

in such a manner as to ensure adequate opportunity for public involvement. In compliance with the requirements of the Federal Advisory Committee Act (5 U.S.C. App.), the Advisory Committee shall choose an appropriate means of providing interested members of the public advance notice of scheduled meetings.

(g) QUORUM.—A majority of the members of the Advisory Committee shall constitute a quorum.

(h) COMPENSATION.—Each member of the Advisory Committee shall serve without compensation, except that while engaged in official business of the Advisory Committee, the member shall be entitled to travel expenses, including per diem in lieu of subsistence in the same manner as persons employed intermittently in Government service under section 5703 of title 5, United States Code.

(i) CHARTER.—The rechartering provisions of section 14(b) of the Federal Advisory Committee Act (5 U.S.C. App.) shall not apply to the Advisory Committee.

SEC. 3308. RESTRICTION ON AUTHORITY.

Nothing in this title shall give the Secretary authority to regulate lands outside the land area acquired by the Secretary under section 3306(a).

SEC. 3309. AUTHORIZATION OF APPROPRIATIONS.

There are authorized to be appropriated to the Department of the Interior such sums as are necessary to carry out this title.

TITLE XXXIV—MISCELLANEOUS PROVISIONS

SEC. 3401. CONVEYANCE OF CERTAIN PROPERTY TO THE BIG HORN COUNTY SCHOOL DISTRICT NUMBER 1, WYOMING.

The Secretary of the Interior shall convey, by quit claim deed, to the Big Horn County School District Number 1, Wyoming, all right, title, and interest of the United States in and to the following described lands in Big Horn County, Wyoming: Lots 19–24 of Block 22, all within the town of Frannie, Wyoming, in the S $\frac{1}{2}$ NW $\frac{1}{4}$ NW $\frac{1}{4}$ and N $\frac{1}{2}$ SW $\frac{1}{4}$ NW $\frac{1}{4}$ of section 31 of T. 58N., R. 97 W., Big Horn County.

SEC. 3402. RELINQUISHMENT OF INTEREST.

(a) IN GENERAL.—The United States relinquishes all right, title, and interest that the United States may have in land that—

(1) was subject to a right-of-way that was granted to the predecessor of the Chicago and Northwestern Transportation Company under the Act entitled “An Act granting to railroads the right of way through the public lands of the United States”, approved March 3, 1875 (43 U.S.C. 934 et seq.), which right-of-way the Company has conveyed to the city of Douglas, Wyoming; and

(2) is located within the boundaries of the city limits of the city of Douglas, Wyoming, or between the right-of-way of Interstate 25 and the city limits of the city of Douglas, Wyoming, as determined by the Secretary of the Interior in consultation with the appropriate officials of the city of Douglas, Wyoming.

(b) CONVEYANCE.—As soon as practicable after the date of enactment of this Act, the Secretary of the Interior shall file for recordation in the real property records of Converse County, Wyoming, a deed or other appropriate form of instrument conveying to the city of Douglas, Wyoming, all right, title, and interest in the land described in subsection (a).

SEC. 3403. LOST CREEK LAND EXCHANGE.

The Secretary of Agriculture shall submit a plan to the Committee on Energy and Natural Resources of the United States Senate and the Committee on Resources of the House of Representatives detailing the terms and conditions for the exchange of certain lands and interests in land owned by the R-Y Timber, Inc., its successors and assigns or affiliates located in the Lost Creek area and other areas of the Deerlodge National Forest, Montana.

SEC. 3404. VANCOUVER NATIONAL HISTORIC RESERVE.

(a) ESTABLISHMENT.—There is established the Vancouver National Historic Reserve in the State of Washington (referred to in this section as the “Reserve”), consisting of the area described in the report entitled “Vancouver National Historic Reserve Feasibility Study and Environmental Assessment” published by the Vancouver Historical Study Commission and dated April 1993 as authorized by Public Law 101–523 (referred to in this section as the “Vancouver Historic Reserve Report”).

