

on this. We have had over half a dozen hearings. In fact, we had one just before we marked the bill up. We have had over 12—I think maybe even 14 or 15—roundtable discussions with both sides of the aisle and stakeholders from all over the industries who sat there and talked to us about what they thought is good and what is bad.

The concern about safety—as I said, safety stays in government, and today the FAA safety certification portion of it is paid by the general fund. That is appropriate. The other fees, the taxes, we plan to eliminate most of those taxes, eliminate those taxes and go to a user fee-based system.

There is plenty of money there. That will go to run the ATC system. This way it will be in a user fee-based system, which history has shown us what Canada has done. History has shown us, I think, in many, many cases, when you take something outside the government that can go outside the government, it is run more efficiently. We will get out of the starts and the stops of the appropriations process, of the government shutdowns, of the 23 extensions last time.

This will be a better program. And the Secretary and the FAA will still maintain that regulatory oversight, which, in fact, means that Congress will maintain regulatory oversight. And I don't know when Congress has not had oversight and, in many cases, screwed up many of the private industries in this country by our overreach and our oversight by putting rules and regulations in place that don't work. In the case of the FAA, we rolled those back in many cases, let them go outside the Federal Government human resources rules and regulations. What did they do? They just kept on doing the same old thing.

So this is an opportunity for us, again, with extensive hearings, with extensive experience around the world, looking at people who have done it successfully. Again, I believe the time has come for us to do this, to make this a modern aviation system that I believe will improve safety, although we have an incredibly safe system today.

It will reduce the cost for the traveling public. It will make their flight times faster, more efficient, and it will be good for the environment. I don't see, really, anything in this that many, many Members of this House can't embrace.

I will continue to talk about it and continue to push it because I really believe the time is now to have a modern air traffic control system that will be the envy of the world, just as our aviation system, our airlines, the development of our airlines, and our manufacturers have been for years. If we don't do it, I think we stand to diminish ourselves in the world.

Ladies and gentlemen, we invented aviation. We ought to make sure that we continue to be the leaders in the world when it comes to aviation, whether it is flying planes, building

planes, or controlling the airspace in the most efficient and safe way.

Again, I urge all my colleagues to support this short-term extension that is on the floor today.

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

Mr. LEVIN. Mr. Speaker, this short-term bill to extend the FAA authorization for three months and tax revenue for one year gives us more time to negotiate bipartisan reforms that are needed. While I will support this extension, I'm concerned that Republicans are using this bill to buy time for privatization.

Let me be clear: we should not privatize the FAA. Privatizing the FAA would put control of our skies in the hands of a private corporation that put profits over passenger safety. It gives that private corporation the power to tax the flying public who have no alternative. It would increase complexity and lead to higher costs for passengers. It would reduce air service to small and rural communities. And it hands a private corporation billions of dollars' worth of taxpayers' property and other assets—free of charge.

Capt. Chesley Sullenberger, the US Airways pilot who landed his disabled aircraft on the Hudson River in 2009, agrees. He told POLITICO: "There ought to be other, better ways to make sure that air traffic control has long-term, consistent funding for capital improvements other than eviscerating access to the air traffic control system for anyone other than airlines."

I think we can all agree that there are improvements that can and should be made to the FAA, and this bill gives us time to work toward them. But we should not cloak those improvements in a bill that gives up Congress's jurisdiction and harms taxpayers.

The SPEAKER pro tempore. The question is on the motion offered by the gentleman from Pennsylvania (Mr. SHUSTER) that the House suspend the rules and pass the bill, H.R. 4721.

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

A motion to reconsider was laid on the table.

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#### RECESS

The SPEAKER pro tempore. Pursuant to clause 12(a) of rule I, the Chair declares the House in recess until approximately 6:30 p.m. today.

Accordingly (at 5 o'clock and 22 minutes p.m.), the House stood in recess.

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□ 1830

#### AFTER RECESS

The recess having expired, the House was called to order by the Speaker pro tempore (Mr. COLLINS of Georgia) at 6 o'clock and 30 minutes p.m.

REPORT ON RESOLUTION PROVIDING FOR CONSIDERATION OF H.R. 4596, SMALL BUSINESS BROADBAND DEPLOYMENT ACT, AND PROVIDING FOR CONSIDERATION OF H.R. 3797, SATISFYING ENERGY NEEDS AND SAVING THE ENVIRONMENT ACT

Mr. STIVERS, from the Committee on Rules, submitted a privileged report (Rept. No. 114-453) on the resolution (H. Res. 640) providing for consideration of the bill (H.R. 4596) to ensure that small business providers of broadband Internet access service can devote resources to broadband deployment rather than compliance with cumbersome regulatory requirements, and providing for consideration of the bill (H.R. 3797) to establish the bases by which the Administrator of the Environmental Protection Agency shall issue, implement, and enforce certain emission limitations and allocations for existing electric utility steam generating units that convert coal refuse into energy, which was referred to the House Calendar and ordered to be printed.

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#### ANNOUNCEMENT BY THE SPEAKER PRO TEMPORE

The SPEAKER pro tempore. Pursuant to clause 8 of rule XX, proceedings will resume on motions to suspend the rules previously postponed.

Votes will be taken in the following order:

S. 2426, by the yeas and nays;

H. Con. Res. 75, by the yeas and nays;

H. Con. Res. 121, by the yeas and nays.

The first electronic vote will be conducted as a 15-minute vote. Remaining electronic votes will be conducted as 5-minute votes.

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#### DEVELOPING A STRATEGY TO OBTAIN OBSERVER STATUS FOR TAIWAN IN THE INTERNATIONAL CRIMINAL POLICE ORGANIZATION

The SPEAKER pro tempore. The unfinished business is the vote on the motion to suspend the rules and pass the bill (S. 2426) to direct the Secretary of State to develop a strategy to obtain observer status for Taiwan in the International Criminal Police Organization, and for other purposes, on which the yeas and nays were ordered.

The Clerk read the title of the bill.

The SPEAKER pro tempore. The question is on the motion offered by the gentleman from New Jersey (Mr. SMITH) that the House suspend the rules and pass the bill.

The vote was taken by electronic device, and there were—yeas 381, nays 0, not voting 52, as follows:

[Roll No. 111]

YEAS—381

Abraham	Amash	Barr
Aderholt	Amodei	Barton
Aguilar	Ashford	Bass
Allen	Barletta	Beatty