our legislation. Those servicemen and women support missions from cyberspace, on the ground, and in the air with our MQ–9 RPA mission that contribute to combat terror efforts overseas as we speak.

We cannot risk disturbing these critical missions by moving or eliminating the capability the Guard and Air Force provide simply because of outdated laws that could not have foreseen the technology we would be using to effectively carry out missions. Every Guard and Air Force base on a civilian airfield will have the certainty to continue their operations without the fear of losing the lease structure currently in operation. With our bill, airfields will have the certainty knowing they are still eligible for FAA grants and together, the Guard and the FAA can develop better agreements for the future of airfields across the nation.

H.R. 5944 prevents a disruption of our missions, saves taxpayer dollars, and allows our Guard to modernize for the 2lst century and beyond.

I would like to sincerely thank the House Transportation and Infrastructure, Chairman SHUSTER and Subcommittee Chairman LOBIONDO, both majority and minority staff, Nick Bush on my staff, as well as the Federal Aviation Administration for working together on this bipartisan solution for our airfields across the country.

Providing for the national defense and supporting our troops around the country is one of Congress' foremost priorities and H.R. 5944 ensures that our military will continue to be the greatest in the world.

The SPEAKER pro tempore. The question is on the motion offered by the gentleman from New York (Mr. ZELDIN) that the House suspend the rules and pass the bill, H.R. 5944.

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.

FEDERAL AVIATION ADMINISTRATION VETERAN TRANSITION IMPROVEMENT ACT OF 2016

Mr. ZELDIN. Mr. Speaker, I move to suspend the rules and pass the bill (H.R. 5957) to include disabled veteran leave in the personnel management system of the Federal Aviation Administration.

The Clerk read the title of the bill.

The text of the bill is as follows:

H.R. 5957

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 ''Federal Aviation Administration Veteran Transition Improvement Act of 2016''.

SEC. 2. INCLUSION OF DISABLED VETERAN LEAVE IN FEDERAL AVIATION ADMINISTRATION PERSONNEL MANAGEMENT SYSTEM.

(a) IN GENERAL.—Section 40122(g)(2) of title 49, United States Code, is amended—

(1) in subparagraph (H), by striking ''; and'' and inserting a semicolon;

(2) in subparagraph (I)(iii), by striking the period at the end and inserting ''; and''; and

(3) by adding at the end the following:

''(J) subject to paragraph (4) of this subsection, section 6329, relating to disabled veteran leave.''.

(b) CERTIFICATION OF LEAVE.—Section 40122(g) of such title is amended—

(1) by redesignating paragraph (4) as paragraph (5); and

(2) by inserting after paragraph (3) the following:

''(4) CERTIFICATION OF DISABLED VETERAN LEAVE.—In order to verify that leave credited to an employee pursuant to paragraph (2)(J) is used for treating a service-connected disability, that employee shall, notwithstanding section 6329(c) of title 5, submit to the Assistant Administrator for Human Resource Management of the Federal Aviation Administration certification, in such form and manner as the Administrator of the Federal Aviation Administration may prescribe, that the employee used that leave for purposes of being furnished treatment for that disability by a health care provider.''.

(c) APPLICATION.—The amendments made by this section shall apply with respect to any employee of the Federal Aviation Administration hired on or after the date that is one year after the date of the enactment of this Act.

(d) POLICIES AND PROCEDURES.—Not later than 270 days after the date of the enactment of this Act, the Administrator of the Federal Aviation Administration shall prescribe policies and procedures to carry out the amendments made by this section that are comparable, to the maximum extent practicable, to the regulations prescribed by the Office of Personnel Management under section 6329 of title 5, United States Code.

The SPEAKER pro tempore. Pursuant to the rule, the gentleman from New York (Mr. ZELDIN) and the gentleman from Indiana (Mr. CARSON) each will control 20 minutes.

The Chair recognizes the gentleman from New York.

GENERAL LEAVE

Mr. ZELDIN. Mr. Speaker, I ask unanimous consent that all Members may have 5 legislative days in which to revise and extend their remarks and include extraneous material on H.R. 5957.

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

There was no objection.

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

Mr. Speaker, I rise today in support of H.R. 5957.

When Congress passed the Wounded Warriors Federal Leave Act last year, it inadvertently excluded new FAA employees from coverage under a new sick leave system. This bill corrects that omission.

