

15 percent of surpluses to save Medicare, and many are applauding that. Then he went on with a spending plan that would take 75 to 80 percent of proposed surpluses and spend them.

When we add that up, that is 150 to 160 percent. The President cannot have it both ways. If he is serious about saving social security and Medicare, he cannot have all of these new spending programs that will eliminate all surpluses that will allow us to fix social security and Medicare.

APPOINTMENT OF MEMBER TO JOINT ECONOMIC COMMITTEE

The SPEAKER pro tempore (Mrs. EMERSON). Without objection, and pursuant to the provisions of 15 U.S.C. 1024(a), the Chair announces the Speaker's appointment of the following Member of the House to the Joint Economic Committee:

Mr. SAXTON of New Jersey.
There was no objection.

ANNOUNCEMENT BY THE SPEAKER PRO TEMPORE

The SPEAKER pro tempore. Pursuant to the provisions of clause 8 of rule XX, the Chair announces that she will postpone further proceedings today on the motion to suspend the rules on which a recorded vote or the yeas and nays are ordered, or on which the vote is objected to under clause 6 of rule XX.

Such rollcall vote, if postponed, will be taken later in the day.

EXTENDING THE AVIATION WAR RISK INSURANCE PROGRAM

Mr. SHUSTER. Madam Speaker, I move to suspend the rules and pass the bill (H.R. 98) to amend chapter 443 of title 49, United States Code, to extend the aviation war risk insurance program, as amended.

The Clerk read as follows:

H.R. 98

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

SECTION 1. EXTENSION OF INSURANCE PROGRAM.

Section 44310 of title 49, United States Code, is amended by striking "March 31, 1999" and inserting "December 31, 2003".

SEC. 2. CENTENNIAL OF FLIGHT COMMISSION.

(a) MEMBERSHIP.—

(1) APPOINTMENT.—Section 4(a)(5) of the Centennial of Flight Commemoration Act (36 U.S.C. 143 note; 112 Stat. 3487) is amended by inserting ", or his designee," after "prominence".

(2) STATUS.—Section 4 of such Act (112 Stat. 3487) is amended by adding at the end the following:

"(g) STATUS.—The members of the Commission described in paragraphs (1), (3), (4), and (5) of subsection (a) shall not be considered to be officers or employees of the United States."

(b) DUTIES.—Section 5(a)(7) of such Act (112 Stat. 3488) is amended to read as follows:

"(7) as a nonprimary purpose, publish popular and scholarly works related to the his-

tory of aviation or the anniversary of the centennial of powered flight."

(c) CONFLICTS OF INTEREST.—Section 6 of such Act (112 Stat. 3488–3489) is amended by adding at the end the following:

"(e) CONFLICTS OF INTEREST.—At its second business meeting, the Commission shall adopt a policy to protect against possible conflicts of interest involving its members and employees. The Commission shall consult with the Office of Government Ethics in the development of such a policy and shall recognize the status accorded its members under section 4(g)."

(d) EXECUTIVE DIRECTOR.—The first sentence of section 7(a) of such Act (112 Stat. 3489) is amended by striking the period at the end and inserting the following: "or represented on the First Flight Centennial Advisory Board under subparagraphs (A) through (E) of section 12(b)(1)."

(e) EXCLUSIVE RIGHT TO NAME, LOGOS, EMBLEMS, SEALS, AND MARKS.—

(1) USE OF FUNDS.—Section 9(d) of such Act (112 Stat. 3490) is amended by striking the period at the end and inserting the following: ", except that the Commission may transfer any portion of such funds that is in excess of the funds necessary to carry out such duties to any Federal agency or the National Air and Space Museum of the Smithsonian Institution to be used for the sole purpose of commemorating the history of aviation or the centennial of powered flight."

(2) DUTIES TO BE CARRIED OUT BY ADMINISTRATOR OF NASA.—Section 9 of such Act (112 Stat. 3490) is amended by adding at the end the following:

"(f) DUTIES TO BE CARRIED OUT BY ADMINISTRATOR OF NASA.—The duties of the Commission under this section shall be carried out by the Administrator of the National Aeronautics and Space Administration, in consultation with the Commission."

The SPEAKER pro tempore. Pursuant to the rule, the gentleman from Pennsylvania (Mr. SHUSTER) and the gentleman from Illinois (Mr. LIPINSKI) each will control 20 minutes.

