

OBERSTAR], our ranking member, had been in Minnesota a couple weeks ago because his 86-year-old mother, Mariette, had a heart attack. I am glad to see that he is back energetically handling our committee's business. He was made to do so.

I am proud to announce that his mom is doing fine. And everybody here would like to just state, for the RECORD, that we support this bill and we are glad to see our ranking member back and his mom doing fine up there in Minnesota.

Mr. KIM. Mr. Speaker, I yield back the balance of my time.

Mr. OBERSTAR. Mr. Speaker, I thank the gentleman from Ohio [Mr. TRAFICANT] for his very heartfelt comments, and if my mother were watching, she would be very happy to have heard those kind words, as well. It is very reassuring that she has been able to rebound from a very serious illness and assume her normal course of activities, cooking, baking, the things that she loves best.

The woman, who in her lifetime has cooked probably three tons of bread, is not going to be stopped by a heart attack. I thank the gentleman from Ohio [Mr. TRAFICANT] for his kind words and all those who have been so supportive.

Mr. DUNCAN. Mr. Speaker, Chairman SHUSTER, myself, the ranking member of the full committee, Mr. OBERSTAR, and the ranking member of the Aviation Subcommittee, Mr. LIPINSKI, introduced H.R. 2036, the Aviation Insurance Reauthorization Act of 1997 on June 25th.

This war risk insurance program was first authorized in 1951, and, over the years, has been improved upon during the reauthorization process.

On May 1, 1997, the Aviation Subcommittee held a hearing to review the War Risk Insurance Program, which expires tomorrow.

Of course, we rarely hear about this program until a conflict arises, like Vietnam, the gulf war, or Bosnia. This insurance program was an integral part of our Nation's military response in those cases.

The reauthorization of this program is also very essential for a viable Civil Reserve Air Fleet Program which meets the Nation's security needs.

The Department of Defense depends on the CRAF Program for over 90 percent of its passengers, 40 percent of its cargo, and nearly 100 percent of its air medical evacuation capability in wartime. These flights could not be operated without the insurance provided by this bill.

So it is very important that we reauthorize this program in a timely manner.

This bill was approved unanimously by the Aviation Subcommittee on July 10 and by the full Transportation & Infrastructure Committee on July 23. The bill incorporated many of the suggestions we heard from expert witnesses at our May hearing.

Mr. Speaker, this legislation authorizes the Secretary of Transportation to be guided by reasonable business practices of the commercial aviation insurance industry when determining the amount for which an aircraft should be insured.

This change is intended to recognize that there may be instances in which an aircraft's

market value is not the appropriate basis for determining the amount of insurance.

The bill also states that the President's signature of the indemnification agreement between the DOT Secretary and the head of another U.S. Government agency will constitute the required finding under current law that the flight is necessary to carry out the foreign policy of the United States.

Section 4 of the bill permits a war risk insurance policy to provide for binding arbitration of a dispute between the FAA and the commercial insurer over what part of a loss each is responsible.

The provision on borrowing authority that was in the reported bill has been dropped because the administration objected to it.

However, they did agree to develop in the coming months an alternative to the borrowing authority that would ensure that air carrier insurance claims could be paid in a timely manner. We look forward to working with them on that.

And finally, the bill also now includes a very simple provision designed to fix a problem experienced by defense contractors who lease back their planes from the military in order to fly them in air shows or other similar demonstrations.

Although this practice has been going on for many years, some in the FAA have interpreted the law in a way that would prevent this from occurring. This bill would allow these flight demonstrations, which are important to product development and company sales, to take place.

I strongly urge the House to support this legislation so that we can reauthorize this very essential program.

Mr. SHUSTER. Mr. Speaker, the war risk insurance program has been a relatively non-controversial program.

It was first authorized in 1951 and last reauthorized in 1992.

Since 1975, it has been used to insure more than 5000 flights to trouble spots such as the Middle East, Haiti, and Bosnia. It was used to insure airlines ferrying troops and supplies to the Middle East during Operation Desert Storm.

The program is scheduled to expire at the end of this fiscal year.

The reauthorization of this program is relatively straightforward.

Several technical changes suggested by GAO, the administration, or the affected airlines have been included in the bill. These changes would do the following—

Authorize the Secretary to be guided by the reasonable business practices of the commercial aviation insurance industry when determining the amount for which an aircraft should be insured.

This change is intended to recognize that there may be instances in which an aircraft's market value is not the appropriate basis for determining the amount of insurance. For example, this occurs in the case of leased or mortgaged aircraft when the lessor or mortgagor require a specified amount of insurance in the lease or mortgage agreement. As the market values of aircraft fluctuate, the specified amount may sometimes be different than the market value of the aircraft.

States that the President's signature of the indemnification agreement between the DOT Secretary and the head of another U.S. Government agency will constitute the required

finding that the flight is necessary to carry out the foreign policy of the United States.

Permits a war risk insurance policy to provide for binding arbitration of a dispute between FAA and the commercial insurer over what part of a loss each is responsible for.

