

speaker of the United States House of Representatives, with the request that this resolution be printed in full in the *Congressional Record*.

DAVID DEWHURST,  
*President of the Senate.*

JOE STRAUS,  
*Speaker of the House.*

ROBERT HANEY,  
*Chief Clerk of the House.*

PATSY SPAW,  
*Secretary of the Senate.*

HOPE ANDRADE,  
*Secretary of State.*

## SALUTING THE NOMINEES OF THE 2009 TECH TITANS FINALISTS

### HON. SAM JOHNSON

OF TEXAS

IN THE HOUSE OF REPRESENTATIVES

*Friday, July 31, 2009*

Mr. SAM JOHNSON of Texas. Madam Speaker, I rise to congratulate the finalists for the 2009 Tech Titans Award presented by Metroplex Technology Business Council, the largest technology trade association in Texas. On August 28th, the winners will be announced in categories designed to showcase the most cutting-edge technologies and the brightest talent emerging from the North Texas region at the 2009 Tech Titans Awards and Fast Tech gala. The event will also reveal the rankings of the 2009 Titan Fast Tech, which lists the fastest-growing DFW technology companies based on percentage revenue growth over the last year and the fastest-growing DFW technology companies based on percentage revenue growth over the last five years.

The Tech Titans gala also raises funds to support a scholarship program for students at local universities who are pursuing degrees in math, science, engineering and technology, as well as high school teachers who teach in these disciplines. Founded in 1994, the Metroplex Technology Business Council (MTBC) is a non-profit organization composed of approximately 300 members that include technology businesses and providers from across the DFW Metroplex. The MTBC produces numerous events, including the Management in High-Tech Luncheon Series, the Technical Luncheon Series, Tech Week in Austin and the Tech Titans and Fast Tech Awards.

Recently, the Economist, a reputable international magazine, featured a special in-depth section showcasing the wonders of Texas for business. The MTBC is a shining example of the face of the future for Texas. Make no mistake, the MTBC is making great things happen for the Lone Star State—and the world.

"The Tech Titans Awards and Fast Tech provide the premier recognition of fast-growing, highly innovative companies that contribute to the vibrancy of the North Texas economy and make our region an exciting place to live and work," said Cindi Keith, partner/technology marketing industry leader, PricewaterhouseCoopers, and co-chair of the MTBC's Tech Titans steering committee. "We look forward to showcasing the true leaders in our industry and celebrating their hard work and creativity."

Besides the MTBC, other supporters of the Tech Titans Awards and Fast Tech event are PricewaterhouseCoopers, TechAmerica (formerly American Electronics Association), Deloitte, Dallas Business Journal, KBA Group LLP, Time Warner Cable Business Class, GSCS Inc., Farstar Inc., and AVMG.

Congratulations one and all. I salute you. The 2009 Tech Titan Finalist names and the categories follow:

#### CORPORATE CEO AWARD CATEGORY

Bruce Ballengee, CEO and Co-Founder, Pariveda Solutions, Inc.

Timothy Gallagher, CEO, Electronic Transaction Consultants Corporation

Dale Sohn, President, Samsung Telecommunications America

Charlie Vogt, President and CEO, GENBAND

#### EMERGING COMPANY CEO AWARD CATEGORY

Steve Steinheimer, CEO, SSG Ltd  
Nina Vaca, CEO, Pinnacle Technical Resources, Inc.

Paul VanMeter, President and CEO, Colo4Dallas

Alastair Westgarth, President and CEO, Tango Networks, Inc.

#### CORPORATE HORIZON AWARD CATEGORY

Electronic Transaction Consultants Corporation

Entrust

Fujitsu Network Communications, Inc.

Nokia Siemens Networks

#### EMERGING COMPANY HORIZON AWARD CATEGORY

Airwalk Communications, Inc.

OnAsset Intelligence, Inc.

Sipera Systems

Tango Networks, Inc.

