

This is not new money. This is not free money. We are taking money from programs that need it in 2019.

Mr. Chair, I would also point out that Mr. COURTNEY mentioned two letters that were referenced by the chairwoman. I would also reference two other letters. The suggestion was made that we hear from the administration all of the time.

□ 1900

Well, Chairman MCCAIN, in the Senate, on May 30, 2017, heard from Admiral Richardson relative to the Navy's unfunded priority list for fiscal year 2018. Admiral Richardson, who is Chief of Naval Operations, mentioned 38 priority items for the United States Navy. It did not include this item. It included a request for an additional \$4,796,000,000. It didn't include this item.

Mr. Chairman, I have a letter that was sent to Chairman FRELINGHUYSEN on February 22 of this year from Admiral Richardson for the Navy's unfunded priority list for this year, 2019. It includes 25 items. I have been scanning this with my bifocals, looking for this item of importance to the United States Navy, and I have not been able to find it in their request for an additional \$1,502,270,000.

The sponsors' claim that this gives the Navy the option to construct two additional *Virginia*-class submarines during the next 5-year block contract, cutting \$1 billion for useful programs this year, to give the Navy an option to do something in 4 years, does not make a bit of sense to me.

The sponsors say that this amendment sets the Navy up well for a multiyear procurement agreement, and I might not be able to argue that, in particular. However, in their quest to set that up, they are, in fact, damaging the ability of the United States Navy to set up a multiyear procurement program for the DDG-51 program.

Mr. Chairman, for all of these reasons, I am strongly opposed to this amendment, and I yield back the balance of my time.

Ms. GRANGER. Mr. Chairman, in closing, I urge the rejection of this amendment, and I yield back the balance of my time.

The Acting CHAIR. The question is on the amendment offered by the gentleman from Connecticut (Mr. COURTNEY).

The question was taken; and the Acting Chair announced that the noes appeared to have it.

Mr. COURTNEY. Mr. Chairman, I demand a recorded vote.

The Acting CHAIR. Pursuant to clause 6 of rule XVIII, further proceedings on the amendment offered by the gentleman from Connecticut will be postponed.

Mr. FRELINGHUYSEN. Mr. Chairman, I move to strike the last word.

The Acting CHAIR. The gentleman from New Jersey is recognized for 5 minutes.

Mr. FRELINGHUYSEN. Mr. Chairman, earlier in this debate, we thanked all the members of the staff who made this great bill a reality through their good efforts: the professional staff, associate staff, and all those who work in our personal offices. Again, I would like to do that on all of our behalf.

Mr. Chairman, I especially thank Chairwoman GRANGER and Ranking Member VISCLOSKY for their leadership, and the involvement of all those on the floor in the production of this bill. But, at this time, I would like to offer special recognition to one in particular: the late Stephen Sepp, the Appropriations Committee's resident budget expert.

Sepp, as he was known by all, died earlier this month, but he left his mark on this bill and on our committee. His funeral was held today at St. Peter's Catholic Church, in Olney, Maryland, and attended by hundreds of Members and his friends from Capitol Hill and the appropriations family.

Among many things, Sepp was the caretaker of the all-important 302(b) sub-allocations. Through his careful work from his desk in the Capitol, upstairs here, and from home, in the final months of his illness, he ensured that the Congress provided adequate funding—may I say well over \$1 trillion—not just for the Department of Defense, but for all 12 Appropriations bills.

This, of course, required a deep understanding of the policy and budgetary needs of each and every aspect of these bills, and a base of knowledge and situational awareness of all the various political factors at play. He expertly maneuvered this huge responsibility with skill, savvy, and an immense amount of poise.

Sepp embodied strength, facing both professional and personal challenges equally with grace and fortitude. In short, he made a difference in the lives of all he touched—literally millions—as well as the lives of Americans in every part of the country.

We extend our love to his wife, Diem; his two children; and family. We will always remember him.

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

Mr. VISCLOSKY. Mr. Chairman, I move to strike the last word.

The Acting CHAIR. The gentleman from Indiana is recognized for 5 minutes.

Mr. VISCLOSKY. Mr. Chairman, I simply want to follow the chairman's remarks, and associate myself with his remarks relative to the staffer who has been lost.

The chairwoman was kind enough in the general debate to mention the staff and the Members who have been so instrumental in this work product, and I would be remiss if I did not conclude by again thanking the full committee chairman, as well as Mrs. LOWEY.

