

This transfer will occur once the State and the tribe enter into a memorandum of understanding [MOU]. That MOU must ensure that the property is developed only to enhance outdoor recreational or educational purposes, described how the lands will be jointly managed, protect the confidentiality of sites of cultural and religious significance to the Ho Chunk as appropriate, and establish the terms by which the agreement will be revisited in the future.

I am particularly pleased that the conference committee was able to include a \$17 million authorization for improvement projects at this site, an authorization which was supported by the Wisconsin delegation and the local community. These improvements include: Reconstruction of the three roads; remediation of old underground storage tanks and wells on the abandoned farms; and the stabilization of the old dam site.

Next month, members of a gubernatorially appointed negotiating panel will meet with representatives of the Ho Chunk Nation to begin the MOU negotiating process. Bolstered by the passage of this legislation, I know they will try to work as swiftly as possible to complete their task.

In conclusion, Mr. President, I again want to express my gratitude to the members of the conference committee for their assistance in working with the delegation on this matter. I believe that this legislation will result in a truly landmark arrangement for the management of a public recreational area. I look forward to the final establishment of the Kickapoo Valley reserve, and the protection of this truly outstanding resource.

I first introduced legislation, S. 2186, to achieve this goal on June 14, 1994, and reintroduced that measure as S. 40 on January 4, 1995. It is a great pleasure to see this measure finally enacted.

Mr. LOTT. Mr. President, I ask unanimous consent that the conference report be considered adopted, the motion to reconsider be laid upon the table, and that statements relating to the report be placed at this point in the RECORD.

The PRESIDING OFFICER. Is there objection? Without objection, it is so ordered.

The conference report was agreed to.

#### UNANIMOUS-CONSENT REQUEST— CONFERENCE REPORT TO AC- COMPANY H.R. 3539

Mr. LOTT. Mr. President, I ask unanimous-consent that the Senate turn to the consideration of the conference report to accompany H.R. 3539, the FAA reauthorization bill, and the reading of the conference report be waived.

The PRESIDING OFFICER. Is there objection?

Mr. FORD. Reserving the right to object.

The PRESIDING OFFICER. The acting leader.

Mr. FORD. Mr. President, I know there will be an objection after I make my statement, and I regret that. We have worked long and hard to bring this FAA reauthorization bill to the floor. I have worked years on it, along with the occupant of the Chair. We have security in there. We have funding for airports. We have the money to cover letters of intent. All of this is extremely important. And one item in this bill is going to bring it down.

I wish it was not in there. I wish we did not have it, but it is there. And I hope that those that object to that portion of it would just give us an up-and-down vote. The House did that. And why we could not have an up-and-down vote—based on the content of the bill, if you are opposed to all of this, all the funding for the airports, all the security, and opposed to all the money going to your airports, opposed to essential air service, all these things, then you have to vote no on the whole bill for this one item.

Mr. LOTT. Mr. President, if I could just make a comment before there is objection, if there is in fact going to be objection, to be heard further in support of my unanimous-consent request. I want to thank the Senator from Kentucky for his good work on this legislation. It has been a long time coming. He and Senator MCCAIN and Senator STEVENS and others have worked very hard.

You have an outstanding bill here. In less than 72 hours the Federal Government's authority to provide critical funding to airports across the country and our national air transportation system will expire unless we pass this FAA reauthorization bill. I am talking about over \$9 billion annually for the national needs, such as air traffic control, repair, maintenance and modernization of our air traffic control equipment, repair and construction of runways, taxiways, and other vital aviation infrastructure, the purchase of critical firefighting equipment at our Nation's airports. And the list goes on. I mean, this is also very much a question of safety.

Mr. FORD. No question about it.

Mr. LOTT. Mr. President, the recent tragic aircraft accidents, and continuing reports of power outages and equipment failures in our air traffic control centers, have raised questions about the safety of our Nation's air transportation system and the effectiveness of the Federal Government in safeguarding the traveling public.

