

icing conditions. Severe pilot fatigue also was identified as the cause of the crash. The NTSB found that regional carriers are held to lower safety standards than national carriers despite regional airlines' accounting for one-half of all scheduled flights in the United States. As a result, five of the last seven fatal commercial plane crashes involved regional carriers.

As more Americans rely on commuter airlines for air service, the Federal Aviation Administration (FAA) must take aggressive action to ensure that there is no difference in the level of safety provided by different air carriers. However, the NTSB hearings also made clear that the FAA has failed to issue regulations based on previous NTSB recommendations to establish uniform standards for training and performance. We owe it to the families and friends of the victims of the Flight 3407 to take action to prevent such tragedies in the future.

Earlier this year I joined my colleagues from upstate New York, CHRISTOPHER LEE and BRIAN HIGGINS in introducing the One Level of Safety Act. Our legislation would require regional carriers to meet the same training and safety standards of national carriers. Additionally, it would require the FAA to implement the unfulfilled NTSB recommendations that were found to be responsible for this crash. I would like to thank Chairman COSTELLO for including a number of these provisions in the Airline Safety and Pilot Training Improvement Act that we are considering today. I am proud to be an original cosponsor of this bill and I urge my colleagues to support it.

Mr. PETRI. Mr. Speaker, 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 Illinois (Mr. COSTELLO) that the House suspend the rules and pass the bill, H.R. 3371, as amended.

The question was taken.

The SPEAKER pro tempore. In the opinion of the Chair, two-thirds being in the affirmative, the ayes have it.

Mr. COSTELLO. 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 motion will be postponed.

#### RECOGNIZING THE 40TH ANNIVERSARY OF THE GEORGE BUSH INTERCONTINENTAL AIRPORT IN HOUSTON, TEXAS

Mr. COSTELLO. Mr. Speaker, I move to suspend the rules and agree to the concurrent resolution (H. Con. Res. 138) recognizing the 40th anniversary of the George Bush Intercontinental Airport in Houston, Texas.

The Clerk read the title of the concurrent resolution.

The text of the concurrent resolution is as follows:

#### H. CON. RES. 138

Whereas the George Bush Intercontinental Airport in the City of Houston, Texas (referred to in this resolution as "IAH"), was first opened for operation on June 8, 1969;

Whereas in 1997, IAH was named in honor of the Nation's 41st President, George Herbert Walker Bush, a longtime resident of Houston who, as a Member of the Houston congressional delegation, was present at the 1969 opening of the airport;

Whereas IAH is the largest airport in Houston, serving over 43,000,000 passengers in 2008, is the 8th-largest airport in the United States and the 16th-largest in the world for total passengers served;

Whereas more than 700,000,000 people have passed through IAH's gates since its opening;

Whereas IAH has grown to become a world-class international gateway offering service to more than 109 domestic and 65 nonstop international destinations in over 32 countries;

Whereas in 1990, the City of Houston named the IAH international arrivals building, now the IAH Terminal D, in honor of the distinguished Congressman for the 18th District of Texas, George Thomas "Mickey" Leland, a renowned antipoverty activist who died tragically in 1989 while on a humanitarian visit to Ethiopia;

Whereas IAH operates the largest passenger international arrivals facility in the Nation and was selected by the Department of State and the Department of Homeland Security as the first "Model Port" for its efficiency in welcoming international passengers arriving in the United States;

Whereas IAH is a regional and world leader in air cargo processing, consolidation, and distribution;

Whereas IAH is a critical component of the Houston economy, supporting more than 151,000 jobs and contributing over \$24,000,000,000 in economic benefits to the Houston region; and

Whereas IAH serves 30 airlines and is the headquarters and major hub for award-winning Continental Airlines, which is celebrating its 75th anniversary in 2009: Now, therefore, be it

*Resolved by the House of Representatives (the Senate concurring), That the Congress—*

(1) recognizes the 40th anniversary of the founding of the George Bush Intercontinental Airport; and

(2) congratulates officials of the George Bush Intercontinental Airport, the Houston Airport System, and the City of Houston, Texas, for the airport's record of excellent service to the citizens of Houston and the national air transportation system.

The SPEAKER pro tempore. Pursuant to the rule, the gentleman from Illinois (Mr. COSTELLO) and the gentleman from Wisconsin (Mr. PETRI) each will control 20 minutes.

