

home. Perhaps they could avoid some of the transport costs from China or India where they have sent many of our other jobs, or Vietnam, and they can find almost as exploitable and cheap labor in Central America.

The combined buying power of these five nations is less than four days' purchasing power of the United States of America. If every person in these affected nations spent every cent they earned in the next year, it would be totally insignificant to the American economy; and, obviously, they are not going to do that. So it is very much the same as NAFTA: it is to move our plants, our equipment, some workers have even been made to package up their machines and train their replacements in the case of NAFTA, and they will be doing the same thing under CAFTA.

Mr. Speaker, it is time for a major change in policy. It is time for a policy that brings jobs home to America, that puts people at work here in America, that helps maintain wages in our country, and helps bring people overseas up to our standards instead of trying to drag the American people down to the lowest common denominator.

I hope that Members, particularly on the other side of the aisle, will not be bought by the White House in this debate and they will vote in the interests of the people who sent them here to Washington, DC.

A TRIBUTE TO TSCL VICE CHAIR DOTTIE HOLMES

The SPEAKER pro tempore (Mr. MARCHANT). Under a previous order of the House, the gentleman from Minnesota (Mr. GUTKNECHT) is recognized for 5 minutes.

Mr. GUTKNECHT. Mr. Speaker, I rise to pay tribute to a very, very special lady tonight. Dorothy "Dottie" Holmes served in the United States Air Force from 1949 to 1979. She is the first female Chief Master Sergeant and first woman to retire with 30 years of continuous service in the United States Air Force. She received 14 different awards and decorations during her career, the highest being the Legion of Merit Award.

Dottie Holmes was recalled to active duty twice to serve on the Air Force Chief of Staff Advisory Council For Retiree Affairs. She currently serves as a trustee on the TREA Senior Citizens League Board, a position that she has held since 2001. She previously served as a trustee on TSCL from 1995 to 1996.

Dottie Holmes is a life member of the Retired Enlisted Association. She served as the National President, the only woman to do so. She was a National first Vice President, and the National second Vice President of that organization as well. She actively served on the TREA Convention, Finance, Planning, Membership, Bylaws, and Rules Committees during the 1990s. She also served as president, Vice President, and Secretary of Chapter 1 Building Board Association.

She has been active in community affairs. Dottie Holmes served as a Pikes Peak Regional USO council member. She served as a Colorado State Field Representative For Women in Military Service, a part of their Memorial Foundation. She served as a city and county election judge, a USAFA Special Olympics volunteer. She also served at Peterson Air Force Base as a staff judge advocate volunteer. She currently serves as President of the Women in the Air Force Association.

She is considered an authority, and let me say a real authority, on the Air Force Academy. For many of the years that she served in the Air Force, she served as sort of the den mother to an awful lot of those cadets who went on to become officers in the United States Air Force.

The management skills of Dottie that she acquired from service in the Air Force and in her community service were enhanced by her college studies and management. At TREA Senior Citizens League, she has served as Vice President of the Board of Trustees for the past several years. She has demonstrated outstanding leadership in helping to oversee the Board's rise to prominence as a really accredited and acclaimed seniors' group.

In numerous meetings with Members of Congress, vice-chair Dottie Holmes demonstrated strength and determination in representing their position on important issues affecting seniors around the United States. She persuaded many legislators to send articles to her to appear in their newsletter, and she has just been an amazing and powerful force for issues that seniors care about. Dottie Holmes contributed greatly to the seniors of America with her work on that board. She has done the country and her Air Force service proud.

From the very first day that I met Dottie Holmes, it was apparent that she was an exceptional lady. It has been a personal pleasure of mine to work with her during the past several years on behalf of seniors' issues, especially on behalf of her interest in making affordable drugs more available to seniors here in the United States. She championed the cause of safer and less expensive drugs when she spoke on a panel at a town hall meeting we held last year in Denver. Her convincing voice for seniors will be sorely missed here in Washington when she retires from the Board of Trustees.

I want to say a very special and personal thank you to Dottie Holmes for the example that she has set and for her lifetime of service.

CELEBRATING THE JET PROPULSION LABORATORY

The SPEAKER pro tempore. Under a previous order of the House, the gentleman from California (Mr. SCHIFF) is recognized for 5 minutes.

