

Nth degree. It must be and has been a bipartisan effort to make sure they get the funding that they need, and we will continue to do that.

So I, too, congratulate Thad Allen—Admiral Allen—and now Admiral Papp for all that they have done. When we look at Katrina, the agency that performed, without a doubt, the best was the United States Coast Guard, saving over 35,000 people, many of whom would have been dead today.

And so I take this moment not only to salute 100 years of the academy, but like my colleagues, to salute a great organization, one that is very small but has a big heart.

Madam Speaker, I reserve the balance of my time.

Mr. DUNCAN. Madam Speaker, I will join with Ranking Member MICA and Chairman CUMMINGS in their commendations, particularly of Admiral Allen, for whom all of us have such great respect, and say once again congratulations on this 100th anniversary to the United States Coast Guard Academy.

Mr. OBERSTAR. Madam Speaker, I rise today in strong support of H. Con. Res. 258. I thank the gentleman from Connecticut (Mr. COURTNEY) for his work on this legislation.

H. Con. Res. 258 congratulates the Commandant of the Coast Guard, the Superintendent of the United States Coast Guard Academy, and the Academy's staff on the Academy's 100th year of operation in New London, Connecticut.

In 1910, the School of Instruction to the Revenue Cutter Service relocated from Curtis Bay, Maryland to New London at Fort Trumbull. The school became known as the Coast Guard Academy when the Life Saving Service and the Revenue Cutter Service were consolidated in 1915. In 1932, the Academy moved to its present location in New London, Connecticut, on the West Bank of the Thames River.

The Coast Guard Academy is the single accession point for all Coast Guard officers and home to the Coast Guard's Leadership Development Center, which touches virtually every aspect of the service through a host of training programs, including Officer Candidate School. Furthermore, the Coast Guard Academy is a highly competitive educational institution that provides a holistic education that includes academics, physical fitness, and leadership training as the Academy prepares its cadets for the Coast Guard's many diverse missions.

In addition to congratulating the Commandant of the Coast Guard and the Superintendent of the Coast Guard Academy and its staff for 100 years of operation of the Coast Guard Academy in New London, H. Con. Res. 258 honors the many men and women who have graduated from the Academy and encourages all Americans to learn more about the Academy, its missions, and its long history.

As we celebrate this important anniversary, I also note that on June 28, 2010, the Coast Guard Academy inducted the Class of 2014, which is one of the most diverse in school history. Of the 290 students who started this summer, 68 students—or 23 percent—are minorities. This is the second-highest percentage in the school's history and higher than the

Class of 2013, which consists of 15 percent minority students.

I urge my colleagues to join me in agreeing to H. Con. Res. 258.

Mr. THOMPSON of Mississippi. Madam Speaker, it is with great pleasure that I rise today to congratulate the U.S. Coast Guard Academy for its 100 years of operation in New London, Connecticut.

The Academy is one of our Nation's premier institutions of higher learning that attracts the best and brightest students who go on to serve our country with honor and distinction.

The Academy's excellent curriculum and small class sizes provide cadets with the training and character development skills that are necessary for our Nation's leaders of tomorrow. Academy graduates are members of an elite group who have pursued diverse civilian career paths in engineering, government, education and even space exploration. With over 85 percent of graduates choosing to serve beyond their five-year commitment, the Academy's graduates play an important part in fulfilling the Coast Guard's mission responsibilities related to homeland security. In the current threat environment, it is essential that the Academy continues to offer a rigorous academic program that produces diverse leaders who are highly trained to keep America safe and secure. One way to achieve greater diversity—especially geographical diversity—in the next hundred years is by adopting the congressional nomination processes that have served other U.S. military academies so well over the years.

Again, I congratulate the leadership within the Coast Guard and the Academy for all of their accomplishments as they celebrate this important milestone.

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

Mr. CUMMINGS. Madam Speaker, again I urge the Members to support this legislation. I think it's very important that we pause to recognize these wonderful, strong, courageous, and patriotic citizens of our Nation who, again, are our thin blue line at sea.

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

The SPEAKER pro tempore (Ms. MARKEY of Colorado). The question is on the motion offered by the gentleman from Maryland (Mr. CUMMINGS) that the House suspend the rules and agree to the concurrent resolution, H. Con. Res. 258.

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

A motion to reconsider was laid on the table.

COMMENDING AIR TRAFFIC CONTROLLERS

Mr. COSTELLO. Madam Speaker, I move to suspend the rules and agree to the resolution (H. Res. 1401) expressing gratitude for the contributions that the air traffic controllers of the United States make to keep the traveling public safe and the airspace of the United States running efficiently, and for other purposes, as amended.

