

will come back to those airports to ride the aircraft that we empower to fly.

Nothing is more important to revitalize the car rental industry, the restaurants, the hotels, the entertainment industry, the travel industry—all those ancillary spinoff industries that depend on people flying the aircraft of our various entities in this country.

I believe this legislation, while we will not vote on it today, is imperative to move on as rapidly as the legislation that we are moving on today with the hopes that we will be able to guarantee to every one of our citizens the full assurance of every level of safety that they expect. I hope we will do that as rapidly as possible.

I yield the floor.

The PRESIDING OFFICER (Mr. AKAKA). Under the previous order, the Senator from Illinois is to be recognized.

Mrs. HUTCHISON. Mr. President, parliamentary inquiry: I would like to ask if the Senator from Illinois would allow me to speak for 5 minutes on the aviation security bill on which I am a cosponsor with Senators HOLLINGS, KERRY, and MCCAIN, if the Senator from Minnesota will agree.

The PRESIDING OFFICER. Is there objection?

Mr. WELLSTONE. Mr. President, I ask unanimous consent to follow the Senator from Texas.

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

The Senator from Texas.

Mrs. HUTCHISON. Mr. President, I thank the Senator from Minnesota.

I rise to speak on behalf of the aviation security bill that has been introduced by the distinguished Senator from South Carolina, Mr. HOLLINGS; Senator MCCAIN, the distinguished ranking Member of the Commerce Committee, the Senator from Massachusetts, and myself. This is very much a part of the overall program that we are putting forward.

The bill we will probably vote on today is the finance part of the package. I think most Americans agree we cannot allow our aviation industry to fall. So we are going to pass, I hope very shortly, a measure that will help our airlines get over the hump until the people have the security to come back and fly.

The aviation security bill that we are introducing today, that I hope we will be able to pass early next week or the following week, is very much a part of airlines getting back to normal. I think the flying public wants to come back. Aviation is an important part of our economy and our way of life and our commerce.

The way we are going to draw them back is to have the security in place so they know they will be safe when they get to the airport and board an airplane. But in the interim, until we are able to put all of these things in place, we need the financial aid package that is before us today.

I am very pleased that under the chairmanship of Senator HOLLINGS we

had a hearing yesterday to talk about the security need. We talked to the Secretary of Transportation. We talked to the FAA Administrator. We talked to pilots and people who know what needs to be done to close the vulnerabilities that we saw on September 11. In fact, the bill that is being introduced today, of which I am a cosponsor, has many of the items I have proposed in the past and certainly think we must pass today. We must have sky marshals in the air. In fact, I applaud the Attorney General for putting sky marshals on many of our flights around the country. They are in plain clothes. Most people would not know they are on a flight. But we do indeed have armed sky marshals on many of the flights that are in the air as we speak. But we want to make them permanent. We want to make sure we have sky marshals on virtually every flight, and possibly every flight later down the road.

We need to assure the passengers that there is a certified peace officer onboard who is trained to do what is necessary to deal with the crime that is committed in the air.

The second major provision in this bill that I think we must do is upgrade the screening. We will upgrade the equipment, and we will upgrade personnel education and training. We all know the screeners have been hired by contractors. They have high turnover rates. They do not have the experience that we would expect in screening. We have seen pictures of things that have gone through the screens and gotten onto an airplane that are just not appropriate. We want to stop that from happening.

That is why upgrading the screeners is important. I think they should be a part of a Federal system of security.

We are going to put some kind of barrier between the pilots and the rest of the airplane so that someone would not be able to penetrate a cockpit, as so sadly happened on September 11. We will have a Deputy FAA Administrator in charge of aviation security so that we will have one person in charge of all of aviation security.

It is my hope that we would start with entry-level screeners, and that it would be a career path for the aviation security department which would include graduating to become a sky marshal, staying in the system with a career in the system so we could have more trained and experienced people.

Those are some of the important points that are in this bill. I know some people disagree with certain parts of this bill. But it is a great start. It is an important start for rehabilitating our airline industry.

