

Mr. TONKO. Madam Speaker, I continue to reserve the balance of my time.

Mr. PLATTS. Madam Speaker, I am honored to yield to the distinguished gentleman from California (Mr. DANIEL E. LUNGREN), who played an important role in the foundation and formation of the National Center for Missing and Exploited Children in 1984, as much time as he may consume.

Mr. DANIEL E. LUNGREN of California. Madam Speaker, it is hard to believe that it was 25 years ago that this Congress worked to facilitate the establishment of the National Center for Missing and Exploited Children.

I recall being on the subcommittee of the Judiciary Committee when John Walsh and his wife testified before us. It was at a time when they did not know who had murdered their child.

It was at a time in this country where we specifically prohibited the use of the FBI in attempting to participate in any activities to try and find missing children. We had a statutory delay for any participation by the FBI. There was a lack of coordination that was not only in existence, but was promoted by law at that time.

And I recall, after John Walsh and his wife testified before us, the shrugging of shoulders by some who basically had to tell the Walshes that there was nothing that we could do here on the Federal level.

John Walsh and his wife did not take that as an answer. They spoke to many of us here in the Chamber, but actually those of us on the subcommittee and committee at that time, and challenged us to try and find a way to make it possible that we could have a seamless web between the Federal Government, the State government and local government when the question was a missing child. And the strength and persistence of that couple, combined with others who joined them around the country was extraordinary at that time.

It seems so commonplace now for us to talk about the 25th anniversary of the National Center for Missing and Exploited Children. It seems so commonplace for us to talk about hundreds of thousands of children being reported missing yearly, and the fact that there was almost a collective shrug of the shoulder at that time saying, it is a terrible tragedy, but there's nothing we can do about it.

It seems so commonplace now that when a child is missing, with all of the various laws that have followed after the creation of the National Center for Missing and Exploited Children, that almost instantaneously you have law enforcement across the board communicating with one another and creating a mechanism by which there can be the exchange of information and the encouragement of the exchange of information so that we can find these children.

One thing we knew 25 years ago, and it remains the same today, the sooner

you know that a child is missing, the better the chances are of being able to find that child. The sooner you have law enforcement involved, along with the communities, the better the chances are that you will have a successful recovery of that child and a successful reuniting of that family.

So I hope people understand why we celebrate the 25th anniversary of the National Center for Missing and Exploited Children and that it has been the result of thousands upon thousands of people working for this effort.

Had it not been for a single couple, the Walshes, who, out of tragedy, decided to make something positive, had it not been for them coming here to the Congress and insisting that we look at this issue and insisting that there was something that can be done and insisting that just because we used to do it the old way was no reason or no excuse for not trying to do something different, had it not been for them, we would not be celebrating the 25th anniversary, nor would we be celebrating the thousands upon thousands of successful reunitions that have taken place around this country.

So this is a wonderful recognition of the center, but I hope it will also be a tremendous recognition of the contributions made by two wonderful Americans, the Walshes.

Mr. TONKO. Madam Speaker, I continue to reserve the balance of my time.

Mr. PLATTS. Madam Speaker, I, again, urge a "yes" vote in support of this important resolution and commend Mr. POE for his sponsorship, as well as Mr. LUNGREN for his important work in the foundation of the National Center for Missing and Exploited Children.

Madam Speaker, I rise today in support of House Resolution 454, recognizing the 25th anniversary of the National Center for Missing and Exploited Children.

In 1979, while on his way to school, 6-year-old Etan Patz disappeared from the streets of New York City. In 1981, 6-year-old Adam Walsh disappeared from a Florida shopping mall. The media attention and search efforts that resulted from these two cases focused the nation's attention on the problem of child abduction and the need for a coordinated effort to address this problem.

The National Center for Missing and Exploited Children, NCMEC, as it is called in acronym, was created by Congress in 1984, through the Missing Children's Assistance Act. NCMEC works in partnership with the U.S. Department of Justice and is the nation's resource center and clearinghouse for information on missing and exploited children. Since 1984, NCMEC has assisted law enforcement with more than 154,000 missing child cases, resulting in the recovery of more than 138,000 children.

