

Despite the service's new emphasis on placing in management positions those individuals who have professional acquisition management qualifications, a Captain selected for promotion to Rear Admiral was recently named to be the Program Executive Officer for Deepwater even though he lacked a Level III program manager certification at the time of his selection. This choice is even more surprising given that, as of February 2009, the Coast Guard had 27 military officers who had achieved a Level III program manager certification, including 12 Captains.

H.R. 1665 requires the Coast Guard to develop life-cycle cost estimates for projects expected to cost more than \$10 million. Independent life-cycle cost estimates will be required for major acquisitions. With these estimates in place, we will know what it will cost to operate and maintain new assets before we commit to acquiring them.

H.R. 1665 mandates that the Coast Guard firmly establish operational requirements before awarding production contracts—so that cost thresholds and testing and evaluation standards can, in turn, be firmly established.

Further, H.R. 1665 imposes a breach ceiling on Coast Guard acquisitions—something that has long been imposed on Department of Defense acquisitions and that is overdue in the Coast Guard. Specifically, H.R. 1665 specifies that for any major acquisition, the Coast Guard must report to Congress when a cost overrun of greater than 10 percent is likely to occur, a delay of more than 180 days is likely to occur, or a failure for a new asset or class of assets is anticipated. More stringent standards are required whenever higher cost overruns or more extensive delays are anticipated.

I note that H.R. 1665 is based, in part, on legislation considered and passed twice by this House in the 110th Congress.

I urge my colleagues to support H.R. 1665.

Ms. ROS-LEHTINEN. Mr. Speaker, I rise today to voice my support of H.R. 1665, the Coast Guard Acquisition Reform Act.

I have the unique pleasure of representing over 265 miles of pristine Florida coastline, and I will never forget that it is the Coast Guard that keeps these waters safe.

Two of the largest Coast Guard Sectors in the United States, Sector Miami and Sector Key West are located in my Congressional district.

This act will direct the Coast Guard in their Acquisition efforts and make for more of full and open competition contracts.

Overall, this act will be of benefit to the Coast Guard; however, being from a District heavily involved with the Coast Guard, I know that sections of the bill could use clarification and adjustment.

Firstly, in Section 210, the Coast Guard is required to report to the appropriate congressional committees about any cost overruns.

However, the reporting requirement is set a uniquely low threshold, a mere 10 percent.

It would be more appropriate to set this reporting requirement in line with other Department of Defense programs, ranging from 15 percent to 25 percent.

Also, in Section 302a, the act states that an individual may not be assigned as the acquisition program manager for a Level 1 or Level 2 acquisition unless the individual holds a Level III acquisition certification as a program manager.

In the interest of training Level III program manager's for Level 1 projects, this act should

leave the Coast Guards current practice in place.

This would allow program managers to gain the experience they need before being assigned to the most important of acquisition projects.

In Sec 301d, the act states that within 45 days after any design or other dispute regarding a Level 1 or Level 2 acquisition, the Coast Guard would be required to provide Congress a detailed description of the dispute and the rationale underlying any decision made by the Chief Acquisition Officer.

In the interest of keeping burdensome reporting requirements to a minimum, the act should have added the word "significant" for any design dispute.

The Coast Guard will make many fact-based and timely decisions on projects that may be internally disputed.

Congress needs to be involved in significant problems that could affect results.

Still, I urge all Members to recognize the crucial need to protect our nation by strengthening the United States' oldest continuous seagoing service, the United States Coast Guard.

I urge my colleagues to vote "yes" on this act.

Mr. CUMMINGS. Mr. Speaker, I yield back my time.

The SPEAKER pro tempore. The question is on the motion offered by the gentleman from Maryland (Mr. CUMMINGS) that the House suspend the rules and pass the bill, H.R. 1665, as amended.

The question was taken.

The SPEAKER pro tempore. In the opinion of the Chair, two-thirds being in the affirmative, the ayes have it.