If we have the security, people will fly. People love to fly. We had 600 million people fly last year. We can build back to that number if we have the security for passengers. The convenience will be there. It is going to take a little longer going through the airport, but I think people are willing to wait a little

longer and go earlier in order to feel safe. The flying public will come back.

I support this bill. I will continue to work on it with the chairman. But mainly I want the people of America to know we are addressing security in the air and we will do something very shortly, as we are also trying to shore up our airlines. We will not let our transportation system fail. If we do, the terrorists will have won. The terrorists are not going to beat the United States of America.

Thank you, Mr. President.

UNANIMOUS CONSENT REQUEST— S. 1450

Mr. DASCHLE. Mr. President, I ask unanimous consent that the Senate now proceed to S. 1450, the aviation assistance and security bill; that no amendments or motions be in order to the bill; that there be 1 hour for debate equally divided between the two leaders or their designees, with an additional 15 minutes under the control of Senator BYRD, with 10 minutes for Senator KENNEDY; that at the conclusion or yielding back of the time, the bill be read a third time and the Senate vote without intervening action or debate on final passage of the bill.

I further ask unanimous consent that when the Senate receives from the House its companion bill, it be immediately considered, read a third time, and passed, provided it is identical to the Senate-passed bill.

I further ask unanimous consent that once the House bill has been enacted into law, provided it is identical to the Senate measure, then action on the Senate bill be vitiated and the measure then be indefinitely postponed.

The PRESIDING OFFICER. Is there objection?

Mr. FITZGERALD. I object.

The PRESIDING OFFICER. Objection is heard.

The Senator from Minnesota.

AVIATION SAFETY

Mr. WELLSTONE. Mr. President, I believe this Transportation Safety Act, which I know Senator HOLLINGS and others are going to introduce very soon, will certainly pass with strong support.

First of all, I ask unanimous consent to be added as an original cosponsor of this piece of legislation.

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

Mr. WELLSTONE. Mr. President, the Senator from South Carolina is absolutely right. Not only does safety have to be there with the money, but the fact is, without the safety, people aren't going to fly. If they don't fly, we are never going to have this industry financially viable. It is that simple. You can see it traveling around the country right now. There are very few people at the airports. People are quite frightened. We have to absolutely pass this bill. I think it should be in this

package right here. But we will be coming back to this very soon, and I think the sooner the better.

There were some provisions that I desperately wanted to see in this bill. I know the Senator from South Carolina and others tried with all their might. I know Senator DASCHLE did. There were negotiations late into the evening.

From my point of view, this language is essential to air service. I want to make sure that gets lived up to.

A good part of our State is rural. We don't want our smaller airports left out.

On the question of general aviation and VFR, there are a lot of people hurting right now. I traveled in a small plane this last weekend. They are having to lay off people. We don't have any protections for them. We will get back to that next week.

But the final point I want to make is that we had, I think, about a \$3.7 billion package that dealt with all the people who are being laid off. Northwest Airlines just announced that 10,000 people will be laid off. Half of them are in the State of Minnesota. Frankly, look at the economy.

There are an awful lot of people in a world of economic pain. I believe what should have been in this package—I know there were Representatives on the House side who resisted this, talking about the companies, yes—is the extending of unemployment benefits and making sure people have access to job training, that there is a dislocated worker focus.

The most frightening thing of all, next to losing your job, is that you then lose your health care coverage. COBRA is too expensive. I wish we had something better. For so many of these employees, this is going to be critically important.

These are going to be some really hard times for people. As one Senator from the State of Minnesota, I am really disappointed we did not get this included. I know the Senate majority leader, Mr. DASCHLE, said this would be a first priority. I know Senator HOLLINGS has said that. We have to come back next week and we have to focus on these employees. We have to make sure we provide the help to them and to their families. That has to be part of a relief package. We have to move fast now. We couldn't get it in today. It will be in next week or it will be in as soon as possible. It must be.

