

such hospitals under observation status rather than admitted as inpatients of such hospitals.

S. 1362

At the request of Mr. CARPER, the names of the Senator from Pennsylvania (Mr. CASEY), the Senator from Virginia (Mr. WARNER) and the Senator from Michigan (Ms. STABENOW) were added as cosponsors of S. 1362, a bill to amend title XI of the Social Security Act to clarify waiver authority regarding programs of all-inclusive care for the elderly (PACE programs).

S. 1434

At the request of Mr. HEINRICH, the name of the Senator from Hawaii (Mr. SCHATZ) was added as a cosponsor of S. 1434, a bill to amend the Public Utility Regulatory Policies Act of 1978 to establish an energy storage portfolio standard, and for other purposes.

S. 1461

At the request of Mr. THUNE, the name of the Senator from Michigan (Ms. STABENOW) was added as a cosponsor of S. 1461, a bill to provide for the extension of the enforcement instruction on supervision requirements for outpatient therapeutic services in critical access and small rural hospitals through 2015.

S. 1516

At the request of Mr. REID, his name was added as a cosponsor of S. 1516, a bill to amend the Internal Revenue Code of 1986 to modify the energy credit to provide greater incentives for industrial energy efficiency.

S. 1528

At the request of Ms. HIRONO, the name of the Senator from Michigan (Mr. PETERS) was added as a cosponsor of S. 1528, a bill to improve energy savings by the Department of Defense, and for other purposes.

S. 1543

At the request of Mr. MORAN, the name of the Senator from Arkansas (Mr. BOOZMAN) was added as a cosponsor of S. 1543, a bill to lift the trade embargo on Cuba, and for other purposes.

S. 1552

At the request of Mr. DAINES, the name of the Senator from Montana (Mr. TESTER) was added as a cosponsor of S. 1552, a bill to authorize the Dry-Redwater Regional Water Authority System and the Musselshell-Judith Rural Water System in the State of Montana, and for other purposes.

S. 1588

At the request of Mr. FRANKEN, the name of the Senator from Oregon (Mr. WYDEN) was added as a cosponsor of S. 1588, a bill to amend the Public Health Service Act to revise and extend projects relating to children and violence to provide access to school-based comprehensive mental health programs.

AMENDMENT NO. 1772

At the request of Ms. WARREN, the name of the Senator from Michigan (Mr. PETERS) was added as a cosponsor

of amendment No. 1772 intended to be proposed to H.R. 1735, an act to authorize appropriations for fiscal year 2016 for military activities of the Department of Defense, for military construction, and for defense activities of the Department of Energy, to prescribe military personnel strengths for such fiscal year, and for other purposes.

#### STATEMENTS ON INTRODUCED BILLS AND JOINT RESOLUTIONS

By Mrs. FEINSTEIN (for herself and Mr. SCHUMER):

S. 1608. A bill to protect the safety of the national airspace system from the hazardous operation of consumer drones, and for other purposes; to the Committee on Commerce, Science, and Transportation.

Mrs. FEINSTEIN. Mr. President, I rise today to introduce the Consumer Drone Safety Act.

In recent years, privately-operated unmanned aircraft have grown in popularity and capability. In many ways, this is brand new technology.

It is worrisome that these new drones, which are capable of flying thousands of feet in the air and at speeds in excess of 30 miles per hour, are available commercially to completely untrained consumers.

This combination of advanced new technology and broad availability has resulted in a rising number of reports of dangerous operations and narrowly avoided mid-air collisions between drones and passenger planes.

Our airports, pilots and travelers deserve meaningful safety protections, as do the people on the ground, in our stadiums and on our highways.

If we don't act, it's only a matter of time before we have a tragedy on our hands.

The Consumer Drone Safety Act would put in place common-sense safety precautions to minimize the risk of disaster.

As with any new technology, drones have attracted significant interest and have promising commercial uses, including package delivery, search and rescue, pipeline inspection, and agriculture.

