

I thank my colleague, Congresswoman SPEIER, for introducing this legislation, and I urge my colleagues to support H. Res. 800.

Mr. FALÉOMAVAEGA. Mr. Speaker, I have no further speakers at this time.

I yield back the balance of my time. The SPEAKER pro tempore. The question is on the motion offered by the gentleman from American Samoa (Mr. FALÉOMAVAEGA) that the House suspend the rules and agree to the resolution, H. Res. 800, 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. FALÉOMAVAEGA. Mr. Speaker, I object to the vote on the ground that a quorum is not present and make the point of order that a quorum is not present.

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.

The point of no quorum is considered withdrawn.

AIRLINE SAFETY AND PILOT TRAINING IMPROVEMENT ACT OF 2009

Mr. COSTELLO. Mr. Speaker, I move to suspend the rules and pass the bill (H.R. 3371) to amend title 49, United States Code, to improve airline safety and pilot training, and for other purposes, as amended.

The Clerk read the title of the bill.

The text of the bill is as follows:

H.R. 3371

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

SECTION 1. SHORT TITLE; TABLE OF CONTENTS.

(a) SHORT TITLE.—This Act may be cited as the "Airline Safety and Pilot Training Improvement Act of 2009".

(b) TABLE OF CONTENTS.—

- Sec. 1. Short title; table of contents.
- Sec. 2. Definitions.
- Sec. 3. FAA Task Force on Air Carrier Safety and Pilot Training.
- Sec. 4. Implementation of NTSB flight crewmember training recommendations.
- Sec. 5. Secretary of Transportation responses to safety recommendations.
- Sec. 6. FAA pilot records database.
- Sec. 7. FAA rulemaking on training programs.
- Sec. 8. Aviation safety inspectors and operational research analysts.
- Sec. 9. Flight crewmember mentoring, professional development, and leadership.
- Sec. 10. Flight crewmember screening and qualifications.
- Sec. 11. Airline transport pilot certification.
- Sec. 12. Flight schools, flight education, and pilot academic training.
- Sec. 13. Voluntary safety programs.
- Sec. 14. ASAP and FOQA implementation plan.
- Sec. 15. Safety management systems.
- Sec. 16. Disclosure of air carriers operating flights for tickets sold for air transportation.
- Sec. 17. Pilot fatigue.

Sec. 18. Flight crewmember pairing and crew resource management techniques.

SEC. 2. DEFINITIONS.

(a) DEFINITIONS.—In this Act, the following definitions apply:

(1) ADVANCED QUALIFICATION PROGRAM.—The term "advanced qualification program" means the program established by the Federal Aviation Administration in Advisory Circular 120-54A, dated June 23, 2006, including any subsequent revisions thereto.

(2) AIR CARRIER.—The term "air carrier" has the meaning given that term in section 40102 of title 49, United States Code.

(3) AVIATION SAFETY ACTION PROGRAM.—The term "aviation safety action program" means the program established by the Federal Aviation Administration in Advisory Circular 120-66B, dated November 15, 2002, including any subsequent revisions thereto.

(4) FLIGHT CREWMEMBER.—The term "flight crewmember" has the meaning given that term in part 1.1 of title 14, Code of Federal Regulations.

(5) FLIGHT OPERATIONAL QUALITY ASSURANCE PROGRAM.—The term "flight operational quality assurance program" means the program established by the Federal Aviation Administration in Advisory Circular 120-82, dated April 12, 2004, including any subsequent revisions thereto.

(6) LINE OPERATIONS SAFETY AUDIT.—The term "line operations safety audit" means the procedure referenced by the Federal Aviation Administration in Advisory Circular 120-90, dated April 27, 2006, including any subsequent revisions thereto.

(7) PART 121 AIR CARRIER.—The term "part 121 air carrier" means an air carrier that holds a certificate issued under part 121 of title 14, Code of Federal Regulations.

(8) PART 135 AIR CARRIER.—The term "part 135 air carrier" means an air carrier that holds a certificate issued under part 135 of title 14, Code of Federal Regulations.

SEC. 3. FAA TASK FORCE ON AIR CARRIER SAFETY AND PILOT TRAINING.

(a) ESTABLISHMENT.—The Administrator of the Federal Aviation Administration shall establish a special task force to be known as the "FAA Task Force on Air Carrier Safety and Pilot Training" (in this section referred to as the "Task Force").

(b) COMPOSITION.—The Task Force shall consist of members appointed by the Administrator and shall include air carrier representatives, labor union representatives, and aviation safety experts with knowledge of foreign and domestic regulatory requirements for flight crewmember education and training.

(c) DUTIES.—The duties of the Task Force shall include, at a minimum, evaluating best practices in the air carrier industry and providing recommendations in the following areas:

(1) Air carrier management responsibilities for flight crewmember education and support.

(2) Flight crewmember professional standards.

(3) Flight crewmember training standards and performance.

(4) Mentoring and information sharing between air carriers.

(d) REPORT.—Not later than 180 days after the date of enactment of this Act, and before the last day of each 180-day period thereafter until termination of the Task Force, the Task Force 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 detailing—

(1) the progress of the Task Force in identifying best practices in the air carrier industry;

(2) the progress of air carriers and labor unions in implementing the best practices identified by the Task Force;

(3) recommendations of the Task Force, if any, for legislative or regulatory actions;

(4) the progress of air carriers and labor unions in implementing training-related, nonregulatory actions recommended by the Administrator; and

(5) the progress of air carriers in developing specific programs to share safety data and ensure implementation of the most effective safety practices.

(e) TERMINATION.—The Task Force shall terminate on September 30, 2012.

(f) APPLICABILITY OF FEDERAL ADVISORY COMMITTEE ACT.—The Federal Advisory Committee Act (5 U.S.C. App.) shall not apply to the Task Force.

SEC. 4. IMPLEMENTATION OF NTSB FLIGHT CREWMEMBER TRAINING RECOMMENDATIONS.

(a) RULEMAKING PROCEEDINGS.—

(1) STALL AND UPSET RECOGNITION AND RECOVERY TRAINING.—The Administrator of the Federal Aviation Administration shall conduct a rulemaking proceeding to require part 121 air carriers to provide flight crewmembers with ground training and flight training or flight simulator training—

(A) to recognize and avoid a stall of an aircraft or, if not avoided, to recover from the stall; and

(B) to recognize and avoid an upset of an aircraft or, if not avoided, to execute such techniques as available data indicate are appropriate to recover from the upset in a given make, model, and series of aircraft.

(2) REMEDIAL TRAINING PROGRAMS.—The Administrator shall conduct a rulemaking proceeding to require part 121 air carriers to establish remedial training programs for flight crewmembers who have demonstrated performance deficiencies or experienced failures in the training environment.

(3) DEADLINES.—The Administrator shall—

(A) not later than 180 days after the date of enactment of this Act, issue a notice of proposed rulemaking under each of paragraphs (1) and (2); and

(B) not later than 24 months after the date of enactment of this Act, issue a final rule for the rulemaking in each of paragraphs (1) and (2).

(b) STICK PUSHER TRAINING AND WEATHER EVENT TRAINING.—

(1) MULTIDISCIPLINARY PANEL.—Not later than 120 days after the date of enactment of this Act, the Administrator shall convene a multidisciplinary panel of specialists in aircraft operations, flight crewmember training, human factors, and aviation safety to study and submit to the Administrator a report on methods to increase the familiarity of flight crewmembers with, and improve the response of flight crewmembers to, stick pusher systems, icing conditions, and microburst and windshear weather events.

(2) REPORT TO CONGRESS AND NTSB.—Not later than one year after the date on which the Administrator convenes the panel, the Administrator shall—

(A) submit to the Committee on Transportation and Infrastructure of the House of Representatives, the Committee on Commerce, Science, and Transportation of the Senate, and the National Transportation Safety Board a report based on the findings of the panel; and

(B) with respect to stick pusher systems, initiate appropriate actions to implement the recommendations of the panel.

(c) DEFINITIONS.—In this section, the following definitions apply:

(1) FLIGHT TRAINING AND FLIGHT SIMULATOR.—The terms "flight training" and "flight simulator" have the meanings given those terms in part 61.1 of title 14, Code of

Federal Regulations (or any successor regulation).

(2) **STALL.**—The term “stall” means an aerodynamic loss of lift caused by exceeding the critical angle of attack.

(3) **STICK PUSHER.**—The term “stick pusher” means a device that, at or near a stall, applies a nose down pitch force to an aircraft’s control columns to attempt to decrease the aircraft’s angle of attack.

(4) **UPSET.**—The term “upset” means an unusual aircraft attitude.

SEC. 5. SECRETARY OF TRANSPORTATION RESPONSES TO SAFETY RECOMMENDATIONS.

(a) **IN GENERAL.**—The first sentence of section 1135(a) of title 49, United States Code, is amended by inserting “to the National Transportation Safety Board” after “shall give”.

(b) **AIR CARRIER SAFETY RECOMMENDATIONS.**—Section 1135 of such title is amended—

(1) by redesignating subsections (c) and (d) as subsections (d) and (e), respectively; and

(2) by inserting after subsection (b) the following:

“(c) **ANNUAL REPORT ON AIR CARRIER SAFETY RECOMMENDATIONS.**—

“(1) **IN GENERAL.**—The Secretary shall submit to Congress and the Board, on an annual basis, a report on the recommendations made by the Board to the Secretary regarding air carrier operations conducted under part 121 of title 14, Code of Federal Regulations.