The Chair recognizes the gentleman from Pennsylvania (Mr. SHUSTER).

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

Madam Speaker, in the last Congress the war risk insurance program was reauthorized only through March 31 of this year, so we must move quickly to reauthorize a program which has been operating successfully for over 47 years. This bill would reauthorize the war risk insurance program through December 31, 2003.

It is essential that we do this because commercial insurance companies usually will not insure flights into high-risk areas, such as countries at war or on the verge of war. In many cases, the flights into these dangerous situations are required to further United States' foreign policy or national security objectives.

Commercial airlines have been used in such operations as Desert Shield, Desert Storm, and other conflicts to ferry troops and equipment. Without this war risk program, the commercial airlines would not have flown these dangerous military flights.

In addition, the provision has been added that amends the Centennial of Flight Commemoration Act as passed last year. This provision is a technical

amendment that corrects deficiencies in the act. The provision cures minor technical deficiencies in the war risk insurance program. It is indeed a very important part of our military support system, and I strongly urge passage of this bill.

Madam Speaker, I reserve the balance of my time.

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

Madam Speaker, I rise today in support of H.R. 98, a bill to extend the Department of Transportation's aviation war risk insurance program. The war risk insurance program, which was created in 1951, has operated successfully to serve the foreign policy interests of the United States during the difficult times of war.

Commercial insurance companies usually will not insure commercial airline flights to high-risk areas, such as countries at war or on the verge of war. The aviation war risk insurance program provides insurance to commercial airlines for such high-risk flights, which are often needed for national security reasons.

For example, commercial air carriers have transported U.S. troops and supplies during the Vietnam War, the Persian Gulf War, and most recently, the deployment in Bosnia. In fact, since 1975, there have been over 5,000 flights covered by the war risk insurance program.

The bill we are considering today under suspension of the rules, H.R. 98, is a bill to extend the war risk insurance program for 5 years through the year 2003. This is truly a noncontroversial bill. Congress has routinely reauthorized the war risk insurance program in the past.

The Omnibus Appropriations Act for fiscal year 1999 includes a reauthorization of the war risk insurance program, and even modified the program to ensure prompt payment to the airlines in the event of a crash. Unfortunately, the omnibus bill only authorized the war risk insurance program through March 31, 1999.

I strongly urge my colleagues to support this noncontroversial bill to authorize the war risk insurance program through the year 2003. We cannot afford to let this program expire. The war risk insurance program has protected U.S. national security interests by addressing the high-risk insurance needs of commercial airlines.

Without the war risk insurance program in place, commercial airlines will not be able to get insurance for high-risk flights and would be reluctant to fly into high-risk areas, even though it would be in the interests of U.S. foreign policy and national security needs.

H.R. 98 has the bipartisan support of the Committee on Transportation and infrastructure. As an original cosponsor of the bill, I again strongly urge my colleagues to support it. The war risk

insurance program has proved its outstanding value and deserves our prompt attention.

Madam Speaker, I reserve the balance of my time.

Mr. SHUSTER. Madam Speaker, I am pleased to yield 3 minutes to the gentleman from Tennessee (Mr. DUNCAN), the distinguished chairman of the Subcommittee on Aviation.

Mr. DUNCAN. Madam Speaker, I thank the gentleman from Pennsylvania (Mr. SHUSTER), our outstanding chairman, for yielding me this time.

As has been explained, this bill, H.R. 98, will reauthorize the war risk insurance program through December of the year 2003. We rarely hear about this important program, Madam Speaker, until a conflict arises such as the Gulf War or Bosnia, or when its authorization expires.

However, the war risk insurance program is essential to the safety and security needs of our Nation. No airline will provide air service if its planes are not insured. Commercial insurance policies contain a provision stating that aircraft will not be covered if the aircraft flies into a war zone.

The war risk insurance program provides insurance for commercial airlines to provide flights to high-risk areas. These flights are usually requested by our government agencies for services such as ferrying troops and supplies. With this insurance, commercial airlines are willing to take on these dangerous missions. Without this insurance, a key piece of our national security program is missing.

The program is due to expire in March of this year. It is essential that we authorize this program to protect our Nation in times of need. This program has covered thousands and thousands of flights into war zones, and it is very, very necessary.

