

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