Mr. Speaker, one-third of veterans who served after September 11 report having a service-connected disability, with more than two-thirds of those disabilities rating 30 percent or higher.

There are more than 35,000 veterans in my district alone, many of whom have the skill sets and background in aviation necessary to succeed in highly technical FAA positions. This bill will help ensure that a veteran's service to our Nation does not become a barrier to future employment.

I want to thank Aviation Subcommittee Chairman LOBIONDO and Subcommittee Ranking Member LARSEN for their leadership and bipartisan partnership on this simple, yet important fix to remove an unnecessary barrier to employment for our Nation's veterans.

Mr. Speaker, I urge my colleagues to support H.R. 5957.

I reserve the balance of my time.

Mr. CARSON of Indiana. Mr. Speaker, I yield myself such time as I may consume.

Mr. Speaker, I rise in support of H.R. 5957, the Federal Aviation Administration Veteran Transition Improvement Act of 2016.

This bill, introduced by my colleague and Aviation Subcommittee Ranking Member RICK LARSEN, a distinguished Member, will provide newly hired disabled veterans at the FAA with the same entitlement to leave that disabled veterans receive at other Federal agencies. I am also proud to be a sponsor of this bill.

H.R. 5957 will close an important loophole and it will create parity between FAA-employed veterans with certain service-connected disabilities and veterans at other Federal agencies.

This bill is fair, it is necessary, and it is the right thing to do for servicemen and -women who have bravely served this great Nation.

Mr. Speaker, I yield such time as he may consume to the very distinguished gentleman from Washington State (Mr. LARSEN).

Mr. LARSEN of Washington. Mr. Speaker, today I rise in support of H.R. 5957, the FAA Veteran Transition Improvement Act of 2016.

Last November, after passing the House and the Senate by unanimous consent, the Wounded Warriors Federal Leave Act was signed into law. That legislation recognizes that no one who has sustained an injury due to military service should have to choose between earning a paycheck or receiving health care.

Specifically, that act provides up to 104 hours of upfront, disabled veteran leave during an employee's first 12 months on the job. The Wounded Warriors Federal Leave Act will apply to anyone hired on or after November 5 of this year.

However, that legislation only applies to Federal civilian personnel covered under title 5 leave provisions. Consequently, those not covered under title 5—including employees of the FAA—are not able to use these leave benefits.

Now, in my own State of Washington, there are more than 650 veterans who work at the FAA; and across the country, more than 15,000 veterans work for the FAA. From 2012 to 2016, the FAA hired between 150 to 350 veterans each year—men and women who have served our country but may be unable to get the health care that they need. So in an effort to expand these benefits to disabled veterans hired by the FAA, Representative LOBIONDO joined me in introducing this bipartisan bill earlier this month.

H.R. 5957 will ensure that newly hired disabled veteran FAA employees receive the same upfront disabled leave that personnel at other government agencies will receive. This legislation will help ensure that no newly hired disabled veteran FAA employee is faced with the choice between earning a paycheck or receiving health care, and finishes the laudable work that was started by the Wounded Warriors Federal Leave Act.

I want to thank all the advocacy organizations who support this legislation, including the Veterans of Foreign Wars, The American Legion, Paralyzed Veterans of America, American Federation of Government Employees, the Federal Managers Association, the FAA Managers Association, Professional Aviation Safety Specialists, General Aviation Manufacturers Association, and the National Air Traffic Controllers Association.

I also want to be sure to thank Representative LOBIONDO for working with me on this important legislation. Lastly, I want to thank and recognize Senator HIRONO, who has introduced companion legislation in the Senate, and I look forward to continue working to move this important bill past the finish line.

Last week, this bipartisan bill was unanimously reported out of the committee, and today I ask for this Chamber's support as well. Let's not keep these veterans waiting.

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

Mr. ZELDIN. Mr. Speaker, I urge all Members to support H.R. 5957.

I yield back the balance of my time.

The SPEAKER pro tempore. The question is on the motion offered by the gentleman from New York (Mr. ZELDIN) that the House suspend the rules and pass the bill, H.R. 5957.

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.

DIRECTING THE FEDERAL AVIATION ADMINISTRATION TO ALLOW CERTAIN CONSTRUCTION OR ALTERATION OF STRUCTURES BY STATE DEPARTMENTS OF TRANSPORTATION

Mr. ZELDIN. Mr. Speaker, I move to suspend the rules and pass the bill (H.R. 6014) to direct the Federal Aviation Administration to allow certain construction or alteration of structures by State departments of transportation without requiring an aeronautical study, and for other purposes, as amended.

