

EXTENSIONS OF REMARKS

INTRODUCTION OF THE HEMP ACCESS AND CONSUMER SAFETY ACT

HON. EARL BLUMENAUER

OF OREGON

IN THE HOUSE OF REPRESENTATIVES

Monday, July 24, 2023

Mr. BLUMENAUER. Mr. Speaker, today I introduce the Hemp Access and Consumer Safety Act. This legislation would allow the U.S. Food and Drug Administration (FDA) to regulate hemp and hemp-derived cannabidiol (CBD) like any other legal dietary ingredients, foods, and beverages.

U.S. cannabis laws are broken, and legalizing hemp was a significant step forward. However, in order for the market to fully operate with hemp and hemp-derived CBD products with a federal consumer safety standard, FDA has to regulate these products. FDA has announced that it does not plan to use existing authorities to regulate these products.

I am introducing this legislation in partnership with my fellow Oregonian, Senator WYDEN, because our constituents are directly impacted by this gap in federal safety standards. As the public has grown increasingly interested in CBD, the federal government's consumer protection mechanisms have failed to keep up.

The Hemp Access and Consumer Safety Act will finally bring CBD regulations up to par with the safety standards Americans should be able to expect for these legal products. It will also ensure packaging and labeling can be regulated to prevent minors accessing these products or any other undue confusion for consumers.

I look forward to working with my co-leads, Senators RON WYDEN and RAND PAUL, and my colleagues in the House and Senate to enact this legislation and finally guarantee common-sense safety regulations for hemp and hemp-derived products.

HONORING THE SACRIFICE OF U.S. CAPITOL POLICE OFFICERS, OFFICER JACOB CHESTNUT AND DETECTIVE JOHN M. GIBSON

HON. BRYAN STEIL

OF WISCONSIN

IN THE HOUSE OF REPRESENTATIVES

Monday, July 24, 2023

Mr. STEIL. Mr. Speaker, I rise to honor 2 Capitol Police officers, Officer Jacob J. Chestnut, Jr., and Detective John M. Gibson, who were shot and killed by a gunman in the Capitol on July 24, 1998.

In the afternoon of July 24, 1998, a lone gunman forced his way past a security checkpoint, fatally shooting Officer Chestnut. The assailant ran toward an entrance that led to the offices of Tom DeLay of Texas, the Majority Whip. Detective Gibson, a member of DeLay's protective team, told others to hide

and find cover. The gunman shot Gibson, and although mortally wounded, Gibson returned fire, striking the gunman. Detective Gibson's selfless acts resulted in lives saved and provided an opportunity for responding officers to restrain the gunman and end the horrific events that day.

Officer Jacob Joseph Chestnut, Jr., was a 20-year Air Force veteran, having served 2 tours in Vietnam, and retired as a Master Sergeant. He has the distinction of being the first African American to lie in honor at the Capitol. He was 58 years old.

Detective John Michael Gibson had been selected as part of the dignitary protection team for Congressman Tom DeLay and had served with the United States Capitol Police for 18 years. He left behind his wife, a 17-year-old daughter, and 2 sons, 14 and 15 years old. He laid in honor with Officer Chestnut in the Capitol rotunda.

Both men were buried with full honors in Arlington National Cemetery. These men gave their lives in defense of the democracy that serves all of us while defending the lives of congressmen and -women, congressional staffers, and other United States Capitol Police officers.

In the days that followed, Representative DeLay stated that the death of these officers symbolized, "the sacrifices of thousands of police officers across the Nation who do their duty to serve and protect the public, sometimes under great abuse, sometimes under great disregard, and many times people take them for granted. It all comes together when an incident like this happens and we realize how much we owe to police officers all over this country."

I'll say that the women and men who comprise the United States Capitol Police Department continue to be a very important component in safeguarding the form of government that allows us daily and routine freedoms.

Today we remember Officer Jacob Chestnut and Detective John Gibson while thanking all who are a part of the United States Capitol Police Department.