“(2) **RECOMMENDATIONS TO BE COVERED.**—The report shall cover—

“(A) any recommendation for which the Secretary has developed, or intends to develop, procedures to adopt the recommendation or part of the recommendation, but has yet to complete the procedures; and

“(B) any recommendation for which the Secretary, in the preceding year, has issued a response under subsection (a)(2) or (a)(3) refusing to carry out all or part of the procedures to adopt the recommendation.

“(3) **CONTENTS.**—

“(A) **PLANS TO ADOPT RECOMMENDATIONS.**—For each recommendation of the Board described in paragraph (2)(A), the report shall contain—

“(i) a description of the recommendation;

“(ii) a description of the procedures planned for adopting the recommendation or part of the recommendation;

“(iii) the proposed date for completing the procedures; and

“(iv) if the Secretary has not met a deadline contained in a proposed timeline developed in connection with the recommendation under subsection (b), an explanation for not meeting the deadline.

“(B) **REFUSALS TO ADOPT RECOMMENDATIONS.**—For each recommendation of the Board described in paragraph (2)(B), the report shall contain—

“(i) a description of the recommendation; and

“(ii) a description of the reasons for the refusal to carry out all or part of the procedures to adopt the recommendation.”.

SEC. 6. FAA PILOT RECORDS DATABASE.

(a) **RECORDS OF EMPLOYMENT OF PILOT APPLICANTS.**—Section 44703(h) of title 49, United States Code, is amended by adding at the end the following:

“(16) **APPLICABILITY.**—This subsection shall cease to be effective on the date specified in regulations issued under subsection (i).”.

(b) **ESTABLISHMENT OF FAA PILOT RECORDS DATABASE.**—Section 44703 of such title is amended—

(1) by redesignating subsections (i) and (j) as subsections (j) and (k), respectively; and

(2) by inserting after subsection (h) the following:

“(i) **FAA PILOT RECORDS DATABASE.**—

“(1) **IN GENERAL.**—Before allowing an individual to begin service as a pilot, an air carrier shall access and evaluate, in accordance with the requirements of this subsection, information pertaining to the individual from the pilot records database established under paragraph (2).

“(2) **PILOT RECORDS DATABASE.**—The Administrator shall establish an electronic database (in this subsection referred to as the ‘database’) containing the following records:

“(A) **FAA RECORDS.**—From the Administrator—

“(i) records that are maintained by the Administrator concerning current airman certificates, including airman medical certificates and associated type ratings and information on any limitations to those certificates and ratings;

“(ii) records that are maintained by the Administrator concerning any failed attempt of an individual to pass a practical test required to obtain a certificate or type rating under part 61 of title 14, Code of Federal Regulations; and

“(iii) summaries of legal enforcement actions resulting in a finding by the Administrator of a violation of this title or a regulation prescribed or order issued under this title that was not subsequently overturned.

“(B) **AIR CARRIER AND OTHER RECORDS.**—From any air carrier or other person (except a branch of the Armed Forces, the National Guard, or a reserve component of the Armed Forces) that has employed an individual as a pilot of a civil or public aircraft, or from the trustee in bankruptcy for such air carrier or person—

“(i) records pertaining to the individual that are maintained by the air carrier (other than records relating to flight time, duty time, or rest time), including records under regulations set forth in—

“(I) section 121.683 of title 14, Code of Federal Regulations;

“(II) paragraph (A) of section VI, appendix I, part 121 of such title;

“(III) paragraph (A) of section IV, appendix J, part 121 of such title;

“(IV) section 125.401 of such title; and

“(V) section 135.63(a)(4) of such title; and

“(ii) other records pertaining to the individual’s performance as a pilot that are maintained by the air carrier or person concerning—

“(I) the training, qualifications, proficiency, or professional competence of the individual, including comments and evaluations made by a check airman designated in accordance with section 121.411, 125.295, or 135.337 of such title;

“(II) any disciplinary action taken with respect to the individual that was not subsequently overturned; and

“(III) any release from employment or resignation, termination, or disqualification with respect to employment.

“(C) **NATIONAL DRIVER REGISTER RECORDS.**—In accordance with section 30305(b)(8) of this title, from the chief driver licensing official of a State, information concerning the motor vehicle driving record of the individual.

“(3) **WRITTEN CONSENT; RELEASE FROM LIABILITY.**—An air carrier—

“(A) shall obtain the written consent of an individual before accessing records pertaining to the individual under paragraph (1); and

“(B) may, notwithstanding any other provision of law or agreement to the contrary, require an individual with respect to whom the carrier is accessing records under paragraph (1) to execute a release from liability for any claim arising from accessing the records or the use of such records by the air carrier in accordance with this section

(other than a claim arising from furnishing information known to be false and maintained in violation of a criminal statute).

“(4) **REPORTING.**—

“(A) **REPORTING BY ADMINISTRATOR.**—The Administrator shall enter data described in paragraph (2)(A) into the database promptly to ensure that an individual’s records are current.

“(B) **REPORTING BY AIR CARRIERS AND OTHER PERSONS.**—

“(i) **IN GENERAL.**—Air carriers and other persons shall report data described in paragraphs (2)(B) and (2)(C) to the Administrator promptly for entry into the database.

“(ii) **DATA TO BE REPORTED.**—Air carriers and other persons shall report, at a minimum, under clause (i) the following data described in paragraph (2)(B):

“(I) Records that are generated by the air carrier or other person after the date of enactment of this paragraph.

“(II) Records that the air carrier or other person is maintaining, on such date of enactment, pursuant to subsection (h)(4).

“(5) **REQUIREMENT TO MAINTAIN RECORDS.**—The Administrator—

“(A) shall maintain all records entered into the database under paragraph (2) pertaining to an individual until the date of receipt of notification that the individual is deceased; and

“(B) may remove the individual’s records from the database after that date.

“(6) **RECEIPT OF CONSENT.**—The Administrator shall not permit an air carrier to access records pertaining to an individual from the database under paragraph (1) without the air carrier first demonstrating to the satisfaction of the Administrator that the air carrier has obtained the written consent of the individual.

“(7) **RIGHT OF PILOT TO REVIEW CERTAIN RECORDS AND CORRECT INACCURACIES.**—Notwithstanding any other provision of law or agreement, the Administrator, upon receipt of written request from an individual—

“(A) shall make available, not later than 30 days after the date of the request, to the individual for review all records referred to in paragraph (2) pertaining to the individual; and

“(B) shall provide the individual with a reasonable opportunity to submit written comments to correct any inaccuracies contained in the records.

“(8) **REASONABLE CHARGES FOR PROCESSING REQUESTS AND FURNISHING COPIES.**—The Administrator may establish a reasonable charge for the cost of processing a request under paragraph (1) or (7) and for the cost of furnishing copies of requested records under paragraph (7).

“(9) **PRIVACY PROTECTIONS.**—

“(A) **USE OF RECORDS.**—An air carrier that accesses records pertaining to an individual under paragraph (1) may use the records only to assess the qualifications of the individual in deciding whether or not to hire the individual as a pilot. The air carrier shall take such actions as may be necessary to protect the privacy of the individual and the confidentiality of the records accessed, including ensuring that information contained in the records is not divulged to any individual that is not directly involved in the hiring decision.

“(B) **DISCLOSURE OF INFORMATION.**—

“(i) **IN GENERAL.**—Except as provided by clause (ii), information collected by the Administrator under paragraph (2) shall be exempt from the disclosure requirements of section 552 of title 5.

“(ii) **EXCEPTIONS.**—Clause (i) shall not apply to—

“(I) de-identified, summarized information to explain the need for changes in policies and regulations;

“(II) information to correct a condition that compromises safety;

“(III) information to carry out a criminal investigation or prosecution;

“(IV) information to comply with section 44905, regarding information about threats to civil aviation; and

“(V) such information as the Administrator determines necessary, if withholding the information would not be consistent with the safety responsibilities of the Federal Aviation Administration.

“(10) PERIODIC REVIEW.—Not later than 18 months after the date of enactment of this paragraph, and at least once every 3 years thereafter, the Administrator shall transmit to Congress a statement that contains, taking into account recent developments in the aviation industry—

“(A) recommendations by the Administrator concerning proposed changes to Federal Aviation Administration records, air carrier records, and other records required to be included in the database under paragraph (2); or

“(B) reasons why the Administrator does not recommend any proposed changes to the records referred to in subparagraph (A).

“(11) REGULATIONS FOR PROTECTION AND SECURITY OF RECORDS.—The Administrator shall prescribe such regulations as may be necessary—

“(A) to protect and secure—

“(i) the personal privacy of any individual whose records are accessed under paragraph (1); and

“(ii) the confidentiality of those records; and

“(B) to preclude the further dissemination of records received under paragraph (1) by the person who accessed the records.

“(12) GOOD FAITH EXCEPTION.—Notwithstanding paragraph (1), an air carrier may allow an individual to begin service as a pilot, without first obtaining information described in paragraph (2)(B) from the database pertaining to the individual, if—

“(A) the air carrier has made a documented good faith attempt to access the information from the database; and

“(B) has received written notice from the Administrator that the information is not contained in the database because the individual was employed by an air carrier or other person that no longer exists or by a foreign government or other entity that has not provided the information to the database.

“(13) LIMITATIONS ON ELECTRONIC ACCESS TO RECORDS.—

“(A) ACCESS BY INDIVIDUALS DESIGNATED BY AIR CARRIERS.—For the purpose of increasing timely and efficient access to records described in paragraph (2), the Administrator may allow, under terms established by the Administrator, an individual designated by an air carrier to have electronic access to the database.

