

Bentsen	Gephardt	Norwood
Berman	Gonzalez	Nussle
Blagojevich	Graham	Obey
Blumenauer	Green	Olver
Bonior	Hilleary	Owens
Borski	Hilliard	Pallone
Boswell	Hinche	Pascrell
Boucher	Hinojosa	Pastor
Brown (CA)	Hoekstra	Paul
Brown (FL)	Hulshof	Payne
Brown (OH)	Inglis	Pelosi
Burr	Jackson (IL)	Petri
Burton	Jackson-Lee	Poshard
Campbell	(TX)	Rangel
Carson	John	Rivers
Castle	Johnson (WI)	Rodriguez
Chenoweth	Johnson, E. B.	Rohrabacher
Clay	Jones	Rothman
Clyburn	Kanjorski	Roybal-Allard
Coble	Kennedy (RI)	Royce
Coburn	Kennelly	Rush
Collins	Kildee	Ryun
Conyers	Kilpatrick	Salmon
Costello	Kind (WI)	Sanders
Cox	Kingston	Sandlin
Coyne	Klink	Sanford
Cramer	Klug	Sawyer
Cubin	Kucinich	Scarborough
Davis (FL)	LaFalce	Schaffer, Bob
Davis (IL)	Lampson	Schumer
Deal	Largent	Scott
DeFazio	Levin	Sensenbrenner
DeGette	Lewis (GA)	Serrano
Delahunt	Lowe	Shadegg
DeLauro	Maloney (CT)	Shays
Dellums	Maloney (NY)	Skaggs
Deutsch	Markey	Slaughter
Dicks	Martinez	Smith (MI)
Dixon	Mascara	Snyder
Doggett	McCarthy (MO)	Solomon
Dooley	McDermott	Stark
Doyle	McGovern	Stearns
Duncan	McInnis	Stenholm
Edwards	McIntosh	Stokes
Ehlers	McKinney	Stupak
Engel	McNulty	Thompson
Eshoo	Meehan	Tiahrt
Evans	Menendez	Tierney
Farr	Mica	Torres
Fattah	Millender-	Towns
Filner	McDonald	Turner
Flake	Miller (CA)	Upton
Foglietta	Mink	Velazquez
Ford	Moakley	Visclosky
Frank (MA)	Mollohan	Waters
Frost	Murtha	Waxman
Furse	Neal	Wexler
Gejdenson	Neumann	Weygand

ANSWERED "PRESENT"—1

Souder

NOT VOTING—10

Andrews	Manton	Watkins
Boehert	Molinari	Yates
Hefner	Schiff	
Jefferson	Skelton	

□ 2125

Mrs. CHENOWETH changed her vote from "yea" to "nay."

Mr. RAHALL and Ms. HARMAN changed their vote from "nay" to "yea."

So the bill was passed.

The result of the vote was announced as above recorded.

A motion to reconsider was laid on the table.

AUTHORIZING THE CLERK TO MAKE CORRECTIONS IN ENGROSSMENT OF H.R. 1469, 1997 EMERGENCY SUPPLEMENTAL APPROPRIATIONS ACT FOR RECOVERY FROM NATURAL DISASTERS, AND FOR OVERSEAS PEACEKEEPING EFFORTS, INCLUDING THOSE IN BOSNIA

Mr. LIVINGSTON. Mr. Speaker, I ask unanimous consent that in the engrossment of H.R. 1469, the Clerk be author-

ized to correct section numbers, punctuation, cross references, and to make other conforming changes as may be necessary to reflect the actions of the House today.

The SPEAKER pro tempore [Mr. LAHOOD]. Is there objection to the request of the gentleman from Louisiana?

Mr. OBEY. Mr. Speaker, I am reserving the right to object, I could not hear the gentleman and I was wondering, what is the nature of the corrections?

Mr. LIVINGSTON. If the gentleman will yield, I am advised that the enrolling clerk has asked for the authorization to correct section numbers, punctuation, cross references and other conforming changes, but there would be no substantive changes to the bill, I would advise the gentleman.

