

who is an FAA safety inspector who has been furloughed. He has been furloughed, as I mentioned, from his job as a Federal Aviation Administration aviation inspector because we have not been able to keep the government open.

He reached out to me, and I have here his letter. He reached out to me and asked that I share his concerns with all Members of Congress and with the public at large. He made it clear to me that he was not here to talk about or to ask me to minimize the hardship that is going on in his family. Instead, he wrote that he wanted to express his concerns that the aviation inspectors will not be on the job to ensure the safety of U.S. travelers.

My constituent, a retired Army officer, veteran, wanted me to specifically talk about four safety functions that are now not being performed by FAA inspectors under this government shutdown. First, surveillance of aircraft, pilots, both domestic and foreign repair stations have been halted, leaving aircraft maintenance and aviation operations unchecked.

Second, in-flight cockpit inspections have been suspended, meaning that safety inspectors are not in the air overseeing aircraft, pilots, flight crewmembers, and in-flight operations and procedures.

Third, ramp inspections are not being conducted at airport gate facilities. This is not just here in Washington, but nationwide. This increases the probability of risks not being identified between destination points.

And fourth, even more frightening is that aviation safety inspectors are not on duty to respond in the event of an aircraft accident. How tragic this is.

But the second one even touched me more. Maybe not more, but certainly equally as much. This is about a young lieutenant at a local Los Angeles County police department who has worked for the past 2 years to be accepted into the prestigious FBI National Academy. This 11-week program, which is paid completely without Federal funds, was a once in a lifetime opportunity for him to pursue his dreams and contribute to the safety of our country.

The government shutdown Tuesday, however, crushed his dreams because this 11-week program began on Monday. All he wants do is to go to his classes, but he can't, because there are no instructors. They have been furloughed. This program has 212 of the brightest and most dedicated law enforcement officers from 24 countries and 48 States. If the government does not quickly reopen, they must go home, every single one of them.

Mr. Speaker, do not send these people home. We are witnessing political brinksmanship in its purest form. The American people have no time for these games. And I did not come here to participate in unnecessary political brinksmanship. I came to provide solutions and resolve problems. Instead of pitting Americans against Americans using this piecemeal approach that my

colleagues across the aisle have decided to do to keep the government open, I urge my colleagues across the aisle to declare victory, use their own budget numbers, and vote for a clean CR that will last until mid-November. Don't hold our government hostage any longer.

#### GOVERNMENT SHUTDOWN PERSPECTIVES

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

Mr. MICA. Mr. Speaker, just a quick minute to reflect on the previous speaker.

First of all, as a former chairman of Transportation, chair of the Aviation Subcommittee, if the FAA Administrator is not ensuring that safety positions, including inspectors that are key to safety, that those positions are filled and manned during this shutdown, he should turn in his resignation immediately. I can tell you he has the discretion to make certain that safety and our Essential Air Service inspections are conducted. So this is a game that's being played by the other side.

Secondly, the gentleman spoke to a non-Federal program. There is no reason that any program that's supported with private money can't continue. We've seen this game played this week, poking veterans in the eye, poking even minorities in the eye.

If you have been to Washington and seen the World War II Memorial, it's an open space. And to put up barriers, and to put Park Service personnel out there to put fences up to prohibit the public and our veterans from walking into that open memorial, is an offense. To do the same thing to the Martin Luther King memorial is an offense to our minorities and all Americans.

So this is a game that's being played. I have seen it played, you know, just a short time ago. And it's good to have some institutional memory on FAA. The other side controlled this body. Now, they controlled the House, the Senate and the White House in huge majorities, they could not pass an FAA reauthorization. They did 20 extensions. During those 20 extensions, you know what happened? They left all of our safety policy, they left our advancements in technology, our Next Generation air traffic control programs, all in the lurch. And here they are talking about a 4-day disruption. And they did the same thing to me.

I sent over to Mr. REID, after the 20-some extensions, I sent to him a clean extension with one caveat: you couldn't have Essential Air Service, a Federal program in which you gave more than a thousand dollars per ticket subsidy. That was offensive to him because he was giving \$3,720 per airline ticket subsidy. And he held up the legislation for 2 weeks. We had a partial shutdown of FAA for 2 weeks.

They called me every name in the book. I was a one-man Tea Party ter-

rorist cell. The President, I heard him talking about holding a gun to the head of the Senate. That's what they used against me. They've used this before, they are using it again. They had an opportunity to do some of these things, they didn't.

They couldn't even pass a budget. The only reason they passed a budget this year was we put No Pay, No Budget. All of their 4 years. So let's look at the record. How did we get ourselves into this situation? They spent that 4 years passing a health care bill that they told us we would know what was in it after we passed it, and we found out.

The President 17 times has changed provisions in it that were in law. He gave an exemption to business people. He gave exemptions to his friends. He changed the law. Many of us wanted to do away with the law. We know that has gone into effect. We have asked for a reasonable approach to negotiate and change some things that need to be changed.

Let Members of Congress and the White House staff and others be subject to ObamaCare. Let's have some relief for individuals for some time. But you can't do that if you won't negotiate. If you are golfing on Saturday, as the President was doing, if you don't show up for work on Sunday, like the Senate didn't do, if you come to work on Monday at 2 o'clock, you don't get the job done. And then if you go to the White House and you don't sit down and talk or negotiate, you won't get it done.

We're here, we're going to be here 24-7, our leadership is committed to stay over the weekend, next week until we get it done, until we open the government, until we get the finances of this country as it careens down the path to possible default. Seventeen trillion, asking for another trillion of indebtedness. From \$9 trillion to 17 going to 18, double it in what—5, 6 years of this administration? Spending out of control, large government programs that do need our attention. We need to be responsible. We need to be accountable. We need to take any law, whether it's ObamaCare or others, and make certain that our people do have health care and do the best job possible working together and compromising.

#### SHUTDOWN DAMAGES THE POLITICAL PROCESS

The SPEAKER pro tempore. The Chair recognizes the gentleman from New Jersey (Mr. ANDREWS) for 5 minutes.

Mr. ANDREWS. Mr. Speaker, I say good morning to our colleagues, and hope that as we focus on the very real pain and burden that so many Americans are feeling that we can act this afternoon to alleviate that pain, whether someone is looking for health care services from the National Institutes of Health, or whether they are troubled by the problems at the FAA that Mr. LOWENTHAL just talked about,