“(B) TERMS.—The terms established by the Administrator under subparagraph (A) for allowing a designated individual to have electronic access to the database shall limit such access to instances in which information in the database is required by the designated individual in making a hiring decision concerning a pilot applicant and shall require that the designated individual provide assurances satisfactory to the Administrator that—

“(i) the designated individual has received the written consent of the pilot applicant to access the information; and

“(ii) information obtained using such access will not be used for any purpose other than making the hiring decision.

“(14) AUTHORIZED EXPENDITURES.—Out of amounts appropriated under section 106(k)(1), there is authorized to be expended

to carry out this subsection such sums as may be necessary for each of fiscal years 2010, 2011, and 2012.

“(15) REGULATIONS.—

“(A) IN GENERAL.—The Administrator shall issue regulations to carry out this subsection.

“(B) EFFECTIVE DATE.—The regulations shall specify the date on which the requirements of this subsection take effect and the date on which the requirements of subsection (h) cease to be effective.

“(C) EXCEPTIONS.—Notwithstanding subparagraph (B)—

“(i) the Administrator shall begin to establish the database under paragraph (2) not later than 90 days after the date of enactment of this paragraph;

“(ii) the Administrator shall maintain records in accordance with paragraph (5) beginning on the date of enactment of this paragraph; and

“(iii) air carriers and other persons shall maintain records to be reported to the database under paragraph (4)(B) in the period beginning on such date of enactment and ending on the date that is 5 years after the requirements of subsection (h) cease to be effective pursuant to subparagraph (B).

“(16) SPECIAL RULE.—During the one-year period beginning on the date on which the requirements of this section become effective pursuant to paragraph (15)(B), paragraph (7)(A) shall be applied by substituting ‘45 days’ for ‘30 days’.”

(c) CONFORMING AMENDMENTS.—

(1) LIMITATION ON LIABILITY; PREEMPTION OF STATE LAW.—Section 44703(j) (as redesignated by subsection (b)(1) of this section) is amended—

(A) in the subsection heading by striking “LIMITATION” and inserting “LIMITATIONS”;

(B) in paragraph (1)—

(i) in the matter preceding subparagraph (A) by striking “paragraph (2)” and inserting “subsection (h)(2) or (i)(3)”;

(ii) in subparagraph (A) by inserting “or accessing the records of that individual under subsection (i)(1)” before the semicolon; and

(iii) in the matter following subparagraph (D) by striking “subsection (h)” and inserting “subsection (h) or (i)”;

(C) in paragraph (2) by striking “subsection (h)” and inserting “subsection (h) or (i)”;

(D) in paragraph (3), in the matter preceding subparagraph (A), by inserting “or who furnished information to the database established under subsection (i)(2)” after “subsection (h)(1)”; and

(E) by adding at the end the following:

“(4) PROHIBITION ON ACTIONS AND PROCEEDINGS AGAINST AIR CARRIERS.—

“(A) HIRING DECISIONS.—An air carrier may refuse to hire an individual as a pilot if the individual did not provide written consent for the air carrier to receive records under subsection (h)(2)(A) or (i)(3)(A) or did not execute the release from liability requested under subsection (h)(2)(B) or (i)(3)(B).

“(B) ACTIONS AND PROCEEDINGS.—No action or proceeding may be brought against an air carrier by or on behalf of an individual who has applied for or is seeking a position as a pilot with the air carrier if the air carrier refused to hire the individual after the individual did not provide written consent for the air carrier to receive records under subsection (h)(2)(A) or (i)(3)(A) or did not execute a release from liability requested under subsection (h)(2)(B) or (i)(3)(B).”

(2) LIMITATION ON STATUTORY CONSTRUCTION.—Section 44703(k) (as redesignated by subsection (b)(1) of this section) is amended by striking “subsection (h)” and inserting “subsection (h) or (i)”.

SEC. 7. FAA RULEMAKING ON TRAINING PROGRAMS.

(a) COMPLETION OF RULEMAKING ON TRAINING PROGRAMS.—Not later than 14 months after the date of enactment of this Act, the Administrator of the Federal Aviation Administration shall issue a final rule with respect to the notice of proposed rulemaking published in the Federal Register on January 12, 2009 (74 Fed. Reg. 1280; relating to training programs for flight crewmembers and aircraft dispatchers).

(b) EXPERT PANEL TO REVIEW PART 121 AND PART 135 TRAINING HOURS.—

(1) ESTABLISHMENT.—Not later than 60 days after the date of enactment of this Act, the Administrator shall convene a multidisciplinary expert panel comprised of, at a minimum, air carrier representatives, training facility representatives, instructional design experts, aircraft manufacturers, safety organization representatives, and labor union representatives.

(2) ASSESSMENT AND RECOMMENDATIONS.—The panel shall assess and make recommendations concerning—

(A) the best methods and optimal time needed for flight crewmembers of part 121 air carriers and flight crewmembers of part 135 air carriers to master aircraft systems, maneuvers, procedures, take offs and landings, and crew coordination;

(B) the optimal length of time between training events for such crewmembers, including recurrent training events;

(C) the best methods to reliably evaluate mastery by such crewmembers of aircraft systems, maneuvers, procedures, take offs and landings, and crew coordination; and

(D) the best methods to allow specific academic training courses to be credited pursuant to section 11(d) toward the total flight hours required to receive an airline transport pilot certificate.

(3) REPORT.—Not later than one year after the date of enactment of this Act, the Administrator shall submit to the Committee on Transportation and Infrastructure of the House of Representatives, the Committee on Commerce, Science, and Transportation of the Senate, and the National Transportation Safety Board a report based on the findings of the panel.

SEC. 8. AVIATION SAFETY INSPECTORS AND OPERATIONAL RESEARCH ANALYSTS.

(a) REVIEW BY DOT INSPECTOR GENERAL.—Not later than 9 months after the date of enactment of this Act, the Inspector General of the Department of Transportation shall conduct a review of aviation safety inspectors and operational research analysts of the Federal Aviation Administration assigned to part 121 air carriers and submit to the Administrator of the Federal Aviation Administration a report on the results of the review.

(b) PURPOSES.—The purpose of the review shall be, at a minimum—

(1) to review the level of the Administration’s oversight of each part 121 air carrier;

(2) to make recommendations to ensure that each part 121 air carrier is receiving an equivalent level of oversight;

(3) to assess the number and level of experience of aviation safety inspectors assigned to such carriers;

(4) to evaluate how the Administration is making assignments of aviation safety inspectors to such carriers;

(5) to review various safety inspector oversight programs, including the geographic inspector program;

(6) to evaluate the adequacy of the number of operational research analysts assigned to each part 121 air carrier;

(7) to evaluate the surveillance responsibilities of aviation safety inspectors, including en route inspections;

(8) to evaluate whether inspectors are able to effectively use data sources, such as the Safety Performance Analysis System and the Air Transportation Oversight System, to assist in targeting oversight of air carriers;

(9) to assess the feasibility of establishment by the Administration of a comprehensive repository of information that encompasses multiple Administration data sources and allowing access by aviation safety inspectors and operational research analysts to assist in the oversight of part 121 air carriers; and

(10) to conduct such other analyses as the Inspector General considers relevant to the purpose of the review.

(c) **REPORT TO CONGRESS.**—Not later than 90 days after the date of receipt of the report submitted under subsection (a), the Administrator 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—

(1) that specifies which, if any, policy changes recommended by the Inspector General under this section the Administrator intends to adopt and implement;

(2) that includes an explanation of how the Administrator plans to adopt and implement such policy changes; and

(3) in any case in which the Administrator does not intend to adopt a policy change recommended by the Inspector General, that includes an explanation of the reasons for the decision not to adopt and implement the policy change.

SEC. 9. FLIGHT CREWMEMBER MENTORING, PROFESSIONAL DEVELOPMENT, AND LEADERSHIP.

(a) **RULEMAKING PROCEEDING.**—

(1) **IN GENERAL.**—The Administrator of the Federal Aviation Administration shall conduct a rulemaking proceeding to require each part 121 air carrier to take the following actions:

(A) Establish flight crewmember mentoring programs under which the air carrier will pair highly experienced flight crewmembers who will serve as mentor pilots and be paired with newly employed flight crewmembers. Mentor pilots shall receive, at a minimum, specific instruction on techniques for instilling and reinforcing the highest standards of technical performance, airmanship, and professionalism in newly employed flight crewmembers.

(B) Establish flight crewmember professional development committees made up of air carrier management and labor union or professional association representatives to develop, administer, and oversee formal mentoring programs of the carrier to assist flight crewmembers to reach their maximum potential as safe, seasoned, and proficient flight crewmembers.

(C) Establish or modify training programs to accommodate substantially different levels and types of flight experience by newly employed flight crewmembers.

(D) Establish or modify training programs for second-in-command flight crewmembers attempting to qualify as pilot-in-command flight crewmembers for the first time in a specific aircraft type and ensure that such programs include leadership and command training.

(E) Ensure that recurrent training for pilots in command includes leadership and command training.

(F) Such other actions as the Administrator determines appropriate to enhance flight crewmember professional development.

(2) **COMPLIANCE WITH STERILE COCKPIT RULE.**—Leadership and command training described in paragraphs (1)(D) and (1)(E) shall include instruction on compliance with

flight crewmember duties under part 121.542 of title 14, Code of Federal Regulations.

