

Spelman College has prepared more than six generations of African American women to reach the highest levels of academic, community, and professional achievement.

Spelman College continues to pave the way for new generations of African American students. The college offers competitive and high quality academic programs in liberal arts, humanities, sciences, communications, and engineering, to name just a few.

The Association of Medical Colleges ranks Spelman College fifth among undergraduate programs for Black students accepted to medical school, and Spelman is one of six institutions designated by the National Science Foundation and the National Aeronautics and Space Administration as a Model Institution for Excellence in undergraduate science and math education.

I urge my colleagues to support the achievements of this institution, and support this resolution honoring the 125th anniversary of Spelman College.

I have no further requests for time, and I yield back the balance of my time.

The SPEAKER pro tempore. The question is on the motion offered by the gentleman from Georgia (Mr. PRICE) that the House suspend the rules and agree to the resolution, H. Res. 875, as amended.

The question was taken.

The SPEAKER pro tempore. In the opinion of the Chair, two-thirds of those present have voted in the affirmative.

Mr. DAVIS of Illinois. Mr. Speaker, on that I demand the yeas and nays.

The yeas and nays were ordered.

The SPEAKER pro tempore. Pursuant to clause 8 of rule XX and the Chair's prior announcement, further proceedings on this question will be postponed.

EXPRESSING CONDOLENCES TO FAMILIES, FRIENDS, AND LOVED ONES OF VICTIMS OF CRASH OF COMAIR FLIGHT 5191

Mr. MICA. Mr. Speaker, I move to suspend the rules and agree to the resolution (H. Res. 980) expressing condolences to the families, friends, and loved ones of the victims of the crash of Comair Flight 5191, and for other purposes.

The Clerk read as follows:

H. RES. 980

Whereas the people of Kentucky, including the citizens of the 6th Congressional District, have experienced a terrible tragedy with the loss of 49 lives in the crash of Comair Flight 5191 at Blue Grass Airport in Lexington, Kentucky, on August 27, 2006;

Whereas many of the victims of the crash were residents of Kentucky, particularly of the small, close-knit town of Lexington and other surrounding communities; and

Whereas Federal, State, and local officials have cooperated not only at the crash site but throughout Kentucky and the Nation to respond to the emergency, investigate the accident, and provide assistance to families devastated by the loss of loved ones: Now, therefore, be it

Resolved, That the House of Representatives—

(1) expresses condolences to the families, friends, and loved ones of the victims of the crash of Comair Flight 5191;

(2) honors the victims of the crash: Rebecca Adams, Christina Anderson, Lyle Anderson, Arnold Andrews, Anne Marie Bailey, Bobbie Benton, Jesse Clark Benton, Carole Bizzack, George Brunacini, Brian Byrd, Jeffrey Clay, Homer Combs, Diane Combs, Fenton Dawson, Thomas Fahey, Mike Finley, Clarence Wayne "C.W." Fortney II, Wade Bartley "Bart" Frederick, Hollie Gilbert, Erik Harris, Kelly Heyer, Jonathan Hooker, Scarlett Parsley Hooker, Priscilla Johnson, Tetsuya Kono, Nahoko Kono, Charles Lykins, Dan Mallory, Steve McElravy, Lynda McKee, Bobby Meaux, Leslie Morris II, Kaye Craig Morris, Cecile Moscoe, Judy Ann Rains, Michael Ryan, Mary Jane Silas, Pat Smith, Tim Snoddy, Marcie Thomason, Greg Threet, Randy Towles, Larry Turner, Victoria Washington, Jeff Williams, Paige Winters, Bryan Woodward, JoAnn Wright, and Betty Young;

(3) expresses sympathies to the people of Lexington, the entire Commonwealth of Kentucky, and the Nation who grieve for the victims;

(4) commends the heroic actions of the rescue workers at the crash site who retrieved copilot James M. Polehinke from the wreckage; and

(5) commends the Federal, State, and local officials and the volunteers who worked together to respond to the tragedy with courage, determination, and skill.

