

the men and women of aviation maintenance and the life and memory of Charles Edward Taylor.

Mr. Speaker, I actually got to hear one of the very original Wright brothers engines, which was built by Mr. Taylor, at Oshkosh just a few years ago. There are still a couple of them that are existing today. They were actually built by hand, very crudely built, and I got an opportunity to hear one of them started up running. It was actually the third engine that he ever built, and it was absolutely a neat thing to see.

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In my district I have one of the American Airlines overhaul bases which houses a lot of mechanics and aviation technicians who work on those aircraft, and from a base as large as that right down to some of our very small businesses, like Joe Rankin who runs an aviation shop in a little airport in Marionville, Missouri, those aviation mechanics are important to the entire industry.

Being a pilot myself, I know just how important good maintenance and those mechanics can be to your aircraft. It really is an honor to have the opportunity to be able to handle this bill for the minority side today. I thank the gentleman from California for his work on it. I think it truly says a lot about aviation mechanics and the reason we are honoring them.

Mr. OBERSTAR. Mr. Speaker, I rise in strong support of House Resolution 444. H. Res. 444 highlights the House of Representatives' support for the May 24 National Aviation Maintenance Technician Day to honor Charles Edward Taylor, the first aviation maintenance technician who created and maintained the engine used to power the Wright brothers' aircraft, and the men and women who followed in his footsteps as aviation maintenance technicians.

This resolution celebrates the life and achievements of one of the fathers of aviation while also recognizing the indispensable role aviation maintenance technicians play by ensuring the safety of civil and military aircraft and infrastructure as well as the American people. In 1901, Charles Edward Taylor left his job making 25 cents an hour at the Dayton Electric Company to make 30 cents an hour in the Wright brothers' bicycle shop. Within a year of starting, Taylor helped them build a wind tunnel to test the Wrights' theories on winds and control surfaces.

When, in 1903, the Wright brothers' tasked Taylor with creating an 8-horsepower engine to power the Flyer, his only prior experience was an attempt to repair a gasoline automobile engine in 1901. He designed and built an aluminum, water-cooled, 12-horsepower engine. He built the engine from scratch in only 6 weeks, and without drawings, using a drill press, metal lathe, and hand tools.

Taylor said, "[I] always wanted to learn to fly, but I never did. The Wrights refused to teach me and tried to discourage the idea. They said they needed me in the shop and to service their machines, and if I learned to fly, I'd be gadding about the country and maybe become an exhibition pilot, and then they'd never see me again."

After assisting the Wright brothers, Taylor went on to a pioneering aviation maintenance career spanning more than 60 years including a job as the chief mechanic for the first transcontinental flight in 1911 by Calbraith Perry Rodgers.

I urge my colleagues to join me in supporting H. Res. 444, honoring the first aviation maintenance technician, Charles Edward Taylor, and every aviation maintenance technician who has or will follow in his footsteps.

Mr. COSTELLO. Mr. Speaker, today, we are considering H. Res. 444, a resolution supporting the goals and ideals of national aviation maintenance technician day, honoring Charles Edward Taylor, and recognizing the essential role of aviation maintenance technicians in ensuring the safety and security of both civil and military aircraft.

This important legislation was introduced by our colleague, Mr. FILNER.

Charles Edward Taylor was born in Illinois in 1868 and worked as the machinist for the Wright brothers in their Dayton, Ohio facility. It was here that he built the 12-horsepower engine to power the Wright brothers' first flying machine.

Taylor had an impressive career spanning over sixty years, where he did all of the preliminary engine design work for the Wright brothers and later taught them to build aircraft engines.

As a testament to his skill and this important craft, the Federal Aviation Administration awards the Charles Taylor Master Mechanic Award recognizing the lifetime accomplishments of certificated mechanics and repairmen who have worked in aviation for at least 50 years.

Our aviation maintenance professionals ensure the safety of aircraft each and everyday. By honoring Charles Taylor, we demonstrate our respect and admiration for this important profession.

Mr. Speaker, aviation maintenance professionals continue to keep our civil and military aircraft safe and secure. That is why I support H. Res. 444 and urge my colleagues to do the same.

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

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

The SPEAKER pro tempore. The question is on the motion offered by the gentleman from California (Mr. FILNER) that the House suspend the rules and agree to the resolution, H. Res. 444.

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

A motion to reconsider was laid on the table.

PROMOTING THE SAFE OPERATION OF 15-PASSENGER VANS

Mr. DEFAZIO. Mr. Speaker, I move to suspend the rules and agree to the resolution (H. Res. 964) to promote the safe operation of 15 passenger vans, as amended.