The Clerk read the title of the resolution.

The text of the resolution is as follows:

H. RES. 1401

Whereas air traffic controllers dedicate themselves to the protection of the flying public;

Whereas air traffic controllers react to dangerous and complex situations on a daily basis, doing so in a calm and professional manner;

Whereas air traffic controllers work all day long and all year long, including holidays, to provide services to aircraft in their assigned airspaces;

Whereas, due to the highly stressful and demanding nature of the job and the total concentration required, air traffic controllers are required to take regular 30-minute breaks, work in shifts, and retire by the age of 56;

Whereas air traffic controllers perform courageous acts every day;

Whereas, on January 1, 2009, air traffic controller Kristin Danninger at the Madison, Wisconsin, Tower and Terminal Radar Approach Control ("TRACON") facility directed a new pilot back on course and above minimum altitude who had been stuck in the clouds in a small aircraft with zero visibility, successfully using her knowledge of local geography to point out a highway that led the pilot to the appropriate runway;

Whereas, on March 29, 2009, air traffic controller Troy Decker at the Salt Lake Center facility guided a Piper Aztec aircraft with an engine fire to a safe landing in Butte, Montana, providing detailed weather reports for several possible landing options;

Whereas, on April 12, 2009, air traffic controllers Jessica Anaya, Lisa Grimm, Nathan Henkels, Dan Favio, Brian Norton, and Carey Meadows at the Miami Center facility and the Fort Myers Tower and TRACON facility guided to safety a twin-engine King Air aircraft after the pilot died in-flight, assisting Doug White, an individual with limited private pilot experience in smaller aircraft, to locate the positions of controls and switches on the aircraft and to navigate the high-traffic area of southern Florida;

Whereas, on June 28, 2009, air traffic controller Ron Chappell at the Southern California TRACON facility issued a traffic advisory to a jet aircraft landing at Los Angeles after viewing another target on his radar screen that was at an unknown altitude and approaching the jet, circumstances that bore a similarity to a 1986 mid-air collision over Cerritos, California;

Whereas, on July 5, 2009, air traffic controller Louis Ridley at the Potomac TRACON facility assisted a Velocity aircraft stuck above a cloud layer to navigate through perilous mountain terrain with limited fuel remaining and, while doing so, reassured the pilot, gave detailed flight and weather information, determined the best airport for a safe approach and landing, and even had his wife, Carolyn, greet the pilot after the pilot landed in Culpepper, Virginia;

Whereas, on October 9, 2009, air traffic controllers Kevin Plante and Christopher Presley in Portland, Maine, helped guide an aircraft that had become stuck in rapidly deteriorating weather conditions by employing, with daylight waning and the aircraft near mountainous terrain, a road map to direct the pilot to Portland using several highways, lakes, and towns as guides;

Whereas, on November 14, 2009, air traffic controller Jessica Hermsdorfer at the Kansas City Tower and TRACON facility calmly helped guide back to the airport an Airbus 319 aircraft that had hit multiple birds and experienced engine trouble, directing other aircraft out of the way and assisting the stricken flight to land safely;

Whereas, on December 7, 2009, air traffic controllers Natasha Hodge and Douglas Wynkoop at the Dallas TRACON facility worked as a

team to assist a confused and disoriented pilot of an experimental aircraft, redirecting other aircraft in the area and suggesting an approach into Navy Fort Worth for the pilot, which resulted in a successful landing;

Whereas, on December 20, 2009, air traffic controllers Todd Lamb at the Anchorage Center facility and Michael Evans at the Fairbanks Flight Service Station ensured a safe landing for a Cessna aircraft that was experiencing smoke in the cockpit, as Mr. Evans was able to assist the pilot in locating a narrow dirt trail which was the only safe landing spot in the area and Mr. Lamb helped a second aircraft locate the downed plane's position;

Whereas approximately 15,600 Federal air traffic controllers, in airport traffic control towers, terminal radar approach control facilities, and air route traffic control centers, guide planes through the airspace of the United States;

Whereas approximately an additional 1,250 civilian contract controllers and more than 9,000 military controllers also provide air traffic services;

Whereas, from fiscal year 2001 to fiscal year 2009, according to the Federal Aviation Administration ("FAA") there have been 94,600,000 successful flights of United States commercial aircraft safely carrying more than 6,340,000,000 passengers;

Whereas air traffic controllers provide separation services over the entire airspace of the United States and 24,600,000 square miles of international oceanic airspace;

