

which to revise and extend their remarks on House Concurrent Resolution 92.

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

There was no objection.

**SATELLITE COPYRIGHT, COMPETITION, AND CONSUMER PROTECTION ACT OF 1999**

The SPEAKER pro tempore. The pending business is the question of suspending the rules and passing the bill, H.R. 1554, as amended.

The Clerk read the title of the bill.

The SPEAKER pro tempore. The question is on the motion offered by the gentleman from Texas (Mr. ARMEY) that the House suspend the rules and pass the bill, H.R. 1554, as amended, on which the yeas and nays are ordered.

The vote was taken by electronic device, and there were—yeas 422, nays 1, answered “present” 1, not voting 9, as follows:

[Roll No. 97]  
YEAS—422

Abercrombie  
Ackerman  
Allen  
Andrews  
Archer  
Army  
Bachus  
Baird  
Baker  
Baldacci  
Baldwin  
Ballenger  
Barcia  
Barr  
Barrett (NE)  
Barrett (WI)  
Bartlett  
Barton  
Bass  
Bateman  
Becerra  
Bentsen  
Bereuter  
Berkley  
Berman  
Berry  
Biggert  
Bilbray  
Bilirakis  
Bishop  
Blagojevich  
Bliley  
Blumenauer  
Blunt  
Boehlert  
Boehner  
Bonilla  
Bonior  
Bono  
Borski  
Boswell  
Boucher  
Boyd  
Brady (TX)  
Brown (FL)  
Brown (OH)  
Bryant  
Burr  
Burton  
Buyer  
Callahan  
Calvert  
Camp  
Campbell  
Canady  
Cannon  
Capps  
Capuano  
Cardin  
Carson  
Castle

Isakson  
Istook  
Jackson (IL)  
Jackson-Lee (TX)  
Jefferson  
Jenkins  
John  
Johnson (CT)  
Johnson, E. B.  
Johnson, Sam  
Jones (NC)  
Jones (OH)  
Kanjorski  
Kaptur  
Kasich  
Kelly  
Kennedy  
Kildee  
Kilpatrick  
Kind (WI)  
King (NY)  
Kingston  
Kleczka  
Klink  
Knollenberg  
Kolbe  
Kucinich  
Kuykendall  
LaFalce  
LaHood  
Lampson  
Lantos  
Largent  
Larson  
Latham  
LaTourette  
Lazio  
Leach  
Lee  
Levin  
Lewis (CA)  
Lewis (GA)  
Lewis (KY)  
Linder  
Lipinski  
LoBiondo  
Lofgren  
Lowey  
Lucas (KY)  
Lucas (OK)  
Luther  
Maloney (CT)  
Maloney (NY)  
Manzullo  
Markey  
Martinez  
Mascara  
Matsui  
McCarthy (MO)  
McCarthy (NY)  
McCollum  
McCrery  
McDermott  
McGovern  
McHugh  
McInnis  
McIntosh  
McIntyre  
McKeon  
McKinney  
McLay  
Meehan  
Meek (FL)  
Meeks (NY)  
Menendez  
Metcalf  
Mica  
Millender-  
McDonald  
Miller (FL)

Miller, Gary  
Miller, George  
Minge  
Mink  
Moakley  
Mollohan  
Moore  
Moran (KS)  
Morella  
Murtha  
Myrick  
Nadler  
Napolitano  
Neal  
Nethercutt  
Ney  
Northup  
Norwood  
Nussle  
Oberstar  
Obey  
Olver  
Ortiz  
Ose  
Owens  
Oxley  
Packard  
Pallone  
Pascarell  
Pastor  
Payne  
Pease  
Pelosi  
Peterson (MN)  
Peterson (PA)  
Petri  
Phelps  
Pickering  
Pickett  
Pitts  
Pombo  
Pomeroy  
Porter  
Portman  
Price (NC)  
Quinn  
Radanovich  
Rahall  
Ramstad  
Regula  
Reyes  
Reynolds  
Riley  
Rivers  
Rodriguez  
Roemer  
Rogan  
Rogers  
Rohrabacher  
Ros-Lehtinen  
Rothman  
Roukema  
Roybal-Allard  
Royce  
Rush  
Ryan (WI)  
Ryun (KS)  
Sabo  
Salmon  
Sanchez  
Sanders  
Sandlin  
Sanford  
Sawyer  
Saxton  
Schaffer  
Schakowsky  
Scott  
Sensenbrenner  
Serrano