Mr. LOBIONDO. Mr. Speaker, I object to the vote on the ground that a quorum is not present and make the point of order that a quorum is not present.

The SPEAKER pro tempore. Pursuant to clause 8 of rule XX and the Chair's prior announcement, further proceedings on this motion will be postponed.

The point of no quorum is considered withdrawn.

RECOGNIZING GENERAL AVIATION

Mr. CUMMINGS. Mr. Speaker, I move to suspend the rules and agree to the resolution (H. Res. 508) expressing the sense of the House of Representatives that the general aviation industry should be recognized for its contributions to the United States.

The Clerk read the title of the resolution.

The text of the resolution is as follows:

H. RES. 508

Whereas general aviation includes all civilian flying except scheduled passenger airlines;

Whereas there are nearly 600,000 licensed pilots in the United States and an estimated 500,000 of these pilots fly general aviation aircraft;

Whereas the United States accounts for more than half of all general aviation activity worldwide;

Whereas 170,000,000 passengers fly annually using personal aviation;

Whereas there are more than 231,000 active general aviation aircraft in the United States;

Whereas the general aviation industry contributes more than \$150,000,000,000 to United States direct and indirect economic output;

Whereas the United States general aviation industry employs nearly 1,300,000 people whose collective annual earnings exceed \$53,000,000,000;

Whereas general aviation contributes high-skill jobs in aircraft manufacturing, avionics and technology development, flight training, maintenance, modification, and technical support;

Whereas an estimated 65 percent of general aviation flights are conducted for business and public services, many of which are located in or need access to smaller communities that do not have commercial aviation;

Whereas general aviation helps save lives through the transport of blood supplies, vital transport organs, and other time-critical items;

Whereas general aviation contributes to economic development by facilitating meetings and other activities for businesses of all sizes;

Whereas general aviation is used to protect the environment by assisting with the surveying of wildlife, the mapping of wetlands, and the patrolling of parklands;

Whereas general aviation is a vital tool for agricultural producers, who often rely on air service for crop planting and protection as well as livestock herd management;

Whereas general aviation aids in law enforcement through patrolling highways, apprehending suspects, monitoring national borders, and locating lost children;

Whereas there are 5,200 public use airports and more than 13,000 privately owned landing facilities in the United States; and

Whereas only about 500 of these airports have commercial airline service, making general aviation an integral part of the transportation system that supports communities across the United States and provides essential air travel options to businesses and the public: Now, therefore, be it

Resolved, That the House of Representatives—

(1) recognizes the many contributions of the general aviation industry; and

(2) encourages general aviation activities.

The SPEAKER pro tempore. Pursuant to the rule, the gentleman from Maryland (Mr. CUMMINGS) and the gentleman from New Jersey (Mr. LOBIONDO) each will control 20 minutes. The Chair recognizes the gentleman from Maryland.

GENERAL LEAVE

Mr. CUMMINGS. Mr. Speaker, I ask unanimous consent that all Members have 5 legislative days within which to revise and extend remarks and to include extraneous material on H. Res. 508.

The SPEAKER pro tempore. Is there objection to the request of the gentleman from Maryland?

There was no objection.

Mr. CUMMINGS. Mr. Speaker, I yield myself such time as I may consume.

Mr. Speaker, I rise in strong support of H. Res. 508, introduced by the gentleman from Nebraska (Mr. FORTENBERRY) and urge its adoption by the House today. H. Res. 508 recognizes the contributions made to the United States by the general aviation industry. Current data indicate this industry contributes more than \$150 billion

to the United States economy and provides good paying jobs to nearly 1.3 million people in a range of professions.

Approximately 300 U.S. communities have scheduled air service. For the remainder of our Nation's communities, general aviation provides the only option for the movement of persons or cargo by air. General aviation also provides specialized air services such as air ambulance and traffic patrol services to communities that do have scheduled air service.