Last point: We have all these huge issues staring us in the face. When I flew out here, I was talking to some of the employees of Northwest. I said: How are you doing? They said: We are holding on. They meant about the world they live in. Everybody is very worried. Everybody is very resolute. Everybody is very worried. But they also meant: We are afraid we are going to lose our jobs. I am sure a number of those people now have lost their jobs. We have to provide help for them.

I yield the floor.

The PRESIDING OFFICER. The Senator from Florida is recognized.

Mr. NELSON of Florida. Mr. President, I ask unanimous consent that I be recognized for 5 minutes. It is my understanding, under a previous order, that the Senator from Illinois has time. If he is not ready, then I ask unanimous consent that I be recognized for 5 minutes prior to him.

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

Mr. NELSON of Florida. Mr. President, as we consider a major component of America's economic engine and what to do about it, clearly there are two things that stand out and that came out of our Commerce Committee hearing yesterday chaired by Senator HOLLINGS.

For the airlines to be able to fly again financially solvent, the security measures must be put into place so that the American public has confidence to fly again.

I personally think it is safe to fly. I flew Monday night to Orlando, and there were only 10 people on the plane. Happily, when I flew back from Florida, from Tampa to Washington on Tuesday night, there were 40 people on the plane. My recommendation on the basis of going to two major airports in Florida, checking all of their security arrangements, is that the security apparatus is beginning to work. It didn't work on September 11.

The first part of restoring this industry to health is security, so that we can get people back in the airplanes and the American public flying again. That, of course, has been amply demonstrated by our discussion today. I am a cosponsor of this bill.

The second component that came out of our hearing was that the airlines, in order to be able to operate, have to have insurance that is available and affordable. That is what is creating the crisis right now, that several of the insurance carriers are about to yank the coverage from the airlines. Of course, the airlines will be grounded if that is going to occur.

That is what is so important in this package that is coming out that the majority leader and the Republican leader are about to describe, a component of victims' compensation which would eliminate a lot of the uncertainty about all that collateral damage that had been done as a result of the World Trade Center being rammed by those two jet liners and where would be the source of that funding.

Preliminarily, for the leaders to discuss what has been agreed upon as a first step—and I do believe this is a first step in a long journey, as we return to normality in our airline traffic system, a very big, essential first step—the American public, the American traveling public, has to be a major component. They have to have the confidence that they are going to be safe when they get back into air travel.

A major component of economic restoration in this country is hanging in the balance. I am going to discuss why I think this is of critical importance to the country.

Once we get through and decide on this first package—hopefully we will enact it this afternoon—then there are going to be many steps in this journey. There are collateral industries that have been decimated. Clearly, all of these other collateral industries, such as hotels, restaurants, tourist attractions, car rental agencies—and I have three of the Nation's largest that are headquartered in the State of Florida:

Alamo, National, and Budget Rent A Car companies are headquartered in the State of Florida. You can imagine, with 50 percent of their business now not coming in the door, what is happening to their financial obligations, and to the obligations they have to banks on loan payments, and their obligations to the salaries of their employees.

So as we get on down the road, I think what we are going to discover is, first and foremost, we have to get the airline industry back in the air operating with fairly full loads, so the economic engine is working and so it is supplying all of the air traffic that feeds so many of these other collateral industries, such as car rentals, such as hotels, such as convention centers, such as restaurants. Once that package has been firmly established—and I hope this gathering right here in this Senate is bringing reasonable men together so they might agree—then I think in the very near future—and I am talking about next week—we can address some of these other collateral industries that desperately need help.

Today we are going to proceed with the debate on the aviation security bill. I don't think there is going to be a lot of disagreement on that. I think it clearly will reestablish in the public's mind that it is safe to travel. Indeed, I am going to demonstrate that with my own feet tonight when I walk on to another commercial airliner. I really do believe it is safe. By the way, if you need to fly, now is the time to fly because there are no lines. But in addition, it is my hope that we are going to have agreement here so we can proceed with this financial package to give the aviation industry the security it needs and, thus, the insurance industry will not start canceling their insurance starting Monday and Tuesday. It is absolutely essential, and it is essential for one more reason: because we don't want the terrorists to win. If they disrupt our economy, if they cause financial distress to a major component of America's economic engine, then they will have scored a victory. But we are not going to let them. That is why this great democracy is functioning as it is to provide the needed help.

