The SPEAKER pro tempore. The gentleman from New York (Mr. REYNOLDS) called up House Resolution 244 and asked for its immediate consideration.

Resolved, That upon the adoption of this resolution, the question shall be considered as ordered on the calendar, and a motion to reconsider be laid on the table.

PROVIDING FOR CONSIDERATION OF H.R. 2926, AIR TRANSPORTATION SAFETY AND SYSTEM STABILIZATION ACT

Mr. REYNOLDS. Mr. Speaker, by direction of the Committee on Rules, I call up House Resolution 244 and ask for its immediate consideration.

The Clerk read the resolution, as follows:

H. Res. 244

Resolved, That upon the adoption of this resolution, the question shall be in order without intervention of any point of order to consider in the House the bill (H.R. 2926) to preserve the continued viability of the United States air transportation system. The bill shall be considered as read for amendment. The previous question shall be considered as ordered on the bill to final passage without intervening motion except: (1) one hour of debate on the bill equally divided and controlled by the chairman and ranking minority member of the Committee on Transportation and Infrastructure; and (2) one motion to reconsider.
throughout the world. They serve not just business and tourism but can, quite literally, determine whether we are able to compete in a global economy.

In my own community, which had already been lagging the national economy, competitive air travel is continually cited as a primary component to economic growth. By coming to the aid of the airline industry, we will make America stronger. And in making America stronger, we will repair and reinforce the fabric of our Nation which was torn by cowards in last week’s criminal act of war.

That is why we have a responsibility to help rebuild an industry that has helped keep America strong.

Specifically, the legislation before us authorizes the President to provide $10 billion in loan guarantees and an additional $10 billion in immediate direct aid. This money will help stabilize an industry that is desperately in need of urgent relief.

Additionally, the legislation contains language limiting the liability for any damages arising out of the hijacking and subsequent crashes of American Airlines Flights 11 or 77 and United Airline Flights 93 or 175. As President Bush stated in his address to the Nation last night, “We will come together to promote stability and keep our airlines flying with direct assistance during this emergency.”

America faces a daunting struggle in the times ahead. We must stand united as a Nation. We must restore and strengthen our infrastructure so that Americans feel safe and confident again in utilizing the best transportation system in the world.

Mr. Speaker, as I conclude, I would like to commend the chairman of the Committee on Transportation and Infrastructure, the gentleman from Alabama (Mr. YOUNG), and the ranking member, the gentleman from Minnesota (Mr. OBERSTAR) for their tireless devotion and hard work on this important measure. I would also like to commend the Speaker and the majority leader and the minority leader for their leadership in crafting this legislation along with the other body and with the administration.

I urge my colleagues to support this rule and the underlying legislation.

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

Mr. FROST. Mr. Speaker, I thank the gentleman for yielding me the time, and I yield myself such time as I may consume.

Last night, Mr. Speaker, we were all impressed by the President’s resolve. Today, this Congress continues the work of helping America recover and rebuild from last week’s cowardly, barbaric attack.

On September 11, terrorists murdered thousands of innocent people. They also struck directly at the fabric of America’s economy, seeking to cripple our air transportation system. Make no mistake, there is strong bipartisan support for stabilizing America’s air transportation system. For ensuring the victims of September 11 get the assistance they need as they rebuild their lives. How to do those things is a difficult and complex question, but a crucially important one. At stake is nothing less than the strength of the economy, hundreds of thousands of American jobs, and our values and way of life.

So Democrats and Republicans have been working overtime to craft a bipartisan emergency package. All of those who have spent the last week hashing out this bill, especially Leader GHERHARDT, Speaker HASTERT, and Ranking Member OBERSTAR, deserve enormous credit.

Mr. Speaker, since the Federal Government grounded air traffic last week, the airline industry has been losing billions of dollars. As a result, hundreds of thousands of Americans, employees of the airlines, as well as the service and manufacturing industries around them, have seen their livelihoods threatened. In the aftermath of last week’s attack, fewer people are flying, further hurting the industry. Make no mistake, it is critical that we ensure the security of air travel so people are not afraid to fly. And until the government ensures just compensation for the victims of September 11, the airlines will not be able to buy the insurance or borrow the capital they need to keep operating.

Mr. Speaker, the airlines have already announced some 80,000 layoffs. Each airline job affects thousands of people in other related industries. Make no mistake, the airlines are part of the foundation of our economy, affecting industries from travel and tourism to manufacturing and electronics.

In North Texas, the area that I represent, thousands of hardworking Americans make their living and support their families at companies like American Airlines, Boeing and Vought Industries.

I urge my colleagues to support this rule and the underlying legislation.

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

Mr. REYNOLDS. Mr. Speaker, I yield 2 minutes to the gentleman from Minnesota (Mr. RAMSTAD).

Mr. RAMSTAD. Mr. Speaker, I thank the gentleman from New York (Mr. REYNOLDS) for yielding me this time.

Mr. Speaker, I rise in strong support of the rule and the underlying legislation.

Mr. Speaker, today was another sad day in Minnesota. Today, Minnesota-based Northwest Airlines, the largest employer in my congressional district, was forced to eliminate 4,500 jobs. That means layoffs for more than 20 percent of Northwest’s 33,000 employees in Minnesota. System-wide, these job cuts affect 10,600 Northwest workers. Before last week’s terrorist attacks, North-West employed 53,000 people.

Because the Federal Government had no choice but to shut down the skies last week as an act of national defense, the Federal Government as the insurer of last resort against terrorist attacks and sets up a victim compensation fund.

Make no mistake, it is not a perfect bill. A lot of Democrats, myself included, believe the Federal Government should guarantee the safety of air travel by taking over security and ensuring security staff are professionally trained and paid.

Additionally, Democrats believe we should do more to help the hundreds of thousands of airline workers whose jobs are on the line. We thought we had a bipartisan agreement to significantly expand unemployment insurance and health coverage for those who lose their jobs; but unfortunately, that was lost at some point late last night. So we will keep working to get that done.

