

investor in this country, who thinks this is the direction we should go—we can both create jobs, stabilize the economy, get down the deficit, and continue to fund critical programs. Ironically, in the grand deal that was adopted back here a month ago that I voted against, there was only one specified cut, one cut specified in that bill—graduate student financial aid. That's because at the country club they don't meet anybody who can't put their kids through medical school.

We need doctors. We need other professionals. We need to help the next generation succeed, education and infrastructure investment, and we need money to help pay for it.

GENERAL AVIATION

The SPEAKER pro tempore. The Chair recognizes the gentleman from Kansas (Mr. POMPEO) for 5 minutes.

Mr. POMPEO. Mr. Speaker, I rise this morning to talk about how our President has systematically and relentlessly attacked the general aviation industry.

You know, this is one of the few last great manufacturing gems left in America. It creates \$1.2 million jobs—the gentleman before me was speaking about jobs—1.2 million jobs in America and \$150 billion worth of income and a tremendous amount of exports.

This industry is enormously important to my district, but not just my district, the air capital of the world, but all across the country. These are good jobs. These are middle class jobs. They are jobs for machinists and welders and riveters and managers and purchasing people who make some of the finest airplanes in the world.

But instead of supporting the general aviation industry and welcoming those jobs, the President has attacked it. At the very least, he could just leave it alone. But this is part of his larger class warfare effort.

He demonizes general aviation users. He calls them corporate fat-cat jet owners at every turn. But it's not impacting the folks who use those as business tools; it's impacting the people who build these airplanes. They are productive. They are working to grow their businesses, and they are growing jobs.

His rhetoric kills sales of American manufactured goods and, with them, the jobs that are created when those airplanes are built. You know, he has attacked it in multiple ways.

Most recently the Department of Transportation issued something called BARR. It's a program which has long ensured basic privacy rights for general aviation users by allowing them to opt out of being tracked by everybody with an Internet connection. But on August 2, the FAA changed that rule and said, no, now anyone with an Internet connection can find out and violate the privacy rights of anybody who decides to fly in an airplane all across the country unless they specifically opt

out and can state a valid security threat.

This is an unprecedented step. It will facilitate serious violations of privacy, and it doesn't help create jobs in America.

I have introduced a piece of legislation called the BARR Preservation Act, along with Kansas Senator PAT ROBERTS, and I would urge my colleagues to support that legislation. It will create jobs in America.

Now the President most recently announced, as part of his efforts to reduce the deficit, user fees on general aviation aircraft, over \$100 per flight, not to mention the enormous bureaucracy it will take to collect this set of taxes. At a time when America has got unemployment of one in six or more, it's no time to add taxes on folks who are trying to fly their airplane around this country to get from Topeka to Des Moines, to get to small towns to support American manufacturing. This President wants to put taxes on general aviation users.

□ 1010

Finally, let me just talk for a moment about the taxes and the rhetoric. Mr. President, this industry is not asking for a handout. This President mistakes hardworking people for folks who are looking for something from the Federal Government. All we ask is to be left alone. We don't want the bailouts that the city of Detroit received and that the automotive folks received. We're not asking for tax favoritism. All we're asking is that you respect the hardworking people of Kansas and all across America who build the finest airplanes in the world. This is, Mr. Speaker, failed leadership.

We have \$4 trillion in additional debt and a loss of 2 million jobs under this President. Don't give us a bailout; don't give us a handout. We don't want special favors. Simply leave us alone to grow and create good, middle class, hardworking people's jobs right in Kansas and right in America.

ANNOUNCEMENT BY THE SPEAKER PRO TEMPORE

The SPEAKER pro tempore. Members are reminded to direct their remarks to the Chair.

LACEY ACT PROTECTS AMERICAN JOBS

The SPEAKER pro tempore. The Chair recognizes the gentleman from Oregon (Mr. BLUMENAUER) for 5 minutes.

Mr. BLUMENAUER. Mr. Speaker, last week in a speech before the Economic Club of Washington, Speaker BOEHNER used this tried and true Republican applause line: "Excessive regulations are making it harder for our economy to create jobs." But then he followed up with a real-life example. "Last month, Federal agents raided Gibson Guitar factories in Tennessee. Gibson is a well-respected American company that employs thousands of people. The company's costs were \$2

million to \$3 million. Why? Because Gibson bought wood overseas to make guitars in America. Seriously."

Well, seriously, Mr. Speaker, you were seriously—well, not necessarily you, I know you can't write all of your speeches, but you were done a disservice by your speech writers who could have done a little more research about the background of what was happening there. The Federal Government was involved with enforcing the Lacey Act which actually makes it easier to protect American jobs and manufacture here at home.

In 2008, I was pleased to be part of leading an effort working with the Bush administration in a bipartisan fashion to amend the Lacey Act, which bars trade in illegally harvested species to include trade in illegally harvested timber. Illegal logging threatens some of the world's richest and most vulnerable forests, but more important, it threatens tens of thousands of jobs right here in the United States. Over 50 trade associations, nonprofits, and unions representing the entire range of the U.S. economy signed statements supporting this amendment to the Lacey Act and its proper implementation.

This is serious business. People who cheat by knowingly using wood products that are bought illegally overseas cost American jobs. The estimate was over \$1 billion every year in lost opportunities and lower prices because of the illegal logging. We wanted to increase American jobs here at home, so we created a mechanism so that people would have an incentive to stop cheating, to stop competing unfairly against American businesses that are following the rules.

It's interesting to note that in 2009 when Gibson was first brought to the attention of the enforcement agencies and a process started, because of concerns that they may have taken illegal timber from Madagascar, on the floor of the House, over 400 Representatives voted in favor of a resolution I had condemning illegal logging in Madagascar.

We find there are people right here in the United States who understand this dynamic. The success of the Lacey Act rests on a simple principle: rewarding companies that follow the law while shedding light on bad actors. It ensures that American business using foreign wood, like guitar makers, pay attention to the sources of their wood. We had very powerful testimonies of what happens in illegal logging. It doesn't just destroy fragile ecosystems and threaten a scarce and dwindling supply of rare species of wood, it destabilizes those countries. The people who are engaged in the traffic of illegal timber threaten, they corrupt, and sometimes they kill. It is possible to figure this out. People need to pay attention.

Guitar makers like C.F. Martin Guitar are strongly supportive of the law. I quote: "I think the Lacey Act is a wonderful thing. I think illegal logging is appalling," the company's CEO,