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|----------------|---------------|---------------|
| Gillmor | Lucas (KY) | Roukema |
| Gilman | Lucas (OK) | Royce |
| Goode | Maloney (CT) | Ryan (WI) |
| Goodlatte | Maloney (NY) | Ryun (KS) |
| Gordon | Manzullo | Sabo |
| Goss | Mascara | Sawyer |
| Graham | Matheson | Saxton |
| Granger | Matsui | Schiff |
| Graves | McCarthy (NY) | Schrock |
| Green (TX) | McCrery | Sensenbrenner |
| Green (WI) | McGovern | Serrano |
| Greenwood | McHugh | Sessions |
| Grucci | McInnis | Shadegg |
| Gutknecht | McIntyre | Shaw |
| Hall (OH) | McKeon | Shays |
| Hall (TX) | McNulty | Sherwood |
| Hansen | Meehan | Shimkus |
| Hart | Meeks (NY) | Shows |
| Hastings (WA) | Menendez | Shuster |
| Hayes | Mica | Simmons |
| Hayworth | Miller, Gary | Simpson |
| Herger | Moore | Skeen |
| Hill | Moran (KS) | Skelton |
| Hilleary | Morella | Smith (MI) |
| Hobson | Murtha | Smith (NJ) |
| Hoeffel | Myrick | Smith (TX) |
| Hoekstra | Nethercutt | Smith (WA) |
| Honda | Ney | Snyder |
| Horn | Northup | Souder |
| Hostettler | Norwood | Stearns |
| Houghton | Nussle | Stenholm |
| Hoyer | Oberstar | Stump |
| Hulshof | Ortiz | Sununu |
| Hunter | Osborne | Sweeney |
| Hyde | Ose | Tancredo |
| Isakson | Otter | Tanner |
| Israel | Oxley | Tauscher |
| Istook | Pallone | Tauzin |
| Jenkins | Pascrell | Taylor (MS) |
| John | Pastor | Taylor (NC) |
| Johnson (CT) | Paul | Terry |
| Johnson (IL) | Pence | Thomas |
| Johnson, E. B. | Peterson (PA) | Thompson (CA) |
| Johnson, Sam | Petri | Thornberry |
| Jones (NC) | Phelps | Thune |
| Kanjorski | Pickering | Tiaht |
| Keller | Pitts | Tiberi |
| Kelly | Platts | Toomey |
| Kennedy (MN) | Pombo | Traficant |
| Kerns | Pomeroy | Turner |
| Kind (WI) | Portman | Upton |
| King (NY) | Price (NC) | Vitter |
| Kingston | Pryce (OH) | Walden |
| Kirk | Putnam | Walsh |
| Knollenberg | Quinn | Wamp |
| Kolbe | Radanovich | Watkins (OK) |
| LaHood | Ramstad | Watson (CA) |
| Lampson | Rangel | Watts (OK) |
| Largent | Regula | Weiner |
| Larson (CT) | Rehberg | Weldon (FL) |
| Latham | Reyes | Weldon (PA) |
| LaTourette | Reynolds | Weller |
| Leach | Riley | Wexler |
| Levin | Roemer | Whitfield |
| Lewis (CA) | Rogers (KY) | Wicker |
| Lewis (GA) | Rogers (MI) | Wilson |
| Lewis (KY) | Rohrabacher | Wolf |
| LoBiondo | Ros-Lehtinen | Wynn |
| Lofgren | Ross | Young (AK) |
| Lowey | Rothman | Young (FL) |

NAYS—107

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|-------------|---------------|---------------|
| Allen | DeFazio | Jefferson |
| Baca | DeGette | Jones (OH) |
| Baird | Delahunt | Kaptur |
| Baldwin | DeLauro | Kennedy (RI) |
| Barcia | Doggett | Kildee |
| Becerra | Engel | Kilpatrick |
| Blagojevich | Eshoo | Kleczka |
| Blumenauer | Evans | Kucinich |
| Bonior | Farr | LaFalce |
| Boyd | Filner | Langevin |
| Brown (FL) | Frank | Lantos |
| Brown (OH) | Gonzalez | Larsen (WA) |
| Capuano | Gutierrez | Lee |
| Clay | Hastings (FL) | Lipinski |
| Clayton | Hilliard | Luther |
| Clement | Hinche | Markey |
| Clyburn | Hinojosa | McCarthy (MO) |
| Condit | Holt | McCollum |
| Costello | Hooley | McDermott |
| Coyne | Inslee | McKinney |
| Davis (CA) | Jackson (IL) | Meek (FL) |
| Davis (FL) | Jackson-Lee | Millender- |
| Davis (IL) | (TX) | McDonald |