We must do our part to reassure the traveling public that we have the world's safest air transportation system. This comprehensive legislation will go a long way in reassuring the public that the system is safe, and ensure the FAA will have a stable, predictable, and sufficient funding stream for the long term. Again, the FAA bill will:

Ensure that the FAA and our Nation's airports will be adequately funded by reauthorizing key FAA pro-

grams, including the Airport Improvement Program, for fiscal year 1997;

Ensure that the FAA has the resources it needs to improve airport and airline security in the near term;

Direct the National Transportation Safety Board to establish a program to provide for adequate notification of and advocacy services for the families of victims of aircraft accidents;

Enhance airline and air travelers' safety by requiring airlines to share employment and performance records before hiring new pilots;

Strengthen existing laws prohibiting airport revenue diversion, and provide the FAA with the tools they need to enforce Federal law prohibiting revenue diversion;

Most important, provide for thorough reform, including long-term funding reform, of the FAA to secure the resources to ensure we continue to have the safest, most efficient air transportation system in the world.

To assure air travelers and other users of our air transportation system that safety is paramount, the bill:

Requires the FAA to study and report to Congress on whether certain air carrier security responsibilities should be transferred to or shared with airports or the federal government;

Requires the National Transportation Safety Board [NTSB] to take action to help families of victims following commercial aircraft accidents;

Requires NTSB and the FAA to work together to develop a system to classify aircraft accident and safety data maintained by the NTSB, and report to Congress on the effects of publishing such data;

Ensures that the FAA gives high priority to implement a fully enhanced safety performance analysis system, including automated surveillance;

Bolsters weapons and explosive detection technology through research and development;

Improves standards for airport security passenger, baggage, and property screeners, including requiring criminal history records checks;

Requires the FAA to facilitate quick deployment of commercially available explosive detection equipment;

Contains a sense of the Senate on the development of effective passenger profiling programs;

Authorizes airports to use project grant money and passenger facility charges [PFC] for airport security programs;

Establishes aviation security liaisons at key Federal agencies;

Requires the FAA and FBI to carry out joint threat and vulnerability assessments every 3 years;

Requires all air carriers and airports to conduct periodic vulnerability assessments of security systems; and

Facilitates the transfer of pilot employment records between employing airlines so that passenger safety is not compromised.

The bill also expands the prohibition on revenue diversion to cover more instances of diversion and establishes

clear penalties and stronger mechanisms to enforce Federal laws prohibiting airport revenues from leaving the airport. "It is fundamental that we reverse the disturbing trend of illegal diversion of airport revenues to ensure that airport revenues are used only for airport purposes," said McCain.

"We must do our part to reassure the traveling public that we have the world's safest air transportation system," concluded McCain. "This comprehensive legislation will go a long way in reassuring the public that the system is safe, and ensure the FAA will have a stable, predictable, and sufficient funding stream to be the long term."

Each of these elements of H.R. 3538 is essential to fulfill Congress' responsibility to improving our country's air transportation system.

Clearly, Congress, the White House, DOT, the FAA, and others throughout the aviation industry have been under close scrutiny regarding the state of the U.S. air transportation system.

The traveling public has told us they are worried about the safety and security of U.S. airports and airlines, and the ability of the Government to alleviate these concerns. Recent tragic events suggest that this apprehension is justified, and we have been strongly encouraged to correct the problems in our air transportation system. The FAA bill will go a long way toward making the system safer and better in every way.

The American people demand we get this done, and they deserve no less.

It really alarms me that we have cut it this close. It looks like there may be objection. In fact, the recent tragic aircraft accidents and the continuing reports of power outages and equipment failures in our air traffic control centers have raised all kinds of questions that we are trying to address with this bill.

So I think we need to move it forward. There are so many good parts of this bill. It is so essential. It does have so many safety ramifications that I hope that we could move it forward in a unanimous way.

Mr. FEINGOLD addressed the Chair.

The PRESIDING OFFICER. The Senator from Wisconsin.

Mr. FEINGOLD. Reserving the right to object for a moment, let me just say that I am intrigued by the conversation and am concerned about the airline safety issues, the funding. I am very concerned about those issues. I want this bill to pass too.

So why in the world, yesterday, just yesterday, under the guise of a technical correction to the Railway Labor Act, was an unacceptable and very controversial special interest provision added to this bill? It was not because of airline safety. It was not because of funding for the airports. And it was not a technical correction.

