

To combat inflation and to help airports meet increased capital needs, the FAA Reauthorization Act of 2007 would increase the Passenger Facility Charge ("PFC") cap from \$4.50 to \$7.00. According to FAA, if every airport currently collecting a \$4.00 or \$4.50 PFC raised its PFC to \$7.00, it would generate approximately \$1.1 billion in additional revenue for airport development each year. H.R. 2881 also provides significant increases in AIP funding for smaller airports, which are particularly reliant on AIP for capital financing.

SMALL COMMUNITIES

The FAA Reauthorization Act of 2007 rejects the Administration's proposal to cut funding for the Essential Air Service ("EAS") program by more than one-half, to \$50 million, and instead increases the total amount authorized for EAS each year from \$127 million to \$133 million (including \$50 million derived from overflight fees).

To improve the quality of air service received by EAS communities, the bill authorizes the Secretary to incorporate financial incentives into EAS contracts based on specified performance goals. In addition, to encourage increased air carrier participation in the EAS program, the bill authorizes the Secretary of Transportation to enter into long-term EAS contracts that would provide more stability for participating air carriers.

In contrast to the Administration's proposal to sunset the Small Community Air Service Development program on September 30, 2008, the bill extends the Small Community program through FY 2011, at the current authorized funding level of \$35 million per year.

ENVIRONMENT

Being ever mindful of the obstacles that the United States still faces in trying to expand our airport capacity through infrastructure improvements, and balancing the needs of airport neighborhoods, the FAA Reauthorization Act of 2007 contains several environmental-related provisions, including a phase out of noisy stage 2 aircraft over the next five years; a pilot program for the development, maturing and certification of continuous lower energy, emissions and noise engine and airframe technology; as well as a program to fund six projects at public-use airports to take promising environmental research concepts into the actual airport environment to demonstrate the reduction or mitigation of aviation impacts on noise, air quality or water quality in the airport environment. In addition, the FAA is directed in this bill to establish a pilot program at five public-use airports to design, develop, and test new air traffic flow management technologies to better manage the flow of aircraft on the ground and reduce ground holds and idling times for aircraft with the goal of reducing emissions and increase fuel savings.

SAFETY

As to safety, the bill authorizes \$570 million over four years to increase the number of aviation safety inspectors by more than one-third. The bill also provides robust funding to address runway safety issues, including \$42 million over four years for runway incursion reduction programs; \$74 million over four years for runway status light acquisition and installation, as well as requires FAA to report to Congress on a plan for the installation and deployment of systems to alert controllers or flight crews to potential runway incursions. In addition, the bill would require twice a year inspec-

tions of foreign repair stations. The very serious issue of flight crew fatigue is addressed in the bill by requiring the FAA to contract with the National Academy of Sciences to conduct a study on pilot fatigue, and then to consider the findings of the academy and update, where appropriate, its regulations with regard to flight time limitations and rest requirements for pilots. Importantly, H.R. 2881 also directs the FAA to initiate long-overdue action to ensure crewmember safety by applying occupational health standards onboard aircraft.

Finally, two very important issues will be considered during the Committee markup as amendments to the bill: the first will address the ongoing dispute between the National Air Traffic Controllers Association ("NATCA") and the FAA over failed contract negotiations by establishing a new dispute resolution procedure and requiring the parties to go back to the negotiating table; the second will address the disparate treatment of employees of express delivery companies under our nation's labor laws. Adoption of these amendments will go a long way toward restoring collective bargaining rights to this critical workforce.

Madam Speaker, this is a bill that will keep our skies safe and our passengers moving well into the future.

THE U.S.-KOREA FREE TRADE AGREEMENT

HON. EDOLPHUS TOWNS

OF NEW YORK

IN THE HOUSE OF REPRESENTATIVES

Thursday, June 28, 2007

Mr. TOWNS. Madam Speaker, on Saturday, June 30, the United States and the Republic of Korea are expected to sign a Free Trade Agreement, the result of months of negotiations between our two countries. After the agreement is signed, Congress will have an opportunity to comprehensively review it, an opportunity that I wholeheartedly welcome.

The U.S.-Korea Free Trade Agreement holds both substantive and symbolic importance. For nearly a million Korean Americans, a large number of whom are my constituents, New York is home to many businesses, large and small, which focus on trade between the United States and the Republic of Korea.

The governments of our two countries did not pursue this agreement without the encouragement and input of several important organizations. Among these were the U.S.-Korea FTA Business Coalition, the U.S.-Korea and Korea-U.S. Business Councils, the American Chamber of Commerce in Korea and the Federation of Korean Industries. I would also like to recognize the efforts of my good friends at the Korea International Trade Association with whom I had the pleasure of meeting its Chairman and representatives on several occasions.

Madam Speaker, barely a half century ago, the Republic of Korea was an impoverished casualty of imperialism and war; it has now grown to be the 11th-largest trading nation in the world. The Republic of Korea is also the seventh largest trading partner of the United States, with nearly \$80 billion in trade volume between our countries each year.

Credit for such remarkable development belongs in large part to the efforts of private businesses that saw potential in what cynics

initially saw as a war-torn "basket economy." These businesses today, and the many others that followed, create jobs, produce desirable goods and services, offer investment opportunities, and provide mutual benefits in both of our countries.

Let me emphasize that, for all the obvious benefits that a free trade agreement between the United States and the Republic of Korea will provide, however, the language of any agreement must be scrutinized carefully to assure that American and Korean labor standards are upheld, that our environment is safeguarded, and that consumers are fully protected. I am a strong proponent of these important considerations.

Madam Speaker, I look forward to examining the text of the proposed U.S.-Korea Free Trade Agreement and to a productive and informative discussion about it in the weeks and months to come. I welcome the anticipated signing of the U.S.-Korea Free Trade Agreement this Saturday and encourage my colleagues to offer their own expressions of welcome and support for this historic event.

FINANCIAL SERVICES AND GENERAL GOVERNMENT APPROPRIATIONS ACT, 2008

SPEECH OF

HON. HENRY A. WAXMAN

OF CALIFORNIA

IN THE HOUSE OF REPRESENTATIVES

Wednesday, June 27, 2007

The House in Committee of the Whole House on the State of the Union had under consideration the bill (H.R. 2829) making appropriations for financial services and general government for the fiscal year ending September 30, 2008, and for other purposes:

Mr. WAXMAN. Mr. Chairman, I support the Miller-Sanchez amendment to H.R. 2829, the Financial Services and General Government Appropriations Act for Fiscal Year 2008. The Miller-Sanchez amendment would prohibit OMB from using the funds appropriated in this bill to implement Executive Order 13422.

Executive Order 13422 was issued on January 18, 2007. The Administration's rationale for this Executive Order, which amends Executive Order 12866, is that it will improve the way the government does business. What this Executive Order really does is to create new opportunities for politicization and delay in the regulatory process and make it harder for agencies to take virtually any action.

This Executive Order makes a significant change in policy by giving OMB authority over agency guidance documents. Agencies issue guidance for a variety of reasons such as providing safety warnings or helping the public understand how to comply with a particular requirement. Agencies will now have to get OMB approval of any guidance document that is considered "significant." This means that OMB will have the opportunity to second-guess the decisions of agency experts and that agencies will be delayed in, or blocked from, getting important information out to the public.

Executive Order 13422 also requires agencies to designate a presidential appointee as a "Regulatory Policy Officer" who will have significant authority. Unless specifically authorized by the agency head, an agency cannot