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| Miller, George | Rodriguez | Stupak |
| Mink | Roybal-Allard | Thompson (MS) |
| Mollohan | Rush | Thurman |
| Nadler | Sanchez | Tierney |
| Napolitano | Sanders | Udall (CO) |
| Neal | Sandin | Udall (NM) |
| Obey | Schakowsky | Velázquez |
| Olver | Scott | Visclosky |
| Owens | Sherman | Watt (NC) |
| Payne | Slaughter | Waxman |
| Pelosi | Solis | Woolsey |
| Peterson (MN) | Spratt | Wu |
| Rahall | Stark | |
| Rivers | Strickland | |

NOT VOTING—20

| | | |
|-------------|----------|-------------|
| Bereuter | Dingell | Linder |
| Berman | Dooley | Miller (FL) |
| Carson (IN) | Fossella | Moran (VA) |
| Castle | Harman | Schaffer |
| Conyers | Hefley | Towns |
| Cox | Holden | Waters |
| Deutsch | Issa | |

□ 1915

Mr. KUCINICH and Mr. BAIRD changed their vote from “yea” to “nay.”

Mr. SCHIFF and Mr. MALONEY of Connecticut changed their vote from “nay” to “yea.”

So the resolution was agreed to.

The result of the vote was announced as above recorded.

A motion to reconsider was 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 it 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 recommit.

The SPEAKER pro tempore. The gentleman from New York (Mr. REYNOLDS) is recognized for 1 hour.

Mr. REYNOLDS. Mr. Speaker, for the purpose of debate only, I yield the customary 30 minutes to the gentleman from Texas (Mr. FROST), pending which I yield myself such time as I may consume. During consideration of this resolution, all time yielded is for the purpose of debate only.

Mr. Speaker, House Resolution 244 is a closed rule that provides for the consideration of H.R. 2926, the Air Transportation Safety and System Stabilization Act. This rule and its underlying legislation address the impending needs of the airline industry after last

week's tragic attacks on the World Trade Center and the Pentagon.

The rule provides for 1 hour of debate to be equally divided between the chairman and the ranking minority member of the Committee on Transportation and Infrastructure. The rule waives all points of order against consideration of the bill. Finally, the rule provides one motion to recommit, with or without instructions.

Mr. Speaker, since the morning of September 11, 2001, when, as President Bush said last night, enemies of freedom committed an act of war against our country, our Nation has been through extraordinary and trying times. Over the past week and a half, we have heard countless stories of personal tragedy and selfless heroism. We have seen a Nation come together in a steely resolve to see justice served. And we have felt here in this Congress an unprecedented unity, rooted not just in bipartisanship but nonpartisanship, in citizenship. And we have much work to do.

As President Bush said, “We face new and sudden national challenges,” because this war has many fronts. It was heartening for me to see my State's great Governor, George Pataki, and New York's outstanding Mayor, Rudy Giuliani, here in these Chambers last night. I have long valued their friendship. But as a New Yorker, today I value even more their leadership. Each as shown a steady hand and quiet courage through which so many have drawn strength. Equally important, their attendance served as a reminder that we still have work to do to recover, rebuild and strengthen a city and a Nation.

Mr. Speaker, the ripple effect of last week's events has 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 a national state of shock, thousands of our fellow citizens immediately went to work to ensure the safety and security of American citizens.

Within a matter of hours on the day of the attacks, the Federal Aviation Administration carefully 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 well-being of countless individuals. But in the wake of the cowardly attacks on our Nation, scheduling cutbacks and subsequent reductions in the number of flights have hit the industry hard. Already there have been over 80,000 airline-related layoffs, with even more expected in the days and weeks to come.

We must remember that this is not just an industry giant that is suffering. This is a critical component to 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 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 \$5 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 Alaska (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 and 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 GEPHARDT, 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 numerous additional jobs 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.