(3) **STREAMLINED PROGRAM REVIEW.**—

(A) **IN GENERAL.**—As part of the rulemaking required by subsection (a), the Administrator shall establish a streamlined process for part 121 air carriers that have in effect, as of the date of enactment of this Act, the programs required by paragraph (1).

(B) **EXPEDITED APPROVALS.**—Under the streamlined process, the Administrator shall—

(i) review the programs of such part 121 air carriers to determine whether the programs meet the requirements set forth in the final rule referred to in subsection (b)(2); and

(ii) expedite the approval of the programs that the Administrator determines meet such requirements.

(b) **DEADLINES.**—The Administrator shall issue—

(1) not later than 180 days after the date of enactment of this Act, a notice of proposed rulemaking under subsection (a); and

(2) not later than 24 months after such date of enactment, a final rule under subsection (a).

SEC. 10. FLIGHT CREWMEMBER SCREENING AND QUALIFICATIONS.

(a) **REQUIREMENTS.**—

(1) **RULEMAKING PROCEEDING.**—The Administrator of the Federal Aviation Administration shall conduct a rulemaking proceeding to require part 121 air carriers to develop and implement means and methods for ensuring that flight crewmembers have proper qualifications and experience.

(2) **MINIMUM REQUIREMENTS.**—

(A) **PROSPECTIVE FLIGHT CREWMEMBERS.**—Rules issued under paragraph (1) shall ensure that prospective flight crewmembers undergo comprehensive pre-employment screening, including an assessment of the skills, aptitudes, airmanship, and suitability of each applicant for a position as a flight crewmember in terms of functioning effectively in the air carrier's operational environment.

(B) **ALL FLIGHT CREWMEMBERS.**—Rules issued under paragraph (1) shall ensure that, after the date that is 3 years after the date of enactment of this Act, all flight crewmembers—

(i) have obtained an airline transport pilot certificate under part 61 of title 14, Code of Federal Regulations; and

(ii) have appropriate multi-engine aircraft flight experience, as determined by the Administrator.

(b) **DEADLINES.**—The Administrator shall issue—

(1) not later than 180 days after the date of enactment of this Act, a notice of proposed rulemaking under subsection (a); and

(2) not later than 24 months after such date of enactment, a final rule under subsection (a).

SEC. 11. AIRLINE TRANSPORT PILOT CERTIFICATION.

(a) **RULEMAKING PROCEEDING.**—The Administrator of the Federal Aviation Administration shall conduct a rulemaking proceeding to amend part 61 of title 14, Code of Federal Regulations, to modify requirements for the issuance of an airline transport pilot certificate.

(b) **MINIMUM REQUIREMENTS.**—To be qualified to receive an airline transport pilot certificate pursuant to subsection (a), an individual shall—

(1) have sufficient flight hours, as determined by the Administrator, to enable a pilot to function effectively in an air carrier operational environment; and

(2) have received flight training, academic training, or operational experience that will prepare a pilot, at a minimum, to—

(A) function effectively in a multi-pilot environment;

(B) function effectively in adverse weather conditions, including icing conditions;

(C) function effectively during high altitude operations;

(D) adhere to the highest professional standards; and

(E) function effectively in an air carrier operational environment.

(c) **FLIGHT HOURS.**—

(1) **NUMBERS OF FLIGHT HOURS.**—The total flight hours required by the Administrator under subsection (b)(1) shall be at least 1,500 flight hours.

(2) **FLIGHT HOURS IN DIFFICULT OPERATIONAL CONDITIONS.**—The total flight hours required by the Administrator under subsection (b)(1) shall include sufficient flight hours, as determined by the Administrator, in difficult operational conditions that may be encountered by an air carrier to enable a pilot to operate safely in such conditions.

(d) **CREDIT TOWARD FLIGHT HOURS.**—The Administrator may allow specific academic training courses, beyond those required under subsection (b)(2), to be credited toward the total flight hours required under subsection (c). The Administrator may allow such credit based on a determination by the Administrator that allowing a pilot to take specific academic training courses will enhance safety more than requiring the pilot to fully comply with the flight hours requirement.

(e) **RECOMMENDATIONS OF EXPERT PANEL.**—In conducting the rulemaking proceeding under this section, the Administrator shall review and consider the assessment and recommendations of the expert panel to review part 121 and part 135 training hours established by section 7(b) of this Act.

(f) **DEADLINE.**—Not later than 36 months after the date of enactment of this Act, the Administrator shall issue a final rule under subsection (a).

SEC. 12. FLIGHT SCHOOLS, FLIGHT EDUCATION, AND PILOT ACADEMIC TRAINING.

(a) **GAO STUDY.**—The Comptroller General shall conduct a comprehensive study of flight schools, flight education, and academic training requirements for certification of an individual as a pilot.

(b) **MINIMUM CONTENTS OF STUDY.**—The study shall include, at a minimum—

(1) an assessment of the Federal Aviation Administration's oversight of flight schools;

(2) an assessment of the Administration's academic training requirements in effect on the date of enactment of this Act as compared to flight education provided to a pilot by accredited 2- and 4-year universities;

(3) an assessment of the quality of pilots entering the part 121 air carrier workforce from all sources after receiving training from flight training providers, including Aviation Accreditation Board International, universities, pilot training organizations, and the military, utilizing the training records of part 121 air carriers, including consideration of any relationships between flight training providers and air carriers;

(4) a comparison of the academic training requirements for pilots in the United States to the academic training requirements for pilots in other countries;

(5) a determination and description of any improvements that may be needed in the Administration's academic training requirements for pilots;

(6) an assessment of student financial aid and loan options available to individuals interested in enrolling at a flight school for both academic and flight hour training;

(7) an assessment of the Federal Aviation Administration's oversight of general aviation flight schools that offer or would like to offer training programs under part 142 of title 14, Code of Federal Regulations; and

(8) an assessment of whether compliance with the English speaking requirements applicable to pilots under part 61 of such title is adequately tested and enforced.

(c) REPORT.—Not later than 120 days after the date of enactment of this Act, 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 on the results of the study.

SEC. 13. VOLUNTARY SAFETY PROGRAMS.

(a) REPORT.—Not later than 180 days after the date of enactment of this Act, the Administrator of the Federal Aviation Administration 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 on the aviation safety action program, the flight operational quality assurance program, the line operations safety audit, and the advanced qualification program.

(b) CONTENTS.—The report shall include—

(1) a list of—

(A) which air carriers are using one or more of the voluntary safety programs referred to in subsection (a); and

(B) the voluntary safety programs each air carrier is using;

(2) if an air carrier is not using one or more of the voluntary safety programs—

(A) a list of such programs the carrier is not using; and

(B) the reasons the carrier is not using each such program;

(3) if an air carrier is using one or more of the voluntary safety programs, an explanation of the benefits and challenges of using each such program;

(4) a detailed analysis of how the Administration is using data derived from each of the voluntary safety programs as safety analysis and accident or incident prevention tools and a detailed plan on how the Administration intends to expand data analysis of such programs;

(5) an explanation of—

(A) where the data derived from such programs is stored;

(B) how the data derived from such programs is protected and secured; and

(C) what data analysis processes air carriers are implementing to ensure the effective use of the data derived from such programs;

(6) a description of the extent to which aviation safety inspectors are able to review data derived from such programs to enhance their oversight responsibilities;

(7) a description of how the Administration plans to incorporate operational trends identified under such programs into the air transport oversight system and other surveillance databases so that such system and databases are more effectively utilized;

(8) other plans to strengthen such programs, taking into account reviews of such programs by the Inspector General of the Department of Transportation; and

(9) such other matters as the Administrator determines are appropriate.

SEC. 14. ASAP AND FOQA IMPLEMENTATION PLAN.

(a) DEVELOPMENT AND IMPLEMENTATION PLAN.—The Administrator of the Federal Aviation Administration shall develop and implement a plan to facilitate the establishment of an aviation safety action program and a flight operational quality assurance program by all part 121 air carriers.

(b) MATTERS TO BE CONSIDERED.—In developing the plan under subsection (a), the Administrator shall consider—

(1) how the Administration can assist part 121 air carriers with smaller fleet sizes to de-

rive benefit from establishing a flight operational quality assurance program;

(2) how part 121 air carriers with established aviation safety action and flight operational quality assurance programs can quickly begin to report data into the aviation safety information analysis sharing database; and

(3) how part 121 air carriers and aviation safety inspectors can better utilize data from such database as accident and incident prevention tools.

(c) REPORT.—Not later than 180 days after the date of enactment of this Act, the Administrator shall submit to the Committee on Transportation and Infrastructure of the House of Representatives and the Committee on Science, Commerce, and Transportation of the Senate a copy of the plan developed under subsection (a) and an explanation of how the Administration will implement the plan.

(d) DEADLINE FOR BEGINNING IMPLEMENTATION OF PLAN.—Not later than one year after the date of enactment of this Act, the Administrator shall begin implementation of the plan developed under subsection (a).

SEC. 15. SAFETY MANAGEMENT SYSTEMS.

(a) RULEMAKING.—The Administrator of the Federal Aviation Administration shall conduct a rulemaking proceeding to require all part 121 air carriers to implement a safety management system.

(b) MATTERS TO CONSIDER.—In conducting the rulemaking under subsection (a), the Administrator shall consider, at a minimum, including each of the following as a part of the safety management system:

(1) An aviation safety action program.

(2) A flight operational quality assurance program.