#### TECH INNOVATOR AWARD CATEGORY

Austin Crowder, CEO and Founder, Alpha Med-Surge, Inc., dba L.I.T. Surgical

Dr. Harold "Skip" Garner, PO'B Montgomery Distinguished Chair, Professor of Biochemistry and Internal Medicine, University of Texas Southwestern Medical Center

Dr. Bruce Li, President and CTO, 21-Century Silicon, Inc.

Dr. Frank Lu, Professor of Mechanical and Aerospace Engineering, Director of the Aerodynamics Research Center, University of Texas at Arlington

#### TECH ADVOCATE AWARD CATEGORY

Rep. Dan Branch, Texas State House of Representatives

North Texas Enterprise Center for Medical Technology, Larry Calton

North Texas Regional Center for Innovation & Commercialization, Mike Lockerd

TECH Fort Worth, Darlene Ryan

#### TECH ADOPTER AWARD CATEGORY

Chesapeake Energy Corporation

North Texas Tollway Authority

Smart Hospital at the University of Texas at Arlington

Travelocity Business

#### COMMUNITY HERO AWARD CATEGORY

Corey Kirkendoll, Solutions Architect, 2009 National Society of Black Engineers Alumni, Extension Pre-College Initiative for Region V, Cisco Systems

Paul Klocek, General Manager, ELCAN Optical Technologies

Jo-ann Olsovsky, Vice President, Technology Services and CIO, Burlington Northern and Santa Fe Railway Company

Gurvendra Suri,

CEO, Optimal Solutions Integration, Inc.

#### TECH TITAN OF THE FUTURE UNIVERSITY LEVEL

Challenging Algorithmics and Mathematics in Problem Solving (CHAMPS) The University of Texas at Dallas—Jonsson School of Engineering and Computer Science

Military Programs of the Dallas TeleCollege Dallas County Community College District

UTeach Dallas, The University of Texas at Dallas

Venture Innovation Partnership, The University of Texas at Arlington

#### TECH TITAN OF THE FUTURE HIGH SCHOOL LEVEL

Daniel Brown, Hillcrest High School, Dallas Independent School District

Dr. George J. Hademenos, Richardson High School,

Richardson Independent School District Wesley Kirpach, Plano West Senior High School, Plano Independent School District

Jacqueline Lewis, Williams High School, Plano Independent School District

TechAmerica

TEXAS LEGEND AWARD, Jim Von Ehr, President and Founder, Zyvex Corporation.

### HONORING BRUCE G. MCATTEE

#### HON. DALE E. KILDEE

OF MICHIGAN

IN THE HOUSE OF REPRESENTATIVES

*Friday, July 31, 2009*

Mr. KILDEE. Madam Speaker, I rise today to pay tribute to Bruce G. McAttee as he retires from his position as CAP Coordinator for UAW Region 1C. A retirement party is planned for August 28th in Lansing Michigan.

Bruce McAttee began his career working for General Motors in August 1976. In 1982 he completed his Electrician Apprenticeship and ran for Committeeman in November of that year. He was elected and held the position until 1990. He was elected Financial Secretary Treasurer of UAW Local 652 in June 1990. During this time he also was elected Vice Chair of Region 1C Skilled Trades Council and Chairman in 1986. This made him the youngest person to ever serve on the UAW International Skilled Trades Advisory Committee. In 1994 he accepted a position on the UAW International Staff and was assigned to UAW Region 1C as CAP Coordinator one year later.

Bruce's interest in politics was sparked at the age of 13 when he worked on his first political campaign. He went to Wolverine Boys State during his high school years and he served as an intern with the Michigan House of Representatives. Since that time he has worked on numerous campaigns including the campaigns for every Democratic Presidential candidate since Jimmy Carter ran for office in 1976. He has served on the Michigan Democratic Party's State Central Committee for the past 14 years. He has served as delegate to the Democratic National Convention in 2000 and 2004. In 2004 he served as a Presidential Elector for the 8th District casting his ballot for JOHN KERRY. The Clinton County Democratic Party honored him with their 2009 Phil Hart Award.

