

the post-Three Mile Island analyses that the complex information that was being provided to the operators of the plant was easily overwhelming and contributed to that disaster.

It has been recognized for a long time by the Federal Aviation Administration. Indeed, the tragic accident in which an airliner crashed into the Potomac not far from this very building was believed strongly related to ice on the wings, but not just the ice on the wing, but how the pilot and the copilot interacted in their discussion about whether or not it would be safe to fly under those conditions.

As they looked at that analysis, it became apparent that the rules for cockpit interactions and making decisions about safety needed to be changed.

When we looked at this event that happened in the gulf and you follow the dialogue that has been reported between BP and the drilling operators, it is clear that human factors and risk analysis needs dramatic improvement. Witnesses at the committee hearing testified that we have to not only improve, as I mentioned earlier, the training of the personnel on the rigs, but I think the management needs to be addressed and the decisionmaking process.

If you can have a circumstance wherein someone says we're going to go ahead with this operation as we deem appropriate, and effectively the response was, well, that's I guess why we have the blowout prevention devices, meaning somebody thought that if we do this, we're likely to have a blowout. Now, when one looks at the history of safety and efficacy of those blowout preventers, it's pretty clear that they had a high failure rate.

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

Mr. GORDON of Tennessee. I yield 2 additional minutes to the gentleman.

Mr. BAIRD. If we have an interaction system wherein people are making decisions with a known possibility of a blowout and blowout preventers that have a fairly high probability of failure, somebody needs to intervene and say what the heck is going on here if people can make these decisions when, and I want to underscore this, when the consequence is the loss of human life. Eleven souls lost their lives on that rig that day. We talk so much about the cleanup and the environmental catastrophe that's resulted. Let us not forget those eleven lives. When people's decisionmaking leads to the loss of human life and leads to an environmental and economic tragedy of this magnitude, we've got to make sure they make those decisions in the right way, with the right information and the right communication strategy, and as important as this bill is in improving the technology for drilling and drilling safety, essential to that technology are the human elements, and I'm grateful that the committee saw fit to include those elements in the legislation.

I thank the chairman again.

Mr. HALL of Texas. I yield back the balance of my time.

Mr. GORDON of Tennessee. Madam Speaker, in conclusion, I want to once again thank Ranking Member HALL for his initiating this bill. He is the father of this bill, and I think we all recognize his good work there.

I yield back the balance of my time.

The SPEAKER pro tempore. The question is on the motion offered by the gentleman from Tennessee (Mr. GORDON) that the House suspend the rules and pass the bill, H.R. 5716, as amended.

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

A motion to reconsider was laid on the table.

SUPPORTING NATIONAL AEROSPACE WEEK

Mr. GORDON of Tennessee. Madam Speaker, I move to suspend the rules and agree to the concurrent resolution (H. Con. Res. 292) supporting the goals and ideals of National Aerospace Week, and for other purposes.

The Clerk read the title of the concurrent resolution.

The text of the concurrent resolution is as follows:

H. CON. RES. 292

Whereas the missions to the Moon by the National Aeronautics and Space Administration are recognized around the globe as one of the most outstanding achievements of humankind;

Whereas the United States is a leader in the International Space Station, the first permanent human habitation and scientific laboratory in space;

Whereas the first aircraft flight occurred in the United States, and the United States operates the largest and safest aviation system in the world;

Whereas the United States aerospace industry is a powerful, reliable source of employment, innovation, and export income, directly employing 831,000 people in the United States and supporting more than 2,000,000 jobs in related fields;

Whereas space exploration is a source of inspiration that captures the interest of young people;

Whereas aerospace education is an important component of science, technology, engineering, and mathematics education and helps to develop the science and technology workforce in the United States;

Whereas aerospace innovation has led to the development of advanced meteorological forecasting, which has saved lives around the world;

Whereas aerospace innovation has led to the development of the Global Positioning System, which has strengthened national security and increased economic productivity;

Whereas the aerospace industry assists and protects members of the Armed Forces with military communications, unmanned aerial systems, situational awareness, and satellite-guided ordnances; and

Whereas the third week in September is an appropriate week to observe "National Aerospace Week": Now, therefore, be it

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

(1) supports the goals and ideals of "National Aerospace Week"; and

(2) recognizes the contributions of the aerospace industry to the history, economy, security, and educational system of the United States.

The SPEAKER pro tempore. Pursuant to the rule, the gentleman from Tennessee (Mr. GORDON) and the gentleman from Texas (Mr. HALL) each will control 20 minutes.

The Chair recognizes the gentleman from Tennessee.

GENERAL LEAVE

Mr. GORDON of Tennessee. Madam Speaker, I ask unanimous consent that all Members may have 5 legislative days to revise and extend their remarks and to include extraneous material on H. Con. Res. 292, the concurrent resolution now under consideration.