I am pleased that the Speaker has made a commitment to allow us next week to try to help the people who are losing their jobs. I look forward to working on it with colleagues on both sides of the aisle.

So this bill does not do everything I think it should. Mr. Speaker, but it is a reasonable response under the circumstances; and it should help stabilize an industry uniquely devastated by terrorists while also ensuring the victims of September 11 will receive the compensation they and their families need. It protects thousands of Americans’ jobs and provides thousands of Americans with justice.

For all those reasons, I urge the adoption of this rule and the passage of the bill.

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

Mr. REYNOLDS. Mr. Speaker, I yield 2 minutes to the gentleman from Minnesota (Mr. RAMSTAD).

Mr. RAMSTAD. Mr. Speaker, I thank the gentleman from New York (Mr. REYNOLDS) for yielding me this time.

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For all those reasons, I urge the adoption of this rule and the passage of the bill.

Mr. Speaker, I reserve the balance of my time.
Mr. Speaker, America needs this airline assistance package which includes $5 billion in direct aid and $10 billion in loan guarantees so the imperiled airlines can continue flying and avoid bankruptcy. Every 1,000 layoffs by Northwest Airlines in Minnesota will result in a $30 million payroll cut. So failure by Congress to pass this critical relief package for the airlines would be absolutely devastating to our economy as well as our airline employees and their families and hundreds of thousands of airline passengers nationally.

Mr. Speaker, without this immediate financial support from the Federal Government, the future of aviation in America would be severely threatened. Let us pass this important legislation today without further delay.

I deeply appreciate the leadership on this package by the gentleman from Minnesota (Mr. Oxer), my friend and colleague, as well as the gentlewoman from Florida (Mr. Young); and I urge all Members to support this very critical rule and legislation. The employees of Northwest Airlines and the people of Minnesota are both grateful for the assistance.

Mr. FROST. Mr. Speaker, I yield 3 minutes to the gentleman from Florida (Mr. Hastings), a member of the Committee on Rules.

Mr. HASTINGS of Florida. Mr. Speaker, I thank the gentleman from Texas (Mr. Frost), the distinguished ranking member, my friend, for yielding me this time; and I rise to oppose the rule.

I consider the airline industry to be the linchpin of our way of life in America. It is the fuel that provides the engine for our economy here and worldwide. A safe, secure, stable industry is critical for the health of our economy.

On Tuesday, airlines were grounded as a result of the attacks. On Wednesday, workers living from paycheck to paycheck were driven into the ground. We have a responsibility in a bipartisan manner to protect airplanes and to protect people.

I can assure my colleagues that all of us know that in the past week nearly 100,000 airline employees have been laid off as a result of the terrorist attacks. In the coming days, weeks, and months it is almost certain that the number of layoffs in the airline industry, as well as the industries directly and indirectly affected by airline travel, will drastically increase by thousands.

Analysts point out that the airline industry has a high multiplier effect. For each dollar spent in the airline industry, an additional 250 jobs are created by those industries who service the airline. In turn, as many as 250,000 workers may be on the brink of losing their jobs as a result of the layoffs of just the past week.

The human dimension means domestic violence will increase. It means that crime will increase. It means that child abuse will increase. I suffer, as does every Member of this House, with every victim; and we should restore them. I, for one, believe we should rebuild the Pentagon and that we, as a nation, think we have some responsibility to build the Pentagon immediately. And we should open National Airport.

The Air Transportation System Stabilization Act, as introduced, does very little to provide relief to the workers who already have been or will be displaced as a result of the terrorist attacks. The amendment that I offered in the Committee on Rules today would have provided needed relief to these hardworking Americans while at the same time helping to stimulate our economy.

What I want to know from the Members is why are we going home when we have the responsibility not only to the airline industry, but also responsibility to extend unemployment benefits for those who work for the airline?

Why are we going home, when we could stay here tomorrow, Sunday, and Monday and extend job training benefits for people we know will lose their job, or provide more weeks of federally subsidized consolidated omnibus budget reconciliation premiums, and provide optional temporary Medicaid coverage for those workers without COBRA?

I think we should defeat this rule. We should protect the airline industry and the workers. We should do it all and do it now.

Mr. REYNOLDS. Mr. Speaker, I yield 2 minutes to the gentleman from Florida (Mr. Shaw).

Mr. SHAW. Mr. Speaker, I thank the gentleman for yielding me time.

Mr. Speaker, I must say that I agree very much with what my friend and colleague the gentleman from Florida just said. I believe the bottom line is wrong. We must first save the airlines.

I listened to the gentleman from Wisconsin (Mr. Ober) speaking on his concerns about some of the obscene salaries that are continued to be paid while these airlines continue to hemorrhage red ink. I think the people who are considering the loans that we are being asked to guarantee should look very carefully at top executive salaries and see if these salaries should be based upon performance, and performance should be based upon, in part at least, the bottom line. When these airlines are continuing to lose money, the salaries at the top should not be in the figures that we are looking at. But this is for the loan people to figure out, and I hope that they do so.

But thinking of this country, a collapse of the airline industry all across this country would be devastating. You think of the tens of thousands of workers that are employed in the airline industry, and the airline industry, an additional 250 jobs are created by those industries who service the airline. In turn, as many as 250,000 workers may be on the brink of losing their jobs as a result of the layoffs of just the past week.

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The human dimension means domestic violence will increase. It means that crime will increase. It means that
children back to college and enjoying life again.

Mr. Speaker, I believe we can do more and reach to higher angels. I believe it is important to have a comprehensive package, and that is why I have raised my voice to fight for those who cannot fight for themselves.

I want to support the airline industry and those employees, too! I want to keep the millions of existing jobs. But, do you know what, Mr. Speaker? When I walk through the airports, I talk to the skycaps, I talk to the cleaning people. Those are the ones that pat Congresswoman SHEILA JACKSON-LEE on the back, and ask for help, not a handout.