The SPEAKER pro tempore. Pursuant to the rule, the gentleman from Florida (Mr. MICA) and the gentleman from Kentucky (Mr. CHANDLER) each will control 20 minutes.

The Chair recognizes the gentleman from Florida.

GENERAL LEAVE

Mr. MICA. 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 House Resolution 980.

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

There was no objection.

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

Mr. Speaker, I rise in very strong support of this resolution today that is being introduced by my good friend and colleague from Kentucky (Mr. CHANDLER).

This resolution, H. Res. 980, expresses condolences to the families, friends, and loved ones of the victims of the August 27, 2006, aircraft accident of Flight 5191, which took place in Lexington, Kentucky. There were 50 people on board Flight 5191, including passengers and crew, with one individual surviving the crash, Copilot James Polehinke, who is currently recovering, and we wish him Godspeed in his recovery.

Mr. Speaker, I want to say that my heartfelt sympathy goes out to the victims and to each and every one of their families, friends, and loved ones. Losing a loved one is always very tragic, but I think it is compounded when such a loss is the result of an unfortunate and unforeseen situation. I am hopeful that this resolution will in some small way help to comfort the families and friends of all those who lost their lives on Flight 5191.

Mr. Speaker, as Chair of the House Aviation Subcommittee, I want to assure the traveling public and my colleagues that the National Transportation Safety Board is now and will continue to thoroughly investigate every aspect of this accident. Any presumption on the cause or causes of this accident at this stage are purely speculative, and at this time I think it should be definitely left to the professional investigative abilities of the NTSB. It is their responsibility in fact to determine the circumstances and cause, and they will report back to Congress.

I can also assure the families, the public, and Members of Congress that those charged with the investigation of this tragedy will not rest until the cause of this aviation crash has been finally determined.

While even the loss of one life in an aviation accident is unacceptable, the public should know, Members of Congress should know, and those who travel should know that our commercial airlines today are both safe and also reliable. Since 2001, more than 4 billion passengers have flown safely on U.S. commercial airliners with the lowest fatality accident rate in history.

Mr. Speaker, it is important to note that on a typical weekday, just one day like today, there are an average of some 33,000 commercial airline takeoffs and landings at airports of general aviation across the country, and almost all of them, again with large commercial aircraft since November 12, 2001, have done so safely. Despite this amazing safety record, I wish we all lived in a world where we could eliminate all accidents and all risks. While I do not believe that we can do that, I do sincerely believe that we can continue to work together to do everything humanly possible to avoid these types of accidents in the future.

Again, I want to express my heartfelt condolences to the families, friends, and loved ones of the victims on board Flight 5191, also to Mr. CHANDLER, a good friend and distinguished colleague from Kentucky, and his constituents. He told me he lost a number of personal friends and a large number of constituents in this unfortunate aviation tragedy. Again, my condolences to all affected.

Mr. Speaker, I reserve the balance of my time.

□ 1630

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

Mr. Speaker, I would like to first thank my friend and colleague, the gentleman from Florida (Mr. MICA) for his good wishes and for his efforts as chairman of the Aviation Subcommittee to help with promoting safety in the air throughout this country. I appreciate those efforts very much, and I appreciate his help with this resolution.

Mr. Speaker, I rise today with a heavy heart for Kentuckians who have

tragically lost their lives and for loved ones who have been left behind to pick up the pieces.

On August 27, 2006, Comair Flight 5191 crashed upon take off at Blue Grass Airport in Lexington, Kentucky, killing 49 of the 50 people aboard. Twenty-eight of the victims lived in the district I represent, and several other passengers were fellow Kentuckians. Fathers and mothers, daughters and sons, brothers and sisters, husbands and wives, all perished in the worst plane crash this country has seen since 2001.

The small, close-knit town of Lexington and the surrounding communities of Central Kentucky will forever be changed by the scenes from early that Sunday morning and by the sudden loss of family, friends, neighbors and community leaders. Almost everyone in central Kentucky knew someone on that plane. The loss is a community loss, but also a profoundly personal loss for those of us who remain.

