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Senate

The Senate met at 10 a.m. and was called to order by the Honorable JACK REED, a Senator from the State of Rhode Island.

PRAYER

The Chaplain, Dr. Lloyd John Ogilvie, offered the following prayer:

Faithful Father, on this day of remembrance of the infamous terrorist attack on our Nation one month ago, we hear the words of the Psalmist sounding in our souls, "Wait on the Lord; be of good courage, and He shall strengthen your heart; wait, I say, on the Lord!"—Psalm 27:14. You alone are the source of our strength and courage. Continue to heal the aching hearts of those who lost loved ones and friends at the World Trade Center and the Pentagon.

Dear Lord of comfort, we intercede for the families of the police and firefighters who died seeking to save others. We feel the incredible grief of those who endure loneliness now for those gallant people who were aboard the airplanes that were turned into missiles of destruction. All across our Nation people are gripped by fear of future attacks. Replace that panic with Your peace. Bolster our broken hearts with relentless resolve to confront and conquer terrorism. Bless the women and men of our armed services. Keep them safe as they press on to victory. Without Your help we cannot succeed; with Your power we shall not fail. You are our Lord and Saviour. Amen.

PLEDGE OF ALLEGIANCE

The Honorable JACK REED led the Pledge of Allegiance, as follows:

I pledge allegiance to the Flag of the United States of America and to the Republic for which it stands, one nation under God, indivisible, with liberty and justice for all.

APPOINTMENT OF ACTING PRESIDENT PRO TEMPORE

The PRESIDING OFFICER. The clerk will please read a communication to the Senate from the President pro tempore [Mr. BYRD].

The assistant legislative clerk read the following letter:

U.S. SENATE,
PRESIDENT PRO TEMPORE,
Washington, DC, October 11, 2001.

To the Senate:

Under the provisions of rule I, paragraph 3, of the Standing Rules of the Senate, I hereby appoint the Honorable JACK REED, a Senator from the State of Rhode Island, to perform the duties of the Chair.

ROBERT C. BYRD,
President pro tempore.

Mr. REED thereupon assumed the chair as Acting President pro tempore.

RECOGNITION OF THE ACTING MAJORITY LEADER

The ACTING PRESIDENT pro tempore. The acting majority leader is recognized.

SCHEDULE

Mr. REID. Mr. President, the Senate resumes consideration of S. 1477, the aviation security bill. It is my understanding that the managers are expecting to clear some more amendments this morning and are working with other Members who have indicated they have amendments to this important legislation.

The first vote—on the Daschle-Carnahan amendment—will be later today. After we vote on that, Senators may expect other votes to occur this afternoon and into this evening as we make every effort to complete action on this important legislation today and then turn our attention today, we hope—and we really need to do this—to another important matter, the counterterrorism bill, on which a unanimous consent agreement has been reached.

Because of some very important matters that some Members have, some of which are spiritual in nature, I ask unanimous consent that the previously scheduled cloture vote on the Daschle-Carnahan amendment occur at 1:35 p.m. today and that the other provisions remain in effect, with the time from 12:35 until 1:35 to be divided in the usual form.

The ACTING PRESIDENT pro tempore. Without objection, it is so ordered.

Mr. REID. Mr. President, as Senator HOLLINGS has indicated, he also believes we can finish this legislation. I just completed a conversation with him. He has worked on this legislation, along with Senator MCCAIN, for so long. We are anxious and happy we are on this legislation. It is important for the country. We ask everyone's cooperation. If they have an amendment, come and work on the amendment. In regard to this legislation, everyone should know we are not going to wait around for people to come in with amendments. If we arrive at a point where we have no amendments, we will move on to complete consideration of the bill in its entirety.

RESERVATION OF LEADER TIME

The ACTING PRESIDENT pro tempore. Under the previous order, the leadership time is reserved.

AVIATION SECURITY ACT

The ACTING PRESIDENT pro tempore. Under the previous order, the Senate will now resume consideration of S. 1477, which the clerk will report.

The assistant legislative clerk read as follows:

A bill (S. 1447) to improve aviation security, and for other purposes.

Pending:

Daschle (for Carnahan) amendment No. 1855, to provide assistance for employees who are separated from employment as a result

• This "bullet" symbol identifies statements or insertions which are not spoken by a Member of the Senate on the floor.



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of reductions in service by air carriers, and closures of airports, caused by terrorist actions or security measures.

Gramm amendment No. 1859 (to amendment No. 1855), to provide for the exploration, development, and production of oil and gas resources of the Arctic Coastal Plains.

The ACTING PRESIDENT pro tempore. The Senator from South Carolina.

Mr. HOLLINGS. Mr. President, we all realize this morning that a month has passed since the disaster of September 11, and we still are confronted with the need for airline security, as the headlines in Roll Call state, "Airport Firms Form Alliance"; as well as, "Baggage Screening Companies Take Case to the Hill."

So one month after this fanatical killing of 5,000 to 6,000 Americans, thousands more casualties, and as many as 10,000 children left without a parent, some without 2 parents, we are being delayed by the contractors and the lobbyists. One of them particularly, cited in this case, has banded together in a lobbying drive that so far has succeeded—Argenbright.

There is also an article in the Miami Herald published Thursday, September 13 about their efforts. I ask unanimous consent that the article in full be printed in the RECORD.

There being no objection, the article was ordered to be printed in the RECORD, as follows:

[From the Miami Herald, Sept. 13, 2001]

COMPANY PLEADED GUILTY TO PREVIOUS VIOLATIONS

(By Tyler Bridges)

ATLANTA.—The security company that provides the checkpoint workers at the airports breached by Tuesday's hijackers has been cited at least twice for security lapses. In its worst infraction, Atlanta-based Argenbright Security pleaded guilty last year to allowing untrained employees, some with criminal backgrounds, to operate checkpoints at Philadelphia International Airport. In settling the charges, Argenbright agreed to pay \$1.2 million in fines and investigative costs. Argenbright also came under criticism in 1999 for security breaches that caused delays of Northwest Airline flights. Argenbright was also found to have committed dozens of violations of federal labor laws against its employees at Los Angeles International Airport, an administrative law judge ruled in February 2000. The violations included 40 suspensions and final warnings stemming from a strike by the employees in April 1999. The violations also include the disciplining of another union activist and threats, both written and verbal, against the Argenbright employees. Among other disciplinary action, Argenbright was required to remove warnings from files related to the strike and give suspended workers back pay.

Argenbright, a subsidiary of AHL Services, provides security workers at 17 of the nation's 20 largest airport hubs, including Newark, Logan and Dulles, where the hijacked flights originated. The company is hired by the airlines. There was a report Wednesday that two of the hijackers who flew out of Logan might have arrived there from Portland International Airport in Maine. A spokesman there said the airlines at the airport use another security firm, not Argenbright.

Argenbright officials declined to speak with a reporter Wednesday. The company re-

leased a statement that expressed sorrow for the "tragic events" and said officials are "working closely with and providing full support to its airline customers as they deal with the aftermath of yesterday's major terrorist attack." Argenbright also provides checkpoint security at Miami International Airport. Gary Dellapa, the airport's former director, said the company got average marks for its work.

In the Philadelphia case, Argenbright hired more than 1,300 untrained checkpoint screeners from 1995 through 1998 without checking their backgrounds. Among these employees were "dozens of criminals," according to the government's sentencing memorandum. Argenbright falsely certified that the company had done the background checks and fraudulently charged airlines for this work, the government said. U.S. Attorney Michael R. Stiles in Philadelphia said the violations of Federal Aviation Administration Regulations did not harm any passengers or the airlines. But his office said that "if corporations such as Argenbright Security Inc. fail to meet their obligations and responsibilities, then the millions of people who fly on commercial aircraft every day are put at risk." Edwin R. Mellett, vice chairman and co-chief executive officer of AHL Services, said at the time that the company fired the employees directly involved in the fraud and cooperated with the investigation.

Mr. HOLLINGS. Argenbright is a contractor at Logan Airport, at Newark Airport, and at Dulles, all three airports from which the planes on that disastrous day were taken over.

The article relayed how the firm was fined for misgivings and misdeeds at Philadelphia. It says Argenbright, a subsidiary of AHL Services, provides security workers at 17 of the Nation's 20 largest airport hubs, including Newark, Logan, and Dulles, where the hijacked flights originated.

The company is hired by the airlines. Incidentally, the major amendment we have is for airline worker benefits. I thought we passed a \$15 billion package so we could stabilize the airlines so they could continue the health care and pay for their workers. But, no, we have to have an additional amendment to take care of the unemployed airline workers. I do not know what the \$15 billion did, whether or not it took care of the airline bonuses that we all know about.

Let me read. In the Philadelphia case, Argenbright hired more than 1,300 untrained checkpoint screeners from 1995 through 1998 without checking their backgrounds. Among these employees were dozens of criminals. That is in quote marks—"dozens of criminals." According to the Government's sentencing memorandum, Argenbright falsely certified the company had done the background checks and fraudulently charged the airlines for this work. In other words, they lied about the background checks and charged the airlines for the background checks they lied about. Yet they hold us up for an entire month because we want to prevent further negligence. As has been stated, we had a pretty sobering lesson with Pan Am 103 and we knew how security was lax at that particular time, so we were working to strengthen it.

We were going to have higher standards. We were going to have more training. We were going to have supervision and more pay.

And then in 1996, TWA 800. Guess what. We had all kinds of studies, commissions, hearings. All this debate about contracts has been ongoing now for 15 years. What did we come up with? More higher standards, more training hours, more supervision, and more pay. But you have to contract out.

No one would ever think contracting would help the Border Patrol. No one would think of contracting out the FBI. No one would ever think about contracting out the security and protection of the President, the Secret Service. No one would think about contracting out our security, the Capitol Police.

Walking into the Capitol today, I was asked, should we get the National Guard around the Capitol? We have the Capitol Police. They are not only adequate, they are more than adequate. They have been doing an outstanding job. We don't need any more National Guard troops running around and everything else of that kind. Terrorists would do better than getting a Senator or two or a bunch of them. They would be replaced by the Governor by sundown, so you couldn't get rid of them.

In any event, here we come. No one would think about contracting out the Customs agents or any of these other security workers or the 669,000 civilian workers in defense. They are Civil Service, they get health care. They get retirement benefits. They are stable. They are reliable. They are professional. They are accountable. That is what we are trying to do in a bipartisan fashion.

Who is holding the Senate up? The lying, thieving lobbyists who said contract, contract, contract out.

We have federalization in the bill. I want to see who comes to take it out of the bill. The unmitigated gall of that crowd running around here after learning what we've learned for 15 years, and particularly after the September 11 hijackings and terrorist killings, they have the unmitigated gall to say that is what we ought to do again.

