

Mr. OBERSTAR. Mr. Speaker, I rise in support of this legislation, H. Con. Res. 138, introduced by the gentlewoman from Texas (Ms. JACKSON-LEE), which recognizes the 40th anniversary of the George Bush Intercontinental Airport in Houston, Texas, and congratulates officials of the airport and the City of Houston for the airport's service to Houston citizens and the national air transportation system. I thank Representative JACKSON-LEE for her leadership on this measure.

Houston Intercontinental Airport is the eighth largest airport in the United States, serving over 43 million passengers in 2008. The airport offers 109 domestic and 65 nonstop international destinations in over 32 countries by 30 airlines. More than 700 million passengers have travelled through the airport since it opened in 1969. Furthermore, the airport contributes more than 151,000 jobs and \$24 billion in economic benefits to the Houston region. For air cargo, the airport is a regional and world leader in processing, consolidation, and distribution.

I urge my colleagues to join me in supporting H. Con. Res. 138.

Mr. PETRI. I have no further requests for time. I urge my colleagues to support this resolution.

I yield back the balance of my time.

Mr. COSTELLO. Mr. Speaker, we have no further requests for time. I urge my colleagues to support this legislation.

I yield back the balance of our time.

The SPEAKER pro tempore. The question is on the motion offered by the gentleman from Illinois (Mr. COSTELLO) that the House suspend the rules and agree to the concurrent resolution, H. Con. Res. 138.

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 RUSS MEYER ON HIS INDUCTION INTO THE NATIONAL AVIATION HALL OF FAME

Mr. COSTELLO. Mr. Speaker, I move to suspend the rules and agree to the resolution (H. Res. 719) commending Russ Meyer on his induction into the National Aviation Hall of Fame, as amended.

The Clerk read the title of the resolution.

The text of the resolution is as follows:

##### H. RES. 719

*Whereas the leadership of Russell (Russ) W. Meyer, Jr., former chairman and chief executive officer of Cessna Aircraft Company and a leading proponent of general aviation, has had a dramatic impact on the continued growth of the aviation industry in Kansas and throughout the United States;*

*Whereas Russ Meyer was one of the principal advocates for the General Aviation Revitalization Act of 1994 (Public Law 103-298; 108 Stat. 1552);*

*Whereas Russ Meyer was instrumental in the development of the "Be A Pilot Program", which has resulted in tens of thousands of new pilots and contributed more than \$200,000,000 to*

*the United States economy through general aviation operations;*

*Whereas Russ Meyer was the originator of the Citation Special Olympics Airlift, in which hundreds of owners of Citation aircraft transport athletes from around the country to the Special Olympics National Games; and*

*Whereas Russ Meyer will join fellow residents of Kansas Olive Beech and Walter Beech, Lloyd Stearman, Clyde Cessna, Amelia Earhart, and Joe Engle in the National Aviation Hall of Fame: Now, therefore, be it*

*Resolved, That the House of Representatives—*

(1) commends Russ Meyer for being inducted into the National Aviation Hall of Fame;

(2) recognizes the achievements of Russ Meyer during his lifetime of service to the aviation industry; and

(3) directs the Clerk of the House of Representatives to transmit a copy of this resolution to Russ Meyer.

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

The Chair recognizes the gentleman from Illinois.

##### GENERAL LEAVE

Mr. COSTELLO. Mr. Speaker, I ask unanimous consent that all Members may have 5 legislative days within which to revise and extend their remarks and to include extraneous materials on H. Res. 719.

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 in support of H. Res. 719, introduced by the gentleman from Kansas (Mr. TIAHRT). The resolution recognizes Russell W. Meyer, Jr., for his achievements and lifetime of service to the aviation industry and commends him on his induction into the National Aviation Hall of Fame.

As a leading proponent of aviation, Russ demonstrated strong leadership as the former chairman and chief executive officer of Cessna Aircraft Company. He was instrumental in supporting innovative aviation programs and played a key role in the development of the Be A Pilot program that resulted in tens of thousands of new pilots and contributed more than \$200 million to the economy.

Russ has served on three Presidential commissions and was one of the principal architects of the General Aviation Revitalization Act of 1994.

In 1995 he received one of aviation's most prestigious individual honors, the Wright Brothers Memorial Trophy. It is awarded annually on the anniversary of the Wright brothers' first powered flight.

Mr. Speaker, I urge my colleagues to join me in honoring one of America's pioneers in aviation by supporting H. Res. 719.

I reserve the balance of my time.

