

## EXTENSIONS OF REMARKS

### INTRODUCTION OF THE NATIONAL CENTER FOR THE ADVANCEMENT OF AVIATION ACT OF 2020

**HON. ANDRÉ CARSON**

OF INDIANA

IN THE HOUSE OF REPRESENTATIVES

*Tuesday, October 6, 2020*

Mr. CARSON of Indiana. Madam Speaker, today I join my colleagues, Rep. DON YOUNG of Alaska, Chairman Emeritus of the Transportation Committee, and Rep. RICK LARSEN, Chairman of the Aviation Subcommittee, in introducing the bipartisan National Center for the Advancement of Aviation Act of 2020. Our committee has worked for years to make American skies the safest in the world, and to strengthen the industry workforce to maintain the highest standards of aviation excellence.

Our legislation, the National Center for the Advancement of Aviation (NCAA) would support and promote collaboration amongst civil, commercial, and military aviation sectors to address the demands and challenges associated with ensuring a safe and vibrant national aviation system through research, education, and training.

Too often in the past, innovation and lessons learned in various aviation sectors has not been shared in a collaboratively or timely manner, especially considering rapid developments in new technology. Our bill helps break down silos across commercial aviation, general aviation and military aviation sectors that will not only improve safety and best practices, but also expand opportunities for those interested in the aviation workforce—for the young and not so young, from those just starting out, to those with experience who want to move into other types of aviation work.

The National Center would focus on four key areas with an emphasis on aviation workforce development. First, it would support education efforts and provide resources to curriculum developers so educators at all levels have the tools and training to educate the next generation of aviation professionals.

Second, the national center would provide a forum to leverage and share expertise amongst industry sectors including the dissemination of existing high school education curriculum to develop and deploy a workforce of pilots, aerospace engineers, unmanned aircraft system operators, aviation maintenance technicians, or other aviation maintenance professionals needed in the coming decades.

Third, it would serve as a central repository for economic and safety data research and analysis allowing a comprehensive perspective of industry information that would improve safety for all stakeholders.

Finally, it would support symposiums and conferences to facilitate collaboration across the industry and develop future advancements for the aviation and aerospace community.

This legislation would also allow the FAA to focus on safety, certification, and air traffic operations.

The national center would be funded by using a small percentage of the interest ac-

rued annually on the taxes and fees collected from users of our aviation system and deposited into the aviation trust fund. In other words, no general fund taxpayer dollars would be used to support this national center.

Our aviation and aerospace industry supports over 11 million jobs and contributes more than \$1.6 trillion per year to the national economy. More than 130 organizations including schools, airports, airlines, manufacturers, unions, and other entities involved in aviation and aerospace have expressed strong support for this legislation. The list of organizations supporting this legislation is provided here:

AAR Corp.; ACI Jet; Aeronautical Repair Station Association; Aerospace Center of Excellence; Aerospace Maintenance Council; Air Care Alliance; Air Line Pilots Association, International; Air Medical Operators Association; Air Wisconsin Airlines; Airbus; Aircraft Electronics Association; Aircraft Mechanics Fraternal Association; Aircraft Owners and Pilots Association; Airlines for America; Alabama General Aviation Alliance; Alaska Airlines.

Alaska Airmen Association; Alaskan Aviation Safety Foundation; Alliance for Aviation Across America; Allied Pilots Association; American Airlines; American Bonanza Society; American Yankee Association; Arizona Airports Association; Arizona Flight Training Working group; Arizona Pilots Association; Arizona Safety Advisory Group; Arkansas General Aviation Association; Association for Unmanned Vehicle Systems International; Association of California Airports; Atlas Air Worldwide.

Aviation Council of Pennsylvania; Aviation Technician Education Council; California Pilots Association; Cape Air; Cargo Airline Association; Cessna Flyer Association; Choose Aerospace, Inc.; Citation Jet Pilots, Inc.; Coalition of Airline Pilots Associations; Colorado Aviation Business Association; Commemorative Air Force; Community and Airport Partnership for Safe Operations; CommutAir; Compass Airlines; Delta Air Lines.