□ 1930

I have talked to them and I believe this reasonable package will help them and people like them around the country.

This package provides \$5 billion to the airlines immediately to make up for the revenue they have lost this month as a result of Tuesday's terrorist attack and the government's order grounding their planes. It provides \$10 billion in loan guarantees for airlines that face fewer customers, higher insurance premiums, and rising security costs in the wake of September 11 and requires independent oversight to ensure the government will not be bailing out past management mistakes. Finally, it establishes

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.

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 23,000 employees in Minnesota. System-wide, these job cuts affect 10,600 Northwest workers. Before last week's terrorist attacks, Northwest 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, all the carriers I believe deserve compensation. We simply cannot let the airlines fail.

In the strongest terms possible, I support the legislation before us, providing a \$15 billion plan to bolster this struggling airline industry. It is clearly the right thing to do, and we need to do it now.

Mr. Speaker, America needs this airline assistance package which includes \$5 billion in direct aid and \$10 billion in loan guarantees to 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. OBERSTAR), my friend and colleague, as well as the gentleman 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 your bipartisan support.

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 all of our objectives as policymakers.

On Tuesday, airlines were grounded as a matter of defense. 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 every 100 jobs created by 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 World Trade Center; and I 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 shortly 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 but we have a 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, except his conclusion is wrong. We must first save the airlines. That is what is of utmost importance.

I listened to the gentleman from Wisconsin (Mr. OBEY) speaking on his concern 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 that 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 they are today. 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 talk about lost jobs? Talking to some of the executives in my own district about what is happening to the car rental agencies, what is happening to

the hotels, what is happening to the theme parks, what is happening to the restaurants, and all of the people who work in those businesses, it is absolutely time that we pass this rule and that we pass this bill.

It may only be the first step, but it is so important that we act tonight, and that we send this message to Wall Street, that the American United States Congress is behind the American airline industry, that we understand the problem, and that we are not going to let the airlines fail, we are not going to let our economy fail. Tonight we must pass this rule, we must pass this bill, and we must move on.

Mr. FROST. Mr. Speaker, I yield 3 minutes to the gentlewoman from Texas (Ms. JACKSON-LEE).

Ms. JACKSON-LEE of Texas. Mr. Speaker, I thank the distinguished gentleman for yielding me time.

Mr. Speaker, I thank the chairman of the Committee on Rules and the ranking member as well. I thank the Speaker, the gentleman from Illinois (Mr. HASTERT) and our leader, the gentleman from Missouri (Mr. GEPHARDT).

Last evening, the President told America that the hour is coming. He indicated to us as a unified Nation that we would not tire or falter or fail. In that spirit, last week I voted aye for America's response. I voted aye for the \$40 billion to respond to the horrific tragedy.

Today I am equally concerned about avoiding bankrupt airlines and losing thousands of jobs. I am concerned. Let me say to Linda, who wrote me from my district, along with hundreds of other letters, that I am aware that Continental Airlines has single mothers supporting families and they have invested the last several years to Continental. It would be difficult, as she said, for them to find jobs.

I am equally aware that Captain Kevin B. Lawson may be willingly misinterpreting my position. He needs to pay attention to his Air Pilots Association who want comprehensive legislation. We are concerned about airlines and the airline industry, but we are equally concerned about people and jobs.

Therefore, I would have hoped that this Congress could have looked to solve the problem of jobs. I supported the Hastings amendment, which extended unemployment benefits, provided unemployment insurance benefits, extended job training, and provided COBRA extensions for health care. Who of the hundreds of persons that have written me from the airline would be against that?

I also support helping the airport concessionaires. They are in desperate need. I want an SBA disaster declaration to help them. And I want to federalize the security of airlines, so Americans can get back on the airlines quickly and start flying, going to Hawaii and Las Vegas and taking their

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 hand-out.

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 assistance for these 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 and proper 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. OBERSTAR) 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, and thank the gentleman from Missouri (Mr. GEPHARDT), the gentleman from Wisconsin (Mr. OBEY), 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 everyone 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 steps 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 of the related industries that have been hit hard by this tragedy: the 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-relief package must be addressed by this body as soon as possible. We must 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 that 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. Anybody 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 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 airplane 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 been accustomed to.