The provision makes a significant change in Federal law to give Federal Express an edge in its current attempt

to stop some of its employees from joining a union. That is what is so all-fired important here and had to be put in yesterday in a bill that we are being told has to pass because of airline safety. That is the issue. Let us just get this out of there. That is what that provision is about. It has nothing to do with airline safety.

Mr. President, because of what really has happened here, I object.

The PRESIDING OFFICER. Objection is noted.

#### PRESIDIO PROPERTIES ADMINISTRATION ACT

Mr. LOTT. Mr. President, I also want to comment, if I could, on the objections that we heard earlier today to the omnibus parks bill, commonly referred to as the Presidio bill. I might say to the Senator from Kentucky, this is not a unanimous-6Ysent request. I just want to make a brief statement.

Mr. FORD. That is fine.

Mr. LOTT. I would be glad to yield further.

Mr. FORD. Go ahead.

Mr. LOTT. On the Presidio bill there has been objection now from our Democratic colleagues to turning to that omnibus bill. We had tried to dispense with the reading and recommit the conference report back to the conference in order to take care of a provision in there that had raised concern, the tax provision. And I thought at one point, I guess 24 hours ago now, that we were going to be able to get agreement on both sides of the aisle to recommit that conference report and take care of the problem and then move this very important parks bill forward that affects 41 States, contains 126 separate provisions relating to parks and public lands.

This is the most important parks bill we have had in probably 4 years. It does have a lot of very important areas involved that need to be preserved, from battlefield sites to the Sterling Forest site that affects the New Jersey and New York area, the tall grass project out in Kansas, as well as the Presidio, and some very important projects in the State of Alaska. I know the distinguished Presiding Officer certainly cares an awful lot about that and the chairman of the committee.

So I do not understand what is going on here. I understand from the administration that they have a list of their preferred projects, that they say, "Oh, well, we'll take these and no more." Well, probably those projects that they say they cannot be included, they are good projects, most of them, they are projects from Democrats and Republicans.

There has been a continuing effort to work out something on this. I am astounded we are going to leave and not get this done. But we are not going to be able to put this whole bill in the continuing resolution. If we do not move it separately as an omnibus bill, then we will have no parks bill this year.

There was an effort maybe just to include one or two projects. I understand that has been objected to from the administration. I do not know where we go from here on this very important legislation but time is certainly running out.

I think it is once again going to be a tragedy, like the FAA reauthorization. In an effort to force an effect, a unionization of a company, they are going to bring down the whole FAA infrastructure. I do not understand that. And now in order to block two or three minor projects, we are going to have the whole parks bill go down?

Here is another thing about that. It is the continuing process of how when we meet objections the goalposts move. We were told on the illegal immigration, the Gallegly section is the problem. "We'll veto it over that." Well, we took it out. They said, "Wait a minute. We have some other problems." Same thing on this bill. We were told there were certain projects, three or four that were major problems. The chairman took them out. Then they said, "Oh, well. No. We have 50 other projects that we have problems with."

Mr. President, we have to have, in these final hours of the session, good faith, and we have to be prepared to stick with what we say we have to have when that is done, and not keep saying then you have to have something else. It is a very disappointing way to wind up this session.

I yield to the Senator from Alaska.

Mr. MURKOWSKI. Relative to reviewing the list of 126, it affects Senators from Oregon, Utah, Virginia, California, Alaska, Louisiana, Mississippi, Maine, Vermont, Idaho, Washington, Missouri, to name a few, and in some cases, parks in every State. These are States affected by the administration's announcement last night they wanted 46 more out. These are the States that are affected. This is after an extended hearing process. We reported these out, and we have withdrawn those the administration initially listed as objections that they would veto.

I have personally met with my conferees by telephone relative to trying to clear this, and as the leader has pointed out, a technical correction in the House has been taken care of. We can pass this. We can move it right now if there is no objection. Otherwise, we will have to wait for another session, the 105th Congress, to start this process that we spent over 2 years on, which benefits virtually every State in the Union with very meaningful projects, including the Presidio and cleaning up the San Francisco Bay area.

I urge the leader to continue to work in every manner, because time is running out on the biggest and most important parks public land package in two decades. We are ready to move forward and pass this legislation. If we cannot proceed, it would truly be a shame, because on both sides, Democrats and Republicans will not see—