I can't thank Chairwoman GRANGER enough. This has just been a pleasant and productive experience, and I appreciate her leadership very much. I ap-

preciate the work of all of the members of the subcommittee, as well as all of our staff. That includes our clerks, Jennifer Miller and Rebecca Leggieri, as well as Walter Hearne, Brooke Boyer, B.G. Wright, Allison Deters, Collin Lee, Matthew Bower, Jackie Ripke, Hayden Milberg, Bill Adkins, Sherry Young, Barry Walker, Jennifer Chartrand, Chris Bigelow, Johnnie Kaberle, Jonathan Fay, Joe DeVooght, and Christie Cunningham. I can't thank them enough.

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

Ms. GRANGER. Mr. Chairman, I move that the Committee do now rise.

The motion was agreed to.

Accordingly, the Committee rose; and the Speaker pro tempore (Mr. WITTMAN) having assumed the chair, Mr. JOHNSON of Louisiana, Acting Chair of the Committee of the Whole House on the state of the Union, reported that that Committee, having had under consideration the bill (H.R. 6157) making appropriations for the Department of Defense for the fiscal year ending September 30, 2019, and for other purposes, had come to no resolution thereon.

SENATE BILL REFERRED

A bill of the Senate of the following title was taken from the Speaker's table and, under the rule, referred as follows:

S. 2385. An act to establish best practices for State, tribal and local governments participating in the Integrated Public Alert and Warning System, and for other purposes; to the Committee on Transportation and Infrastructure; in addition, to the Committee on Homeland Security for a period to be subsequently determined by the Speaker, in each case for consideration of such provisions as fall within the jurisdiction of the committee concerned.

BILLS PRESENTED TO THE PRESIDENT

Karen L. Haas, Clerk of the House, reported that on June 27, 2018, she presented to the President of the United States, for his approval, the following bills:

H.R. 2229. To amend title 5, United States Code, to provide permanent authority for judicial review of certain Merit Systems Protection Board decisions relating to whistleblowers, and for other purposes.

H.R. 931. To require the Secretary of Health and Human Services to develop a voluntary registry to collect data on cancer incidence among firefighters.

ADJOURNMENT

Mr. DIAZ-BALART. Mr. Speaker, I move that the House do now adjourn.

The motion was agreed to; accordingly (at 7 o'clock and 8 minutes p.m.), under its previous order, the House adjourned until tomorrow, Thursday, June 28, 2018, at 9 a.m.

EXECUTIVE COMMUNICATIONS,
ETC.

Under clause 2 of rule XIV, executive communications were taken from the Speaker's table and referred as follows:

5320. A letter from the Management and Program Analyst, FAA, Department of Transportation, transmitting the Department's final rule — Standard Instrument Approach Procedures, and Takeoff Minimums and Obstacle Departure Procedures; Miscellaneous Amendments [Docket No.: 31195; Amdt. No.: 3801] received June 26, 2018, pursuant to 5 U.S.C. 801(a)(1)(A); Public Law 104-121, Sec. 251; (110 Stat. 868); to the Committee on Transportation and Infrastructure.

5321. A letter from the Management and Program Analyst, FAA, Department of Transportation, transmitting the Department's final rule — Standard Instrument Approach Procedures, and Takeoff Minimums and Obstacle Departure Procedures; Miscellaneous Amendments [Docket No.: 31196; Amdt. No.: 3802] received June 26, 2018, pursuant to 5 U.S.C. 801(a)(1)(A); Public Law 104-121, Sec. 251; (110 Stat. 868); to the Committee on Transportation and Infrastructure.

5322. A letter from the Management and Program Analyst, FAA, Department of Transportation, transmitting the Department's final rule — Amendment of Class D and E Airspace; Greenwood, MS [Docket No.: FAA-2017-0994; Airspace Docket No.: 17-ASO-21] received June 26, 2018, pursuant to 5 U.S.C. 801(a)(1)(A); Public Law 104-121, Sec. 251; (110 Stat. 868); to the Committee on Transportation and Infrastructure.

5323. A letter from the Management and Program Analyst, FAA, Department of Transportation, transmitting the Department's final rule — Amendment of Class E Airspace; Flint, MI, and Establishment of Class E Airspace; Owosso, MI [Docket No.: FAA-2018-0020; Airspace Docket No.: 17-AGL-28] received June 26, 2018, pursuant to 5 U.S.C. 801(a)(1)(A); Public Law 104-121, Sec. 251; (110 Stat. 868); to the Committee on Transportation and Infrastructure.

5324. A letter from the Management and Program Analyst, FAA, Department of Transportation, transmitting the Department's final rule — Amendment of Class E Airspace, Duncan, OK [Docket No.: FAA-2018-0100; Airspace Docket No.: 18-ASW-3] received June 26, 2018, pursuant to 5 U.S.C. 801(a)(1)(A); Public Law 104-121, Sec. 251; (110 Stat. 868); to the Committee on Transportation and Infrastructure.