They don't have any idea of security. They have an idea of their political issue and their reelection because they pledged to downsize, get rid of the Government—the Government is not the solution, the Government is the problem. So they can't viscerally, ideologically, or philosophically, even think in terms of security. They are like a chicken with the line in the sand: In my reelection, I pledged to get rid of the Government, and I'm not about to vote for 28,000 professionals.

If we get the bill to the House, we can negotiate what is necessary. The traveling public are ready, willing, and anxious to pay for it. Heavens above, we ought to at least take away the threat of being shot down. The day before yesterday, and yesterday again,

somebody hands a note to the pilot, and good gosh, you have F-16s, A-10s, F-15s flying above ready to shoot you down. Who wants to get on a plane and get shot down?

This bill, S. 1447, will take care of that. We lock the cockpit door; it is never open. Let me emphasize, the chief pilot of El Al said: My wife can be assaulted in the cabin, but I don't open that door. The intended hijacker knows he will not be able to hijack the plane. He can start a fight. He can maybe kill some people. He is going to get killed himself.

You can see how the traveling public is ready to take them out. They did on the flight yesterday. They did on the flight the day before. More power to these patriotic Americans. The people understand. When is the Senate going to understand and cut out this dillying around and get together to pass security, safety? It is unheard of that they would resist, having learned from all of these other experiences, having learned from September 11 to not even give it a second thought, just bite their teeth and say: We are not going to have the Federal Government do anything. We don't trust government.

I think we were elected to get the Government to work. And we have tried the so-called contracting already. We can easily lock that door. That does away with the expense of everybody being on alert, flying planes around. No one put that cost down in defense, but we will get the Defense appropriations measure, and they will find out, as a result of our dillying around, we have a charge now for guard units that are alerted—to do what? To shoot down domestic flights. Why? Because of the Senate.

We should have gotten off our backsides and seen reality and been ready, by gosh, to get moving here on an airline security measure. Yes, we federalize. We are proud of it. It is taken care of. It is paid for. The pilots are for it. The executives are for it. The flight attendants are for it. The municipal association is for it. Everybody is for it except the lobbyists, who want to continue to cheat and continue to defraud. Isn't it grand? We have put up with it long enough.

There is no reason we can't get through this bill today. We have two or three amendments. I think we can temporarily set aside Carnahan. We have the final vote at 1:35, so that time has been changed because the distinguished cardinal is coming to town and we have a prayer service. So we will go along and put it off for another hour, but they can debate that amendment. Everyone knows its merit. Otherwise, we ought to have two or three amendments here this morning and move ahead this afternoon.

I yield the floor.

The ACTING PRESIDENT pro tempore. The Senator from Massachusetts.

Mr. KENNEDY. Mr. President, at 1:35 we will vote on the Carnahan amendment. I am proud to be a sponsor with

Senator CARNAHAN. I thank Senator CARNAHAN for the thoughtful amendment she has proposed. I join in urging our colleagues to support that amendment.

As the opening prayer indicated, we all have a sense as we rise on the Senate floor about the momentous time this is, the 1-month anniversary of the terrorist attack. We are being summoned as a nation to give thoughtful prayer and consideration to those who lost their lives. Our colleagues are doing so at the Pentagon and other services throughout the day. We are all mindful of that, and supportive of it.

But we also want to carry on our Nation's business, and we are mindful of the actions that have been taken and will be taken in the very near future. We know that just after the attacks on the World Trade Center and the Pentagon that all the airlines effectively were grounded for a period of time, as a direct result of that. We found that the airline industry was compromised and was facing a very bleak and ominous future. Whether the industry itself was going to be able to survive was in question.

Those issues were talked about here, discussed, debated on the floor of the Senate. It is unusual that the Federal Government effectively closes down a particular industry, an industry that has very broad implications in terms of our economy. But, the federal government took that action and, therefore, we felt we had an additional responsibility to help, assist, and offset the losses of those airlines, particularly those losses that had been incurred as a result of the Federal action.

Of course it is a complicated issue because some of these airlines were facing difficult financial situations at best and those adverse situations were accelerated because of the actions of the Federal Government. But no one questions or doubts that the actions taken by the FAA and Department of Transportation were in the national interest. No one questions that. So we have a responsibility to address that.

In a matter of really 2 or 3 days here in the Senate we took action, some \$15 billion to make sure the airline industry was going to be preserved and that there were a range of different financial supports for the airline industry. As a result, we took care of an industry and we took care of management personnel, but we failed, in a very serious way, to take care of the workers in that industry who were just as adversely impacted as those who fly the planes and the management personnel who supervise the industry, without which the airline industry would not be able to function. These workers were left out and left behind. That was a critical mistake.

The Carnahan amendment is an attempt to remedy that mistake. 120,000 workers were directly affected by the decision regarding the airline industry, which is trying to get back on its feet. As a direct result of the terrorist at-

tack, those 120,000 workers have lost their jobs—the flight attendants, reservation clerks, baggage handlers, caterers, mechanics, those who make the spare parts and those who service and clean the aircraft—they would be working today. They would have a future of some hope and some opportunity. Now 120,000 of them have lost their jobs. The Carnahan amendment will not restore their jobs, but it will ease the pain that these workers are experiencing by extending unemployment compensation, to which they have indirectly contributed, maintaining their health insurance, and maintaining the opportunity for some training for these workers.

They lost their jobs, not because they didn't show up for work, not because they have not worked and had superior job performance over a period of years—one worker who I met on Sunday night before returning to Washington, had worked for the airline for 10 years. Yet they were cutting down, people who had worked there for 10 years—she lost her job. She had been an outstanding employee.

All this amendment is saying is, as we took care of the airline industry, as we took care of the management personnel, let us at least show some consideration for the 120,000 workers.

We know we have an important responsibility to pass this legislation. I am eager to vote for it and support the position of the Senator from South Carolina, in terms of the federalization of these workers at the airports. We can get through that today. No one is interested in undue delay.

We know we are also going to have the antiterrorism bill which we have every expectation will pass this week. Then we know we will have an opportunity to talk about the stimulus package, to try to meet our responsibility to the millions of workers who have been laid off, have lost their jobs and are suffering in all parts of our Nation. We have a responsibility to address those needs.

The Carnahan amendment basically addresses an issue of fairness. It is fairness to the workers. We are saying we took care of the industry in those emergency times in a few short days, but we left out the workers. That is unfair. Americans understand fairness. All we are saying, for those particular workers to whom we were unfair at that time when we passed the Airline Security Act, we are going to be fair to them to some extent. We are not going to restore their jobs, which would be something they would want and they would be eager to accept, but we are showing we are not forgetting them. That is why this Carnahan amendment is so important.

We have to speak for those workers. I supported the airline emergency legislation. It was important. But we recognize that at that time, as we were looking at the industry and also focused on the victims, those families who had gone through such extraordinary trauma and loss, the workers

were left out and left behind. That was wrong. This amendment tries to redress that kind of injustice.

It is fair. It is sensible. It is responsible. It is a very moderate amendment in what it tries to do, in terms of the health insurance, training, and unemployment compensation. It would be wrong for this body to reject that proposal. I am hopeful that we will accept it and will vote on cloture and vote to accept this amendment.

The ACTING PRESIDENT pro tempore. The Senator from Louisiana.

Mr. BREAUX. Mr. President, I ask unanimous consent at this time to temporarily set aside the Carnahan amendment.

The ACTING PRESIDENT pro tempore. Without objection, it is so ordered.

AMENDMENT NO. 1861

Mr. BREAUX. Mr. President, I rise to call up amendment No. 1861, which is at the desk.

The ACTING PRESIDENT pro tempore. The clerk will report.

The assistant legislative clerk read as follows:

The Senator from Louisiana [Mr. BREAUX] proposed an amendment numbered 1861.

Mr. BREAUX. I ask unanimous consent the reading of the amendment be dispensed with.

The ACTING PRESIDENT pro tempore. Without objection, it is so ordered.

The amendment is as follows:

At the appropriate place, insert the following:

SEC. . LESS-THAN-LETHAL WEAPONRY FOR FLIGHT DECK CREWS.

(a) NATIONAL INSTITUTE OF JUSTICE STUDY.—The National Institute of Justice shall assess the range of less-than-lethal weaponry available for use by a flight deck crewmember temporarily to incapacitate an individual who presents a clear and present danger to the safety of the aircraft, its passengers, or individuals on the ground and report its findings and recommendations to the Secretary of Transportation within 90 days after the date of enactment of this Act.

Section 44903 of title 49, United States Code, is amended by adding at the end the following:

“(h) AUTHORITY TO ARM FLIGHT DECK CREW WITH LESS-THAN-LETHAL WEAPONS.

“(1) IN GENERAL.—If the Secretary, after receiving the recommendations of the National Institute of Justice, determines, with the approval of the Attorney General and the Secretary of State, that it is appropriate and necessary and would effectively serve the public interest in avoiding air piracy, the Secretary may authorize members of the flight deck crew on any aircraft providing air transportation or intrastate air transportation to carry a less-than-lethal weapon while the aircraft is engaged in providing such transportation.

“(2) USAGE.—If the Secretary grants authority under paragraph (1) for flight deck crew members to carry a less-than-lethal weapon while engaged in providing air transportation or intrastate air transportation, the Secretary shall—

“(A) prescribe rules requiring that any such crew member be trained in the proper use of the weapon; and

“(B) prescribe guidelines setting forth the circumstances under which such weapons may be used.”.

Mr. BREAUX. Mr. President, it is absolutely, critically important that the bill before the Senate pass and be signed into law, and that it be passed and signed into law as quickly as possible.

One of the biggest concerns the American public have, ever since the tragic day of September 11, is the fear of getting back into airplanes in safety. That, certainly, by any measure, is an understandable fear.

If you look at some of the incidents that have occurred, even since September 11, you see a greater degree of concern than we have ever had since the Wright Brothers started flying airplanes about airplane safety.

Yesterday a plane had to make an emergency landing in Shreveport, LA, because of a disturbed, deranged passenger. We saw just a couple of days ago a passenger breaking into the cockpit of a commercial airliner—again a deranged passenger, not necessarily connected with any terrorist incident.

But all of this points to the fact that we can no longer do business as usual when it comes to airline security and safety. Our surface transportation subcommittee of the Commerce Committee, which I am privileged to chair, is also looking at the safety and security of not only airplanes, but also whether it is safe to ride on Amtrak passenger trains, whether it is safe to take a trip on a passenger cruise line with literally thousands of working people and crew on those ships as well as, literally, thousands of passengers. So all modes of transportation are being looked at as we have never before done in the history of this country. And that is good.

This Congress, in a bipartisan way so far, has been able to respond to those threats, has been able to produce legislation in a timely fashion, like the bill of the chairman, Senator HOLLINGS, that is before the Senate today. In a bipartisan fashion it says we are no longer going to be lackadaisical about airline security.

