EXTENSIONS OF REMARKS

MENTAL HEALTH FIRST AID ACT OF 2016

SPEECH OF

HON. EARL L. "BUDDY" CARTER

OF GEORGIA

IN THE HOUSE OF REPRESENTATIVES

Monday, September 26, 2016

Mr. CARTER of Georgia. Mr. Speaker, I rise today in support of H.R. 1877, the Mental Health First Aid Act of 2015. This act would amend the Public Health Service Act to finance, through grants, mental health first aid programs and would codify the type of training to be included as part of those programs. Mental health is an issue that Congress has attempted to address for years, and this is a great step in the right direction. As a healthcare professional, I have seen firsthand the multitude of issues plaguing mental health patients and the lack of training associated with properly addressing those symptoms and ailments.

This bill also addresses the personnel who should be trained under this program to include law enforcement, first responders, teachers, human resources professionals, religious leaders, nurses and other primary care personnel. By training and assisting those people who would be the first to help someone who is experiencing mental health issues, they can diagnose and properly refer them to professional mental health care providers.

Learning to de-escalate situation is an integral part of this legislation, and to helping those with mental health issues because it prepares first responders on how to safely look after both the patient and others in the immediate area. Mental health is an issue that often flies under the radar, but one we can make serious advances in taking up. I want to thank Congresswoman JENKINS and the Energy and Commerce Committee for their hard work and for bringing this to the floor for a vote. Together, we can shine a light on mental health needs. I urge my colleagues to support this bill.

COAST GUARD AND MARITIME TRANSPORTATION AMENDMENTS ACT OF 2016

SPEECH OF

HON. JOHN GARAMENDI

OF CALIFORNIA

IN THE HOUSE OF REPRESENTATIVES

Monday, September 26, 2016

Mr. GARAMENDI. Mr. Speaker, I include in the RECORD the following materials:

STATEMENT FROM DHS PRESS SECRETARY LAURA KEEHNER ON THE ADOPTION OF NATIONAL BACKUP SYSTEM TO GPS

(February 7, 2008)

Today the U.S. Department of Homeland Security will begin implementing an independent national positioning, navigation and timing system that complements the Global Positioning System (GPS) in the event of an outage or disruption in service.

The enhanced Loran, or eLoran, system will be a land-based, independent system and will mitigate any safety, security, or economic effects of a GPS outage or disruption. GPS is a satellite-based system widely used for positioning, navigation, and timing. The eLoran system will be an enhanced and modernized version of Loran-C, long used by mariners and aviators and originally developed for civil marine use in coastal areas.

In addition to providing backup coverage, the signal strength and penetration capability of eLoran will provide support to first responders and other operators in environments that GPS cannot support, such as under heavy foliage, in some underground areas, and in dense high-rise structures. The system will use modernized transmitting stations and an upgraded network.

NATIONAL PNT ADVISORY BOARD COMMENTS ON JAMMING THE GLOBAL POSITIONING SYSTEM—A NATIONAL SECURITY THREAT: RECENT EVENTS AND POTENTIAL CURES

(November 4, 2010)

Summary: The United States is now critically dependent on GPS. For example, cell phone towers, power grid synchronization, new aircraft landing systems, and the future FAA Air Traffic Control System (NEXGEN) cannot function without it. Yet we find increasing incidents of deliberate or inadvertent interference that render GPS inoperable for critical infrastructure operations.

Most alarming, the very recent web availability of small GPS-Jammers suggests the problem will get worse. These so-called personal protection devices (PPDs) as well as other, readily available, more powerful devices can deliberately jam the Global Positioning System (GPS) signal over tens of square miles. They also can be devastating to the other, new foreign satellite navigation systems being deployed worldwide.

PPDs are illegal to operate, but many versions are available (for as little as $30) from foreign manufacturers over the Internet. The simplest models plug in to a cigarette lighter and prevent all GPS reception within a line of sight range of 5 to 10 miles. Current penalty for operation is simply that the device is confiscated.

We currently lack sufficient capabilities to locate and mitigate GPS jamming. It literally took months to locate such a device that was interfering with a new GPS-based landing system being installed at Newark Airport, NJ.

This paper provides background on satellite navigation and describes the impact of these dangerous PPDs and other disruptive radio frequency interference (Jamming). It also suggests needed action and discusses technical measures needed to harden GPS receivers against PPDs. The PNT Advisory Board believes that countermeasures and actions must be urgently developed.

We strongly believe that the Executive Branch should formally declare GPS a ''Critical Infrastructure.'' But that is clearly only the first action and is by no means sufficient. A multiple agency approach must be urgently developed and executed.

We must quickly develop and field systems that will rapidly locate, mitigate and shutdown the interference. In addition, laws are needed with the power to arrest and prosecute deliberate offenders. [This would be similar to legal action in response to the recent spate of laser attacks on pilots in flight].

Finally, we discuss the need for alternate navigation systems such as eLoran or a backup system currently being configured by the Federal Aviation Administration (FAA). While the foreign GPS-equivalent systems may offer some help against accidental interference, web sites are already offering devices that will effectively shut down all satellite-based radio navigation signals.

Note that all of these actions and jamming countermeasures tend to deter those who would deliberately interfere with the signals.

Specific Recommendations:

1. National Focus.

GPS should be formally declared critical infrastructure by Executive Branch and managed as such by DHS.

2. National Alerting and Pinpointing Interference Locations.

The National Executive Committee should establish and sponsor a National GPS Interference Locating, Reporting, and Elimination System; coordinating and expanding on the resources of several Departments.

3. Shutting Down and Prosecuting Interferers—

Legal and Law Enforcement actions. The National Executive Committee should examine whether or not they should sponsor Legislation in Congress that addresses interference to GPS that provides substantial fines and jail time for both possession and use of GPS jammers.

4. Hardening GPS Receivers and Antennas.

Government should foster and help to stimulate Manufacturers to speed up the development and offering of interference resistant GPS receivers, especially for safety-of-life applications such as commercial air and maritime.

5. Fund a National back-up capability to insure continuity of PNT Operations.

We strongly recommend that the previously announced decision (to deploy eLoran as the primary Alternate PNT) should be reconfirmed and quickly implemented.

We support the FAA's efforts to provide Alternate PNT options that can provide a robust backup to GPS and deter malicious interference.

JUSTIFICATION AND RATIONALE

Background

The utility of GPS continues to increase with an ever-broadening set of applications including military use, aircraft guidance, harbor navigation, car navigation, emergency response and personal navigation. It is now estimated there are close to one billion users.

GPS is a one-way system; it broadcasts line-of-sight signals from a set of satellites in medium earth orbit (MEO) to the earthbound users carrying GPS receivers. The satellites are approximately 12,000 miles above the receivers. These satellites are placed at this altitude, so that the coverage of an individual satellite is over one third of the Earth's surface. With 30 satellites carefully arranged in MEO, all earthbound users of GPS (with a clear view of the sky) can see at least the prerequisite four satellites to determine user location instantaneously. MEO is used so that a reasonably sized constellation can aid navigation worldwide. Lower orbits would require much larger constellations for worldwide instantaneous coverage.