I agree that the possibilities for this technology are promising, if properly managed. That is why I support research to make sure that the technology is safe and can be used in ways that respect people's privacy.

But there is no question that the technology comes with great risks, and its potential will never be developed if there is a big aircraft disaster.

What if, for example, a drone accidentally flew into a jet engine and brought down a commercial airliner? What if an airliner, having been hit by a drone on approach to a major airport like JFK or LAX, crashes in an urban area?

Safety must come first.

In the last year, unlawful drone use has proliferated and it's clear that there is a high risk to public safety.

In July of 2014, following an exposé by Craig Whitlock of the Washington Post, I wrote to the Federal Aviation Administration asking for data about drone flights and accidents.

What I received from the FAA was—simply put—startling, and it really crystallized for me the magnitude of the problem we face.

In nine months last year, from March through November, there were approximately 25 incidents where a drone nearly collided in midair with a manned aircraft, sometimes requiring evasive action.

In this time period, there were more than 190 incident reports. Since July 1, at least one incident per day was reported to the FAA. For example: On May 29, 2014, two aircraft on approach to LAX reported a “trash can sized” unmanned aircraft at 6,500 feet above ground level.

On June 29, 2014, an airplane on descent to Dulles Airport reported a near midair collision with a drone that flew within 50 feet of the plane at 2,800 feet above ground level.

On September 8, 2014, three separate airplanes reported “a very close call” with a drone on descent to LaGuardia airport at 1,900 feet above ground level.

On October 12, 2014, an aircraft near Tinker Air Force Base in Oklahoma reported taking evasive action at 4,800 feet above ground level to avoid a drone that came between 10 to 20 feet of the plane.

On February 8, 2015, a Southwest passenger jet on its way to land at LAX and reported that a small red drone flew “right over the top” of the plane at 4,000 feet above ground level.

These close calls are absolutely unacceptable. It is not just airplanes and airports that are at risk. For example, the general manager of the Golden Gate Bridge reports that drones routinely fly over traffic on the bridge. One drone recently crashed onto the bridge roadway.

Drones equipped with cameras have also flown by the bridge in areas where photography is not permitted for security reasons, which is alarming.

The California Department of Forestry and Fire Protection—CAL FIRE—is also growing increasingly concerned about the unsafe use of drones. It reports that during last year's fire season, there were numerous incidents involving drones.

For example, in September, one of its helicopters, which was responding to the Pasqualie fire, had to brake in midair to avoid colliding with a recreational drone just 10 feet ahead of it.

In May, several drones were filming an active firefight in order to post videos online. If local police hadn't been able to identify the operators and convince them to stop, CAL FIRE believes it might have had to shut down its aerial firefighting operations for the Poinsettia and Cocos fires to avoid the risk of collision.

As far back as 2012, the Government Accountability Office, GAO, has issued

warnings about obstacles to the safe operation of drones, which include the fact that many drones cannot “detect, sense and avoid” other aircraft or objects in the airspace.

Drones are also plagued by a phenomenon known as “lost link”—in which the remote connection between the pilot on the ground and the aircraft is simply lost, resulting in a loss of command and control of the aircraft.

The GAO’s report also noted that many drones “currently use unprotected radio spectrum and, like any other wireless technology, remain vulnerable to unintentional or intentional interference.”

GAO continued: “This remains a key security and safety vulnerability because, in contrast to a manned aircraft in which the pilot has direct physical control of the aircraft, interruption of radio transmissions can sever the UAS’s only means of control.”

Even the operators of consumer drones often know that their operations can be dangerous. Let me just read to you from one commenter on Amazon’s page for a popular consumer drone:

It just kept climbing as it disappeared into the clouds. I lost visual, and was sure I’d never see my Phantom again. . . . From calculations based on DJI’s web site that it climbs [6 meters per second, which means it attained an altitude . . . somewhere between 5,000 and 7,000 feet. I didn’t realize until I got video back.

The commentator continued: “This is ‘not’ good, though, since until I saw the video, I didn’t realize I was in controlled airspace. Do ‘not’ do this.”