(3) A line operations safety audit.

(4) An advanced qualification program.

(c) DEADLINES.—The Administrator shall issue—

(1) not later than 90 days after the date of enactment of this Act, a notice of proposed rulemaking under subsection (a); and

(2) not later than 24 months after the date of enactment of this Act, a final rule under subsection (a).

(d) SAFETY MANAGEMENT SYSTEM DEFINED.—In this section, the term “safety management system” means the program established by the Federal Aviation Administration in Advisory Circular 120-92, dated June 22, 2006, including any subsequent revisions thereto.

SEC. 16. DISCLOSURE OF AIR CARRIERS OPERATING FLIGHTS FOR TICKETS SOLD FOR AIR TRANSPORTATION.

Section 41712 of title 49, United States Code, is amended by adding at the end the following:

“(c) DISCLOSURE REQUIREMENT FOR SELLERS OF TICKETS FOR FLIGHTS.—

“(1) IN GENERAL.—It shall be an unfair or deceptive practice under subsection (a) for any ticket agent, air carrier, foreign air carrier, or other person offering to sell tickets for air transportation on a flight of an air carrier to not disclose, whether verbally in oral communication or in writing in written or electronic communication, prior to the purchase of a ticket—

“(A) the name (including any business or corporate name) of the air carrier providing the air transportation; and

“(B) if the flight has more than one flight segment, the name of each air carrier providing the air transportation for each such flight segment.

“(2) INTERNET OFFERS.—In the case of an offer to sell tickets described in paragraph (1) on an Internet Web site, disclosure of the information required by paragraph (1) shall be provided on the first display of the Web

site following a search of a requested itinerary in a format that is easily visible to a viewer.”.

SEC. 17. PILOT FATIGUE.

(a) FLIGHT AND DUTY TIME REGULATIONS.—(1) IN GENERAL.—In accordance with paragraph (3), the Administrator of the Federal Aviation Administration shall issue regulations, based on the best available scientific information—

(A) to specify limitations on the hours of flight and duty time allowed for pilots to address problems relating to pilot fatigue; and

(B) to require part 121 air carriers to develop and implement fatigue risk management plans.

(2) MATTERS TO BE ADDRESSED.—In conducting the rulemaking proceeding under this subsection, the Administrator shall consider and review the following:

(A) Time of day of flights in a duty period.

(B) Number of takeoff and landings in a duty period.

(C) Number of time zones crossed in a duty period.

(D) The impact of functioning in multiple time zones or on different daily schedules.

(E) Research conducted on fatigue, sleep, and circadian rhythms.

(F) Sleep and rest requirements recommended by the National Transportation Safety Board and the National Aeronautics and Space Administration.

(G) International standards regarding flight schedules and duty periods.

(H) Alternative procedures to facilitate alertness in the cockpit.

(I) Scheduling and attendance policies and practices, including sick leave.

(J) The effects of commuting, the means of commuting, and the length of the commute.

(K) Medical screening and treatment.

(L) Rest environments.

(M) Any other matters the Administrator considers appropriate.

(3) DEADLINES.—The Administrator shall issue—

(A) not later than 180 days after the date of enactment of this Act, a notice of proposed rulemaking under subsection (a); and

(B) not later than one year after the date of enactment of this Act, a final rule under subsection (a).

(b) FATIGUE RISK MANAGEMENT PLAN.—

(1) SUBMISSION OF FATIGUE RISK MANAGEMENT PLAN BY PART 121 AIR CARRIERS.—Not later than 90 days after the date of enactment of this section, each part 121 air carrier shall submit to the Administrator for review and approval a fatigue risk management plan.

(2) CONTENTS OF PLAN.—A fatigue risk management plan submitted by a part 121 air carrier under paragraph (1) shall include the following:

(A) Current flight time and duty period limitations.

(B) A rest scheme that enables the management of fatigue, including annual training to increase awareness of—

(i) fatigue;

(ii) the effects of fatigue on pilots; and

(iii) fatigue countermeasures.

(C) Development and use of a methodology that continually assesses the effectiveness of the program, including the ability of the program—

(i) to improve alertness; and

(ii) to mitigate performance errors.

(3) PLAN UPDATES.—A part 121 air carrier shall update its fatigue risk management plan under paragraph (1) every 2 years and submit the update to the Administrator for review and approval.

(4) APPROVAL.—

(A) INITIAL APPROVAL OR MODIFICATION.—Not later than 9 months after the date of enactment of this section, the Administrator

shall review and approve or require modification to fatigue risk management plans submitted under this subsection to ensure that pilots are not operating aircraft while fatigued.

(B) UPDATE APPROVAL OR MODIFICATION.—Not later than 9 months after submission of a plan update under paragraph (3), the Administrator shall review and approve or require modification to such update.

(5) CIVIL PENALTIES.—A violation of this subsection by a part 121 air carrier shall be treated as a violation of chapter 447 of title 49, United States Code, for purposes of the application of civil penalties under chapter 463 of that title.

(6) LIMITATION ON APPLICABILITY.—The requirements of this subsection shall cease to apply to a part 121 air carrier on and after the effective date of the regulations to be issued under subsection (a).

(c) EFFECT OF COMMUTING ON FATIGUE.—

(1) IN GENERAL.—Not later than 60 days after the date of enactment of this Act, the Administrator shall enter into appropriate arrangements with the National Academy of Sciences to conduct a study of the effects of commuting on pilot fatigue and report its findings to the Administrator.

(2) STUDY.—In conducting the study, the National Academy of Sciences shall consider—

(A) the prevalence of pilot commuting in the commercial air carrier industry, including the number and percentage of pilots who commute;

(B) information relating to commuting by pilots, including distances traveled, time zones crossed, time spent, and methods used;

(C) research on the impact of commuting on pilot fatigue, sleep, and circadian rhythms;

(D) commuting policies of commercial air carriers (including passenger and all-cargo air carriers), including pilot check-in requirements and sick leave and fatigue policies;

(E) post-conference materials from the Federal Aviation Administration's June 2008 symposium entitled "Aviation Fatigue Management Symposium: Partnerships for Solutions";

(F) Federal Aviation Administration and international policies and guidance regarding commuting; and

(G) any other matters as the Administrator considers appropriate.

(3) PRELIMINARY FINDINGS.—Not later than 90 days after the date of entering into arrangements under paragraph (1), the National Academy of Sciences shall submit to the Administrator its preliminary findings under the study.

(4) REPORT.—Not later than 6 months after the date of entering into arrangements under paragraph (1), the National Academy of Sciences shall submit to the Administrator a report containing its findings under the study and any recommendations for regulatory or administrative actions by the Federal Aviation Administration concerning commuting by pilots.

(5) RULEMAKING.—Following receipt of the report of the National Academy of Sciences under paragraph (4), the Administrator shall—

(A) consider the findings and recommendations in the report; and

(B) update, as appropriate based on scientific data, regulations required by subsection (a) on flight and duty time.

(6) AUTHORIZATION OF APPROPRIATIONS.—There are authorized to be appropriated such sums as may be necessary to carry out this subsection.

SEC. 18. FLIGHT CREWMEMBER PAIRING AND CREW RESOURCE MANAGEMENT TECHNIQUES.

(a) STUDY.—The Administrator of the Federal Aviation Administration shall conduct a study on aviation industry best practices with regard to flight crewmember pairing and crew resource management techniques.

(b) REPORT.—Not later than one year after the date of enactment of this Act, the Administrator 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 on the results of the study.

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.R. 3371.

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

There was no objection.

Mr. COSTELLO. I yield myself as much time as I may consume.

Mr. Speaker, I thank you, and I rise in support of H.R. 3371, the Airline Safety and Pilot Training Improvement Act.

This legislation will improve aviation safety, and it is one of the strongest aviation safety bills in decades. The bipartisan legislation is authored by Chairman OBERSTAR, Ranking Member PETRI, and me. I would like to thank them for their leadership and hard work to bring this legislation to the floor today.

I also want to thank the families of those who perished in the Colgan accident in Buffalo for their input, cooperation, and persistence. Some of them are here with us today.

In addition, the subcommittee worked very closely with the pilot groups, the airlines, the National Transportation Safety Board, the Department of Transportation inspector general, and members of the Aviation Subcommittee, as well as other Members of Congress, such as Congresswoman LOUISE SLAUGHTER, Congressman BRIAN HIGGINS and Congressman CHRISTOPHER LEE, who also helped shape the legislation.

At our Aviation Subcommittee hearing on June 11, I stated that we would not wait on the FAA to go forward with the rulemaking process. Rather, we would move legislation through the Congress to improve safety and to improve pilot training, and that is exactly what we did. On July 30, H.R. 3371 was reported favorably out of the Transportation and Infrastructure Committee. The bill has many cosponsors from both sides of the aisle.

Mr. Speaker, today is an important day for aviation safety. Ranking Mem-

ber PETRI and I held an Aviation Subcommittee hearing on June 11 on "Regional Air Carriers and Pilot Workforce Issues." The testimony we heard was nearly unanimous—that Congress and the FAA must raise the bar on the current minimum pilot training standards. At the end of the hearing, I stated our intention to pursue legislation.

The bill before us fulfills our commitment to address these safety issues, and we will continue to conduct rigorous oversight to ensure that these measures are implemented after the bill is enacted.

Regional airlines have been involved in the last six fatal U.S. airline accidents, and pilot performance has been implicated in three of these accidents, not including Colgan. It is time to strengthen pilot training requirements and qualifications. Those, among other important issues, are addressed in this legislation.