I am here today to honor the victims of this horrible crash by urging this body to pass House Resolution 980, expressing the condolences of this body to all who grieve during this time and commending all of those who responded to this tragedy with courage and determination.

It is also important that today we remember copilot James Polehinke, who was the only person on board who survived the tragedy. He is currently recovering, and we certainly wish him the very best.

Mr. Speaker, I am sure there will come a day when this body will address the causes of this tragedy, particularly if there are measures to be taken to prevent future accidents. At this time, however, the thing we must do is memorialize those that we have lost.

All of Kentucky is still grieving as families continue to say goodbye to loved ones. The following are the victims whose lives were cut short by this horrible tragedy:

Rebecca Adams; Christina Anderson; Lyle Anderson; Arnold Andrews; Anne Marie Bailey; Bobbie Benton; Jesse Clark Benton; Carol Bizzack; George Brunacini; Brian Byrd; Jeffrey Clay; Homer Combs; Diane Combs; Fenton Dawson; Thomas Fahey; Mike Finley; Clarence Wayne "C.W." Fortney, II; Wade Bartley "Bart" Frederick; Hollie Gilbert; Erik Harris; Kelly Heyer; Jonathan Hooker; Scarlett Parsley Hooker; Priscilla Johnson; Tetsuya Kono; Nahoko Kono; Charles Lykins; Dan Mallory; Steve McElravy; Linda McKee; Bobby Meaux; Leslie Morris, II; Kaye Craig Morris; Cecile Moscoe; Judy Ann Rains; Michael Ryan; Mary Jane Silas; Pat Smith; Tim Snoddy; Marcie Thomason; Greg Threet; Randy Towles; Larry Turner; Victoria Washington; Jeff Williams; Paige Winters; Bryan Woodward; JoAnn Wright; and Betty Young.

Mr. Speaker, I strongly urge this body to honor these victims by passing H. Res. 980.

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

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

Mr. Speaker, first of all, I want to extend my condolences to all the family, friends and loved ones of those who lost their loved ones on Flight 5191 in Lexington, Kentucky.

I also want to express my condolences to Mr. CHANDLER. Mr. CHANDLER is a member of the Transportation and Infrastructure Committee. I particularly want to again thank him for the way he has handled himself in this matter.

Mr. CHANDLER has been a spokesperson for those who have lost their loved ones in this tragedy. He has also yielded to appropriate manners of resolution to determine what caused this crash, and I appreciate his leadership on the committee and on this issue.

It is critical that we do find the cause of aviation crashes and incidents and that we take preventative measures, and that is something that has been very much my intention as chairman of the Aviation Subcommittee. In fact, we have changed some procedures to accomplish that goal.

One of the provisions of the law that we changed now requires NTSB to continue corrective measures. In the past the NTSB would investigate these accidents. A recommendation would be made, findings would be made, but they just sort of stayed on the shelf. That is no longer the case. Today recommendations from these accidents are not left on the shelf, where causes and risks would not be addressed. Recommendations now must be followed through and brought back to the Congress and measures taken to correct any of the errors or institute appropriate remedies that are recommended by the NTSB.

Again, I am pleased that Mr. CHANDLER comes before the House today to remember those lost in this incident and that he has also been supportive of having the NTSB thoroughly investigate this crash. We give assurances to the loved ones and others that due course and due process will be followed and a full review and determination of the cause of this horrible aviation accident and tragedy will be made so that we will know how to prevent similar accidents in the future, and we will be able to correct these deficiencies.

Again, to Mr. CHANDLER, to all those who suffered loss, we extend our condolences, and I ask the House to concur in adoption of House Resolution 980, sponsored by the gentleman.

Mr. OBERSTAR. Mr. Speaker, I rise in strong support of H. Res. 980, which formally expresses Congress' condolences to the families and friends of the 49 passengers who perished in the August 27, 2006 crash of Conair Flight 5191 at the Blue Grass Airport in Lexington, Kentucky.

