

rise to draw attention to a fundamentally unfair competition that our Department of Defense seems intent on pursuing: the competition for the Air Force's KC-X tanker program.

One of the proposals for this solicitation will be based on an Airbus A330 aircraft. This aircraft received \$5.7 billion in government subsidies that the World Trade Organization has ruled to be in violation of the rules that the WTO nations have agreed to. In total, Airbus platforms have received over \$15 billion that the WTO has found to be illegal, agreeing with the complaint filed by the U.S. Government in 2004. These subsidies have contributed to a 40 percent decline in U.S. market share for commercial aircraft and the loss of thousands of jobs. Lockheed and McDonnell Douglas are no longer in the business.

In spite of this record, the Department of Defense stubbornly refuses to include any provision in the tanker solicitation that accounts for these subsidies. This simply isn't right.

THE AIR REFUELING TANKER

(Mr. TIAHRT asked and was given permission to address the House for 1 minute and to revise and extend his remarks.)

Mr. TIAHRT. Madam Speaker, over the past several months, Airbus and their congressional allies have been pushing the Pentagon to change the requirements for the air refueling tanker so that the French company will win the contract. Just last month, the Airbus team sent the Department of Defense a clear ultimatum: If you don't change your requirements, we won't bid. The Air Force needs an air refueling tanker that meets the needs of the warfighter, not the needs of the French.

Airbus is gambling that the threat of not having a competition will force the Air Force to change their requirements, the very same requirements that were determined by the Air Force to meet the needs of the warfighter. To change them to meet the needs of the competition does not serve the interests of our fighting men and women or the Nation.

If Airbus chooses not to offer the tanker in a bid that the Air Force needs, then that's their choice, and then the decision will be an easy one for the Pentagon. After 7 years of trying to recapitalize the KC-135 tanker fleet, we know what it takes to ensure that the warfighter gets the tanker they need and the taxpayer gets the protections we need, even in a sole-source award.

Our military and American workers shouldn't have to wait any longer for the tanker they both deserve: an American tanker built by American workers at an American company.

WTO AIRBUS TANKER RULING

(Ms. DeLAURO asked and was given permission to address the House for 1

minute and to revise and extend her remarks.)

Ms. DeLAURO. Madam Speaker, after 23 straight months of job losses, we must do more to preserve and to create American jobs, and we must ensure a fair and a level playing field for U.S. manufacturers.

The World Trade Organization recently found that Airbus has been receiving illegal subsidies that violate global rules and stifle real competition in the aerospace industry. We should not reward these illegal trade practices. As such, the Pentagon should take into account this ruling when considering bids for the next generation air refueling tanker contract.

Awarding this contract to Airbus means the loss of at least 14,000 American jobs to Europe. In today's economy, we cannot afford any more job loss. We cannot continue to allow our foreign competitors an unfair economic advantage nor can we let our domestic defense manufacturing base erode as we have.

I strongly urge the Department of Defense to consider these billions of dollars in illegal European subsidies. When bidding the tanker contract, it is time to put our workers, American workers, and our security first.

SHAKE-A-LEG MIAMI

(Ms. ROS-LEHTINEN asked and was given permission to address the House for 1 minute and to revise and extend her remarks.)

Ms. ROS-LEHTINEN. Madam Speaker, I would like to recognize the noble work of a wonderful south Florida organization, Shake-A-Leg Miami. Founded in 1982 by Harry Horgan, Shake-A-Leg Miami helps children and adults who have physical, developmental, and economic challenges. How does it do that? Through the joy of sailing.

Harry, who was paralyzed in a tragic automobile accident at the age of 22, did not let his disability keep him from his lifelong love of sailing. With optimism and determination, Harry created Shake-A-Leg Miami. Its programs have made a difference in the lives of over 10,000 individuals. For the past 25 years, Shake-A-Leg has been instrumental in empowering individuals so that they can reach their highest potential for an independent life.

My youngest daughter volunteered at Shake-A-Leg, and the experience for both participants and volunteers is life-changing. Shake-A-Leg is a remarkable organization whose contributions have made the lives of countless children more fulfilling. I am honored to have such a fine organization in my congressional district.

UNFAIR AIRBUS COMPETITION

(Mr. INSLEE asked and was given permission to address the House for 1 minute and to revise and extend his remarks.)

Mr. INSLEE. Madam Speaker, we cannot allow a great injustice to the American worker, to the American warfighter and to the American taxpayer, which would happen if a contract for the Air Force tanker goes to the Airbus contractor without taking into consideration these massive illegal subsidies that the Airbus competitor has received.

