

also work in far-off places, including Guam. This amendment requires the FAA workers to work with the Department of Defense so that these folks and their families can get good medical care on the island of Guam;

Finally, the amendment establishes the Youth in Aviation Task Force to attract young people to aviation jobs. This is critical to ensure that our aviation system prospers in the years ahead.

Mr. Chairman, this amendment is a good amendment, it has bipartisan support and will improve the underlying bill. I urge all Members to support the amendment, and I reserve the balance of my time.

Mr. DEFAZIO. Mr. Chairman, I claim the time in opposition to the amendment.

The Acting CHAIR. The gentleman from Oregon is recognized for 5 minutes.

Mr. DEFAZIO. Mr. Chairman, I certainly support the amendment offered by the gentleman. He listed a number of provisions. I don't want to be repetitive, but I think the call to action regarding uncontained airliner engine failures is critical. That is actually the second uncontained failure of that engine with Southwest Airlines in 18 months, which means that somewhere turbine blades are not a life-limited part. There is something amiss in the manufacturing process, and we need to get to the bottom of that.

We also need to be sure that the proper testing is being done to ensure their integrity as the planes continue to fly.

It also has some language regarding incidents of sexual misconduct on flights I support, but I am preparing and will offer a broader stand-alone provision bill on that subject in the near future.

It modestly increases funding levels for aviation programs and includes a \$1 billion annual infusion from the general fund for certain AIP projects, principally for small airports in rural communities.

This falls far short of meeting the needs of all airports and all the gates and terminal work we need, as I mentioned earlier in discussing the lack of a PFC in this bill.

Finally, it creates a newly named position in the FAA, that would be chief technology officer. Currently, the department administrator acts as the chief technology officer. So I am not quite certain what that accomplishes, but I will certainly look forward to monitoring that position and the progress and reports on NextGen that that person produces in the near future.

Mr. Chairman, I reserve the balance of my time.

Mr. SHUSTER. Mr. Chairman, I yield 1 minute to the gentleman from Missouri (Mr. GRAVES), the chairman of the Subcommittee on Highways and Transit, our general aviation pilot.

Mr. GRAVES of Missouri. Mr. Chairman, I thank the chairman for his

work on putting together a long-term bill.

Mr. Chairman, one of the priorities which was included in the manager's amendment is a program to invest in our small airports.

As part of the increased investment in transportation programs that was provided in the fiscal year 2018 omnibus, we provided an additional \$1 billion to the FAA in discretionary grants to small airports. Now airports across the country are going to have the opportunity to compete for additional dollars to carry out the larger projects.

We also have some very important accountability measures. As such, we are asking to review all the FAA's efforts to date on NextGen. This is pure and simple accountability to ensure our tax dollars are being spent to execute the important goals of NextGen.

Mr. Chairman, I ask all of my colleagues to support the manager's amendment, obviously, and the underlying bill. This is a good bill.

Mr. DEFAZIO. Mr. Chairman, I yield 1 minute to the gentlewoman from Florida (Ms. FRANKEL), a member of the Committee on Transportation and Infrastructure.

Ms. FRANKEL of Florida. Mr. Chairman, I thank the leadership of this committee for their work.

Mr. Chairman, I rise to support the en bloc amendment, and I wanted to specifically mention a provision that is very important to the folks who are in Palm Beach County and also Bedminster, New Jersey, which is this constituency of Mr. LANCE.

Mr. Chairman, regardless of what your political ideology is, it is very important for the President to be safe whenever he travels, and this often results in travel restrictions in the locality he visits.

In terms of my locality, Palm Beach County, Florida, Mr. Trump has spent 70 days this year at Mar-a-Lago, dubbed as the winter White House. But here is what happens when he visits a small business operating airport called Lantana Airport, which is 10 miles from Mar-a-Lago: It is completely shut down, which means basically there is a lot of lost income. It is estimated almost \$1 million a year.

The Acting CHAIR. The time of the gentlewoman has expired.

Mr. DEFAZIO. Mr. Chairman, I yield an additional 1 minute to the gentlewoman.

Ms. FRANKEL of Florida. Mr. Chairman, if you translate that out, that would be \$4 million.

As I said, the President's safety is paramount, and the impact to the local business is a problem. So there is a provision in this amendment that requires the FAA to study the economic impact of flight restrictions, which I think is a good thing, and to analyze the possibilities of some other options.

Mr. Chairman, again, I do support this amendment.

Mr. DEFAZIO. Mr. Chairman, I yield back the balance of my time.

Mr. SHUSTER. Mr. Chairman, I yield back the balance of my time.

The Acting CHAIR. The question is on the amendment offered by the gentleman from Pennsylvania (Mr. SHUSTER).

The amendment was agreed to.

The Acting CHAIR. The Committee will rise informally.

The Speaker pro tempore (Mr. GOSAR) assumed the chair.

MESSAGE FROM THE SENATE

A message from the Senate by Ms. Lasky, one of its clerks, announced that the Senate has passed a bill of the following title in which the concurrence of the House is requested:

S. 2758. An act to amend title 36, United States Code, to provide for the display of the National League of Families POW/MIA flag at the World War I Memorials.

The SPEAKER pro tempore. The Committee will resume its sitting.

FAA REAUTHORIZATION ACT OF 2018

The Committee resumed its sitting.

AMENDMENTS EN BLOC NO. 1 OFFERED BY MR. SHUSTER OF PENNSYLVANIA

Mr. SHUSTER. Mr. Chairman, pursuant to House Resolution 839, I offer amendments en bloc.

The Acting CHAIR (Mr. PALMER). The Clerk will designate the amendments en bloc.

Amendments en bloc No. 1 consisting of amendment Nos. 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 14, 15, 16, 18, 19, 20, 21, 22, 23, 24, 25, 26, 27, 28, 29, and 30 printed in part A of HOUSE REPORT 115-650, offered by Mr. SHUSTER of Pennsylvania:

AMENDMENT NO. 2 OFFERED BY MR. LEWIS OF GEORGIA

Page 11, after line 7, insert the following:

SEC. 1. USE OF FUNDS FROM PASSENGER FACILITY CHARGES TO PREVENT POWER OUTAGES.

Section 40117(a)(3) of title 49, United States Code, is amended by adding at the end the following:

“(H) An on-airport project to purchase and install generators to prevent power outages in passenger areas of the airport, to separate an airport's redundant power supply and its main power supply, or for any other on-airport project to prevent power outages or damage to the airport's power supply.”.

Page 32, after line 9, insert the following:

SEC. 1. USE OF AIRPORT IMPROVEMENT FUNDS TO PREVENT POWER OUTAGES.

Section 47102(3) of title 49, United States Code, is amended by adding at the end the following:

“(P) an on-airport project to purchase and install generators to prevent power outages in the passenger areas of the airport, separate an airport's redundant power supply and its main power supply, or prevent power outages in the airport or damage to the airport's power supply.”.

AMENDMENT NO. 3 OFFERED BY MR. SOTO OF FLORIDA

Page 12, line 23, insert “a sink or sanitizing equipment,” after “surface.”.

AMENDMENT NO. 4 OFFERED BY MRS. WATSON COLEMAN OF NEW JERSEY

Page 13, line 19, strike “building.” and insert “building and will maintain a baby