I thank the Chair for the opportunity for me to share. I thank the chairman of the committee, Senator HOLLINGS. I thank the ranking member, Senator MCCAIN. It was an excellent all-day hearing yesterday in the Commerce Committee.

I yield the floor.

The PRESIDING OFFICER. The Senator from Kentucky is recognized.

Mr. MCCONNELL. Mr. President, I have a few observations to make and then the Senator from Arizona, Mr. KYL, is here as well. He would like to follow after me.

I want to say a few words in support of the Air Transportation System Stabilization Act, which we will pass, hopefully, in the Senate shortly. My only concern with this bill is that the Federal Government is not doing all it should for the victims of this tragedy with respect to their legal remedies. Specifically, there is no limit in this legislation on the amount of lawyer fees that personal injury lawyers can receive for filing lawsuits, either in absolute terms or as a percentage of the victim's recovery. In other words, there is no guarantee that the victims or their families will receive an amount of the damages awarded to ensure that the personal injury lawyers do not end up taking the lion's share of the award.

I think this is, in short, completely wrong, particularly when this legislation caps the compensation of airline executives relative to the aid package. Bear in mind, what we have in the underlying bill is a cap on airline executives' compensation but no cap on personal injury lawyer fees. It is right that we are going to make sure airline executives do not take advantage of this terrible tragedy, but we should also make sure personal injury lawyers do not unduly profit from other people's miseries. I am relieved, however, that there is already in Federal law a bereavement rule in effect that will protect victims and families from being chased down and harangued by insensitive and opportunistic lawyers. Specifically, 49 U.S.C., section 1136 (g)(2) protects victims of a commercial airline disaster and their families from unsolicited contact from lawyers for 45 days after a disaster. In other words, already under Federal law—I remind all of those who are concerned about the victims that there is a 45-day period from the day of the disaster during which, under this bereavement rule, lawyers are not to contact the families of victims of planes that have been lost.

It provides in relevant part that in the event of an accident involving an air carrier providing interstate or foreign air transportation:

No unsolicited communication concerning a potential action for personal injury or wrongful death may be made by an attorney (including an associate, agent, employee, or other representative of an attorney) or any potential party to the litigation to the individual injured in the accident, or to a relative of an individual involved in the accident, before the 45th day following the date of the accident.

Let me repeat: For 45 days after this tragedy, Federal law protects the victims and their families from unsolicited contact and harassment by lawyers or their agents. And this protection applies to all victims, whether

they are from New York, New Jersey, Virginia, or any other State.

I am glad we acted in 1996 to protect the emotionally vulnerable from those in the legal community who do not have their best interests at heart. I am glad we acted again in 2000 to extend the bereavement time from 30 to 45 days. This gives the relatives of victims time to find their loved ones, arrange for burial, and come to grips with their loss. And I want to make sure that the victims and their families know that, as we speak, Federal law protects them in this fashion. This is a Federal Government guarantee to innocent victims that all aggrieved families will be protected until Friday, October 26, from any contact whatsoever on the part of lawyers seeking to represent those who have been victims of this disaster.

I wish the legislation had included at least a 25-percent cap on fees, such as is already the case in the Federal Tort Claims Act today. Already today, in the Federal Tort Claims Act, there is a 25-percent cap on legal fees. I wish that had been applied to this bill. At least we do have the bereavement rule in existing law to protect the victims of this disaster from being contacted by lawyers for 45 days, and that will go up until October 26.

I commend the Senator from South Carolina for his legislation regarding airport safety. There is no question that we need to make thoughtful and sweeping changes to help ensure that the tragedy of September 11 never occurs again.

