

which was passed in April, opposed by the Democrats who are now crying for reform, included auditor independence, a new oversight body called the Public Regulatory Organization. It would have to certify any accounting wishes to audit the financial statements required from public issuers of stock. It also states that officials cannot interfere with audits. It would be unlawful for company officials to interfere with the auditing process. Finally, it has no executive training during blackout periods in order to protect 401(k)s.

This reform is now being held up by the Democrat leadership in the other body. Let it pass. Let us go to conference and do what is best for the American people and put partisan politics aside.

ANNOUNCEMENT BY THE SPEAKER PRO TEMPORE

The SPEAKER pro tempore (Mr. COOKSEY). The Chair reminds Members to avoid improper references to the Senate.

ARMING PILOTS AGAINST TERRORISM ACT

Mr. REYNOLDS. Mr. Speaker, by direction of the Committee on Rules, I call up House Resolution 472 and ask for its immediate consideration.

The Clerk read the resolution, as follows:

H. RES. 472

Resolved, That at any time after the adoption of this resolution the Speaker may, pursuant to clause 2(b) of rule XVIII, declare the House resolved into the Committee of the Whole House on the state of the Union for consideration of the bill (H.R. 4635) to amend title 49, United States Code, to establish a program for Federal flight deck officers, and for other purposes. The first reading of the bill shall be dispensed with. All points of order against consideration of the bill are waived. General debate shall be confined to the bill and shall not exceed one hour equally divided and controlled by the chairman and ranking minority member of the Committee on Transportation and Infrastructure. After general debate the bill shall be considered for amendment under the five-minute rule. It shall be in order to consider as an original bill for the purpose of amendment under the five-minute rule the amendment in the nature of a substitute recommended by the Committee on Transportation and Infrastructure now printed in the bill. The committee amendment in the nature of a substitute shall be considered as read. All points of order against the committee amendment in the nature of a substitute are waived. No amendment to the committee amendment in the nature of a substitute shall be in order except those printed in the portion of the Congressional Record designated for that purpose in clause 8 of rule XVIII and except pro forma amendments for the purpose of debate. Each amendment so printed may be offered only by the Member who caused it to be printed or his designee and shall be considered as read. At the conclusion of consideration of the bill for amendment the Committee shall rise and report the bill to the House with such amendments as may have been adopted. Any Member may demand a separate vote in

the House on any amendment adopted in the Committee of the Whole to the bill or to the committee amendment in the nature of a substitute. The previous question shall be considered as ordered on the bill and amendments thereto to final passage without intervening motion except one motion to recommit with or without instructions.

The SPEAKER pro tempore. The gentleman from New York (Mr. REYNOLDS) is recognized for 1 hour.

Mr. REYNOLDS. Mr. Speaker, for the purpose of debate only, I yield the customary 30 minutes to the gentleman from Massachusetts (Mr. MCGOVERN), pending which I yield myself such time as I may consume. During consideration of this resolution, all time yielded is for the purpose of debate only.

(Mr. REYNOLDS asked and was given permission to revise and extend his remarks.)

Mr. REYNOLDS. Mr. Speaker, House Resolution 472 is a fair and balanced modified open rule providing for the consideration of H.R. 4635, Arming Pilots Against Terrorism Act, with 1 hour of general debate equally divided and controlled by the chairman and the ranking minority member of the Committee on Transportation and Infrastructure.

The rule waives all points of order against consideration of the bill and against the committee amendment in the nature of a substitute.

The rules also provides one motion to recommit with or without instructions.

Mr. Speaker, tomorrow will mark the 10-month anniversary of the horrific tragedy of September 11 when four airplanes were used against us as weapons, resulting in tremendous loss of life, significant property damage, and an immeasurable sense of vulnerability.

Since that time, this Congress has worked together to produce comprehensive legislation to improve, enhance and expand our Nation's aviation security system. President Bush signed the Aviation and Transportation Security Act into law on November 19, 2001.

Many of the changes from that law are already apparent throughout the country, both inside terminals and on-board planes. Yet incidents such as the shooting at Los Angeles International Airport on July 4 that killed two innocent bystanders reminds us that we must be vigilant in our efforts to combat acts of violence and terrorism on all fronts.

One critical way that we can provide a final layer of defense against terrorists gaining control of a commercial aircraft is by allowing pilots to carry firearms aboard aircraft in order to defend the cockpit from hijackers.

The legislation before us today will direct the Transportation Security Administration to deputize 2 percent of pilots, on a voluntary basis, for a 2-year test period. Participants will undergo extensive firearms training similar to that of the air marshals.

The Committee on Transportation and Infrastructure and the Subcommittee on Aviation produced this

bill and worked closely with the airline pilots to craft the language. As a result, they have presented to this House a bipartisan package, a package that was reported out of full committee by voice vote and one that reflects the needs and concerns from Members on both sides of the aisle.

All of the major pilots' organizations support the measure, led by the Air Line Pilots Association, the world's oldest and largest pilot union representing more than 66,000 cockpit crewmembers at 43 airlines in the United States and Canada.

In fact, the chairman of the Air Line Pilots Association International's National Flight Security Committee, Captain Stephen Luckey, testified at a hearing held by the Subcommittee on Aviation on May 2, 2002.

As he outlined the continuing threat and dramatic economic repercussions of future terrorist attacks, Captain Luckey said the following: "It is obvious, or should be, that protecting the flight deck and its occupants against hijackers is now tantamount to protecting our national economy. The Air Line Pilots Association strongly endorses and supports this bill and we urge Congress and the administration to work together to ensure its passage."

It is imperative that we take every step possible to protect our aircraft, our citizens and our country. Arming pilots may be just one component of a larger plan to provide security, but it will play an integral role in deterring catastrophic terrorist acts.

Mr. Speaker, I strongly urge Members to support this rule and the underlying legislation.

Mr. Speaker, I reserve the balance of my time.

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

Mr. Speaker, I thank the gentleman from New York (Mr. REYNOLDS) for yielding me the customary time. While I will support the rule, I must express slight disappointment with the majority. This is not a totally open rule.

We are just back from our Independence Day work period, but this rule requires Members to have preprinted any amendments in the CONGRESSIONAL RECORD at least one day before the bill is considered. Many Members have had little notice and opportunity to prepare amendments for this significant legislation. But having said that, I will support the rule.

The bill under consideration today, H.R. 4635, would authorize a 2-year test program allowing guns in the cockpit for a limited number of pilots. Prior to deputizing pilots, the Transportation Security Administration is required to establish within 2 months a plan for carrying guns, including the types of weapons allowed, types of ammunition, gun storage, interaction with air marshals, and limitations on removing the gun from the cockpit.

We are committed to providing as much security as possible for the flying