The Chair recognizes the gentleman from Illinois.

#### GENERAL LEAVE

Mr. COSTELLO. Mr. Speaker, I ask unanimous consent that all Members have 5 legislative days within which to revise and extend their remarks and to include extraneous material on H. Con. Res. 138.

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

There was no objection.

Mr. COSTELLO. Mr. Speaker, I rise in support of H. Con. Res. 138, introduced by the gentlewoman from Texas (Ms. JACKSON-LEE).

The concurrent resolution recognizes the 40th anniversary of the George Bush Intercontinental Airport in Houston, Texas, and congratulates officials of the airport and the City of Houston

for the airport's service to Houston's citizens and the national air transportation system.

Houston Intercontinental Airport is the largest airport in Houston, serving over 43 million passengers in 2008, and is the eighth largest airport in the United States. The airport has grown to become a world-class international gateway and is a regional and world leader in air cargo processing, consolidation, and distribution.

Finally, the airport supports more than 151,000 jobs and contributes over \$24 billion annually to the Houston regional economy.

Mr. Speaker, I urge my colleagues to join me in supporting H. Con. Res. 138.

I reserve the balance of my time.

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

Mr. Speaker, I rise in support of House Concurrent Resolution 138, recognizing the 40th anniversary of the George H.W. Bush Intercontinental Airport in Houston, Texas.

George H.W. Bush Intercontinental, as has been pointed out, is the eighth largest airport in these United States and served over 43 million passengers in 2008 alone. The airport offers flights to over 32 countries and is the world leader in air cargo processing, consolidation, and distribution.

George H.W. Bush Intercontinental is vital to the economic stability of the greater Houston area. The airport contributes almost \$24 billion in direct benefits to the region and supports more than 151,000 jobs. The airport is a valuable part of our national airspace system and is very important to the greater Houston area.

Mr. Speaker, I ask my colleagues to join me in supporting this resolution honoring the 40th anniversary of George H.W. Bush Intercontinental Airport.

I reserve the balance of my time.

Mr. COSTELLO. Mr. Speaker, I yield 4 minutes to the author of this legislation, the gentlelady from Texas (Ms. JACKSON-LEE).

Ms. JACKSON-LEE of Texas. I thank the distinguished gentleman from Illinois and as well the chairman and ranking member of the Aviation Subcommittee for your leadership on a number of issues that have been on the floor of the House today.

I thank my cosponsors, who realize in this time of a challenging economy how important the aviation industry is in being an economic engine; how many of our tourists that come to Washington, DC, many drive, but many of them fly, and they want to fly on a safe and secure system.

As the chairwoman of the Subcommittee on Transportation Security and Infrastructure Protection, Mr. COSTELLO and myself have common interests about security and safety, but we also are glad for our Nation's airports.

Our Nation's airports are large and small; they are rural and urban. I applaud them all. But I am excited to

stand with my colleagues to recognize one of the strongest airports in the Nation, the George H. Bush Intercontinental Airport in Houston, Texas, and is the subject of this resolution, H. Con. Res. 138 that I authored. I would like to thank my cosponsors, Mr. CULBERSON, Mr. MCCAUL, Mr. OLSON, and Mr. GENE GREEN.

I sponsored this resolution to acknowledge the importance of airport travel and to recognize that this airport in Houston, Texas, is an economic engine and to realize that the airport's record of excellent service to the citizens of Houston and the national air transportation system is deserving of acclamation and applause, for their great service has been a critical component of Houston's economy, supporting more than 151,000 jobs and contributing over \$24 billion in economic benefits to the Houston region over a period of time.

The George Bush Intercontinental Airport in the City of Houston was first opened for operation on June 8, 1969, 40 years ago. In 1997, it was named in honor of the Nation's 41st President, George Herbert Walker Bush, who happens to be a resident, along with his wife, Mrs. Bush, of Houston, Texas. He was also a member of the Houston congressional delegation, and he was present at the 1969 opening of the airport.

In 1990, the City of Houston named IAH's International arrivals building, now terminal D, in honor of my predecessor, Congressman Mickey Leland of the 18th Congressional district, who died tragically on a humanitarian effort trying to help the starving and ravished people of Ethiopia. He was also a figure who cared about people.

Our airport cares about people. It served over 43 million passengers in 2008. It is the eighth largest airport in the United States and the 16th largest in the world for total passengers served, with more than 700 million people having passed through its gates since its opening.