FAIR SHIPPING FOR NON-CONTIGUOUS AREAS ACT OF 2023

HON. ED CASE

OF HAWAII

IN THE HOUSE OF REPRESENTATIVES

Monday, July 24, 2023

Mr. CASE. Mr. Speaker, I rise today to introduce a bill to end the exclusionary and discriminatory practices of private shipping services to Hawaii and the other non-contiguous parts of our country.

My home state of Hawaii is located almost 2,500 miles off the West Coast. We depend on shipping more than many other locations in our country, importing well over 90 percent of our life necessities, yet people living in Hawaii have encountered 3 unfair shipping practices.

First, when ordering essentials online, we often learn that a particular online store or

item doesn't even ship to Hawaii at all. The Federal Trade Commission (FTC) reviewed this issue and confirmed that "some companies . . . are unwilling to ship products to Alaska, Hawaii, Puerto Rico, and the other territories." This exclusion prevents a few million Americans in the non-contiguous states from obtaining key products that should be available to them.

Second, as many of my constituents know, those who live in Hawaii are often denied free shipping options from online retailers. It is so painful when a website advertises free shipping and you fill up your shopping cart and input your address only for a red error message to pop up with the news that Hawaii, Alaska, Guam and elsewhere are not included in the free shipping deal.

Third, even when companies do ship to Hawaii, the prices bears no reasonable relationship to the distances involved. The cost to ship to and from anywhere in the United States depends on several factors, including the weight and size of your package and service class. However, according to the FTC, private shipping companies' delivery options may cost considerably more for a destination in Alaska, Hawaii, Puerto Rico and the other U.S. territories than for the contiguous states. For example, a 2-pound package sent from Los Angeles to Hawaii costs \$45.33, but the same shipment from Los Angeles to New York is just \$14.28. This outrageous price is from a private shipping company that categorizes shipping to Hawaii as an international shipment. It is hard to believe that over 60 years after becoming a state and over 120 years after becoming part of America, Hawaii is still treated as a foreign country.

These price discrepancies also bear no relation to the product and are included regardless of the distance between the sender and the recipient. For example, 1 private shipping company charges approximately \$150 to ship a small package from Seattle to Juneau in 2 days, whereas the same package would cost approximately \$65 to ship a much greater distance from Seattle to Washington, D.C. in 2 days.

We—the non-contiguous areas of our country—are bearing the burden of these 3 discriminatory shipping practices. My bill, the Fair Shipping for Non-Contiguous Areas Act, addresses all 3 problems. It would require shippers to support all locations within our country. It would also end the exclusionary and discriminatory pricing practices of private shipping companies to and from my home state of Hawaii and elsewhere—excluding them from free shipping or charging exorbitated rates. In doing so, we will break these shipping companies' stranglehold on exposed communities and address another contributor to the sky-high living costs in Hawaii and other non-contiguous locations. I urge my colleagues to support this bill as a matter of fairness for the people of Hawaii and all other Americans who do not live in the continental United States.

• This "bullet" symbol identifies statements or insertions which are not spoken by a Member of the Senate on the floor.

Matter set in this typeface indicates words inserted or appended, rather than spoken, by a Member of the House on the floor.

PERSONAL EXPLANATION

HON. DEBBIE WASSERMAN SCHULTZ

OF FLORIDA

IN THE HOUSE OF REPRESENTATIVES

Monday, July 24, 2023

Ms. WASSERMAN SCHULTZ. Mr. Speaker, due to my attendance at the Select Subcommittee on the Weaponization of the Federal Government's hearing and the delay in recessing the hearing for votes, I missed the first 2 votes on Thursday, July 20, 2023.

Had I been present, I would have voted YEA on Roll Call No. 361 and NAY on Roll Call No. 362.