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

There was no objection.

Mr. GORDON of Tennessee. Madam Speaker, I yield myself such time as I may consume.

No matter how many times you fly, there is still something magical about the first moment of takeoff when acceleration gives way to the sudden lift and you soar into the clouds. Behind that moment of wonder lies over a century of hard work, long hours, and sacrifice spent uncovering the secrets of aerodynamics and mastering the engineering of heavier-than-air flight. It should be a point of great pride that the United States was a leader in making aviation a reality. So in recognition of National Aerospace Week, we honor a national history of achievement in both aeronautics and in space.

America's achievements in aerospace inspire awe and admiration around the world. From the very first heavier-than-air flight in 1903 to the Moon landing in 1969, America has led the way in aerospace.

Today, we continue to move forward by sending robotic probes to the far reaches of the solar systems, sending observatories into space, and leading the international team that constructed the international space station.

American superiority in aerospace is part of the foundation on which our security rests. Satellites provide our troops in distant lands with everything from vital intelligence about local weather and terrain to updates on NBA finals. Unmanned aerial vehicles and communications, and satellite-based navigation and position systems are essential tools that members of the Armed Forces rely on to do their job safely and effectively.

Space-derived systems like GPS and weather satellites have become integral to civil society as well.

The aerospace industry employs many hundreds of thousands of Americans and is one of the most vibrant and innovative sectors of our economy. Industry sales are estimated to reach \$215 billion in 2010.

In addition to the 831,000 Americans who work in the aerospace industry, an additional 11 million work in the field of commercial aviation.

For its contributions to science and engineering, to our national security and economy, as well as to the general well-being and progress of humankind, the aerospace industry deserves recognition. With this resolution, we take a moment to remember the glories of the past and the anticipation of wonders for the future.

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I want to thank the sponsor of this resolution, Dr. VERN EHLERS, for his long support of our Nation's aerospace industry and for his support for science and technology generally during his tenure in Congress on the Science and Technology Committee. We think of him as the conscience of science, and we thank him for this good resolution today.

I reserve the balance of my time.

Mr. HALL of Texas. Madam Speaker, I yield myself such time as I may consume.

I rise today, of course, in support of House Concurrent Resolution 292, designating the third week of September as "National Aerospace Week" to recognize the contributions of the aerospace industry to the history, economy, security, and educational system of the United States.

This bill was introduced by my good friend, Representative VERN EHLERS, who, as I am sure many Members know, is retiring at the end of this Congress. I hate to lose this good man, and I will miss VERN very greatly. He has been a steady voice of reason in the House of Representatives and in the Science Committee. Dr. EHLERS has been a tireless and articulate advocate for policies and programs aimed at attracting the talents of our young people into the fields of science, technology, engineering, and mathematics. He will be greatly missed.

This Nation has always been preeminent in the international aerospace industry and continues to lead the way today through the support of the international space station by offering cutting-edge products and services throughout the world and by fostering the development and operation of the largest and safest aviation system in the world. The United States' aerospace industry serves as a powerful, reliable source of employment for 831,000 people and supports more than 2 million other jobs in related fields.

Among its many diverse innovations, the aerospace industry developed the Global Positioning System, sensors that give us the capability to make long-range, reliable meteorological forecasts; aircraft and other surveillance systems that help defend our shores; and tools to increase economic productivity, improve our quality of life, and save lives. The aerospace industry also assists and protects members of the Armed Forces with military

communications systems, unmanned aerial systems, high-performance aircraft, and satellite-based precision surveillance and navigation systems.

Finally, let me add that high-technology goods and services produced by the aerospace industry help capture the interest of young people here at home and around the world. It gives them tremendous inspiration to tackle the more difficult class work that science and engineering professions demand and which, in turn, will ultimately lead these people to a much more enriching and rewarding life.

Madam Speaker, I urge my colleagues to support House Concurrent Resolution 292.

I yield such time as he may consume to Dr. EHLERS.

Mr. EHLERS. I thank my good friend for yielding to me.

As the author of this resolution and cochair of the House Aerospace Caucus, along with Congressman NORM DICKS, who has just arrived on the floor, I rise in strong support of House Concurrent Resolution 292, which supports the goals and ideals of creating a National Aerospace Week. Last year, the House voice voted a similar resolution supporting an Aerospace Day. However, considering the aerospace industry's contribution to our history, economy, security, and educational system, we believe an entire week is more appropriate.

Last year, we celebrated the 40th anniversary of the Apollo moon landing, and this year we celebrate the 10th anniversary of continuous human presence in orbit on the international space station. These important achievements are made possible by the aerospace industry.

In addition to landing on the moon, living in space, innovative developments in satellites, meteorological forecasting, national defense, and communications, the United States also maintains the largest, most complex, and safest aviation system in the world.