In addition to his work with the UAW and the Democratic Party, Bruce is active with Cancer Society, the Martin Luther King Holiday Commission and the Red Cross Great

Lakes Regional Board of Directors. The Lansing Area APRI Chapter recognized him earlier this year as a Role Model for his work in Civil Rights and the community.

Madam Speaker, I ask the House of Representatives to rise with me and applaud the work of a dear friend, Bruce G. McAttee. For many years an important member of my own campaigns, I consider Bruce a dear friend and skilled analyst. I value his capable, proficient expertise on a broad variety of subjects. I wish him the best as he enters this next phase of his life.

CONGRATULATING THE NATIONAL  
JOINT APPRENTICESHIP TRAINING  
COMMITTEE ON THEIR 20TH  
NATIONAL TRAINING INSTITUTE

**HON. JOHN D. DINGELL**

OF MICHIGAN

IN THE HOUSE OF REPRESENTATIVES

*Friday, July 31, 2009*

Mr. DINGELL. Madam Speaker, I rise today to congratulate the National Joint Apprenticeship and Training Committee (NJATC) on the occasion of the 20th anniversary of their National Training Institute, which will be held this weekend at the University of Michigan in Ann Arbor. It will also be my pleasure to address this gathering back home in Michigan's 15th Congressional District.

I wish to commend the NJATC's National Training Institute for what they do for working men and women across the country. I believe they serve as an example of the good work labor unions have done for this country. I think it is entirely appropriate that the 20th annual National Training Institute will be held in Michigan, the state that most have deemed the birthplace of the American labor movement. This is a point in which I take great pride, as Michigan has long had a history of looking out for our workers and supporting the growth and success of our labor unions.

The partnership of the National Electrical Contractors Association and the International Brotherhood of Electrical Workers is unique and it has led to a special training institute that puts a value on skilled trade and allows apprentices to "earn while you learn." This is critical for those in Southeast Michigan and across the country, as they start their second career, or even begin their first. Skilled trades provide our families with respectable and fair wages, benefits that will provide for their families and training that will allow them to successfully complete various jobs within the electrical industry.

As the National Joint Apprenticeship & Training Committee enters its 68th year, I would like to once again commend them for their fine work and congratulate them for the more than 350,000 apprentices which they have skillfully trained. I look forward to their 20th National Training Institute and I am so pleased that they will be holding this special event in Michigan's 15th Congressional District.

RECOGNIZING GENERAL AVIATION

SPEECH OF

**HON. ELEANOR HOLMES NORTON**

OF THE DISTRICT OF COLUMBIA

IN THE HOUSE OF REPRESENTATIVES

*Tuesday, July 28, 2009*

Ms. NORTON. Mr. Speaker, H. Res. 508 recognizes the contributions of general aviation and encourages general aviation activities. General aviation is a little recognized, major sector of the airline industry, which contributes \$150 billion to United States direct and indirect economic output. I also want to mention the Transportation Security Administration Reauthorization Act of 2009, which included an important section setting up a general aviation working group within the Aviation Security Advisory Committee, to advise the Transportation Security Administration (TSA) on security issues in general aviation. This advisory group was established after the TSA began rulemaking on the Large Aircraft Security Program that threatened to swallow general aviation amidst burdensome and unnecessary regulations, suited for large commercial aircraft. Longstanding unattended issues and insufficient attention to the nation's important General Aviation sector are finally getting the attention they deserve. Along with other members of the House Committee on Homeland Security, I intend to see that General Aviation security issues are treated uniquely for the sector they administer.