To address pilot qualifications, the bill increases the minimum flight hours required to be hired as an airline pilot. Currently, individuals only need a commercial pilot's license to be a commercial pilot, which is a minimum of 250 flight hours. Based on the witnesses' testimonies in our hearing, meetings and a roundtable discussion with airline pilots, there is a consensus that 250 hours simply is not enough experience to be an airline pilot, and that safety would be improved by raising the standard.

Under H.R. 3371, all airline pilots must obtain an Airline Transport Pilot license, which is currently needed to be an airline captain. It requires a minimum of 1,500 flight hours, additional aeronautical knowledge, crew resources management, and greater flight proficiency testing.

In addition to the ATP, the bill goes a step further to put in place new statutory requirements to strengthen the qualitative minimum requirements a pilot must have to qualify for an ATP. For example, an individual must be able to function effectively in a multi-pilot environment. We also require pilots to be trained to fly in adverse weather conditions, including icing.

The subcommittee is looking at this issue very closely. In fact, Ranking Member PETRI and I are convening a roundtable tomorrow to discuss what steps can be taken to mitigate ground and in-flight icing and how icing can affect commercial and general aviation aircraft.

In addition, because pilot groups, the FAA administrator and flight education universities have all cited the need to strengthen pilot academic training, the bill allows the FAA administrator to give credit towards the 1,500-flight-hour requirements if a flight school or a university provides academic training that exceeds the strengthened minimum ATP requirements in the bill.

To reiterate, this bill, one, will require all pilots to hold an ATP certificate; two, will strengthen the minimum requirements for an ATP; and

three, will provide a flight-hour credit for coursework that exceeds the strengthened minimum requirements. In addition, the administrator can only award these credits on the basis that specific academic courses will enhance safety more than flight experience.

H.R. 3371 goes a long way to strengthening both the qualitative and quantitative training requirements to become an airline pilot.

The bill mandates several outstanding NTSB recommendations related to pilot training that were discussed at the hearing, such as stall and upset recovery, and remedial training. We require the FAA to convene a multidisciplinary panel on stick pusher training and for the FAA to act on the panel's recommendations. We are also mandating that the Secretary of Transportation must provide Congress with an annual report on each open NTSB recommendation.

To address concerns regarding professional standards, the bill requires regional and major airlines to create pilot mentoring programs pairing highly experienced pilots with junior pilots. New-hire pilots and pilots in command are required to receive leadership training and must undergo instruction on compliance with sterile cockpit regulations.

Also, the bill creates a task force of experts to evaluate best practices in the airline industry regarding mentoring, pilot training and intercarrier information sharing. The task force will report to Congress every 180 days on the progress of implementing these best practices.

To ensure that airlines can make informed hiring decisions, the bill also requires the FAA to create and maintain an electronic pilot records database.

□ 1315

The database will allow airlines to quickly assess and have access to the pilot's comprehensive record for the purposes of hiring only. The database will have records of the pilot's license, aircraft ratings, check rides, notice of disapproval, and other flight proficiency tests.

Fatigue has been on the NTSB's "most wanted list" since 1990. The bill directs the FAA to implement a new pilot flight and duty time rule. An updated rule will more adequately reflect the operating environment of today's pilots and will reflect scientific research on fatigue. In addition, the bill requires air carriers to create fatigue risk management systems to proactively mitigate fatigue.

Many of us are concerned about the relationship between pilot commuting and fatigue. This is an issue that needs to be looked at more closely. Therefore, the bill directs the National Academy of Sciences to conduct a study on the impact of commuting on pilot fatigue. The bill requires all Internet Web sites that sell airline tickets to show on the first Web page display

which air carrier is operating the flight, including multiple flight segments.

Finally, to recap, the bill increases the minimum flight hours required to be hired as an airline pilot to 1,500 hours and an ATP license. Now an individual needs only 250 hours to receive their commercial pilot's license and fly in the left seat of a cockpit as a First Officer. The bill requires the First Officer to have at least 1,500 hours and an ATP.

We are strengthening the ATP by requiring strong qualitative requirements such as knowing how to fly in a multi-pilot environment, being trained to fly in adverse weather conditions, including icing. It mandates several outstanding NTSB recommendations related to pilot training and requires the Secretary of Transportation to provide an annual report to Congress on each NTSB recommendation that is still open.

It mandates regional and major airlines to create pilot mentoring programs, it requires the FAA to create and maintain an electronic pilot database to ensure that airlines can make informed hiring decisions. It directs the FAA to implement the flight and duty time rules and requires airlines to create fatigue management systems.

It directs the National Academy of Science to study the relationship between pilot commuting and fatigue. It requires all Internet Web sites that sell airline tickets to explicitly say which air carriers are operating the flight, including multi legs of flight.

Mr. Speaker, this is most comprehensive safety bill that has come before this Congress in many, many years. It provides important steps to address many safety concerns raised at our hearing. I urge my colleagues to support this legislation.

I reserve the balance of my time.

Mr. PETRI. Mr. Speaker, I yield myself such time as I may consume, and I rise in support of H.R. 3371, the Airline Safety and Pilot Training Improvement Act.

Safety is the highest priority of the Transportation and Infrastructure Committee, as we've heard from our subcommittee chairman. Even the most well-funded, technologically advanced transportation system is worth less if it cannot move its users from point to point in the safest possible manner. Although the U.S. airline industry's safety record is the envy of the world, recent events offer proof that this safety legislation is needed.

Since 2003, there have been six fatal commercial air carrier accidents. Every one of those six involved regional airlines. In four of the six accidents, the National Transportation Safety Board cited pilot performance as a potential factor. The most recent accident of Colgan Flight 3407 was again a stark reminder that we must remain ever vigilant in our pursuit of aviation safety.

In response to these accidents, the National Transportation Safety Board

has made several recommendations related to pilot training, pilot fatigue, the availability of pilot records, and voluntary safety reporting programs. The bill before us is an important step toward improving safety by implementing the NTSB pilot training requirements.

To address what FAA Administrator Randy Babbitt has identified as a lapse in professionalism on the flight deck, the bill directs the FAA to conduct a rulemaking to improve flight crew member mentoring, professional development, and leadership.

This bipartisan legislation contains several provisions that will help mitigate the dangers associated with pilot fatigue. H.R. 3371 directs the FAA administrator to update and issue new pilot flight and duty time requirements. It also requires the Federal Aviation Administration to coordinate with the National Academy of Sciences in order to conduct a joint study on the effects of pilot commuting.

The bill mandates that all commercial air carriers submit a fatigue risk management plan to the FAA within 90 days of enactment. Pilot fatigue poses a significant risk to air transportation, and I am glad this bill takes measures to eliminate its dangerous consequences.

H.R. 3371 will improve access to pilot records by creating a secure, consolidated FAA-managed database. The database will contain all Part 121 pilots' performance, training, and testing records, and it will enable air carriers to gain a more accurate and complete perspective when making hiring decisions. All commercial carriers will be required to access this database and prescreen an applicant's comprehensive record before making a final decision on hiring.

These are just a few of the provisions included in this important legislation. I would like to express my appreciation for the open, bipartisan manner in which this bill was put together. This collective effort demonstrates that aviation safety is, as it always should be, a nonpartisan issue.

I also want to thank the families of Continental Flight 3407. Their efforts to improve regional airline safety have been most helpful as we drafted the bill before us.

In the other body, the Commerce Committee has included several provisions in its mark of the FAA reauthorization bill that address some of the same issues in the bill before us today. I urge my colleagues in the Senate to complete consideration of their reauthorization package so that we may conference these bills together before the end of this year. These issues are too important to leave to languish due to inaction.

While some have concerns about certain provisions of the bill, I support moving the bill forward and addressing those concerns during the House and Senate conference.

Again, I thank the chairman, as well as my colleagues, for their work on

this important bill, and our subcommittee chairman, Representative COSTELLO from Illinois.

I reserve the balance of my time.

Mr. COSTELLO. Mr. Speaker, at this time I yield 2 minutes to the chairperson of the Rules Committee, the gentlewoman from New York, Congresswoman SLAUGHTER.

Ms. SLAUGHTER. Mr. Speaker, I want to express my great gratitude to Mr. COSTELLO for the incredible work that he's done on this in such a short period of time. And those of us who live in the area of the Colgan crash are greatly in his debt. I thank Mr. PETRI for all of the good work. I think this is indeed one of the best safety bills that we've done since I've been in Congress.

Nothing in the bill before us can do anything to bring back the lives that were lost on that cold night in Buffalo back in February when Colgan Air Flight 3407 fell to the ground and exploded into fire. But I am happy to be here today because the House is moving forward with legislation that includes the strong new set of guidelines for improving passenger and crew safety.

This Act will mean safer flights for all of us. As we learned during the NTSB hearings into this issue over the summer, there are far too many pilots flying regional planes who are overextended, undertrained, or exhausted.

The bill establishes comprehensive preemployment screening for prospective pilots and requires airlines to establish pilot mentoring programs so that the highly experienced pilots can mentor more junior pilots, surely an issue in the Colgan crash. In fact, junior pilots will no longer fly alongside a junior pilot under the bill.

In addition, there are new mandates that grew out of the NTSB safety hearings earlier this year: requiring the FAA to ensure that pilots are trained on stall recovery and upset recovery, mandates that the FAA convene a multidisciplinary panel on pilot training for stick pusher operations, and then take action to implement the recommendations of the panel.