We are no longer going to give the job of making sure airlines are secure to the low bidder. We are not going to be worried about who can do it the cheapest but rather who can do it the best.

That is what this bill before the Senate, which I strongly support, is all about. It is must-do legislation, and it should be done as quickly as possible.

Along with that debate, a lot of people have made various suggestions about how we can further secure the flying public on airlines.

Some have suggested that every airline should have air marshals aboard. I think that is a good suggestion—people who are trained in order to prevent hijacking or disturbing the operations of the plane.

Some have suggested we ought to arm the pilot, the copilot, and the navigator, if there is one on a particular plane, so they can protect the cockpit.

Actually, I think the best way to protect the cockpit is to seal it off. If you can't get into the cockpit from the back of the plane, the plane cannot be hijacked to a different location. I think it is just that simple.

The security of the cockpit door so that it is completely inaccessible from the back of the cabin, unless the pilot and the copilot want it to be, is absolutely essential. This bill would allow that to occur. That is a degree of safety that is very important.

Others have argued that the pilot and the copilot should be armed. I do not know if they want to arm them with AK-47s or .38 or .45 pistols or rifles or shotguns. But they have suggested various methods to arm the crew of a plane with lethal weapons that could be used in the event of a disturbance by passengers who are intent on bringing down the aircraft or doing bodily harm to the people on the plane. I think that goes a little further than I think most Members of Congress are willing to go.

Obviously, if you have lethal weapons in a plane, a number of things can happen. Just like when you throw a ball at a football game, only two things can happen: You can complete the pass, or have an interception; or, possibly three: You can have an incompleting pass. Only one of those is good for your team.

When you arm the cockpit, a number of things can happen. Many of them are not good: You can have those weapons get into the hands of the hijackers themselves. You can have those weapons do bodily damage to passengers or kill them on the plane, by mistake or by accident. Or you can have a lethal weapon with a high-powered bullet actually penetrate the skin of the airplane, causing decompression of the airplane and causing it to be in a very precarious position and in danger of crashing and killing everyone on the plane.

A lot of bad, unintended things can happen if you arm the pilot and the crew with lethal weapons on the plane.

Therefore, my amendment simply says that we want to take a look at other types of weapons which would be nonlethal and which also could be effective in disarming people who are intent on bringing down or hijacking the plane, thereby providing greater security to the captain and the copilot of the plane.

My amendment is relatively very simple. It requires the Institute of Justice to assess the range of nonlethal weapons for use by flight deck crew members that could temporarily incapacitate an individual who presents a clear and present danger to that aircraft and present those findings to the Secretary of Transportation within 90 days.

If the Secretary—after they get that recommendation and after it has been carefully considered—determines that nonlethal weapons are appropriate and necessary and would effectively serve the public interest, then the Secretary

may authorize the flight deck crew in an airliner to carry that less-than-lethal weapon while the airline is engaged in providing transportation.

If the Secretary makes the determination that they want to go forward, the Secretary must prescribe the rules the crew members have to follow. And they also have to establish the rules that require the crew members be in fact trained in the proper use of the weapon and precise guidelines as to when those weapons can be used.

It is very interesting. I am sure the Presiding Officer, with his military background, has seen a lot of different weapons that are lethal and nonlethal, of course.

On the nonlethal weapons, I had a demonstration in my office. It is another story about how they got the nonlethal weapons into my office. They said they did not have much of a problem at all. They walked in with a suitcase full of very curious weapons and said they were bringing them to show me. And they got right in. I guess they were properly checked and that security was followed. I hope so.

The members of the Justice Department brought in a whole array of what they call nonlethal weapons that are available under current technology. They range from electronic shock weapons to stun guns. The brand name is Tasers. They are really interesting. They can incapacitate a person by merely touching them with the weapon. The new stun guns can actually deliver an electric shock to a disturbed or a terrorist individual from a distance of up to about 20 feet and incapacitate them with the stun gun in order for people to take control of those individuals while they are knocked semiconscious, not killing them but certainly incapacitating them so you can again control of the airplane. These are effective.

The technology is proven technology. And we are saying that the Department of Justice and the National Institute of Justice, which does that type of work within the Justice Department, should evaluate the potential for using these types of stun guns on airplanes. I think they can be very effective weapons in incapacitating someone who is trying to take over the airplane without doing deadly harm to other passengers and without danger of penetrating the walls of the airplane, decompressing the airplane, and causing severe problems.

These weapons can work. But I don't think I know enough about them—and I dare say most Members don't know enough about them—as to whether they can really be used on the airplane. That is why I am calling for this study and to report back to the Congress to let us know what they are doing. When the Secretary gets that report, he can authorize it if he thinks it is appropriate.

Other items that are nonlethal in addition to the stun guns are what they call chemical incapacitants, which is a

fancy name for basically the pepper-spray-type system, which looks like a handgun or a pistol and shoots these little pellets that contain various pepper ingredients. They are very small.

When these pepper spray dispersants shoot these little pellets, they will hit the person in the chest. They don't break or explode violently, but they will burst open and spray the person who has been hit with it with a pepper-type ingredient which will incapacitate them temporarily and sufficiently to allow people to take control of that individual.

The anesthetizing darts are nonlethal projectiles which can anesthetize someone and incapacitate them at the same time. It is a little dart that cannot penetrate the cabin, but a dart would penetrate the individual to anesthetize and incapacitate them.

There are little things called impact projectiles, which are airfoil projectiles. They are hard plastic projectiles. If you get hit with them, you are going to get knocked down and not be able to continue doing what you were doing before you were hit by them; I guarantee it.

There are disabling devices called dazzling-laser-light devices, which are sort of interesting. They showed me these weapons in my office. You can hit a person in the face with this laser light, and the closer they come to the weapon, or the laser light, the less they can see because it really hits them with a laser light that absolutely temporarily blinds and they cannot see. This is a Flash Gordon-type of weapon that can incapacitate someone. It has a lot of possibilities.

Finally, physical entanglement devices: This is a small projectile that actually sends out a net. I have seen it used in wildlife reserves when wildlife officials try to capture a wild animal. This net covers the animal and allows the people to catch the animal for whatever purpose they are trying to catch it. It does not harm the animal, but it certainly incapacitates it. These same types of systems can be used in a plane and be very effective.

I do not know that any of these are the answer, but I do suspect one, or a combination of some of them, would be effective for the pilot, for the copilot, or for members of the flight crew, to give them extra protection.

I do not want to make a decision today in this Chamber that one of these is the best. That is why this amendment simply says we would require the Institute of Justice, within the Department of Justice, to assess the range of these weapons, and within 90 days—it is not going to take that long—to give a report to the Secretary of Transportation on their findings of whether one is good, one is better, one is not so good, or whether none of them is good, and make that recommendation to the Secretary.

Under my amendment, if the Secretary, after getting those recommendations, determines, with the

approval of the Attorney General—and I have the approval of the Secretary of State—that it is appropriate and necessary and would effectively serve the public interest, then the Secretary can authorize the members of the flight deck to carry less-than-lethal weapons on board. I think it is in keeping with the chairman's desire to protect the passengers and crew.

This is a good bill. It should not be delayed. We should do it this week. It will be the added security that the American flying public will have, to give them the guarantee that, in fact, it is absolutely totally safe to get back in our planes to fly to whatever destination safely, and secure in the knowledge that everything has been done to protect them and the crew. I hope my colleagues will be in a position to realize this is the correct approach.

I yield the floor.

The ACTING PRESIDENT pro tempore. The Senator from South Carolina.

Mr. HOLLINGS. Mr. President, I thank our colleague from Louisiana, Senator BREAU, for his thoughtful presentation.

The chief pilot of all the pilots of El Al, in his testimony, asked for stun guns at that particular time. I know there has been a suggestion about a Colt .45. I carried one of those for 3 years-plus, and other weaponry, in combat. But you do not want anybody with a Colt .45 on a plane. The distinguished Presiding Officer, as a great West Point graduate, knows you are liable to hit what you want to hit, but then the bullet could go through and ricochet around and hit two or three other people. That is just too much firepower.

This particular approach is deliberate and thoughtful. I would be ready to accept it on behalf of our side. We are checking with Senator MCCAIN and the other side right now to see what they desire. There could be further debate. I heard a moment ago that another Senator wishes to address the subject.

Let me commend Senator BREAU for his leadership in this particular regard because this can be analyzed. Obviously, the Senators cannot analyze everything that is necessary to give the proper security. There is no doubt that some kind of added protection would be in order.

For my part, of course, when we close that secure cockpit door, we have pilots to fly, not to fight. So it is that even then, with a stun gun, fine, all right, so they cannot really kill someone, but even that would not be necessary in this Senator's view. But whatever the decision of the body is on this particular score, it seems to me that the Senator from Louisiana is on the right track.

It can be studied, analyzed, and provided for with this particular approach—not just for us, for wanting to have done something, to say, well, we

are going to authorize a .45 caliber pistol or a Thompson submachine gun or an M-1, or anything else of that particular kind. We have to be far, far more careful in some of the security initiatives that we have undertaken.

I thank the distinguished Senator. We will check with our colleague who wants to be heard on this matter. Pending that, I suggest the absence of a quorum.

The ACTING PRESIDENT pro tempore. The clerk will call the roll.

The senior assistant bill clerk proceeded to call the roll.

Mr. HOLLINGS. Mr. President, I ask unanimous consent that the order for the quorum call be rescinded.

The ACTING PRESIDENT pro tempore. Without objection, it is so ordered.

Mr. HOLLINGS. Mr. President, in urging the adoption of the Breaux amendment, there is one colleague at the memorial exercise who would want to be heard and perhaps have an amendment. The adoption of the Breaux amendment will not forgo any consideration he may have, if he thinks it is an improvement. I wanted to say that publicly because we are not trying, on the one hand, to disregard the desire of all of us to be at that memorial service and at the same time overruling the duty we have here on the floor to move this legislation.

In that light, I then urge the adoption of the Breaux amendment.

The ACTING PRESIDENT pro tempore. Is there further debate? If not, the question is on agreeing to the amendment.

Without objection, the amendment is agreed to.

The amendment (No. 1861) was agreed to.

Mr. HOLLINGS. Mr. President, I ask unanimous consent that we set aside the Daschle-Carnahan amendment so that we can consider both the Inouye and the Rockefeller amendments.

The ACTING PRESIDENT pro tempore. Without objection, it is so ordered.

AMENDMENT NO. 1865

Mr. HOLLINGS. Mr. President, the distinguished Senator from Hawaii, Mr. INOUE, has an amendment that I send to the desk and ask the clerk to report.

The ACTING PRESIDENT pro tempore. The clerk will report.

The senior assistant bill clerk read as follows:

The Senator from South Carolina [Mr. HOLLINGS], for Mr. INOUE, proposes an amendment numbered 1865.

Mr. HOLLINGS. Mr. President, I ask unanimous consent that reading of the amendment be dispensed with.