(b) ADMINISTRATION.—The Reserve shall be administered in accordance with—

(1) the Vancouver Historic Reserve Report (including the specific findings and recommendations contained in the report); and

(2) the Memorandum of Agreement between the Secretary of the Interior, acting through the Director of the National Park Service, and the City of Vancouver, Washington, dated November 14, 1994.

(c) NO LIMITATION ON FAA AUTHORITY.—The establishment of the Reserve shall not limit—

(1) the authority of the Federal Aviation Administration over air traffic control, or aviation activities at Pearson Airpark; or

(2) limit operations and airspace in the vicinity of Portland International Airport.

(d) AUTHORIZATION OF APPROPRIATIONS.—There are authorized to be appropriated such sums as are necessary to carry out this section.

Mr. LOTT. Mr. President, I ask unanimous consent that the Senate insist on its amendment, agree to a request for a conference with the House, and that the Chair be authorized to appoint conferees on the part of the Senate.

The PRESIDING OFFICER. Without objection, it is so ordered.

The Presiding Officer appointed Mr. MURKOWSKI, Mr. DOMENICI, Mr. NICKLES, Mr. JOHNSTON, and Mr. BUMPERS conferees on the part of the Senate.

AUTHORIZATION OF MULTIYEAR CONTRACTING FOR THE C-17 AIRCRAFT PROGRAM

Mr. LOTT. Mr. President, I now ask unanimous consent that the Senate proceed to the immediate consideration of Calendar No. 400, S. 1710.

The PRESIDING OFFICER. The clerk will report.

The bill clerk read as follows:

A bill (S. 1710) to authorize multiyear contracting for the C-17 aircraft program, and for other purposes.

The PRESIDING OFFICER. Is there objection to the immediate consideration of the bill?

There being no objection, the Senate proceeded to consider the bill.

Mr. DOLE. Mr. President, I am pleased to bring before the Senate today legislation which authorizes the Air Force to enter into a multiyear contract for the procurement of the C-17 globemaster III, the world's newest and finest strategic air lifter.

While the legislation before us is simple—authorizing a multiyear contract, it is critically important. In short, it will allow the Air Force to more rapidly improve its ability to project U.S. power anywhere in the world. In this time of shrinking budgets and growing demands, we must set priorities for modernization of our

military forces—C-17 is for me a top priority.

As my colleagues recall, earlier this year, President Clinton attempted to ram through the Congress a 7-year multiyear contract authority. At the time, Senator THURMOND and I supported the idea of a multiyear procurement authorization, but we thought the proposal could be improved in ways which would benefit the taxpayer, the Air Force, and the skilled workers who build the aircraft. That is exactly what the committee has done. Under the legislation before us, the procurement of the C-17 will be expedited, resulting in greater savings for the American taxpayer, increased capabilities for the Air Force, and greater efficiency and stability for the industrial base.

The Armed Services Committee recently completed markup of its fiscal year 1997 defense authorization bill. To take immediate advantage of the opportunities created by the multiyear procurement legislation before us, the committee was able to add \$249 million in the fiscal year 1997 bill to procure an additional aircraft this year and to provide long-lead funding for two more aircraft in fiscal year 1998. As a result, the Air Force will be on a path which will move the last five aircraft of the contract up to the first 3 years, saving the taxpayer an additional \$300 million and creating a more efficient production schedule.

Mr. President, Army missions are up 300 percent since the end of the cold war, yet the number of troops forward-deployed is significantly down. Our force is smaller and is Conus based. Now, more than ever, sufficient strategic air lift is absolutely essential for the success of our military. However, even with the Pentagon's planned buy of 120 C-17's, the Department of Defense will be unable to meet its minimum strategic airlift requirement of 49.4 million-ton-miles-per-day between fiscal 1997 and fiscal 2004. By expediting the procurement of the C-17, we are helping to fill that void. In my view, it is clear that America will need more than 120 C-17's to meet our needs.