We have decided and we have determined, the U.S. Government, that Airbus has received multibillion dollars of illegal subsidies, which have allowed them to develop a tanker with which they now have to bid against an American contractor, the Boeing Company.

We are calling upon the administration to do the right thing, which is in the contracting process, and figure into the respective bids the amount of the illegal subsidies that the Airbus company has received. And they can do that by having the countervailing duty section of the U.S. Department of Trade Representative determine the amount of that illegal subsidy. When that illegal subsidy is added to the Airbus bid, the right thing will happen, and we will have American jobs.

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WHITE HOUSE TRESPASSERS

(Mr. POE of Texas asked and was given permission to address the House for 1 minute.)

Mr. POE of Texas. Madam Speaker, in a purported letter to the editor, Alicia Church states, "I don't understand why the White House is so upset about two party crashers . . . Is it appropriate and politically correct to call them party crashers just because they trespassed?"

"Does that make them criminals? Isn't that discrimination? Shouldn't they be rewarded for such bold and brave behavior? Maybe they were just trying to feed their family? Isn't it more appropriate to call them undocumented guests? Just because they weren't officially invited guests doesn't mean they should be treated like criminals.

"Maybe they should get free health care, free housing, free legal services, and free White House green cards so next time they can enter legally. And they should be able to bring all of their relatives and family members, too.

"How can anyone be mad at them just because they crossed over some arbitrary man-made border? They were only doing things that regularly invited guests didn't want to do, like hang out with Vice President BIDEN. How can the White House punish these poor, oppressed, undocumented visitors?"

Madam Speaker, how ironic; the government panics about two White House trespassers while the thousands who illegally trespass across our borders are completely ignored.

And that's just the way it is.

COMMEMORATING THE LIFE OF
EDWARD JOSEPH KELLY III

(Ms. JACKSON-LEE of Texas asked and was given permission to address the House for 1 minute.)

Ms. JACKSON-LEE of Texas. Madam Speaker, I rise with a very sad duty today. As the chairwoman of the Transportation Security and Infrastructure Protection Committee on Homeland Security, I rise to pay tribute to the late Edward Joseph Kelly III, who passed away this month.

He was born October 1, 1942, in New York. He joined the Navy and served his country and graduated from the University of Scranton in 1967, and he retired as vice president and controller of Emery Worldwide in 2000.

He truly is an American hero, for after 9/11 he could not sit still. In response to that horrific tragedy, Mr. Kelly left retirement to join the Department of Homeland Security, signing on as the first general manager of the air cargo security for the Federal Transportation Security Administration, whose mission is securing the Nation's transportation network.

Air cargo industry officials have indicated and gone on record to say he transformed the industry. If future airline passengers feel safe about what is carried in the belly of a cargo plane, then they should credit Mr. Kelly. Officials who worked with him said that he was an impeccable professional. He loved this country. Yes, a Navy man. And the president of the Cargo Security Alliance said that he was front and center on this work.

Madam Speaker, his contributions were immeasurable. He is a great American hero. I pay tribute to this distinguished American, Edward Joseph Kelly III. Thank you, and may you rest in peace.

Madam Speaker, I wish to take this time to commemorate the life of a great American, and an outstanding public servant—Edward Joseph Kelly III, who died Saturday at Inova Alexandria Hospital of Legionnaires' pneumonia.

He was born Oct. 1, 1942, in New York, the third child and oldest son of the late Edward and Jessie Cobane Kelly. Mr. Kelly completed service in the Navy before graduating from the University of Scranton in 1967, and retired as vice president and controller of Emery Worldwide in 2000.

In response to 9/11, Mr. Kelly left retirement to join the Department of Homeland Security, signing on as the first general manager of air cargo security for the Federal Transportation Security Administration, whose mission is securing the Nation's transportation network.

Air cargo industry officials have gone on record saying he had transformed their industry. If future airline passengers feel secure that the commercial cargo in the belly of their flight will not blow up or poison them, they should credit Mr. Kelly, officials said. Walt Beadling, president of the Cargo Security Alliance, a trade group, told reporters "He's been front and center in this work of implementing the plan to secure air cargo." Acting TSA administrator Gale D. Rossides wrote in an e-mail to employees, "Ed's contributions to TSA are immeasurable."