I would also like to commend the Senator from Arizona and the Senator from Texas for their leadership on this issue. Yesterday, I introduced legislation that had a similar purpose to expand airport and airplane security.

The legislation I introduced yesterday, however, took a different approach by placing the primary responsibility for an expanded Federal Air Marshal program with the Attorney General, as our nation's top law enforcement official. I firmly believe that we need a comprehensive Federal Air Marshal program to secure airports from curbside to cockpit.

So, the fundamental difference between my approach and the Committee approach is that my legislation would relieve the obligations of airport security from the FAA and the airlines, whose primary purpose is to facilitate and manage air travel, and entrust that obligation to the Department of Justice, whose primary mission is to enforce federal law, and most importantly, to safeguard and protect us from terrorism.

Obviously this new Federal Air Marshals program will require additional manpower and financial resources. And that is where we intend to harness the volunteer spirit espoused by so many of our law enforcement personnel throughout the country. The new Federal Air Marshals program not only will recruit new full-time active profes-

sional marshals but will augment that program with Deputy Federal Air Marshals drawn from retired military personnel, as well as active or retired Federal, State, and local law enforcement officers—anyone from a DEA agent to a local law enforcement officer who wants to serve his country by securing our airports and aircraft. It is also crucial that we retain a sufficient measure of cost-sharing with private and state and local entities. Private airlines and airport authorities should share a responsibility, as they do now, to help fund a portion of airport security.

We actually already have models in place for the type of curbside to cockpit security envisioned in this bill. Our federal courthouses currently are secured by our United States Marshals, who also employ Court Security Officers (CSOs) to provide security around the perimeter of the building, at each point of entry, and in the courtrooms themselves. These CSOs are themselves retired Federal, State, and local law enforcement personnel. Part of the reason our courthouses are so secure today is that this unified system provides for layers of security far before one enters the actual courtroom. This is perhaps why Americans have so little to fear today when they walk inside a federal courtroom. What is good for our federal judges is good for all Americans. Our nation's Capitol also is secured by a uniform system of federal officers who patrol from the interior of this chamber to the surrounding neighborhood sidewalks. Our democracy now demands, in the interest of our national security, that we make sure our cockpits are every bit as secure as our courthouses and this chamber.

I believe we should entrust this national security item with the resources, expertise, and experience of our Nation's top law enforcement agency, and that we do so immediately.

I look forward to ongoing discussions with my colleagues who serve on the Commerce Committee and the Judiciary Committee. I think we can work together to produce a thoughtful and effective airline security law.

Mr. President, I yield the floor.

The PRESIDING OFFICER. The Senator from Arizona is recognized.

Mr. KYL. Mr. President, I wish to speak on this bill and to add my voice to those who have pointed out how critical it is that the U.S. Government support our airline industry.

I share some concerns, such as those expressed by the Senator from Kentucky. There are other concerns that others have expressed that also have merit. I will note in a moment why I am very concerned about a provision of the bill. I would not have written it the way it is written, but I think fundamentally the U.S. Government must support our airlines at this critical time.

Everyone knows what happened on September 11. Everybody knows that as a result the U.S. Government shut down the airlines—no more air travel until we deemed it was safe.

That shutdown resulted in huge losses to our airlines, not just for the days those airlines were down, but we have seen a continuation of a reluctance of people to fly, a diminution in the revenues of these airlines, fewer flights, people laid off and, frankly, the possibility of a spiraling down of this industry to the point that it could affect many other facets of our economy and drive our GNP down to an unacceptable level.

In my State, which depends a lot on tourism—either everyone has come to Arizona for a vacation or would like to, I suspect, just as they would for the State of the Presiding Officer, States such as Hawaii, Nevada, Arizona—we have had a tremendous loss in our tourism industry, everything from the hotels and the motels, the golf courses, the limousine and taxi services, and everything else connected with it. Those losses are going to be extraordinary and a huge drag on our economy if people do not begin to have confidence that they can fly in safety at reasonable fares.

