

that we do not deny many of our agencies the talents and the abilities of individuals who have been caught in this conundrum that has taken place.

And this has been, after many months of negotiation, and Mr. ISSA has been a vital part of these negotiations with Selective Service, with the Veterans Administration, and with the Office of Personnel Management, and I would encourage all of my colleagues to support this legislation. I think it restores to law the intent for which it was passed and keeps us from punishing those individuals who are not guilty of knowingly refusing to register for the draft.

□ 1430

Mr. ISSA. Mr. Speaker, often the most absurd example is what forces us to look, and look more carefully, at flaws in our legislation. This one is a good example. Chris Frecking is a citizen of the United States who has been employed at the Department of Veterans Affairs Medical Center in San Francisco for the last 16 years. Mr. Frecking was born in the Philippines to an American father in 1968 and was sworn in as a U.S. citizen in 1990. But there lies the rub.

He was sworn in as an American citizen. He came here from the Philippines after he turned 18 unaware that he should register with the Selective Service after there was in fact no draft or likelihood of anyone being called if they did. He failed to do so. He did try, though, when he discovered that this was a lifetime requirement in 1994. But, in fact, this was not allowed.

This is a gentleman who has been a good citizen, who in fact fell through the cracks. This legislation today after careful scrutiny in harmony with many organizations but most importantly at the leadership of the director of the Selective Service, in fact, makes it possible for us to continue to urge men to register for the Selective Service and treats them fairly if, through no fault of their own, they fail to do so.

I urge the swift passage of this bill. It is good legislation. It corrects a minor flaw. I join with my colleague from California in saying that sometimes the best legislation is small and bipartisan but makes a big difference in people's lives.

I reserve the balance of my time.

Mr. DAVIS of Illinois. Mr. Speaker, I yield 1 additional minute to the gentleman from California (Mr. GEORGE MILLER).

Mr. GEORGE MILLER of California. I want to thank my colleague from California for mentioning Mr. Frecking, because this was a case that really was just so absurd in how it was being played out because of the circumstances that he found himself caught in, but more importantly it also had the potential to deny the veterans service of the VA Hospital in San Francisco the very skilled talents of this individual. They went to bat. They recognized that they too had made a mis-

take, inadvertently they made a mistake. But they did not want to lose his skill and talents to our veterans coming through that hospital. And it was really at their insistence, their concern, that brought this case to the forefront and allowed us to be able to work it out with the Office of Personnel Service and Selective Service.

I know as we explained it, we talked about it back and forth, and Mr. ISSA, at first I don't think he thought this could possibly be going on, but we convinced him that it was, and this is exactly the kind of case that this legislation is designed to address so we don't harm these individuals in the manner which was possible for Mr. Frecking.

I thank the gentleman for yielding.

Mr. ISSA. I yield back the balance of my time.

Mr. DAVIS of Illinois. Mr. Speaker, I yield myself such time as I might consume.

As a Member of the House Committee on Oversight and Government Reform, I am pleased to join my colleagues in the consideration of H.R. 4108, as amended, a bill to amend title 5, relating to Selective Service registration.

H.R. 4108 was introduced on November 7, 2007, by Representatives GEORGE MILLER and DARRELL ISSA. The legislation would provide for exemptions from determinations of ineligibility for Federal employment for individuals who have not registered with the Selective Service. Those who have received an honorable discharge from the armed services who have performed at least 10 years of Federal service would no longer be deemed ineligible.

Under current law, all males born after December 31, 1959, must register with the Selective Service by their 26th birthday in order to be eligible for employment in the Federal Government. An individual who has not registered with the Selective Service is not eligible for Federal employment unless he can prove by a preponderance of the evidence that the failure to register was neither knowing nor willful.

This means that the individual must prove to a high legal standard that he did not know he was required to register or thought he had registered. H.R. 4108 would exempt from this requirement individuals who were honorably discharged from the armed services or who have 10 years of service in the Federal Government.

H.R. 4108 was introduced on November 7, 2007, and referred to the Committee on Oversight and Government Reform. The committee marked up the measure on November 8, 2007, and ordered that the bill be reported by voice vote.

Mr. Speaker, I urge swift passage of this bill.

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. DAVIS) that the House suspend the rules and pass the bill, H.R. 4108, as amended.

The question was taken; and (two-thirds being in the affirmative) the rules were suspended and the bill, as amended, was passed.