I promised them I would work on their behalf, and I want a commitment from this Congress today that we are not going to leave here today without providing help for those people who are also affected, hotel workers, skycaps, cleaning people, contract people, people who are also innocent of the events of September 11, 2001.

I believe that we have to work with this rule and work with this legislation. But my heart is broken. Why? Because we could have done this in a more comprehensive manner. What do I say to the skycaps of 20 and 30 years that get $2 an hour? We can do better. The hour is coming. We can vote aye on a plan that will help everyone, if not today—we must do this in the coming days.

Mr. REYNOLDS. Mr. Speaker, I yield 2 minutes to the gentleman from North Carolina (Mr. HAYES), who has spent countless hours in committee hearings on this very subject.

Mr. HAYES. Mr. Speaker, I thank the gentleman for yielding me time, and I thank the ranking member for conducting this debate in a very professional way.

Mr. Speaker, I have sat through every minute of hearings on airline financial stability and on security. I have been there for every minute. Members have raised relevant points, some more relevant than others, but here tonight we are faced with doing something that is crucial to our economy and to the airlines, which are a building log of that economy.

Last Friday night, it was brought to our attention by the gentleman from Minnesota (Mr. OBERTSTAR) and the gentleman from Alaska (Mr. YOUNG) that the markets would open on Monday and we needed to send a strong message to Wall Street and the financial community that we would be there for this important part of our commerce.

That did not happen. We spent a week talking about very important things. Let me assure my colleagues, many of whom I have spoken to individually: the skycaps, the cleaning people, from Missouri (Mr. GEPPERT), the gentleman from Wisconsin (Mr. OBRY), and the gentleman from Texas (Mr. FROST) for their wonderful cooperation; but here we are a week later. We could have been doing the things that people are raising now.

1945 Please put this discussion aside. Take this building block, put it in place, then we will address in time, as Congress has promised and everyone unanimously wants to do, the other issues, some of which are discovered, many of which are yet to be discovered. Let us pass this rule and this bill.

Mr. FROST. Mr. Speaker, I yield 1 minute to the gentleman from Texas (Mr. LAMPSON).

Mr. LAMPSON. Mr. Speaker, I appreciate the gentleman for yielding me the time.

Mr. Speaker, these are unique and extraordinary times. Some of the planks that we take are not perfect. This is not a perfect piece of legislation. If the events of last Tuesday are any indication, this is not a perfect world.

I support this assistance bill because I believe it is necessary to maintain our transportation and aviation infrastructure. Passing this legislation does not absolve Congress from moving forward with air travel safety and dislocated worker assistance. We must do both as soon as possible. There are other industries that have been and will be effected by the events of September 11, 2001. We must look at these issues in a broader context.

This financial emergency assistance package will ensure the survival of a vital engine to our economy, the airline industry. We cannot afford to wait. By getting the aviation industry back on track, we will have a downstream effect that will provide a boost to all the related industries that have been hit hard by this. Car rental agencies, travel agents, tourism, restaurants, theme parks, cruise lines and the list goes on and on and it even multiplies.

By no means does passing this bill today end our work. This is only the first step. We must also address safety and displaced-worker protections immediately.

It is essential that we address safety. We need to restore confidence in the flying public. No financial aid package will bring passengers back to the planes unless they feel safe. Passengers need to feel sure, or they will indeed stay home.

I strongly believe that a worker-re lief package must be addressed by this bill. It is not possible to provide dislocated worker protections and extended health care coverage, not only for airline workers, but all workers affected by this tragedy; or, again, the costs will multiply. But I do believe these issues should be addressed in a separate package. This is not the time to try to address every issue in one bill.

These are not ordinary times. Congress is being called on to do extraordinary things, and I urge my colleagues to support this legislation today.

Mr. REYNOLDS. Mr. Speaker, I yield 2½ minutes to the gentleman from South Dakota (Mr. THUNE).

Mr. THUNE. Mr. Speaker, let me say that safety is job one, which is why the airlines, when they were grounded last week, were given a whole set of new rules and regulations by which to live. Nobody who thinks that security is not being taken seriously in this country ought to go to one of the airports, because we have a whole new list of things that we are dealing with that will keep our airports more safe and secure.

Mr. Speaker, I am one who believes in an expanded role for the Federal Government in airport and airline security, and that discussion and debate is under way about how best to do that.

In the meantime, Mr. Speaker, the terrorist attacks of September 11 have sent the entire airline industry into an economic crisis with bankruptcy just a few weeks away for the entire industry. These desperate times require action. I believe it is Congress' responsibility to act.

As a fiscal conservative, I am extremely cautious when it comes to spending the money of South Dakotans and all Americans. However, our country has been the victim of a despicable act of terrorism that has ricocheted throughout our entire economy. No business could have foreseen the acts of September 11. In this time of open conflict, it is our responsibility to preserve the American aviation industry.

Mr. Speaker, in South Dakota where air service is provided by small carriers to small airports, we have been hit especially hard. We have already seen small carriers curtail air service to some of our communities. However, this legislation contains specific provisions to help small communities in rural States like South Dakota.

I appreciate the leaders on both sides working with me to include language that gives the Secretary of Transportation the authority to ensure that air-plane service to small communities continues without interruption. It also includes a $55 million increase in the amount of money authorized under the Essential Air Service Program. This means that small communities across our Nation will have enhanced access to much-needed essential air service funding.

I am pleased that Congress has chosen to make air service a priority for our Nation. I am pleased this legislation contains language to ensure that communities across the country will maintain the air service they have come to accept.

Mr. Speaker, I would conclude by saying I look forward to working with the administration, the carriers and
the communities to preserve air service, and with the help of this legislation, make sure that those small communities across South Dakota and across this country continue to have the air service they currently have and that it is safe and secure for the future of America.