The airport has grown to be worldwide. We are building new terminals now. The anchor airline is Continental; but we are open to the many, many other airlines, as well as international airlines, because this is an international city. Houston is the fourth largest city in the Nation, but soon to be in this new census the possibility of being the third largest city in the Nation.

George Bush Intercontinental Airport has 109 domestic and 65 nonstop international destinations in over 32 countries. We are a part of the economic engine of this great country.

I would also like to note that George H.W. Bush, since we are concerned about being secure, was the President who asked for the Pan Am 103 report on the tragedy of Pan Am 103. He asked the Congress to establish the Pan Am 103 commission, and that commission was part of the effort of being able to respond to that tragedy. George Bush

as President received both the victims of that tragedy and the report while he was in the White House, and our now chairman of the full committee, Chairman OBERSTAR, was then the chairman of the Aviation Committee, served on the commission, and this Congress has implemented 63 of the 64 proposals of that particular commission. That means we worked hand-in-glove to help improve airline and airport security.

The SPEAKER pro tempore. The time of the gentlewoman has expired.

Mr. COSTELLO. I yield the gentle-lady an additional minute.

Ms. JACKSON-LEE of Texas. In supporting these airlines and supporting this airport, we are very pleased that this airport has been the recipient of many, many awards and as well many, many thank-you's from the employees to the traveling public. We are now in new construction for expansion.

I want to congratulate the City of Houston and the leadership of the Houston Intercontinental Airport, named for the 41st President of the United States, for providing the kind of economic engine that says to the world, we are open, we are friendly, and says to the City of Houston, we are your economic engine, too!

I ask my colleagues to support this legislation.

Mr. Speaker, I rise before you today in support of House Concurrent Resolution 138, Recognizing the 40th anniversary of the George Bush Intercontinental Airport in my home city of Houston, Texas. I would like thank my co-sponsors, Representative CULBERSON, Rep. GENE GREEN, Rep. MCCAUL, and Rep. OLSON.

I sponsored this resolution to recognize the 40th anniversary of the George Bush Intercontinental Airport and congratulate officials of the George Bush Intercontinental Airport, the Houston Airport System, and the city of Houston, Texas, for the airport's record of excellent service to the citizens of Houston and the national air transportation system. For their great service has been a critical component of the Houston economy, supporting more than 151,000 jobs and contributing over \$24,000,000,000 in economic benefits to the Houston region.

The George Bush Intercontinental Airport in the city of Houston, Texas was first opened for operation on June 8, 1969. In 1997, it was named in honor of the Nation's 41st President, George Herbert Walker Bush, a longtime resident of Houston who, as a Member of the Houston congressional delegation, was present at the 1969 opening of the airport. In 1990, the city of Houston named the IAH international arrivals building, now Terminal D, in honor of the distinguished Congressman for the 18th District of Texas, George Thomas "Mickey" Leland, a renowned antipoverty activist who died tragically in 1989 while on a humanitarian visit to Ethiopia.

IAH is the largest airport in Houston, serving over 43,000,000 passengers in 2008, is the 8th largest airport in the United States and the 16th largest in the world for total passengers served, with more than 700,000,000 people have passed through its gates since opening. Our airport has grown to become a world-class international gateway offering service to

more than 109 domestic and 65 nonstop international destinations in over 32 countries, and today remains a regional and world leader in air cargo processing, consolidation, and distribution.

The George Bush Intercontinental Airport in Houston operates the largest passenger international arrivals facility in the Nation and was selected by the Department of State and the Department of Homeland Security as the first "Model Port" for its efficiency in welcoming international passengers arriving in the United States.

Bush Intercontinental is located approximately 23 miles north of downtown Houston, near the Sam Houston Tollway (Beltway 8 North). The airport is operated and maintained by the City of Houston Department of Aviation. The Houston Airport System functions as an enterprise fund and does not burden the local tax base for airport operations, maintenance or capital improvements. IAH currently ranks 3rd in the United States among U.S. airports with scheduled non-stop domestic and international service (over 170 destinations). With more than 29 destinations in Mexico, IAH offers service to more Mexican destinations than any other U.S. airport. Furthermore, this airport is the 8th busiest airport in the U.S. for total passengers. For these reasons and more we ask for my colleagues to support this bill.