Mr. OBEY. Mr. Speaker, I withdraw my reservation of objection.

The SPEAKER pro tempore. Is there objection to the request of the gentleman from Louisiana?

There was no objection.

REPORT ON RESOLUTION PROVIDING FOR CONSIDERATION OF H.R. 1385, EMPLOYMENT, TRAINING, AND LITERACY ENHANCEMENT ACT OF 1997

Mr. MCINNIS, from the Committee on Rules, submitted a privileged report (Rept. No. 105-98) on the resolution (H. Res. 150) providing for consideration of the bill (H.R. 1385) to consolidate, coordinate, and improve employment, training, literacy, and vocational rehabilitation programs in the United States, and for other purposes, which was referred to the House Calendar and ordered to be printed.

APPOINTMENT AS MEMBERS TO MEXICO-UNITED STATES INTERPARLIAMENTARY GROUP

The SPEAKER pro tempore. Without objection, and pursuant to the provisions of 22 U.S.C. 276h, the Chair announces the Speaker's appointment of the following Members of the House to the Mexico-United States Interparliamentary Group:

Mr. GILMAN of New York, vice chairman;

Mr. DREIER of California;

Mr. BARTON of Texas;

Mr. CAMPBELL of California;

Mr. MANZULLO of Illinois;

Mr. GEJDENSON of Connecticut;

Mr. LANTOS of California;

Mr. FILNER of California;

Mr. UNDERWOOD of Guam; and

Mr. REYES of Texas.

There was no objection.

THE FAA AND AIRLINE SAFETY

(Mr. WOLF asked and was given permission to address the House for 1 minute and to revise and extend his remarks.)

Mr. WOLF. Mr. Speaker, this past Sunday was Mother's Day and it was a

day to give thanks for our mothers and praise them and honor them. But this past Sunday also was an important day to many in this Nation, but for a more sinister reason. It was the one-year anniversary of the ValuJet crash.

It was a crash that could have been avoided, Mr. Speaker, with either smoke detectors and fire suppression systems or by prohibiting armed oxygen canisters in some cargo holds. Transporting armed oxygen canisters in unreachable holds is unlawful today, but as the recent Continental Airlines incident indicates, the FAA's enforcement of these regulations is weak.

The NTSB has recommended after the ValuJet crash that the FAA promulgate rules requiring the installation of smoke detectors and fire suppression systems. Similarly, NTSB made an urgent recommendation in December following the TWA Flight 800 crash.

Today I am calling on the FAA to quickly, quickly promulgate and implement regulations regarding the use of smoke detectors and fire suppression systems in all passenger aircraft, as well as fuel tank recommendations of the NTSB. Every Member of Congress who flies an airplane or who represents anybody who flies an airplane ought to be putting pressure on the FAA.

[From the LA Times, May 6, 1997]

SNAIL'S PACE IN AIRLINER SAFETY

FBI Director Louis J. Freeh has reiterated an idea expressed by some federal officials since late last year: that it was a catastrophic mechanical failure that brought down TWA Flight 800 last July, killing all 230 aboard.

"The evidence is certainly not leading in the direction of a terrorist act. It is in fact moving in the other direction," Freeh said on a television news show Sunday. But he stressed that no official conclusion on the cause of the TWA disaster has been reached.

Such a slow pace is not unusual in these matters. It took two years, for example, to officially rule that a bomb had caused the explosion of Pan Am 103 over Lockerbie, Scotland, in 1988.

Even without a final report, you might think that corrective action would occur quickly. After all, the National Transportation Safety Board, and now Freeh, has emphasized the possibility that Flight 800 disintegrated because a spark ignited a volatile air-fuel mixture in its central fuel tank.

Well, here's the snail's-pace chronology that followed the "urgent" NTSB recommendations on Dec. 13 for changes that it said could prevent an explosion of this kind: The Federal Aviation Administration had 90 days to respond and announced in February that it would issue a notice for public comment in the Federal Register within 30 days. The notice finally appeared in April, at which point another 90-day period commenced. This means that the recommendations cannot be acted on until July.