A recent study commissioned by the Maryland Aviation Administration found that in 2005 general aviation activities at the 34 general aviation commuter airports in Maryland supported nearly 7,000 direct, indirect and induced jobs. General aviation in Maryland also generated nearly \$400 million in direct, indirect and induced consumption expenditures and personal income in my State.

As a member of the Committee on Transportation and Infrastructure, I support my colleague's resolution and agree that general aviation makes a significant contribution to the national economy because it fulfills transportation needs which cannot otherwise be met. I urge all of my colleagues to support this resolution.

I reserve the balance of my time.

Mr. LOBIONDO. Mr. Speaker, I yield myself such time as I may consume.

Mr. Speaker, I rise in strong support of House Resolution 508 offered by my colleague from Nebraska, Mr. FORTENBERRY. The resolution expresses the sense of the House that the general aviation community be recognized for numerous contributions to the United States.

I'd like to yield to Mr. FORTENBERRY such time as he may consume.

Mr. FORTENBERRY. Mr. Speaker, I am pleased as well to rise today in support of this resolution that recognizes the contributions of general aviation in the United States. The general aviation industry employs nearly 1.3 million Americans throughout the country. General aviation, which includes all civilian flying except scheduled passenger airlines, contributes more than \$150 billion in direct and indirect economic output in our country.

The resolution we are considering today celebrates the many areas in which general aviation plays an important role in the lives of everyday Americans. But, unfortunately, many of these contributions are often overlooked. Well beyond the services it provides for businesses of all sizes, the general aviation industry has a significant impact on our society. Across the Nation, 500,000 licensed pilots fly general aviation aircraft, and each year 170 million Americans use personal aviation. The 1.3 million Americans who work in the field hold high-skill jobs in aircraft manufacturing, avionics and technology development, flight training, maintenance, modification as well as technical support.

Mr. Speaker, in my own home State of Nebraska, more than 5,000 people are employed in air transportation, and general aviation airports generate \$720 million annually within our State. Additionally, general aviation is used to perform essential services necessary for our safety and well-being, such as aiding law enforcement through patrolling highways, apprehending suspects, monitoring national borders or locating lost children. General aviation also helps to save lives through emergency transport of patients, supplies and other time-critical items.

The aviation industry protects the environment by assisting with the surveying of wildlife, mapping of wetlands and the patrolling of parklands. And, in addition, it serves as a vital tool for agricultural producers who often rely on air service for crop planting as well as crop protection.

For these reasons, Mr. Speaker, and others laid out in the resolution, I encourage my colleagues to join me today in recognizing the great importance of general aviation to America's families and communities.

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Mr. CUMMINGS. Mr. Speaker, we have no other speakers, so we would reserve.

Mr. LOBIONDO. Mr. Speaker, in closing, the aviation industry is a vital part of small business. They rely on their fleets to provide the efficient and cost-effective transportation of goods and personnel.

It is very appropriate that we are considering this resolution today. The Experimental Aircraft Association is holding its annual convention this week in Oshkosh, Wisconsin, known as the EAA AirVenture Oshkosh. It is referred to by many simply as "Oshkosh." It is the world's largest general aviation fly-in.

A healthy and productive general aviation industry is important to both our Nation's economy and to the American way of life, and I urge all of my colleagues to support this resolution.

I yield back the balance of my time.

Mr. CUMMINGS. Mr. Speaker, I would just urge my colleagues to vote for this very, very important resolution.

Mr. MORAN of Kansas. Mr. Speaker, I rise in support of H. Res. 508, which recognizes the general aviation industry for its many and valuable contributions to our country. As a member of the Congressional General Aviation Caucus and as a representative from Kansas, I have special appreciation for the contributions of this industry.

In Kansas, the aviation industry accounts for about 20 percent of the state's manufacturing employment and employs tens of thousands of Kansans. Nationwide, the general aviation industry employs nearly 1.3 million people and contributes more than \$150 billion to U.S. direct and indirect economic output.