Mr. PETRI. Mr. Speaker, at this time I yield such time as he may consume to our hardworking colleague from the greater Houston area in the State of Texas, Representative PETER OLSON.

Mr. OLSON. Mr. Speaker, I also would like to thank Chairman COSTELLO and Ranking Member PETRI for all your hard work to get this resolution to this point.

In June of this year, George Bush Intercontinental Airport in Houston celebrated its 40th anniversary. Intercontinental is the largest airport in Houston and served more than 43 million passengers in 2008, making it the eighth largest airport in the United States and the 16th largest airport in the world.

□ 1400

Serving as Houston's gateway to the world, Intercontinental operates one of the largest international passenger arrival facilities in our country. With five terminals and 125 gates, Intercontinental gives passengers the option of service to over 170 nonstop destinations in more than 30 countries around the world. It is one of few airports in the world with five, five, air carrier runways, and the ability to handle triple simultaneous takeoffs and landings in all sorts of weather.

Intercontinental is a key driver for the greater Houston area economy. The airport supports more than 151,000 jobs and contributes more than \$24 billion in economic benefits to the Houston region. Bush Intercontinental Airport is an important part of keeping the goods and people moving around our great nation and the entire world.

I ask that my colleagues join me in supporting House Concurrent Resolution 138 and recognizing Intercontinental's 40th anniversary.

Mr. OBERSTAR. Mr. Speaker, I rise in support of this legislation, H. Con. Res. 138, introduced by the gentlewoman from Texas (Ms. JACKSON-LEE), which recognizes the 40th anniversary of the George Bush Intercontinental Airport in Houston, Texas, and congratulates officials of the airport and the City of Houston for the airport's service to Houston citizens and the national air transportation system. I thank Representative JACKSON-LEE for her leadership on this measure.

Houston Intercontinental Airport is the eighth largest airport in the United States, serving over 43 million passengers in 2008. The airport offers 109 domestic and 65 nonstop international destinations in over 32 countries by 30 airlines. More than 700 million passengers have travelled through the airport since it opened in 1969. Furthermore, the airport contributes more than 151,000 jobs and \$24 billion in economic benefits to the Houston region. For air cargo, the airport is a regional and world leader in processing, consolidation, and distribution.

I urge my colleagues to join me in supporting H. Con. Res. 138.

Mr. PETRI. I have no further requests for time. I urge my colleagues to support this resolution.

I yield back the balance of my time.

Mr. COSTELLO. Mr. Speaker, we have no further requests for time. I urge my colleagues to support this legislation.

I yield back the balance of our time.

The SPEAKER pro tempore. The question is on the motion offered by the gentleman from Illinois (Mr. COSTELLO) that the House suspend the rules and agree to the concurrent resolution, H. Con. Res. 138.

The question was taken; and (two-thirds being in the affirmative) the rules were suspended and the concurrent resolution was agreed to.

A motion to reconsider was laid on the table.

#### COMMENDING RUSS MEYER ON HIS INDUCTION INTO THE NATIONAL AVIATION HALL OF FAME

Mr. COSTELLO. Mr. Speaker, I move to suspend the rules and agree to the resolution (H. Res. 719) commending Russ Meyer on his induction into the National Aviation Hall of Fame, as amended.

The Clerk read the title of the resolution.

The text of the resolution is as follows:

##### H. RES. 719

*Whereas the leadership of Russell (Russ) W. Meyer, Jr., former chairman and chief executive officer of Cessna Aircraft Company and a leading proponent of general aviation, has had a dramatic impact on the continued growth of the aviation industry in Kansas and throughout the United States;*

*Whereas Russ Meyer was one of the principal advocates for the General Aviation Revitalization Act of 1994 (Public Law 103-298; 108 Stat. 1552);*

*Whereas Russ Meyer was instrumental in the development of the "Be A Pilot Program", which has resulted in tens of thousands of new pilots and contributed more than \$200,000,000 to*

*the United States economy through general aviation operations;*

*Whereas Russ Meyer was the originator of the Citation Special Olympics Airlift, in which hundreds of owners of Citation aircraft transport athletes from around the country to the Special Olympics National Games; and*

*Whereas Russ Meyer will join fellow residents of Kansas Olive Beech and Walter Beech, Lloyd Stearman, Clyde Cessna, Amelia Earhart, and Joe Engle in the National Aviation Hall of Fame: Now, therefore, be it*

*Resolved, That the House of Representatives—*

(1) commends Russ Meyer for being inducted into the National Aviation Hall of Fame;

(2) recognizes the achievements of Russ Meyer during his lifetime of service to the aviation industry; and

(3) directs the Clerk of the House of Representatives to transmit a copy of this resolution to Russ Meyer.

