

The CEOs are getting what they want, and guess what? The Members of Congress are getting what they want. These numbers that you see up here are not minimum wage or even salaried workers in the United States of America. The minimum wage worker has not received an increase since 1997. Look at it. Zeros across the board for the American people. But look at Members of Congress. Now, here is the difference between the minority, those of us that are the Democrats and the majority, those that are in the majority, that has the power and the influence and the committee chairpersons that are able to move legislation, and the speakership and the majority leader, and the Senate, and the White House.

What has happened? They all got raises. And the difference between us and them is that we said we will not participate in another pay raise for Members of Congress until the American people receive a pay raise. And that is a fact. And that is a promise. And the other promise that we have made on this side of the aisle is in the majority, within the first 100 hours that the American people will receive an increase in the minimum wage. And that is a fact. That is not fiction. That is fact. That is on the RECORD. That is in legislation that was filed in the 109th Congress that cannot see the light of day because the majority does not want it to happen.

Now, here is the other issue as it comes down to accountability. There is a big differences from that side of the aisle and this side of the aisle. We have said we are willing to move forth in a bipartisan way and tackle the major issues that are facing this country today and tomorrow. The Republican majority has already shown that they do not have the will nor the desire to follow through on anything that I am talking about at the levels that we are talking about.

We are talking about moving this country in a new direction to make sure that every American can participate, whether they are driving a pickup truck or a flex vehicle here in the United States, making sure that Democrats, Republicans, independents, members of the American people in general, those who cannot even vote will have the opportunity.

We have a proposal on reversing the cost increases that the Republican majority has put on the backs of the American worker and the American family and in educating the next generation of leaders that are here to make sure that they have enough money to attend college, that makes sure that there is no devolution of taxes. And what do I mean?

In the 30-Something Working Group, we do not believe in big slogans and Washington inside talk. We believe in making sure that the American people understand. Devolution of taxes is saying we cut their taxes here, and that we do not put it on the backs of the States, because by their constitution,

by State constitutions, they have to balance.

Here in Washington, they just put it on the credit card or they ask a foreign country to pay for the mismanagement of this Republican majority.

So there is a big choice here. The big choice is that do we want to continue to go in the wrong direction, from a fiscal standpoint and a respect standpoint as it relates to our veterans and their services, also as it relates to health care, or do we want to go in a new direction in making sure that we deal with our fiscal issues?

Because on this side of the aisle, we balance the budget. Not one Republican on this side can say that they had anything to do with balancing the budget.

We are almost going to run out of time. But I am just going to say go to [www.housedemocrats.gov](http://www.housedemocrats.gov), or [www.house.gov/dems](http://www.house.gov/dems). The Members can go on and see the report on making sure that we keep Social Security as a public program versus privatization. A member actually came to the floor after we finished last week and said that no one in my party ever said anything about privatization of social security.

I kind of wanted to ask the gentleman to yield, Mr. Speaker, because I wanted to bring a statement out that the President said less than 10 hours earlier saying that if they get the majority and he is able to get the next Congress, as he has it now, to rubber stamp, you are going to pursue the privatization of Social Security once again.

So we want to make sure the American people know about it.

Ms. WASSERMAN SCHULTZ. Mr. Speaker, we have all of the charts and particularly the quotes about Social Security, and what the administration has said about their desire to privatize Social Security and the direction they would take Social Security on our website, our 30-Something website, [www.housedemocrats.gov/30something](http://www.housedemocrats.gov/30something).

We also have our New Direction for America pamphlet on that as well. We encourage the Members and anyone else who would like to learn a little bit more about the direction we would take the country to go on to that website.

Mr. Speaker, we thank Leader PELOSI for the opportunity to talk to the Members tonight. Mr. MEEK, thank you for joining me once again and for your leadership in the 30 Something Working Group.

#### LEAVE OF ABSENCE

By unanimous consent, leave of absence was granted to:

Mr. WOLF (at the request of Mr. BOEHNER) for today until noon on account of attending a funeral.

#### SPECIAL ORDERS GRANTED

By unanimous consent, permission to address the House, following the legis-

lative program and any special orders heretofore entered, was granted to:

(The following Members (at the request of Mr. MCDERMOTT) to revise and extend their remarks and include extraneous material:)