While these numbers are impressive and significant, the industry's impact on our economy is even greater than the value of the products it produces.

General aviation connects businesses and facilitates economic growth. It is estimated that 65 percent of general aviation flights are conducted for business and public services. Especially for businesses located in rural communities that do not have access to commercial aviation, general aviation aircraft help American businesses stay connected with customers and allow companies in small towns to compete across the country.

It is important that my colleagues understand this. I was troubled in January during consideration of the TARP Reform and Accountability Act, that provisions to limit businesses from leasing or using general aircraft for business purposes were almost included in the final legislation. Doing so would have hampered economic activity, lowered national aviation production, and hurt workers everywhere, but especially in Kansas, where a large portion of our country's aviation products are manufactured. Congress must remember the importance of the general aviation industry to not only our national economy but to so many local and regional economies within the country.

That is why I am pleased that we are taking up this resolution today. Like most all industries, general aviation has not been spared by the recession. During difficult times like these, it is especially important for Congress to support general aviation. I urge my colleagues to support this resolution and oppose any future proposal that would damage the general aviation industry.

Mr. EHLERS. Mr. Speaker, as a pilot-in-training, and also the co-chairman of the House General Aviation Caucus, I rise in strong support of H. Res. 508, expressing the sense of the House that the general aviation industry should be recognized for its important contributions to our economy and our transportation system. I thank Congressman FORTENBERRY for introducing this important Resolution.

General aviation is a general category that includes all non-scheduled, nonmilitary aviation. There are more than 230,000 general aviation aircraft in the United States, which fly out of nearly 19,000 small and regional airports, far exceeding the 500 commercial airports in the United States. These airports help connect people and industries that do not always have easy access to our commercial airports.

Recently, general aviation has come under attack by the media and those that view general aviation as a corporate indulgence or an expensive toy used exclusively by the wealthy. Actually, airplanes are a productive tool, and companies that utilize general aviation are generally more competitive. More often than not, these airplanes pay for themselves.

In the wake of recent disparaging stories about general aviation, Congressman ALLEN BOYD and I formed the House General Aviation Caucus to help educate our colleagues and the public about the importance of general aviation to our economy and to our overall transportation system.

The General Aviation industry contributes more than \$150 billion to the U.S. economy annually, and it employs nearly 1.3 million workers. In 2008, U.S. general aviation airplane manufacturers delivered over 3,079 airplanes to customers in the United States and abroad. The total value of these aircraft was nearly \$13 billion, of which 44 percent were

exports. The General Aviation industry is one of the few remaining U.S. industries that actually maintains a strong, positive foreign trade balance.

As one of the champions of General Aviation in the House of Representatives, I strongly support this resolution, and urge the Members of the House to pass it.

Mr. OBERSTAR. Mr. Speaker, I rise in support of this resolution, H. Res. 508, introduced by the gentleman from Nebraska (Mr. FORTENBERRY), which expresses the sense of the House of Representatives that the general aviation (GA) industry, which includes all civilian flying except scheduled passenger airlines activity, should be recognized for its contributions to the United States. I thank Representative FORTENBERRY for his leadership on this measure.

The United States has the most robust GA industry in the world. GA transports 170 million passengers annually, on over 230,000 aircraft. GA stimulates local and regional economies—it comprises over \$150 billion in direct and indirect economic output and supports almost 1.3 million jobs. Many of these jobs are high-skill jobs in manufacturing, avionics and technology development as well as flight training, maintenance, modification, and technical support.

In addition, GA provides communities with essential services, and affords large and small businesses the flexibility and mobility that they need to be successful in both large communities as well as small, rural ones. Many industries and public services depend on GA, including emergency medicine, firefighting, surveying wildlife, law enforcement, news services, energy exploration, and farming.

I urge my colleagues to join me in supporting H. Res. 508.

Mr. CUMMINGS. I yield back the balance of my time.