The SPEAKER pro tempore (Mr. SCHIFF). Pursuant to the rule, the gentleman from Illinois (Mr. COSTELLO) and the gentleman from Wisconsin (Mr. PETRI) each will control 20 minutes.

The Chair recognizes the gentleman from Illinois.

##### GENERAL LEAVE

Mr. COSTELLO. Mr. Speaker, I ask unanimous consent that all Members may have 5 legislative days within which to revise and extend their remarks and to include extraneous materials on H. Res. 719.

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

There was no objection.

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

Mr. Speaker, I rise in support of H. Res. 719, introduced by the gentleman from Kansas (Mr. TIAHRT). The resolution recognizes Russell W. Meyer, Jr., for his achievements and lifetime of service to the aviation industry and commends him on his induction into the National Aviation Hall of Fame.

As a leading proponent of aviation, Russ demonstrated strong leadership as the former chairman and chief executive officer of Cessna Aircraft Company. He was instrumental in supporting innovative aviation programs and played a key role in the development of the Be A Pilot program that resulted in tens of thousands of new pilots and contributed more than \$200 million to the economy.

Russ has served on three Presidential commissions and was one of the principal architects of the General Aviation Revitalization Act of 1994.

In 1995 he received one of aviation's most prestigious individual honors, the Wright Brothers Memorial Trophy. It is awarded annually on the anniversary of the Wright brothers' first powered flight.

Mr. Speaker, I urge my colleagues to join me in honoring one of America's pioneers in aviation by supporting H. Res. 719.

I reserve the balance of my time.

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

I rise today in support of the resolution before us, House Resolution 719,

recognizing and honoring Russell W. Meyer, Jr., on his induction into the National Aviation Hall of Fame. Probably best known for his role as chairman and chief executive officer of Cessna Aircraft for 28 years, Mr. Meyer is an enthusiastic member of the general aviation community. In the mid-1990s, when the entire general aviation industry was on the brink, he helped push the General Aviation Revitalization Act of 1994 to enactment.

Through the development of the Be A Pilot program, Mr. Meyer did his best to share his love of flying with others. And when Special Olympics athletes faced challenges in transportation to the Games, he organized the Citation Special Olympics Airlift, partnering athletes with Cessna Citation owners and pilots to provide a ride to the Games. In addition to his philanthropic work with the aviation industry, Russ Meyer was also an active philanthropist for local charities in and around his hometown.

For his accomplishments as both an Air Force and Marine Corps aviator, a successful aircraft manufacturing executive and a philanthropist, we honor Russ Meyer and congratulate him on his induction into the National Aviation Hall of Fame.

I urge my colleagues to support the resolution.

I reserve the balance of my time.

Mr. COSTELLO. Mr. Speaker, we have no further speakers on our side.

I reserve the balance of our time.

Mr. PETRI. Mr. Speaker, I yield such time as he may consume to our colleague from Kansas, Representative TODD TIAHRT.

Mr. TIAHRT. Mr. Speaker, I want to first thank Chairman COSTELLO for his leadership on this legislation and also Ranking Member PETRI for his help in recognizing Russ Meyer.

It's with great pleasure that I come to the floor today to commend Russ W. Meyer, Jr., for his induction into the National Aviation Hall of Fame. In April, Russ joined astronauts Ellen Collins, the late Edward White, and movie legend Jimmy Stewart in the class of 2009.

Russ has had a distinguished career both in the private and public arena. While attending Harvard Law School, Russ served with the United States Marine Corps Reserves from 1958 to 1961. After a few years in the private practice of law, Russ entered the aviation industry as president and CEO of Grumman American Aviation Corporation in Cleveland, Ohio. Then Russ came to Wichita, Kansas. Russ joined the Cessna Aircraft Company as executive vice president in June of 1974. One year later he became the chairman and CEO.

There are few who have done more for the general aviation community than Russ. He led Cessna, both as chairman and CEO, for a total of 23 years. During his time with Cessna, Russ led the expansion of the Cessna line of business jets, the world's most popular line of mid-sized jets.