That brings up the concern I have about the legislation. We need to support this industry. I think we are going to pass this legislation overwhelmingly. I hope so. I look forward to supporting it. I want to issue a warning about the way this will be implemented because the administration will have a fork in the road and they will have to choose which path to follow. I am going to argue strongly for the first path rather than the second, and I want to explain why.

This bill actually provides, among other things, some financial relief for the airlines of two different kinds. The first is \$5 billion of grants. This is to make up for the immediate loss to the airlines when the Federal Government shut them down. That is fair. Everybody agrees with that. There is a formula for that based on passenger miles and some other factors that have been agreed to by the airline industry.

That same formula was supposed to apply to the subsequent loan guarantees. The bill has \$10 billion of loan guarantees. The industry wanted more, but there is \$10 billion of loan guarantees in the bill. That is also very important for the industry because besides getting over the immediate hump of those revenue losses, they need to make themselves whole again by going out to the financial market and financing their future needs until the fares begin to make up for that lost revenue. To do that, they need the backing of the U.S. Government because most of them cannot convince lenders at this point that they are a good credit risk, for all of the obvious reasons of which we are aware.

The administration did not want the formula to apply to the loan guarantees and has fought very hard to take that formula out. This is regrettable because it suggests the possibility that this administration will actually involve itself in picking winners and losers

in a free market. That is not right. One can say it is not a free market if the Government guarantees loans, but the Government is supposed to be guaranteeing these loans on an equal basis to everybody. It should not be deciding which companies to favor and which ones not to favor.

That is my concern about the possibility that because there is no formula for the loan guarantees, some Federal official is going to literally be picking winners and losers. They certainly would not do that on the basis of some prejudice. I am not suggesting that. Instead, they would argue they need to protect the taxpayers' money. There is not anybody who has been stronger in this body on that than I have been. We all agree we need to protect the taxpayers and to grant these loans on the basis that they are going to be repaid, obviously so the taxpayers are not left holding the bag. Therein lies the rub because some airlines are different from other airlines in terms of what they can show the bank. Let me give an example.

The older, larger, well-established airlines have what is called collateral. They have assets they can pledge as collateral for the loans. They go to the bank and say: We need to borrow \$200 million, and we promise, if we do not pay it back, you can have these three airplanes worth \$200 million. That is probably way off, but you get my point.

The newer airlines have not established the collateral, the asset base which enables them to pledge to the bank that if their loan defaults, they have all these assets with which they can repay the loan. Instead, the newer airlines have financed themselves based upon the projection of future revenues, and future revenues have, obviously, panned out in most cases. So they have been able to obtain financing, too.

I will give an example. An airline headquartered in my State, America West Airlines, which is 9th or 10th in the country, but a relatively new airline, had just obtained a commitment for a \$200 million line of credit based upon future expected revenues. That was set to go through on September 11, when the bottom fell out. Obviously, no lender under the current circumstances wants to lend to anybody. That is why we are talking about guaranteed loans.

There are those who say these loans should be based on some collateral, something very specific and definite, or else the Federal Government should not be in the business of guaranteeing the loan. That would cut out certain companies, the very companies that offer the primary competition to these older, larger airlines to keep the fares low.

The reason these newer airlines have succeeded is that they have been able to offer low-fare service, and the net result has been a lot of people have gone to these newer, smaller airlines.

But it has also served to keep the older, larger airlines' fares within a reasonable level.

I happen to fly a couple of these older, larger airlines a lot, and I love them. They have provided very good service, and I want to help them, but I think they would agree that it would not be fair simply because of a difference in size or age, therefore representing different circumstances, that one airline should be preferred over another airline in terms of the ability to get these loans.

The legislation has embodied within it total discretion on the part of the President and his agents in any event because it says that the loans that are made under this guaranteed loan provision are only to be offered under rules and regulations the President deems necessary—no other further restrictions.