This comment, to me, is really emblematic of what is happening. Consumers with no training, certification, or instruction are buying highly-capable drones with few technological safeguards.

There are precautions we can take to reduce the risk of a catastrophic accident.

For example, after a consumer drone crashed on the White House lawn in January 2015, the manufacturer voluntarily released a firmware update to prevent flights near Washington, D.C.

The update was easy for consumers and commonsense. However, the FAA has no authority to require all manufacturers to follow suit, or to specify other areas that deserve similar protection.

Another easy precaution is education of drone operators. For example, the FAA has partnered with the Academy of Model Aeronautics, the Association for Unmanned Vehicle Systems International, and the Small UAV Coalition to develop an educational campaign called “Know Before You Fly.”

This campaign includes sensible advice about staying under 400 feet in elevation, keeping the drone within range of eyesight, flying sober, and staying away from pedestrians, vehicles, and airports.

However, the FAA can’t require manufacturers to print this type of infor-

mation and include it in the box for consumers when they buy a new drone.

FAA needs the authority to require these basic safety precautions.

The Consumer Drone Safety Act calls for sensible new safety regulations in how drones are manufactured and used.

These new safety regulations apply only to consumer drones: civil unmanned aircraft that are manufactured for commercial distribution and that are equipped with an automatic stabilization system or are capable of providing a video signal allowing operations beyond the visual line of sight of the operator.

Notably, this definition does not override Section 336 of the FAA Modernization and Reform Act of 2012, which means that model aircraft flown for recreational purposes would continue to be subject to the safety guidelines of a community-based organization rather than to operational regulations of the Federal Aviation Administration.

The bill has operational requirements

The Consumer Drone Safety Act directs the FAA to clearly lay out what is acceptable for consumer drones that are operated outside the programming of a community-based organization, detailing when, where, and under what conditions drones can be operated. This includes how high, how close to airports or stadiums, and under what weather conditions a drone may be flown.

The bill has manufacturer requirements.

Any drone advanced enough to fly autonomously should also be equipped with advanced safety features, including geo-fencing.

But FAA does not currently have authority to require even the most basic safety precautions like providing educational materials.

The Consumer Drone Safety Act authorizes FAA to set meaningful safety requirements for manufacturers. These may include geo-fencing to govern the altitude and location of flights, a transponder or other method for pilots and air traffic control to detect and identify the drones, collision-avoidance software, and precautions for the loss of a communications link, anti-tampering safeguards, and educational materials.

The bill also requires manufacturers to update existing consumer drones to meet these new requirements when feasible.

The bill would allow FAA to exempt particular types of consumer drones from any requirement that is technologically infeasible or cost-prohibitive if other precautions enable safe operations.

The Consumer Drone Safety Act is straightforward, balanced, and necessary. For the first time, it would allow the FAA to proactively respond to the increasing use and capabilities of consumer drones by requiring sensible precautions to protect the safety

of our nation’s airports and hospital helipads, stadiums and fairgrounds, bridges, electrical infrastructure, highways, and city sidewalks.

Congress must not wait for a tragedy before taking action. I encourage my colleagues to join me in this legislation to ensure that consumer drones are built and operated safely.

By Mr. Kaine (for himself, Mrs. Boxer, Mr. Casey, Mr. Whitehouse, and Mr. Warner):

S. 1609. A bill to provide support for the development of middle school career exploration programs linked to career and technical education programs of study; to the Committee on Health, Education, Labor, and Pensions.

Mr. Kaine. Mr. President, as the labor market of the 21st century continues to transform, it will be critical to ensure that American workers are equipped with the skills and expertise needed to meet the variety of demands in the global marketplace. It is critical that we continue to reform and update our education system to ensure that America’s students are prepared for cutting-edge careers. Today, many students enter high school and postsecondary education with little knowledge of the careers available to them outside of traditional pathways. Research has found that few middle school students have a lack of understanding of how what they are learning in school relates to careers. With college costs continuing to rise, it is critical that students have exposure to the wide range of available work and career choices early in their academic careers so that, by the time they enter high school, they are more informed about future paths and what they need to do to pursue them.