Extends the program for 1 year.

There are 3 changes from the bill that was reported by our Committee (Report 105-244) they are—

Elimination of the provision on borrowing authority;

Shortening of the authorization period; and

A very limited provision on public aircraft.

The elimination of the borrowing authority and the shortening of the reauthorization period are closely related.

We have dropped the borrowing authority at the request of the administration. However, FAA officials have committed to us that in return for eliminating this provision, they would work with us to develop an alternative to ensure that airline insurance claims can be paid in a timely fashion.

The reauthorization period has been shortened to ensure that FAA addresses this matter in the next year. We look forward to working with the FAA, DoD and the airlines on this.

The new provision on public aircraft is a response to a problem recently experienced by Boeing, McDonnell-Douglas and other defense contractors. The problem arises because these companies will sometimes lease back from the military aircraft that they had previously sold them. They do this in order to fly them in air shows, flight demonstrations, research, development, test, evaluation, or aircrew qualification. When they do this, FAA now believes that they lose their status as public aircraft and become subject to FAA regulations. However, as military aircraft, they cannot comply with civil regulations.

In order to allow aircraft manufacturers to once again fly their aircraft in air shows and demonstrate them for customers, this bill will make clear that these aircraft retain their status as public aircraft when leased back to the manufacturer for these limited purposes. This provision will certainly not allow anyone to lease a plane from the military and use it to carry passengers or for similar commercial purposes.

I urge support for this legislation.

MR. OBERSTAR. Mr. Speaker, I yield back the balance of my time.

The SPEAKER pro tempore. The question is on the motion offered by the gentleman from California [Mr. KIM] that the House suspend the rules and pass the bill, H.R. 2036, as amended.

The question was taken.

Mr. CONDIT. Mr. Speaker, I object to the vote on the ground that a quorum is not present and make the point of order that a quorum is not present.

The SPEAKER pro tempore. Pursuant to clause 5, rule I, and the Chair's prior announcement, further proceedings on this motion will be postponed.

The point of no quorum is considered withdrawn.

GENERAL LEAVE

Mr. KIM. Mr. Speaker, I ask unanimous consent that all Members may have 5 legislative days in which to revise and extend remarks and include

extraneous material on H.R. 2036, the bill just considered.

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

There was no objection.

WILLIAM AUGUSTUS BOOTLE FEDERAL BUILDING AND UNITED STATES COURTHOUSE

Mr. KIM. Mr. Speaker, I move to suspend the rules and pass the bill (H.R. 595) to designate the Federal building and U.S. courthouse located at 475 Mulberry Street in Macon, GA, as the "William Augustus Bootle Federal Building and United States Courthouse".

The Clerk read as follows:

H.R. 595

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

SECTION 1. DESIGNATION.

The Federal building and United States courthouse located at 475 Mulberry Street in Macon, Georgia, shall be known and designated as the "William Augustus Bootle Federal Building and United States Courthouse".

SEC. 2. REFERENCES.

Any references in a law, map, regulation, document, paper, or other record of the United States to the Federal building and United States courthouse referred to in section 1 shall be deemed to be a reference to the "William Augustus Bootle Federal Building and United States Courthouse".

The SPEAKER pro tempore. Pursuant to the rule, the gentleman from California [Mr. KIM] and the gentleman from Ohio [Mr. TRAFICANT] each will control 20 minutes.

The Chair recognizes the gentleman from California [Mr. KIM].

Mr. KIM. Mr. Speaker, I yield myself such time as I may consume.

Mr. Speaker, H.R. 595 simply designates the U.S. courthouse in Macon, GA, as the "William Augustus Bootle Federal Building and United States Courthouse."

Judge Bootle was appointed to the U.S. District Court by President Dwight D. Eisenhower on May 20, 1954. He presided as district judge and acted as chief judge handling all six divisions of the court in six different courthouses, in 71 counties of Georgia.

Throughout his career, Judge Bootle was highly regarded by lawyers throughout the district for his keen intellect and warm sense of humor. He is, perhaps, most widely recognized for his decision in 1961 ordering the admittance of two African-American students to the University of Georgia. This decision led to the desegregation of Georgia's public school system.

The naming of this courthouse in Judge Bootle's honor is certainly a fitting tribute to a distinguished jurist. I support this bill and urge my colleagues to support the bill.

Mr. Speaker, I reserve the balance of my time.

Mr. TRAFICANT. Mr. Speaker, I yield myself such time as I may consume.

Mr. Speaker, I rise in support of H.R. 595, and I want to commend my colleague, the gentleman from Georgia [Mr. CHAMBLISS], for sponsoring this legislation to designate the U.S. courthouse in Macon, GA, as the "William Augustus Bootle Federal Building and United States Courthouse."

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Judge Bootle began his judicial career in 1925 when he was admitted to the Georgia bar. He has served the people of Georgia since 1928, when he was first appointed assistant U.S. attorney for the Middle District of Georgia. In 1954, he was appointed U.S. district judge and served as the chief judge from 1961 through 1972, where at that time he had taken senior status.