Mr. FROST. Mr. Speaker, I yield such time as he may consume to the gentleman from Texas (Mr. STENHOLM).

Mr. STENHOLM. Mr. Speaker, I rise in support of this rule and the legislation which it permits to be taken up later tonight.

Mr. Speaker, I rise in support of this legislation, which will provide necessary assistance to our airlines and protect this sector of our Nation’s infrastructure.

We must resolve ourselves to restore the financial stability of our airlines—for we do this not for the sake of the airlines alone, but for the sake of all American air travelers.

Even with this assistance, Americans still will be asked to sacrifice, for our country has changed. And yet we know that our country has faced and conquered so many other challenges in its proud history and we will survive this as well.

Thousands of workers in the travel industry have already lost or will lose their jobs, and citizens will be impacted by reduced options for air travel.

My district has already felt the brunt of these airline cutbacks. Continental Express will discontinue service to Abilene and San Angelo Airports beginning October 1, and the sole remaining carrier, American Eagle, has announced that it will reduce the number of daily flights to Dallas-Fort Worth.

I commend Chairman YOUNG and Ranking Member OBERTSTAR for including language in this bill to protect rural communities and small airports. Each community that had service before it hits the shores. Here is an instance where I think there is a large consensus on the floor because I could not believe the rhetoric that I am hearing, the passion that is occurring here at the moment. An industry is hemorrhaging, hemorrhaging. Folks, let us calm down for a moment here.

When you look into a pond and it is nice and glassy on a calm, windless day and you take a rock and you throw it into the pond, sure you see the splash; but then you have the ripples that go out in infinitum. We are trying to deal with those ripples and bring calm to it before it hits the shores. Here is an industry that is approaching 100,000 layoffs. We cannot give in to the terrorists. We have to have this immediate infusion.

I have great respect for the leaders of both parties that negotiated this. Let us bring calm here also to our words.

This needs to pass. Yes, it is an economic stabilization. Yes, we have to address security assurances. Yes, we have to address liability. There is plenty of work still yet for us to do.

I want to compliment the Governor of Indiana, Frank O’Bannon, a Democratic governor. He sent a letter to me and said, “I would like to urge you to support the enactment of the economic assistance for our domestic airline industry that is at risk of going out of business because of the terrorist attacks.” I am sure you know, the tragic hijackings of the four commercial jets last week resulted in the first-ever complete shutdown of our air traffic system. This closure itself cost the airline industry between $360 million and $1 billion each day. The continued closure of Reagan Washington National Airport, heightened security measures, reduced passenger demand due to concerns about air safety pose significant obstacles to recovery. Without Federal assistance, including grants and loans, many airlines will go bankrupt.”

I want to compliment Democrat Governor Frank O’Bannon.

Republicans and Democrats are unified for air travel and that is the right grants and another many billions of dollars and more in loan guarantees follow upon that.

If we want people to get back into airplanes, the way to do that is to increase the confidence of the American people in the airline industry. The September 21 report of the Democratic staff of the Joint Economic Committee estimates that because of the shutdown, the airline industry in the United States has lost between $360 million and $1 billion, and that if we are to get things going again, this bill gives them $5 billion in outright grants and another many billions of dollars and more in loan guarantees follow upon that.

If we want people to get back into airplanes, the way to do that is to increase the confidence of the American people in the airline industry. The way to do that is to put safety procedures in place, the kind of safety procedures that the airline industry has resisted for decades, since deregulation. These people who run these airlines are using the cover of crisis for financial gain, and that is what is happening in the context of this bill. No safety procedures, no increases in safety procedures, no confidence on the part of the American people.

If we want people back in the airplanes, we have to make them safe. Why are we not requiring the airlines to do the kinds of things that will produce confidence? On these airlines? Where is that $5 billion going? What is it going to be for when the airlines have only lost less...
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than $1 billion as a result of the shutdown.

Then, of course, there is the issue of the people who work for the airlines who are getting absolutely nothing out of this particular piece of legislation. Airline executives making between $5 million and $35 million a year, at a time when the economy has been at its best in history, at a time when more people are flying, have nevertheless been able to run several of these airline companies into the ground, and now we are rewarding them with additional billions of dollars.

Mr. REYNOLDS. Mr. Speaker, I yield 1 minute to the gentleman from Arizona (Mr. FLAKE).

Mr. FLAKE. Mr. Speaker, I have one piece of concern about the legislation that I wanted to air here. The bailout, or the bailout option, is given on the basis of formula, which is fine, as it should be. However, the next portion, the loan guarantees, will be distributed based not on a formula, but where a governmental entity or a group of individuals will simply pick winners and losers: you have more cash flow than the other guy. You have a bigger asset base than the other guy. You win; you lose.

I hope that as this goes forward, if this legislation passes, that we are vigilant here in ensuring that those who dole out that money do so in an equitable basis and do not try to pick winners and losers in the economy.

Mr. FROST. Mr. Speaker, I yield 1 minute to the gentlewoman from California (Ms. PELOSI).

Ms. PELOSI. Mr. Speaker, I thank the gentleman for yielding time to me. Mr. Speaker, I rise in opposition to the rule. At a time when the American people expect, more than ever expect and truly deserve a full discussion of our response to our national tragedy, the Committee on Rules has presented us with a closed rule.

At a time when the collateral damage to workers associated with the airline industry can run up to 100,000 layoffs, we are not even allowed to discuss amendments to help them. At a time when the airline industry has placed the burden of safety on the travelers with 3-hour waits before scheduled takeoffs, and present us with a bill which barely mentions safety, a bailout out of the airline industry will only be a temporary fix if we do not get passengers back on the flights.

The airlines must do a better job of facilitating travel, and this Congress must do a better job for the thousands who are losing their jobs. To do anything less while we are considering a $15 billion bailout is a national disgrace. I urge my colleagues to oppose this.