NCMEC's mission includes helping to prevent child abduction and sexual exploitation; helping to find missing children; and assisting victims of child abduction and sexual exploitation, their families, and the professionals who serve them. NCMEC provides assistance to families and law enforcement agencies in

locating and recovering missing and exploited children, both nationally and internationally.

NCMEC offers many services, including a 24-hour call center. NCMEC's toll-free national hotline, 1-800-THE-LOST, has handled more than 2.3 million calls.

NCMEC also manages a distribution system for missing-child photos; a system of case management and technical assistance for law enforcement and families; training programs for Federal, State and local law enforcement; and programs designed to help stop the sexual exploitation of children.

NCMEC is the only private, non-profit organization that combines these resources to provide support to law enforcement, state clearinghouses, and parents working to find missing children.

I stand in support of this resolution recognizing the 25th Anniversary of the National Center for Missing and Exploited Children. I ask for my colleagues' support.

I yield back the balance of my time.

Mr. TONKO. Madam Speaker, the resolution before the House, H. Res. 454, recognizing the 25th Anniversary of the National Center for Missing and Exploited Children, is one that obviously brings with it many happy endings for at least 138,000 families.

And while not all of the stories are those happy endings, the center has provided itself as a resource, as a network that has devoted itself to the reconnection of our youth to their families. And so, with that outstanding record and with the concerns for missing children still alive and haunting us as a society, I strongly encourage a "yes" vote on the resolution.

I yield back my remaining time, Madam Speaker.

The SPEAKER pro tempore. The question is on the motion offered by the gentleman from New York (Mr. TONKO) that the House suspend the rules and agree to the resolution, H. Res. 454.

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. PLATTS. Madam 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.

□ 1745

CONGRATULATING AIRCRAFT OWNERS AND PILOTS ASSOCIATION ON ITS 70TH ANNIVERSARY

Mr. BOCCIERI. Madam Speaker, I move to suspend the rules and agree to the resolution (H. Res. 472) congratulating and saluting the seventieth anniversary of the Aircraft Owners and Pilots Association (AOPA) and their dedication to general aviation, safety and the important contribution general aviation provides to the United States.

The Clerk read the title of the resolution.

The text of the resolution is as follows:

H. RES. 472

Whereas the Aircraft Owners and Pilots Association (AOPA) was formed 70 years ago, in May 1939, on the eve of World War II;

Whereas the AOPA is committed to improving general aviation safety;

Whereas the AOPA created the AOPA Air Safety Foundation, the only organization dedicated solely to that end, nearly 60 years ago;

Whereas the AOPA represents more than 415,000 members, or 7 out of every 10 pilots in the United States;

Whereas the AOPA has, for 7 decades, provided those pilots with education, information, and advocacy at all levels of government;

Whereas the AOPA was among the earliest proponents of civilian use of the Global Positioning Satellite System, setting the stage for development of the Next Generation Air Transportation System;

Whereas the AOPA was a leading advocate of the General Aviation Revitalization Act of 1994, which led to the recovery of the United States general aviation light aircraft manufacturing industry, a major United States export and a plus on the trade balance sheet;

Whereas the AOPA has developed and maintained close working relationships with agencies of the Federal Government, especially the Department of Transportation, the Department of Homeland Security, the Federal Aviation Administration, and the Transportation Security Administration; and

Whereas those relationships have allowed the public and private sectors to address various issues of legitimate concern to the Federal government in ways that impose the least possible burden on general aviation pilots and aircraft owners: Now, therefore, be it

Resolved, That the House of Representatives—

(1) congratulates and salutes the Aircraft Owners and Pilots Association (AOPA) for celebrating its 70th anniversary;

(2) commends the AOPA for creating the AOPA Air Safety Foundation nearly 60 years ago to improve general aviation safety;

(3) commends the AOPA for helping lead the recovery of the United States general aviation light aircraft manufacturing industry; and

(4) commends the AOPA for setting the stage for development of the Next Generation Air Transportation System.