5325. A letter from the Management and Program Analyst, FAA, Department of Transportation, transmitting the Department's final rule — Amendment of Class D Airspace and Establishment of Class E Airspace; Norman, OK; and Amendment of Class E Airspace; Oklahoma City, OK [Docket No.: FAA-2017-0825; Airspace Docket No.: 17-ASW-12] received June 26, 2018, pursuant to 5 U.S.C. 801(a)(1)(A); Public Law 104-121, Sec. 251; (110 Stat. 868); to the Committee on Transportation and Infrastructure.

5326. A letter from the Management and Program Analyst, FAA, Department of Transportation, transmitting the Department's final rule — Airworthiness Directives; Bombardier, Inc., Airplanes [Docket No.: FAA-2017-0907; Product Identifier 2017-NM-069-AD; Amendment 39-19274; AD 2018-09-17] (RIN: 2120-AA64) received June 26, 2018, pursuant to 5 U.S.C. 801(a)(1)(A); Public Law 104-121, Sec. 251; (110 Stat. 868); to the Committee on Transportation and Infrastructure.

5327. A letter from the Management and Program Analyst, FAA, Department of Transportation, transmitting the Department's final rule — Airworthiness Direc-

tives; Bombardier, Inc., Airplanes [Docket No.: FAA-2017-1246; Product Identifier 2017-NM-086-AD; Amendment 39-19297; AD 2018-11-09] (RIN: 2120-AA64) received June 26, 2018, pursuant to 5 U.S.C. 801(a)(1)(A); Public Law 104-121, Sec. 251; (110 Stat. 868); to the Committee on Transportation and Infrastructure.

5328. A letter from the Management and Program Analyst, FAA, Department of Transportation, transmitting the Department's final rule — Airworthiness Directives; Bombardier, Inc., Airplanes [Docket No.: FAA-2017-1175; Product Identifier 2017-NM-087-AD; Amendment 39-19300; AD 2018-11-12] (RIN: 2120-AA64) received June 26, 2018, pursuant to 5 U.S.C. 801(a)(1)(A); Public Law 104-121, Sec. 251; (110 Stat. 868); to the Committee on Transportation and Infrastructure.

5329. A letter from the Management and Program Analyst, FAA, Department of Transportation, transmitting the Department's final rule — Airworthiness Directives; Boeing Airplanes [Docket No.: FAA-2018-0413; Product Identifier 2018-NM-061-AD; Amendment 39-19283; AD 2018-10-08] (RIN: 2120-AA64) received June 26, 2018, pursuant to 5 U.S.C. 801(a)(1)(A); Public Law 104-121, Sec. 251; (110 Stat. 868); to the Committee on Transportation and Infrastructure.

5330. A letter from the Management and Program Analyst, FAA, Department of Transportation, transmitting the Department's final rule — Airworthiness Directives; The Boeing Company Airplanes [Docket No.: FAA-2017-0776; Product Identifier 2017-NM-062-AD; Amendment 39-19264; AD 2018-09-08] (RIN: 2120-AA64) received June 26, 2018, pursuant to 5 U.S.C. 801(a)(1)(A); Public Law 104-121, Sec. 251; (110 Stat. 868); to the Committee on Transportation and Infrastructure.

5331. A letter from the Management and Program Analyst, FAA, Department of Transportation, transmitting the Department's final rule — Airworthiness Directives; The Boeing Company Airplanes [Docket No.: FAA-2017-0779; Product Identifier 2017-NM-040-AD; Amendment 39-19301; AD 2018-11-13] (RIN: 2120-AA64) received June 26, 2018, pursuant to 5 U.S.C. 801(a)(1)(A); Public Law 104-121, Sec. 251; (110 Stat. 868); to the Committee on Transportation and Infrastructure.

5332. A letter from the Management and Program Analyst, FAA, Department of Transportation, transmitting the Department's final rule — Airworthiness Directives; The Boeing Company Airplanes [Docket No.: FAA-2015-1421; Product Identifier 2014-NM-177-AD; Amendment 39-19302; AD 2018-11-14] (RIN: 2120-AA64) received June 26, 2018, pursuant to 5 U.S.C. 801(a)(1)(A); Public Law 104-121, Sec. 251; (110 Stat. 868); to the Committee on Transportation and Infrastructure.

5333. A letter from the Management and Program Analyst, FAA, Department of Transportation, transmitting the Department's final rule — Airworthiness Directives; The Boeing Company Airplanes [Docket No.: FAA-2015-1421; Product Identifier 2017-NM-093-AD; Amendment 39-19296; AD 2018-11-08] (RIN: 2120-AA64) received June 26, 2018, pursuant to 5 U.S.C. 801(a)(1)(A); Public Law 104-121, Sec. 251; (110 Stat. 868); to the Committee on Transportation and Infrastructure.