Sessions  
Shadegg  
Shaw  
Shays  
Sherman  
Sherwood  
Shimkus  
Shows  
Shuster  
Simpson  
Sisisky  
Skeen  
Skelton  
Smith (MI)  
Smith (NJ)  
Smith (TX)  
Smith (WA)  
Snyder  
Souder  
Spence  
Spratt  
Stabenow  
Stark  
Stearns  
Stenholm  
Strickland  
Stump  
Stupak  
Sununu  
Sweeney  
Talent  
Tancredo  
Tanner  
Tauscher  
Tauzin  
Taylor (MS)  
Taylor (NC)  
Terry  
Thomas  
Thompson (CA)  
Thompson (MS)  
Thornberry  
Thune  
Thurman  
Tiahrt  
Tierney  
Toomey  
Towns  
Traficant  
Turner  
Udall (CO)  
Udall (NM)  
Upton  
Velazquez  
Vento  
Visclosky  
Walden  
Walsh  
Wamp  
Waters  
Watkins  
Watt (NC)  
Watts (OK)  
Waxman  
Weiner  
Weldon (FL)  
Weldon (PA)  
Weller  
Wexler  
Weygand  
Whitfield  
Wicker  
Wilson  
Wise  
Wolf  
Woolsey  
Wu  
Young (AK)  
Young (FL)

NAYS—1

Brady (PA)

ANSWERED “PRESENT”—1

Paul

NOT VOTING—9

Aderholt  
Brown (CA)  
Clyburn

Engel  
Moran (VA)  
Pryce (OH)

Rangel  
Slaughter  
Wynn

□ 1635

So (two-thirds having voted in favor thereof) the rules were suspended and the bill, as amended, was passed.

The result of the vote was announced as above recorded.

A motion to reconsider was laid on the table.

Stated for:

Ms. SLAUGHTER. Mr. Speaker, I was unable to present today for rollcall vote No. 97. Had I been present, I would have voted “yea.”

**REMOVAL OF NAME OF MEMBER AS COSPONSOR OF H.R. 1239**

Mrs. CHRISTENSEN. Mr. Speaker, I ask unanimous consent to remove my name as a cosponsor of H.R. 1239.

The SPEAKER pro tempore (Mr. MILLER of Florida). Is there objection to the request of the gentlewoman from the Virgin Islands?

There was no objection.

**REMOVAL OF NAME OF MEMBER AS COSPONSOR OF H.R. 351**

Mr. CUMMINGS. Mr. Speaker, I ask unanimous consent to remove my name as a cosponsor of H.R. 351.

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

There was no objection.

**ORDERING SELECTED RESERVE AND CERTAIN INDIVIDUAL READY RESERVE MEMBERS OF THE ARMED FORCES TO ACTIVE DUTY—MESSAGE FROM THE PRESIDENT OF THE UNITED STATES (H. DOC. NO. 106-51)**

The Speaker pro tempore laid before the House the following message from the President of the United States; which was read and, together with the accompanying papers, without objection, referred to the Committee on Armed Services and ordered to be printed:

*To the Congress of the United States:*

I have today, pursuant to section 12304 of title 10, United States Code, authorized the Secretary of Defense, and the Secretary of Transportation with respect to the Coast Guard, when it is not operating as a service within the Department of the Navy, under their respective jurisdictions, to order to active duty any units, and any individual members not assigned to a unit organized to serve as a unit, of the Selected Reserve, or any member in the Individual Ready Reserve mobilizations category and designated essential under regulations prescribed by the Secretary concerned. These reserves will augment the active components in support of operations in and around the former Yugoslavia related to the conflict in Kosovo.

A copy of the Executive order implementing this action is attached.

WILLIAM J. CLINTON.

THE WHITE HOUSE, April 27, 1999.

**SPECIAL ORDERS**

The SPEAKER pro tempore. Under the Speaker’s announced policy of January 6, 1999, and under a previous order

of the House, the following Members will be recognized for 5 minutes each.

AVIATION BILATERAL  
ACCOUNTABILITY ACT OF 1999

The SPEAKER pro tempore. Under a previous order of the House, the gentleman from Illinois (Mr. LIPINSKI) is recognized for 5 minutes.

Mr. LIPINSKI. Mr. Speaker, I rise today to ask my colleagues to join me in introducing the Aviation Bilateral Accountability Act of 1999. This legislation will require congressional approval of all U.S. aviation bilateral agreements.

U.S. international aviation policy is determined by a series of bilateral aviation agreements. U.S. bilateral aviation agreements are executive agreements that are negotiated and signed by representatives from the Department of State and the Department of Transportation. Congress does not play any official role in the approval of these agreements.

On April 9, 1999, Secretary of State Madeleine Albright and Secretary of Transportation Rodney Slater joined representatives from the People's Republic of China's aviation committee and agreed to a bilateral agreement between the United States and China. The dual agreement will govern aviation policy between the U.S. and China for the next 3 years.

The new agreement allows for a doubling of scheduled flights between the two countries over the next 3 years. This increases the number of flights from 27 per week for each country's carriers to 54 per week in the year 2001. The new agreement also allows an additional carrier from each country to be designated to serve the U.S.-China market in the year 2001.

Northwest Airlines, United Airlines, and Federal Express are the current U.S. carriers designated to serve the Chinese market. American Airlines, Delta Airlines, United Parcel Service and Polar Air Cargo have all expressed strong interest in serving the U.S.-China market and will no doubt compete vigorously to win the one additional carrier designation in 2001. The new U.S.-China aviation agreement also expands both direct and co-share service to more cities in both nations.