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 the millions of 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 OBERSTAR for including language in this bill to protect rural communities and small airports. Each community that had service prior to September 11 must be assured of continuing air service, and I encourage Secretary Mineta to take steps to ensure this.

It is also important for the airlines to realize that now is not the time to unreasonably raise fares on passengers—especially in rural areas that are served by only one or two carriers. We must make sure that airfare remains reasonable and affordable for all Americans.

We must make our Nation's sky safe again, by increasing security at our airports and on the airplanes themselves, but tonight by ensuring the financial security of the airlines.

This bill is not perfect. In fact there are many changes I would have made. But this bill is the best we can do tonight.

Mr. FROST. Mr. Speaker, I yield 2 minutes to the gentleman from Maryland (Mr. WYNN).

Mr. WYNN. Mr. Speaker, our Nation's airlines do need our help. They are indeed in a crisis situation. I know in my own State of Maryland, U.S. Airways, which has a major economic impact, is in real trouble.

I think there is a large consensus that we ought to help them and we ought to provide the \$15 billion that they will need to keep flying. But there is another question that needs to be asked that the American people need

to keep at the forefront of their minds during these grim times, and that is simply this: What about the workers? What about the workers?

Make no mistake. Even with this \$15 billion infusion, there will still be layoffs; there will still be dislocation. Many of us have said, in this bill we ought to deal with those problems. We ought to deal with the problem of extending unemployment compensation; we ought to deal with the problem of extending health care benefits; we ought to deal with the problem of job retraining.

I believe in balance and fairness. We ought to help the industry; we ought to give the \$15 billion. But it is not fair to ignore the employees, the workers, the clerks, the baggage handlers, the cooks, the mechanics, the people that keep the airplanes flying and say, well you wait until later. That seems to be the approach of some in this body that we will take care of that later. They have made a commitment that they will indeed address the workers' concerns. I sincerely hope that they will keep that commitment, and I hope the American people will take them to task; that in the weeks to come, we will, in fact, on the floor of this House deal with the question of protecting our dislocated workers, because they are the people who truly keep America flying.

Mr. REYNOLDS. Mr. Speaker, I yield 2½ minutes to the gentleman from Indiana (Mr. BUYER).

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

Mr. Speaker, this is a bill that recently passed in the other body 96 to one. Ninety-six to one. I had to come to the floor because I could not believe the rhetoric that I am hearing, the passion. I understand the song that is being sung, but let us remember what 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 a pond, sure you see the splash; but then you have the ripples that go far out 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 Demo-

crat 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 as quickly as possible. As you well 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 hundreds of millions of dollars 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. We are unified and there is unity to do this measure, so please let us be very cautious about the rhetoric and the tone that is being used here on this floor, and let us continue our work in a bipartisan fashion on behalf of the American people.

Mr. FROST. Mr. Speaker, I yield 2 minutes to the gentleman from New York (Mr. HINCHEY).

Mr. HINCHEY. Mr. Speaker, everyone in this House wants to be sure that we have a sound airline industry and that it is functioning properly for the American people. But this bill does not do enough in too many areas and in some areas, it does what it does in the wrong way.

The bill, first of all, provides \$5 billion in outright grants to 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 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 airlines, 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 additional confidence on the part of the American people.

If we want people back in the airlines, we have to make them safe. Why are we not requiring the airlines to do the kinds of things that will produce confidence in the people who ride on these airlines? Where is that \$5 billion going? What is it going to be used for when the airlines have only lost less

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 modern 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 \$5 billion portion, 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).

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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 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 rule.

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 tonight, actually early in the wee hours of Saturday morning, I stood on this floor and urged 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 turns 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 for loan 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. That is exactly the amendment I offered 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 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 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 suffering, 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 air. 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 America's 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 our 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.

Mr. FROST. Mr. Speaker, I yield 2 minutes to the gentleman from Massachusetts (Mr. OLVER).

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

Mr. Speaker, this bill today aids the airline companies that were devastated by the terrorism of September 11: United, American, Delta, Northwest, and U.S. Air, and the others who on average have announced a 20 to 25 percent reduction in employees, and cutting 25 percent, on average, of routes. By all accounts, they need the aid.

