

later. The final two goals that sealed the victory were by Kelly Whitaker, who was the championship game MVP.

Congratulations are in order for Head Coach Mike Fitzpatrick along with his Assistant Coach Gary Sabo, Goalkeeper Coach Chris Barrett and JV Coach Jim Coggins.

Members of the championship team included Laura Allen, Deanna Carr, Sara Crowder, Lisa Demeyer, Lauren Field, Erin Gonzalez, Natalie Henderson, Melissa Hunter, Andrea Lance, Bevan Menamara, Jolie Reed, Erin Slides, Marty Thompson, Marianne Trexler, Claire Walley, Kelly Whitaker, and Wendy Williams.

Everyone at Southwest Guilford High School can be proud of the Cowgirls. On behalf of the citizens of the Sixth District, we congratulate Athletic Director Brindon Christman, Principal Wayne Tuggle and everyone at Southwest Guilford for winning the state 3-A girls soccer championship.

INTRODUCTION OF THE AIRCRAFT CLEAN AIR ACT OF 2001

HON. JERROLD NADLER

OF NEW YORK

IN THE HOUSE OF REPRESENTATIVES

Wednesday, June 13, 2001

Mr. NADLER. Mr. Speaker, today I am introducing the Aircraft Clean Air Act of 2001 along with Senator DIANE FEINSTEIN who has introduced the companion bill in the Senate. This legislation is intended to create a procedure within the FAA to record cabin air quality incidents on commercial flights and to require airlines to turn over certain information regarding those complaints to the FAA.

The problem, Mr. Speaker, is that there is no way for passengers and crew members to register complaints about poor air quality they may have experienced on a commercial flight in the United States. Airlines are not required to save, or make available, valuable maintenance records of the flights where air quality problems are reported. Nor are they required to make available the chemical constituents present to which a person on the plane may be exposed. As a result, we have very little information as to the frequency or nature of cabin air quality incidents.

The Aircraft Clean Air Act of 2001 addresses this problem by allowing passengers and crew members to register cabin air quality complaints directly with the FAA. The FAA is then required to pass the complaint on to the appropriate airline, and to keep records of all complaints for ten years. Further, a passenger or crew members may request that the airline named in their complaint turn over the applicable mechanical and maintenance records of the flight in question if they have had a medical professional verify their symptoms. Airlines would have 15 days to turn over this information, after which a civil penalty of \$1,000 per day would be levied on the airline for every day they do not turn over the requested information.

The Aircraft Clean Air Act of 2001 addresses another issue as well, the level at which aircraft are pressurized in flight. Currently airplanes are pressurized at 8,000 feet while

they are in the air. This means that for the duration a flight is in the air, it feels to the passengers as if they are at 8,000 feet above sea level, regardless of the actual altitude of the aircraft. The 8,000 foot standard was based on outdated research that used an unrepresentative sample of the population. Recently, there have been questions regarding the safety of the 8,000 foot level. As a person goes higher above sea level, the rate at which oxygen is absorbed into the body decreases. This could cause problems such as shortness of breath and numbness in limbs, and lead to other health related problems.

The Aircraft Clean Air Act of 2001 authorizes the FAA to sponsor a study to determine if the cabin altitude rate, as currently defined by existing government regulation, should be lowered. The study would examine the affects of altitudes between 5,000 and 8,000 feet on various types of people that broadly represent the public. The bill allows universities to compete to conduct the study, and allows the National Academy of Sciences' "Committee on Air Quality in Passenger Cabins of Commercial Aircraft" to select the winner.

Mr. Speaker, airlines should be required to record all air quality complaints from passengers and crew members and to turn over the requested maintenance information in order to insure that our airlines remain the safest in the world. This is a matter of extreme importance for the flying public as well as those who work in the industry, and I urge my colleagues to support this legislation.

ELIMINATE PENALTY FOR IMMIGRANT CHILDREN—H.R. 1209

HON. PATSY T. MINK

OF HAWAII

IN THE HOUSE OF REPRESENTATIVES

Wednesday, June 13, 2001

Mrs. MINK of Hawaii. Mr. Speaker, I rise in strong support of H.R. 1209—The Child Protection Act of 2001. Too many injustices affect immigrants as a result of how the current Immigration and Nationality Act is written. H.R. 1209 is but one way to ensure that children of citizens are not penalized because it takes the INS an unacceptable length of time to process their adjustment of status petitions.

Alien children of U.S. citizens are eligible for admission as an immediate relative. They are not subject to any numerical limitations on visas. The only wait time for these children is the actual time the INS takes to process their petitions.

However, when these children turn 21 years of age, their status shifts from immediate relative status to the status of family-first preference. This category is subject to a limited number of visas per year.

If these children turn 21 after their immediate relative petition is filed, they are moved to the bottom of the wait list for the family-first preference category. Since this category is backlogged for many countries, the child's wait time for processing unfairly increases.

H.R. 1209 would ensure that an alien child of a U.S. citizen shall remain eligible for immediate relative status as long as an immigrant visa petition was filed before the child turned

21. The date the petition was filed, and not the date the petition is processed, shall apply.

I urge my colleagues to support this piece of legislation to correct this inequitable outcome.

IRRELEVANT WEEK 26TH ANNIVERSARY

HON. CHRISTOPHER COX

OF CALIFORNIA

IN THE HOUSE OF REPRESENTATIVES

Wednesday, June 13, 2001

Mr. COX. Mr. Speaker, I rise today to commemorate an unusual community event that takes place in my district each year. "Irrelevant Week," now being celebrated for the 26th year in a row, was the vision of former National Football League player Paul Salata.

Founded on the premise of "doing something nice for someone for no reason," Irrelevant Week has inspired generous acts that have made this popular event one of the most relevant altruistic programs held in Orange County. The honoree of the week is, by tradition, the person chosen last in the National Football League draft. Whether first or last in the NFL draft, Paul Salata knows that beyond pure talent, it is the character and drive of the player—even if the last one picked—that will determine how successful he will be on the field. Proceeds from the week's events are donated to charities in Southern California, including this year's beneficiaries: the Orange County Youth Sports Foundation and Save Our Youth.

This year's honoree is future Arizona Cardinal Tevita Ofahengau. He was the 246th pick in the NFL draft this year. Born in Tonga and raised in Laie, Hawaii, he is a 6'2" 251-pound tight end from Brigham Young University.

Tevita, along with his wife and four children, will undoubtedly enjoy celebrating his reign as "Mr. Irrelevant" during the week's festivities. On behalf of the United States Congress and the people of Orange County whom it is my privilege to represent, congratulations to Tevita, his family, Paul Salata, and everyone associated with Irrelevant Week XXVI.

HONORING HOWARD SCHARLIN

HON. PETER DEUTSCH

OF FLORIDA

IN THE HOUSE OF REPRESENTATIVES

Wednesday, June 13, 2001

Mr. DEUTSCH. Mr. Speaker, I rise today to honor a man who will be greatly missed by all who knew him. A man who served his country proudly in its hour of need, and a man whose love for his work and his life are only eclipsed by his immeasurable love of family. It brings me great sadness to report that Howard Scharlin of Coconut Grove, Florida, passed away last Tuesday at the age of 73.

Howard Scharlin attended school at Brooklyn College and later at Brooklyn Law School. He was admitted to the New York State Bar Association in 1951. Before entering the practice of law, he joined the Navy and attended Officers Training School from which he eventually became a line officer on the *Battleship*