PROVIDING FOR CONSIDERATION OF H.R. 3935, SECURING GROWTH AND ROBUST LEADERSHIP IN AMERICAN AVIATION ACT, AND PROVIDING FOR CONSIDERATION OF H.R. 3941, SCHOOLS NOT SHELTERS ACT

SPEECH OF

HON. BRENDAN F. BOYLE

OF PENNSYLVANIA

IN THE HOUSE OF REPRESENTATIVES

Tuesday, July 18, 2023

Mr. BOYLE of Pennsylvania. Mr. Speaker, I include in the RECORD a segment of the White House's Statement of Administration Policy in regard to Section 813 of the Securing Growth and Robust Leadership in American Aviation Act:

Maintaining Safe and Secure Airspace During Major Sports Events. While the Administration supports the goal of providing accessibility to and public use of the national airspace, it is concerned that provisions proposed in the bill could introduce unnecessary risks to those attending major sporting events if the effectiveness of safety and security buffers currently provided by temporary flight restrictions were to be decreased. To the extent that the proposed provisions are intended to accommodate airshows, the Administration urges the Congress to consider alternative methods to deconflict airshows and major sports events rather than potentially put aviation operations in close proximity to events attended by millions of Americans each year.

PERSONAL EXPLANATION

HON. JOE WILSON

OF SOUTH CAROLINA

IN THE HOUSE OF REPRESENTATIVES

Monday, July 24, 2023

Mr. WILSON of South Carolina. Mr. Speaker, I inadvertently cast a "NO" vote for House Amendment No. 36 to H.R. 3935, but I intended a "YEA" vote on Roll Call No. 346.

PERSONAL EXPLANATION

HON. TROY BALDERSON

OF OHIO

IN THE HOUSE OF REPRESENTATIVES

Monday, July 24, 2023

Mr. BALDERSON. Mr. Speaker, on Roll Call No. 352, I mistakenly voted No when I intended to vote Aye.

INTRODUCTION OF THE DISTRICT OF COLUMBIA ZONING COMMISSION HOME RULE ACT

HON. ELEANOR HOLMES NORTON

OF THE DISTRICT OF COLUMBIA

IN THE HOUSE OF REPRESENTATIVES

Monday, July 24, 2023

Ms. NORTON. Mr. Speaker, today, I introduce the District of Columbia Zoning Commission Home Rule Act. This bill would give the District of Columbia the authority to appoint all members of the D.C. Zoning Commission (Commission). Currently, the membership of the Commission consists of two federal officials (the Architect of the Capitol (AOC) and the Director of the National Park Service (NPS)) and three members appointed by the D.C. mayor, subject to D.C. Council approval. The federal officials are members even though the Commission has no authority over federal property.

Land use is a quintessential local matter in our country. Despite the D.C. Home Rule Act, which gave D.C. authority over local matters, 40 percent of the members of the Commission are federal officials, who are unaccountable to the nearly 700,000 residents who live in D.C.. The federal government would lose nothing under this bill because the federal government's land-use interests in the nation's capital are protected by federal law and federal agencies.

The Commission creates the zoning maps and regulations, which must "not be inconsistent with the comprehensive plan for the national capital." The mayor is responsible for the local elements of the comprehensive plan, subject to Council approval. The National Capital Planning Commission (NCPD), which is the central federal planning agency for the federal government in D.C. and approves federal projects here, is responsible for the federal elements of the comprehensive plan. This bill would not alter the comprehensive plan process or the authority of NCPD and the Commission.

This bill would immediately remove the AOC and the NPS Director from the Commission, and the Commission would, at least initially, consist solely of three mayoral appointees. D.C. would have the authority to reconstitute the membership of the Commission through local legislation.

This is an important step to increase D.C. home rule, and I urge my colleagues to support this bill.

HONORING TEOFILO "TIO" ARCHULETA TACHIAS

HON. GREG STANTON

OF ARIZONA

IN THE HOUSE OF REPRESENTATIVES

Monday, July 24, 2023

Mr. STANTON. Mr. Speaker, I rise to honor the life and legacy of Teofilo "Tio" Archuleta Tachias. Arizona owes a debt of gratitude to Tio, who we lost at the age of 87 on July 6. Tio was an Arizona trailblazer, a champion for the Hispanic and Native communities, and a consequential leader who broke economic, social, and political barriers to forge a stronger path forward for our state.