Whereas, as of May 22, 2010, the FAA operated 315 air traffic control facilities and the Air Traffic Control System Command Center in the United States;

Whereas, in the past 5 years, the FAA has hired more than 7,500 air traffic controllers in order to meet continuously changing traffic volumes and workload; and

Whereas air traffic controllers are facing staffing challenges, with an aging workforce and a wave of retirements: Now, therefore, be it

Resolved, That the House of Representatives—
(1) expresses gratitude for the contributions that the air traffic controllers of the United States make to keep the traveling public safe and the airspace of the United States running efficiently;

(2) commends air traffic controllers for the calm and professional manner in which they handle air traffic, day and night, throughout the year;

(3) acknowledges the heroic actions, dedication, and quick and skilled decisionmaking that air traffic controllers employ to help avert many accidents and tragedies; and

(4) encourages greater investment in the modernization of the air traffic control system of the United States so that air traffic controllers have the resources and technology needed to better carry out their mission, both in the air and on the ground, as air travel continues to grow.

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. 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. Res. 1401.

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

There was no objection.

□ 1200

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

Madam Speaker, as a cosponsor of the resolution, I commend the gentlewoman from New York, Congresswoman CAROLYN MCCARTHY, for introducing the resolution and for her leadership on this issue.

The Nation's air traffic controllers ensure the safety of approximately 2 million aviation passengers per day, or almost 1 billion people per year, and safely guide more than 60 million aircraft annually to their destinations. The current air traffic controller workforce consists of approximately 15,600 dedicated and well-trained men and women across the country and at the Air Traffic System Command Center.

As chairman of the House Subcommittee on Aviation, I have visited many of the air traffic control facilities, and have witnessed firsthand the skills controllers utilize to safely separate aircraft moving through the Nation's airspace system. These individuals display exceptional skills, and are able to multitask and to work well under pressure. In fact, the resolution describes nine separate incidents where controllers have saved many lives by providing excellent service.

Madam Speaker, I urge my colleagues to join me in supporting H. Res. 1401, to express our gratitude for the contributions that the air traffic controllers make to keep the traveling public safe and the airspace of the United States running efficiently.

I reserve the balance of my time.

Mr. PETRI. I yield myself such time as I may consume.

Mr. Speaker, I would like to express my strong support for the resolution before us, and I am pleased to be a cosponsor. While I am pleased we are considering House Resolution 1401, I am disappointed that none of the suspensions we are considering today are Republican bills. However, I understand that the chairman of the full committee has scheduled three Republican bills for markup this coming Thursday.

House Resolution 1401 congratulates our Nation's air traffic controllers for their service and their dedication to protecting the flying public. Aviation safety is the product of many professionals in all sectors of the industry who are performing their best at all times. With nearly 87,000 flights operating over the United States daily, keeping the system safe is no small feat. The hard work and commitment of air traffic controllers play a key role in our exceptional record of aviation safety.

Over the past decade, nearly 1 billion passengers have successfully traveled aboard 93 million commercial flights. Thanks in part to the commitment of air traffic controllers, our Nation's air transportation system is the safest in the world. As air traffic demand is forecasted to rebound and grow, it is important to sustain investments to modernize air transportation technologies and procedures.

According to the FAA, NextGen infrastructure and procedures will change the role of air traffic controllers, equipping them with the tools they need to manage the anticipated growth in air traffic demand. Air traffic controllers are an important part of improving air traffic control efficiency through NextGen, and I welcome their input in advancing these efforts.

I honor the hard work and dedication of our 25,000-plus air traffic controllers, and I join in commending their service to the Nation's air travelers. I fully support the adoption of the resolution.

I reserve the balance of my time.

Mr. COSTELLO. Mr. Speaker, I yield 5 minutes to the gentlewoman from New York (Mrs. MCCARTHY), who is the sponsor of this resolution.

Mrs. MCCARTHY of New York. I want to thank Chairman OBERSTAR, Chairman COSTELLO, Ranking Member MICA, and certainly Congressman PETRI for bringing this resolution that I introduced to the floor. I want to also thank Representative PETER KING for his support as well.

Most of all, I want to thank our Nation's air traffic controllers for keeping us all safe.

Air traffic controllers work 24 hours a day, 7 days a week, all year long to keep the traveling public safe and to keep our Nation's airspace running efficiently. The more than 15,600 controllers are responsible for almost 1 billion passengers each year.

They handle dangerous and complex situations in a calm and professional manner, oftentimes working long shifts in dark rooms and monitoring many planes at one time. Their heroic efforts on September 11, during the miracle on the Hudson River landing of U.S. Airways Flight 1549, and during other incidents are all well-known.

