senator JIM RISCH and Representative MIKE SIMPSON, we recognize the 100-year anniversary of the Bannock County Veterans Memorial Building, on North Johnson Avenue in Pocatello, ID.

This beautiful and beloved building adds to the appeal and history of the community. Architect Frank Paradise, Jr., designed the timeless brick building with a tiled roof and brickwork accents, and it was built by contractor Alex Mathers from 1924 to 1926. As the Idaho Heritage Trust described, "This site is listed in the National Register of Historic Places as part of the Lincoln-Johnson Avenue Residential Historic District, though it stands in stark contrast to the typical craftsman/bungalow-style single family homes that typify the rest of the neighborhood." Earlier this year, community members came together to celebrate the grand reopening of the building after it underwent renovation following considerable water damage. Many worked to secure resources and restore this local asset.

Over the past century, the building has been a cherished community treas-

ure for the veterans and military families it pays tribute to, as well as for many others in the community who have used the building for special events. The Bannock County Veterans Memorial Association maintains the veterans memorial building, which is a community center and hub for veterans' support services. Numerous veterans organizations hold regular meetings in its meeting and event space. Local residents have also hosted wedding receptions and other private events in the building over the years, and it has been the backdrop for photographs and other gatherings marking personal milestones and celebrations.

The building also houses a memorial museum for those who have served in all branches of the military, with local servicemembers donating artifacts to its collection. An official replica of Pocatello native Sergeant James Edmund Johnson's Medal of Honor is among the esteemed items displayed at the museum. Sergeant Johnson was one of 48 awardees with significant Idaho connections to receive our country's highest military award for heroism by those serving with America's Armed Forces. His medal is a reminder of the bravery, grit, and unrelenting responsibility to others on which our great State and country are built.

At the February 2026 reopening of the building, Bannock County Veterans Memorial Building historian Miguel Dominic recognized the veteran volunteers who have given immensely in service to our country and continue to sustain the building and serve the community. He reflected, "May this memorial building continue to stand as a beacon of honor, fellowship and unwavering ideals for generations to come. As we stand together in this memorial building, we honor not only the heroes whose names and sacrifices are remembered here, but also the heroes who continue to serve within these very walls."

We wish the residents of Bannock County and Pocatello well, as we acknowledge the century the Bannock County Veterans Memorial Building has memorialized Idaho Veterans, while framing countless, valuable conversations, achievements, and celebrations. Congratulations to the Pocatello community and Bannock County on this considerable milestone of an Idaho gem.●

TRIBUTE TO DONALD WAYNE ENGEL

• Mr. DAINES. Mr. President, today I have the honor to recognize Donald Wayne Engel as Montanan of the Month.

Donald Wayne Engel is a resident of Libby, MT. Engel was born on May 2, 1922, and joined the Air Force after high school. Early in his military career, Don was sent to Europe to fight against Germany in World War II and served as a member of a U.S. bomber team stationed near England.