Born in Cabezón, New Mexico, Tio and his family moved to Flagstaff, Arizona when he

was six years old. He would soon find his passion for public service when he volunteered for former President Harry S. Truman's presidential campaign at only 12. Tio eventually ran for office himself and became the first Latino in Flagstaff who won a major election when he was elected to the Coconino County Board of Supervisors. He continued his public service career with the Arizona Board of Regents and was selected as its president in 1984.

Tio was always one to advocate for causes greater than himself, and he was regarded as a humble king maker who seldom spoke and was hard to dislike, even by his political adversaries. He showed people what "boots on the ground" really meant and made it his mission to reach people wherever they were. Tio channeled his talents to turn out historic numbers of Native American voters throughout Arizona and ensure thousands of people can exercise their right to vote. His organizing led to historic elections including that of former Arizona Governor Raúl H. Castro, the first Hispanic governor of our state, as well as helping to elect the first Native American and African American to the Coconino County Board of Supervisors.

Tio mentored an entire generation of political leaders in Arizona, but above all, he cherished his role as a father, grandfather, great grandfather, and even great-great grandfather. Our community is fortunate to have bore witness to Tio's legacy and know that his impact will be felt by generations through the many lives he touched.

I thank you Tio, and Godspeed.

HONORING THE LIFE AND LEGACY OF RUTH ALVIA MUNCHUS BAKER

HON. MARC A. VEASEY

OF TEXAS

IN THE HOUSE OF REPRESENTATIVES

Monday, July 24, 2023

Mr. VEASEY. Mr. Speaker, I rise today to commemorate the life and legacy of Ruth Alvia Munchus Baker, a pillar of our Fort Worth community.

Ruth Alvia Munchus Baker was born June 16, 1931, in Fort Worth and completed her education at historic I.M. Terrell High School. In 1948, she began a devoted marriage and partnership with Herbert Baker and later became the proud mother of five daughters.

Mrs. Baker began working outside her home as her children entered school. She was employed in her family business at Baker Funeral Home for more than sixty years, serving in many roles, including receptionist, musician, lady attendant, beautician and cosmetologist, board member, and co-owner. Mrs. Baker was revered as a friendly and knowledgeable employee who knew how to do nearly every task associated with funeral services. Blessed with a long life, Mrs. Baker continued working for her family business well into her ninety-second year.

Mrs. Baker was also a woman of faith. Ruth began her journey starting at a young age at Saint John Missionary Baptist Church on Baptist Hill. She later would become a founding member of the Beth-Eden Baptist Church in Fort Worth. Later, she united with Macedonia Missionary Baptist Church, where she served as a Trustee, Sunday School teacher, member of the Choir, Brownettes and General Mission.

In 2019, she united with Baker Chapel African Methodist Episcopal Church under the pastoral leadership of Reverend Walter McDonald. There, Mrs. Baker was a Class Leader, member of the Church School, Prayer, and Daily Devotion ministries, while also participating in the monthly food give-away and in the Lay Organization.

My thoughts and prayers are with all those who knew and loved Mrs. Baker, particularly her extensive, loving family. May her memory last forever.

PROVIDING FOR CONSIDERATION OF H.R. 3935, SECURING GROWTH AND ROBUST LEADERSHIP IN AMERICAN AVIATION ACT, AND PROVIDING FOR CONSIDERATION OF H.R. 3941, SCHOOLS NOT SHELTERS ACT

SPEECH OF

HON. BENNIE G. THOMPSON

OF MISSISSIPPI

IN THE HOUSE OF REPRESENTATIVES

Tuesday, July 18, 2023

Mr. THOMPSON of Mississippi. Mr. Speaker, I rise in opposition to H. Res. 597, the rule providing for consideration of the reauthorization bill for the Federal Aviation Administration, H.R. 3935.

The rule blocks a large number of amendments that would make important reforms, including two germane amendments I offered that are critical to ensuring the Transportation Security Administration can continue to carry out its mission to secure aviation.

The first amendment would add the text of my legislation, the "Fund the TSA Act" (H.R. 3394).