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

The Chair recognizes the gentleman from Ohio.

GENERAL LEAVE

Mr. BOCCIERI. Madam Speaker, I ask unanimous consent that all Members may have 5 legislative days within which to revise and extend their remarks and to include extraneous material on House Resolution 472.

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

There was no objection.

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

I rise today in support of House Resolution 472, congratulating and saluting the 70th anniversary of the Aircraft

Owners and Pilots Association and their dedication to the general aviation, safety, and the important contribution that general aviation provides to the United States of America.

AOPA was incorporated on May 15, 1939, as a nonprofit organization dedicated to general aviation. AOPA represents more than 414,000 members, which is about 70 percent of all United States pilots. In 1950, AOPA created the Air Safety Foundation, which provides general aviation pilots with training, education, and research on information and safety that are important to all pilots.

AOPA was a leading advocate in the General Aviation Revitalization Act of 1994 which led to the recovery of the U.S. general aviation and light aircraft manufacturing industry. In recent years, AOPA has been active on many general aviation issues such as global positioning navigation, flight service station modernization, FAA reauthorization, and the Next Generation Air Transportation System, known as NextGen.

House Resolution 472 congratulates and salutes the 70th anniversary of AOPA and its dedication to general aviation, safety, and the important contribution made by all aviators to the United States. In addition, the resolution commends AOPA for creating the Air Safety Foundation, leading the recovery of general aviation of light aircraft in the manufacturing industry and setting the stage for the development of NextGen.

For these reasons and others, I urge my colleagues to support House Resolution 472.

I reserve the balance of my time.

Mr. PETRI. Madam Speaker, I rise in support of House Resolution 472. I'm a cosponsor of the resolution introduced by my colleague, Mr. DENT of Pennsylvania, congratulating the Aircraft Owners and Pilots Association on the organization's 70th anniversary.

Madam Speaker, I rise in support of House Resolution 472. I am a cosponsor of the resolution introduced by Mr. DENT congratulating the Aircraft Owners and Pilots Association (AOPA) on the organization's 70th anniversary.

For decades, AOPA has provided important safety information to pilots all over the country, making it a valuable safety partner with the FAA and the House Transportation Committee.

In addition, AOPA continues to perform an advocacy function for pilots and aircraft owners providing a helpful voice both at the FAA and here in Congress. Representing roughly 415,000 pilots and aircraft owners, AOPA has been a valuable stakeholder helping to shape policy solutions to safety issues facing the general aviation industry.

Finally, in representing pilots and aircraft owners, AOPA represents a general aviation industry that is critical to our nation's economy. The manufacturing of general aviation aircraft as well as the maintenance and operation of general aviation aircraft supports 1,265,000 high-quality jobs here in the United States. General aviation also inspires the love

for flying that has led to so many U.S. commercial airline pilot careers.

I support the adoption of the resolution.

I yield such time as he may consume to the author of the resolution, Representative CHARLES DENT.

Mr. DENT. Thank you, Congressman PETRI, for your part of this legislation.

On May 15, 2009, the Aircraft Owners and Pilots Association, or AOPA, celebrated its 70th anniversary. Since its inception on the eve of the Second World War, AOPA has grown to be one of the strongest voices for general aviation in the United States.

Throughout its rich history, AOPA has developed and maintained close working relationships with Federal Government agencies including the Department of Transportation, Department of Homeland Security, Federal Aviation Administration, and the Transportation Security Administration. By working closely with these agencies, AOPA has helped us create the safest and most efficient aviation system in the world.

For the last 7 years, AOPA has also fostered a dynamic relationship with Congress, and specifically the members of the Committee on Transportation and Infrastructure on which I serve. The association's first political activity was to urge the U.S. Senate to pass legislation establishing the civilian pilot training program which allows thousands of American pilots to gain their certification through Federal Government support. Decades later, AOPA remains a key actor in the development in our Nation's aviation policy having played a vital role in the crafting and passage of this year's FAA Reauthorization Act.