The Clerk read the title of the bill.

The text of the bill is as follows:

H.R. 6014

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

SECTION 1. REIMBURSABLE AGREEMENTS FOR CERTAIN AIRPORT PROJECTS.

The Administrator of the Federal Aviation Administration may enter into a reimbursable agreement with a State or local government agency to carry out a project at an airport as to which notice is required under section 77.9 of title 14, Code of Federal Regulations, if the agreement—

(1) includes measures for cost-effective completion of such project; and

(2) would not negatively affect the safety or efficiency of the national airspace system.

The SPEAKER pro tempore. Pursuant to the rule, the gentleman from New York (Mr. ZELDIN) and the gentleman from Minnesota (Mr. NOLAN) each will control 20 minutes.

The Chair recognizes the gentleman from New York.

GENERAL LEAVE

Mr. ZELDIN. Mr. Speaker, I ask unanimous consent that all Members may have 5 legislative days in which to revise and extend their remarks and include extraneous material on H.R. 6014.

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

There was no objection.

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

Mr. Speaker, I rise today in support of H.R. 6014. This bill clarifies that the Federal Aviation Administration may enter into an agreement with a State or local government agency to carry out a project at an airport in exchange for reimbursement by that State or local government agency.

The agreement to provide these services would have to include measures for cost-effective completion of the project and not negatively affect the safety or efficiency of the National Airspace System. The text before us includes a minor technical change to clarify that the legislation applies only to projects located at airports.

This bill does not create any new authority; rather, it clarifies the application of the Federal Aviation Administration's existing authority to provide in-kind services to State and local government agencies in exchange for payment.

I appreciate Mr. NOLAN's commitment to this issue and his willingness to work with the committee on a bipartisan basis.

Mr. Speaker, I urge my colleagues to support H.R. 6014.

I reserve the balance of my time.

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

Mr. Speaker, I rise in support of this commonsense, bipartisan measure. I would be remiss if I didn't thank Chairman SHUSTER and Subcommittee Chairman LOBIONDO, Ranking Members LARSEN and DEFAZIO and members of the committee for supporting this legislation.

What it does is it authorizes and clarifies that the FAA has the authority to enter into reimbursable contracts with the State and all of the States in this country. The reason and the rationale for it is that it dramatically reduces Federal bureaucracy. It saves the taxpayers a ton of money as well as investors and encourages private investments in our airport infrastructure, creating jobs and laying the foundation for a good economic development in the future.

I would like to give one real quick illustration. These are two towers that are used for navigation at a regional airport in north central Minnesota, the town of Brainerd, Minnesota. They are about 25 feet high. A group of investors agreed to put $1 million into a new hangar to accommodate corporate jets in this community—a very fast-growing economic community.

The FAA said: Well, we are going to have to do a feasibility study, and that will cost several $100,000. And, oh, by the way, the airport and the investors will have to pay for that.

Then they said: Oh, by the way, we will select the contractor under the current rules, and that will cost another 4 or $500,000. And, by the way, you will have to pay for that.

So, right away, there was resistance at the airport and in the business community because everybody in town knew at least two guys with a pickup truck and a backhoe that could have moved the two towers on a Saturday morning somewhere.

So I called the State Department of Aviation and said: Have you ever done anything like this before?

They said: Yeah, yeah. They said that they had done it.

I said: Have you done it in compliance with FAA standards for safety and navigation?

They said: Yes.

I said: Will you go up and take a look to see this particular project and give me an estimate on what you could do that for?

They did. They came back. And instead of three-quarters of a million dollars, they said: We can do it for about $17,000.

So that is what we are talking about. We are talking about enormous savings for taxpayers, for investors, and stimulating investment. It is a good bill. I am grateful for the bipartisan support that it has received throughout the community and from the FAA, quite frankly.

So I strongly urge its adoption and thank the leadership for bringing this bill forward.

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

Mr. ZELDIN. Mr. Speaker, I urge all Members to support H.R. 6014.

I yield back the balance of my time.

The SPEAKER pro tempore. The question is on the motion offered by the gentleman from New York (Mr. ZELDIN) that the House suspend the rules and pass the bill, H.R. 6014, 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. HUELSKAMP. Mr. Speaker, on that I demand the yeas and nays.