The Clerk read the title of the resolution.

The text of the resolution is as follows:

H. RES. 964

Whereas an organization that owns or operates a 15-passenger van should not allow an inexperienced driver of such a van to drive the van because design and handling characteristics of a 15-passenger van make it drive differently than other passenger vehicles;

Whereas the safety records of drivers experienced in driving a 15-passenger van are significantly better than drivers not experienced in driving such a van;

Whereas according to the National Highway Traffic Safety Administration, from 1997 through 2006, there were 1,090 fatalities of van occupants resulting from crashes involving 15-passenger vans of which 534 fatalities resulted from largely preventable single-vehicle rollover crashes of such vans;

Whereas according to the Insurance Institute for Highway Safety, in 2005, 59 percent of the fatalities in 15-passenger van crashes occurred in single-vehicle rollover crashes, which is higher than the rollover fatality rates for any other passenger vehicle type;

Whereas 15-passenger vans require special driving skills because they are larger, with higher centers of gravity, which makes them less stable than vehicles such as cars, especially if the van is heavily loaded;

Whereas adding passengers in a 15-passenger van increases the center of gravity, causing the van to be increasingly difficult to handle and less stable;

Whereas the death rate for all occupants was higher for 15-passenger vans than for other passenger vehicle types combined;

Whereas during the period 2001 through 2005, the death rate for occupants of 15-passenger vans was 250 fatalities per million registered vehicles compared to 151 fatalities per million of all other registered vehicles;

Whereas impressing upon 15-passenger van drivers the inherent dangers of operating these vehicles, particularly when fully loaded, and educating them about proper handling and control, particularly during emergency situations, can reduce the risk of rollover, and such training can also help dispel the expectation that these vans operate like large passenger cars;

Whereas wearing safety belts dramatically increases the chances of survival during a rollover crash;

Whereas nearly 80 percent of those who died in 15-passenger van rollovers nationwide between 1990 and 2003 were not buckled up;

Whereas in fatal, single-vehicle rollover crashes involving 15-passenger vans over the past decade, 91 percent of occupants wearing safety belts survived; and

Whereas driver education and training, and general awareness of the dangers of these vans are effective means of reducing the death rates of occupants of 15-passenger vans: Now, therefore, be it

Resolved, that the House of Representatives recognizes the need for awareness regarding the increased risks of driving 15-passenger vans and encourages any operator of such a vehicle or person who provides transportation in such a vehicle to provide adequate training for drivers and safety information, including the necessity for wearing safety belts, to passengers.

The SPEAKER pro tempore. Pursuant to the rule, the gentleman from Oregon (Mr. DEFAZIO) and the gentleman from Tennessee (Mr. DUNCAN) each will control 20 minutes.

The Chair recognizes the gentleman from Oregon.

GENERAL LEAVE

Mr. DEFAZIO. Mr. Speaker, I ask unanimous consent that all Members may have 5 legislative days within which to revise and extend their remarks and include extraneous material on H. Res. 964.

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

There was no objection.

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

Mr. Speaker, this issue has been highlighted and brought to the attention of the committee by the ranking member, Mr. DUNCAN. It is his resolution and he has been an activist on the committee in highlighting the problems of safety with 15-passenger vans. I appreciate his work on this issue.

We are intending to hold a hearing on safety issues, and include some testimony from individuals who have had family tragedies because of these vans. The vans have had particular problems with single-vehicle rollover crashes. They have higher rollover fatality rates than any other passenger vehicle type. From 2001 to 2005, the death rate for 15-passenger vans was 250 per million registered vehicles compared to 151 per million for all other registered vehicles.

The committee had formerly noted problems with this, and in the SAFETEA-LU legislation which was amended by technical corrections earlier by the House, Congress directed the National Highway Transportation Safety Administration to test 15-passenger vans as part of their rollover resistance program.

We also prohibited schools from purchasing, renting or leasing 15-passenger vans to transport students. But there are still a lot of these vans on the road. It is imperative that drivers be alerted to the increased risk of driving a 15-passenger van compared to a regular passenger vehicle. There have been cases even when the occupants, particularly children, because of their smaller size, were wearing lap and shoulder belts where tragic deaths occurred in some of these rollover crashes.

I look at this resolution as a first step in raising public awareness, and I hope that the committee and other committees which have jurisdiction in this area will take more definitive action in the near future.

With that, I reserve the balance of my time.