Mr. SCHIFF. Mr. Speaker, during the past half century, from America's first

satellite, the grapefruit-sized Explorer I, to the International Space Station now being built 200 miles above us, human beings have begun to learn how to operate in the harsh environs of space.

America's space program operates on dual tracks. On the one hand, we have stressed human space flight, an inspiring, but dangerous undertaking. With the exception of the Apollo lunar landing missions, humans have not ventured beyond the low-earth orbit. The other track that we have followed is the robotic exploration of our solar system, using spacecraft that are more impervious to the harsh conditions of space and unaffected by the enormous distances necessary to explore our planetary neighbors.

Our unmanned space probes, from the Ranger and Surveyor craft that paved the way for Apollo, to the Voyager spacecraft that explored the outer planets and are still continuing to send back data even as they leave the solar system, have increased our understanding of the universe beyond anything even contemplated half a century ago.

On Mars, we have witnessed dust storms on Olympus Mons, the largest mountain in the solar system. We have peered through Venus's clouds and its broiling surface. We have discovered new moons and ring systems around outer planets. As I speak, a small spacecraft bearing dust from a comet is zooming back towards Earth and will parachute into Utah on January 15 of this coming year. A coffee table-sized probe named Deep Impact is scheduled to crash into another comet on July 4 of this year, a feat described to me recently by scientist Charles-Elachi as hitting a bullet with a bullet.

NASA's jet propulsion laboratory managed by the California Institute of Technology has designed, built, or controlled all of these programs. JPL has been a pioneer of our exploration of the solar system from the beginning of our space program. Earlier, I mentioned JPL's Explorer I, America's first satellite. At the time that it was launched, the United States had fallen behind the Soviet Union in the space race, and several other attempts at getting an American Sputnik into orbit had ended in fiery explosions on the launch pad.

Every American space probe that has visited another planet was managed by JPL. Through the wonders of technology, we have zoomed by Jupiter with Voyager, witnessed a Martian sunset with Viking, rolled across the surface of Mars with our rovers, and marveled at Saturn's rings with Cassini.

Whom do we have to thank for unlocking the wonders of the solar system, for providing brilliant, three-dimensional images of the Martian surface, for bringing us the multi-hued clouds of Jupiter and the cold beauty of Saturn? For this, we must thank the women and men of the Jet Propulsion

Laboratory in Pasadena, California. Under the leadership of Dr. Charles Elachi, the men and women of JPL work tirelessly to develop and manage America's robotic exploration of space.

Last January, even as we still mourned the loss of the crew of *Columbia* and the consequential interruption of the Shuttle program, JPL brought America back to Mars. The Spirit rover and its twin, Opportunity, landed on Mars to begin what was planned as a 3-month mission to evaluate whether conditions would at one time have been suitable for life on that planet.

Equipped with cameras, spectrometers and a grinder, America's robotic explorers have been hard at work for more than 16 months and are still going strong. Their discovery of evidence of past water on Mars last year was the top scientific "Breakthrough of the Year," according to the journal "Science." People around the world have been captivated by the stunning photographs of the Martian surface and the planet's ruddy sky. JPL's website is visited more than 16 billion times; and, that is right, billion.

Last July, Cassini arrived at Saturn to begin a multiyear exploration of the planet and its myriad moons. Cassini carried with it a small European-built probe that landed on Saturn's largest moon, Titan, earlier this year.

JPL's spectacular missions have not only brought us incalculable scientific data, they have also sustained America's interest in space flight, especially the Mars missions. Now, as NASA prepares to accelerate the development of the Crew Exploration Vehicle and move forward with the return of humans to the moon, the space agency and Congress must take care to continue to provide adequate resources to support the robotic exploration of space that is JPL's specialty. In the short term, JPL is in danger of being a victim of its own success as the continued operation of Spirit and Opportunity have put pressure on the budget for the overall exploration of Mars.

Last year, the President announced a long-term goal of landing on Mars. This is an ambitious and worthy goal, but the technological and physiological challenges, not to mention the cost, means that it will be decades before an American walks on the Martian surface. In the interim, we have to keep interest in space high as we continue to explore the red planet and our other neighbors with relatively inexpensive probes that are better equipped than humans to survive the extreme hardship of long-duration space travel.

Mr. Speaker, as we continue to contemplate the future of our space program, I urge NASA and my colleagues not to deprive JPL one of the crown jewels of the American science and technology program of adequate resources. For thousands of years, people have gazed into the heaven and wondered what was up there. Thanks to NASA and the Jet Propulsion Laboratory, we are beginning to learn the answers to that age-old question.