5334. A letter from the Management and Program Analyst, FAA, Department of Transportation, transmitting the Department's final rule — Airworthiness Directives; Dassault Aviation Airplanes [Docket No.: FAA-2018-0117; Product Identifier 2017-NM-104-AD; Amendment 39-19298; AD 2018-11-10] (RIN: 2120-AA64) received June 26, 2018, pursuant to 5 U.S.C. 801(a)(1)(A); Public Law

104-121, Sec. 251; (110 Stat. 868); to the Committee on Transportation and Infrastructure.

5335. A letter from the Management and Program Analyst, FAA, Department of Transportation, transmitting the Department's final rule — Airworthiness Directives; Airbus Airplanes [Docket No.: FAA-2017-1245; Product Identifier 2017-NM-099-AD; Amendment 39-19266; AD 2018-09-09] (RIN: 2120-AA64) received June 26, 2018, pursuant to 5 U.S.C. 801(a)(1)(A); Public Law 104-121, Sec. 251; (110 Stat. 868); to the Committee on Transportation and Infrastructure.

5336. A letter from the Management and Program Analyst, FAA, Department of Transportation, transmitting the Department's final rule — Airworthiness Directives; Airbus Airplanes [Docket No.: FAA-2018-0071; Product Identifier 2017-NM-063-AD; Amendment 39-19280; AD 2018-10-05] (RIN: 2120-AA64) received June 26, 2018, pursuant to 5 U.S.C. 801(a)(1)(A); Public Law 104-121, Sec. 251; (110 Stat. 868); to the Committee on Transportation and Infrastructure.

5337. A letter from the Management and Program Analyst, FAA, Department of Transportation, transmitting the Department's final rule — Airworthiness Directives; Airbus Airplanes [Docket No.: FAA-2017-1245; Product Identifier 2017-NM-099-AD; Amendment 39-19266; AD 2018-09-09] (RIN: 2120-AA64) received June 26, 2018, pursuant to 5 U.S.C. 801(a)(1)(A); Public Law 104-121, Sec. 251; (110 Stat. 868); to the Committee on Transportation and Infrastructure.

5338. A letter from the Management and Program Analyst, FAA, Department of Transportation, transmitting the Department's final rule — Airworthiness Directives; Airbus Airplanes [Docket No.: FAA-2018-0492; Product Identifier 2018-NM-083-AD; Amendment 39-19303; AD 2018-11-15] (RIN: 2120-AA64) received June 26, 2018, pursuant to 5 U.S.C. 801(a)(1)(A); Public Law 104-121, Sec. 251; (110 Stat. 868); to the Committee on Transportation and Infrastructure.

5339. A letter from the Management and Program Analyst, FAA, Department of Transportation, transmitting the Department's final rule — Airworthiness Directives; Airbus Airplanes [Docket No.: FAA-2018-0490; Product Identifier 2018-NM-018-AD; Amendment 39-19299; AD 2018-11-11] (RIN: 2120-AA64) received June 26, 2018, pursuant to 5 U.S.C. 801(a)(1)(A); Public Law 104-121, Sec. 251; (110 Stat. 868); to the Committee on Transportation and Infrastructure.

5340. A letter from the Management and Program Analyst, FAA, Department of Transportation, transmitting the Department's final rule — Airworthiness Directives; CFM International S.A. Turbofan Engines [Docket No.: FAA-2018-0443; Product Identifier 2018-NE-14-AD; Amendment 39-19286; AD 2018-10-11] (RIN: 2120-AA64) received June 26, 2018, pursuant to 5 U.S.C. 801(a)(1)(A); Public Law 104-121, Sec. 251; (110 Stat. 868); to the Committee on Transportation and Infrastructure.

5341. A letter from the Management and Program Analyst, FAA, Department of Transportation, transmitting the Department's final rule — Airworthiness Directives; Aircraft Industries a.s. Airplanes [Docket No.: FAA-2018-0462; Product Identifier 2018-CE-017-AD; Amendment 39-19292; AD 2018-11-04] (RIN: 2120-AA64) received June 26, 2018, pursuant to 5 U.S.C. 801(a)(1)(A); Public Law 104-121, Sec. 251; (110 Stat. 868); to the Committee on Transportation and Infrastructure.

5342. A letter from the Management and Program Analyst, FAA, Department of Transportation, transmitting the Department's final rule — Airworthiness Directives; Airbus Helicopters [Docket No.: FAA-2017-1063; Product Identifier 2017-SW-088-AD;