He was responsible for implementing a Federal law that requires screening of all cargo transported by flights originating in the United States by next August. The voluntary system established by Mr. Kelly and his team shifted screening responsibility to shippers before cargo reach airports. TSA certifies shippers and their facilities.

His friendships span the globe. He and his wife, Ann, enjoyed a network of family and friends on many continents and most loved returning home to Lake Ariel and Ireland. He loved the sea and spent his early retirement years traveling by boat from San Francisco, to Newport, R.I. On this trip, he and Ann bravely cruised the Pacific coasts of California, Mexico and Central America, passed through the Panama Canal into the Atlantic and crossed the Caribbean Sea.

He is survived by his wife and three sons, Edward IV and wife, Sasithorn, Bangkok, Thailand; Packy and wife, Robyn, Redwood Shores, Calif.; and Daniel and wife, Crissy, Fairfield, Conn.; three sisters, Maureen Kelly Dufour, Kathleen Kelly Hoban and Rosemary Kelly Morgan; three grandchildren, Devin, Mairead and Catherine; several nieces and nephews.

That is why I stand here today—to offer my condolences to Mr. Kelly's family, and gratitude for his public service.

DEBT CEILING

(Ms. GINNY BROWN-WAITE of Florida asked and was given permission to address the House for 1 minute and to revise and extend her remarks.)

Ms. GINNY BROWN-WAITE of Florida. Madam Speaker, it is a darn good thing that the credit reporting agencies don't factor in each American's share of the national debt when they calculate an individual's credit scores. If the agencies did, there would be quite a few otherwise-eligible borrowers who couldn't get a mortgage or a car loan.

Think about that. I wonder why they don't include the national debt? Perhaps it's because no one seems to think it's real. Madam Speaker, it is real.

Last year, America spent \$250 billion in interest payments alone, \$250 billion. That's \$250 billion a year we cannot invest in America's future. Yet, in spite of this situation, Congress is preparing to increase the debt again by another \$1.8 trillion. Attaching it to a must-pass Defense bill holds our troops hostage. And it might be convenient politics, but our country deserves much better.

Congress should use the TARP returns to pay down the debt and redirect the failed stimulus money to tax reforms that actually work. Wouldn't that be unique?

GLOBAL WARMING

(Mr. QUIGLEY asked and was given permission to address the House for 1 minute.)

Mr. QUIGLEY. Madam Speaker, coal miners used to keep a canary with them to let them know when the air was getting dangerous. Today, we have

much more sophisticated measurements, but the concept is still the same: The canary is dying.

Over 200 peer-reviewed studies have concluded that global warming is real and potentially catastrophic. No scientific peer-reviewed studies have found the opposite. None. But some of my colleagues have seized on a few illegally hacked e-mails to convince themselves that the little bird is fine. Well, that must be comforting, except it ignores the nasty case of asthma from increased emissions and the tiny bits of soot that thicken the canary's blood and boost harmful inflammation.

Watching my colleagues hold the canary like Monty Python's dead parrot would be funny if it were just an imaginary bird, but it's not a canary we're killing with increased emissions. It's our children.

And that's the way it will always be.

BREAST CANCER AWARENESS

(Mr. THOMPSON of Pennsylvania asked and was given permission to address the House for 1 minute and to revise and extend his remarks.)

Mr. THOMPSON of Pennsylvania. Madam Speaker, breast cancer mammograms have been in the news with concern for Federal Government guidelines on who should have a mammogram and at what age.

More relevant is the fact that breast cancer is the most common cancer among American women next to skin cancers. The American Cancer Society estimates that 40,170 women will die from breast cancer in 2009.

As daunting as that figure is, there is another figure that tells the story. At this time, there are more than 2.5 million breast cancer survivors in the United States.

Death rates from breast cancer have been declining since about 1990. The decreases are believed to be the result of earlier detection through screening and increased awareness, as well as improved treatment.

Guidelines are simply that. Every woman should talk to her physician about her past history and current health to determine the frequency of mammogram exams.

This disease touches us all. I doubt there is anyone here who doesn't have a relative who has suffered from breast cancer. In this season of giving, encourage your loved ones to talk to their physicians and have screening tests as often as they suggest. It will save lives.

WHITE HOUSE CONSIDERS
BUSINESSES THE ENEMY

(Mr. SMITH of Texas asked and was given permission to address the House for 1 minute and to revise and extend his remarks.)

Mr. SMITH of Texas. Madam Speaker, the White House considers business owners the opposition, but don't take my word for it. In his autobiography,