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

Mr. Speaker, first of all, I want to thank Chairman DEFAZIO for his strong and enthusiastic support for this resolution, and I want to add my support for House Resolution 964.

I introduced this resolution because of a tragic 15-passenger van accident last July in which a 10-year-old girl from my hometown of Knoxville was killed.

Alexis "Lexie" James was traveling in a 15-passenger van being driven by close family friends to Savannah, Georgia, for a softball tournament. The driver was not a professional driver with a commercial driver's license. In fact, a commercial driver's license is not required to drive 15-passenger vans.

This van was privately owned, and there were only five passengers: the dad and mom, their 16- and 10-year-old children, and Lexie.

On July 17, 2007, as the van was traveling east on Interstate 26 near St. Matthews, South Carolina, the left rear tire of the van blew out, and the van ran off the right side of the highway, down an embankment, overturned, struck a fence, crossed the frontage road, and came to rest on its side.

Everyone in the van was wearing a seat belt, but somehow Lexie slipped out of her belt and was ejected from the van onto the frontage road and was killed.

I have met with Lexie's dad, Patrick James, and he is asking some hard questions about the safety of 15-passenger vans. The resolution we are considering today focuses on safety issues that are firmly within the jurisdiction of the Transportation and Infrastructure Committee regarding driver and passenger behavior, including the need for better driver training and passenger safety information.

A 15-passenger van does not handle or operate like a larger version of a passenger car. These vans have a higher center of gravity, which makes them less stable and more difficult to handle. In addition, the bodies of the vans extend 4 to 5 feet beyond the rear wheels, causing instability during emergency maneuvers such as sudden turns. This causes the vans to fishtail, and because they are top heavy and may be overloaded in the rear, they are prone to roll over and result in devastating crashes.

In May of 2005, the National Highway Traffic Safety Administration issued a consumer advisory safety warning to all drivers of these vehicles. The precautions that NHTSA recommends for all drivers of 15-passenger vans are:

One, keep your passenger load light.
Two, check your van's tire pressure every week.

Three, require all occupants to use seat belts or the appropriate child restraint.

Four, if possible, seat passengers and place cargo forward of the rear axle.

Five, do not place loads on the van's roof.

Six, be very mindful of speed and road conditions.

Better driver training and more thorough dissemination of safety tips like these are the best tools we have right now to help save the lives of other children and adults riding in 15-passenger vans.

As Chairman DEFAZIO just stated, this resolution is a first step towards calling the public's attention to the very dangerous situation or condition of some of these 15-passenger vans and how prone they are to very serious vehicle accidents.

I strongly support this resolution and hope to make this important safety issue a priority for the Nation. Mr. Speaker, I urge all of my colleagues to support this resolution.

I reserve the balance of my time.

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

I would again congratulate the gentleman. It is sad that such a tragedy occurred to one of his constituents. But the best we can do to try to make sense of that tragedy is to try and prevent future tragedies as a result of these sorts of vehicles.

It has been fully my intention as chairman of the committee to hold hearings on both these vans and some other related safety items that have come to the attention of the committee. The reason the hearing has been delayed is because the head of the National Highway Transportation Safety Administration has been on administrative leave for personal reasons. We expect her back in the not-too-distant future, and then intend to go ahead.

But in the interim, by passing this legislation we can at least send the message that we have concern and we can try to alert the American public, we can try and avert more tragedies.

I would also point out that our colleagues on the Energy and Commerce Committee have substantial jurisdiction in this area. And hopefully as they cast their votes for this initiative, this resolution here today, they will think about their jurisdiction and perhaps they too will join with us in raising concerns.

With that, I have no further requests for time.

Mr. DUNCAN. Mr. Speaker, I have no other speakers. Once again I would thank Chairman DEFAZIO for his support and for his offer to hold a hearing on the safety involving these 15-passenger vans. I urge my colleagues to support this resolution.

Mr. OBERSTAR. Mr. Speaker, I rise in support of the resolution, H. Res. 964, which seeks to promote the safe operation of 15-passenger vans and highlights an important safety issue. I thank the gentleman from Tennessee (Mr. DUNCAN) for bringing this important issue to the Committee on Transportation and Infrastructure and the House.

This resolution encourages all organizations owning or operating a 15-passenger van not to allow inexperienced drivers to operate these vehicles without proper training and education regarding the safe operation of these vehicles. The design and handling characteristics of 15-passenger vans make them different to drive than other passenger vehicles.

