

## RAY DAVES AIR TRAFFIC CONTROL TOWER

SEPTEMBER 20, 2010.—Referred to the House Calendar and ordered to be printed

Mr. OBERSTAR, from the Committee on Transportation and Infrastructure, submitted the following

### R E P O R T

[To accompany H.R. 5591]

[Including cost estimate of the Congressional Budget Office]

The Committee on Transportation and Infrastructure, to whom was referred the bill (H.R. 5591) to designate the facility of the Federal Aviation Administration located at Spokane International Airport in Spokane, Washington, as the “Ray Daves Air Traffic Control Tower”, having considered the same, report favorably thereon with amendments and recommend that the bill as amended do pass.

The amendments are as follows:

Strike all after the enacting clause and insert the following:

#### SECTION 1. DESIGNATION.

The airport traffic control tower located at Spokane International Airport in Spokane, Washington, and any successor airport traffic control tower at that location, shall be known and designated as the “Ray Daves Airport Traffic Control Tower”.

#### SEC. 2. REFERENCES.

Any reference in a law, map, regulation, document, paper, or other record of the United States to the airport traffic control tower referred to in section 1 shall be deemed to be a reference to the “Ray Daves Airport Traffic Control Tower”.

Amend the title so as to read:

A bill to designate the airport traffic control tower located at Spokane International Airport in Spokane, Washington, as the “Ray Daves Airport Traffic Control Tower”.

#### PURPOSE OF THE LEGISLATION

H.R. 5591, as amended, designates the Federal Aviation Administration airport traffic control tower located at the Spokane International Airport in Spokane, Washington, as the “Ray Daves Air Traffic Control Tower”.

## BACKGROUND AND NEED FOR LEGISLATION

Ray Daves was a radioman for the U.S. Navy at the Pacific Fleet Headquarters in Oahu, Hawaii, during the Japanese attack on Pearl Harbor. During the attack, Daves carried ammunition to a machine gun that was firing at enemy planes over Pearl Harbor. Daves was wounded by shrapnel during the bombing when a plane exploded near his location. He later volunteered for service aboard the U.S.S. Yorktown, an aircraft carrier, where he was assigned to the emergency radio room. He was present during the Battle of the Coral Sea and the sinking of the U.S.S. Yorktown during the Battle of Midway in 1942. In 1943, he was an air traffic controller at Cold Bay, Alaska, for the Navy's air fields in the Aleutian Islands and flew "second seat" as gunner for aerial search-and-destroy missions against Japanese submarines in Alaskan waters. In 1944, Daves served as a liaison for the Soviet Air Force pilots who acquired U.S. bombers and fighter planes for the war in Europe. Daves taught at the Navy's school for radiomen in Gulfport, Mississippi, from 1945 until the end of the war.

When World War II was over, Daves became a civilian air traffic controller at Geiger Field, later known as the Spokane International Airport, in Spokane, Washington. He worked as an air traffic controller at the airport from 1946 to 1974. Currently, Daves volunteers by educating other veterans about the Honor Flight program, which helps World War II veterans visit the memorial in their honor in Washington, D.C.

The airport traffic control tower is currently called the Spokane International Airport Traffic Control Tower.

## SUMMARY OF THE LEGISLATION

*Section 1. Designation*

Section 1 designates the facility of the Federal Aviation Administration airport traffic control tower located at the Spokane International Airport in Spokane, Washington, as the "Ray Daves Air Traffic Control Tower."

*Section 2. References*

This section designates that any reference in a law, map, regulation, document, paper, or other record of the United States to the facility referred to in section 1 shall be deemed to be a reference to the "Ray Daves Air Traffic Control Tower".

## LEGISLATIVE HISTORY AND COMMITTEE CONSIDERATION

Representative Cathy McMorris Rodgers introduced this bill on June 24, 2010. This bill has not been introduced in a previous Congress.

On July 29, 2010, the Committee on Transportation and Infrastructure met in open session to consider H.R. 5591. The Committee adopted an amendment in the nature of a substitute to the bill by voice vote with a quorum present. The Committee on Transportation and Infrastructure ordered H.R. 5591, as amended, reported favorably to the House by a voice vote with a quorum present.

## RECORD VOTES

Clause 3(b) of rule XIII of the Rules of the House of Representatives requires each committee report to include the total number of votes cast for and against on each record vote on a motion to report and on any amendment offered to the measure or matter, and the names of those members voting for and against. There were no recorded votes taken in connection with consideration of H.R. 5591 or ordering the bill reported. A motion to order H.R. 5591, as amended, reported favorably to the House was agreed to by voice vote with a quorum present.

## COMMITTEE OVERSIGHT FINDINGS

With respect to the requirements of clause 3(c)(1) of rule XIII of the Rules of the House of Representatives, the Committee's oversight findings and recommendations are reflected in this report.