The ACTING PRESIDENT pro tempore. Without objection, it is so ordered.

The amendment is as follows:

(Purpose: To authorize the Secretary of Transportation to grant waivers for restrictions on air transportation of freight, mail, and medical supplies, personnel, and patients to, from, and within States with extraordinary air transportation needs or concerns during national emergencies)

At the appropriate place, insert the following:

SEC. . MAIL AND FREIGHT WAIVERS.

During a national emergency affecting air transportation or intrastate air transportation, the Secretary of Transportation, after consultation with the Aviation Security Coordination Council, may grant a complete or partial waiver of any restrictions on the carriage by aircraft of freight, mail, emergency medical supplies, personnel, or patients on aircraft, imposed by the Department of Transportation (or other Federal agency or department) that would permit such carriage of freight, mail, emergency medical supplies, personnel, or patients on flights, to, from, or within States with extraordinary air transportation needs or concerns if the Secretary determines that the waiver is in the public interest, taking into consideration the isolation of and dependence on air transportation of such States. The Secretary may impose reasonable limitations on any such waivers.

Mr. HOLLINGS. Mr. President, this particular amendment has to do with waiver authority. At the time of the terrorism of 9/11, there were body parts in flight and prepared for flight in Hawaii to be used, of course, in life-saving organ operations. It was pointed out that those particular operations had to be stalled and set aside. This measure will provide emergency power to the Secretary to make a waiver for this reason in case planes have to be grounded, as was properly done on 9/11.

I urge for the adoption of that amendment. It has been cleared on both sides.

The ACTING PRESIDENT pro tempore. Is there further debate? If not, the question is on agreeing to the amendment.

Without objection, the amendment is agreed to.

The amendment (No. 1865) was agreed to.

Mr. REID. Mr. President, I move to reconsider the vote.

Mr. HOLLINGS. I move to lay that motion on the table.

The motion to lay on the table was agreed to.

AMENDMENTS NOS. 1866, 1867, AND 1868, EN BLOC

Mr. HOLLINGS. Mr. President, with respect to the three Rockefeller amendments, one has to do with safety and security of onboard supplies that the flight personnel and pilots are concerned with.

The other Rockefeller amendment has to do with property and passengers. We have prescribed, everyone can see it on page 18 of the managers' amendment, whereby every bit of passenger luggage, cargo, and property will be screened. This provision would guarantee that all objects are checked, as I read it, by adding language on page 18, insert "cargo, carry-on, and checked baggage, other articles." The other articles would be anything else. So there would be no dispute on that particular amendment.

With the third amendment, the reference is to the Secretary ensuring that the training curriculum is developed in consultation with Federal law enforcement. The Federal law enforcement has the expertise necessary. We want to make sure of this. The distinguished Senator and chairman of our Aviation Subcommittee, the Senator from West Virginia, Mr. ROCKEFELLER, wants to make sure of it.

I send these three amendments to the desk and ask the clerk to report each.

The ACTING PRESIDENT pro tempore. The clerk will report.

The senior assistant bill clerk read as follows:

The Senator from South Carolina [Mr. HOLLINGS], for Mr. ROCKEFELLER, proposes amendments en bloc numbered 1866, 1867, and 1868.

The amendments are as follows:

AMENDMENT NO. 1866

(Purpose: To establish minimum requirements for the antihijack training curriculum)

On page 17, line 16, after the period insert "The Secretary shall ensure that the training curriculum is developed in consultation with Federal law enforcement agencies with expertise in terrorism, self-defense, hijacker psychology, and current threat conditions."

AMENDMENT NO. 1867

(Purpose: To require screening of carry-on and checked baggage and other articles carried aboard an aircraft)

On page 17, line 23, insert "AND PROPERTY" after "PASSENGER".

On page 18, line 5, after "mail," insert "cargo, carry-on and checked baggage, and other articles."

AMENDMENT NO. 1868

(Purpose: To ensure that supplies carried aboard an aircraft are safe and secure)

At the appropriate place, insert the following:

SEC. . SAFETY AND SECURITY OF ON-BOARD SUPPLIES.

(a) IN GENERAL.—The Secretary of Transportation shall establish procedures to ensure the safety and integrity of all supplies, including catering and passenger amenities, placed aboard aircraft providing passenger air transportation or intrastate air transportation.

(b) MEASURES.—In carrying out subsection (a), the Secretary may require—

- (1) security procedures for supplies and their facilities;
- (2) the sealing of supplies to ensure easy visual detection of tampering; and
- (3) the screening of personnel, vehicles, and supplies entering secured areas of the airport or used in servicing aircraft.

Mr. HOLLINGS. I yield to the distinguished Senator from West Virginia.

The PRESIDING OFFICER (Mr. NELSON of Nebraska). The Senator from West Virginia.

Mr. ROCKEFELLER. Mr. President, I urge the adoption of each of the three amendments.

The PRESIDING OFFICER. Is there further debate? If not, without objection, the amendments are agreed to en bloc.

The amendments (Nos. 1866, 1867, and 1868) were agreed to.

Mr. ROCKEFELLER. I thank the Chair. They have been cleared on both sides.

Mr. REID. Mr. President, I move to reconsider the vote.

Mr. HOLLINGS. I move to lay that motion on the table.

The motion to lay on the table was agreed to.

Mr. HOLLINGS. Mr. President, I suggest the absence of a quorum.

The PRESIDING OFFICER. The clerk will call the roll.

The assistant legislative clerk proceeded to call the roll.

Mr. DASCHLE. Mr. President, I ask unanimous consent that the order for the quorum call be rescinded.

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

AMENDMENT NO. 1855

Mr. DASCHLE. Mr. President, I have come to the floor to speak to the Carnahan amendment. As everyone knows, the vote will be cast in a couple of hours. Today, it is 1 month since the terrorist attacks on America. In the days following September 11, we saw unbearable loss and unmatched heroism.

Now, as we take on those who perpetrated these attacks abroad, we have the opportunity—we have the duty—to prevent the economic aftereffects from rippling farther outward here at home.

For America's aviation workers and their families, the economic impact of the crisis is real, it is immediate, and it is devastating. Every day we see more reports of more layoffs. It is now estimated that 150,000 workers have lost their jobs in the airline industry alone. Many of these workers and their families have no income and no health insurance. What they face is not a recession; for them, it is a depression.

I think we all agree it was right for Congress to act quickly to stabilize the airline industry. It is long past the time for us, however, to help those aviation workers who got no help from that bill we passed a couple of weeks ago. That is what the Carnahan amendment would do. It is a fair, balanced, and temporary package of assistance to aviation workers.

There are those who say helping workers isn't relevant to this bill. Some are suggesting that we should again put off helping those working families. Let me ask you, how could you possibly say to 150,000 workers, who had good jobs one day and no jobs the next, that they are not relevant? How could you possibly tell 150,000 people, whose families have lost their source of income and, in many cases, their health care, that they should wait a little longer?

This is not a vote about relevance or timing. Let's be very clear about what this vote is. A vote against cloture is a vote against 150,000 aviation workers who lost their jobs as a direct result of the September 11 attacks. It is a vote against giving workers unemployment insurance. It is a vote against helping those workers and their families maintain health insurance. It is a vote against giving workers who lost their jobs training so they can find new jobs

that will allow them to support themselves and their families.

A month ago today, America suffered the worst terrorist attack in all of history. All over the country, people are remembering the more than 6,000 innocent men and women who lost their lives on that terrible day. We need to remember that the people who died on September 11 were the terrorists' first victims. They were not their last. There are hundreds of thousands of other Americans who didn't lose their lives, but they did lose their livelihoods. They are the economic victims of the September 11 attack.

Right now, they are looking to us for help. They don't expect this Congress to solve all their problems. All they want is a little help to make it through one of the worst times in their lives.

Just days after September 11, when we passed that \$15 billion airline bailout package, many of us wanted, even then, to include this help for displaced workers; but we were told: "This is not the time. There will be another chance soon. We are going to consider an airline security bill. We can help the workers then."

We reluctantly agreed to wait because we were told if we didn't get that airline bill done that Friday, the airlines would be grounded on Monday and we would see hundreds of thousands of additional workers out of work. So we passed that bill to keep our airlines flying, and keep those workers working.

After a week of delay, we are finally debating that airline security bill. Now what are we hearing? "This is not the time. There is another bill coming, an economic stimulus package. We can help workers then." It is always "then." It is never "now."

Senator CARNAHAN and others have put together a good, fair, affordable, and extremely limited assistance package for these workers. They have been remarkably flexible. They have made concession after concession. They have compromised and they have compromised.

They have cut the costs of the package by more than \$1 billion. They have done everything anyone can do to build bipartisan support for this package.

It is time for Congress to show its commitment not only to the airline industry, but also to its workers. The time has come to move this package. We must not put these workers on hold yet again.

This issue is about values. We all espouse the importance of values. I have heard those speeches countless times here in the Senate Chamber how we hold our values so dear. Of all those values, I do not know of a value of greater import than the value of family, than the value of ensuring that we, as Americans, help one another. We built a country on those values—values of family, values of neighbor helping neighbor. This, too, is about values.

This is about preserving the integrity and the economic viability of those

families who are the economic victims of September 11. This is about the values of people helping people in this country in a time of need.

The response since September 11th has been remarkable. Our country has responded in ways that make me proud to be an American. To watch those rescuers climb that rubble in the days following the attacks, as I did, to watch those Red Cross workers come to the site and work 20, 22-hour days as I did, to see people all over the country respond by putting up their flags, as they have, and, yes, to see Congress work together as closely as we have now for these last 4 weeks, makes me proud.

How sad it would be if we say, yes, we will help New York; yes, we will help the airlines; yes, we will try to do as many things as possible to put this country right again, but we will say no to those aviation workers.

Does that reflect our values? Is that in keeping with what we have done for these last 4 weeks? I do not think so.

I mentioned the word "hope." The one thing we need to do, above and beyond anything else in our capacity as leaders in this country, is to give people hope. They need a reason for hope. That is what we are talking about this morning. That is why it is important we allow this legislation to pass. That is why we have to vote for cloture.

I hope every Member of this Senate, when they vote on cloture this afternoon, will imagine themselves sitting in the living room of one of those unemployed families. You are sitting in the armchair, and they are sitting on the sofa across the room, and they are asking you to vote. I would like you to look in their eyes and say no. No one could do that.

We have to look in their eyes in that living room. We have to say: We understand all of your anxiety and all of your pain and all of the economic concern you have for your family. And then we must say, in the context of values, and in the belief that neighbor helps neighbor in this country, we are going to help you, just as we helped the airlines, just as we, indeed, needed to help the people of New York. We are going to give you hope. We are going to say yes to you, too.

I yield the floor. I suggest the absence of a quorum.

The PRESIDING OFFICER. The clerk will call the roll.