Today, AOPA's membership exceeds 400,000, including seven out of every 10 pilots in this Nation. I'm confident every Member of Congress currently has a valuable relationship with the general aviation pilots flying in their districts.

On a personal note, AOPA members from the Lehigh Valley area serve on my aviation advisory board proved to be some of the most informed and influential participants. Their expertise has truly been a great resource for me as I serve on the Transportation and Infrastructure Committee and the Aviation Subcommittee.

Madam Speaker, I believe the passage of this resolution congratulating AOPA on its 70 years of service is a fitting way to salute the many pilots who help make our aviation system the safest and most efficient in the world. And at this time I would like to encourage everybody to support this legislation and urge its adoption.

Mr. PETRI. At this time, Madam Speaker, I yield as much time as he may consume to my colleague from Michigan, VERN EHLERS.

Mr. EHLERS. I thank the gentleman for yielding.

As a student pilot, and as the co-chairman of the House General Aviation Caucus, as well as a proud member

of the Aircraft Owners and Pilots Association, I rise in strong support of H. Res. 472, honoring the Aircraft Owners and Pilots Association on their 70th anniversary.

Since 1939, AOPA has effectively represented the general aviation community at the local, State, and Federal levels. With a membership of more than 415,000—or two-thirds of all of the pilots in the United States—AOPA is the largest and one of the most influential aviation associations in the world. I have been a member for a number of years.

General aviation is a catch-all category that includes all nonscheduled, all nonmilitary aviation. There are more than 230,000 general aviation aircraft in the United States, which use nearly 19,000 small and regional airports. These airports help connect people and industries that do not always have easy access to our commercial airports.

Recently, general aviation has come under attack by the media and those that view general aviation as a corporate indulgence or an expensive toy used exclusively by the wealthy. That is simply not true. Actually, the fact is that companies that utilize general aviation are more productive and, thus, more competitive.

I can give two examples from my hometown of Grand Rapids, Michigan.

Recently, I was talking to a businessman there. He's a contractor. He's built a number of buildings. They've decided to expand into the Upper Peninsula of Michigan and into Canada. As you know, Michigan is surrounded by the Great Lakes so it's very hard to get from point A to point B quickly. However, they bought an airplane, and they were able to zip easily from the Grand Rapids headquarters to all the work sites in Canada and in the Upper Peninsula of Michigan. More often than not, these airplanes pay for themselves.

I have another businessman in Grand Rapids who told me that his airplane saved him a considerable amount of money because when his executives went to visit his plants scattered around the U.S.—most of them in forests because he's in the lumbering business and he has 30-some businesses around the country—it takes at least one person one day to get to any of these sites using commercial aviation because they have to go to a major commercial airport, rent a car and drive 30, 40 miles into the forest to their site. But with their own private airplane, they could usually land within a few miles. They can complete three business visits in 1 day instead of one.

So, as they say, these airplanes pay for themselves.

In addition, most of the private pilots I know are not rich but middle class working people that love to fly. In the wake of these disparaging stories that have appeared in the media, the AOPA and its supporters in Con-

gress have worked hard to educate the public and spread the word about the importance of general aviation to our economy and our transportation system.

Every private pilot is passionate about flying, and the AOPA is the organization they rely on to stay abreast of current political events and aviation events and to advocate on their behalf.

I congratulate the AOPA on this historic anniversary, and I wish them continued success, and I look forward to celebrating future anniversaries with them as well. And I hope by then, I am able to fly more often than I am while I'm in the Congress.

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

I would like to commend the gentleman from Pennsylvania for his efforts to promote general aviation. It's very clear, having, myself, several classifications as a multiengine commercial instrument single engineer, that general aviation needs to do all it can to promote and respond to the needs of its pilots—in particular, training of the pilots. It is very important that we recognize the significance of this organization and what it means to general aviation.

