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## Senate

The Senate met at 10 a.m. and was called to order by the Honorable MARK R. WARNER, a Senator from the Commonwealth of Virginia.

### PRAYER

The Chaplain, Dr. Barry C. Black, offered the following prayer:

Let us pray.

O God, who gives life to the world, who breathed Your spirit into humanity, infuse the Members of this body with the spirit of Your wisdom. May this wisdom lead them to serve others with an awareness of their accountability to You. Help them to make it their primary goal to please You, using their talents for the good of others.

Lord, be with those Senators who are experiencing ill health. Enable them to feel Your healing touch. May Your goodness and mercy follow us all the days of our lives.

We pray in Your righteous Name. Amen.

### APPOINTMENT OF ACTING PRESIDENT PRO TEMPORE

The PRESIDING OFFICER. The clerk will please read a communication to the Senate from the President pro tempore (Mr. INOUE).

The legislative clerk read the following letter:

U.S. SENATE,  
PRESIDENT PRO TEMPORE,  
Washington, DC, July 30, 2010.

To the Senate:

Under the provisions of rule I, paragraph 3, of the Standing Rules of the Senate, I hereby appoint the Honorable MARK R. WARNER, a Senator from the Commonwealth of Virginia, to perform the duties of the Chair.

DANIEL K. INOUE,  
President pro tempore.

Mr. WARNER thereupon assumed the chair as Acting President pro tempore.

### RECOGNITION OF MAJORITY LEADER

The ACTING PRESIDENT pro tempore. The majority leader is recognized.

### SCHEDULE

Mr. REID. Mr. President, following leader remarks, the Senate will proceed to a period of morning business. Senators will be permitted to speak for up to 10 minutes each.

There will be no rollcall votes during today's session. The next vote will occur Monday evening.

### RESERVATION OF LEADER TIME

The ACTING PRESIDENT pro tempore. Under the previous order, leadership time is reserved.

### MORNING BUSINESS

The ACTING PRESIDENT pro tempore. Under the previous order, there will be a period of morning business, with Senators permitted to speak therein for up to 10 minutes each.

Mr. REID. Mr. President, I note the absence of a quorum.

The ACTING PRESIDENT pro tempore. The clerk will call the roll.

The legislative clerk proceeded to call the roll.

Mr. DORGAN. Mr. President, I ask unanimous consent that the order for the quorum call be rescinded.

The ACTING PRESIDENT pro tempore. Without objection, it is so ordered.

### AIRLINE SAFETY AND FEDERAL AVIATION ADMINISTRATION EXTENSION ACT OF 2010

Mr. DORGAN. Mr. President, soon I am going to ask unanimous consent that the Senate proceed to the consideration of H.R. 5900. First, I want to make a couple of comments.

H.R. 5900 is a piece of legislation sent to us by the House of Representatives that will extend for 2 months the FAA reauthorization act. I regret that we have another extension. It is extension after extension after extension. It is so symbolic of the way this place works these days.

The reason there is an urgency to get the FAA reauthorization act done is that it includes so many significant issues that deal with the safety of the air traveling public, with the airport improvement funds, with substantial investments in air traffic control modernization—a wide range of issues that are very important. Despite the fact that everybody understands the urgency, the FAA reauthorization bill is stuck in the morass of difficulties that now afflict the Senate and House these days. It is very difficult to get anything done.

The question will be, Will we now—extending this for 2 more months—at the end of this year adjourn sine die once again without having approved an FAA reauthorization bill?

The Europeans are moving very aggressively on air traffic control modernization. I have met with Europeans on these issues. We should be doing the same, and yet it is held hostage by not passing an FAA reauthorization bill.

The issue of safety is another very important issue. I have held hearing after hearing on the issue of safety. The question is, Do we have one standard of safety on airplanes these days as between major carriers and regional carriers? When you step onto an airplane that is 32-passenger or 50-passenger—a regional carrier—do you have the same level of safety as is applied with respect to the crew, the training, and all the other issues as exists with the major carriers? The law requires that; FAA requires that.

Does it exist? Well, we explored in great detail the crash of Colgan Air. We saw, with respect to Colgan Air, one flight on one night—one tragic

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



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