Career and technical education, CTE, programs play a pivotal role in preparing students for America’s job market, and are proven to help students explore their own strengths and preferences, and match up with potential future careers. However, a lack of Federal investment in middle school CTE programming often means students have to wait until high school for this exposure.

Middle school is a critical time when students explore their own strengths, likes, and dislikes, and begin to form long-term career goals. Studies have found that middle school students who participate in career and technical education development programs that promote career exploration skills are able to make more informed career decisions by increasing knowledge of career options and career pathways that match their interests. Additionally, these programs play a positive role in engaging students in the classroom and on their academic success.

I am proud to introduce the Middle School Technical Education Program Act, which establishes a pilot program for middle schools to partner with postsecondary institutions and local businesses to develop and implement

career and technical exploration programs. This legislation will provide support for middle schools to create career and technical education programs that will provide students with introductory courses, hands-on learning, or afterschool programs. Career guidance and academic counseling is vital to ensuring that our students understand the educational requirements for high-growth, in-demand career fields. Many times students receive this information too late in their academic careers.

We need to work to improve middle school education to prepare students for cutting-edge careers and expose students to the variety of career pathways. This legislation also requires that programs help students draft a high school graduation plan that demonstrates what courses would prepare them for a given career field. If we provide youth with applied career exploration opportunities, they will be more informed about future paths and what they need to do to pursue them. I am hopeful this bill will help highlight current shortcomings in middle schools, and instigate further discussion on the importance of educating youth early on the multitude of educational and career pathways.

By Mr. CARDIN (for himself and Ms. MIKULSKI):

S. 1610. A bill to eliminate racial profiling by law enforcement officers, promote accountability for State and local law enforcement agencies, re-enfranchise citizens, eliminate sentencing disparities, and promote re-entry and employment programs, and for other purposes; to the Committee on the Judiciary.

Ms. MIKULSKI. Mr. President, I have introduced legislation along with Senator CARDIN called the Building And Lifting Trust In order to Multiply Opportunities and Racial Equity, or the BALTIMORE Act.

The people of Sandtown-Winchester, the people of Baltimore, and all Americans need to know they have a government on their side. Right now there is a trust gap between the people and the police department.

Baltimore is my hometown. I have lived there all my life. But what happened in Baltimore earlier this year could have happened anywhere, in anyone's hometown. I don't want to see this happen anywhere else. Where there is broken trust, we must rebuild it. And where there is lost hope, we must restore it.

That is why I joined Senator CARDIN in introducing the BALTIMORE Act. This bill is a package of reforms intended to reestablish a sense of trust between communities and the police departments that protect them.

First, the bill would ban discriminatory profiling by State and local law enforcement based on race, ethnicity, religion, or national origin. The bill makes sure that if police departments are receiving Federal funding, they are also adopting practices to cease the use

of discriminatory profiling. It holds police departments accountable by requiring them to share officer training information, including how officers are trained in the use of force, racial and ethnic bias, de-escalating conflicts, and constructive engagement with the public. It also authorizes a grant program to assist local law enforcement agencies in purchasing body-worn cameras.

We need to look at how our sentencing laws contribute to racial disparity in our justice system. That is why this bill would reclassify specific, low-level, non-violent drug possession felonies as misdemeanors. The bill also eliminates the distinction between crack and powder cocaine.

Finally, the bill authorizes \$200 million annually for the Department of Labor's Reentry Employment Opportunities Program through the Workforce Investment Opportunity Act. This is important funding to give people a hand up—not a hand out. It also encourages the White House to "ban the box" in the Federal contracting process. This would allow employers to eliminate questions about criminal convictions on initial job applications.

Baltimore has begun to heal. We will come together as a community and a city to rebuild. But I do not want to see another great American hometown follow in Baltimore's footsteps. I urge my colleagues to support this legislation.

By Mr. DAINES:

S. 1625. A bill to require a report on the location of C-130 Modular Airborne Firefighting System units; to the Committee on Armed Services.