TSA is facing major budget challenges as it works to implement essential reforms to pay and labor rights for its workforce.

That amendment would provide TSA with the funding it needs by making a modest increase to passenger security fees and ending the diversion of fee collections from TSA's coffers.

The other amendment would add the text of my "Rights for the TSA Workforce Act" from the 117th Congress.

For too long, TSA workers have labored under unfair working conditions and on little pay, leading to low morale and high attrition.

Though the Biden-Harris Administration has thankfully taken action to address those disparities, the ongoing changes must be codified to ensure their permanence.

My amendment would do so by putting that workforce under the same personnel management system used by most Federal agencies.

TSA's security efforts underlie the entire aviation system, so as we work to reauthorize the FAA and modernize that aviation system, it is a shame that Republicans' Leadership refuses to allow this body to consider desperately needed changes to support the TSA.

Additionally, I am concerned that the rule precludes consideration of a bipartisan amendment submitted by the gentleman from Michigan, Congressman BERGMAN, to keep the retirement age of pilots at 65.

The current retirement age conforms with international standards, and Congress should maintain it to ensure the continued safety of aviation passengers.

Finally, I have strong concerns with section 813 of the underlying bill, and this rule does nothing to address those concerns.

Section 813 would severely weaken the existing regime for applying temporary flight restrictions to protect major sports events across the country.

Since the FAA established flight restrictions over open-air stadiums after the terrorist attacks of September 11, 2001, they have helped protect millions upon millions of Americans attending large-scale events, with minimal disruptions to general aviation.

Section 813 risks undermining this long-successful security program by introducing a broad, complex, and unnecessary waiver program for aircraft, including drones, to fly near, over, and above crowded stadiums.

To the extent some may have concerns regarding scheduling conflicts between sporting events and airshows, a much more tailored solution could be developed.

As it stands, section 813 degrades homeland security, and I oppose its inclusion in the bill.

I include in the RECORD a letter from the National Football League, Major League Baseball, the National Association for Stock Car Auto Racing, and the National Collegiate Athletic Association expressing opposition to section 813.

I also include a Statement of Administration Policy from the Biden-Harris Administration, which states the following: "While the Administration supports the goal of providing accessibility to and public use of the national airspace, it is concerned that provisions proposed in the bill could introduce unnecessary risks to those attending major sporting events if the effectiveness of safety and security buffers currently provided by temporary flight restrictions were to be decreased. To the extent that the proposed provisions are intended to accommodate airshows, the Administration urges the Congress to consider alternative methods to deconflict airshows and major sports events rather than potentially put aviation operations in close proximity to events attended by millions of Americans each year."

With that, I urge my colleagues to oppose H. Res. 597.

JULY 18, 2023.

Dear Members of Congress:

We write to urge you to oppose the weakening of a law that protects the millions of sports fans and spectators who attend professional and collegiate sporting events each year. The current statutory ban on aircraft—including unmanned aircraft systems ("UAS") or drones—flying over large stadium sporting events throughout the country provides necessary safety and security protections against real and potential threats.

We are deeply concerned about section 813 of the House version of the Federal Aviation Administration ("FAA") Reauthorization Act. If adopted, the language would establish a broad and complex waiver program that would permit countless aircraft to fly near and over stadiums during games, putting millions of fans at risk, and unnecessarily so. Congress wisely eliminated a similar waiver program back in 2003, after discovering troubling and persistent failures, gaps, and vulnerabilities in the process for conducting background checks and issuing waivers.

The FAA first established flight restrictions over large stadium sporting events immediately following the terrorist attacks of

September 11, 2001, in response to concerns about terrorists using aircraft as weapons. Congress subsequently twice codified and strengthened these restrictions, providing specific criteria for aircraft operations permitted within the flight restricted area. Section 813 would effectively eliminate the specific criteria and replace it with an open-ended waiver program.