The SPEAKER pro tempore. Under a previous order of the House, the gentleman from Florida (Mr. BILIRAKIS) is recognized for 5 minutes.

(Mr. BILIRAKIS addressed the House. His remarks will appear hereafter in the Extensions of Remarks.)

ORDER OF BUSINESS

Mr. POE. Mr. Speaker, I ask unanimous consent to take my Special Order at this time.

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

There was no objection.

NATIONAL SECURITY AND PUBLIC SAFETY

The SPEAKER pro tempore. Under a previous order of the House, the gentleman from Texas (Mr. POE) is recognized for 5 minutes.

Mr. POE. Mr. Speaker, I rise today to discuss national security and public safety for our country and who is responsible for that duty.

Public safety, that is the first duty of government. Local security, local public safety goes to local cities and local law enforcement. National security, national public safety is the responsibility of the Federal Government.

But there is an unfunded public safety mandate that is affixating an already struggling industry: our airline industry. The airline industry is an important sector of the American economy. With increasing fuel costs and taxes, the industry lost \$9 billion last year alone and has lost \$32 billion since September 11, 2001. Presently, taxes and fees comprise 26 percent of a \$200 airline ticket. The flights seem to be at near capacity, yet some airlines are losing money, and I want to mention just one reason why.

Although the Federal Government has taken over much of the security for air travel after the terrorist attacks of September 11, airlines are still paying for national security and public safety. The airline industry forks over \$777 million a year out of their own pockets for an unfunded Federal security mandate such as catering, security, security for checkpoints and exit lanes, and first class, or first flight cabin sweeps.

Specifically, the people who load the peanuts on the airplanes, for example, the airlines are forced to expend \$81 million, not only on their salaries, but the security checks on these caterers.

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The people who match your ticket with your driver's license, and then mark it up with a red Crayola at checkpoints and exit lanes, airlines, not the government, dispense roughly \$80 million on these people.

And the first flight cabin sweep crew that inspects the plane prior to boarding, the people who check for bombs in the bathrooms, airlines pick up a \$26 million tab for them.

But perhaps the largest unfunded security mandate is the Federal Air Marshal Service, the one which costs the airlines \$195 million every year. Under current law Federal air marshals are permitted to fly without a cost to the Federal Government or the air marshals.

They sometime fly in pairs, and sometime sit in first class seats to allow them to better protect the cockpit. But they can bump off the plane a paying passenger as well. The Air Transportation Association estimates that airlines are losing \$195 million a year in opportunity costs by losing these seats.

Continental Airlines, a carrier based out of Houston, Texas, part of my Congressional district, loses \$7 to \$9 million a year because they cannot sell the seats used by Federal marshals to the public.

I say again, national security and public safety are the responsibilities of the Federal Government. If the Federal Government wants air marshals on our airplanes, the Federal Government should pay for this service.

The Federal Government should shell out the money to pay for the travel of Federal air marshals, because this is a law enforcement expense, instead of saddling the expenditure on the airplanes.

Mr. Speaker, we want the Federal air marshals on our planes, and while many of their accomplishments remain below the radar, their presence on thousands of domestic flights since 9/11 have helped to maintain the safety of our skies, but the Government should pay their way.

Mr. Speaker, some may argue that it is the airline's responsibility to provide for some reasonable security. Well, the airplanes already cough up scores of dollars to comply with Federal regulations. For example, the Federal Airline Administration reports that full deployment of hardened cockpit doors meeting outlined specifications have been implemented on about 10,000 airliners and foreign aircraft flying to and from the United States.

Who paid for most of this, Mr. Speaker? The airlines, because the Government, our Government told them to.

Still, airlines face additional expenditures in the name of safety. Video monitors and other devices to alert pilots of cabin activity as well as guns in the cockpit are just a few of the other efforts being undertaken by the industry, all of which, Mr. Speaker, cost money.

If the Government does not offer financial assistance to implement these technologies, who will? Once again, it is the airlines. When will we be substantially decreasing the hundreds of millions of dollars they incur in unfunded Federal security mandates?

Mr. Speaker, we must bring some relief to these carriers by reducing these unfunded mandates that they are expected to pay.

I urge my colleagues to help preserve this vital industry and start imploring