The assistant legislative clerk proceeded to call the roll.

Mr. REID. Mr. President, I ask unanimous consent that the order for the quorum call be rescinded.

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

Mr. REID. Mr. President, I rise today to speak in strong support of S. 1447, the Aviation Security Act. I, first of all, extend my appreciation to the chairman of the Commerce Committee, Senator HOLLINGS, for the brilliant work he has done on this matter, and to the ranking member, Senator MCCAIN, for his persistence and ability

to work as a team with Senator HOLLINGS.

I see in the Chamber today somebody who has worked hard on this measure, and that is the Senator from Texas, Mrs. HUTCHISON. She also has done an outstanding job in working on a bipartisan basis to make sure airports are safe. I appreciate her help.

This bill is crucial to enhance aviation safety. It is critical, in fact, to enhance aviation safety and security for America, for the State of Nevada, for the State of Nebraska, for all States. This Aviation Security Act represents a well-crafted bill that provides a modern and effective aviation security program for our country.

This bill establishes, among other things, a Deputy Secretary for Aviation Security within the Department of Transportation; it mandates cockpit doors and locks to protect our flight crews. This is not something that is a choice; it is mandatory. And it federalizes airport screening of passengers and cargo.

This is so important. We have a system that is unique to this country where we have airlines putting out to the lowest bidder the job of protecting and ensuring our safety. It does not work. We all have been through airport security around the country. We know they are well-meaning people, but their average term of employment is 90 days, and then they are off doing something else. They are not trained well, they are not paid well, and they do not do a good job, as hard as they might try.

Democrats and Republicans alike have drawn the same conclusions: We must pass this very important legislation to protect the traveling American public. Why? Because we need to get America flying and flying a lot again.

The airline industry is a key component in our Nation's economy. My State is very dependent on our Nation's air transportation system. McCarran Airport in Las Vegas provided service for 34 million passengers last year. That is a lot of people. We expected more to come this year. We hope that still will be the case.

We are building another airport terminal. We are building a new airport in Las Vegas, one of the few places in the country where a new airport is being built. We received permission from Congress to use Federal land to build another airport about 35 miles outside of Las Vegas. That is now being done. So the airline industry is a key component of our Nation's economy. It is a key component of Nevada's economy.

The legislation we are considering today will bring our airport security system into the new century by reducing the risks that a commercial airliner will again be turned into a weapon of mass destruction. This is a goal on which we can all agree. This can never happen again.

I stress to my colleagues the need for this aviation security legislation is widely supported by the American people, and we must move forward now.

The bill we are considering will allow the United States to move forward and provide our Nation the aviation security that is necessary to address this new century. It is a good bill for America.

This bill, we understand, is controversial in some people's minds. One of the reasons it is controversial is the amendment upon which we are going to vote at 1:35 p.m. today, and that is the Carnahan amendment. I applaud Senator CARNAHAN for her work on this legislation.

No one better among us can ever understand the loss in New York than Senator CARNAHAN, whose husband and son were killed in an airplane crash a short time ago. I am sure Senator CARNAHAN, being the sensitive person she is, was compelled to offer this legislation because she better understands how people feel after a loss such as this.

What does her amendment do? Her amendment would provide financial assistance, training, and health care coverage to employees of the aviation industry who lost or will lose their jobs as a result of the attack on September 11. The benefits would be distributed within the framework created by the Trade Adjustment Assistance Act. Based on preliminary estimates by the Congressional Budget Office, the cost is expected to be \$2.8 billion, but this amendment is pared down. As the majority leader said, in an effort to work this through the process, we have pared this down, and rightfully so. It is not the full amount needed, but it certainly will be a tremendous shot in the arm for these people.

Who is eligible? Employees of airlines, commercial aircraft manufacturers, suppliers of airlines, and airports. Only those employees who lose their jobs as a direct result of the attacks on September 11, or security measures taken in response to the attacks as determined by the Secretary of Labor, will be eligible.

What are the benefits we are begging the Senate to approve? Provide an additional 52 weeks of unemployment insurance to people who no longer are working as a result of this incident. Fifty-two weeks of unemployment insurance benefits and training for those workers who lose their jobs. This training would allow workers who have permanently lost their jobs to receive income assistance and training to assist them in moving into a new industry or job.

There is also a provision to supplement unemployment insurance gaps; that is, provide 26 weeks of unemployment insurance-like benefits for those workers who would not otherwise qualify for unemployment insurance. They were working but maybe they had not worked long enough to qualify. This would include workers who have been recently hired, who had been working less than 6 months, part-time workers, low-wage workers, and workers with intermittent employment; for example,

single parents who have had to take time off to care for their children.

This legislation would provide Federal reimbursement of COBRA health insurance premiums for eligible workers for up to 18 months and provide States the option to provide medicaid coverage for those workers who do not qualify for COBRA benefits. This would include new hires, low-wage, part-time, or intermittent workers as well as those workers whose employers did not provide health insurance or are independent contractors; for example, workers who load luggage or other cargo on the planes.

This legislation is important for the country, and this specific amendment is important for people who have been directly hurt, harmed, and damaged by this terrible act of September 11. People who step down into the well of this Chamber to vote should understand today this is more than political philosophy. It is a philosophy directed to say that this country cares, this country is concerned and wants to help those people who have been directly impacted, workers who have been directly impacted as a result of this incident of September 11.

I hope everyone will vote to invoke cloture.

Mr. ROCKEFELLER. I suggest the absence of a quorum.

The PRESIDING OFFICER. The clerk will call the roll.

The legislative clerk proceeded to call the roll.

Mrs. HUTCHISON. Mr. President, I ask unanimous consent that the order for the quorum call be rescinded.

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

Ms. MIKULSKI. Mr. President, A also rise as a cosponsor of the Carnahan amendment to help those who are most hurt by the economic impact of the terrorist attacks of September: the unemployed airline and airplane manufacture workers.

Thousands of American workers have lost their jobs during this economic downturn. These workers need our help. That's why we need to act quickly on a robust stimulus package targeted at workers.

No workers have been hit as hard as those in the airline and aviation industry; 140,000 thousand of these workers have been laid off since the terrorist attacks of September 11. Unemployment is steadily rising. Last week the largest number of people in 9 years filed for unemployment, over 528,000 people. That's nearly the population of Baltimore City; 650,000 people live in Baltimore.

These are the pilots, the flight attendants, the baggage handlers, the concessionaires, and the aircraft builders. These workers have: lost their paychecks, lost their health care and could lose their homes. They need help immediately, just as we've helped their former employers with a \$15 billion stabilization package of grants and loan guarantees.

I am confident that the airline industry and the U.S. economy will recover; But help is needed today. How would the Carnahan amendment help the airline workers?

Senator CARNAHAN'S amendment would provide financial assistance, training, and health care coverage to employees of the airline industry who lose their jobs as a result of the attacks on September 11, 2001.

The Carnahan amendment would provide income support by extending the number of weeks eligible individuals can receive unemployment insurance from 26 weeks to 79 weeks. That's a year and a half. These cash payments would not create a strain on state budgets because they would be funded entirely by the Federal Government.

For many workers do not meet their States' requirements for unemployment insurance would not be left out. They would receive 26 weeks of federally financed unemployment insurance.

Some workers may not return to their jobs within the airline industry. These people would be eligible for retraining benefits. Others may find alternative jobs within the airline industry. These workers would be eligible for training to upgrade their skills.

The amendment would enable laid off workers to keep their health care by expanding the COBRA program which helps people who've lost their jobs to keep their health insurance. The amendment enables the Federal Government to fully reimburse for COBRA premiums. Yet about half of those who lose their jobs are not eligible for COBRA, so the amendment would make these families eligible for Medicaid for up to 18 months, with the Federal Government covering 100 percent of the premiums.

I strongly support the Carnahan amendment. It's a thoughtful and comprehensive airline workers relief package. It's a good starting point to address the needs of working families. It also provides a good model for a broader economic stimulus package that Congress should consider soon.

Mr. LIEBERMAN. Mr. President, I rise today to support the Carnahan amendment.

All of America was shaken by the horrendous events of September 11. America's heart still aches for the thousands of people who lost their lives and whose lives have been altered permanently in one way or another.

And now, as we watch America valiantly begin to recover, we are just starting to realize the economic impact of this terrible tragedy. As we are all too well aware, people are losing their jobs and futures are at risk.

I cannot imagine living through the tremendous stress of the past several weeks only to be told that I have now lost my job or I am being laid off because my company cannot afford to keep running at full speed. Unfortunately, the numbers of layoffs are increasing and the unemployment rate is trending upward.

One of the industries hardest hit by the economic downturn is the airline industry. In the short span of just a few weeks, hundreds of thousands of workers at airlines, airports, aircraft manufacturers and at the companies that supply the airlines, have lost their jobs. Workers from commonly known companies like Boeing, Pratt and Whitney, American and United Airlines, to name but a few, are losing their jobs and being laid off, their futures are less than certain.

The effects have been devastating. Hundreds of thousands of men and women who support the airline industry are losing their family's primary source of income and health insurance.

But we can help. We can lend a helping hand to the thousands of displaced workers at these companies. We can restore their hope. We can make a difference.

That is why I support and I ask my colleagues to support Senator CARNAHAN'S displaced worker relief amendment. This amendment would provide income support, job training and health care benefits for those airline industry workers affected by the aftermath of the events of September 11. It would extend State unemployment benefits to provide income, establish job re-training or job upgrade benefits to those who permanently lose their jobs in the airline industry, and provide critical health care coverage for the workers and their families. These initiatives will go a long way to restore the economic security of airline industry workers and their families.

No one expected the events of September 11, and no one envisioned these terrible events would have such devastating repercussions in our country's most critical transportation industry. I urge my colleagues to support this amendment and help airline industry workers get back on their feet and back to work.

Mr. TORRICELLI. Mr. President, today I rise in strong support of the Carnahan amendment to provide much needed assistance to airline industry employees.

Almost a month later, we are still sorting through the aftermath of September 11th. Thousands of people from New York and New Jersey were among those lost or injured on that terrible day. And now thousands more across the country are beginning to feel the economic impact of the tragedy.

A few weeks ago, this Congress did the right thing when we passed legislation to help the airline industry. As a result of the attacks, the airlines lost billions of dollars in the days that planes were grounded.

And so many people have decided not to fly, the airlines have cut the number of flights by 20 percent since September 11th.

In my State, that has meant 300 fewer daily flights out of Newark International Airport.

This Nation's economy depends on healthy airlines to keep people and

goods moving, and Congress was right to help.

And now this Congress must continue to do right by passing this amendment to help the people who work for the airlines and related industries who have lost their jobs and health insurance as a result of this slowdown.

