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## House of Representatives

The House met at 10 a.m. and was called to order by the Speaker pro tempore (Mr. BISHOP of Utah).

### DESIGNATION OF SPEAKER PRO TEMPORE

The SPEAKER pro tempore laid before the House the following communication from the Speaker:

WASHINGTON, DC,  
April 17, 2018.

I hereby appoint the Honorable ROB BISHOP to act as Speaker pro tempore on this day.

PAUL D. RYAN,  
*Speaker of the House of Representatives.*

### MORNING-HOUR DEBATE

The SPEAKER pro tempore. Pursuant to the order of the House of January 8, 2018, the Chair will now recognize Members from lists submitted by the majority and minority leaders for morning-hour debate.

The Chair will alternate recognition between the parties. All time shall be equally allocated between the parties, and in no event shall debate continue beyond 11:50 a.m. Each Member, other than the majority and minority leaders and the minority whip, shall be limited to 5 minutes.

### ALLEGiant AIR

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

Mr. GUTIÉRREZ. Mr. Speaker, the CBS News program "60 Minutes" devoted more than half their show on Sunday to a 7-month investigation into Allegiant Air, a low-budget airline based in Las Vegas.

The segment was called "Allegiant Air: The Budget Airline Flying Under the Radar." According to CBS, Allegiant is one of the most profitable airlines in the U.S. and made a healthy profit for 60 straight months. And up

until word came out about the expose on CBS, its stock was doing pretty well, too.

In order to reward investors while still selling seats at rock-bottom ticket prices, however, Allegiant pushes their aging, secondhand fleet of 99 outdated aircraft beyond their limits. But, hey, apparently, in corporate America, profits are more important than people, even if carrying people safely is supposed to be your main concern.

So far, the only thing to crash with this airline is its high-flying stock price, which is down 11 percent since word of the CBS story first came out, because "60 Minutes" documented incident after incident—more than 100 in a less than 2 years—of aborted takeoffs, unscheduled landings, smoke-filled cabins, cabin-pressure loss, and other emergency situations.

A former prosecutor at the FAA with 30 years of experience says: "You know, if, God forbid, there is an accident, I think there will be a lot of people saying, 'Well, we knew. We knew and we did nothing.'"

Mr. Speaker, Allegiant Air is a tragedy waiting to happen. And they really should know better, and we as a country should know better, because the CEO of Allegiant is none other than one of the founders of ValuJet.

Do you remember them? They were the cut-rate airline that was apparently cutting corners on safety to boost their position with stockholders. But they aren't flying anymore because ValuJet flight 592, with 110 people on board, plunged into the Everglades after taking off from Miami International Airport 22 years ago.

What we learned after the fact was that the airline drove up profits, pushed its fleet to the edge, took extra freight in cargo holds to make extra money, and cut corners on the safety of its passengers. And you know what happened. People died.

We have seen this before, which leads to the very important question for

Congress: Why isn't anyone doing anything about it? Where is the FAA? Where is the DOT and the committees of jurisdiction here in the House of Representatives? I hear the Senators are doing something about it.

Why have there been no hearings and so little response from the Federal Government? "60 Minutes" made a compelling case that the regulators are not doing their jobs. Host Steve Kroft said: "Over the last 3 years, the FAA has switched its priorities from actively enforcing safety rules with fines, warning letters, and sanctions, which become part of the public record"—so we would all know about the safety of these airlines—"to working quietly with the airlines behind the scenes to fix the problems"—yes, at the backs of the American people that they are supposed to protect.

This airline, Allegiant, with 3.5 times as many serious emergency incidents as any other airline, might be a special case or it might just be typical, but we just don't know. And the American people just don't know.

If the FAA isn't doing a good job of making sure Allegiant Air is safe, what else are we missing about the airlines? We ought to demand that the experts inside and outside of Congress get the facts and all the people are accountable.

Now, I understand that the dirtiest word in the conservative dictionary is "regulation," and, frankly, it is not clear that the downside in regulatory oversight happened exclusively or even more rapidly since our current businessman and TV host President took office; but I think it is clear that following the rules being transparent and being accountable in American industry, especially the airline industry where millions of lives are at stake every day, ought to be a top priority.

When I sit down to dinner with my family, I want to know the chicken and vegetables on my plate are safe to eat.

□ This symbol represents the time of day during the House proceedings, e.g., □ 1407 is 2:07 p.m.

Matter set in this typeface indicates words inserted or appended, rather than spoken, by a Member of the House on the floor.



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