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

I rise today in support of the resolution before us, House Resolution 719,

recognizing and honoring Russell W. Meyer, Jr., on his induction into the National Aviation Hall of Fame. Probably best known for his role as chairman and chief executive officer of Cessna Aircraft for 28 years, Mr. Meyer is an enthusiastic member of the general aviation community. In the mid-1990s, when the entire general aviation industry was on the brink, he helped push the General Aviation Revitalization Act of 1994 to enactment.

Through the development of the Be A Pilot program, Mr. Meyer did his best to share his love of flying with others. And when Special Olympics athletes faced challenges in transportation to the Games, he organized the Citation Special Olympics Airlift, partnering athletes with Cessna Citation owners and pilots to provide a ride to the Games. In addition to his philanthropic work with the aviation industry, Russ Meyer was also an active philanthropist for local charities in and around his hometown.

For his accomplishments as both an Air Force and Marine Corps aviator, a successful aircraft manufacturing executive and a philanthropist, we honor Russ Meyer and congratulate him on his induction into the National Aviation Hall of Fame.

I urge my colleagues to support the resolution.

I reserve the balance of my time.

Mr. COSTELLO. Mr. Speaker, we have no further speakers on our side.

I reserve the balance of our time.

Mr. PETRI. Mr. Speaker, I yield such time as he may consume to our colleague from Kansas, Representative TODD TIAHRT.

Mr. TIAHRT. Mr. Speaker, I want to first thank Chairman COSTELLO for his leadership on this legislation and also Ranking Member PETRI for his help in recognizing Russ Meyer.

It's with great pleasure that I come to the floor today to commend Russ W. Meyer, Jr., for his induction into the National Aviation Hall of Fame. In April, Russ joined astronauts Ellen Collins, the late Edward White, and movie legend Jimmy Stewart in the class of 2009.

Russ has had a distinguished career both in the private and public arena. While attending Harvard Law School, Russ served with the United States Marine Corps Reserves from 1958 to 1961. After a few years in the private practice of law, Russ entered the aviation industry as president and CEO of Grumman American Aviation Corporation in Cleveland, Ohio. Then Russ came to Wichita, Kansas. Russ joined the Cessna Aircraft Company as executive vice president in June of 1974. One year later he became the chairman and CEO.

There are few who have done more for the general aviation community than Russ. He led Cessna, both as chairman and CEO, for a total of 23 years. During his time with Cessna, Russ led the expansion of the Cessna line of business jets, the world's most popular line of mid-sized jets.

Russ Meyer recognized that business jets are a tremendous productivity tool. It is productivity that has helped our economy grow. We are the number one economy of the world, and it's not because we have fewer regulations. We have more. It's not because we have the lowest wages. We're among the highest. It's because of visionaries like Russ Meyer who gave the American people the ability to do the same work in less time, making us the most productive and strongest workforce and economy in the world.

In the 1980s, the general aviation industry was faced with a tremendous hurdle that threatened to eliminate a big portion of the general aviation aircraft market. Aircraft manufacturers were forced to cease production of their piston-powered aircraft due to liability issues that extended over the life of the aircraft. In response to this threat, Russ put his leadership to work on Capitol Hill. He became one of the principal advocates for the General Aviation Revitalization Act of 1994. This bill provided limited liability on general aviation aircraft and revitalized the general aviation industry.

But this is just one of many contributions Russ has given to the industry as a whole. Far beyond his leadership in the business sector, Russ is also a philanthropist. One person described Russ as one who has a big heart and wants to serve the underserved. This isn't just talk. Russ was the chairman of a campaign to construct a 42,000-square-foot complex for the Boys and Girls Club of South Central Kansas. He led the fundraising effort and raised over \$9 million for the project.

Russ was also the originator of the Citation Special Olympics Airlift, where hundreds of Citation airplane owners from around the country transport athletes to the national Special Olympic Games. Russ is also a member of the Kansas Aviation Hall of Fame, a Wright Brothers Memorial Trophy holder, has served on three Presidential commissions, and the list goes on.

Like many others, I've known Russ to be a man of vision and action. Whenever Russ takes on a project, he has the ability to rally and inspire everyone around him behind a common goal. Every community wants a Russ Meyer. Every community needs a Russ Meyer. The children of South Central Kansas needed him, and Russ delivered. The aircraft industry needed him, and Russ delivered. He's a big reason why Wichita is known as the air capital of the world.

Once again, I am pleased today that the United States House of Representatives will congratulate and commend Russ W. Meyer, Jr., on his induction into the National Aviation Hall of Fame.

Mr. DICKS. Will the gentleman yield?

Mr. TIAHRT. I will be glad to yield to the gentleman from Washington State (Mr. DICKS).