Delta State University; EAA Type Club Coalition; EAA Warbirds of America; East Central Ohio Pilots Association; East Hampton Aviation Association; Empire Airlines; Endeavor Air; Envoy Air; EVAC, the Emergency Volunteers Air Corps; Experimental Aircraft Association; ExpressJet Airlines; FAST; FedEx Express; Flight School Association of North America; Flying Knights Flying Club.

Flying Physicians Association; Friends of Linden Airport; Fullerton Airport Pilots Association; General Aviation Council of Hawaii; General Aviation Manufacturers Association; Glasair Aircraft Owners Association; GoJet Airlines; Hawaiian Airlines; Helicopter Association International; Horizon Air; International Air Transport Association; International Council of Air Shows, Inc.; Iowa Aviation Association; Kentucky Aviation Association; Kimmel Aviation Insurance.

Ladd Gardner Aviation Insurance, Inc.; Lancair Owners and Builders Organization; Lewis University Airport; LIFT Academy; Long Island Business Aviation Association; Los Alamos Airport; Louisiana Airport Managers and Associates; Maine Aeronautics Association; Maine Aviation Business Associa-

tion; Massachusetts Airport Management Association; Michigan Business Aviation Association; Minnesota Pilots Association; Minnesota Seaplane Pilots Association; Mississippi Agricultural Association.

Montana Pilots Association; Mooney Summit, Inc.; National Agricultural Aviation Association; National Air Traffic Controllers Association; National Air Transportation Association; National Association of State Aviation Officials; National Business Aviation Association; National Coalition for Aviation and Space Education; NetJets; NetJets Association of Shared Aircraft Pilots; New Hampshire Pilots Association; New Jersey Aviation Association; New Mexico Airport Manager's Association; New York Aviation Management Association; North American Trainer Association.

Ohio Regional Business Aviation Association; Oklahoma Aeronautics Commission; Oklahoma Airport Operators Association; Oklahoma Pilots Association; Oregon Pilots Association; Organization of Black Aerospace Professionals; Palo Alto Airport Association; Pearl Harbor Aviation Museum; Petaluma Area Pilots Association; Piedmont Airlines; Piper Flyer Association; Plane and Pilot News; Professional Aviation Maintenance Association; PSA Airlines; Pure White Smoke Oil, Inc.

Recreational Aviation Foundation; Red Star Pilots Association; Regional Airline Association; Republic Airways; Rhode Island Pilots Association; San Carlos Pilots Association; San Diego Christian College; Seaplane Pilots Association; South Carolina Aviation Association; South Dakota Pilots Association; Southwest Airlines; Southwest Airlines Pilots Association; Start Skydiving, Inc.; Sturdivant Brothers Flying Service.

T-34 Mentor Association; The Boeing Company; The Museum of Flight, Seattle, Washington; Trans States Airlines; U.S. Contract Tower Association; U.S. Parachute Association; United Airlines; UPS; Veterans Airlift Command; Virginia Aviation Business Association; Washington Pilots Association; Washington Seaplane Pilots Association; Women in Aviation International; Zerowait, Inc.

Madam Speaker, this legislation will address the demands and challenges our aviation and aerospace industry face today and tomorrow. I strongly encourage my colleagues to join me in cosponsoring the National Center for the Advancement of Aviation Act of 2020.

IN HONOR OF RUTH BADER  
GINSBURG

**HON. JACKIE SPEIER**

OF CALIFORNIA

IN THE HOUSE OF REPRESENTATIVES

*Tuesday, October 6, 2020*

Ms. SPEIER. Madam Speaker, the loss of Justice Ruth Bader Ginsburg is a loss for our country, but the grief is particularly acute for women and girls. We've lost the greatest feminist icon of our time who used her legal talents to lift us up and fought for a world that recognized our equal stature and dignity.

Her fame sort of crept up on her. Her tiny frame belied her judicial might. She had a soft

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