Though, what we don't hear about are the dangerous situations they help to avert on a regular basis. I was pleased to include nine separate success stories in this resolution, but it is not a complete list. These types of stories happen every single day—averting accidents and disasters in the sky and on the ground.

The controllers help to make sure that air travel runs efficiently so that the planes avoid dangerous weather and so that families and businessmen and -women who are traveling reach their destinations as quickly as possible. We also must make sure that our air traffic controllers have the resources they need to do their jobs as well as they can.

We need to have greater investment in the modernization of the Nation's air traffic control system, which will create jobs and have an environmental, performance and safety benefit for all of us. As air traffic continues to grow, air traffic controllers must have the resources and technology needed to better carry out their mission.

I look forward to the completion of the FAA reauthorization bill, and I want to thank the committee for all of their hard work in conference.

Finally, we need to make sure our air traffic facilities are well staffed. In my State of New York, our controllers handle thousands of flights every single day that are departing, arriving, and traveling through the tightly packed New York airspace. I have enjoyed visiting facilities like the New York TRAYCON, located in Westbury, New York, which is in my district. Our air traffic facilities should be fully staffed with experienced controllers, and the facilities should be properly run in order to ensure the safety and welfare of the flying public. I look forward to continuing to work with the committee and with the FAA to make sure that this happens.

Once again, please join me in expressing gratitude to the Nation's air traffic controllers. I urge my colleagues to support this resolution.

Mr. PETRI. Mr. Speaker, I yield such time as he may consume to the ranking Republican on the full committee, my colleague, the gentleman from Florida, Mr. JOHN MICA.

Mr. MICA. I thank the gentleman for yielding.

Mr. PETRI and Mr. COSTELLO do a great job in leading the Aviation Subcommittee. They have both had the opportunity to serve in leadership positions. As a former chair of that Aviation Subcommittee, I do thank them for their work day in and day out to make certain that the United States continues to have the safest skies and continues to fly the safest flights of anywhere in the world.

Mr. Speaker, still, about two-thirds of all of the passenger flights in the world occur in the United States of America. Some 94 million commercial flights were handled last year by our air traffic controllers. Again, the safety record is just unprecedented. When you stop and think of all of the potential for human error, for something to go wrong, and of the record we have achieved, it is remarkable.

I am sad that we don't have an FAA reauthorization bill here. I am pleased that my legislation, which I crafted back in 2003 or 2004 and which expired in 2007, I believe—some 3 years ago—may be on its 15th extension this week. I knew I wrote a good bill. I didn't know, though, it was that good to last this long, but I look forward to passing that legislation which is so important that it sets forth the policy, the projects, and the funding for keeping our aviation system safe and sound.

This resolution does honor the men and women who serve as air traffic controllers. As you know, there are 50,600 air traffic controllers—those are Federal air traffic controllers—who operate in the towers, in the TRAYCONS, and in other facilities that we have. In addition, we have 1,250 civilian contract air traffic controllers. Now, that doesn't sound like many—it's a little less than 10 percent—but we also honor those private contract tower air traffic controllers. They serve at 250 airports. The contract towers represent 45 per-

cent of all control towers in the United States because they are smaller facilities, but they are scattered in 250 locations across the country, and they handle about 25 percent of all of the traffic.

So, on 9/11, when our air traffic controllers were doing such a great job, the Federal air traffic controllers, we also had contract air traffic controllers. Unfortunately, they earn less pay, but all of the reports we have are that their safety record is equal to, if not superior to, in performance, and there have been several studies that have confirmed that.

□ 1210

They don't get as much compensation, but they do a great job, and we recognize them too.

The final thing that I want to do in recognition today of air traffic controllers, the unsung heroes of our military, men and women. We have more than 9,000 military air traffic controllers.

Now, an FAA air traffic controller, the average pay is \$109,000, the base pay, I think about \$160,000 with benefits. The average military air traffic controller, their base pay is \$36,964. Here are dedicated men and women who serve, and there's 9,000 of them, who also have an incredible safety record.

It's not just at a commercial airport. These folks are all around the world. You saw them in Baghdad. You see them at foreign assignments, where they've had to land and attend to aircraft in hostile conditions and at very low wages. Each day, day in and day out, they do a great job in representing the United States of America and serving our military airlift needs.