But the airline industry is not solely these largest of the airline corporations. 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 screeners frequently fail to detect 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 easily aboard aircraft.

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 screeners, 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 Americans, the terrorists 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 more for 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, kills more jobs, and destroys and wrecks 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, and 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 proudly vote yes.

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

Mr. FROST. Mr. Speaker, I yield such time as he may consume to the

gentleman from New Mexico (Mr. UDALL).

Mr. UDALL of New Mexico. Mr. Speaker, I urge my colleagues to stay here and address these issues: the worker employment issues and the safety issues and security issues we have talked about.

There is no doubt that the airline industry is in need of assistance. This industry is vital to our nation's economic strength, and its current struggles have far-reaching implications for all segments of American society. Therefore, at this time of national emergency, I agree that we should help stabilize this important cog in the American economic wheel. However, I do not believe that we should simply provide a "bailout" bill for airline companies at the expense of American taxpayers.

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 we 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 move additional legislation to help working families next week.

Nevertheless, Mr. Speaker, despite my reservations about this legislation, I do recognize that it is an important start in a time of great national crisis and will therefore support its passage. I believe that we should provide assistance to the airline industry, but believe it should be done responsibly. The American people demand it, and the American people deserve it.

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

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

Mr. Speaker, I am here in the Chamber tonight with a heavy heart. I will support this bill reluctantly, but I will oppose the rule. And I will oppose it because of the reasons that so many of my colleagues have given.

I am very disappointed that there is no relief for workers for the airline industry. There is no job training, there is no unemployment compensation, there is no health benefits protection to laid-off workers. None of that is in the bill. I know we are going to revisit it next week, and I hope we get a bill then, but it should be in the bill tonight.

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 this rule, 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 slow-downs of our economy, not just for the employees of 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 strong, able to depend upon 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 the airline industry, which means so much to this country.

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

Mr. FROST. Mr. Speaker, I would inquire of the time remaining on each side.

The SPEAKER pro tempore (Mr. THORNBERRY). The gentleman from New York (Mr. REYNOLDS) has 5 minutes remaining, and the gentleman from Texas (Mr. FROST) has 5½ minutes remaining.

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

Ms. SANCHEZ. Mr. Speaker, I thank the ranking minority member of the Committee on Rules for yielding me this time.

Mr. Speaker, there is no question that we must help the airline industry. They are in a real danger of financial collapse. However, I have real concerns with the way that we are going about giving the airline industry financial assistance. We have left the workers behind in this bill, the workers who are or in so many cases were the heart and the soul of the very industry we may be bailing out this evening.

Despite the efforts over the last several hours, hours to digest and debate a bill of this magnitude, the leadership in this House, the people's House, has refused to include in this legislation any relief for the tens of thousands of workers in the airline and related industries who have lost or will soon lose their jobs because of this crisis.

I have voted against the martial rule; and I will vote against this rule, because I believe that a bill this size, this magnitude, of this importance should not be rushed through the Congress. However, I will vote for this bill because I do not have a choice. The leadership has left no choice.

Mr. Speaker, this bill is not even close to perfect, but I will support it.

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

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

Mr. GREEN of Texas. Mr. Speaker, I rise in strong support of not only the rule but also the Air Transport System Stabilization Act of 2001.

Last week, this country suffered a terrible human loss when terrorists decided to use our airline industry as a weapon of mass destruction. The human magnitude of this attack has now started to crystallize, but the economic consequences of many of our industries, like the airlines, is only now becoming known.

Whether intentionally or unintentionally, the terrorists have brought financial ruin on our national airline system. Our national carriers have suffered a 50 to 80 percent drop in passenger miles flown, and that number may actually get worse in the short term. Congress must step in immediately and provide a financial floor for the industry. They need help, and they need it now.

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 haggle 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 fully appreciate.

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 more comprehensive airline reform package to the floor.

I know the chairman, the gentleman from Alaska (Mr. YOUNG) and the ranking member, the gentleman from Minnesota (Mr. OBERSTAR), will work with all Members to address their concerns, but please let's get this package out the door today.

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

Mr. FROST. 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 indus-

try 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 transportation system—so critical to our economy 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 next few weeks. This broad array of benefits, 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 the airline companies themselves.