H. Res. 980 not only expresses the condolences for the lives lost, but also honors those rescue workers and personnel at the crash site, as well as the Federal, State and local of-

ficials who worked together to respond to the unfolding tragedy.

While we will not know the probable cause of the Conair crash until the National Transportation Safety Board, NTSB, completes its investigation, serious questions have been raised regarding the Federal Aviation Administration's, FAA, air traffic control staffing policies. The FAA confirmed that the air traffic control tower at the Blue Grass Airport was understaffed at the time of the accident.

Mr. Speaker, air traffic controllers are essential to the safe operation of our nation's air traffic system, and the effectiveness of controllers requires proper staffing levels at each facility.

Inadequate staffing during periods of low traffic is not a new problem. It was reported that in November 2005, an overloaded controller at the Raleigh, North Carolina airport directed two planes too close to one another, and this close call prompted the FAA to issue guidance forbidding air traffic controllers with certain responsibilities from working alone.

After the Lexington accident, the FAA stated that some air traffic control towers responsible for surface traffic also separate airborne aircraft using radar equipment, contrary to FAA guidance to provide individual controllers for the radar and control tower functions. It is not clear whether this guidance is written or verbal. The FAA statement further indicates that this guidance was not followed at the Lexington tower where the manager decided to have one controller handle both functions during the overnight shift. Moreover, further investigation has revealed that the Lexington tower was not an anomaly; other tower managers across the country routinely chose not to staff their towers adequately, and the FAA was either unaware of these deviations or unwilling to crack down until after the Lexington tragedy.

The FAA's inconsistency in applying its own controller staffing policy is very troubling. That is why Representatives COSTELLO, CHANDLER and I have requested that the Department of Transportation's Inspector General, IG, investigate how widely the staffing experience at the Blue Grass Airport is practiced at other air traffic control facilities across the Nation and determine the extent to which the towers covered by the guidance are complying with it. Importantly, we have requested that the IG investigate the steps that FAA undertook after the Raleigh incident to review staffing at its facilities to determine if the facilities were complying with the guidance, and to require compliance if they were not.

While it will be some time before the NTSB completes its investigation into the probable causes of the Conair Flight 5191 crash, we should waste no time in ensuring that the FAA consistently applies its controller staffing policies across our Nation's air traffic control towers.

Finally, and most importantly, Mr. Speaker, I want to express my condolences to the families and friends of the Flight 5191 passengers, and I urge my colleagues to support this resolution.

Ms. JACKSON-LEE of Texas. Mr. Speaker, I rise today to support this resolution expressing condolences to the families, friends, and loved ones of the victims of the crash of Comair Flight 5191.

It should come as a sobering fact that this is the worst aviation crash our country has

seen since 2001. The crash occurred on Comair Flight 5191 upon take-off at 6:07 am at Blue Grass Airport, in Lexington, KY. The flight was en route to Atlanta, GA.

All but one of the 50 people on board, including passengers and crew, died. The only individual who survived the crash, copilot James M. Polehinke, is recovering at Chandler Medical Center, in Lexington, Kentucky, and we wish him a speedy recovery.

Many individuals and entities who responded to the disaster acted nobly, cooperatively, and admirably. Federal, state, and local officials and volunteers were soon on the scene, and I applaud their efforts.

However, this was clearly a mistake, and an accident that should never have occurred. We desperately need adequate and rigorous oversight to ensure the operational safety of every commercial flight in this country. Air control towers across the country are currently short-staffed. Since September 2003, the number of air traffic controllers has plummeted from 15,386 to 14,305 in August 2006. Moreover, at the time of this tragic accident, there was only one air traffic controller present, which is a violation of FAA guidelines which mandate at least two air traffic controllers be present.

At the heart of every oversight issue is inevitably a funding issue. Funds must be provided and managed effectively and efficiently in order to make sure that there exists a sufficient level of trained air traffic controllers ensuring the safety of air travel.

I offer my sympathy to the good citizens of Kentucky, and I join Mr. CHANDLER in mourning those lost and honoring their memory. I encourage my colleagues to support this resolution.