So far, more than 140,000 airline industry workers across the nation have lost their jobs and their healthcare. Virtually all of the airlines have laid off workers:

American Airlines—20,000 people; United Airlines—20,000 people; Delta Airlines—13,000 people; US Airways—11,000 people; Continental Airlines—11,000 people; Northwest Airlines—10,000 people; America West—2,000 people; Midway—1,700 people; and American Trans Air—1,500 people.

Airlines are a crucial employer in my state, more than 19,000 people in New Jersey are employed by the major airlines. Continental Airlines has one of its hubs at Newark International Airport.

But just a few weeks ago, 2,000 of those Continental workers at Newark were laid off.

And it is not just airline workers who are feeling the cuts. The people who provide the meal services and run the airport concessions have also suffered thousands of lay-offs.

We cannot continue to delay. We must pass this amendment to help these workers who have bills to pay and children to care for but who don't know where they will be getting their next paycheck.

This amendment provides critical assistance in three ways.

Income support: Under current law, laid-off workers are eligible for 26 weeks of State unemployment insurance. Under this amendment, they would be eligible for an additional 20 weeks of federal benefits.

Training: No one knows when these airline jobs will come back or in what other industries these laid-off workers will find work. Under this amendment, individuals who did not return to the airline industry would be eligible for retraining benefits; those who find alternative jobs within the airline industry would be eligible for upgrade training.

Health Care: For up to a year, the Federal Government would fully reimburse eligible individuals for their COBRA premiums. Individuals who do not qualify for COBRA and are otherwise uninsured would be eligible for Medicaid, with the Federal Government covering 100 percent of the premiums.

We have waited long enough. It is time to make good on our obligation to provide for the airline industry workers who have lost their jobs and health care. I urge passage of the Carnahan amendment.

Mr. FEINGOLD. Mr. President, this Nation is still reeling from the horrific events of September 11. During the past month, our country has come together to mourn those we have lost, to

help those who have been injured, and to comfort the many families involved. We continue to honor those who rushed selflessly to the aid of the victims and those who still work tirelessly in the rubble. We support our men and women in uniform who are making a bold strike against terrorism half the world away.

The ripple effects of the terrorist attacks of one month ago are being felt across the country. One of those effects is the tightening of security measures around the country, perhaps most visibly at our Nation's airports. I commend the thousands of National Guard personnel who are patrolling our airports, including seven airports in Wisconsin.

The impact that these vicious attacks have had on the airline industry is undeniable. There is certainly a legitimate need to provide some kind of assistance to our Nation's airlines in this time of crisis, and for that reason I supported the airline relief package that the Senate adopted last month.

But this assistance should not stop at the board room door. We should not forget about airline employees and their families, including many Wisconsinites. In the past month, more than 100,000 layoffs have been announced by the airlines, and thousands more workers in related industries have been or will be laid off in the coming months. These massive layoffs are a double blow to an already shocked country.

Midwest Express Airlines, which is based in Oak Creek WI, has announced that it will lay off 450 workers, or 12 percent of its work force. Another Wisconsin-based airline, Air Wisconsin of Appleton, which is affiliated with United Airlines, has announced 300 layoffs, or 10 percent of its workforce.

These airline workers are not just statistics. They are our neighbors, our friends, and our constituents. It is past time that we act to ensure that those who work for our Nation's airlines and their families receive adequate relief, including continued access to health care and unemployment and job training assistance. The amendment offered by the Senator from Missouri, Mrs. CARNAHAN, will provide these workers with this crucial assistance.

I disagree with the argument that this amendment is not relevant to the underlying airport security legislation. The financial well-being of all Americans is a vital part of our national security.

I urge my colleagues to vote for cloture on the Carnahan amendment and to support its passage.

The PRESIDING OFFICER. The Senator from Texas.

Mrs. HUTCHISON. Mr. President, I say to our colleagues who have suggestions or amendments on this bill, that we want to encourage them to come down because we have the cloture vote on the Carnahan amendment scheduled, and once that is disposed of we hope we can move to the relevant amendments that people have to offer and finish this bill today.

I think it is the intention of the majority leader, and the minority leader as well, to have an aviation security bill passed today. I think we can do it because we only have a few amendments, and there are qualified legitimate differences of opinion and we can take those up and go forward. So I hope everybody will come down.

What we have is 95-percent agreement on the basics of this bill. The Carnahan amendment has a lot of positives, and I think we will pass something for our airline workers who have been laid off and workers in other industries who have been laid off because of the economic downturn. I do not think it should go on this bill because, frankly, I do not think we are ready yet. I do not think we have all of the relevant information we need to know about what is not covered in unemployment compensation and COBRA to determine how much the Federal Government needs to step in. So I hope we would not go to the Carnahan amendment. I hope we would be able to go to the rest of the bill and the legitimate differences on the aviation security issues so we can move down the road.

We will deal with the employees who have been laid off, and it is my hope that many of the people who have been laid off in one industry will be able to go into the areas where we know we are going to increase employment. We are going to increase employment in the defense area. We are going to increase employment in airline security and airport security. That is the bill we are trying to pass right now, which we think will create many new jobs.

The way we are trying to pass this bill is as a quality aviation security package that assures we have a qualified workforce to do this law enforcement responsibility, and we are trying to make sure there is a clear standard in every airport. We need a uniform standard. That is why our bill tries to make sure we have screeners who have the qualifications and standards that would be required to have this uniformity.

I think we are making great progress. I am very pleased that we are. I hope everybody will cooperate. I hope we can keep extraneous amendments off, even if they have a lot of merit, because we have not finished passing emergency legislation yet from what happened on September 11.

Sad to say, we are now memorializing the 1-month anniversary of this terrible tragedy to our country, but I would also say we are making great progress since September 11. We have already passed \$40 billion in authorization for emergency expenditures to help clean up New York and the Pentagon and to help the victims in their earliest needs. We have already allocated money for emergency needs for our Department of Defense, and I can not think of anything more relevant and more urgent than the needs of our military today as we know we are in a

mobilization that is required to win this war on terrorism.

We have already allocated the billions of dollars that will be required for that. At the same time we are also trying to take care of the Afghan people, who are fleeing their homes, by trying to make sure we have humanitarian aid for them.

We need to add aviation security as an accomplishment. We need to add the aid to the terrorism bill that gives our intelligence agencies the capabilities they need to continue their extraordinary investigation of the terrorist cells that have tentacles throughout our country and throughout other countries around the world. So I hope the antiterrorism bill and the aviation security bill will be passed by the Senate this week. We could be very pleased with that accomplishment on the 1-month anniversary of this tragedy. That, coupled with progress on aviation security and antiterrorism would be the right approach to continue moving down the road and meeting our responsibility to deal with this emergency.

What has come out every day since September 11 is the spirit of the American people. From the horrible tragedy of September 11, we are seeing extraordinary heroism displayed every day by the American people—a spirit seen especially when you go home. I have gone home every single weekend since September 11. The flags are flying in people's homes, the flags are flying in people's businesses, the flags are flying on people's cars and people are doing added things for their neighbors and friends. All of these things have certainly bonded Americans.

In 1 month, we have come of age in our generation. We are dealing with a crisis that has not presented itself to our generation in our live time's, and now we have it. I think we are responding very well. I am proud of the progress we are making.

I look forward to continuing work on aviation security and antiterrorism this week. I hope we will then go on to the economic stimulus package, dealing with the displaced employees, for next week's accomplishments. We are making progress, and I am proud of America today. I think we are going to be filled with pride as we move down the road to see how America is coming together to meet the crisis of our generation.

I yield the floor.

The PRESIDING OFFICER. The Senator from Wyoming.

Mr. ENZI. Mr. President, I rise today to express my support and commend the President's back-to-work relief package.

From the workers in New York whose offices now lie in rubble to the workers on the opposite coast who have lost their jobs in a massive layoff, the terrorist attacks of September 11 have had a devastating impact on our Nation's workforce. Just as we must rebuild the structures damaged or destroyed, we must help to rebuild the

lives of workers who have been displaced because of the attacks.

As the ranking member of the Subcommittee on Employment, Safety, and Training, I am particularly concerned with providing effective and immediate assistance to workers affected by the terrorist attacks. To do so, the President's package must:

1, be targeted to individuals directly impacted by the September 11 attacks;

2, build upon existing programs, not create new ones. That is a major point. We are doing a lot of things well already. We don't need a new Federal bureaucracy to do it;

3, provide State and local flexibility to address needs;

4, enable individuals to return to the workforce as quickly as possible through job training and job search assistance.

The President's back-to-work relief package is, indeed, based on these principles. He deserves our unyielding support for a proposal that is based on what works best for workers.

To enhance existing assistance programs available to displaced workers, the President's proposal will extend unemployment benefits by 13 weeks for Americans who have lost their jobs as a result of the terrorist attacks. It will provide \$3 billion in special national emergency grants to States to help displaced workers maintain health coverage, to supplement their income, and to receive job training. It makes \$11 billion available to States to help low-income displaced workers receive health insurance. And, finally, it encourages displaced workers to take advantage of the more than \$6 billion in existing Federal programs that provide job search, training, and placement services.

While the President's package is targeted to workers directly impacted by the terrorist attack, it is not restricted to employees of the airlines and related industries. That is an important point. There are many workers in other industries who have also lost their jobs as a consequence of the attacks. It is inequitable to deny them relief provided only to employees in certain industries.

I am especially pleased to see that the President's proposal will utilize national emergency grants under the Workforce Investment Act to provide additional assistance to those communities and populations hardest hit by the terrorist attacks. I have been a strong supporter of the Workforce Investment Act and the fundamental principles upon which this landmark legislation was based.

Under the Workforce Investment act, States and localities have increased flexibility to meet the needs of the local and regional labor markets. Today, in the wake of the tragic events of September 11, it is even more critical that States have the flexibility to effectively respond to the needs of their dislocated workers.

States affected by the terrorist attacks will be able to receive national

emergency grants. The States may in turn use these funds to help ensure that dislocated workers maintain health insurance coverage, that they receive income support during the recovery period, and they return to the workforce through training and job search assistance.

Both the Workforce Investment Act and the President's package recognize that decisions regarding worker assistance should be made by those closest to the problem and, therefore, closest to the solution. State and local governments—not the Federal Government—are best positioned to respond to workforce needs. That is the way our system is set up.

Under the President's package, national emergency grants may be used to provide training and job search assistance. In addition, displaced workers are encouraged to take advantage of the \$6 billion in existing Federal programs that provide training and placement services. Rather than waste precious time and resources on creating new Federal programs, displaced workers can immediately access one-stop centers and receive job assistance services. In fact, New York, Massachusetts, and Minnesota have already applied for national emergency grants in the wake of the attacks.

Finally, the President's proposal is termed a relief package. It is designed to provide supplementary, temporary work to displaced workers during the recovery period after the terrorist attacks. Now is not the time to create widespread new Federal programs and entitlements. Now is the time to address the immediate needs of workers who have lost their jobs as a result of the tragic events of September 11 while utilizing existing programs to help these people return to the workforce as quickly as possible. Ultimately, this approach, which the President has taken, will best serve these workers and the American economy.