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 and the hope 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 Florida (Mr. FOLEY).

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 bill. 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 we need to have a surcharge on that; and, lastly, it is \$10 billion in loan guarantees.

It is a good bill but a bad process.

The SPEAKER pro tempore. The gentleman from New York (Mr. REYNOLDS) has 5 minutes remaining, and the gentleman from Texas (Mr. FROST) has 1½ minutes remaining.

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

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

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 fought the government 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.

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

Mr. FROST. Mr. Speaker, I yield myself the remaining time.

The SPEAKER pro tempore. The gentleman from Texas is recognized for ½ minute.

Mr. FROST. Mr. Speaker, as many people have indicated, this is not a perfect bill, but we have very little choice. We need to move forward tonight. We must pass this legislation.

I urge adoption of the rule and adoption of the bill, and I yield back the balance of my time.

Mr. REYNOLDS. Mr. Speaker, I yield myself the balance of my time.

There has been a lot of debate on this rule about jobs and providing some assistance for what will be laid-off airline workers. And as I said earlier, I hope

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 hard work 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 every day. 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 carefully 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 well-being of countless individuals.

□ 2030

But in the wake of the cowardly attacks on our Nation, scheduling cutbacks and subsequent 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 tourism, but can, 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 believe that the victims of this tragedy, whether in the air or on the ground, deserve compensation, and most citizens will be pleased to know that this bill uses their tax

dollars for that purpose. But in this case, where the liability of the airlines is unsettled, I do think there are limits to which victims' compensation by the government should be provided. This bill sets up a Victims' Compensation Fund, but does not specify the size of the fund or the maximum that any beneficiary can recover. Many of the victims in the World Trade Center earned many times the incomes of the firemen and police who died trying to protect them. Under this bill, the heirs of those victims will be eligible for many times more benefits than this bill will allow those brave firemen and police. Quite a few claimants will be able to show substantial incomes. The earning capacity of their decedents will run into millions of dollars. I do not doubt their losses, or the grief their survivors must feel, but I do think the compensation to which they are entitled under this bill should be subject to some fair and reasonable limit. At this point, no one has any idea what the government's liability under the Victims' Compensation Fund may be, though it is likely to be substantial.

I wanted to propose that we set a fair but generous cap on the victims' benefits paid by the government, and use some of the money saved to help the thousands of airline workers who are being terminated or laid off, and are in a real sense, victims of the September 11 tragedy also. H. Resolution 244, the rule allowing this bill to come to the House floor, would not permit me to offer such an amendment, and for that reason, I voted against the rule. I will vote for the bill, but it would be a much better bill if such an amendment had been made.

Mr. BLUMENAUER. Mr. Speaker, I rise in opposition to the Rule. The rushed process by which this airline relief legislation has been brought to the Floor does not allow for full consideration of the critical elements that the public deserves to have addressed.

The rule does not allow Members to add provisions to this legislation that would provide a more fair and comprehensive relief package to protect and restore the entire aviation industry, including those who work for airlines and in other directly related industries. In this time of extreme tension and sense of urgency, we should be urgent about doing things right and not rushing to consider solutions that only address half of the problem.

Federal assistance to stabilize the industry is warranted. I cannot, however, support a rule that fails to consider all of the ripple effects to those people and businesses across the country who are directly impacted by last week's tragic events.

Mr. OLVER. Mr. Speaker, every member of this house understands that the airline industry has been devastated by the terrorism of September 11th.

We must provide help to the airline industry. I am sure we will do that today. This bill today aids the airline companies and by all accounts they need aid. United, American, Delta, Northwest, and US Airways are laying off 20–25% of their workforces and cutting 25% of their routes.

But this bill provides no parallel aid for the nearly 100,000 direct employees who are losing their jobs. Furthermore, this bill does not even contemplate the spinoff losses of jobs in the travel and tourism industry, the hotels and

restaurants, the resorts and travel services. This is a severe inequity.

Beyond that, this bill does absolutely nothing to assure the American public that they can travel safely in this new world that the terrorism of September 11th has imposed on us all.

Yesterday, in a joint hearing, the Senate and House Transportation Subcommittees on Appropriations heard powerful testimony by the FAA, GAO, and Inspector General documenting the utterly porous security systems operated by the airlines.