Mr. President, clearly the legislation before us is both critical to the needs of the Department of Defense and good for the American taxpayer. I commend the Armed Services Committee for their efforts in crafting this legislation and look forward to its passage.

Mr. LOTT. Mr. President, I ask unanimous consent that the bill be deemed read a third time, passed, the motion to reconsider be laid upon the table, and that any statements related to the bill be placed at the appropriate place in the RECORD.

The PRESIDING OFFICER. Without objection, it is so ordered.

The bill (S. 1710) was deemed read the third time and passed, as follows:

S. 1710

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled,

SECTION 1. MULTIYEAR CONTRACTING AUTHORITY FOR THE C-17 AIRCRAFT PROGRAM.

(a) MULTIYEAR CONTRACTS AUTHORIZED.—The Secretary of the Air Force may, pursuant to section 2306b of title 10, United States Code (except as provided in subsection (b)(1)), enter into one or more multiyear contracts for the procurement of not more than a total of 80 C-17 aircraft.

(b) CONTRACT PERIOD.—(1) Notwithstanding section 2306(b)(k) of title 10, United States Code, the period covered by a contract entered into on a multiyear basis under the authority of subsection (a) may exceed five years, but may not exceed seven years.

(2) Paragraph (1) shall not be construed as prohibiting the Secretary of the Air Force from entering into a multiyear contract for a period of less than seven years. In determining to do so, the Secretary shall consider whether—

(A) sufficient funding is provided for in the future-years defense program for procurement, within the shorter period of the total number of aircraft to be procured (within the number set forth in subsection (a)); and

(B) the contractor is capable of delivering that total number of aircraft within the shorter period.

(c) OPTION TO CONVERT TO ONE-YEAR PROCUREMENTS.—EACH MULTIYEAR CONTRACT FOR THE PROCUREMENT OF C-17 AIRCRAFT AUTHORIZED BY SUBSECTION (A) SHALL INCLUDE A CLAUSE THAT PERMITS THE SECRETARY OF THE AIR FORCE—

(1) to terminate the contract as of September 30, 1998, without a modification in the price of each aircraft and without incurring any obligation to pay the contractor termination costs; and

(2) to then enter into follow-on one-year contracts with the contractor for the procurement of C-17 aircraft (within the total number of aircraft authorized under subsection (a)) at a negotiated price that is not to exceed the price that is negotiated before September 30, 1998, for the annual production contract for the C-17 aircraft in lot VIII and subsequent lots.

ORDERS FOR MONDAY, MAY 20, 1996

Mr. LOTT. Mr. President, I ask unanimous consent that when the Senate completes its business today, it stand in adjournment until the hour of 10:30 a.m. on Monday, May 20; further, that immediately following the prayer, the Journal of proceedings be deemed approved to date, no resolutions come over under the rule, the call of the calendar be dispensed with, the morning hour be deemed to have expired, and, under the previous order, the Senate will then resume consideration of Senate Concurrent Resolution 57, the budget resolution.

The PRESIDING OFFICER. Without objection, it is so ordered.

PROGRAM

Mr. LOTT. On Monday the Senate will resume consideration of the budget resolution. Senators are expected to offer amendments to the resolution throughout the day on Monday. Any votes ordered on those amendments on Monday will be in order to occur on Tuesday. Therefore, for the information of all Senators, no rollcall votes

will occur on Monday; however, Senators are encouraged to offer their amendments prior to Tuesday. It is the intention of the leadership to complete action on the budget on Tuesday, and numerous rollcall votes are expected to occur that day.

The PRESIDING OFFICER. Without objection, it is so ordered.

ORDER FOR ADJOURNMENT

Mr. LOTT. Mr. President, if there is no further business to come before the Senate, I now ask the Senate stand in adjournment under the previous order, following the remarks of the Senator from New Hampshire, Senator SMITH, and the Senator from South Carolina, Senator THURMOND.

The PRESIDING OFFICER. Without objection, it is so ordered.