The reality is, if the President of the United States wants to say: I want to make sure the taxpayers get their money back, so I am going to require a condition of X, he can do that. The ability, however, to do that should not be confused with the ability of an airline to say: Even though the President has total discretion to grant terms and conditions that we may not be able to satisfy, if there is a formula involved, we at least have the right to go to the banks or other lenders and say: Under the legislation, we are, in effect, guaranteed the right to apply for 3 percent or 5 percent, or whatever that percentage is, of the available loans, and therefore would you, please, based upon that commitment of the Federal Government, lend us that money? There is at least a right to apply for a certain amount of money to borrow. There is no guarantee the Government is going to approve the terms of the loan, but there is at least the right to do that. That is what returning the formula to the legislation would do.

Senator McCAIN and I have considered offering an amendment to that effect. We know the leadership would like to consider the bill without amendments, and we are willing to proceed on that basis if everyone else is as well.

What I am saying to our leadership, to you, Mr. President, and to anybody in the administration who will listen, is we are willing to cooperate on this, and, on behalf of the people we represent, we are willing to be cooperative, but we plead with them that for good public policy, they need to appreciate the differences among the airlines, the fact that some can do one thing, others can do another, and that this Government should not be in the business of literally picking winners and losers, the result of which could be to drive companies into bankruptcy. I do not think anybody wants that on their hands.

In the granting of these loans, I hope it will be done in such a way that they do not disadvantage certain companies with the result that they cannot stay

in business. All of the industry will suffer as a result, and the American travelers will suffer as a result.

Mr. ROCKEFELLER. Mr. President, I rise before you today to support the Aviation Security Bill introduced by Senator HOLLINGS and me. As the nation strives to recover from the tragic events of September 11, 2001, one of the vital steps we must take to protect our economy and regain our sense of national security is to restore full function and confidence to our nation's air transport system. We are on the verge of passing a large financial package to aid in relieving the financial pressures placed on our airlines as the result of these heinous attacks. This is a crucial first step in restoring consumer confidence in our airlines, both to the passengers who rely on their services and to the economy.

While the financial package is of critical importance, I believe the single most crucial element in the airlines' recovery is restoring confidence in air travel by making it as safe and secure as is practical. While the financial package will help the airlines recover from the short-term losses associated with the September 11th disasters and subsequent shutdown, only the public's return to air travel can guarantee their long-term success. Travelers must be confident that the United States has the most advanced, secure aviation system in the world. The Aviation Security Bill before us today is an important first step in restoring such confidence to those in the sky and those on the ground. I am proud to stand with Senator HOLLINGS to introduce this momentous legislation.

The Aviation Security Bill contains important security measures which will drastically reduce the potential for future disruptions in our nation's air traffic. The bill demands the strengthening of cockpit doors and limits access to the cockpit itself, thus assuring that a commercial plane can never again be used as a guided weapon of destruction. Only pilots will be able to allow others into the cockpit. Under the provisions of this bill, even flight attendants won't have keys. It federalizes airport security operations, improving the training and testing programs for screening personnel, giving these invaluable men and women the tools necessary to perform their jobs properly. It increases perimeter security at airports, in their parking lots, and in air traffic facilities so that we can be sure at all times that only authorized personnel and vehicles have immediate access to our airports and aircraft. Additionally, it increases the number of federal Air Marshals and provides hijack training for flight crews to make certain those in the skies are equipped to deal with any situation that may arise after takeoff. It establishes a Deputy Administrator at the Federal Aviation Administration for Aviation Security and establishes an interagency Aviation Security Council to make it easier for the gov-

ernment to assess and respond to the needs of the aviation community. It requires the performance of background checks on those seeking training in the operation of large planes. This will allow us to ensure that those who know how to fly our planes have the noble goals of service and self-betterment in mind. All of these steps guarantee that air transportation will be safer and more secure than it has ever been.