So we commend all of our air traffic controllers today. We're going to need more of them, folks. They're retiring in record numbers. I'm told there may be 60 percent of the air traffic controllers, you know, many came on with Ronald Reagan when he replaced all of them, and they're aging now. They have a mandatory retirement age, and we need to replace them.

So we salute them for their work; we welcome the new hires on board. We've got to redouble our efforts to get the best trained, the most qualified on the job as soon as possible, because you just don't come on and take over New York airspace air traffic control or any of the other congested corridors and do it overnight. It takes years of experience. And those are the people we want to replace, these people that have dedicated their life to safety and service.

So we salute them. And I join Members in asking for passage of this resolution in their honor.

Mr. COSTELLO. Mr. Speaker, I yield 1 minute to the gentleman from New York (Mr. BISHOP), a member of the subcommittee.

Mr. BISHOP of New York. Mr. Speaker, I thank Chairman COSTELLO for yielding time. And I want to thank Congresswoman MCCARTHY for her leadership on this issue.

I rise in support and as a cosponsor of H. Res. 1401, expressing our gratitude for the excellent work performed by our Nation's air traffic controllers who keep the traveling public safe.

I am proud to represent many of the Nation's nearly 16,000 air traffic controllers. They are often the unseen heroes of our Nation's airways. Their unique skills and training keep our travel in the United States and around the world safe and on time.

In the New York metropolitan area, among the world's busiest regions for air transportation, air traffic controllers work tirelessly 365 days a year to ensure that parents will see their children for holidays, that businesses depending on air travel will continue to thrive, and that your packages arrive on time.

Mr. Speaker, we should not overlook these men and women who are a critical link in our domestic and international transportation network. Indeed, they deserve our thanks. I commend them for their hard work, and I ask my colleagues to support this important resolution.

Mr. HASTINGS of Florida. Mr. Speaker, I rise today to honor the dedicated men and women who keep the flying public safe and our airspace running efficiently, our Nation's air traffic controllers. Approximately 15,770 Federal air traffic controllers in airport traffic control towers, terminal radar approach control, TRACON, facilities, and air route traffic control centers across the country monitor the airspace of the United States and 24,600,000 square miles of international oceanic airspace. Together with 1,250 civilian contract controllers and more than 9,000 military controllers, they work 24 hours a day, 365 days a year to ensure that passengers and goods reach their destinations as safely and quickly as possible.

It is a well-established fact that air traffic controllers operate in one of the most stressful of work environments. With thousands of flights departing, arriving, and en route at any given moment, managing the flow of air traffic safely and efficiently is no simple task. It is a continuous process that requires great situational awareness, total concentration, and making split-second decisions.

While an air traffic controller's job is stressful and demanding by nature, it is also unpredictable because of nature. Without notice, weather conditions can change quickly. From turbulence to large storm systems, air traffic controllers adapt to all inclement conditions in a calm and professional manner to reroute aircraft safely.

The extraordinary service that air traffic controllers provide becomes even more apparent when they are faced with greater adversities. When emergency situations develop in-flight, it is up to air traffic controllers to provide leadership and guidance. These amazing stories have been well-documented by the media, with reports of air traffic controllers providing life-saving navigation to pilots and, in some cases passengers, to land their aircraft given extreme weather conditions or mechanical failure. Thanks to the heroic actions, dedication, and quick and skilled decision-making of air traffic controllers, many accidents and tragedies have been averted.

I have had the pleasure of getting to know many air traffic controllers in and around my

district in South Florida, and I can personally attest to the remarkable job they do. Air traffic controllers are motivated, decisive, committed, and self-confident individuals who often work many thankless hours. They are the reason that we have the safest air traffic control system in the world, and that is why we must continue to support them.

As we modernize our nation's air traffic control system, we must ensure that air traffic controllers are best equipped to continue delivering the highest levels of service to those flying within our airspace.

Mr. Speaker, I truly appreciate the hard work that our nation's air traffic controllers do each and every single day to keep us safe when we fly and to guide us home. Their reputation for expertly handling complex situations and responding to dangerous developments on a daily basis is well-deserved.

Mr. OBERSTAR. Mr. Speaker, I rise in support of this resolution, H. Res. 1401, as amended, introduced by the gentlewoman from New York (Mrs. MCCARTHY), which expresses gratitude for the contributions that the air traffic controllers of the United States make to keep the traveling public safe and the airspace of the United States running efficiently.