Mr. LOTT. I yield the floor.

Mr. SMITH addressed the Chair.

The PRESIDING OFFICER. The Senator from New Hampshire is recognized.

TRIBUTE TO GEORGE F. COURTOVICH

Mr. SMITH. Mr. President, today I rise to pay tribute to George F. Courtovich of Stratham, NH. It was just 1 year ago that my wife and I attended this young man's funeral in New Hampshire. George died at an early age of 33, leaving behind his wife Debbie, daughter Colleen, parents, George and Dorothy, and brother Jim.

I think nothing is harder than consoling a mother, a father, a wife, a brother, on the tragic loss, such an early and unexpected loss, of someone who was so close and loved and so young. However, my wife Mary Jo and I were able to learn so much more about George at his wake and funeral from his friends, colleagues, and family who had gathered to mourn his death.

George had a youthful zeal for life that touched many in his community. From the senior citizens to whom he brought food to on holidays to the people in need he helped as a volunteer EMT in his hometown, George made a difference. George was a volunteer looking to help. He strived to make the quality of life better for not only his family but his community.

George also was a ski instructor at Loon Mountain on weekends, helping others learn a sport that he had mastered. He even took on the task of teaching the senior Senator from Texas how to navigate on the snowy slopes of New Hampshire. This is a task daunting for even the most experienced ski instructor, but one George spoke of with honor, and, frankly, a little humor.

George lived his life to the fullest always looking to move forward and to bring others with him. To see the numbers of people who turned out for his funeral, it was clear that the people who knew him had profound respect for what George did for his family and community.

It is because of people like George Courtovich that we are here today, Mr. President. The hard working people of this country who contribute to their community, raise their families, help their neighbors, make this country what it is today. It is easy to find reasons why one cannot participate in their community or volunteer to help others. It is much easier than it is to become active in such endeavors. George did not take the easy route and for that he left this world as an example for others. He left too early, but was able to live three lifetimes before he did.

No, George is not with us today but his memory and example of leadership and charity are. I join the Courtovich family as they prepare to celebrate his life at the morning mass on Tuesday, May 21, in honor of their son, brother, husband, and father at St. Michael's Church in Exeter, NH.

ADM. MIKE BOORDA

Mr. SMITH. Mr. President, it is with a very heavy heart and a profound sadness that I take the floor today to pay tribute to a good friend, Adm. Mike Boorda. As my colleagues know, Admiral Boorda apparently took his life yesterday near his home on the grounds of the Washington Navy Yard.

Mike Boorda was an inspiration to those of us who care about military matters and who strive to improve the quality of life of our soldiers, sailors, airmen, and marines. He was also an inspiration to our enlisted ranks, to whom he demonstrated by example that hard work, dedication and commitment can pay off. My dad was a naval aviator in World War II. Like my dad, Mike Boorda was a Mustang, he was an enlisted man who rose from the enlisted ranks to become an officer. So I had a special appreciation for what Mike Boorda did. His career is a modern day success story. He was the first enlisted man to rise up through the ranks, become an officer, and become the Chief of Naval Operations. He was the first one in the history of America. From his enlistment in the U.S. Navy in 1956 through his service as Chief of Naval Operations, Adm. Mike Boorda epitomized our Nation's finest. He was truly a remarkable man.

Many of my colleagues have described Admiral Boorda's distinguished professional history. It is a career rich in diversity, long on accomplishment.

I ask unanimous consent at this point that Admiral Boorda's curriculum vitae be printed in the RECORD.

There being no objection, the material was ordered to be printed in the RECORD, as follows.

**ADM. JEREMY MICHAEL BOORDA, U.S. NAVY,
CHIEF OF NAVAL OPERATIONS**

Admiral Boorda, born in South Bend, Indiana, in November 1939, enlisted in the U.S. Navy in 1956. He attained the rate of petty officer first class, serving at a number of commands, primarily in aviation. His last two enlisted assignments were in Attack