I concur with the remarks of the ranking member and also concur with the gentleman and his remarks with respect to the importance of this bill.

I reserve the balance of my time.

Mr. OBERSTAR. Madam Speaker, I rise in support of this legislation, H. Res. 472, introduced by the gentleman from Pennsylvania (Mr. DENT), which congratulates and salutes the 70th anniversary of the Aircraft Owners and Pilots Association (AOPA) and its dedication to general aviation (GA), safety, and the important contribution that GA provides to the United States. The resolution also commends AOPA for: creating the Air Safety Foundation, leading the recovery of the GA light aircraft manufacturing industry, and setting the stage for the development of the Next Generation Air Transportation System by being an early proponent of the civilian use of the Global Positioning System. I thank Representative DENT for his leadership on this measure.

AOPA was incorporated on May 15, 1939, as a non-profit organization dedicated to GA. Since then, the organization has been a leading advocate for GA pilots and now represents about 415,000 members. AOPA has also provided GA pilots with valuable safety education and training through the Air Safety Foundation, which was created in 1950. The Air Safety Foundation is the largest non-profit organization dedicated solely to GA safety.

AOPA was a primary supporter of the General Aviation Revitalization Act (GARA) of 1994. The GA industry boomed following the passage of GARA, which placed fair and reasonable limitations on the time period during which a manufacturer would be legally liable for aircraft defects.

I congratulate AOPA for working to support GA over the past 70 years. GA stimulates local and regional economies—it comprises over one percent of the U.S. Gross Domestic Product and supports almost 1.2 million jobs. In addition, GA provides communities with es-

sential services, and affords businesses the flexibility and mobility that they require. Many industries and public services depend on GA to be successful and efficient, including emergency medicine, firefighting, news services, energy exploration, and farming.

I urge my colleagues to join me in supporting H. Res. 472.

Mr. PETRI. Madam Speaker, I have no further requests for time. I urge passage of the bill, and I yield back the balance of my time.

Mr. BOCCIERI. Madam Speaker, the swift passage of this bill is very important.

I yield back my time as well.

The SPEAKER pro tempore. The question is on the motion offered by the gentleman from Ohio (Mr. BOCCIERI) that the House suspend the rules and agree to the resolution, H. Res. 472.

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

A motion to reconsider was laid on the table.

RALPH REGULA FEDERAL BUILDING AND UNITED STATES COURTHOUSE

Mr. BOCCIERI. Madam Speaker, I move to suspend the rules and pass the bill (H.R. 1687) to designate the Federal building and United States courthouse located at McKinley Avenue and Third Street, SW., Canton, Ohio, as the "Ralph Regula Federal Building and United States Courthouse," as amended.

The Clerk read the title of the bill.

The text of the bill is as follows:

H.R. 1687

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

SECTION 1. RALPH REGULA FEDERAL BUILDING AND UNITED STATES COURTHOUSE.

(a) DESIGNATION.—The Administrator of General Services shall ensure that the federally occupied building located at McKinley Avenue and Third Street, SW., Canton, Ohio, is known and designated as the "Ralph Regula Federal Building and United States Courthouse".

(b) REFERENCES.—With respect to the period in which the building referred to in subsection (a) is federally occupied, any reference in a law, map, regulation, document, paper, or other record of the United States to that building shall be deemed to be a reference to the "Ralph Regula Federal Building and United States Courthouse".

The SPEAKER pro tempore. Pursuant to the rule, the gentleman from Ohio (Mr. BOCCIERI) and the gentleman from Florida (Mr. MARIO DIAZ-BALART) each will control 20 minutes.

The Chair recognizes the gentleman from Ohio.

GENERAL LEAVE

Mr. BOCCIERI. Madam Speaker, I ask unanimous consent that all Members may have 5 legislative days within which to revise and extend their remarks and to include extraneous material on H.R. 1687.

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