It came as a surprise to me that the NTSB ideas were only suggestions to the FAA. So obviously we're going to have to make sure that they're implemented.

There is also a section in the bill to create the new database which Mr. COSTELLO has explained, but most importantly, it requires the Secretary of Transportation to give us an annual report on what they're doing to address each open NTSB recommendation pertaining to small air carriers like Colgan.

I am so grateful for this bill.

Mr. PETRI. Mr. Speaker, at this time I yield such time as he may consume to an original coauthor of the bill who is before us who has been heavily involved in the deliberations on the bill from its inception, our colleague from New York, Representative CHRIS LEE.

Mr. LEE of New York. Mr. Speaker, I rise in support today of H.R. 3371, the

Airline Safety and Pilot Training Improvement Act which I introduced with my western New York colleagues, Ms. SLAUGHTER and Mr. HIGGINS.

Mr. Speaker, this bill, unfortunately, arose out of a tragedy. This past February on an icy evening in Buffalo, Continental Connection Flight 3407, operated by regional carrier Colgan Air, crashed into a home killing all 49 people on board and one person on the ground.

Among those on board Flight 3407: a prominent human rights activist, a 9/11 widow, a retired Air Force Reservist, an accomplished jazz guitarist, a cantor at a Williamsville temple, the director of a youth services program, an expectant mother who was going to be due at the end of May, a program manager for Northrop Grumman, a second-year law student, the daughter of a Holocaust survivor, and a Vietnam veteran with two Purple Hearts.

The families of these victims—many of whom are here, and I am honored that they are here today. I've used their personal heartache to advocate for stronger standards for commercial airline pilots. It is due to their tireless efforts that we have come so far.

Being a commercial airline pilot is not an entry-level position. Commercial pilots are entrusted with the lives of our mothers, daughters, sons, and fathers, and we and they both deserve to have them as well-trained as possible. This bill dramatically improves training by requiring commercial airline pilots an FAA airline transport pilot license which requires a minimum of 1,500 flight hours.

In addition, H.R. 3371 requires the first page of a Web site that sells airline tickets to disclose the airline carrier that operates each segment of the flight. From combating pilot fatigue to improving training practices, establishing an electronic pilot records database, and increasing transparency, H.R. 3371 is an important first step in improving commercial airline safety.

I would like to thank again my colleagues, Mr. HIGGINS and Ms. SLAUGHTER, for the support they have given to the families and victims of the Flight 3407 tragedy, as well as Chairmen COSTELLO and OBERSTAR and Ranking Members PETRI and MICA for their hard work on these issues.

While it's horrifying to think that this tragedy could have been avoided, this legislation is a testament to the courage and the strength of the Flight 3407 families who, again, have worked tirelessly to enact these meaningful reforms.

I urge my colleagues to support this legislation and enable these long-overdue reforms.

Mr. COSTELLO. Mr. Speaker, at this time I yield 2 minutes to the gentleman from New York who was instrumental in working with us to craft this bill, Congressman HIGGINS.

Mr. HIGGINS. I thank the gentleman for yielding.

Mr. Speaker, I am pleased to join my colleagues in support of H.R. 3371, the

Airline Safety and Pilot Training Improvement Act of 2009. I especially want to thank my colleagues from western New York, Congressman CHRIS LEE and Congresswoman LOUISE SLAUGHTER.

On February 12, 50 lives were lost when Continental Connection Flight 3407 crashed into a house in Clarence, New York, 5 miles from the Buffalo Niagara International Airport. Earlier this year, I said that the devastation felt in the aftermath of this tragedy can never be undone. This was an avoidable tragedy, and we owe it to the families and the victims and to all air passengers to learn from this experience and change the system to improve flight safety. This bill will start to do that.

The Airline Safety and Pilot Training Improvement Act of 2009 will address the many factors that caused the crash of Flight 3407. The bill would require all commercial pilots to obtain an Airline Transport Pilots license which requires a minimum of 1,500 flight hours.

□ 1330

It requires the FAA to ensure that pilots are better trained to recover from stalls, and it would create a database to provide access to pilots' comprehensive records. The bill also established new risk management plans to reduce pilot fatigue and to enhance pilot training for flying in inclement weather, including icy conditions.

This legislation dramatically improves upon the safety of our airways. However, I do have concerns with language in the bill that would give the FAA administrator the authority to allow academic class time to count as class hours towards the 1,500-hour flight requirement. While additional academic class time is important, if we want experienced pilots, there is simply no replacement for flight hours. As this legislation continues through Congress, I will work to perfect the language to ensure high-quality training.

I want to thank Chairman OBERSTAR, Chairman COSTELLO, Ranking Members MICA and PETRI for their leadership. I would also like to thank the families, some of whom are here today and many of whom who were here for many months, including Kevin Kuwik and Karen Eckert, for their commitment to making from this tragedy something positive.

Mr. PETRI. I yield such time as he may consume to the ranking member of the full Transportation and Infrastructure Committee, my colleague, JOHN MICA, from Florida.

Mr. MICA. Mr. Speaker and my colleagues, I am pleased to come to the House today and join in a bipartisan effort to pass the regional commuter airline safety legislation. I really don't need a prepared speech to talk about this, having been involved with Mr. COSTELLO, Mr. OBERSTAR, our ranking member of the Aviation Subcommittee, Mr. PETRI, on almost a

daily basis for a number of weeks. In fact, having chaired the Aviation Subcommittee and now a leader of the full committee, I can't think of any issue we have probably spent more quality time on and a more bipartisan effort. If all the legislation was fashioned in the manner in which this was, I think Congress would be in great shape and held in great esteem by the public.

As you have heard today, this legislation comes as a result of a tragedy. We have had the good fortune of having our large passenger aircraft not have really a significant incidence of fatalities since, I believe, November of 2001, but we have had at least, since 2003, six regional commuter aircraft crashes, and we have had over 155 deaths in an even shorter period of time.

That prompted me, and I brought the record, and I will probably put it in the RECORD, my calls for looking at commuter airline safety. Unfortunately, the crash in Buffalo, the sixth crash that we had, and the families that have been mentioned here today who had victims in Flight 3407, also took up the banner, turned a horrible personal tragedy and loss into something positive and have worked in a positive fashion to craft good legislation.

Let me just cite for the record that we all came together and we entered in drafting legislation. We introduced it in a bipartisan fashion, as we say around here, the big four, Mr. OBERSTAR and myself, Mr. PETRI, Mr. COSTELLO. Then we thought we had done what we needed to do. But it wasn't long before that legislation saw the light of day, and we got to folks talking about the provisions.

One of the more controversial provisions was going from a smaller number of flight hours to 1,500 flight hours. We felt, we believed then and we firmly believe today, that commuter and regional aircraft passengers shouldn't be second-class passengers. The pilot that's in the cockpit of those smaller aircraft should have the same skills and training, background and educational experience as those pilots in larger commercial aircraft.

After we introduced that, we found, in fact, that we needed to fine-tune the legislation and make certain that the type of hours aren't just simple flight hours. If someone is towing a banner, for example, does that qualify you to fly commercial passenger aircraft as someone flying in, say, the tropics and never experienced a de-icing? If someone is flying a mail route and never had passengers in an aircraft, a crop duster, might rack up 1,500 hours; that wasn't what we wanted.

We sat down. We sat down with experts, pilots. We sat down with officials from the Federal Aviation Administration. We sat down with all the parties who could provide us guidance. I think what we came up with is the best possible guidelines for FAA to ensure that we have quality, qualified pilots in the cockpit of regional carriers.

I just want to thank again everyone who has participated.

Now, let me say that the challenge is just beginning. We have not had an FAA reauthorization, I think, since I have chaired the subcommittee. We just got an FAA administrator some months ago. We were one of the longest times without an administrator. Our overall bill, FAA bill that sets policy projects and all of the important aspects of aviation safety, is still not in place.

Mr. OBERSTAR and I, Mr. PETRI, Mr. COSTELLO, we have done our due diligence in the House. We all need now to work on the other body. It is my hope that we can incorporate this legislation into the master FAA reauthorization and get that signed by the President into law so that, again, we can ensure for regional passengers of commercial aircraft, for the flying public, and for all aircraft in our skies and for the future the best possible safety measures in law.

Mr. COSTELLO. Mr. Speaker, at this time, I yield 2 minutes to the gentleman from Ohio, who is a member of the subcommittee, who is an experienced pilot and who made invaluable contributions to this legislation, Mr. BOCCIERI.

Mr. BOCCIERI. Mr. Speaker, Chairman OBERSTAR, Chairman COSTELLO, Ranking Members MICA and PETRI, thank you for bringing this bill to the floor today.

I remember my parents telling me: don't just tell me what you believe; show me what you have done and I will tell you what you believe. By us bringing this bill to the floor today, we can now discount the feelings and thoughts that we just believe that we should have safer skies. We are now doing what should be required to make airline travel as safe as possible.

Taken on a whole, Mr. Speaker, airline travel is extremely safe in the United States. However, that is component and functional upon the pilots flying and the training that they receive. In fact, this air crew, by all standards, was a very experienced crew. Yet what we found through NTSB reports and the later testimony by the FAA is that that air crew and this airline did not train their pilots to adequately recover from a stall.

Now, we can measure these types of instant recovery patterns and the upset stall recovery that needs to happen based on simulation. This bill will now force pilots and their trainers to make certain that they will not only recognize a stall, but be able to recover from a stall and be adequately trained on the equipment in their airplane.