The new aviation agreement was agreed to after 18 months of long negotiations between the United States and the Chinese civil aviation authorities. The agreement was signed at the same time that China's Prime Minister was visiting the United States.

Many in the airline industry have praised the new agreement for expanding opportunities in the U.S.-China market. However, other industry members feel that the United States settled for too little too quickly. For example, United Parcel Service closely followed the negotiations and was particularly disappointed in the outcome.

The large U.S.-China market could easily accommodate additional car-

riers. In fact, even today, roughly 60 percent of the cargo that is transported between the U.S. and China is carried on third-country carriers, such as Korean and Singapore carriers.

□ 1645

At first, U.S. negotiators held firm to the position that at least two new additional U.S. carriers should be added to the U.S.-China market. However, unfortunately, the final agreement only allows for one additional carrier in the year 2001. Therefore, all U.S. carriers, both passenger and cargo, must compete for the single designation. United Parcel is not optimistic that it will win this designation because of the historical preference given to passenger carriers in such cases. Therefore, according to United Parcel Service, a new U.S. cargo carrier will not enter the U.S.-China market under the new agreement. This means that foreign cargo carriers will continue to benefit from the market at the expense of U.S. carriers and the U.S. economy.

I want to make it perfectly clear, however, I am not here today to criticize the new U.S.-China aviation agreement. Rather, I am here to point out that this agreement spells out how U.S. carriers will operate and compete in China for the next 3 years. China is the largest market in the world. It holds great trading potential for the United States. Yet the United States House of Representatives, the United States Senate did not play any official role in approving this agreement.

For this reason, I am once again introducing the Aviation Bilateral Accountability Act which will require congressional approval of all U.S. bilateral aviation agreements. Aviation agreements have tremendous long-term impacts on U.S. carriers, U.S. cities, U.S. consumers and the U.S. economy. In effect, these agreements are trade agreements that determine the amount of access the U.S. will have to particular foreign markets. Congress should not be excluded from agreements of such magnitude.

As Members of Congress, we represent those who will hopefully benefit from new aviation agreements—the businessman, the pleasure traveler, the consumer, and the flying public in general. Therefore, we should have the right to make sure that bilateral aviation agreements are negotiated to give U.S. consumers the most access to foreign markets, at the best price.

I once again urge my colleagues to join me in introducing the Aviation Bilateral Accountability Act.

The SPEAKER pro tempore (Mr. MILLER of Florida). Under a previous order of the House, the gentleman from California (Mr. OSE) is recognized for 5 minutes.

(Mr. OSE addressed the House. His remarks will appear hereafter in the Extensions of Remarks.)

The SPEAKER pro tempore. Under a previous order of the House, the gen-

tleman from American Samoa (Mr. FALEOMAVAEGA) is recognized for 5 minutes.

(Mr. FALEOMAVAEGA addressed the House. His remarks will appear hereafter in the Extensions of Remarks.)

CONGRATULATIONS TO RADIO  
STATION WGRE ON CELEBRATION  
OF 50 YEARS OF EXEMPLARY  
SERVICE

The SPEAKER pro tempore. Under a previous order of the House, the gentleman from Indiana (Mr. PEASE) is recognized for 5 minutes.

Mr. PEASE. Mr. Speaker, though it was not my purpose to address the aviation issues, I wish to associate myself with the remarks made by the gentleman from Illinois (Mr. LIPINSKI), the distinguished ranking member of the Subcommittee on Aviation of the Committee on Transportation and Infrastructure, a leader in advocacy for American aviation, its safety and for American carriers.

Mr. Speaker, 50 years ago last Sunday, a vision of student-oriented mass media became a reality on the campus of DePauw University in Greencastle, Indiana. On April 25, 1949, WGRE Radio began broadcasting as the first FCC licensed 10-watt educational station in the Nation. DePauw Professors Harold Ross and Betty Turnell founded the station based on an image of the mass media being an invaluable teaching tool. This founding vision has been the hallmark of WGRE's 50 years in broadcasting.

WGRE has been able to provide this teaching tool for its students while always being a community-oriented station. Throughout the station's history, WGRE has provided west central Indiana with diverse programming, meeting the needs of its listening audience. It has always made an effort to bring the listening audience programming it can use to become more well-rounded citizens. For example, during the station's earlier years, a complete opera series was broadcast to western Indiana. And now alternative music is in vogue, so the station complements this entertainment with around-the-clock news and sports coverage along with public affairs broadcasting.

WGRE has always been a full service FM radio station. Whether it be the music that fits the times, DePauw's sports broadcasts or local election coverage, WGRE has always tried to emphasize its diversity and the diversity of its mission. It is this diverse usage of the mass media that has worked to train 50 years' worth of WGRE DePauw University alumni. WGRE is proud of its alums that have used WGRE as a springboard to productive mass media careers, but WGRE is equally proud of its graduates who used the station as a tool to broaden their education on the way to pursuing careers outside of mass media.

Now run by a student board of directors overseeing the largest DePauw