The long-standing, congressionally mandated flight restriction enhances the safety and security of large stadium events, while minimizing the disruption to the National Airspace System ("NAS"). Specifically, airspace over large stadiums—with a seating capacity of 30,000 people or more and where a NFL, MLB, and NCAA Division 1 football games or major motor speedway events, such as NASCAR and INDYCAR races, are taking place—is closed to all aircraft from one hour before until one hour after a major sporting event. The flight restrictions extend to three nautical miles from the center of the stadium and from the surface to 3,000 feet above the stadium. The flight restrictions do not apply to authorized aircraft, such as Department of Defense, law enforcement or air ambulance flight operations, or those in contact with air traffic control for take offs and landings at nearby airports, among others.

Having devoted substantial resources to secure our stadiums on the ground, we regard the stadium flight restriction as essential to safeguarding the airspace overhead. Moreover, given the proliferation of UAS in our NAS, as well as the continuing need to remain vigilant to other current and emerging risks, the stadium flight restriction is as vital now as ever to our national security and public safety. We believe section 813 complicates the airspace over stadiums, compromises public safety and security, and courts potential disaster.

We, therefore, urge you to uphold current law and maintain existing flight restrictions that protect the safety and security of millions of fans who attend large stadium sporting events every year.

Sincerely,

CATHY LANIER,
Chief Security Officer,
National Football
League.

DAVID THOMAS,
Vice President, Security and Ballpark Operations, Major League Baseball.

BILL RHODES,
Managing Director,
Security, National Association for Stock Car Auto Racing.

DAN GAVITT,
Senior Vice President,
National Collegiate Athletic Association.

STATEMENT OF ADMINISTRATION POLICY
H.R. 3935—SECURING GROWTH AND ROBUST LEADERSHIP IN AMERICAN AVIATION ACT

The Administration supports enactment of a Federal Aviation Administration (FAA) reauthorization bill and applauds the bipartisan work of the House Transportation and Infrastructure Committee. The Administration is focused on ensuring that the aviation sector works well for the American people, and reauthorizing the FAA in a timely manner will help achieve that goal. H.R. 3935, the Securing Growth and Robust Leadership in American Aviation Act, would enhance aviation safety; invest in, and improve on-the-job safety for, our aviation workforce; integrate into the national airspace system new entrants such as Advanced Air Mobility and Commercial Space operators; strengthen passenger rights; and improve our aviation infrastructure.

The Administration looks forward to working with the Congress to address the Administration's concerns with this legislation, a number of which are outlined below.

Protection of Aviation Consumer Rights and Promotion of Competition. The Administration is strongly committed to protecting the rights of aviation consumers and promoting competition in the aviation industry. The Administration opposes provisions in the bill that would reverse important gains made by this Administration to combat junk fees in the airline industry and would eliminate longstanding consumer protections. The Administration believes that the disclosure requirements currently in place for passenger tickets are necessary to help consumers comparison shop for a ticket. The Administration encourages the Congress to include the Administration's proposals to expand consumer protections by banning family seating junk fees, requiring up-front disclosure of add-on fees, and requiring automatic refunds and additional compensation for controllable flight cancellations and delays. The Administration further supports opening up airport gate access and preventing anticompetitive practices that block new entrants.

International Commitments. While the Administration appreciates the language aimed at ensuring continued U.S. implementation of Open Skies agreements while promoting labor standards for U.S.-based aviation sector workers, the Administration also urges the Congress to add provisions to implement U.S. international commitments and ensure our aviation partners follow suit. The bill should be amended to include provisions for U.S. implementation of global market-based measures of the International Civil Aviation Organization, and to establish U.S. leadership relating to the understanding and mitigation of the non-Greenhouse Gas climate impacts of aviation.

Agency Restructuring. While the Administration supports the goal of improving the efficiency of the organizational structure of the FAA, it does not support the proposed changes in FAA rulemaking review and the weakening of the Administrator's ability and authority to determine the appropriate size and allocation of the air traffic controller workforce. The Administration also has concerns with provisions that would make fundamental changes to the agency's structure, eroding the discretion of the Administrator to manage the agency in the most efficient manner.

