

way to meet them. I urge my colleagues to join me in voting against this legislation.

**AIR TRANSPORTATION SAFETY
AND SYSTEM STABILIZATION ACT**

SPEECH OF

HON. WILLIAM J. COYNE

OF PENNSYLVANIA

IN THE HOUSE OF REPRESENTATIVES

Friday, September 21, 2001

Mr. COYNE. Mr. Speaker, I rise today in opposition to H.R. 2926, the Air Transportation Safety and System Stabilization Act when it was considered by the House of Representatives on September 21, 2001.

This bill would provide \$5 billion in direct aid to the airlines for losses incurred as a result of the government-ordered shut-down of the nation's air travel industry, as well as \$10 billion in loan guarantees.

I oppose this legislation because I believe that it is incomplete. It fails to address several important and time-sensitive issues.

I oppose H.R. 2926 because this bill does nothing to help the tens of thousands of hard-working Americans who were laid off by the airlines and airline manufacturers in the wake of the terrorist attacks of September 11, 2001. 78,000 airline employees and 30,000 employees of aircraft manufacturers have been or are going to be laid off. The workers who lost their jobs as a result of these terrorist attacks are also victims of the terrorists. While they were fortunate enough not to have lost their lives, they have lost their livelihoods through no fault of their own.

The airline workers who have lost their jobs will need continued health insurance coverage and job search and possibly retraining assistance. Unemployment benefits don't last very long, so time is of the essence. And while these employees can continue their existing health insurance coverage under COBRA, they will be responsible for the full cost of the premiums, which a family with the chief breadwinner out of work can find it difficult if not impossible to afford. Consequently, I believe that the federal government should provide premium assistance to the affected families.

This bill should contain provisions to help these unemployed individuals and their families. I think that it is unacceptable that Congress will act swiftly to help the airline companies while ignoring the injured employees of those companies. It is even more unacceptable in light of the fact that multi-million dollar severance packages are available to the Presidents and CEOs of the major airlines.

In addition, I oppose this legislation because it does nothing more than express the Congress's commitment to act expeditiously to strengthen airport security. It did absolutely nothing to actually improve airline security. I believe that improving security in airports and on airplanes should be our first and highest priority. I am convinced that airport security can no longer be left to the airlines. Now that terrorist attacks on airliners have become a major national security threat, I support the assumption of responsibility for airport security.

Finally, I am concerned that the bill does not adequately address the liability issue. I believe

EXTENSIONS OF REMARKS

that a little more time should be taken to think through the liability issue and come up with a more equitable, comprehensive solution.

Mr. Speaker, I believe that these shortcomings should be addressed before the House passes H.R. 2926. Consequently, I urge my colleagues to join me in supporting the motion to recommit and in opposing this legislation in its current form. Thank you, Mr. Speaker.

**THE FRIENDS OF CHICKAMAUGA &
CHATTANOOGA NATIONAL MILI-
TARY PARK**

HON. ZACH WAMP

OF TENNESSEE

IN THE HOUSE OF REPRESENTATIVES

Monday, September 24, 2001

Mr. WAMP. Mr. Speaker, I would like to commend the work of a very special group of people, the Friends of Chickamauga & Chattanooga National Military Park.

In September 1863, Union and Confederate soldiers fought over access to Chattanooga in what was one of the bloodiest battles of the Civil War. In 1890, Congress established the Chickamauga & Chattanooga National Military Park as the country's first national military battlefield park. Those petitioning for its establishment were veterans of both sides who came together in a spirit of reunion and brotherhood to memorialize the hills and fields where their brothers had fought and died.

What is now known as the Chickamauga Battlefield is bisected by a two-lane portion of U.S. Highway 27, a major north-south artery extending from Michigan to Florida. Over the years, heavy commercial and commuter traffic has created a threat to the cultural, historical and abundant natural resources in the national park.

On December 24, 1987, Public Law 100-211 was enacted to authorize the relocation of a 5.7 mile section of U.S. Highway 27. This new section of road, on the western perimeter of the Chickamauga Battlefield, will be officially dedicated on October 12, 2001. Its successful completion is the result of a partnership among the Eastern Federal Lands Highway Division of the Federal Highway Administration, Department of Transportation; the National Park Service, Department of Interior; and the Georgia Department of Transportation.

In honor of this accomplishment, Friends of the Park is presenting a weekend of activities to celebrate the opening of this new road that will allow Park visitors to experience this historical Battlefield more safely.

Mr. Speaker, the Friends of the Park was one of the first National Park support groups in the nation and has, in its 15 years, raised more than \$4.6 million for capital projects at the Park while pursuing its goals of advocacy, educational programming and fundraising. I applaud their effort and hard work to protect and preserve this land. Their dedicated membership assures continued support for the protection of the Chickamauga & Chattanooga National Military Park for years to come.

September 24, 2001

**TRIBUTE TO TROOPER BOBBY
KINTZEL**

HON. SHELLEY BERKLEY

OF NEVADA

IN THE HOUSE OF REPRESENTATIVES

Monday, September 24, 2001

Ms. BERKLEY. Mr. Speaker, I rise today to recognize a truly outstanding individual from Nevada. Trooper Bobby Kintzel of the Nevada Highway Patrol is a six-year highway patrolman, Persian Gulf War veteran, and a Valley High School graduate. Several months ago, Trooper Kintzel was laying tire-piercing spikes across the highway to end a 40-minute high speed chase when a fleeing sport utility vehicle, driven by an escaping murder suspect, purposely struck him at an estimated speed of 90 mph. Trooper Kintzel suffered a fractured pelvis and skull, a severe brain injury, and internal bleeding. A few days later, surgeons removed a portion of his brain that had been irreversibly damaged. The family was devastated and are facing an uncertain future. Trooper Kintzel has recently begun using head and hand signals to communicate, and has had a throat operation to help him speak. Trooper Kintzel's plight has triggered sympathy from fellow law enforcement officers across the United States, as well as in Europe and Australia. More than a thousand well wishers have left encouraging messages for Trooper Kintzel, and on Sunday, September 30, 2001, the City of Las Vegas, and Clark County, Nevada will be honoring the Nevada State Trooper by proclaiming "Trooper Bobby Kintzel Day."

Mr. Speaker, it gives me great pleasure to recognize Trooper Bobby Kintzel before the Congress today. I call upon my colleagues to join me in honoring this special man for his bravery and courage in the line of duty.

**IN RECOGNITION OF MR. CARL E.
SWEARINGEN UPON HIS RETIRE-
MENT FROM THE NATIONAL
BOARD OF ADVISORS FOR THE
MUSEUM OF AVIATION IN WAR-
NER ROBINS, GEORGIA**

HON. SAXBY CHAMBLISS

OF GEORGIA

IN THE HOUSE OF REPRESENTATIVES

Monday, September 24, 2001

Mr. CHAMBLISS. Mr. Speaker, I want to pay tribute to Mr. Carl Swearingen upon his retirement as the Chairman of the National Board of Advisors established for the Museum of Aviation in Warner Robins, Georgia.

Carl is the kind of man that strives to achieve the maximum of his ability. Following his service in the U.S. Air Force, he began his telephone career with BellSouth in 1972. With increasing responsibility in 1977 he became the general public relations manager for Georgia. By 1985 Carl was appointed assistant vice-president for public affairs in Charlotte, N.C. Four years later in 1989, he was promoted to state president of BellSouth Telecommunications in Georgia. He was elected a corporate officer and promoted to his current position Senior Vice President, Corporate