However, as most members who have sat in on any hearing with the FAA, TSA, DHS or any other security agency may now know, the District of Columbia's main airport, the Ronald Reagan Washington National Airport (DCA), is uniquely hampered by impossibly restrictive regulations that have destroyed general aviation in the nation's capital, and arbitrary practices may be spreading to others. In the Homeland Security Committee, we have taken the important first steps to give detailed attention to this major section of the airline industry to the new administration.

After 9/11 the restrictions on General Aviation in the nation's capital, in particular, became symbolic of arbitrary action against general aviation that could happen anywhere. Even though New York City was the epicenter of 9/11, the nation's capital is the only location that suffers under unique restrictions that have crippled general aviation here. In fact, there was no general aviation for four years. After joining in my complaints at hearings, the former Chairman of the Transportation and Infrastructure Committee, DON YOUNG, threatened to subpoena any agency that did not comply with a bill that aimed to compel the resumption of general aviation flights at DCA and to hold them in contempt if they refused to appear before the committee to report on progress. As a result, a plan finally was put in place with requirements, but the DCA Access Standard Security Program (DASSP) was almost worse than no plan at all. Before 9/11, general aviation activity at DCA accounted for 1/3 (approximately 30,000) of the total annual operations at DCA. In contrast, in October 2005 when program DASSP began, operations averaged about one flight per week. Today, activity averages about three to four flights per day, about 1000 a year. The requirements in the DASSP include:

General aviation operators must adopt a security program, background checks on flight

crews, identify a security coordinator, and train on security procedures

All DASSP flights must carry an armed security officer

(ASO) on board (very few such accredited officers are available.)

Flights must depart from one of 27 TSA approved DASSP gateway airports. Full departure screening of crew, passengers, baggage, and aircraft by TSA security inspectors

Flights must request permission to operate in DCA no sooner than 72 hours in advance of the flight (due to DCA slot requirements) and no later than 24 hours in advance of the flight (for TSA security reviews) for each flight into DCA.

These same screening procedures must be used for flights departing DCA

Charges approximately \$230 are assessed to cover TSA's screening costs plus \$15/passenger for screening names against the No-Fly and Selectee lists

Requirements for an Armed Security Officer and use of a gateway airport are predictably, and we think, deliberately impossible for most operators to meet. TSA has approximately 200 registered operators in the DASSP, making the wait for an ASO intolerable.

However, the Department of Homeland Security has determined "that general aviation presents only limited and mostly hypothetical threats to security . . . (and) that the steps general aviation airport owners and managers have taken to enhance security are positive and effective." DHS goes further in its report on general aviation:

"The current status of [general aviation] operations does not present a serious homeland security vulnerability requiring TSA to increase regulatory oversight of the industry."

"Although [TSA's Office of Intelligence] has identified potential threats, it has concluded that most [general aviation] aircraft are too light to inflict significant damage, and has not identified specific imminent threats from general aviation"

Nevertheless, the nation's capital has been singled out as the only jurisdiction under particularly onerous, unnecessary and wasteful program restrictions. As the initial approach of TSA to general aviation in general showed, however, the entire general aviation sector was about to be buried by the Large Aircraft Security Program, until our committee said "NO!" The thoughtless creep mission of the TSA into General Aviation, and the total failure to weigh actual security risks against the implications of draconian security measures, was stopped by our Committee on Homeland Security. The District of Columbia general aviation community deserves the same respect and attention.

General aviation at DCA is not the only industry in the District of Columbia that has been wiped out by arbitrary and restrictive airspace regulations. The South Capitol Street Heliport is a commercial heliport that once served east coast cities such as New York, Miami and Boston. It continues to serve the Metropolitan Police Air Support Unit and the U.S. Park Police. The Heliport is also the point of evacuation for the Supreme Court and part of the Department of Defense Nightingale program. In fact, on 9/11 this heliport actually became the Air Control Command Tower when DCA was evacuated. Moreover, having shown it was a vital asset, not a liability, for two years after 9/11, under an agreement with the Secret Service—an agreement that was later