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

The SPEAKER pro tempore. The question is on the motion offered by the gentleman from Florida (Mr. MICA) that the House suspend the rules and agree to the resolution, H. Res. 980.

The question was taken; and (two-thirds having voted in favor thereof) the rules were suspended and the resolution was agreed to.

A motion to reconsider was laid on the table.

RECESS

The SPEAKER pro tempore. Pursuant to clause 12(a) of rule I, the Chair declares the House in recess until approximately 6:30 p.m. today.

Accordingly (at 4 o'clock and 40 minutes p.m.), the House stood in recess until approximately 6:30 p.m.

□ 1830

AFTER RECESS

The recess having expired, the House was called to order by the Speaker pro tempore (Mr. BONNER) at 6 o'clock and 30 minutes p.m.

SUPPORTING THE GOALS AND IDEALS OF NATIONAL LIFE INSURANCE AWARENESS MONTH

Mr. LEWIS of Kentucky. Mr. Speaker, I ask unanimous consent that the

ordering of the yeas and nays be vacated with respect to the motion to suspend the rules and adopt H. Res. 912 to the end that the Chair put the question de novo.

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

There was no objection.

The SPEAKER pro tempore. The question is on the motion offered by the gentlewoman from North Carolina (Ms. FOXX) that the House suspend the rules and agree to the resolution, H. Res. 912.

The question was taken; and (two-thirds having voted in favor thereof) the rules were suspended and the resolution was agreed to.

A motion to reconsider was laid on the table.

ANNOUNCEMENT BY THE SPEAKER PRO TEMPORE

The SPEAKER pro tempore. Pursuant to clause 8 of rule XX, proceedings will resume on motions to suspend the rules previously postponed.

Votes will be taken in the following order:

- H.R. 2808, by the yeas and nays;
- H. Res. 605, by the yeas and nays;
- H. Res. 875, by the yeas and nays.

The first and third electronic votes will be conducted as 15-minute votes. The second vote in this series will be a 5-minute vote.

ABRAHAM LINCOLN COMMEMORATIVE COIN ACT

The SPEAKER pro tempore. The pending business is the question of suspending the rules and passing the bill, H.R. 2808, as amended.

The Clerk read the title of the bill.

The SPEAKER pro tempore. The question is on the motion offered by the gentlewoman from Illinois (Mrs. BIGGERT) that the House suspend the rules and pass the bill, H.R. 2808, as amended, on which the yeas and nays are ordered.

The vote was taken by electronic device, and there were—yeas 401, nays 0, not voting 31, as follows:

[Roll No. 427]

YEAS—401

Abercrombie	Biggert	Brown (SC)
Ackerman	Bilbray	Brown, Corrine
Aderholt	Bishop (GA)	Brown-Waite,
Akin	Bishop (NY)	Ginny
Alexander	Bishop (UT)	Burgess
Allen	Blackburn	Burton (IN)
Andrews	Blumenauer	Butterfield
Baca	Blunt	Buyer
Bachus	Boehlert	Calvert
Baird	Boehner	Camp (MI)
Baker	Bonilla	Campbell (CA)
Baldwin	Bonner	Cannon
Barrett (SC)	Bono	Cantor
Barrow	Boozman	Capito
Bartlett (MD)	Boren	Capps
Barton (TX)	Boswell	Capuano
Bass	Boustany	Cardin
Bean	Boyd	Cardoza
Becerra	Bradley (NH)	Carnahan
Berkley	Brady (PA)	Carson
Berman	Brady (TX)	Carter
Berry	Brown (OH)	Case