The Clinton administration and Congress ought to find a way to shorten this process. If a streamlined process had been mandatory, the implementation of one or more of the changes to prevent central fuel tank explosions in more than 1,000 active U.S. commercial jets might already be underway.

[From the Information Services Newswire Search, May 14, 1997]

**BANNED OXYGEN CANISTERS HAULED ON
CONTINENTAL FLIGHT**
(By Eun-Kyung Kim)

Washington (AP)—Federal investigators are trying to determine how a Continental Airlines passenger jet ended up carrying seven oxygen canisters in its cargo hold, a practice outlawed following last year's ValuJet crash.

"We take this very seriously and we're investigating it thoroughly," Eliot Brenner, a spokesman for the Federal Aviation Administration, said Tuesday.

The oxygen generators, secured by safety caps, were in a shipment of airline materials found by Continental workers 10 days after the flight to Houston from Los Angeles.

"With the caps, they were not in danger of going off," Brenner said. The canisters were not listed as part of the shipment, he said.

The FAA reported the flight took place on April 15, but the airline said it was a day later.

Chemical oxygen generators were banned as cargo in passenger planes shortly after ValuJet Flight 592 crashed into the Florida Everglades, killing all 100 people on board. Investigators believe the May 11, 1996, disaster was caused by a fire fueled by poorly packaged oxygen generators.

Air transport of the generators is now restricted to compartments in cargo planes that the crew can reach during the flight.

Houston-based Continental issued a statement Tuesday saying the disarmed generators were shipped accidentally by a vendor who failed to disclose they were hazardous.

"The airline immediately reported this occurrence to the FAA when the shipment was discovered. In addition to our own internal audit, Continental is working closely with the FAA in its investigation to determine how this shipment happened," the statement said.

Continental spokeswoman Karla Villalon declined to identify the vendor, saying it is under investigation. She did not know how many people were aboard the plane.

Continental, the vendor and its shipping agent could face millions of dollars in fines if investigators conclude hazardous material laws were violated, Brenner said.

Jim Hall, the chairman of the National Transportation Safety Board, said the incident illustrated the need to install smoke detectors and fire suppression equipment in the cargo compartments of all passenger airliners.

"What this incident shows is that no matter what regulations are passed, the threat of inadvertent placement of hazardous materials on aircraft will always be with us," Hall said in a letter to Carol Hallett, president of the Air Transport Association of America.

Hall voiced similar concerns in a letter Monday to Transportation Secretary Rodney Slater.

[From the Information Services Newswire Search, May 15, 1997]

**AIRLINES TO INSTALL CARGO AREA FIRE
SUPPRESSION SYSTEMS**
(By Randolph E. Schmid)

Washington.—A year after the fiery crash of ValuJet Flight 592 the nations airlines are moving towards installing firefighting equipment in their cargo holds.

But it could take years for all of the nation's airliners to be protected.

The Air Transport Association announced Wednesday that the airlines will begin installing the fire suppression equipment, perhaps as early as this fall if government approvals can be completed.

But getting the devices into all 3,000 airliners in service could take four to five years, said Carol Hallett, president of the airline trade group.

The Federal Aviation Administration, however, is planning to complete a rule by the end of the year that will require the installations within three years, according to Transportation Department spokesman Bill Schulz. Already one airline, Atlanta-based Delta, is moving ahead on its own, he added.

Hallett said the installations take 200 man-hours or more each and will be scheduled when airliners go in for major maintenance, generally every 18 months to three years. She estimated that it will cost about \$400 million to install the systems.

No final determination has been made on the cause of the ValuJet crash last May 11 in Florida's Everglades, killing all 110 aboard. But investigators believe that the disaster resulted from a fire fueled by oxygen generators carried in the plane's hold.

The airlines had agreed to install smoke detectors last December at a meeting with Vice President Al Gore, but were reluctant to commit to the additional fire suppression systems because of fear that the chemical halon would be banned, Hallett said.

But on Tuesday the ATA received a letter from the Environmental Protection Agency advising that, if the systems are installed, halon will be allowed to remain in use for the life of the plane.