Our air traffic control system currently handles commercial aircraft with more than 700 million enplanements, and the Federal Aviation Administration, FAA, predicts that this figure will reach 1 billion by 2023. In 2010, air traffic controllers will handle 39 million terminal radar approach control, TRACON, operations, which are forecast to grow at an average annual rate of 1.7 percent, and to reach 54.4 million in 2030. It is also expected that 39.4 million aircraft operating under instrument flight rules will be handled at FAA air route traffic control centers in 2010, increasing 2.5 percent per year, and reaching 64.1 million in 2030.

Air traffic controllers provide essential services to ensure separation between aircraft in the national airspace system. They work in difficult and stressful situations to assist pilots with navigation during arrival and departure from airports and while in flight, and provide critical information and advisories during flight. Because of the stressful environment in which they work, they must take regular breaks and they must retire by age 56. Air traffic controllers help to ensure the safety of approximately two million aviation passengers each day.

H. Res. 1401 recognizes the critical work performed by air traffic controllers seven days a week, 24 hours a day. The resolution describes nine recent incidents in which air traffic controllers were instrumental in ensuring the safety of flight crewmembers and passengers. These examples demonstrate air traffic controllers' heroic actions, dedication, and quick and skillful decision-making.

H. Res. 1401 commends air traffic controllers for the calm and professional manner in which they perform their duties. The resolution also encourages greater investment in modernizing the air traffic control system to ensure that controllers have the necessary resources and technology to better carry out their duties as air travel grows.

As we honor the nation's air traffic controllers in this resolution, there also several provisions in the House-passed FAA reauthorization bill—H.R. 1586, the "Aviation Safety and Investment Act of 2010"—that that support air traffic controllers.

H.R. 1586 creates certainty and stability for the FAA and its unionized employee groups,

including air traffic controllers, by establishing mediation and arbitration processes for resolution of collective bargaining impasses. The new dispute resolution process makes it clear that labor-management disputes between FAA and its organized employees will be resolved through a fair and equitable process.

Under the bill, if the use of a Federal mediator in a collective-bargaining dispute does not produce an agreement, then the issues in controversy would be submitted to the Federal Service Impasses Panel, which would assert jurisdiction and order binding arbitration using a private three-member board. The bill requires the arbitration board to make its decision within 90 days; the decision would be binding and conclusive.

In addition, H.R. 1586 as passed by the House includes the following provisions that will benefit air traffic controllers in the important work they perform:

Stakeholder Involvement: Requires the FAA to establish a process for including and collaborating with qualified employees selected by each affected exclusive collective bargaining representative in the planning, development, and deployment of air traffic control modernization projects, including the Next Generation Air Transportation System, NextGen.

Staffing Studies: Facilitates the implementation of NextGen by requiring several studies related to the FAA's staffing needs and assumptions with respect to air traffic controllers and other safety-critical employees. Also requires the FAA to study training programs for air traffic controllers.

FAA Facility Conditions: Directs the Administrator of the FAA to convene a task force to study workplace conditions in FAA facilities.

Consolidation of FAA Facilities: Facilitates NextGen implementation and the protection of employee groups by requiring the Administrator of the FAA to convene a working group to develop criteria and make recommendations for potential consolidation and realignment of FAA facilities. The working group will contain members from airlines and affected labor groups, among other interested stakeholders.

We are currently negotiating with the Senate to reach a swift compromise on H.R. 1586. I will work to ensure that these provisions are included in the final FAA reauthorization legislation.

Thank you, Mr. Speaker. I urge my colleagues to join me in supporting H. Res. 1401.

Mr. GRAVES of Missouri. Mr. Speaker, I rise today in support and as a cosponsor of H. Res. 1401, a resolution recognizing the important contributions of air traffic controllers in maintaining a safe and efficient aviation and airspace system.

Today we are honoring men and women who dedicate their professional lives to improve aviation safety and protect the traveling public. Air traffic controllers must perform their mission with perfection because mistakes put lives at risk. I think they do an outstanding job.

In particular, I would like to recognize Ms. Jessica Hermsdorfer at the Kansas City International Airport (MCI) and Terminal Radar Approach Control facility. On November 14, 2009, Ms. Hermsdorfer calmly helped guide back to the airport an aircraft that had hit multiple birds and experienced engine trouble, directing other aircraft out of the way and assisting the stricken flight to land safely. Her quick

actions helped save the lives of the more than one-hundred passengers on board the aircraft.

As a Member of Congress and as a pilot, I am proud to honor and recognize the outstanding work of Ms. Hermsdorfer and all of our air traffic controllers across the nation. They truly provide a valuable public safety service.

Again, I rise in support of H. Res. 1401 and urge all of my colleagues to do the same.