The operators of these vehicles must understand the special driving skills necessary for their safe operation due to the larger size and higher centers of gravity. These characteristics make 15-passenger vans less stable than vehicles such as cars.

According to the National Highway Traffic Safety Administration, from 1997 through 2006, there were 1,090 fatalities of van occupants resulting from crashes involving 15-passenger vans, of which 534 fatalities resulted from largely preventable single-vehicle rollover crashes of such vans.

Furthermore, according to the Insurance Institute for Highway Safety, in 2005, 59 percent of the fatalities in 15-passenger van crashes

occurred in single-vehicle rollover crashes, which is higher than the rollover fatality rates for any other passenger vehicle type. The threat of rollover in these vehicles becomes even greater when operators place heavy loads on the roofs of the vans, such as luggage.

Mr. Speaker, safety belts dramatically increase the chances of survival during a rollover crash. Nearly 80 percent of those who died in 15-passenger van rollovers nationwide between 1990 and 2003 were not buckled up. These striking statistics paint a very clear portrait of the dangers associated with 15-passenger vans, and that the operation of these vans by inexperienced drivers raises significant safety concerns for operators and passengers in these vehicles.

In the last federal surface transportation act, we made progress on this issue. However, more must be done to bring public awareness to this critical issue impacting the public safety on our nation's roadways. As we embark on the initial stages of our next surface transportation authorization bill, we must include the concerns raised by H. Res. 964 in our discussions and ensure that the safety problems associated with 15-passenger vans are addressed.

I urge my colleagues to join me in supporting H. Res. 964.

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

Mr. DEFAZIO. 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 Oregon (Mr. DEFAZIO) that the House suspend the rules and agree to the resolution, H. Res. 964, as amended.

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

The title was amended so as to read: "Resolution promoting the safe operation of 15-passenger vans."

A motion to reconsider was laid on the table.

MAKING TECHNICAL CORRECTIONS TO NEWBORN SCREENING SAVES LIVES ACT

Ms. ROYBAL-ALLARD. Mr. Speaker, I move to suspend the rules and pass the bill (H.R. 5919) to make technical corrections regarding the Newborn Screening Saves Lives Act of 2007.

The Clerk read the title of the bill.

The text of the bill is as follows:

H.R. 5919

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

SECTION 1. TECHNICAL CORRECTION TO NEWBORN SCREENING SAVES LIVES ACT.

(a) AMENDMENTS TO THE PUBLIC HEALTH SERVICE ACT.—

(1) IMPROVED SCREENING.—Section 1109 of the Public Health Service Act (42 U.S.C. 300b-8(j)), as added by section 2 of the Newborn Screening Saves Lives Act of 2007, is amended by striking subsection (j) and inserting the following:

“(j) AUTHORIZATION OF APPROPRIATIONS.—There are authorized to be appropriated—

“(1) to provide grants for the purpose of carrying out activities under subsection

(a)(1), \$15,000,000 for fiscal year 2009; \$15,187,500 for fiscal year 2010, \$15,375,000 for fiscal year 2011, \$15,562,500 for fiscal year 2012, and \$15,750,000 for fiscal year 2013; and

“(2) to provide grants for the purpose of carrying out activities under paragraphs (2), (3), and (4) of subsection (a), \$15,000,000 for fiscal year 2009, \$15,187,500 for fiscal year 2010, \$15,375,000 for fiscal year 2011, \$15,562,500 for fiscal year 2012, and \$15,750,000 for fiscal year 2013.”.

(2) EVALUATING THE EFFECTIVENESS.—Section 1110(d) of the Public Health Service Act (42 U.S.C. 300b-9(d)), as added by section 3 of the Newborn Screening Saves Lives Act of 2007, is amended by striking “2008” and all that follows and inserting “2009, \$5,062,500 for fiscal year 2010, \$5,125,000 for fiscal year 2011, \$5,187,500 for fiscal year 2012, and \$5,250,000 for fiscal year 2013.”.

(3) ADVISORY COMMITTEE.—Section 1111 of the Public Health Service Act (42 U.S.C. 300b-11), as amended by section 4 of the Newborn Screening Saves Lives Act of 2007, is amended—

(A) in subsection (d)(2), by striking “2007” and inserting “2008”; and

(B) in subsection (e), by striking “2007” and inserting “2008”; and

(C) in subsection (f), by striking “2007” and inserting “2008”; and

(D) in subsection (g), by striking “2008” and all that follows and inserting “2009, \$1,012,500 for fiscal year 2010, \$1,025,000 for fiscal year 2011, \$1,037,500 for fiscal year 2012, and \$1,050,000 for fiscal year 2013.”.