## COST OF LEGISLATION

Clause 3(c)(2) of rule XIII of the Rules of the House of Representatives does not apply where a cost estimate and comparison prepared by the Director of the Congressional Budget Office under section 402 of the Congressional Budget Act of 1974 has been timely submitted prior to the filing of the report and is included in the report. Such a cost estimate is included in this report.

## COMPLIANCE WITH HOUSE RULE XIII

1. With respect to the requirement of clause 3(c)(2) of rule XIII of the Rules of the House of Representatives, and section 308(a) of the Congressional Budget Act of 1974, the Committee references the report of the Congressional Budget Office included in this report.

2. With respect to the requirement of clause 3(c)(4) of rule XIII of the Rules of the House of Representatives, the performance goals and objectives of this legislation are to name the airport traffic control tower located at the Spokane International Airport in Spokane, Washington, as the "Ray Daves Air Traffic Control Tower".

3. With respect to the requirement of clause 3(c)(3) of rule XIII of the Rules of the House of Representatives and section 402 of the Congressional Budget Act of 1974, the Committee has received the enclosed cost estimate for H.R. 5591, as amended, from the Director of the Congressional Budget Office.

AUGUST 3, 2010.

Hon. JAMES L. OBERSTAR,  
*Chairman, Committee on Transportation and Infrastructure, House of Representatives, Washington, DC.*

DEAR MR. CHAIRMAN: The Congressional Budget Office has reviewed the following legislation ordered reported by the House Committee on Transportation and Infrastructure on July 29, 2010:

- H.R. 4387, a bill to designate the federal building located at 100 North Palafox Street in Pensacola, Florida, as the "Winston E. Arnow Federal Building";
- H.R. 5651, a bill to designate the federal building and United States courthouse located at 515 9th Street in Rapid

City, South Dakota, as the “Andrew W. Bogue Federal Building and United States Courthouse”;

- H.R. 5706, a bill to designate the building occupied by the Government Printing Office located at 31451 East United Avenue in Pueblo, Colorado, as the “Frank Evans Government Printing Office Building”;

- H.R. 5773, a bill to redesignate the federal building located at 6401 Security Boulevard in Baltimore, Maryland, commonly known as the Social Security Operations Building, as the “Robert M. Ball Federal Building”; and

- H.R. 5591, a bill to designate the airport traffic control tower located at Spokane International Airport in Spokane, Washington, as the “Ray Daves Airport Traffic Control Tower.”

CBO estimates that enacting those pieces of legislation would have no significant impact on the federal budget and would not affect direct spending or revenues; therefore, pay-as-you-go procedures would not apply. The bills contain no intergovernmental or private-sector mandates as defined in the Unfunded Mandates Reform Act and would impose no costs on state, local, or tribal governments.

If you wish further details on this estimate, we will be pleased to provide them. The CBO staff contact is Matthew Pickford.

Sincerely,

ROBERT A. SUNSHINE  
(For Douglas W. Elmendorf, Director).

#### COMPLIANCE WITH HOUSE RULE XXI

Pursuant to clause 9 of rule XXI of the Rules of the House of Representatives, the Committee is required to include a list of congressional earmarks, limited tax benefits, or limited tariff benefits, as defined in clause 9(e), 9(f), and 9(g) of rule XXI of the Rules of the House of Representatives. H.R. 5591, as amended, does not contain any earmarks, limited tax benefits, or limited tariff benefits under clause 9(e), 9(f), or 9(g) of rule XXI.

#### CONSTITUTIONAL AUTHORITY STATEMENT

Pursuant to clause 3(d)(1) of rule XIII of the Rules of the House of Representatives, committee reports on a bill or joint resolution of a public character shall include a statement citing the specific powers granted to the Congress in the Constitution to enact the measure. The Committee on Transportation and Infrastructure finds that Congress has the authority to enact this measure pursuant to its powers granted under article I, section 8 of the Constitution.

#### FEDERAL MANDATES STATEMENT

The Committee adopts as its own the estimate of Federal mandates prepared by the Director of the Congressional Budget Office pursuant to section 423 of the Unfunded Mandates Reform Act (P.L. 104-4).

#### PREEMPTION CLARIFICATION

Section 423 of the Congressional Budget Act of 1974 requires the report of any Committee on a bill or joint resolution to include a

statement on the extent to which the bill or joint resolution is intended to preempt state, local, or tribal law. The Committee states that H.R. 5591, as amended, does not preempt any state, local, or tribal law.

ADVISORY COMMITTEE STATEMENT

No advisory committees within the meaning of section 5(b) of the Federal Advisory Committee Act are created by this legislation.

APPLICABILITY TO THE LEGISLATIVE BRANCH

The Committee finds that the legislation does not relate to the terms and conditions of employment or access to public services or accommodations within the meaning of section 102(b)(3) of the Congressional Accountability Act (P.L. 104-1).

CHANGES IN EXISTING LAW MADE BY THE BILL, AS REPORTED

H.R. 5591, as amended, makes no changes in existing law.