Mr. REYNOLDS. Mr. Speaker, I yield 2 minutes to the gentleman from Arizona (Mr. SHADEGG).

Mr. SHADEGG. Mr. Speaker, I thank the gentleman for yielding time to me.

Mr. Speaker, I rise in support of this rule and of the underlying bill. A week ago, on the first day of the new Congress, I had the opportunity to stand on this floor and urge my colleagues to pass the bill that was before us then.

At that time, I discussed the fact that the airline industry had been massively attacked, and that it was suffering, and if we did not act, we would bring financial consequences to the airline industry, and people would lose their jobs. In point of fact, sadly, that prediction turned out to be true. We now know of some 100,000 layoffs in the industry. How many of those layoffs would not have occurred if we had been able to send the right signal last week? Our enemies do not seek just to destroy buildings, such as the Pentagon and the World Trade Center, they seek to destroy our economy. We cannot let that happen. This bill is a piece of intensely negotiated legislation on which there are fair compromises on each side. Many of my colleagues have concerns about the liability provisions, but as a result of the compromise which has occurred in the last several hours, in the last several days, those compromises are fair.

There is a claims procedure under which the victims of this atrocious act will be able to get relief without having to rely on an attorney, and that is a good move. They should not be victimized again by having to pay a huge contingency fee in order to recover.

The danger in this bill, however, lies in the ability of the Airline Stabilization Board to allocate the monies which are allocated to guarantees. Those funds are absolutely critical to keep our airlines in the air.

Sadly, under the wording of this bill, that board can pick winners and losers. We do not need the government picking winners and losers. It is vitally important that we ensure that the airlines of America, not just the big carriers who have lots of capital, who have an old fleet with a lot of equity in it that can stay in the air, but it is vitally important that we keep the small carriers, the cost-sensitive, low-priced carriers, in the air. They are much less able to qualify for those loans.

This legislation should say, “If you were flying on September 10, we are not going to let the act of these terrorists destroy you and keep you from flying, because we understand that will put your employees out of work.”

I urge my colleagues to make sure that we should not let the stabilization board pick winners and losers and hurt the employees of the small airlines while picking winners for the employees of the bigger airlines.

Mr. FROST. Mr. Speaker, I yield 2 minutes to the gentleman from Michigan (Mr. STUPAK).

Mr. STUPAK. Mr. Speaker, I thank the gentleman for yielding time to me.

Mr. Speaker, I rise in opposition to the rule. It is amazing, the last speaker said those airlines that were flying on September 10 should continue flying. It is exactly what they are telling us. I happen to differ in the Committee on Rules today, which the Committee on Rules rejected. Because what we have found, Mr. Speaker, is the airline industry is asking for billions of dollars of taxpayers' money, and yet they are telling us that some of us in certain parts of this country, we are no longer going to service your area.

If you are taking the taxpayers' money and if you are flying and doing well before September 11, 2001, why are they now cutting out service to areas like Chattanooga; Escanaba, Michigan; and the rest of this country? They are using the terrorist attack as an excuse to get out of certain marketplaces.

The intent of my amendment was not to minimize or aggravate the losses incurred by the airline industry, but it was a move to get a sense of fairness. If they can service our areas before the terrorist attack and take billions of dollars from us, they should at least be able to continue to service our area.

That was our amendment, straight up, forward. That is all we wanted. It was to ensure that areas do not get dropped by airline carriers in a rush to save money during this time. It is a real concern that the carriers will use this emergency as an excuse to cut routes, and, indeed, they already have.

The amendment states, “Any carrier who drops service within the next 2 years to an airport they served prior to September 11 will not be eligible for funding under the airline bailout bill.”

If a carrier stops providing air transportation to an airport, then the carrier must repay the United States the amount of money that they received.

Billions of dollars in aid should not be given to private industry without some promises in return. Our communities are the heart and soul of America, and should not suffer undue hardship as a result of this tragedy. We cannot leave this to the airlines’ discretion. They have already spoken. They have spoken loudly. They will cut service in some parts of this country.

Mr. REYNOLDS. Mr. Speaker, I yield 1 minute to the gentleman from New York (Mr. GRUCCI).

Mr. GRUCCI. Mr. Speaker, I thank my distinguished friend, the gentleman from New York, for yielding time to me. I thank all those in the House here tonight, and all those working on this bill.

About a week ago, when I saw what will forever be known as Ground Zero in New York, my heart ached. My heart ached for those who were afflicted with the pain and for those who were going through the rubble and trying to find human life that was left.
Now my heart aches for more Americans, people who are out of work, people who are affected, small business owners across this country, because the airline industry is not up and running. It is the people who live in my district who work there as well. I want to help them. I will do all that I can to do that. But before we can put them back to work, we have to put the airlines back in the skies. We need to do all we can to make sure that this country continues to move forward.

We are going to do what we need to do. I heard the President say that; that not only are we going to rebuild New York and Washington, but we are going to rebuild our economy. That is going to be one brick at a time. As we move forward, we are going to take piece by piece, and this piece is to help put the airline industry back in solvency so we can go forward and put people back to work.

Mr. FROST. Mr. Speaker, I yield 1 minute to the gentlewoman from Florida (Ms. BROWN).

Ms. BROWN of Florida. Mr. Speaker, I thank the gentleman for yielding time to me.

First of all, let me say that everybody in this House feels the pain of what is going on in the country, and certainly we all want to be supportive. I personally sat through the testimony of the CEOs in the Committee on Transportation and Infrastructure. I know that our carriers need some relief.

But I refuse to vote for a bill that was never debated in committee, and does absolutely nothing for the thousands of employees and businesses that rely on the airline carriers for survival. We are handing over $5 billion, a blank check, to the airline CEOs, and over $10 billion in loan guarantees, with no questions asked; but not one single dime for the over 100,000 employees who the airline carriers are laying off.

How can we go back to the district and tell those hardworking men and women that we were not able to provide a dime for them, but yet we are giving the CEOs $5 billion? Mr. Speaker, the airline carriers are taking advantage of us. We are being chumps.