Mr. Speaker, it is absolutely fitting and proper to join forces with the gentleman from Georgia [Mr. CHAMBLISS] in recognizing the outstanding service of Judge Bootle. I am proud to support this bill. I want to thank the gentleman from California [Mr. KIM] again for the effort he has put forward for both sides of the aisle on this legislation here, and I want to thank the staff, Mr. Barnett and Ms. Brita, for their efforts in helping bring it along.

Mr. Speaker, I rise in support of H.R. 595, a bill to designate the U.S. Courthouse in Macon, GA, as the "William Augustus Bootle Federal Building and United States Courthouse".

Judge Bootle began his judicial career in 1925 when he was admitted to the Georgia bar. He has served the people of Georgia since 1928 when he was appointed assistant U.S. attorney for the Middle District of Georgia.

In 1954 he was appointed U.S. district judge and served as the chief judge from 1961 through 1972, when he took senior status.

It is fitting and proper to honor his long, productive career by this designation.

Mr. CHAMBLISS. Mr. Speaker, I would like to take this opportunity to express my strong support for H.R. 595, the William Augustus Bootle Federal Building and U.S. Courthouse. This is an issue of great importance to me, as well as the citizens of Macon, GA.

On February 5, 1997, I introduced this legislation in the House of Representatives. H.R. 595 is similar to a bill I introduced in the 104th Congress, H.R. 4119. H.R. 4119 passed in the House by voice vote, but unfortunately was vetoed in the U.S. Senate along with many other naming bills.

H.R. 595 passed in the Senate on June 12, 1997, and I urge my colleagues to pass this legislation in the House and send this bill to the President for his signature.

This courthouse is vital to judicial proceedings in the State of Georgia. It serves as the U.S. District Court for the Middle District of Georgia which covers much of the territory of Georgia's 8th Congressional District which I represent. Mr. Speaker, there is not a more deserving individual to name this building and courthouse for than Judge Bootle and the current judges of the court wholeheartedly agree.

Judge Bootle received his undergraduate and juris doctor from Mercer University located in Macon. He was admitted to the bar of the State of Georgia in 1925. Judge Bootle honor-

ably served the U.S. District Court for the Middle District of Georgia for a number of years. Upon his appointment by President Eisenhower, Judge Bootle served as district judge from 1954 to 1961 before serving as chief judge from 1961 to 1972. Moreover, he served the Middle District as assistant U.S. attorney and as U.S. attorney from 1928 to 1933. Judge Bootle also served the Macon community as dean of Mercer University's School of Law from 1933 to 1937. His distinguished service is admired, appreciated, and recognized throughout the State of Georgia.

Upon Judge Bootle's appointment to the bench as the judge for the Middle District of Georgia in 1954, the chief judge was ill and remained so for an extended period of time, and until 1962 when another judge was appointed, Judge Bootle handled all six divisions of the middle district of Georgia which included the Athens, Macon, Columbus, Americus, Albany, and Valdosta Divisions. Those six courthouses covered 71 counties in Georgia.

Judge Bootle was also responsible for the admittance of the first black students into the University of Georgia. I would like to take this opportunity to quote from a book written by Frederick Allen entitled "Atlanta Rising." This book deals with a lot of history which took place in the Atlanta area during the years of the civil rights era.

The two black applicants who were denied admittance into the University of Georgia were Charlayne Hunter and Hamilton Holmes. They filed suit in the middle district of Georgia, and quoting from this book, I read as follows:

Two black applicants, Charlayne Hunter and Hamilton Holmes, went to the court attacking the welter of excuses University of Georgia officials had concocted to keep them out. The two made a convincing case that the only reason they had been denied admission was segregation, pure and simple. In a ruling issued late on the afternoon of Friday, January 6, 1961, Judge William A. Bootle ordered Hunter and Holmes admitted to the school, not in 6 months or a year, but bright and early the next Monday morning.

Judge Bootle has dedicated himself to years of service as a humble steward of justice, his community, the State of Georgia, and the United States. Due to this level of commitment, all of these societies are better places. Naming the courthouse the "William Augustus Bootle Federal Building and United States Courthouse" is an appropriate way to ensure the judge's efforts will always be remembered.

Again, I would like to urge my colleagues to vote in favor of naming the Federal Building and United States Courthouse in Macon after this honorable, deserving individual.

Mr. TRAFICANT. Mr. Speaker, with that, I reserve the balance of my time.

Mr. KIM. Mr. Speaker, I do not have any other speakers, and I yield back the balance of my time.

Mr. TRAFICANT. I, too, Mr. Speaker, yield back the balance of my time.

The SPEAKER pro tempore. The question is on the motion offered by the gentleman from California [Mr. KIM] that the House suspend the rules and pass the bill, H.R. 595.

The question was taken.

Mr. CONDIT. Mr. Speaker, I object to the vote on the ground that a quorum is not present and make the point of order that a quorum is not present.