

will promote American exceptionalism and will propel this Nation back to the forefront of workforce development.

The President's blueprint to build a highly skilled workforce through our community college system is the right thing to do. It will allow community colleges in my district, for example, Shelton State and Wallace State Community Colleges, greater access to resources to educate those ready and willing to take jobs—highly skilled jobs in our workforce.

At this time, these initiatives are critically important because we in America can ill afford to be left behind when it comes to innovation. I believe that the President's blueprint should be applauded and supported. I know that in my own district, Mercedes Benz, a very important employer in my district, has taken such initiatives to another level. They've encouraged high school students, giving them a chance to learn how to use their machines and participate in a program; and they've also said that upon completion, 75 percent of those students will actually have a job in the Mercedes Benz plant in Vance, Alabama.

I think initiatives such as this should be encouraged. It's critically important that we not only support the private sector in their endeavors to create public partnerships with our community colleges, but also to grow our economy and help this recovery effort actually exist.

So I support these endeavors, and I support the President in this initiative. I look forward to working with the President on this initiative and supporting this initiative in this House, and I ask and urge all of my colleagues on both sides of the aisle to support such an initiative.

#### GENERAL AVIATION INDUSTRY

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

Mr. POMPEO. Madam Speaker, on Monday of this week, 2 days ago, the President released his budget plan. It will take America's deficits, or total debt, to over \$27 trillion. That's a big number. It's hard to get our heads around numbers like that. So I want to talk about how it impacts a particular industry and a particular group of people, how his budget and plan will put under attack 1.2 million Americans and an industry known as general aviation that generates over \$150 billion for our U.S. economy.

Now, the general aviation industry is an industry that this President has been assaulting ever since he took office. It is one of America's last great manufacturing sectors, indeed, a manufacturing jewel still here in America; and yet it has become a bit of a political punching bag for our President who constantly refers to the entire industry as made up of nothing but "corporate fat-cat jet owners."

But I want to talk about the job creation aspect. I want to talk about how

the general aviation industry impacts real people. I want to tell some real stories about how lives are impacted when a President speaks about an industry this way and then presents a budget that has such an enormous impact. There are real consequences.

I can tell you that each time the President attacks the general aviation industry, a machine shop in Wichita, Kansas, is impacted; a West Virginia company loses a sale; or a private company putting jet fuel on airplanes in California feels the squeeze.

I want to recall some of the attacks, but I also want to talk about these people. The general aviation industry produces aircraft that are a tool—a tool—that increases productivity and ultimately contributes to the success of businesses all across our country. It's about helping a parts supplier, a fellow named Jim who wrote a story to me from Plainwell, Michigan. It helps him deliver parts all across the country so not only can his company succeed and grow jobs, but all of the folks that Jim's company serves.

It's about getting a daughter to a hospital who is very ill on an Angel Flight—a wonderful nonprofit organization that uses excess capacity on small planes all around the country to meet the medical needs of people all across our Nation.

It's about the town of Fort Morgan, Colorado, whose local industries rely heavily on general aviation and which is an absolute lifeline for this small town's continuing success.

It's about a fellow named William in Mobile, Alabama, who wrote me and said:

I work for a manufacturer. We build jet engines for the general aviation industry. We've seen firsthand how President Obama's rhetoric hurts our industry. We lose sales. Why would a President attack an industry that provides hundreds of thousands of good, union jobs when he says that his entire focus is those jobs? I wish the President would encourage general aviation, and not attack it.

I think William has it exactly right. Many in my hometown of Wichita, Kansas, which is the headquarters for Beechcraft, Learjet and Cessna, know these stories all too well, also.

For the third time now in the President's budget, he's called for user fees on every flight of every general aviation aircraft and has set up a system whereby it will become more expensive through the Tax Code to purchase these aircraft—these American-built aircraft. But it impacts lots of folks in different places, not just the manufacturers.

Chris from Los Angeles wrote me and said:

My little flight school employs five full-time workers and three part-time employees. Up through now, I've been able to weather the economic storms. Unfortunately, despite the claims that piston aircraft will be exempt, these user fees will hurt us, Mr. President. I'll be forced to shut my doors, thereby laying off my employees.

Madam Speaker, this is not about fat-cat corporate jet owners in the cor-

ner office. This is about the livelihood of those eight people in California who depend on this industry to put food on the table for their families.

Carl from Plano, Texas, wrote me and said:

Like others have said, a large percentage of people who use business aircraft do it as a productivity tool. I wish Washington would recognize that an airplane is a tool just like production machinery and a delivery truck.

The whole time the President is criticizing the aircraft flying industry, he flies around in one of the great jets built in Kansas—Air Force One. His Cabinet members and senior staff fly on airplanes all across the world, and I'm proud of that. But, unfortunately, the President doesn't see the value in general aviation except for when it's his own. I've invited the President multiple times to come to Wichita, Kansas, to see the workers who build these great planes. And yet it continues: the President tries to destroy an industry that employs over 1 million people.

This is not leadership. This is division and envy, and I wish the President would cease to do so. It's a travesty, it's not good for jobs in America, and it's not good for our general aviation industry.

#### NATIONAL ENGINEERS WEEK

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

Mr. LIPINSKI. Madam Speaker, as one of only a handful of engineers in Congress, I'm proud to once again sponsor a resolution honoring our Nation's engineers during National Engineers Week. Next week will mark the 61st annual Engineers Week and the 8th year I have introduced this resolution. I would like to thank the gentleman from Illinois (Mr. MANZULLO) for joining me in leading this bipartisan effort for the second consecutive year.

The central goal of Engineers Week— attracting new students to engineering careers—has never been more important.

□ 1050

As a 2010 National Academies report explained:

While only 4 percent of the Nation's workforce is composed of scientists and engineers, this group disproportionately creates jobs for the other 96 percent.

Engineers drive our economy by designing and building everyday products, including bridges, airplanes, roads, computers, medical devices, cars, power plants—just to name a few. America's 2.5 million engineers have helped make our country great by solving problems and turning dreams into reality, and America's future depends on them.