Ms. PELOSI, for 5 minutes, today.  
Mr. DEFAZIO, for 5 minutes, today.  
Mr. PALLONE, for 5 minutes, today.  
Mrs. MCCARTHY, for 5 minutes, today.  
Mr. MCDERMOTT, for 5 minutes, today.  
Mr. EMANUEL, for 5 minutes, today.  
Ms. WOOLSEY, for 5 minutes, today.  
Mr. SKELTON, for 5 minutes, today.  
Mr. DAVIS of Illinois, for 5 minutes, today.  
Mr. SHERMAN, for 5 minutes, today.  
Mr. CUMMINGS, for 5 minutes, today.  
Ms. ZOE LOFGREN of California, for 5 minutes, today.  
Ms. ESHOO, for 5 minutes, today.  
Mr. HONDA, for 5 minutes, today.  
Ms. KAPTUR, for 5 minutes, today.  
Mr. PAYNE, for 5 minutes, today.  
Ms. KILPATRICK of Michigan, for 5 minutes, today.  
Mr. WATT, for 5 minutes, today.  
Ms. LEE, for 5 minutes, today.  
Ms. WATERS, for 5 minutes, today.  
Mr. RUSH, for 5 minutes, today.  
Mr. AL GREEN of Texas, for 5 minutes, today.

Ms. MOORE of Wisconsin, for 5 minutes, today.

Mr. JEFFERSON, for 5 minutes, today.  
(The following Members (at the request of Mr. POE) to revise and extend their remarks and include extraneous material:)

Ms. FOXX, for 5 minutes, September 21.

Mr. GARRETT of New Jersey, for 5 minutes, today.

Mr. HULSHOF, for 5 minutes, today and September 21.

Mr. TIAHRT, for 5 minutes, today.

#### EXTENSION OF REMARKS

By unanimous consent, permission to revise and extend remarks was granted to:

Mr. KUCINICH and to include extraneous material, notwithstanding the fact that it exceeds two pages of the RECORD and is estimated by the Public Printer to cost \$2,599.

#### ENROLLED BILL SIGNED

Mrs. Haas, Clerk of the House, reported and found truly enrolled a bill of the House of the following title, which was thereupon signed by the Speaker:

H.R. 5684. An act to implement the United States-Oman Free Trade Agreement.

#### ADJOURNMENT

Ms. WASSERMAN SCHULTZ. Mr. Speaker, I move that the House do now adjourn.

The motion was agreed to; accordingly (at 11 o'clock and 55 minutes p.m.), the House adjourned until tomorrow, Thursday, September 21, 2006, at 10 a.m.

EXECUTIVE COMMUNICATIONS,  
ETC.

Under clause 8 of rule XII, executive communications were taken from the Speaker's table and referred as follows:

9500. A letter from the Program Analyst, FAA, Department of Transportation, transmitting the Department's final rule — Standard Instrument Approach Procedures; Miscellaneous Amendments [Docket No. 30507; Amdt. No. 3179] received September 8, 2006, pursuant to 5 U.S.C. 801(a)(1)(A); to the Committee on Transportation and Infrastructure.

9501. A letter from the Program Analyst, FAA, Department of Transportation, transmitting the Department's final rule — Amendment to Class E Airspace; Kalispell MT [Docket No. FAA-200523157; Airspace Docket No. 05-ANM-15] received September 8, 2006, pursuant to 5 U.S.C. 801(a)(1)(A); to the Committee on Transportation and Infrastructure.

9502. A letter from the Program Analyst, FAA, Department of Transportation, transmitting the Department's final rule — Revision of Class E Airspace; Pinedale, WY [Docket No. FAA-2005-23361; Airspace Docket No. 05-ANM-17] received September 8, 2006, pursuant to 5 U.S.C. 801(a)(1)(A); to the Committee on Transportation and Infrastructure.

9503. A letter from the Program Analyst, FAA, Department of Transportation, transmitting the Department's final rule — Modification of the Norton Sound Low Offshore Airspace Area; AK [Docket No. FAA-2006-23926; Airspace Docket No. 06-AAL-10] (RIN: 2120-AA66) received September 8, 2006, pursuant to 5 U.S.C. 801(a)(1)(A); to the Committee on Transportation and Infrastructure.

9504. A letter from the Program Analyst, FAA, Department of Transportation, transmitting the Department's final rule — Modification of Class E Airspace; Fremont, MI [Docket No. FAA-2006-23902; Airspace Docket No. 06-AGL-01] received September 8, 2006, pursuant to 5 U.S.C. 801(a)(1)(A); to the Committee on Transportation and Infrastructure.

9505. A letter from the Program Analyst, FAA, Department of Transportation, transmitting the Department's final rule — Revocation of Class E2 Surface Area; Elko, NV [Docket No. FAA-2006-25252; Airspace Docket No. 06-AWP-12] received September 8, 2006, pursuant to 5 U.S.C. 801(a)(1)(A); to the Committee on Transportation and Infrastructure.

9506. A letter from the Program Analyst, FAA, Department of Transportation, transmitting the Department's final rule — Revocation of Class D Airspace; Elko, NV [Docket No. FAA-2006-24243; Airspace Docket No. 06-AWP-11] received September 8, 2006, pursuant to 5 U.S.C. 801(a)(1)(A); to the Committee on Transportation and Infrastructure.