Our aviation system, especially business aviation, allows U.S. companies to stay competitive because our workers can be more productive and efficient. In fact, aviation is becoming so widespread that this evening I will be taking an exam toward my own pilot certificate, and I hope to spend the remaining years of my life learning more and more about aviation.

The United States aerospace industry is a powerful, reliable source of employment, innovation, and export income, employing more than 840,000 people in the United States and supporting more than 2 million jobs in related fields.

Although unemployment remains high, especially in my home State of Michigan, these high-value, good-paying jobs continue to be in demand because of the shortage of qualified workers.

Therefore, in order for the United States to remain at the forefront of

aerospace development, we must do a better job of educating our children in science, technology, engineering, and mathematics, commonly referred to as STEM education. Flying and space exploration remain a powerful inspiration that captures the interest of young people, and I applaud the efforts by the aerospace community to get involved with children and schools to nurture this interest and improve our STEM education programs.

I hope my colleagues will join me in honoring the aerospace industry by designating the third week in September as National Aerospace Week. I urge all Members to vote for H. Con. Res. 292.

Let me also express my appreciation to both the chairman of the Science Committee, Mr. GORDON, and also to Mr. HALL, the ranking member of that committee. They have done an excellent job of leading the committee this year, and we have accomplished great things in the Science Committee.

I also wish to thank them as friends for the kind words they have just uttered about my pending departure. In fact, I am receiving so many accolades for my work in the Congress that I have decided I may retire again and again, but I suspect I am limited to doing it only one time.

But in any event, I have deeply appreciated my time in the Congress of the United States. I strongly support the aerospace industry and what it means to this country and, frankly, to this world, and we pray that we will continue to serve well in exploring this marvelous universe that the Lord has given us to explore.

Mr. GORDON of Tennessee. Madam Speaker, let me say all the accolades that Dr. EHLERS has received have been well deserved. He has left a thick trail of accomplishments in this body.

I now yield such time as he may consume to the gentleman from Washington State (Mr. DICKS), the chairman of the Defense Appropriations Subcommittee.

Mr. DICKS. Thank you, Mr. Chairman.

I want to also say we have appreciated the service of BART GORDON as chairman of the Science and Technology Committee and Mr. RALPH HALL for allowing this bill to come to the floor.

I want to congratulate Mr. EHLERS, my colleague and cochair of the House Aerospace Caucus, on introducing this important resolution.

I strongly support the goal of this legislation to call attention to the importance of the aerospace industry in our Nation. The aerospace sector provides our economy over 840,000 jobs and constitutes over \$210 billion in annual sales and \$78 billion in exports. It is a vital sector that we appreciate all the more when other significant segments of the economy are struggling.

Because I come from the Puget Sound region in the State of Washington, it is hard not to have an awareness of the aerospace industry. In my

home State, there are many companies developing and producing a wide range of aerospace products. But, of course, the dominant presence is Boeing. The Boeing company directly employs over 72,000 people in Washington State, and they draw on over 2,700 suppliers in the State while buying over \$3.3 billion of goods and services per year.

I want to note that just this past December 15, Boeing's 787 Dreamliner made its first flight. This revolutionary aircraft is the first major airliner to use composite materials throughout most of its structure, which will yield significant efficiencies, reductions in fuel consumption, and enhanced passenger comfort.

□ 1300

Aerospace also is critical to our national defense. From my position as chairman of the Defense Appropriations Subcommittee, I am keenly aware of the role that aerospace plays for our national defense and our intelligence community. Our Nation relies heavily on technology to give us the military advantages that we enjoy over potential adversaries; and aerospace is an area where our technological advantage gives us unmatched capabilities and systems, such as air-to-air missiles, stealthy platforms, supersonic fighters, and satellites that can detect missile launch.

In many cases, the technologies that are developed and used for our national security are unique because only the military has a use for it. However, I want to point out that it is also not unusual for military technologies to eventually have wide and dramatic benefits in our lives. One example is the Global Positioning System, GPS, first developed for military purposes, but now in use in a constantly expanding range of applications across the entire world. GPS now is a vital part of the safety and efficiency of the world's transportation systems, the productivity of our farms, the management of our resources, and the protection of our environment.

In closing, I want to mention that despite our national successes in aerospace, there are a couple of issues that we must pay attention to if we are going to continue to have a thriving aerospace sector that contributes to our economy and our national defense. I continue to be concerned about the health of our overall industrial base. One example is our space launch industrial base. I also firmly believe that we must pay more attention to educating and inspiring the future generation of scientists, engineers, and technicians that will keep making important technical advances and producing state-of-the-art products. Dr. EHLERS mentioned the importance of education not only for our students, but at the universities in our country.

Again, I want to thank Dr. EHLERS for introducing this resolution, and I want to thank him for his leadership on the Aerospace Caucus and for his

friendship. We are going to miss him as well.

