to the FAA Administrator. We talked to pilots and people who know what needs to be done to close the vulnerabilities that we saw on Sept-
ember 11. It is the bill that is being introduced today, of which I am a co-
sponsor, has many of the items I have proposed in the past and certainly think we must pass today. We must have sky marshals in the air. In fact, I appliance the Attorney General for put-
ting sky marshals on many of our flights around the country. They are in plain clothes. Most people would not know they are on a flight. But we do indeed have armed sky marshals on many of the flights that are in the air as we speak. But we want to make them permanent. We want to make sure we have sky marshals on virtually every flight, and possibly every flight later down the road. We have approached the passengers that there is a certified peace officer onboard who is trained to do what is necessary to deal with the crime that is committed in the air.

The second major provision in this bill that I think we must do is upgrade the screening. We will upgrade the equipment, and we will upgrade personnel education and training. We all know the screeners have been hired by contractors. They have high turnover rates. They do not have the experience that we would expect in screening. We have seen pictures of things that have gone through the screens and gotten onto an airplane that are just not appropriate. We want to stop that from happening.

That is why upgrading the screeners is important. I think they should be a part of a Federal system of security.

We are going to put some kind of bar-
rier between the pilots and the rest of the airplane so that someone would not be able to get into a cockpit, as so sadly happened on September 11. We will have a Deputy FAA Administrator in charge of aviation security so that we will have one person in charge of all of aviation security.

It is my hope that we would start with entry-level screeners, and that it would be a career path for the aviation security department which would include graduating to become a sky mar-
shal, staying in the system with a ca-
reer in the system so we could have more trained and experienced people.

Those are some of the important points that are in this bill. I know some people disagree with certain parts of this bill. But it is a great start. It is an important step for rehabilitating our airline industry.

If we have the security, people will fly. People love to fly. We had 600 million people fly last year. We can build back to that number if we have the se-
curity. The convenience will be there. It is going to take a little longer going through the airport, but I think people are willing to wait a little longer and go earlier in order to feel safe. The flying public will come back. I support this bill. I will continue to work on it with the chairman. But the terrorists will have won if the ter-

ors are not going to be the United States of America.

Thank you, Mr. President.

UNANIMOUS CONSENT REQUEST—
S. 1450

Mr. DASCHLE. Mr. President, I ask unanimous consent that the Senate now proceed to S. 1450, the aviation as-

sistance and security bill; that no amendments or motions be offered to the bill; that there be 1 hour for debate equally divided between the two lead-

ers or their designees, with an addi-
tional 15 minutes under the control of Senator BYRD, with 10 minutes for Sen-

ator KENNEDY; that at the conclusion or yielding back of the time, the bill be read a third time and the Senate vote without intervening action or debate on final passage of the bill.

I further ask unanimous consent that when the Senate receives from the House its companion bill, it be imme-

diately considered, read a third time, and passed, provided it is identical to the Senate-passed bill.

I further ask unanimous consent that once the House bill has been enacted into law, provided it is identical to the Senate measure, then action on the Senate bill be vitiated and the measure then be indefinitely postponed.

The PRESIDING OFFICER. Is there objection?

Mr. FITZGERALD. I object.

The PRESIDING OFFICER. Objection is heard.

The Senator from Minnesota.

AVIATION SAFETY

Mr. WELLSTONE. Mr. President, I believe this Transportation Safety Act, which I know Senator HOLLINGS and others are going to introduce very soon, will certainly pass with strong sup-
port.

First of all, I ask unanimous consent to be added as an original cosponsor of this piece of legislation.

The PRESIDING OFFICER. Without objection, it is so ordered.

Mr. President, the Senator from South Carolina is abso-
lutely right. Not only does safety have to be there with the money, but the fact is, without the safety, people aren't going to fly. If they don't fly, we are going to have to take this industry financially viable. It is that simple. You can see it traveling around the country right now. There are very few