However, it is important to remember that this is only the first step. It is crucial that we take immediate, but not final action. In the eleven days since these tragic events, many common-sense security solutions have emerged all over the country and on Capitol Hill. These are the solutions included in this bill. Yet a longer look remains necessary. We must continue to examine aviation security, working in phases to implement newer and better security measures as we go. We cannot forget about smaller commercial airports and general aviation airports. My home state of West Virginia is full of these airports and we must ensure that they receive the same scrutiny and attention as larger airports. We must ensure that customers in smaller markets can also travel with confidence. Furthermore, additional security measures for our major airlines, such as limits on carry-on baggage, must also be considered. I am certain that as we continue to examine the safety issues before us, we cannot only restore confidence in our nation's air transport system but, in fact, instill in the flying public a level of confidence even greater than before. I ask you to join me in supporting The Aviation Security Bill and to join me in finding future solutions to improve our national aviation system.

The PRESIDING OFFICER. The majority leader.

UNANIMOUS CONSENT AGREEMENT—S. 1450

Mr. DASCHLE. Mr. President, we are now at a point where I can propound this unanimous consent request.

Mr. President, I ask unanimous consent that the Senate now proceed to S. 1450, the aviation assistance and security bill; that no amendments or motions be in order to the bill; that there be 1 hour for debate equally divided between the two leaders, or their designees, with an additional 15 minutes under the control of Senator BYRD and 10 minutes for Senator KENNEDY and 5 minutes for Senator SPECTER; that at the conclusion or yielding back of the time, the bill be read a third time, and the Senate vote, without intervening action or debate, on final passage of the bill.

I further ask unanimous consent that when the Senate receives from the House its companion bill, it be immediately considered, read a third time, and passed, provided it is identical to the Senate-passed bill.

I further ask unanimous consent that once the bill has been enacted into law,

provided it is identical to the Senate measure, then action on the Senate bill be vitiated and the measure then be indefinitely postponed.

Mr. SPECTER. Mr. President, reserving the right to object, and I do not intend to object, for clarification, is the specific time within the bill, within the 1-hour total?

Mr. DASCHLE. Mr. President, those would be in addition to the 1-hour total as is propounded.

Mr. BOND. Mr. President, reserving the right to object, and I will not object, I ask I be given 5 minutes out of the minority leader's time.

Mr. DASCHLE. I so amend the request, Mr. President.

The PRESIDING OFFICER. It will be included in the request.

The Senator from Alabama.

Mr. SESSIONS. Mr. President, reserving the right to object, I ask for 2 minutes.

Mr. DASCHLE. Mr. President, I so amend the request.

The PRESIDING OFFICER. Is there any objection?

Mr. NICKLES. Reserving the right to object, parliamentary inquiry: Are the times that were mentioned outside of the 1 hour?

Mr. DASCHLE. The Senator is correct.

Mr. NICKLES. I want to clarify that because I think we need to be at least on equal footing as far as additional time is concerned. I understand there is a time request by the Senator from Illinois and others on this side, so we ought to try to be equitable in the time.

The PRESIDING OFFICER. The Senator from Mississippi.

Mr. LOTT. Mr. President, if the Senator will yield, we have a commitment to Senators who wish to be heard, such as Senator KYL and Senator FITZGERALD, that they will be yielded time out of the one half hour on our side. Of course, Senator HUTCHISON will be my designee to handle the time on our side, and she will speak also, but I urge the Senators to speak within the allowed time and hopefully keep the total time under an hour.

Mr. SPECTER. That is agreeable to me.

The PRESIDING OFFICER. The Senator from Missouri.

Mrs. CARNAHAN. Mr. President, reserving the right to object, our Nation's airlines are clearly suffering as a result of last week's terrorist attacks, and I express my appreciation to the distinguished majority leader for his efforts to craft a comprehensive package of financial assistance for the airlines. I am confident the leader's efforts will ensure that the attackers who took down our buildings will not succeed in taking down the airline industry, too. I look forward to supporting this measure.

I also believe we must act to bolster the airline industry. We must demonstrate our commitment to supporting the men and women who represent the industry's heart and soul.