Mr. REYNOLDS. Mr. Speaker, I yield 1 minute to the gentleman from Texas (Mr. BRADY).

Mr. BRADY of Texas. Mr. Speaker, I thank the gentleman for yielding time to me, and I thank him for his leadership on this issue.

Mr. Speaker, Congress is right to act because our air transportation system is as critical to our economy as our highways, our railroads, and our seaports. This is important locally to me because the 20,000 Continental Airlines furloughs are causing a great deal of hardship for families in our communities. Without swift action from Congress, many more of our jobs and our businesses will suffer greatly, and so will our chances for recovering from this economic strain, and as we work to open new markets for Texas and for the United States.

These are extraordinary times, and in the end, whatever concerns we may have, we simply cannot sit idle and give terrorists the satisfaction of toppling America’s economy as they did the Twin Towers. This is crucial legislation tonight, now, for America and this bill will do something that I think was unintended by the terrorists. It will give them a victory because our aviation industry shutdown kills our economy, and our economy, kills more jobs and destroys the stability of our freedom.

This is not a perfect bill, but we have the word of the Speaker, the minority leader, that they will revisit this issue and this bill will be perfected. But failure to pass this bill gives these terrorists a victory that they never envisioned. They wanted a symbolic victory. We are giving them an absolute economic victory. That cannot occur, it should not occur, Congress should do one other thing: not divide our resolve. That is the real goal of these terrorists.

Stay together, pass the rule, pass the bill, and let us fix that as we go on, as we remedy this great disaster.

Mr. FROST. Mr. Speaker, I yield 1 minute to the gentlewoman from Illinois (Ms. SCHAKOWSKY).

Ms. SCHAKOWSKY. Mr. Speaker, every single Member of this body and every person in this country understands fully that a functioning airline industry is vital to the functioning of our country. Yet, I stand in opposition to this legislation. Why? Because, remarkably, this bill completely ignores the heroes in the airline industry who were and are most deeply and personally affected by the September 11 atrocities, the thousands of everyday airline workers who are now losing their jobs as a result of the September 11 attack.

Members can look in every line and in every page of this bill and we will not find a single mention of them. Those airline executives who earn up to $35 million a year, they will find a whole section here, but not a word about the up to 100,000 industry workers who will lose their jobs even if we pass this bill.

An angry and hurt Association of Flight Attendants said, “It is sad how quickly those who sacrificed to make our country great, even in these times of tragedy, get left out when corporations go asking for taxpayer money.”

This bill says nothing about unemployment benefits, job training, and health benefits. I stand here tonight ready to help the airline industry, but not just a part of it. Those who say they will help workers next week or the week after, have to be asked: Why not tonight? If we add them to the bill, I would gladly and proud vote yes.

Mr. REYNOLDS. Mr. Speaker, I yield 1 minute to the gentleman from Ohio (Mr. TRAFICANT).

Mr. TRAFICANT. Mr. Speaker, the terrorists not only wanted to kill. They also wanted to destroy the great symbols of America’s freedom: New York, the Trade Center, the Pentagon. If not for those brave Americans, that plane in Pennsylvania would have probably visited this Capitol.

I do not think there is anybody who has fought for more jobs in this Congress than I have. Failure to pass this bill will do something that I think was unintended by the terrorists. It will give them a victory because our aviation industry shutdown kills our economy, and our economy, kills more jobs and destroys the stability of our freedom.

This bill provides no parallel aid for the nearly 100,000 direct employees of those companies who are losing their jobs, and this bill does not even contemplate the spin-off losses of jobs in the travel/tourism industry, the hotels and resorts, the restaurants, and travel services. That is a severe inequity.

Beyond that, this bill does absolutely nothing to assure the American public that they can travel safely in the new world that has followed September 11. Yesterday, the joint subcommittees of the Committee of Appropriations, the joint Senate and House subcommittees, held a hearing and heard powerful testimony from the FAA, the GAO, the IG, which documented the utterly porous security systems operated by the airlines. They have found that the screening of guns, knives, and other threats: that they have been able to repeatedly to breach the secure areas in a large percentage of the airports, and once they had breached the secure areas, could enter the plane.

Mr. Speaker, why is it that these breaches of security systems are so easy? The IG and the GAO cite low wages and low benefits of the employees, little or no training, weak and no criminal investigations of the airline, no uniform standards for screening. In other words, they are largely dead-end jobs providing security. We must come back to this bill, even though I am going to support the legislation.

Mr. REYNOLDS. Mr. Speaker, I yield 2 minutes to the gentleman from Ohio (Mr. TRAFICANT).

Mr. TRAFICANT. Mr. Speaker, the terrorists not only wanted to kill. They also wanted to destroy the great symbols of America’s freedom: New York, the Trade Center, the Pentagon. If not for those brave
As we consider the amount of assistance we are providing, we also need to ensure that there are sufficient provisions to assist everyone who has been affected by this tragedy. First, we must compensate the victims of the September 11th attack. Second, we need to take steps to prevent future tragedies. Third, we need to help the airline industry, but also must remember those hard working airline employees who have lost their jobs. Finally, we need to provide support for smaller airports throughout the country. In providing assistance to the beleaguered industry, we must be mindful of these objectives.

Unfortunately, Mr. Speaker, I have reservations about whether or not this bill is mindful of those objectives. I have serious concerns about the lack of employee assistance provisions in this legislation and believe that we, the United States Congress, should be working through the weekend to ensure that those airline employees who need our help receive assistance as soon as possible. I am hopeful that the majority will keep its commitment to help those airline employees who need it now.

Also, we all know that federalizing the security workers that are by the x-ray machines is something that we are going to have to do. Why are we not addressing this issue in the bill tonight? The fat cats, the heads of the airline industry, are guaranteed and locked in for millions, but American workers are not given the right time of day.