Castle	Hooley	Musgrave
Chabot	Hostettler	Myrick
Chandler	Hoyer	Napolitano
Choccola	Hulshof	Neal (MA)
Clay	Hunter	Neugebauer
Cleaver	Hyde	Ney
Clyburn	Inglis (SC)	Northup
Coble	Inslee	Norwood
Cole (OK)	Israel	Oberstar
Conaway	Issa	Obey
Conyers	Jackson (IL)	Olver
Cooper	Jackson-Lee	Ortiz
Costa	(TX)	Osborne
Cramer	Jefferson	Otter
Crenshaw	Jenkins	Owens
Crowley	Jindal	Oxley
Cubin	Johnson (CT)	Pascarell
Cuellar	Johnson (IL)	Pastor
Culberson	Johnson, E. B.	Paul
Cummings	Jones (NC)	Payne
Davis (AL)	Jones (OH)	Pearce
Davis (CA)	Kanjorski	Pelosi
Davis (IL)	Kaptur	Pence
Davis (TN)	Keller	Peterson (MN)
Davis, Jo Ann	Kelly	Petri
Davis, Tom	Kennedy (MN)	Pickering
Deal (GA)	Kennedy (RI)	Pitts
DeFazio	Kildee	Platts
DeGette	Kilpatrick (MI)	Poe
Delahunt	Kind	Pombo
DeLauro	King (IA)	Pomeroy
Dent	King (NY)	Porter
Diaz-Balart, L.	Kingston	Price (GA)
Diaz-Balart, M.	Kirk	Price (NC)
Dicks	Kline	Pryce (OH)
Dingell	Knollenberg	Putnam
Doggett	Kolbe	Radanovich
Doolittle	Kucinich	Rahall
Dreier	Kuhl (NY)	Ramstad
Duncan	LaHood	Rangel
Edwards	Langevin	Regula
Ehlers	Lantos	Rehberg
Emanuel	Larsen (WA)	Reichert
Emerson	Larson (CT)	Renzi
English (PA)	Latham	Reyes
Eshoo	LaTourette	Reynolds
Etheridge	Leach	Rogers (AL)
Everett	Lee	Rogers (KY)
Farr	Levin	Rogers (MI)
Fattah	Lewis (CA)	Rohrabacher
Ferguson	Lewis (GA)	Ros-Lehtinen
Filner	Lewis (KY)	Ross
Fitzpatrick (PA)	Linder	Rothman
Flake	Lipinski	Royal-Allard
Foley	LoBiondo	Royce
Forbes	Lofgren, Zoe	Ruppersberger
Ford	Lowey	Ryan (OH)
Fortenberry	Lucas	Ryan (WI)
Fossella	Lungren, Daniel	Ryun (KS)
Fox	E.	Sabo
Frank (MA)	Lynch	Salazar
Franks (AZ)	Mack	Sanders
Frelinghuysen	Maloney	Saxton
Garrett (NJ)	Manzullo	Schakowsky
Gerlach	Marchant	Schiff
Gibbons	Markey	Schmidt
Gilchrest	Marshall	Schwartz (PA)
Gillmor	Matheson	Schwarz (MI)
Gingrey	Matsui	Scott (GA)
Gohmert	McCarthy	Scott (VA)
Gonzalez	McCaul (TX)	Sensenbrenner
Goode	McCollum (MN)	Serrano
Goodlatte	McCotter	Sessions
Gordon	McCrery	Shadegg
Granger	McDermott	Shaw
Graves	McGovern	Shays
Green, Al	McHugh	Sherman
Green, Gene	McIntyre	Sherwood
Grijalva	McKeon	Shimkus
Gutknecht	McMorris	Shuster
Hall	Rodgers	Simmons
Harman	McNulty	Simpson
Hart	Meehan	Skelton
Hastings (FL)	Meek (FL)	Slaughter
Hastings (WA)	Melancon	Smith (NJ)
Hayes	Mica	Smith (TX)
Hayworth	Michaud	Smith (WA)
Hefley	Millender	Snyder
Hensarling	McDonald	Sodrel
Herger	Miller (FL)	Solis
Herseth	Miller (MI)	Souder
Higgins	Miller (NC)	Spratt
Hinchey	Miller, George	Stark
Hinojosa	Mollohan	Stearns
Hobson	Moore (KS)	Strickland
Hoekstra	Moore (WI)	Stupak
Holden	Moran (KS)	Sullivan
Holt	Moran (VA)	Sweeney
Honda	Murphy	Tancredo