9507. A letter from the Program Analyst, FAA, Department of Transportation, transmitting the Department's final rule — Redesignation of VOR Federal Airway V-431; AK [Docket No. FAA-2005-20551; Airspace Docket No. 06-AAL-18] (RIN: 2120-AA66) received September 8, 2006, pursuant to 5 U.S.C. 801(a)(1)(A); to the Committee on Transportation and Infrastructure.

9508. A letter from the Program Analyst, FAA, Department of Transportation, transmitting the Department's final rule — Airworthiness Directives; Eurocopter France Model AS-365N2, AS 365 N3, EC 155B, EC155B1, SA-365N, N1, and SA-366G1 Helicopters [Docket No. FAA-2004-18850; Directorate Identifier 2004-SW-19-AD; Amendment 39-14694; AD 2004-16-15 R1] (RIN: 2120-AA64) received September 8, 2006, pursuant to 5

U.S.C. 801(a)(1)(A); to the Committee on Transportation and Infrastructure.

9509. A letter from the Program Analyst, FAA, Department of Transportation, transmitting the Department's final rule — Airworthiness Directives; Construcciones Aeronauticas, S.A. (CASA), Model C-212-CC Airplanes [Docket No. FAA-2005-22504; Directorate Identifier 2003-NM-281-AD; Amendment 39-14691; AD 2006-15-11] (RIN: 2120-AA64) received September 8, 2006, pursuant to 5 U.S.C. 801(a)(1)(A); to the Committee on Transportation and Infrastructure.

9510. A letter from the Program Analyst, FAA, Department of Transportation, transmitting the Department's final rule — Airworthiness Directives; Airbus Model A300 Airplanes; Model A310 Airplanes; and Model A300 B4-600, B4-600R, and F4-600R Series Airplanes, and Model C4-605R Variant F Airplanes (Collectively Called A300-600 Series Airplanes) [Docket No. FAA-2006-24779; Directorate Identifier 2006-NM-044-AD; Amendment 39-14689; AD 2006-15-09] (RIN: 2120-AA64) received September 8, 2006, pursuant to 5 U.S.C. 801(a)(1)(A); to the Committee on Transportation and Infrastructure.

9511. A letter from the Program Analyst, FAA, Department of Transportation, transmitting the Department's final rule — Airworthiness Directives; Airbus Model A300 B4-600, B4-600R, and F4-600R Series Airplanes, and Model C4-605R Variant F Airplanes (Collectively Called A300-600 Series Airplanes); and Airbus Model A310-200 and -300 Series Airplanes [Docket No. FAA-2005-22630; Directorate Identifier 2001-NM-323-AD; Amendment 39-14690; AD 2006-15-10] (RIN: 2120-AA64) received September 8, 2006, pursuant to 5 U.S.C. 801(a)(1)(A); to the Committee on Transportation and Infrastructure.

9512. A letter from the Program Analyst, FAA, Department of Transportation, transmitting the Department's final rule — Airworthiness Directives; Construcciones Aeronauticas, S.A. (CASA), Model C-212-CC Airplanes [Docket No. FAA-2005-22505; Directorate Identifier 2003-NM-283-AD; Amendment 39-14692; AD 2006-15-12] (RIN: 2120-AA64) received September 9, 2006, pursuant to 5 U.S.C. 801(a)(1)(A); to the Committee on Transportation and Infrastructure.

9513. A letter from the Program Analyst, FAA, Department of Transportation, transmitting the Department's final rule — Airworthiness Directives; Airbus Model A300 B2 and B4 Series Airplanes; and Model A300 B4-600, B4-600R, and F4-600R Series Airplanes, and Model C4-605R Variant F Airplanes (Collectively Called A300-600 Series Airplanes) [Docket No. FAA-200623690; Directorate Identifier 2004-NM-133-AD; Amendment 39-14684; AD 2006-15-04] (RIN: 2120-AA64) received September 8, 2006, pursuant to 5 U.S.C. 801(a)(1)(A); to the Committee on Transportation and Infrastructure.

9514. A letter from the Program Analyst, FAA, Department of Transportation, transmitting the Department's final rule — Airworthiness Directives; Boeing Model 737-200, -300, and -400 Series Airplanes [Docket No. FAA-2005-20731; Directorate Identifier 2004-NM-260-AD; Amendment 39-14685; AD 2006-15-05] (RIN: 2120-AA64) received September 8, 2006, pursuant to 5 U.S.C. 801(a)(1)(A); to the Committee on Transportation and Infrastructure.