We ought to stay here and we ought to perfect the bill. That is why I am going to oppose it, because we should be having amendments that will deal with these issues that we are talking about. What could be more important than helping American workers? So I will support the bill, but I will oppose the rule. The airline industry needs to be helped, but we should be doing everything tonight.

Mr. REYNOLDS. Mr. Speaker, I yield myself such time as I may consume. As I have been working on seeing this rule come to the floor for some 24 hours, I cannot help but reflect that the goal I hope to achieve by helping to invest some of America into our airlines is to protect those jobs that I have heard so much discussion about, to stop the layoffs, to stop the slowdowns of our economy, not just for the airlines that we have made reference to today but for all of America who is dependent on those airlines being in the air.

We are now in a global economy. We are dependent on the strength of the airline industry to make America work strong. And when I look at the investment of taxpayer dollars into our airlines, I am thinking about jobs and the economy first. I am thinking about not only the airline jobs, which are so important, but I am thinking about the jobs in my community and across America that people are working in. Americans working day in and day out are dependent on our airlines, whether they use them in their work or they are dependent on the goods and services that those airlines bring about in the reality of their jobs.

We are looking today to move forward with an opportunity for saving jobs, creating jobs, and addressing the jobs so dependent on our airlines. We have heard speeches made in debate today regarding the workers themselves, the airlines, men and women working across America in the tourism industry. That is why I think we need to move ahead and pass this rule so that we can get America working again. The goal I hope to achieve is to help the airline industry, which is so vitally important.

I think we have seen a recognition of that in the last rule vote. I think we will see that in this vote as we move forward to debate the bill. This legislation is about preserving and growing jobs in this industry, which means so much to this country.

Mr. Speaker, I reserve the balance of my time.
I understand there are many in this Chamber who want to attach a broad list of legislative mandates and conditions on the bill. I would like to do some of these. But this assistance is only the first step. If we delay providing financial assistance one more week while we haggles over these proposals, this industry would not need the $15 billion because they will be out of business. That is because airlines are going to start declaring bankruptcy and will not need the money.

Delaying this financial assistance package means more workers will lose their jobs and Wall Street will continue to punish their stocks.

Let me make something very clear, our number one priority should be the jobs of the thousands of airline employees being furloughed or laid-off. But, we cannot begin to help them until we arrest the airlines sinking financial position. This legislation is not a bailout, it is a helping hand that I hope all the airlines will accept.

Mr. Speaker, I do also want to interject that I would like to see all the airline CEO’s show some solidarity with their workers by agreeing to take a cut in pay. I understand that the legislation caps their pay, but I do not think this is sufficient in the face of the thousands of pink slips being handed out. Tough times need to be shared by all. My colleagues, we have time left in this session to bring a second package, this industry will not need our help until we arrest the airlines sinking financial position. This legislation is not a bailout, it is a helping hand that I hope all the airlines fully appreciate.

Mr. Speaker, I yield 1 minute to the gentleman from Washington (Mr. Dicks).

Mr. DICKS. Mr. Speaker, this legislation tonight certainly is not perfect, but we have a very dire situation that faces the airlines. I happen to come from the State of Washington, which is a State that has already been affected with the Boeing Company announcing a layoff of 30,000 workers in our State. I believe this legislation will help stem that terrible loss and will keep people at work, both in the airlines and at Boeing.

I am deeply disappointed, however, that the leadership chose not to put in place the unemployment compensation benefits that would help the unemployed workers at Boeing and help the unemployed workers at the airlines. It is my understanding that the gentleman from Missouri (Mr. GEPHARDT) and the Speaker will have a colloquy in which they will state their intention to bring legislation up next week. My support for this legislation is contingent upon that happening.

Mr. Speaker, I rise tonight to offer my support for this legislation because I believe it is necessary for the survival of the airline industry in our country at this time. Without the infusion of cash and loan guarantees that is contained in this bill, I believe we would run the real risk that this vital component of our transport system, our tourism industry, and our way of life—will cease to operate. We have already seen huge airline layoffs resulting from the disaster of September 11th, along with the resulting airport closures and sharp decline in air passenger traffic. And in the Puget Sound area of Washington State that I represent, we face the prospect of 20,000 to 30,000 layoffs at the Boeing Company in the year ahead, due to the industry decline that was certainly exacerbated by the terrorist attacks last week. This package we are considering today will help us avoid more bad news, Mr. Speaker, and deeper job cuts.

However, my support of this bill is contingent on the premise that a comprehensive package of assistance for workers in the airline industry and at Boeing will become law in the near future. These benefits need to be extended to our airline employees, including income support, skills training, educational assistance and other re-employment help is absolutely necessary, and it recognizes the tangible impact on workers in the industry as a result of this terrible national tragedy. In fact, I would have preferred if we had included this worker assistance in the legislation we are considering today in the House of Representatives, because the workers deserve an immediate sign from the federal government that they will not be forgotten as we are responding to the financial crisis among our airline companies.

Already, I have begun working with the State of Washington and the U.S. Department of Labor to ensure that existing programs of income support and training are able to meet the sudden huge demand that may be placed upon them. It is important to marshal these resources to help get these workers through the tough economic times ahead.

So I support the legislation to help the struggling airline industry in America at this critical time, Mr. Speaker. But I do so with the understanding that the workers who will be affected downstream by these same financial problems will know that help is on the way to them also.

Mr. FROST. Mr. Speaker, I yield 1 minute to the gentleman from California (Mr. FARR).

Mr. FARR of California. Mr. Speaker, I thank the gentleman for yielding me this time. I rise as the other co-chair of the Congressional Travel and Tourism Caucus, along with my colleague, the gentleman from Texas (Mr. FOSTER).

I rise in support of the bill but with great concern. We have shown nothing but unanimity since the disaster last week. The airlines need this help, but it is not only the airlines that need this help. It is the employees of the airlines that need this help and it is all the other tourism related issues. I really want to ask my colleagues on the other side to try to keep the unity that we saw last night by really helping all of the industry affected in the United States, not just the airlines.