Mr. DICKS. I want to commend my colleague from Kansas for the extraordinary statement about Russ Meyer, who I have known over the years as you've stated, one of the true leaders in general aviation. And I'd also like to mention my good friend, who was very sick out there in Boise, Idaho, Ed Stimson.

Ed was the head of general aviation manufacturing and worked with Russ, and they were a great team. Your colleague, your predecessor, Dan Glickman worked very hard on the general aviation liability legislation, which was an extraordinary piece of work that completely changed the dynamics and helped general aviation recover. And I was a cosponsor of that legislation. But Russ Meyer is just one of the great leaders in general aviation history.

I commend the gentleman for his remarks and urge the passing of this resolution.

Mr. TIAHRT. I thank the gentleman from Washington State, and I appreciate his contributions to the aircraft industry as well. He's been a stalwart in helping us get American jobs made by American companies, American aircraft.

Mr. OBERSTAR. Mr. Speaker, I rise in support of this legislation, H. Res. 719, introduced by the gentleman from Kansas (Mr. TIAHRT), which commends Russell W. Meyer, Jr. for his induction into the National Aviation Hall of Fame, and for his many contributions to general aviation.

Russ Meyer is an accomplished individual. He earned a Bachelor of Arts from Yale University and a law degree from Harvard University. From 1955–1961, Meyer served as a fighter pilot in both the Air Force and the Marine Corps Reserves. Later, Meyer was Chairman and Chief Executive Officer of Cessna Aircraft Company from 1975 to 2003. In this role, Meyer won two Collier Trophies for expanding the Cessna's Citation line of business jets.

Meyer was an advocate for the General Aviation Revitalization Act of 1994, which placed fair and reasonable limitations on the time period during which a manufacturer would be legally liable for aircraft defects. He also contributed to thousands of new pilots taking flight in the United States with the "Be a Pilot Program." This program helped to reduce the cost of flight schools for new pilots.

To assist athletes traveling to the Special Olympics National Games, Meyer founded the Citation Special Olympics Airlift, which coordinates transportation to the games on Cessna owners' aircraft. In 1995, he won the Wright Brothers Memorial Trophy for this important work.

I urge my colleagues to join me in supporting H. Res. 719.

Mr. PETERSON. Mr. Speaker, I have no further requests for time.

I yield back the balance of my time.

Mr. COSTELLO. Mr. Speaker, we have no further requests for time. I urge passage of this legislation.

I yield back the balance of our time. The SPEAKER pro tempore. The question is on the motion offered by the gentleman from Illinois (Mr.

COSTELLO) that the House suspend the rules and agree to the resolution, H. Res. 719, 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.

#### MARITIME WORKFORCE DEVELOPMENT ACT

Mr. CUMMINGS. Mr. Speaker, I move to suspend the rules and pass the bill (H.R. 2651) to amend title 46, United States Code, to direct the Secretary of Transportation to establish a maritime career training loan program, and for other purposes, as amended.

The Clerk read the title of the bill.

The text of the bill is as follows:

H.R. 2651

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

#### SECTION 1. SHORT TITLE.

This Act may be cited as the "Maritime Workforce Development Act".

#### SEC. 2. MARITIME EDUCATION LOAN PROGRAM.

(a) IN GENERAL.—Chapter 517 of title 46, United States Code, is amended by adding at the end the following:

#### "§ 51705. Maritime career training loan program

"(a) ESTABLISHMENT.—The Secretary of Transportation shall establish a maritime career training loan program (in this section referred to as the 'program') in accordance with the requirements of this section.

"(b) PURPOSE.—The purpose of the program shall be to make maritime career training loans available to eligible students to provide for the training of United States mariners.

"(c) ADMINISTRATION.—The program shall be carried out by the Secretary, acting through the Administrator of the Maritime Administration.

"(d) DUTIES.—The Secretary shall—

"(1) allocate, on an annual basis, the award of loans under the program based on the needs of students;

"(2) develop an application process and eligibility criteria for the award of loans under the program;

"(3) approve applications for loans under the program based on the eligibility criteria and allocations made under paragraph (1); and

"(4) designate maritime training institutions at which loans made under the program may be used.

"(e) DESIGNATION OF MARITIME TRAINING INSTITUTIONS.—

"(1) IN GENERAL.—In designating maritime training institutions under subsection (d)(4), the Secretary—

"(A) may include Federal, State, and commercial training institutions and nonprofit training organizations, except that undergraduate students at the United States Merchant Marine Academy shall not be eligible for loans under the program;

"(B) shall designate institutions based on geographic diversity and scope of classes offered;

"(C) shall ensure that designated institutions have the ability to administer the program; and

"(D) shall ensure that designated institutions meet requirements to provide training instruction for appropriate Coast Guard-approved training instruction.