Implementation Timelines and Program Changes. The legislation includes multiple rulemakings, reviews, reports, and other requirements with aggressive timelines, along with the creation of numerous programs that are not conditioned on the availability of appropriations. The Administration is also con-

cerned that proposed major structural changes to airport infrastructure programs are untested, and may be difficult to implement depending on the level of resources made available. The bill would also reduce the amount of competitive airport grant funding, which would reduce the FAA's ability to address important safety and capacity issues.

Standards for Airport Service Workers. The Administration urges the Congress to include provisions that will improve job quality for, and therefore aid in the recruitment and retention of, those who clean planes, handle baggage, assist passengers who use wheelchairs, and provide other services critical to safe, stable, and timely operations for aviation customers.

Age Standards for Pilots. The bill includes a provision that would raise the retirement age for pilots in commercial operations. Making this change without doing research and establishing any necessary policies would be outside the international standard.

Maintaining Safe and Secure Airspace During Major Sports Events. While the Administration supports the goal of providing accessibility to and public use of the national airspace, it is concerned that provisions proposed in the bill could introduce unnecessary risks to those attending major sporting events if the effectiveness of safety and security buffers currently provided by temporary flight restrictions were to be decreased. To the extent that the proposed provisions are intended to accommodate airshows, the Administration urges the Congress to consider alternative methods to deconflict airshows and major sports events rather than potentially put aviation operations in close proximity to events attended by millions of Americans each year.

HONORING ABDUL NOOR

HON. ABIGAIL DAVIS SPANBERGER

OF VIRGINIA

IN THE HOUSE OF REPRESENTATIVES

Monday, July 24, 2023

Ms. SPANBERGER. Mr. Speaker, I rise to recognize Mr. Abdul Noor, winner of a Black Engineer of the Year Award.

The youngest of four siblings and the son of a single mother, Abdul and his family faced many challenges in his youth. Abdul was born in Pakistan after his mother made the difficult decision to leave her home in search of a better life for her family. At the age of three, Abdul's mom relocated her family to Idaho with the help of a refugee organization. They eventually made their way to Virginia in search of opportunities for their family.

Growing up, Abdul was an active learner—he played baseball, swam, practiced martial arts, and participated in clubs where he learned about computers and robotics. Throughout his high school career, Abdul served as the president of his high school Red Cross chapter, organized toy drives, and was an active volunteer in the community. His love for the medical field stems from his mother's career as a pediatrician, which she sacrificed to give her children a better life. Abdul credits family meal conversations with his mom and sisters for sparking his interest in the biomedical engineering field and helping steer his college career. After graduating from high school, Abdul attended George Mason University where he focused his undergraduate studies on biomedical engineering. He graduated Magna Cum Laude in 2020, was awarded the Chairman's Award, and was also class speaker.

After graduation, Abdul joined MITRE as an Associate Biomedical Engineer after having interned with them his junior year of college. As a member of the MITRE team, Abdul continued to learn and grow and excelled on projects due to his ability to adapt and learn quickly. In addition to his work at MITRE, Abdul is the CEO of Rune Innovations Inc., a medical device startup he founded with the goal of designing, patenting, and marketing surgical airway management devices for use by medical professionals. Abdul and the Rune team have since developed a patent-pending device called the Sliding Jaw Thrust Device (SJTJ) which would allow a medical professional to clear a patient's obstructed airway by mimicking the jaw thrust maneuver. Abdul's leadership was invaluable in navigating the process of creating and applying for a patent for this technology.

Abdul's commitment to biomedical engineering and professional growth is admirable. His strong work ethic has led him to be this year's recipient of a Black Engineer of the Year Award (BEYA). Specifically, Abdul was named the winner of a Modern-Day Technology Leader Award by a panel of leaders from industry, government, and academia in recognition for his work in shaping the future of engineering, science, and technology.

Mr. Speaker, I ask my colleagues to join me in congratulating Mr. Abdul Noor, recipient of the Modern-Day Technology Leader Award. I applaud his strong work ethic and dedication to learning and look forward to all that he will accomplish in the years to come.