The SPEAKER pro tempore. The question is on the motion offered by the gentleman from Maryland (Mr. CUMMINGS) that the House suspend the rules and agree to the resolution, H. Res. 508.

The question was taken.

The SPEAKER pro tempore. In the opinion of the Chair, two-thirds being in the affirmative, the ayes have it.

Mr. LOBIONDO. Mr. Speaker, I object to the vote on the ground that a quorum is not present and make the point of order that a quorum is not present.

The SPEAKER pro tempore. Pursuant to clause 8 of rule XX and the Chair's prior announcement, further proceedings on this motion will be postponed.

The point of no quorum is considered withdrawn.

CLEAN COASTAL ENVIRONMENT AND PUBLIC HEALTH ACT OF 2009

Ms. EDDIE BERNICE JOHNSON of Texas. Mr. Speaker, I move to suspend the rules and pass the bill (H.R. 2093) to amend the Federal Water Pollution Control Act relating to beach monitoring, and for other purposes, as amended.

The Clerk read the title of the bill.

The text of the bill is as follows:

H.R. 2093

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

SECTION 1. SHORT TITLE.

This Act may be cited as the "Clean Coastal Environment and Public Health Act of 2009".

SEC. 2. WATER POLLUTION SOURCE IDENTIFICATION.

(a) **MONITORING PROTOCOLS.**—Section 406(a)(1)(A) of the Federal Water Pollution Control Act (33 U.S.C. 1346(a)(1)(A)) is amended by striking "methods for monitoring" and inserting "protocols for monitoring that are most likely to detect pathogenic contamination".

(b) **SOURCE TRACKING.**—Section 406(b) of such Act (33 U.S.C. 1346(b)) is amended—

(1) by redesignating paragraphs (3) and (4) as paragraphs (4) and (5), respectively; and

(2) by inserting after paragraph (2) the following:

"(3) **SOURCE IDENTIFICATION PROGRAMS.**—In carrying out a monitoring and notification program, a State or local government may develop and implement a coastal recreation waters pollution source identification and tracking program for coastal recreation waters adjacent to beaches or similar points of access that are used by the public and are not meeting applicable water quality standards for pathogens and pathogen indicators."

(c) **AUTHORIZATION OF APPROPRIATIONS.**—Section 406(i) of such Act (33 U.S.C. 1346(i)) is amended by striking "\$30,000,000 for each of fiscal years 2001 through 2005" and inserting "\$40,000,000 for each of fiscal years 2010 through 2014".

SEC. 3. FUNDING FOR BEACHES ENVIRONMENTAL ASSESSMENT AND COASTAL HEALTH ACT.

Section 8 of the Beaches Environmental Assessment and Coastal Health Act of 2000 (114 Stat. 877) is amended by striking "2005" and inserting "2014".

SEC. 4. STATE REPORTS.

Section 406(b)(4)(A)(ii) of the Federal Water Pollution Control Act (as redesignated by section 2(b)(1) of this Act) is amended by striking "public" and inserting "public and all environmental agencies of the State with authority to prevent or treat sources of pathogenic contamination in coastal recreation waters".

SEC. 5. USE OF RAPID TESTING METHODS.

(a) **CONTENTS OF STATE AND LOCAL GOVERNMENT PROGRAMS.**—Section 406(c)(4)(A) of the Federal Water Pollution Control Act (33 U.S.C. 1346(c)(4)(A)) is amended by striking "methods" and inserting "methods, including a rapid testing method after the last day of the one-year period following the date of validation of that rapid testing method by the Administrator."

(b) **REVISED CRITERIA.**—Section 304(a)(9)(A) of such Act (33 U.S.C. 1314(a)(9)(A)) is amended by striking "methods, as appropriate" and inserting "methods, including rapid testing methods".