Both the GAO and IG have extensively tested the security systems and found that screeners frequently fail to detect guns, knives, and other threats at security check points. The IG repeatedly breached secure areas in a large percentage of their tests at major airports. Once they entered secure areas, they could easily board aircraft.

Why are the breaches of the security system so easy?

The GAO and IG cite: low wages and benefits of security personnel; little or no training of screeners; weak to no criminal checks on screeners; no uniform standards for screening; very rapid turnover (from 80% to over 200%).

In other words these are largely dead end jobs. DEAD END JOBS protecting the security of American travelers.

This bill does nothing to correct the obvious error of placing airline companies in a double conflict of interest that the present system creates. First, spending the necessary money to provide the security that Americans must have comes from the airline's bottom line. Second, proper screening requires time and causes longer waits in line.

But Americans will not return to the airways unless they are convinced that travel is safe. So, we must professionalize the airport security system with the ultimate responsibility for that security system firmly federalized.

In conclusion, neither the plight of employees of airlines and the related travel and tourism industry nor the necessary security of the American public when they fly is considered in this bill. Both will have to be addressed very soon.

But today, we have a bill that deals with an important part of the airline industry problem.

I urge this House to do that much, but then come back and finish the job before we adjourn this session of Congress.

Mr. REYNOLDS. Mr. Speaker, I yield back the balance of my time, and I move the previous question on the resolution.

The previous question was ordered.

The SPEAKER pro tempore (Mr. THORNBERRY). The question is on the resolution.

The question was taken; and the Speaker pro tempore announced that the ayes appeared to have it.

Mr. FROST. Mr. Speaker, I object to the vote on the ground that a quorum is not present and make the point of order that a quorum is not present.

The SPEAKER pro tempore. Evidently a quorum is not present.

The Sergeant at Arms will notify absent Members.

The vote was taken by electronic device, and there were—yeas 285, nays 130, not voting 16, as follows:

[Roll No. 346]
YEAS—285

Aderholt Goss Osborne
Akin Graham Ose
Andrews Granger Otter
Armey Graves Oxley
Bachus Green (TX) Pallone
Baird Green (WI) Pascrell
Baker Greenwood Pastor
Baldacci Grucci Paul
Ballenger Gutknecht Pence
Barr Hall (OH) Peterson (PA)
Bartlett Hansen Petri
Barton Hart Phelps
Bass Hastert Pickering
Bentsen Hastings (WA) Pitts
Berkley Hayes Platts
Berry Hayworth Pombo
Biggart Herger Pomeroy
Bilirakis Hill Portman
Blagojevich Hilleary Pryce (OH)
Blunt Hobson Putnam
Boehert Hoekstra Quinn
Boehner Honda Radanovich
Bonilla Horn Ramstad
Bono Hostettler Regula
Borski Houghton Rehberg
Boswell Hulshof Reyes
Boucher Hunter Reynolds
Brady (TX) Hyde Riley
Brown (SC) Isakson Roemer
Bryant Israel Rogers (KY)
Burr Istook Rogers (MI)
Burton Jackson-Lee Rohrabacher
Buyer (TX) Ros-Lehtinen
Callahan Jenkins Ross
Calvert John Roukema
Camp Johnson (CT) Royce
Cannon Johnson (IL) Ryan (WI)
Cantor Johnson, E. B. Ryun (KS)
Capito Johnson, Sam Sabo
Capps Jones (NC) Saxton
Carson (OK) Kanjorski Schiff
Castle Keller Schrock
Chabot Kelly Sensenbrenner
Chambliss Kennedy (MN) Serrano
Coble Kerns Sessions
Collins King (NY) Shadegg
Combest Kingston Shaw
Cooksey Kirk Shays
Cramer Knollenberg Sherwood
Crane Kolbe Shimkus
Crenshaw LaHood Shows
Crowley Lampson Shuster
Cubin Largent Simmons
Culberson Larson (CT) Simpson
Cunningham Latham Skeen
Davis, Jo Ann LaTourette Skelton
Davis, Tom Leach Smith (MI)
Deal Levin Smith (NJ)
DeLay Lewis (CA) Smith (TX)
DeMint Lewis (KY) Snyder
Diaz-Balart LoBiondo Souder
Dicks Lofgren Stearns
Dooley Lucas (KY) Stenholm
Doolittle Lucas (OK) Stump
Doyle Maloney (NY) Sununu
Dreier Manzilla Sweeney
Duncan Mascara Tancredo
Dunn Matheson Tanner
Edwards Matsui Tauscher
Ehlers McCrery Tauzin
Ehrlich McGovern Taylor (MS)
Emerson McHugh Taylor (NC)
English McInnis Terry
Etheridge McIntyre Thomas
Everett McKeon Thornberry
Ferguson Meehan Thune
Flake Meeks (NY) Tiahrt
Fletcher Menendez Tiberi
Foley Mica Toomey
Forbes Miller, Gary Traficant
Ford Moore Turner
Frelinghuysen Moran (KS) Upton
Frost Moran (VA) Vitter
Gallegly Morella Walden
Ganske Murtha Wamp
Gekas Myrick Watkins (OK)
Gephardt Nethercutt Watson (CA)
Gibbons Ney Waits (OK)
Gilchrest Northup Weiner
Gillmor Norwood Weldon (FL)
Gilman Nussle Weldon (PA)
Goode Oberstar Weller
Goodlatte Ortiz Wexler