The question we must all answer is, How do we define success? The answer is, Getting everybody back to work. How do we achieve that? We activate proven, existing, and therefore immediate programs administered by those closest to the people. I trust Mayor Giuliani and I trust Governor Pataki to be responsive, just as I trust the mayor of Boston and the Governor of Minnesota. A lot of that is because these people have already been dealing with these existing programs. We don't need to be creating something new just to throw money at them.

In closing, I say to my colleagues, the President's back-to-work relief package is aptly named. It is designed to return to the workforce those who lost their jobs as a result of the events of September 11. The best way to help stimulate our economy is to get these people working again as soon as possible.

To recap, I am in opposition to the cloture motion filed. We will vote on it at 1:35. I commend the President for

taking a broader look and particularly commend the President for his willingness and desire to use those existing programs and existing people who are already in place, use the talents that have already been built and trained to do it, to provide the necessary recovery we need, without winding up with an additional bureaucracy.

I yield the floor.

The PRESIDING OFFICER. The Senator from Missouri.

Mrs. CARNAHAN. Mr. President, I appreciate the remarks of my distinguished colleague from Wyoming, and I agree with him 100 percent that there is no need for an additional program in which to dispense these funds that we wanted to get to our airline workers so quickly. That is why my amendment is set up to service needs under the Trade Adjustment Assistance Act, already in place, that has worked so well at the Department of Labor. I appreciate his concern for that, but I would like to reassure him that we have taken that into consideration.

Mr. President, I would like to start by thanking my colleagues who have risen in support of this amendment. I am heartened by their efforts on behalf of the airline industry. I am also very pleased to ask unanimous consent that Senator SPECTER be added as a cosponsor of this amendment.

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

Mrs. CARNAHAN. The amendment provides assistance to airline industry employees who are laid off from their jobs as a result of terrorist attacks that occurred on September 11. It brings assistance to those who had been employed by airlines, airports, aircraft manufacturers, and suppliers to airlines. For those workers, this legislation would provide three basic benefits.

First, it extends unemployment compensation for an additional 20 weeks after employees have exhausted their State benefits. This provides a safety net to help them make their mortgage payments, to feed their families for a few extra months while they are trying to get new jobs.

Second, this legislation provides training assistance to workers who will not be able to return to their former jobs, training that is so essential today in a changing economy.

Third, this legislation helps workers maintain health insurance for themselves and for their families. As my colleagues know, many workers who were laid off are eligible to purchase health insurance from their former employer. The average cost of these premiums is \$500 per month. People who have been abruptly laid off will not have an extra \$500 a month to spend on health insurance. Without help, they will be without health coverage.

This legislation reimburses the cost of those health insurance premiums for 12 months. For those workers who are not eligible to purchase health benefits, this legislation enables States to

provide Medicaid benefits. This is an important step for Congress to take to prevent even more children from joining the ranks of the uninsured in America.

Some have suggested the benefits I propose are out of line with what has been provided to other workers who have lost their jobs. Let me respond by pointing out that I modeled my legislation after an existing program, the Trade Adjustment Assistance Act. The Trade Adjustment Assistance Act provides help to those workers who have lost their jobs as a result of trade agreements. That program provides extended unemployment compensation for 52 weeks—much longer than the 20 weeks that I propose. That program also provides training for 18 months, while I have proposed providing training for less than 12 months.

The Trade Adjustment Assistance Program has been a lifeline for many workers. Between 1994 and 2000, over 1 million workers received these payments. I am glad they did. But let's be clear; these workers get more generous benefits than all other workers who lost their jobs during that time period.

The State with the most workers receiving unemployment and training benefits under TAA is Texas. Texas has 8 percent of all the workers in this program, about 86,000 people. Workers from Texas companies such as Big Dog Drilling, Tubby's Auto Service, and Rio Grande Cutters participate in this program. These workers qualify for enhanced benefits because they lost their jobs due to trade. Why shouldn't airline workers who lost their benefits when they lost their jobs due to terrorism qualify?

My legislation provides one thing that the Trade Adjustment Assistance Act does not, and that is health coverage. I have added this because I believe it is important that these workers and their families be able to maintain their health coverage. I am pleased that President Bush has recognized this need as well.

Last week, the President laid out some options for how the Government can help provide health coverage to unemployed workers. Today is our chance to rise to that occasion.

My amendment will also be an economic stimulus. It will put money into the pockets of Americans who need it most. We know these families will spend the money. They need it to pay their bills. That is what we need to get the economy going. We need consumer spending.

Finally, some have argued that this amendment has no place on an airline security bill. I respectfully disagree. Right now we are passing legislation in response to the terrorist attacks. These airline industry workers were laid off as a result of these attacks. The linkage is direct.

We must act today. There is no reason to delay assistance any longer. We acted quickly to provide \$40 billion in response to the terrorist attacks and

the cleanup of Manhattan. That was the right thing to do. And we acted quickly to shore up the airlines with \$15 billion, and that was the right thing to do. Now is the time to do something for workers. A vote at 1:35 this afternoon is the first opportunity since the terrorist attack that we will have to invest in our workers, the heart and the soul of America. I have collaborated with my colleagues on both sides of the aisle drafting this amendment. We have come up with a reasonable proposal. Now I am asking simply that my colleagues allow the Senate to vote on this proposal. This amendment deserves an up-or-down vote. I hope the Senate does the right thing this afternoon.

The PRESIDING OFFICER. The Senator from Arizona.

Mr. KYL. Mr. President, I would like to respond to the Senator from Missouri by saying, first of all, I don't think this is a question of whether we are going to respond to people who have been affected by the events of September 11. The question is how best to respond to that. As she noted, the President has a proposal that is going to broadly deal with the problems of unemployment associated with the attacks on September 11. But the question here is whether we are going to focus on extending unemployment benefits, as the proposed amendment does, or are we going to get people back to work? It seems to me these people would much prefer to get their jobs back, to get back to the routines they enjoyed prior to September 11, rather than focusing for a long time on extending unemployment benefits, having to buy health insurance under COBRA, and having to be retrained for a different job.

My guess is these people would be very happy just to get the old job back doing the same work they were doing before. That is why I think we have the focus wrong.

I have proposed, and I am going to be urging my colleagues to very seriously consider, as part of the economic stimulus package a tax credit to get people traveling again. The problem is people are not traveling. If we had as much travel today, 1 month after this event, as we did on the day of September 11, all of the people we are concerned about under this amendment would have their jobs. We would not be worried about unemployment benefits. We would not be worried about training them to do a different kind of job. They would have the same job they had exactly a month ago. So shouldn't we be trying to get the American public back to the habits it had prior to September 11? And that specifically relates to travel. There is no question that of all of the economy, the travel industry is the most hard hit by the attack. That should be obvious to everyone. It seems to me it should also be obvious, if we are going to talk about benefiting that segment of the economy, either to help the people who were unemployed as a

result of it or to stimulate the economy, what we need to do is focus on the air, where the patient is hurting the most.

The patient was hurting on September 11. Our economy was not in good shape. You could say we had a case of pneumonia. We were going to be getting better over time, of course. We were going to be treating it with antibiotics, but that was the condition then. Since then what has happened, if you want to have a gruesome analogy, is we had an accident in which the arm was practically cut off. We are bleeding to death, and we have to stop the bleeding in that the part of the body that is hurting the most and that is the travel industry.

So why aren't we focusing our efforts on getting that industry back going again? That will save the jobs of the people who want nothing more than to go back to work. My proposal gives a tax credit for the people to travel. It says if you make a financial commitment to travel before the end of this year, you get a tax credit of \$500 on your 2001 taxes; if it is a joint filing, \$1,000. That is enough to stimulate people to get back into the habits they had prior to September 11. All you have to do is make that financial commitment. It can be air travel, automobile, or bus. It can be a reservation at the hotel. We have people who are hurting far more than just people who worked at airports—from the maid who makes up the bed in the hotel to someone who, frankly, was working at Boeing aircraft making airplanes; they are not making them because nobody is buying them and because people aren't traveling—all the way from A to Z. We have people throughout our economy—about one in seven jobs in the civilian sector—who are adversely affected by the events of a month ago. Throughout the economy, the ripple effect of these attacks is incredible.

I talked to the CEO of Phelps-Dodge Corporation, a copper company in Arizona. They had a big contract with Boeing to supply a special alloy metal used in making airplanes. We need to think about the impact of what occurred throughout the economy. It is not just people who work at airports on whom we ought to be focusing; we ought to be focusing on the economy broadly and on everybody affected by the travel industry.

How do you directly deal with that problem in the quickest way that gets the people their jobs back? You do that by providing some kind of incentive for people to resume the habits they had exactly a month ago.

I haven't heard a better idea than the one I proposed with this tax credit. When you file your taxes for 2001 and calculate your tax liability to the Government, and you subtract \$1,000, that is a pretty good incentive. You wouldn't have to travel before the end of the year as long as you made your financial commitment to do so. You could be traveling next Easter. It could

be tourism; it could be business; it could be just going to visit somebody; it could be visiting a sick relative—whatever it is.

People are now disinclined to travel primarily because they are unsure of the safety of the airline industry. They are unsure generally of what is in our future. Frankly, they need to get back into the habit of doing what they did before September 11 or terrorists will have won. The purpose of terrorism is to demoralize. It is to change for all of America the way we conduct our society and our culture. That is their effort. They are going to succeed in that if we simply throw up our hands and say, well, for all of the people who are out of work, we might as well find something else for them to do because we will never get back to the way we were before September 11.

I reject that. We can get back to the way it was before September 11. A lot of things are going to change. We have to convince the American public that it is safe to travel. If we can't do that, we are not doing our jobs.

I have been on six separate commercial air trips since the events on September 11—flying back home and then back to Washington. I believe it is safe to travel. I think it is safer to travel than prior to a month ago.

We have to pass legislation that convinces the American public that they can travel safely. Then I think we have to provide them some financial incentive because of our general economic conditions. That incentive would be to get them to go back to traveling, and to do so quickly. If we wait for all of this work throughout the system for a couple of years, then everybody is going to be the loser. We will have all of these people unemployed. We will have to pay additional benefits in health care and retrain them to do something else. It would be far easier, less disruptive, better for the economy, and, frankly, better for the psyche of the Nation to get back to the place we were a month ago where people who lost jobs could go back to doing what they were doing before.

It seems to me that instead of hastily acting on the proposal that only applies to a narrow segment of our society—frankly, a minority of the people who have been harmed by the attacks on September 11, a minority of the people who have been harmed as a direct result of the American public traveling less—let's do two other things: Let's take a look at what the President proposed in the way of benefits for people who have lost their jobs but is broader based in approach; second, let's get the American public traveling again.