We will increase the number of hours for regional pilots. We will add crew resource management that will help pilots cut down on the chatter while they are flying. Important stall recovery procedures will be implemented through pilot training programs that will allow simulation.

We will also end these share agreements, because when you and I buy a ticket, we want to know that we are

flying with the air carrier that we sign up and we pay for, and that's going to change in this bill. Not only are we going to allow these regional airlines to cut corners, to shave times and shoot for the minimums, because when we asked this airline why they were not trained to adequately recover from this, they said the FAA did not require them to do this; that will end. We are going to do this now.

Don't tell me what you believe. Show me what you have done and I will tell you what you believe.

Mr. PETRI. Mr. Speaker, I yield such time as he may consume to the former chairman of the Aviation Subcommittee, my colleague from Tennessee, JOHN DUNCAN.

Mr. DUNCAN. I thank the gentleman for yielding me this time.

Mr. Speaker, I rise mainly to commend, first of all, Chairman OBERSTAR, who I have always referred to as Mr. Aviation in this Congress, and my own ranking member, Mr. MICA, who has been so kind to me. I especially want to commend my good friends, Chairman COSTELLO and Ranking Member PETRI, who have worked so hard to bring this legislation to fruition and bring it to the floor today.

Unless you have worked on legislation like this, you just can't imagine all of the details that have to be ironed out, all the competing interests that have to be brought together. I especially want to thank them for taking into consideration the needs of our great educational institutions that have aviation programs, such as Embry-Riddle and Middle Tennessee State University in my own State of Tennessee, and many others.

As Ranking Member PETRI just mentioned, I had the privilege of serving for 6 years as chairman of the Aviation Subcommittee. I enjoyed that very much, and I think it's very important work that I had the privilege of doing then and that they are working so hard on now.

We have the best aviation system in the world, without any question. Unfortunately, we have more people killed in 3½ months on the Nation's highways than have been killed in all of the U.S. aviation accidents combined since the Wright brothers' flight in 1903. It's an amazing record.

But you can never rest on your laurels, and you should always be trying to make things better. We have the best airlines and we have the best pilots, but everybody should always be trying to improve and get better. Certainly, when we are faced with the tragedy of a major crash such as we have heard mentioned several times here already today, it's a terrible thing, especially for those who have been killed and their families. We all need to do everything we can and we certainly try to do everything we can to make our aviation system even safer.

I am pleased to be associated with these gentlemen and also with this legislation. I urge my colleagues to support this very fine bill.

Mr. COSTELLO. Mr. Speaker, at this time, I yield to the distinguished chairman of the full committee, Chairman OBERSTAR, as much time as he may consume.

Mr. OBERSTAR. I thank the gentleman from Illinois, Chair of the Subcommittee on Aviation, for the splendid job he has done, for the diligent, time-consuming, engaged work that he has dedicated to bringing this bill to the House floor today; and to our colleague, Mr. PETRI, a senior member on the Aviation Subcommittee on the Republican side who has also contributed an enormous amount of time and energy and work. We appreciate the kind words of Mr. DUNCAN and Mr. MICA, my ranking member and counterpart, and to the congressional delegation of Members whose constituents included those lost lives in this tragic crash.

It is so often the case that tragedy brings us to the House floor to right a wrong and correct gaps in safety in aviation, in railroad, in trucking, in passenger rail service, transit systems. We should be ahead of the game. We should be prescriptive rather than reactive. This legislation will do that for us. It will make us prescriptive in the field of aviation.

This bill, when enacted into law, will be the most significant improvement in raising the standards of pilot qualifications since 1958, when the FAA was established. There has been a great deal of concentration of public interest in the number of hours required to serve in the flight deck, in the left-hand or the right-hand seat.

This bill is much more than hours served. We have a current standard that a pilot need only a commercial pilot's certificate, 250 hours, in some cases only 190 hours.

□ 1345

Well, to fly an aircraft you need a lot more experience, a lot more flight experience. You need more aeronautical knowledge. You need weather training. You need training in crew resource management in the flight deck so that you have a plan, as in the case of Galaxy Airlines when a sound was heard in the flight deck and all three personnel in the flight deck began troubleshooting and no one was flying the aircraft. You need a flight management plan. And in that case, the aircraft crashed and 93 people died.

We raised the standards for the airline transport pilot certification. The pilot must have flight training, academic training, and operational experience to function effectively and efficiently in an operational environment. You have to be part meteorologist to understand weather conditions. You need training for how to cope with icing, high-altitude operations, multipilot crew, and operating an aircraft under difficult conditions, say, when the autopilot is off.

Those are the raised standards that we include in this legislation, including a number of recommendations from the National Transportation Safety Board; remedial training, stall and upset recovery training. You can't get that just on the ground in a simulator. You need that training at six and seven miles in the air, when there is no curb to pull over and look under the hood or call for help. That training has to be instilled in the pilot, in the captain in command and the first officer, before they get in the flight deck.

We also create an air carrier safety and pilot training task force to identify the best practices in the industry for pilot training, professional standards, intercarrier information-sharing and mentoring.

All of these are important. But not just to have those standards. We require them to report to the Congress every 180 days, and I thank Mr. COSTELLO for insisting on that and for the oversight he has conducted. We are going to stay on top of this thing. This full committee and this subcommittee are not going to just fold our hands after the bill passes and say "job well done." "Job just begun" is our method and is our standard.

For pilot fatigue, we require new flight and duty time rules within a year. You know, it took 14 years to get flight and duty time for flight attendants.

So these and a whole host of others are wrapped up with a directive to the General Accounting Office to do an evaluation of flight schools upon enactment of this legislation and report back to Congress. That is a complete package: new standards, higher standards, more requirements, more oversight, reporting to the Congress and keeping our hands on to make sure there are no more Colgan tragedies.

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

Mr. PETRI. Mr. Speaker, I have no further requests for time. I urge my colleagues to pass this bill.

Mr. COSTELLO. I would ask the ranking member if he would yield 30 seconds to me, since I am out of time.

Mr. PETRI. I yield such time as he may consume to my chairman, Mr. COSTELLO.

Mr. COSTELLO. I thank the ranking member for yielding 30 seconds to me.

In closing, let me reiterate that this is the strongest aviation and pilot training bill, as Chairman OBERSTAR said, in over half a decade. It is a good bill. It deserves our support. I urge my colleagues to support this legislation.

Ms. RICHARDSON. Mr. Speaker, as a member of the Transportation and Infrastructure Committee and a cosponsor of this bill I rise to lend my strong support of Airline Safety and Pilot Training Improvement Act of 2009. This important piece of legislation increases commercial pilot training requirements and requires the Federal Aviation Administration to convene a multidisciplinary review panel aimed at improving pilot response to a variety of conditions. It would also create an FAA task force to identify industry best practices.

These are just a few of the many safety improvements in this bill. And while the safety record of our aviation system is admirable, mistakes in the sky can devastate hundreds of lives and we must do everything possible to ensure our pilots are adequately trained, well rested, and best practices are always used.

I urge my colleagues to pass this important piece of legislation to make the skies safer for us all.

Mr. HOLT. Mr. Speaker, I rise today in support of H.R. 3371, the Airline Safety and Pilot Training Improvement Act.

On February 12, 2009, 50 lives were lost when Continental Flight 3407 crashed outside of Buffalo, New York. This was truly a national tragedy, one that has raised serious concerns about the safety and oversight of our nation's aviation system.

I would like to take a moment to honor the lives of three of the passengers on Flight 3407 from New Jersey's 12th Congressional District, which I have the privilege to represent in Congress. I have spoken with and heard from their families and friends, and my thoughts and prayers go out to them as they cope with the loss of these outstanding individuals. As they mourn, they have been vigilant in working to ensure that we address the serious safety concerns that led to this crash.

Lorin Maurer from Princeton was a fundraiser for the athletics division of Princeton University. According to her coworkers she was a bright and rising star. She was also a dedicated volunteer for the Greater Princeton Junior League. According to her fellow volunteers she was "an enthusiastic woman who not only had great ideas for improving our community, but took the actions necessary to achieve our goals." I would like to thank Lorin's boyfriend Kevin Kuwik for his hard work on behalf of the families of Flight 3407.

Ron Gonzalez of North Brunswick was a tireless advocate for his community. According to his sister he was a true advocate for life. His humanitarian efforts included running the New York City Marathon, and volunteering for the New York State Healthy Heart Program, HIV AIDS Community Services, and the New York State Prevention Planning Group. Ron worked at New Brunswick Tomorrow where he managed a school based program for at-risk children within New Brunswick Public Schools. During Ron's tenure with New Brunswick Tomorrow, he worked hard to save children who were in crisis due to domestic violence, drugs, gangs, and other social ills. His passing is a great loss to our community.

Coleman Mellett from East Brunswick was a talented jazz guitarist. Coleman's talent was evident from a young age. He came in second at the scholarship competition at the East Coast Jazz Festival while he was still in high school. Coleman played with a number of talented musicians including Chuck Mangione's band. He also released the solo album Natural High in 2007 which demonstrated the depth of his talent. I can only imagine the music that we have lost with Coleman's passing.

Many of the family members of the victims of Flight 3407 are at the Capitol today to remind us that we in Congress need to take action to prevent another tragedy of this scale.

A series of National Transportation Safety Board (NTSB) hearings exposed the disturbing fact that this tragedy was preventable. The pilots had received inadequate training on how to recover from a stall and how to proceed in

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 yeas 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