Ms. WATERS. Mr. Speaker, I rise in strong support of H. Res. 1401, expressing gratitude for the contributions that the air traffic controllers of the United States make to keep the traveling public safe and the airspace of the United States running efficiently. I thank my colleague from New York, Mrs. MCCARTHY, for offering this resolution.

Air traffic controllers dedicate themselves to the protection of the flying public. Their job is important, and it is stressful and demanding. Air traffic controllers must make split second decisions at times when the lives of hundreds of passengers are in danger. They perform this work professionally and in doing so provide a great service.

My district in Southern California is home to Los Angeles International Airport (LAX), one of the busiest airports in the world. LAX is an economic hub for my district and for the region—it brings people and business to Los Angeles and Southern California from all over the country and the world. LAX is also a job creator for many of my constituents, and this includes the men and women who serve as air traffic controllers, working to keep passengers, aircraft, and area residents safe.

A little more than a year ago, on June 28, 2009, an air traffic controller at the Southern California TRACON facility—Ron Chappell—issued a traffic advisory to a jet aircraft landing at LAX after he saw another target on his radar screen at an unknown altitude and approaching the jet. This response by Mr. Chappell likely averted a deadly crash. I salute him and his fellow air traffic controllers who work in Southern California and throughout the United States to keep us safe.

I offered an amendment to prohibit consolidation of the Federal Aviation Administration's regional offices and air traffic control facilities without congressional oversight and public comment which was included when the House reauthorized the FAA earlier this year.

I am concerned that consolidation of air traffic control offices and facilities could have an effect on the safety of flying. In addition, consolidation would result in the loss of many jobs, including jobs of some of my constituents as the Western-Pacific Regional Office which serves all of Southern California is located in Hawthorne—a city in my district.

The National Air Traffic Controllers Association recently presented me the Champion for Aviation Safety Award for my work to protect local jobs in Southern California and to keep passengers and the communities surrounding LAX safe. I truly appreciate this honor and will continue to be a strong advocate for air traffic controllers and passenger safety.

Members of Congress are perhaps some of the most frequent flyers, especially those of us who represent constituencies far away from Washington. We owe air traffic controllers—as well as flight attendants, pilots, ground crew, ticket agents, and others—a debt of gratitude for keeping us and our fellow passengers safe, and for keeping us moving safely and

quickly so that we can get back to our constituents and our families in a timely manner.

So I am proud to rise in support of this resolution, Mr. Speaker, I thank the gentlelady from New York for offering it.

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

Mr. COSTELLO. Mr. Speaker, I urge passage of the resolution, and I yield back the balance of my time.

The SPEAKER pro tempore (Mr. BLUMENAUER). The question is on the motion offered by the gentleman from Illinois (Mr. COSTELLO) that the House suspend the rules and agree to the resolution, H. Res. 1401, as amended.

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

A motion to reconsider was laid on the table.

RECOGNIZING THE FREIGHT RAILROAD INDUSTRY

Mr. COSTELLO. Mr. Speaker, I move to suspend the rules and agree to the resolution (H. Res. 1366) recognizing and honoring the freight rail industry, as amended.

The Clerk read the title of the resolution.

The text of the resolution is as follows:

H. RES. 1366

Whereas the United States utilizes the most efficient and productive freight railroad system in the world;

Whereas freight rail has played a critical role in the economic development of the United States and has helped to build cities and strengthen infrastructure throughout this great Nation;

Whereas the first common carrier railroad in North America, the Baltimore & Ohio Railroad, was chartered by the State of Maryland in 1827;

Whereas freight rail has been instrumental in bringing American goods to market nationally and internationally since 1830;

Whereas the United States freight rail network has over 560 railroad companies, includes 140,000 miles of track and carries more than 2,200,000,000 tons of freight annually;

Whereas 43 percent of all intercity freight volume is moved by freight rail, including the clothes we wear, the food we eat, the coal we use for domestic energy, and the automobiles we drive;

Whereas freight railroads have nearly doubled the amount of cargo they have shipped over the past 3 decades with virtually no increase in fuel consumption;

Whereas freight rail is one of the most fuel-efficient modes of transportation, able to move one ton of freight 480 miles on 1 gallon of diesel fuel;

Whereas freight railroads have increased fuel economy by an average of 45 percent since 1990;

Whereas, from 1980 to 2009, United States freight railroads consumed 55,000,000,000 fewer gallons of fuel and emitted 617,000,000 fewer tons of carbon dioxide than they would have if their fuel efficiency had not improved;

Whereas the freight railroad sector complies with the Environmental Protection Agency's new locomotive emissions standards which will cut particulate emissions by up to 90 percent and nitrogen oxide emissions by up to 80 percent;