Based on that assurance, Hallett said, the airlines decided to go ahead with the program.

The project covers the cargo containers beneath passenger compartments, used to carry luggage. These so-called "Type D" compartments are sealed and airlines have assumed that any fire that broke out would be extinguished by lack of oxygen. In the ValuJet case, however, the oxygen generators helped fuel the blaze.

The ATA announcement comes just a day after disclosure that similar banned oxygen cylinders were recently carried aboard a Continental jet.

The generators, secured by safety caps, were in a shipment of airline materials found by Continental workers 10 days after the flight to Houston from Los Angeles. There was no fire in this case.

STOP THE SCOURGE OF LANDMINES

(Mr. MCGOVERN asked and was given permission to address the House for 1 minute and to revise and extend his remarks and include extraneous material.)

Mr. MCGOVERN. Mr. Speaker, I rise this morning to ask my colleagues and the President to support an immediate and complete ban on antipersonnel land mines.

According to the Department of State, a limb or a life is lost every 22 minutes as a result of land mines. Over 5 million land mines are produced annually. Over 50 percent of them are deployed. With only 100,000 land mines being removed each year, villages, fields and paths are turned into death traps. Ninety percent of the victims are civilians. In 70 countries around the world, more than 100 million land mines continue to fight battles that ended months, years and even decades ago.

The years of conflict in Central America have left landmines in the

paths of school children. The United States sold over 102,000 land mines to the Salvadoran army. Thousands more were planted by guerrilla forces. I have seen firsthand the damage they have caused to the salvadoran children and young soldiers now maimed for life.

Mr. Speaker, in January I nominated the grassroots based International Campaign to Ban Land Mines for the Nobel Peace Prize because I believe the time has come for the international community to sign a treaty to eliminate this scourge once and for all.

Mr. Speaker, I include for the RECORD several items related to banning land mines, as follows:

[From the New York Times, April 3, 1996]

AN OPEN LETTER TO PRESIDENT CLINTON

DEAR MR. PRESIDENT: We understand that you have announced a United States goal of the eventual elimination of antipersonnel landmines. We take this to mean that you support a permanent and total international ban on the production, stockpiling, sale and use of this weapon.

We view such a ban as not only humane, but also militarily responsible.

The rationale for opposing antipersonnel landmines is that they are in a category similar to poison gas; they are hard to control and often have unintended harmful consequences (sometimes even for those who employ them). In addition, they are insidious in that their indiscriminate effects persist long after hostilities have ceased, continuing to cause casualties among innocent people, especially farmers and children.

We understand that: there are 100 million landmines deployed in the world. Their presence makes normal life impossible in scores of nations. It will take decades of slow, dangerous and painstaking work to remove these mines. The cost in dollars and human lives will be immense. Seventy people will be killed or maimed today, 500 this week, more than 2,000 this month, and more than 26,000 this year, because of landmines.

Given the wide range of weaponry available to military forces today, antipersonnel landmines are not essential. Thus, banning them would not undermine the military effectiveness or safety of our forces, nor those of other nations.

The proposed ban on antipersonnel landmines does not affect antitank mines, nor does it ban such normally command-detonnated weapons as Claymore "mines," leaving unimpaired the use of those undeniably militarily useful weapons.

Nor is the ban on antipersonnel landmines a slippery slope that would open the way to efforts to ban additional categories of weapons, since these mines are unique in their indiscriminate, harmful residual potential.

We agree with and endorse these views, and conclude that you as Commander-in-Chief could responsibly take the lead in efforts to achieve a total and permanent international ban on the production, stockpiling, sale and use of antipersonnel landmines. We strongly urge that you do so.

General David Jones (USAF, ret.), former Chairman, Joint Chiefs of Staff; General John R. Galvin (US Army, ret.), former Supreme Allied Commander, Europe; General H. Norman Schwarzkopf (US Army, ret.), Commander, Operation Desert Storm; General William G.T. Tuttle, Jr. (US Army, ret.), former Commander, US Army Materiel Command; General Volney F. Warner (US Army, ret.), former Commanding General, US Readiness Command; General Frederick F.