(c) **VALIDATION AND USE OF RAPID TESTING METHODS.**—

(1) **VALIDATION OF RAPID TESTING METHODS.**—Not later than October 15, 2012, the Administrator of the Environmental Protection Agency (in this Act referred to as the "Administrator") shall complete an evaluation and validation of a rapid testing method for the water quality criteria and standards for pathogens and pathogen indicators described in section 304(a)(9)(A) of the Federal Water Pollution Control Act (33 U.S.C. 1314(a)(9)(A)).

(2) **GUIDANCE FOR USE OF RAPID TESTING METHODS.**—

(A) **IN GENERAL.**—Not later than 180 days after completion of the validation under paragraph (1), and after providing notice and an opportunity for public comment, the Administrator shall publish guidance for the use at coastal recreation waters adjacent to beaches or similar points of access that are used by the public of the rapid testing method that will enhance the

protection of public health and safety through rapid public notification of any exceeding of applicable water quality standards for pathogens and pathogen indicators.

(B) **PRIORITIZATION.**—In developing such guidance, the Administrator shall require the use of the rapid testing method at those beaches or similar points of access that are the most used by the public.

(d) **DEFINITION.**—Section 502 of such Act (33 U.S.C. 1362) is amended by adding at the end the following:

"(26) **RAPID TESTING METHOD.**—The term "rapid testing method" means a method of testing the water quality of coastal recreation waters for which results are available as soon as practicable and not more than 6 hours after the commencement of the rapid testing method in the laboratory."

(e) **REVISIONS TO RAPID TESTING METHODS.**—

(1) **IN GENERAL.**—Upon completion of the validation required under subsection (c)(1), and every 5 years thereafter, the Administrator shall identify and review potential rapid testing methods for existing water quality criteria for pathogens and pathogen indicators for coastal recreation waters.

(2) **REVISIONS TO RAPID TESTING METHODS.**—If a rapid testing method identified under paragraph (1) will make results available in less time and improve the accuracy and reproducibility of results when compared to the existing rapid testing method, the Administrator shall complete an evaluation and validation of the rapid testing method as expeditiously as practicable.

(3) **REPORTING REQUIREMENT.**—Upon completion of the review required under paragraph (1), the Administrator shall publish in the Federal Register the results of the review, including information on any potential rapid testing method proposed for evaluation and validation under paragraph (2).

(4) **DECLARATION OF GOALS FOR RAPID TESTING METHODS.**—It is a national goal that by 2017, a rapid testing method for testing water quality of coastal recreation waters be developed that can produce accurate and reproducible results in not more than 2 hours after commencement of the rapid testing method.

SEC. 6. NOTIFICATION OF FEDERAL, STATE, AND LOCAL AGENCIES.

Section 406(c) of the Federal Water Pollution Control Act (33 U.S.C. 1346(c)) is amended—

(1) in paragraph (5) by striking "prompt communication" and inserting "communication, within 24 hours of the receipt of the results of a water quality sample,";

(2) in subparagraph (A) of paragraph (5)—

(A) by inserting "(i) in the case of any State in which the Administrator is administering the program under section 402," before "the Administrator" the first place it appears; and

(B) by inserting at the end the following:

"(ii) in the case of any State other than a State to which clause (i) applies, all agencies of the State government with authority to require the prevention or treatment of the sources of coastal recreation water pollution; and";

(3) by redesignating paragraphs (6) and (7) as paragraphs (7) and (8), respectively; and

(4) by inserting after paragraph (5) the following:

"(6) measures for an annual report to the Administrator, in such form as the Administrator determines appropriate, on the occurrence, nature, location, pollutants involved, and extent of any exceeding of applicable water quality standards for pathogens and pathogen indicators;"

SEC. 7. CONTENT OF STATE AND LOCAL PROGRAMS.

Section 406(c) of the Federal Water Pollution Control Act (33 U.S.C. 1346(c)) is amended—

(1) in paragraph (7) (as redesignated by section 6(3) of this Act)—

(A) by striking "the posting" and inserting "the immediate posting"; and