A motion to reconsider was laid on the table.

COMMEMORATING THE CENTENNIAL ANNIVERSARY OF THE SAILING OF THE NAVY'S "GREAT WHITE FLEET"

Mrs. BOYDA of Kansas. Mr. Speaker, I move to suspend the rules and agree to the concurrent resolution (H. Con. Res. 261) commemorating the centennial anniversary of the sailing of the Navy's "Great White Fleet," launched by President Theodore Roosevelt on December 16, 1907, from Hampton Roads, Virginia, and returning there on February 22, 1909.

The Clerk read the title of the concurrent resolution.

The text of the concurrent resolution is as follows:

H. CON. RES. 261

Whereas the launching of the Great White Fleet marked the emergence of the United States as a true global seapower, able to dispatch 16 new battleships on a worldwide deployment for 14 months;

Whereas these battleships were painted entirely white, with gilded scrollwork on their bows, and subsequently came to be known as the "Great White Fleet";

Whereas the 4 squadrons of 4 battleships each, manned by 14,000 sailors, sailed 43,000 miles and made 20 port calls on 6 continents;

Whereas the Fleet, in conducting visits to important nations such as Australia, served to reinforce a friendship and partnership that continues to this day;

Whereas the Fleet, in providing a tangible demonstration of the forward naval presence of the United States in the Pacific, also reinforced the message of how important maritime stability and security are to the United States;

Whereas the Fleet, in response to one of the worst natural disasters in European history, was able to immediately divert to Messina, Sicily, to offer humanitarian aid to the Italian people; and

Whereas the Fleet, in executing a range of missions and returning to the United States after 14 months at sea, displayed to the world a number of core American values, including compassion, showed its flexibility by responding to unforeseen events, and demonstrated the ability of the United States to project maritime power as a stabilizing force: Now, therefore, be it

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

(1) commemorates the wisdom of President Theodore Roosevelt in developing and launching the Great White Fleet;

(2) supports a one-time designation of a day to celebrate the 100th centennial of the Great White Fleet and the special role the Fleet played in building enduring friendships with important allies and partner nations;

(3) commends efforts by the Department of the Navy to maintain and strengthen our cooperative partnerships with foreign nations and to safeguard our Nation's interests in the maritime domain;

(4) commends efforts by the Department of the Navy in leading the development of a Cooperative Strategy for 21st Century Seapower; and

(5) honors the sacrifices made and services rendered by the servicemembers of the Navy,

Marine Corps, and the Coast Guard and the civilians who constitute our maritime services.

The SPEAKER pro tempore. Pursuant to the rule, the gentlewoman from Kansas (Mrs. BOYDA) and the gentlewoman from Virginia (Mrs. DRAKE) each will control 20 minutes.

The Chair recognizes the gentlewoman from Kansas.

GENERAL LEAVE

Mrs. BOYDA of Kansas. Mr. Speaker, I ask unanimous consent that all Members have 5 legislative days in which to revise and extend their remarks on the concurrent resolution under consideration.

The SPEAKER pro tempore. Is there objection to the request of the gentlewoman from Kansas?

There was no objection.

Mrs. BOYDA of Kansas. Mr. Speaker, I yield myself such time as I might consume.

Mr. Speaker, I rise today to support House Concurrent Resolution 261, commemorating the centennial anniversary of the sailing of the Navy's Great White Fleet launched by President Theodore Roosevelt on December 16, 1907 from Hampton Roads, Virginia, and returning there on February 22, 1909.

I would like to thank my colleague from Virginia, Mrs. THELMA DRAKE, my friend and colleague on the House Armed Services Committee, for bringing this measure before the House. It was the Atlantic Fleet, later to be known as the Great White Fleet for its pristine decor that launched the United States into the realm of the maritime overnight. Over 14,000 sailors made an extraordinary voyage around the world, from Virginia in the Atlantic Ocean, around South America's Cape Horn to San Francisco. From there, the crews sailed the Pacific Ocean, the Indian Ocean, through the Mediterranean Sea, and back to the United States, stopping in such great nations as Australia and Italy to forge and secure the diplomatic friendships that continue to this day.