9515. A letter from the Program Analyst, FAA, Department of Transportation, transmitting the Department's final rule — Airworthiness Directives; Airbus Model A300 B2-203 and A300 B4-203 Airplanes; Model A300 B4-600, B4-600R, and F4-600R Series Airplanes, and Model C4-605R Variant F Airplanes (Collectively Called A300-600 Series Airplanes); and Model A310-200 and -300 Series Airplanes [Docket No. FAA-2006-23675; Directorate Identifier 2001-NM-320-AD; Amendment 39-

14686; AD 2006-15-06] (RIN: 2120-AA64) received September 8, 2006, pursuant to 5 U.S.C. 801(a)(1)(A); to the Committee on Transportation and Infrastructure.

9516. A letter from the Program Analyst, FAA, Department of Transportation, transmitting the Department's final rule — Airworthiness Directives; Pilatus Aircraft Ltd. Models PC-6, PC-6-H1, PC-6-H2, PC-6/350, PC-6/350-H1, PC-6/350-H2, PC-6/A, PC-6/A-H1, PC-6/A-H2, PC-6/B-H2, PC-6/B1-H2, PC-6/B2-H2, PC-6/B2-H4, PC-6/C-H2, and PC-6/C1-H2 Airplanes [Docket No. FAA-2006-24092; Directorate Identifier 2006-CE-18-AD; Amendment 39-14682; AD 2006-15-02] (RIN: 2120-AA64) received September 8, 2006, pursuant to 5 U.S.C. 801(a)(1)(A); to the Committee on Transportation and Infrastructure.

9517. A letter from the Program Analyst, FAA, Department of Transportation, transmitting the Department's final rule — Airworthiness Directives; McCauley Propeller Models B5JFR36C1101/114GCA-0, C5JFR36C1102/L114GCA-0, B5JFR36C1103/114HCA-0, and C5JFR36C1104/L114HCA-0 [Docket No. FAA-2006-25173; Directorate Identifier 2006-NE-24-AD; Amendment 39-14693; AD 2006-15-13] (RIN: 2120-AA64) received September 8, 2006, pursuant to 5 U.S.C. 801(a)(1)(A); to the Committee on Transportation and Infrastructure.

9518. A letter from the Program Analyst, FAA, Department of Transportation, transmitting the Department's final rule — Airworthiness Directives; Mitsubishi Heavy Industries, Ltd. MU-2B Series Airplanes [Docket No. FAA-2006-23645; Directorate Identifier 2006-CE-04-AD; Amendment 39-14687; AD 2006-15-07] (RIN: 2120-AA64) received September 8, 2006, pursuant to 5 U.S.C. 801(a)(1)(A); to the Committee on Transportation and Infrastructure.

9519. A letter from the Program Analyst, FAA, Department of Transportation, transmitting the Department's final rule — Airworthiness Directives; Bombardier Model CL-600-2C10 (Regional Jet Series 700, 701, & 702) Airplanes, Model CL-600-2D15 (Regional Jet Series 705) Airplanes, and Model CL-600-2D24 (Regional Jet Series 900) Airplanes [Docket No. FAA-2006-24074; Directorate Identifier 2005-NM-213-AD; Amendment 39-14676; AD 2006-14-05] (RIN: 2120-AA64) received September 8, 2006, pursuant to 5 U.S.C. 801(a)(1)(A); to the Committee on Transportation and Infrastructure.

9520. A letter from the Program Analyst, FAA, Department of Transportation, transmitting the Department's final rule — Airworthiness Directives; Airbus Model A300 F4-600R Series Airplanes and Model A300 C4-605R Variant F Airplanes [Docket No. FAA-2006-24367; Directorate Identifier 2006-NM-041-AD; Amendment 39-14677; AD 2006-14-06] (RIN: 2120-AA64) received September 8, 2006, pursuant to 5 U.S.C. 801(a)(1)(A); to the Committee on Transportation and Infrastructure.

9521. A letter from the Program Analyst, FAA, Department of Transportation, transmitting the Department's final rule — Airworthiness Directives; Airbus Model A330-200 and A330-300 Series Airplanes, and Airbus Model A340-200 and A340-300 Series Airplanes [Docket No. 2002-NM-247-AD; Amendment 39-14673; AD 2006-14-02] (RIN: 2120-AA64) received September 8, 2006, pursuant to 5 U.S.C. 801(a)(1)(A); to the Committee on Transportation and Infrastructure.

9522. A letter from the Program Analyst, FAA, Department of Transportation, transmitting the Department's final rule — Airworthiness Directives; Airbus Model A330-200, A330-300, A340-200, and A340-300 Series Airplanes, and Model A340-541 and A340-642 Airplanes [Docket No. FAA-2005-22524; Directorate Identifier 2005-NM-135-AD; Amendment 39-14672; AD 2006-14-01] (RIN: 2120-AA64) received September 8, 2006, pursuant to 5