Whitfield Wolf Young (FL)
Wicker Wynn
Wilson Young (AK)

NAYS—130

Abercrombie Hastings (FL) Neal
Ackerman Hilliard Obey
Allen Hinchey Olver
Baca Hinojosa Owens
Baldwin Hoefel Payne
Barcia Holt Pelosi
Barrett Hooley Peterson (MN)
Becerra Hoyer Price (NC)
Bishop Inslee Rahall
Blumenauer Jackson (IL) Rangel
Bonior Jefferson Rivers
Boyd Jones (OH) Rodriguez
Brady (PA) Kaptur Rothman
Brown (FL) Kennedy (RI) Roybal-Allard
Brown (OH) Kildee Rush
Capuano Kilpatrick Sanchez
Cardin Kind (WI) Sanders
Clay Kleczka Sandlin
Clayton Kucinich Sawyer
Clement LaFalce Schakowsky
Clyburn Langevin Scott
Condit Lantos Sherman
Costello Larsen (WA) Slaughter
Coyne Lee Smith (WA)
Cummings Lewis (GA) Solis
Davis (CA) Lipinski Spratt
Davis (FL) Lowey Stark
Davis (IL) Luther Strickland
DeFazio Maloney (CT) Stupak
DeGette Markey Thompson (CA)
Delahunt McCarthy (MO) Thompson (MS)
DeLauro McCarthy (NY) Thurman
Doggett McCollum Tierney
Engel McDermott Udall (CO)
Eshoo McKinney Udall (NM)
Evans McNulty Velázquez
Farr Meek (FL) Visclosky
Fattah Millender Walsh
Filner McDonald Waters
Gonzalez Miller, George Watt (NC)
Gordon Mink Waxman
Gutierrez Mollohan Waxman
Hall (TX) Nadler Woolsey
Harman Napolitano Wu

NOT VOTING—16

Bereuter Dingell Linder
Berman Fossella Miller (FL)
Carson (IN) Frank Schaffer
Conyers Hefley Towns
Cox Holden
Deutsch Issa

□ 2049

Mrs. MEEK of Florida, Mrs. MCCARTHY of New York, Ms. RIVERS, and Mr. DOGGETT changed their vote from "yea" to "nay."

Ms. LOFGREN changed her vote from "nay" to "yea."

So the resolution was agreed to.

The result of the vote was announced as above recorded.

A motion to reconsider was laid on the table.

COMMITTEE TO ADDRESS NEEDS OF WORKERS AFFECTED BY EVENTS OF SEPTEMBER 11

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

Mr. GEPHARDT. Mr. Speaker, as we work to address the problems affecting our airlines, we must not forget the men and women who have lost their jobs as a consequence of the tragic events of September 11. These workers are without income, without health care coverage for themselves and their families, and without a clear path right

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. In my view, it is not right, and it is not fair, for these workers 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 would 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 me 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. GEPHARDT. 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. HASTINGS 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.

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