In 14 months, the Great White Fleet demonstrated to the entire world that the United States is committed to both military maritime presence as well as international humanitarian aid. This coming Sunday, December 16, marks the 100th year since the beginning of that voyage. In the past 100 years, we have maintained these commitments and continued deployments of the naval ships, including the hospital ships *Mercy* and *Comfort*, to provide aid and assistance to those in time of need. This centennial is an appropriate time to celebrate and renew our continued commitment to responsible international stewardship.

Mr. Speaker, I urge my colleagues to support House Concurrent Resolution 261.

I reserve the balance of my time.

Mrs. DRAKE. Mr. Speaker, I yield myself such time as I might consume.

I rise in strong support of House Concurrent Resolution 261, a resolution I

introduced to commemorate the centennial anniversary of the launching of the Great White Fleet. On December 16, 1907, 16 battleships, including, of course, the USS *Virginia*, launched from Norfolk for a 14-month-long cruise around the world. Envisioned by President Theodore Roosevelt, himself a former Assistant Secretary of the Navy, as an opportunity to showcase the military and humanitarian might of the United States, the fleet sailed over 42,000 miles around the globe, traveling around the tip of South America, across the Pacific and Indian Oceans, through the Suez and Mediterranean and back across the Atlantic to Norfolk.

Upon arriving in Egypt, the fleet's commanding officer, Rear Admiral Charles Sperry, dispatched two of his battleships to assist in providing humanitarian assistance to the victims of an earthquake that had ravaged Sicily. The cruise, which has earned its place in American naval history as one the single greatest achievements of the 20th century, foreshadowed events in 2004 when the U.S. Navy provided assistance and comfort to the victims of the tsunami in Indonesia and neighboring countries and again in 2005 when assistance was provided to the victims of Hurricane Katrina.

The event also foreshadowed the debate in Washington regarding the size of the U.S. fleet and the needed industrial capacity. Painted white and visible for miles, the fleet caused President Roosevelt to ask rhetorically, "Oughtn't we all feel proud?" I can surely sympathize. As the Representative of Virginia's Second Congressional District, I fully understand the proud sensation of driving across the Hampton Roads Bridge-Tunnel and seeing the raw naval power that is home ported in Norfolk.

That moment of pride transcends into a moment of pause when witnessed by our enemies and a moment of comfort when witnessed by our friends. President Roosevelt understood the concept of force projection before the term was fashionable.

Our great tradition of naval power was not founded by President Roosevelt, but he understood it and harnessed it foreshadowing the great challenges of the 21st century and today.

I would note, Mr. Speaker, that the idea of sending our fleet halfway around the world was not an idea widely accepted by Congress, and yet President Roosevelt through his leadership and determination and in his role as Commander in Chief set out to do what he thought was right, sending a message long before it can be done over a computer that the United States was now an "A List" celebrity on the world stage. And it worked. Upon its return, the headline of *The Washington Post* dated February 21, 1909, read: "Eyes of World Opened By Fleet."

Mr. Speaker, ask most students of history about the achievements of President Theodore Roosevelt, and I

imagine that they will start with the Panama Canal. I introduced this resolution in part because I feel that President Roosevelt's historic vision of a strong blue-water Navy as the cornerstone of American foreign policy should never be forgotten.

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

Mrs. BOYDA of Kansas. I would just like to close by saying that as the proud daughter of a naval veteran from World War II, I again thank my colleague from Virginia for bringing forth this resolution and I urge my colleagues to support House Concurrent Resolution 261.

I am prepared to close if my colleague is.

Mr. SCOTT of Virginia. Mr. Speaker, I rise today in support of House Concurrent Resolution 261, introduced by my friend and colleague from Virginia's Second Congressional District, Congresswoman THELMA DRAKE, to commemorate the centennial anniversary of the sailing of the Navy's "Great White Fleet" from Hampton Roads, Virginia.

On December 16, 1907, President Theodore Roosevelt dispatched sixteen new battleships at the 1907 Jamestown Exposition on a global deployment to show the world that the United States had emerged as a global naval power. These sixteen ships were painted white, with gilded scrollwork on their bows, and became known as the "Great White Fleet."

Made up of four squadrons of four battleships each and manned by 14,000 sailors, the ships sailed 43,000 miles and made 20 port calls on six continents in 14 months. The fleet helped shore up American diplomatic efforts and friendships around the world, proving the success of pragmatic diplomatic policy. The fleet was greeted enthusiastically in nearly every port, where people in the thousands turned out to see America's new fleet. The fleet also responded to one of the worst earthquakes in European history by diverting to Sicily to offer humanitarian aid to the people of Italy.

