

Lofgren	Pomeroy	Snyder
Lucas (KY)	Portman	Souder
Lucas (OK)	Pryce (OH)	Stearns
Manzullo	Putnam	Stump
Matheson	Radanovich	Sununu
Matsui	Ramstad	Sweeney
McCrery	Rangel	Tancredo
McDermott	Regula	Tanner
McInnis	Rehberg	Tauscher
McKeon	Reynolds	Tauzin
Mica	Riley	Terry
Miller, Dan	Rodriguez	Thomas
Miller, Gary	Roemer	Thornberry
Miller, Jeff	Rogers (MI)	Thune
Moore	Roukema	Tiahrt
Moran (KS)	Royce	Tiberi
Moran (VA)	Ryan (WI)	Toomey
Morella	Ryun (KS)	Traficant
Neal	Saxton	Upton
Nethercutt	Schaffer	Upton
Ney	Schrock	Vitter
Northup	Sensenbrenner	Walden
Nussle	Sessions	Walsh
Ortiz	Shadegg	Wamp
Osborne	Shaw	Watkins (OK)
Ose	Shays	Watts (OK)
Otter	Sherwood	Weldon (FL)
Oxley	Shimkus	Weldon (PA)
Paul	Shuster	Weller
Payne	Simmons	Wexler
Pence	Simpson	Whitfield
Peterson (PA)	Skeen	Wicker
Petri	Skelton	Wilson
Pickering	Smith (MI)	Wolf
Pitts	Smith (NJ)	Wynn
Platts	Smith (TX)	Young (AK)
Pombo	Smith (WA)	

## NOT VOTING—15

Barcia	Hastings (FL)	Quinn
Bono	Johnson, E. B.	Ros-Lehtinen
Cubin	Lantos	Thompson (MS)
Flake	Meehan	Waxman
Hall (OH)	Meeks (NY)	Young (FL)

□ 1237

Messrs. SWEENEY, BRYANT, RODRIGUEZ, Ms. HART, Mrs. WILSON, and Messrs. RYAN of Wisconsin, GALLEGLY, ACKERMAN and SCHAFER changed their vote from "yea" to "nay."

Messrs. COYNE, GOODE, GEORGE MILLER of California, SAWYER, HILLIARD, MARKEY and Ms. JACKSON-LEE of Texas changed their vote from "nay" to "yea."

So the motion to recommit was rejected.

The result of the vote was announced as above recorded.

The SPEAKER pro tempore (Mr. FOSSELLA). The question is on the passage of the bill.

The bill was passed.

A motion to reconsider was laid on the table.

## GENERAL LEAVE

Mr. THOMAS. Mr. Speaker, I ask unanimous consent that all Members may have 5 legislative days in which to revise and extend their remarks and include extraneous material on H.R. 3009, the bill just passed.

The SPEAKER pro tempore. Is there objection to the request of the gentleman from California?

There was no objection.

## CONFERENCE REPORT ON S. 1447, AVIATION AND TRANSPORTATION SECURITY ACT

Mr. YOUNG of Alaska. Mr. Speaker, I ask unanimous consent that it be in order at any time to consider a conference report to accompany the Senate bill (S. 1447) to improve aviation security, and for other purposes; that the conference report be considered as read; and that all points of order against the conference report and against its consideration be waived.

The SPEAKER pro tempore. Is there objection to the request of the gentleman from Alaska?

There was no objection.

Mr. YOUNG of Alaska. Mr. Speaker, pursuant to the order of the House, I call up the conference report on the Senate bill (S. 1447) to improve aviation security, and for other purposes.

The Clerk read the title of the Senate bill.

The SPEAKER pro tempore. Pursuant to the order of the House of today, the conference report is considered as having been read.

(For conference report and statement, see prior proceedings of the House of today.)

The SPEAKER pro tempore. The gentleman from Alaska (Mr. YOUNG) and the gentleman from Minnesota (Mr. OBERSTAR) each will control 30 minutes.

The Chair recognizes the gentleman from Alaska (Mr. YOUNG).

□ 1245

Mr. YOUNG of Alaska. Mr. Speaker, I yield myself such time as I may consume.

I am proud to bring this conference report to the full House floor today after very serious negotiations, and I would only suggest one thing that the people on this floor would just be quiet for a moment because they talked a lot during the debate on this bill. If they would sit down and listen, we might get a bill real quick. If they do not, we might take the full hour to discuss this bill. So I suggest that my colleagues sit down and be quiet.

Mr. Speaker, this is probably the best, that I know, the best security bill ever to be voted on on this House floor. The Senate, the other body, the conferees took about 98 percent of the legislation that we voted on in the House, which shows that our bill was far superior to that bill.

We did not achieve all things as all conferences are for. We did, in fact, have to compromise on issues very dear to some people's hearts, but the main thing is we have a security czar in reality that has the ability to set down rules and regulations without taking the required amount of time and also will give us the best security so people flying on American airlines will know that that plane is going to arrive safely at their destination without the opportunity of any future terrorism.

We have screeners. We will have Federal management, Federal contracting. We will have baggage screening. We will have people on the ground all through our airports to make sure that we will not have the act of 9-11 again. It is my strong belief, with the adoption of the House provisions, that this will occur and will occur very rapidly.

We will be able to, I believe, to make sure that the planes are safe that fly because the people on the Tarmac, the people that service the airplanes, the people that provide all services, including food service of the airplane, will all have to have background checks. They will have to be screened; they will have to be certified as trained; and they will have to be able to do the job as they are picked out to do so.

Every screener at the station will have to speak English. Every screener at the station will have to be American citizens. We believe this is the way it should be because this is a security problem and this Congress is addressing it today.

I am pleased to say that the gentleman from Minnesota (Mr. OBERSTAR), my good friend, has worked well with me on this legislation in the conference, offered suggestions. We did have some difficulty on the Senate side, but that is the way it usually is; but we prevailed, as I mentioned, 98 percent of the way.

I am proud to be the chairman of this committee on the committee work and as is done by this committee. This is a historic moment because, again, as I must repeat, it is the best security bill this Nation has ever had for the flying public, and I want the public to know that now and from now on and forever more that when we get on that plane, the opportunity of someone doing a dastardly deed as was done on 9-11 will not occur again. I believe they will gain the faith to be back on our airplanes, and I want them traveling as they did prior to 9-11, and I think this will allow them to do that.

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

Mr. OBERSTAR. Mr. Speaker, I yield myself 4½ minutes.

Today, we conclude consideration of the most important aviation security bill in 30 years. Since the beginning of aviation security in 1970, when President Richard Nixon signed an executive order establishing the Federal Air Marshal Service in response to repeated acts of skyjacking that were occurring at a rate of an average of one every 2 weeks, he signed that executive order on September 11, 1970. Thirty-one years later, an ominous date for us all.

With the establishment of the air marshals and 2 years later with the establishment at airport checkpoints of X-ray machines for carry-on luggage and metal detectors for passengers, we did not in the domestic United States experience a skyjacking until this past