Whereas the freight rail industry has created good-paying jobs and provided its workers with

good benefits, and as of 2008, there were 183,743 employees working for the freight railroads;

Whereas freight rail continues to play a vital role in the United States growth, job creation, and economic recovery;

Whereas freight rail companies have reinvested \$460,000,000,000 in revenues toward equipment, maintenance, and rail expansion since 1980, which has supported employment and economic activity throughout the United States;

Whereas such investments have continued even during the economic downturn, with major railroads spending more than \$10,000,000,000 in 2008 on capital improvements and similar amounts in 2009;

Whereas for every \$1 invested in freight rail capacity, the national economy sees \$3 in economic output;

Whereas freight rail growth will continue to generate jobs and produce a reliable means of transporting goods;

Whereas the seven Class I freight railroads have joined the Environmental Protection Agency's "SmartWay Transport", which works to improve fuel efficiency and reduce harmful greenhouse gases;

Whereas both the public and private sector and organized labor have contributed significantly toward the creation of the freight rail infrastructure we use today;

Whereas the freight rail industry has built one of the world's most envied infrastructure networks; and

Whereas a strong freight rail system is critical to the economic and environmental well-being of the United States of America: Now, therefore, be it

Resolved, That the House of Representatives—
(1) *recognizes the contributions the freight rail industry and its employees have made to the national transportation system; and*

(2) *supports the efforts of the freight rail industry and its employees to continue improving safety as our Nation moves forward with developing its infrastructure.*

The SPEAKER pro tempore. Pursuant to the rule, the gentleman from Illinois (Mr. COSTELLO) and the gentleman from Pennsylvania (Mr. SHUSTER) 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 may have 5 legislative days within which to revise and extend their remarks and to include extraneous material on H. Res. 1366.

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

There was no objection.

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

Mr. Speaker, I rise today in support of H. Res. 1366, as amended, introduced by the gentleman from Illinois (Mr. HARE), which honors the freight railroad industry and its employees and the important contributions they have made to our Nation and the national transportation system.

Freight railroads have a long important history in the United States. Beginning in the early 1800s, during the Industrial Revolution, freight railroads played a critical role in the expansion and economic development of the Nation. Since May 24, 1830, when the Baltimore Ohio Railroad, now part of the CSX, the Nation's first common-carrier railroad, opened for business from Bal-

timore West to Ellicott City, freight rail has helped bring American goods to markets domestically and internationally. On May 10, 1869, the industry literally transformed America when the golden spike was driven into the final tie that joined 1,776 miles of the Central Pacific and Union Pacific railways, creating the Nation's first transcontinental railroad.

Today the freight rail industry employs more than 183,000 hardworking, dedicated Americans who help keep our country and its trains moving 24 hours a day, 7 days a week. Our freight rail industry boasts a vast network across the country. There are more than 560 freight rail companies in the United States that operate 140,000 miles of track and carry more than 2.2 billion tons of freight annually.

Freight rail is also one of the most energy-efficient modes of transportation. It is able to move one ton of freight 480 miles on one gallon of diesel fuel, and helps reduce congestion. One train can take 280 trucks off the road, the equivalent of 1,100 automobiles.

Freight and intercity passenger rails are also important components of our Nation's economic strength and mobility. Freight railroads account for 43 percent of intercity freight volume, more than any other mode of transportation.

Mr. Speaker, I urge my colleagues to join me in supporting H. Res. 1366.

I reserve the balance of my time.

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

Mr. Speaker, I rise today to speak in support of H. Res. 1366, recognizing and honoring the United States freight rail industry. Before I do, I must note, once again, as other of my colleagues have, that every single transportation bill on today's suspension calendar is a Democratic bill. The majority has not been living up to the common practice of a 70/30 split on those suspension calendars. Currently, it's running at about 95-5 percent, although I am pleased to say that they've added three Republican suspension bills to the calendar later this week. So I hope the majority will continue to try to honor that common practice we've had in the House for a number of years.

We are honoring the freight rails today because our freight rail network is the undisputed envy of the world. Every year freight trains move 40 tons of material for every man, woman and child in this country. Railroads provide a remarkable public benefit, reducing traffic on the highways, lowering pollution, and providing a less expensive mode of transit for freight. And this public benefit is provided at no expense to taxpayers.

Perhaps the greatest thing about the railroad industry is that it utilizes private money rather than public funds to build and maintain its infrastructure. Investors risk billions of capital annually to support the Nation's railroads because these private companies