Mr. DAINES. Mr. President, I ask unanimous consent that the text of the bill be printed in the RECORD.

There being no objection, the text of the bill was ordered to be printed in the RECORD, as follows:

S. 1625

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

**SECTION 1. REPORT ON THE LOCATION OF C-130 MODULAR AIRBORNE FIREFIGHTING SYSTEM UNITS.**

Not later than September 30, 2016, the Secretary of the Air Force shall submit to Congress a report setting forth an assessment of the locations of C-130 Modular Airborne Firefighting System (MAFFS) units. The report shall include the following:

- (1) A list of the C-130 Modular Airborne Firefighting System units of the Air Force.
- (2) The utilization rates of the units listed under paragraph (1).
- (3) A future force allocation determination with respect to such units in order to achieve the most efficient use of such units.
- (4) An assessment of the feasibility and advisability of modifications to the C-130 Modular Airborne Firefighting System program to enhance firefighting capabilities.

By Mr. DAINES:

S. 1628. A bill to preserve the current amount of basic allowance for housing for certain married members of the uniformed services; to the Committee on Armed Services.

Mr. DAINES. Mr. President, I ask unanimous consent that the text of the bill be printed in the RECORD.

There being no objection, the text of the bill was ordered to be printed in the RECORD, as follows:

S. 1628

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

**SECTION 1. PRESERVATION OF CURRENT BASIC ALLOWANCE FOR HOUSING FOR CERTAIN MARRIED MEMBERS OF THE UNIFORMED SERVICES.**

Notwithstanding any other provisions of law, the amount of basic allowance for housing payable under section 403 of title 37, United States Code, as of September 30, 2015, to a member of the uniformed services who is married to another member of the uniformed services shall not be reduced unless—

- (1) the member and the member's spouse undergo a permanent change of station requiring a change of residence; or
- (2) the member and the member's spouse move into or commence living in on-base housing.

**SUBMITTED RESOLUTIONS**

**SENATE RESOLUTION 204—RECOGNIZING JUNE 20, 2015 AS "WORLD REFUGEE DAY"**

Mr. CARDIN (for himself, Mr. RUBIO, Mr. LEAHY, Mr. DURBIN, Mr. MARKEY, Mrs. SHAHEEN, Mr. COONS, Mr. BLUMENTHAL, Ms. BALDWIN, Mr. KAINE, Ms. STABENOW, Mrs. MURRAY, Mrs. BOXER, Mr. KING, Mr. BROWN, Mr. REED of Rhode Island, Mr. MENENDEZ, Mr. WYDEN, Ms. KLOBUCHAR, Mrs. FEINSTEIN, and Mr. CASEY) submitted the following resolution; which was referred to the Committee on Foreign Relations:

S. RES. 204

Whereas World Refugee Day is a global day to honor the courage, strength, and determination of women, men, and children who are forced to flee their homes under the threats of conflict, violence, and persecution;

Whereas according to the United Nations High Commissioner for Refugees (referred to in this preamble as "UNHCR")—

- (1) there are nearly 60,000,000 displaced people worldwide, the highest levels ever recorded, including almost 20,000,000 refugees, 38,000,000 internally displaced people, and 1,800,000 people seeking asylum;
- (2) children account for 51 percent of the refugee population in the world;
- (3) nearly 4,000,000 refugees have fled Syria since the start of the Syrian conflict and more than 7,600,000 people are internally displaced;
- (4) approximately 1,325,000 people are displaced within Ukraine with approximately 800,000 Ukrainians seeking protection in other countries as a result of a worsening humanitarian situation in nongovernment controlled areas;
- (5) since April 2015, sporadic outbursts of violence in Burundi have prompted more than 100,000 Burundians to flee to the neighboring countries of Rwanda, Tanzania, Uganda, and the Democratic Republic of the Congo;
- (6) violent insurgent attacks in Nigeria have forced 167,000 people to flee to the neighboring countries of Cameroon, Chad,