(4) CLEARINGHOUSE.—Section 1112 of the Public Health Service Act (as added by section 5 of the Newborn Screening Saves Lives Act of 2007) is amended—

(A) in subsection (b)(4)(D), by striking “2007” and inserting “2008”; and

(B) in subsection (d), by striking “2008” and all that follows and inserting “2009, \$2,531,250 for fiscal year 2010, \$2,562,500 for fiscal year 2011, \$2,593,750 for fiscal year 2012, and \$2,625,000 for fiscal year 2013.”.

(5) LABORATORY QUALITY.—Section 1113(b) of the Public Health Service Act (as added by section 6 of the Newborn Screening Saves Lives Act of 2007) is amended by striking “2008” and all that follows and inserting “2009, \$5,062,500 for fiscal year 2010, \$5,125,000 for fiscal year 2011, \$5,187,500 for fiscal year 2012, and \$5,250,000 for fiscal year 2013.”.

(6) INTERAGENCY COORDINATING COMMITTEE.—Section 1114(e) of the Public Health Service Act (as added by section 6 of the Newborn Screening Saves Lives Act of 2007) is amended by striking “2008” and all that follows and inserting “2009, \$1,012,500 for fiscal year 2010, \$1,025,000 for fiscal year 2011, \$1,037,500 for fiscal year 2012, and \$1,050,000 for fiscal year 2013.”.

(7) HUNTER KELLY RESEARCH PROGRAM.—Section 1116(a)(1)(B) of the Public Health Service Act (as added by section 7 of the Newborn Screening Saves Lives Act of 2007) is amended by striking “and or” and inserting “, or”.

(b) OTHER TECHNICAL AMENDMENTS.—The Newborn Screening Saves Lives Act of 2007 is amended—

(1) in section 1, by striking “2007” and inserting “2008”; and

(2) in section 4(2)(A), by inserting “, respectively” before the semicolon.

The SPEAKER pro tempore. Pursuant to the rule, the gentlewoman from California (Ms. ROYBAL-ALLARD) and the gentleman from Nebraska (Mr. TERRY) each will control 20 minutes.

The Chair recognizes the gentlewoman from California.

GENERAL LEAVE

Ms. ROYBAL-ALLARD. Mr. Speaker, I ask unanimous consent that all Mem-

bers may have 5 legislative days to revise and extend their remarks and include extraneous material on the bill under consideration.

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

There was no objection.

Ms. ROYBAL-ALLARD. Mr. Speaker, I yield myself such time as I may consume.

Mr. Speaker, I rise in support of H.R. 5919, a bill to make minor technical corrections to the Newborn Screening Saves Lives Act that was signed into law last week by President Bush.

I thank Chairman DINGELL and Chairman PALLONE for bringing this technical corrections bill to the House floor so promptly.

Passage of H.R. 5919 will help us implement the provisions of the Newborn Screening Saves Lives Act to address the State disparities that currently exist in newborn screening. The act encourages States to uniformly test newborns, and keep an updated scientifically recommended panel of disorders.

The new law also provides resources for States to expand and improve their newborn screening programs; it provides grants to empower health care professionals and parents with information about the importance of newborn screening and follow-up care; and it requires the Centers for Disease Control to ensure the quality of laboratories involved in newborn screening.

Passage of the Newborn Screening Saves Lives Act has been one of my legislative priorities for over 4 years. I sincerely thank my original co-sponsors, Congressmen MICHAEL SIMPSON, TOM REYNOLDS, and HENRY WAXMAN, and my colleagues in the House whose support helped to make passage of the bill a reality.

I also thank Senators CHRIS DODD, HILLARY CLINTON, and ORRIN HATCH for championing the Senate companion bill.

Mr. Speaker, I urge my colleagues to support H.R. 5919 so we can begin to eliminate preventable newborn disabilities and deaths, and give all newborn babies in our country an equal opportunity for a healthy life.

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

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Mr. TERRY. Mr. Speaker, I too rise in support of H.R. 5919, a bill to make technical corrections to the Newborn Screening Saves Lives Act of 2007.

The House and Senate both overwhelmingly agreed to the underlying legislation just last month. However, there needed to be a change in the date. Another version was sent to the White House, so now we're here to make the corrections that were supposed to have been made then. So that's all that this is. We all support it.

I yield back the balance of my time.

Ms. ROYBAL-ALLARD. Mr. Speaker, I thank the gentleman for his support.