I urge my colleagues to join us in recognizing the important contributions of the aerospace sector to our lives by voting for this resolution.

Mr. HALL of Texas. Madam Speaker, I yield back the balance of my time.

Mr. GORDON of Tennessee. Madam Speaker, I yield back the balance of my time.

The SPEAKER pro tempore. The question is on the motion offered by the gentleman from Tennessee (Mr. GORDON) that the House suspend the rules and agree to the concurrent resolution, H. Con. Res. 292.

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. GORDON of Tennessee. 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.

SUPPORTING FRAGILE X AWARENESS DAY

Mr. PALLONE. Madam Speaker, I move to suspend the rules and agree to the resolution (H. Res. 611) supporting the goals and ideals of "Fragile X Awareness Day," as amended.

The Clerk read the title of the resolution.

The text of the resolution is as follows:

H. RES. 611

Whereas fragile X syndrome is the most common form of inherited intellectual and developmental disabilities (IDDs);

Whereas an expansion of the CGG trinucleotide repeat in the FMR1 gene—a human gene that codes for a protein called fragile X mental retardation protein—causes almost all cases of fragile X syndrome;

Whereas fragile X mental retardation protein is normally made in many tissues, especially in the brain and the testes;

Whereas fragile X mental retardation protein may play a role in the development of synaptic connections between nerve cells in the brain where cell-to-cell communication occurs;

Whereas there is a relationship between fragile X syndrome and autism;

Whereas up to one-third of all children diagnosed with fragile X syndrome also have autism or an autism spectrum disorder;

Whereas over 100,000 people in the United States have fragile X syndrome and an estimated 1,000,000 people in the United States carry a fragile X mutation and have or are at risk of developing a fragile X-associated disorder;

Whereas fragile X-associated disorders include fragile X syndrome, which causes language, behavioral, and developmental disabilities; fragile X-associated tremor/ataxia syndrome—an adult onset progressive neurological condition causing tremors and balance and memory problems primarily in male carriers that can lead to decreased life expectancy; and fragile X-associated primary ovarian insufficiency—a cause of infertility, early menopause, and other ovarian problems in female carriers;

Whereas doctors can accurately identify and diagnose fragile X syndrome, fragile X-associated tremor/ataxia syndrome, and fragile X-associated primary ovarian insufficiency;

Whereas the National Institutes of Health is currently funding several studies that may lay the groundwork for screening of all newborns in the United States for early detection of the fragile X mutation;

Whereas increased research into fragile X syndrome may lead to a better understanding of the disorder, more effective treatments, and an eventual cure; and

Whereas advocacy organizations have designated July 22 as "Fragile X Awareness Day": Now, therefore, be it

Resolved, That the House of Representatives—

(1) supports the goals and ideals of "Fragile X Awareness Day";

(2) supports raising awareness and educating the public about fragile X syndrome and associated disorders;

(3) applauds the efforts of advocates and organizations that encourage awareness, promote research, and provide education, support, and hope to those impacted by fragile X syndrome;

(4) recognizes the commitment of parents, families, researchers, health professionals, and others dedicated to finding an effective treatment and cure for fragile X syndrome;

(5) urges all physicians, health care providers, and specialists to—

(A) learn the clinical signs and symptoms of fragile X syndrome, fragile X-associated disorders, fragile X-associated primary ovarian insufficiency, and fragile X-associated tremor/ataxia syndrome;

(B) use diagnostic, developmental screening, and surveillance modalities to detect fragile X-associated disorders;

(C) test, when appropriate, individuals exhibiting signs of developmental delay or an autism spectrum disorder to determine the status of their FMR1 gene;

(D) gain a full understanding of the genetic implications of all fragile X-associated disorders, and when appropriate, make a referral to a geneticist or genetic counselor to assure that affected individuals and their families are aware of how a fragile X-associated disorder may impact their extended family; and

(E) provide patients diagnosed with fragile X-associated disorders with supplemental information maintained by the Centers for Disease Control and Prevention, the National Institute of Child Health and Human Development, and private foundations such as the National Fragile X Foundation and the FRAXA Research Foundation;

(6) recommends that the National Institutes of Health and related member institutes implement the research plan on fragile X syndrome and associated disorders developed by the Trans-NIH Fragile X Research Coordinating Group and Scientific Working Groups; and

(7) supports funding for research into the causes, treatment, and cure for fragile X syndrome.

The SPEAKER pro tempore. Pursuant to the rule, the gentleman from New Jersey (Mr. PALLONE) and the gentleman from Mississippi (Mr. HARPER) each will control 20 minutes.

The Chair recognizes the gentleman from New Jersey.

GENERAL LEAVE

Mr. PALLONE. Madam Speaker, I ask unanimous consent that all Members may have 5 legislative days in