On February 22, 1909, President Roosevelt returned to Hampton Roads, Virginia to witness the triumphant return of the "Great White Fleet." President Roosevelt saw the fleet's successful global voyage as one of his administration's major accomplishments by enhancing the role of the United States in international affairs. Few can deny the historical importance of President Roosevelt's decision to deploy the "Great White Fleet" around the world.

Seven of the 16 great battleships that constituted the "Great White Fleet" were built in my hometown of Newport News, Virginia at Newport News Shipbuilding and Dry Dock Company, today known as Northrop Grumman Newport News. Although the "Great White Fleet" demonstrated that America was an emerging seapower, the success of the "Great White Fleet" made Newport News and the Hampton Roads area a powerhouse for shipbuilding. One hundred years later, Northrop Grumman Newport News is still leading the way in the shipbuilding industry by building some of the most powerful and advanced ships for the United States Navy. Northrop Grumman Newport News has already begun work on the U.S.S. *Gerald Ford*, the newest

and most advanced generation of air craft carrier, to lead the U.S. Navy into the 21st century.

Mr. Speaker, the voyage of the "Great White Fleet" has proven to be a pivotal event in the history of this great Nation. While impacting the entire United States, the impression of the "Great White Fleet" can be most felt in Hampton Roads, Virginia. In addition to being home to one of the Nation's most important shipbuilding facilities at Newport News, the world's largest naval base is located just across the Hampton Roads in Norfolk, Virginia. The citizens of Hampton Roads should feel very proud about the role of our region in one of the most important nautical voyages in American history. I urge my colleagues to support this important concurrent resolution.

Mrs. DRAKE. I yield back the balance of my time.

Mrs. BOYDA of Kansas. I yield back my time.

The SPEAKER pro tempore. The question is on the motion offered by the gentlewoman from Kansas (Mrs. BOYDA) that the House suspend the rules and agree to the concurrent resolution, H. Con. Res. 261.

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.

COMMUNICATION FROM THE CLERK OF THE HOUSE

The SPEAKER pro tempore laid before the House the following communication from the Clerk of the House of Representatives:

OFFICE OF THE CLERK,
HOUSE OF REPRESENTATIVES,
Washington, DC, December 7, 2007.

Hon. NANCY PELOSI,
Speaker, House of Representatives, The Capitol,
Washington, DC.

DEAR MADAM SPEAKER: Pursuant to the permission granted in Clause 2(h) of Rule II of the Rules of the U.S. House of Representatives, the Clerk received the following message from the Secretary of the Senate on December 7, 2007, at 3:39 p.m.:

That the Senate passed without amendment H.R. 4252.

With best wishes, I am
Sincerely,

LORRAINE C. MILLER,
Clerk of the House.

□ 1445

FAIR TREATMENT FOR EXPERIENCED PILOTS ACT

Mr. OBERSTAR. Mr. Speaker, I move to suspend the rules and pass the bill (H.R. 4343) to amend title 49, United States Code, to modify age standards for pilots engaged in commercial aviation operations.

The Clerk read the title of the bill.

The text of the bill is as follows:

H.R. 4343

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled,

SECTION 1. SHORT TITLE.

This Act may be cited as the "Fair Treatment for Experienced Pilots Act".

SEC. 2. AGE STANDARDS FOR PILOTS.

(a) IN GENERAL.—Chapter 447 of title 49, United States Code, is amended by adding at the end the following:

"§ 44729. Age standards for pilots

"(a) IN GENERAL.—Subject to the limitation in subsection (c), a pilot may serve in multicrew covered operations until attaining 65 years of age.

"(b) COVERED OPERATIONS DEFINED.—In this section, the term 'covered operations' means operations under part 121 of title 14, Code of Federal Regulations.

"(c) LIMITATION FOR INTERNATIONAL FLIGHTS.—

"(1) APPLICABILITY OF ICAO STANDARD.—A pilot who has attained 60 years of age may serve as pilot-in-command in covered operations between the United States and another country only if there is another pilot in the flight deck crew who has not yet attained 60 years of age.

"(2) SUNSET OF LIMITATION.—Paragraph (1) shall cease to be effective on such date as the Convention on International Civil Aviation provides that a pilot who has attained 60 years of age may serve as pilot-in-command in international commercial operations without regard to whether there is another pilot in the flight deck crew who has not attained age 60.