I support this because it is a 3-5-10 billion. And to explain that: it is $5 billion in direct aid; it is $3 billion for airport security, and certainly I think there is more needed in airport security, I think we need to Federalize all our security, and certainly I think there is more needed in airport security, I think we need to Federalize all our security, and certainly I think there is more needed in airport security.

Ms. DELAURO. Mr. Speaker, today I rise with a troubled conscience to address the rule before this body. September 11 marked one of the darkest moments in our country’s history. On that day, terrorists struck at the heart of our social and economic fabric, and the ripple effects of this tragedy are still being felt. In particular, the airline industry was severely impacted, resulting in tremendous economic hardship for the carriers, the people who work for them, and the travel industry as a whole.

This bill will allow the airlines to continue flying, provide some security for our airports and airways, and grant critical compensation to the families of victims of last week’s barbaric attack. For those reasons, I hesitate to vote “no." Nonetheless, the bill does little for more than the 100,000 workers laid off as a result of this tragedy. Millions of laid-off workers and their families will be left behind with no guarantee they will retain their unemployment benefits.

The security provisions do not go far enough. The airline industry has been demanding that the government put a tooth and nail over increased airline safety. We cannot afford for the airline industries to fail; but they deserve a stern warning, not just a check.

That is why I will vote “no” on the rule.

Ms. DELAURO. Mr. Speaker, I yield myself the remaining time.

Mr. FROST. Mr. Speaker, I yield 1 minute to the gentleman from Texas (Mr. FOSTER).

Mr. FOSTER. Mr. Speaker, I rise tonight to offer my support for this legislation because I believe it is necessary for the survival of the airline industry.
that we will have the opportunity, by strengthening our airline system, that they will be called back.

We have many challenges ahead of us in the days and weeks that this House and the other body and the administration has. I think about New York City, at the other end of my State, faced with 30 to 40 million square feet of lost office space, and 40,000 workers no longer working. And while we look at some of the things we face, and it is apparent we will have future debate on some of the airline industries assistance for laid-off workers, we have so much work to do in a comprehensive package that we need to work together on as we address some of these national tragedies that occurred in America in loss of jobs, let alone loss of life in New York City.

Our focus here today was to save jobs and continue an airline industry that this country is critically dependent on. The ripple effect of last week’s attacks have been felt all over the world. In the blink of an eye, the way of life that we have taken for granted for so long has been changed forever.

Despite that national state of shock, thousands of our fellow citizens immediately went to work to ensure the safety and security of our American citizens. Within a matter of hours on the day of the attacks, the Federal Aviation Administration, much credit or orchestrated the safe grounding of every single airplane flying within the United States. This quick response and cooperation from the entire airline industry ensured the safety and wellbeing of countless individuals.

But in the wake of the cowardly attacks on our Nation, scheduling cutbacks and layoffs, reductions in the number of flights have hit the industry hard. We as Members of Congress know that full well. Already there have been over 80,000 airline-related layoffs with more expected. We must remember that this is not just an industry giant that is suffering. It is a critical component of our way of life and a vital segment of our national economy.

Our airlines move people and products across America and throughout the world. They serve not just business and tourists, quite literally, determine whether we are able to compete in a global economy. The rule is now before us.

Mr. SPRATT. Mr. Speaker, the federal government must come to the aid of the airlines, and help them quickly, or the repercussions will be felt from coast to coast, all over our economy. Before September 11, our economy was at the tipping point; if the airlines fail, the economy will surely move into a recession, and the downturn will be deeper and longer.

I also want to thank the brave men and women who are fighting this tragedy, whether in the air or on the ground, to provide the security that Americans must have. The ripple effect of last week’s attacks have been felt all over the world. In the blink of an eye, the way of life that we have taken for granted for so long has been changed forever.

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now to future employment opportunities. I had hoped that we would be able to include something in this package to meet the needs of these American workers and their families. As we said, it is not right, and it is not fair, for these families and their families to be denied these fundamental necessities after having lost their jobs through no fault of their own because of this national disaster. Working families are the backbone of our economy and our greatness as a Nation. I hope that we would not ignore their plight now. I would ask the Speaker, who has worked hard with us to produce this legislation, if he could commit to move to address this problem in the coming weeks.

Mr. HASTERT. Mr. Speaker, if the gentleman will yield, I agree with the minority leader that we need to ensure that the safety net is strong and secure for all working Americans. And it is. Displaced workers need access to financial assistance as they work to get back on their feet. They have it. They need to be able to maintain their current health coverage without being thrown into the individual insurance market. Under current law, they can keep their same coverage. And for those workers unlikely to make it back to their old jobs, we need to ensure that they have access to adequate training programs. And we have. As the leader knows, due to the bipartisan progress over the years in this Congress, those pledges are secure. But that does not mean that we should not consider proposals to do even more. The leader and I have discussed ways to address the unique health care needs of these working Americans as they seek employment. The committees of jurisdiction have already been examining proposals to assist in this area. We will take a comprehensive look at the health care needs of these displaced workers and work together to bring an appropriate legislative response to the floor as soon as possible. In the meantime, working Americans should know that the safety net is there, it is strong, and it is working.

Mr. GEPPERT. Mr. Speaker, I would like to thank the Speaker of the House. He has dealt with me through these difficult days in an honorable and very good way. I appreciate it. I know all the Members appreciate it on our side as well.

REMOVAL OF NAME OF MEMBER AS COSPONSOR OF H.R. 1266

Mr. HASTTINGS of Florida. Mr. Speaker, I ask unanimous consent that my name be removed as a cosponsor of H.R. 1266, the Secret Evidence Repeal Act of 2001.

This SPEAKER pro tempore (Mr. THORNBERY). Is there objection to the request of the gentleman from Florida?