I urge my colleagues, as we are putting together this so-called stimulus package, to differentiate between all of those wonderful ideas that have been trotted out and proposing all kinds of things to spend money for or cutting taxes that we think will have some long-term effect on the economy—distinguishing between those proposals,

on the one hand, and others which can immediately and directly stimulate the economy in the precise areas where it is needed the most.

What area needs it the most? The travel industry. What area was hit the hardest by the attack last month? The travel industry. What area, therefore, should we be focusing on? The travel industry. If we do that, we are not going to have to worry about extending unemployment benefits because we will get these people back to work.

Isn't that far better than focusing and, in effect, saying there is nothing we can do about it and we might as well decide right now to extend all of these unemployment benefits and retrain people to do some different job? I think they would rather go back to the job they were doing a month ago. That is what I propose we do.

Two things: No. 1, defeat this amendment. I think we ought to focus on the President's proposal instead; and, No. 2, we ought to agree that we have to have in the stimulus package something that will stimulate trade quickly.

If somebody can come up with better idea than a tax credit proposal, I welcome it. In the meantime, that is what is on the table.

I urge my colleagues to support this as a way of stimulating travel, of getting people back to work again, and of denying the terrorists the victory they sought of demoralizing the American people.

We will not be demoralized. We will not be defeatists and say we are going to have to change our way of doing things by putting people on the unemployment rolls and retraining them to do something else. I reject that. We have to deny the terrorists the victories they sought. I think the way I propose to do it is the best way.

With all due respect of my friend from Missouri, I think her proposal—I understand why it is being put together—is not the best medicine for what we are facing today.

I thank the Chair.

The PRESIDING OFFICER. The Senator from Minnesota is recognized.

Mr. DAYTON. Mr. President, I am pleased to rise today to support the amendment offered by my distinguished colleague from Missouri, Senator CARNAHAN.

I have been listening to some of the discussion this morning. Frankly, I believe there is much value on both points of view to commend. I think we err if we consider some of these proposals to be either/or propositions.

This last Monday, the senior Senator from Minnesota, PAUL WELLSTONE, arranged a hearing in Minnesota on the effects of the September 11 disasters on people of our State. It was an excellent hearing. It lasted for about 3 hours. We had representatives from the business community testify about their needs, including the head of the Carlson corporation, one of the largest travel firms in America, headquartered in

Minnesota. Marilyn Carlson Nelson spoke very eloquently about the need for the kind of assistance that my good friend and colleague, Senator KYL from Arizona, just described. We also heard from a number of the workers who were affected in Minnesota by the events and the aftermath of the events of September 11.

As you may know, in my home State of Minnesota, Northwest Airlines is one of the largest employers within the State. It employs over 21,000 Minnesotans. It has operations worldwide. It has an enormous impact on our State's economy. In the immediate aftermath of the September 11 bombings, they announced the layoff of over 4,500 Minnesotans. These are men and women from all backgrounds and walks of life—corporate executives to mechanics, to airline attendants, to stewardesses. It also affected people in the ancillary businesses that relate to the airline industry: Carpet cleaners, food processors, delivery men and women.

The hearing underscored the urgency and the precariousness of many of these people's situations. People want to be working; there is no question about that. They don't want to be out of a job. They don't want to be drawing unemployment benefits or receiving other kinds of assistance. But the hard reality is they are out of work today. Their prospects of being called back to work tomorrow are somewhere in between slim and none.

I agree with the Senator from Arizona that the object here is to get these people back into their previous employment. I think we have taken some important steps in that direction.

We provided emergency aid to the airline industry in the form of immediate cash assistance and in the form of loan guarantees which the Senator from West Virginia and the Senator from South Carolina and other colleagues have been marshaling through this body. But that is not going to get these people back to work tomorrow. It is not going to meet their need for emergency assistance until they do.

We heard from, particularly women, including one I remember distinctly. I remember on Monday, an Ethiopian woman—the mother of eight children—who works, along with her husband. She works in the sector providing food services to airplanes. She lost her job. Because she worked there an insufficient length of time, she is not eligible to receive unemployment benefits from the State of Minnesota. She lost her health coverage for herself and her family of eight children when she was laid off of work. She is not receiving any unemployment assistance today. She receives no health care assistance for herself and her family.

So my question to those who oppose this amendment is, what happens to them? What happens to people who at this point are not even receiving any unemployment assistance or any health care assistance? It is bad

enough that we are going to deprive those who do qualify today for an abbreviated period of 26 weeks, at which point they are going to lose a continuation of their unemployment benefits, of their health care coverage, but what about the people—and I was amazed at this hearing last Monday to realize that there are a great number of people in Minnesota, and I assume then across the country, since we are one of the best States in the Nation of covering people and making people eligible for these assistances—what is going to happen to this woman with eight children, and to others like her—thousands of others across this country—who are not even today receiving any unemployment benefits, who today do not have any health care coverage? What is going to happen to them if we do not take this action today?

I must say, I am also, frankly—“disappointed” would be a mild word—I am really shocked that this body is suddenly so stingy when it comes to providing the help and assistance that real people, working people, people who are among the hardest working strivers in our society—suddenly when it is their turn to receive some necessary help, the cupboard is bare or the budget does not provide for assistance, or we just do not have enough money to provide help for them.

Two weeks go, my colleagues and I in the Senate joined—I believe it was almost unanimous—together to provide help to bail out the airline industry. Prior to that vote, we were told there was not enough time to come to an agreement on the Carnahan amendment to add assistance for the workers to the assistance we were providing to the corporations who run these airlines.

As I said, I am very sympathetic to their plight because Northwest Airlines is one of the largest and most important employers in the State of Minnesota. But it was my understanding—and in hindsight, I guess I was maybe mistaken to have relied upon the assurances that were given to us prior to that vote—I relied on those assurances that there would be a subsequent package that would have bipartisan support sufficient to pass it that would be in support of the Carnahan amendment.

On that basis, I, and most of the Senate, if not all of the Senate, voted in favor of that legislation. And I am glad I did. But now, frankly, I am shocked to find out that agreement does not suffice, and that even after we have taken this Carnahan amendment—and I commend the distinguished Senator from Missouri for her hard work on this, along with others, and for the dialogue that they have had across the aisle—but the fact is, this has gone from over a \$3 billion price tag—I think close to \$5 billion initially; after costed out, to \$3 billion—and now I am told it is \$1.9 billion. We continue to pare it back. Yet we, possibly, do not have sufficient support today to adopt it.

That means I go back to that Ethiopian mother of eight children and say:

Sorry, you just have to make it somehow without any benefits. You have to make it somehow without any health coverage for your family. We don't have enough money to do that, but we have enough money to provide loan guarantees and financial assistance to the corporations.

We also, according to what I am reading today, have the debate upcoming on economic stimulus. We are going to have an administration proposal supported by many of the very people who oppose this assistance for workers. According to the Washington Post today, that is going to cost revenue between \$90 billion and \$120 billion in the year 2002. This includes a provision allowing business to write off 30 percent of the value of their new assets. It would reduce revenue by \$48 billion in this year.

They want to speed up the phasing in of the tax reductions, passed last spring, for the very wealthiest people in this society, bring those rates down, accelerate the elimination of the estate tax, as though encouraging people to—what?—die sooner, and that is going to stimulate our Nation's economy?

We hear, on the one hand, we have all this extra money available for these kinds of very questionable tax breaks that are certainly going to benefit the wealthy. They are going to benefit already profitable corporations, who are maybe going through a difficult period of time but, frankly, are still going to do just fine; but there isn't enough money here to provide for that mother back in Minnesota with eight children because it is not that we do not have the money, but that we do not have the heart to do it.

So again, I say to Senator CARNAHAN, congratulations on a job very well done. I hope the amendment will receive the kind of consideration from our colleagues today that enables it to be adopted because I, frankly, think if we do not do so, if we do not even follow suit with what the President, to his credit, is supporting, that we are going to go back to a very serious divide in this body and in this country between those who somehow qualify for these additional considerations at this point in time and the real people, people who are really down and out, through no choice or fault of their own.

Are we going to say, sorry, we are not going to help you, not because we do not have the money to do so but because we do not have the will to do so? I think that would be cruel and unusual punishment for them.

Mr. President, I yield the floor and suggest the absence of a quorum.

The PRESIDING OFFICER (Mr. NELSON of Florida). The clerk will call the roll.

The legislative clerk proceeded to call the roll.

Mr. MURKOWSKI. Mr. President, I ask unanimous consent that the order for the quorum call be rescinded.

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

Mr. MURKOWSKI. Mr. President, I believe it would be appropriate to ask unanimous consent that I may introduce an amendment, two amendments on the Aviation Security Act. It may be necessary to set aside the Carnahan amendment for an opportunity to introduce two amendments.

The PRESIDING OFFICER. The Senator from Texas.

Mrs. HUTCHISON. Mr. President, if the Senator will withhold, I suggest the absence of a quorum.

The PRESIDING OFFICER. Does the Senator withhold?

Mr. MURKOWSKI. Mr. President, I ask unanimous consent that I may introduce one amendment that I don't believe is controversial. It covers the issue of allowing pilots to continue to fly until the age of 63.

Mrs. HUTCHISON. Mr. President, the Senator from New Hampshire is asking that we object to every unanimous consent request regarding offering of amendments. Will the Senator withhold to let me see if I can get a procedure by which the Senator from Alaska can offer the amendment.

Mr. MURKOWSKI. Mr. President, I suggest the absence of a quorum.

The PRESIDING OFFICER. The clerk will call the roll.

The assistant legislative clerk proceeded to call the roll.

Mr. MURKOWSKI. Mr. President, I ask unanimous consent that the order for the quorum call be rescinded.

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

Mr. MURKOWSKI. Mr. President, I call up amendment No. 1863, which is at the desk.

The PRESIDING OFFICER. Is there objection to setting aside the pending amendment?

Mr. ROCKEFELLER. Reserving the right to object, this amendment, as I understand it, is the first amendment that will be unrelated to the bill. I don't want to comment further on that. We are going to have our cloture vote at 1:35. I object, at least for this period of time.

The PRESIDING OFFICER. Objection is heard.

Mr. MURKOWSKI. Mr. President, I wonder if I may ask unanimous consent that I be allowed to speak as in morning business for about 8 minutes.

The PRESIDING OFFICER. Is there objection?

Without objection, it is so ordered.

THE NEED FOR PILOTS TO HAVE GUNS IN THE COCKPIT

Mr. MURKOWSKI. Mr. President, it was my intent to call up two amendments. But there is objection. As a consequence, I will use this opportunity to discuss the merits since I will not be offering the amendments now. They have already been filed at the desk. It is my intent, at the appropriate time, without objection, to ask for a recorded vote on the amendments. I want to speak on the application of the