"(d) SUNSET OF AGE 60 RETIREMENT RULE.—On and after the date of enactment of this section, section 121.383(c) of title 14, Code of Federal Regulations, shall cease to be effective.

"(e) APPLICABILITY.—

"(1) NONRETROACTIVITY.—No person who has attained 60 years of age before the date of enactment of this section may serve as a pilot for an air carrier engaged in covered operations unless—

"(A) such person is in the employment of that air carrier in such operations on such date of enactment as a required flight deck crew member; or

"(B) such person is newly hired by an air carrier as a pilot on or after such date of enactment without credit for prior seniority or prior longevity for benefits or other terms related to length of service prior to the date of rehire under any labor agreement or employment policies of the air carrier.

"(2) PROTECTION FOR COMPLIANCE.—An action taken in conformance with this section, taken in conformance with a regulation issued to carry out this section, or taken prior to the date of enactment of this section in conformance with section 121.383(c) of title 14, Code of Federal Regulations (as in effect before such date of enactment), may not serve as a basis for liability or relief in a proceeding, brought under any employment law or regulation, before any court or agency of the United States or of any State or locality.

"(f) AMENDMENTS TO LABOR AGREEMENTS AND BENEFIT PLANS.—Any amendment to a labor agreement or benefit plan of an air carrier that is required to conform with the requirements of this section or a regulation issued to carry out this section, and is applicable to pilots represented for collective bargaining, shall be made by agreement of the air carrier and the designated bargaining representative of the pilots of the air carrier.

"(g) MEDICAL STANDARDS AND RECORDS.—

"(1) MEDICAL EXAMINATIONS AND STANDARDS.—Except as provided by paragraph (2), a person serving as a pilot for an air carrier engaged in covered operations shall not be subject to different medical standards, or different, greater, or more frequent medical examinations, on account of age unless the Secretary determines (based on data received or studies published after the date of enactment of this section) that different

medical standards, or different, greater, or more frequent medical examinations, are needed to ensure an adequate level of safety in flight.

"(2) DURATION OF FIRST-CLASS MEDICAL CERTIFICATE.—No person who has attained 60 years of age may serve as a pilot of an air carrier engaged in covered operations unless the person has a first-class medical certificate. Such a certificate shall expire on the last day of the 6-month period following the date of examination shown on the certificate.

"(h) SAFETY.—

"(1) TRAINING.—Each air carrier engaged in covered operations shall continue to use pilot training and qualification programs approved by the Federal Aviation Administration, with specific emphasis on initial and recurrent training and qualification of pilots who have attained 60 years of age, to ensure continued acceptable levels of pilot skill and judgment.

"(2) LINE EVALUATIONS.—Not later than 6 months after the date of enactment of this section, and every 6 months thereafter, an air carrier engaged in covered operations shall evaluate the performance of each pilot of the air carrier who has attained 60 years of age through a line check of such pilot. Notwithstanding the preceding sentence, an air carrier shall not be required to conduct for a 6-month period a line check under this paragraph of a pilot serving as second-in-command if the pilot has undergone a regularly scheduled simulator evaluation during that period.

"(3) GAO REPORT.—Not later than 24 months after the date of enactment of this section, the Comptroller General shall submit to the Committee on Transportation and Infrastructure of the House of Representatives and the Committee on Commerce, Science, and Transportation of the Senate a report concerning the effect, if any, on aviation safety of the modification to pilot age standards made by subsection (a)."

(b) CLERICAL AMENDMENT.—The analysis for chapter 447 of title 49, United States Code, is amended by adding at the end the following:

"44729. Age standards for pilots."

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

The Chair recognizes the gentleman from Minnesota.

GENERAL LEAVE

Mr. OBERSTAR. Mr. Speaker, I ask unanimous consent that all Members may have 5 legislative days in which to revise and extend their remarks on the pending bill.

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

There was no objection.

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

Mr. Speaker, this legislation will raise the retirement age for commercial airline pilots from age 60 to age 65. For more than three generations, pilots have been required to retire from commercial aviation when they reach age 60. There have been a number of changes in both the medical condition, the medical examination of pilots, recurring, more intensive medical reviews, that argue for a longer period of time for the age of retirement of commercial pilots. There have been