In addition, Madam Speaker, we have a technical provision that has been added to this bill at the request of our friend, the gentleman from North Carolina (Mr. JONES). This technical correction corrects deficiencies in the Centennial of Flight Commemoration Act. This act was passed last Congress to establish a commission to assist in the commemoration of the centennial of powered flight and the achievements of the Wright Brothers. The added provision simply clarifies certain provisions of the bill, such as conflicts of interest, appointment of members, and defines certain nonprimary purposes of the commission.

Due to the nature of this provision and the importance of the war risk insurance program, I strongly support this bill, and urge all my colleagues to do the same.

□ 1100

Mr. LIPINSKI. Madam Speaker, I yield as much time as he may consume to the gentleman from Minnesota (Mr. OBERSTAR), the ranking member of the Committee on Transportation and Infrastructure.

Mr. OBERSTAR. Madam Speaker, I thank the ranking member for yielding me this time. I also rise in strong support of H.R. 98 to extend the War Risk Insurance Program.

The years when I chaired the Subcommittee on Aviation, and prior to that the Subcommittee on Oversight and Investigations, we held extensive hearings on the subject of war risk insurance and the significance that it played in our national defense effort.

It was clear that those who initiated this unique form of insurance in the early 1950s had a clear vision of what this country needed and how our Nation's air carriers, though small in number comparatively in 1951, could play a significant role in our national defense effort.

Today with a domestic fleet of well over 4,500 commercial aircraft, and probably 1,000 of those or so capable of international service, war risk insurance adds to our national military airlift capability, particularly those aircraft that are outfitted, that are especially adapted for the Civil Reserve Air Fleet Program with internal strengthening that allows those aircraft to carry heavier and more significant payloads of equipment as well as personnel.

What the War Risk Insurance Program has meant for our military operations in far-flown parts of the globe is perhaps best highlighted by Operation Desert Storm in Kuwait and Iraq, when our domestic carriers flew some 5,000 missions into hostile territory.

Without war risk insurance, those carriers would not have undertaken those flights. They would not have provided the service of bringing personnel and equipment faster than we could have done with only the Military Airlift Command of the U.S. military services.

There is another element, though, of this War Risk Insurance Program that is so important. We loaded up U.S. carriers with equipment and especially personnel to fly them into either Saudi Arabia or into Kuwait during the months of Operation Desert Storm. But those aircraft then had to come back empty because they could not fly commercial passengers out of a hostile zone.

Meanwhile, their competitors, other airlines of the Middle East region and European carriers, were flying loads into Europe or into the Middle East and flying passengers back to the United States that our carriers were not able to carry. So our carriers suffered a competitive, in effect, penalty for providing a great national service.

If we did not have war risk insurance, those carriers would not have operated. They would have lost both ways. So I really feel very strongly about continuing this service.

I think there are adjustments that need to be made for the benefit of domestic carriers when they are operating in hostile territory. This is not the bill. This is not the time to do it. But

it is something where we need to look longer out into the future and to better serve the interests of U.S. carriers as they serve our national flag in time of national emergency.

Meanwhile, continuation of this program is vital. If we extend it only till March 31 of this year, with continuing hostility in the Persian Gulf, clearly the service of domestic carriers will be needed again.

We cannot allow this program to expire. I think the House should act today. The Senate should act promptly. The President ought to sign the bill into law and allow this program to continue serving the national interest as it has done so well for over 40 years.

Mr. GARY MILLER of California. Madam Speaker, I rise in strong support of H.R. 98, the War Risk Insurance Program Extension;

I wish to express my appreciation for the hard work of Chairman SHUSTER, Ranking Member OBERSTAR, Subcommittee Chairman DUNCAN, and Subcommittee Ranking Member LIPINSKI in crafting this legislation and getting it to the floor in an expeditious manner;

This bill is highly important, especially when U.S. troops are still being deployed to various parts of the world;

Commercial insurance companies usually do not insure commercial airline flights to high risk areas;

To ensure that flights to high risk areas can operate when needed, Chapter 443 of Title 49 of the U.S. Code authorized the Secretary of Transportation to provide insurance and reinsurance to commercial airlines against any risks;

The program has been reauthorized 12 times and is now scheduled to reexpire on March 31, 1999;

This bill is a simple, non-controversial reauthorization for the program through December 2003;

Many members of the U.S. military, both active and reserve, live in California's 41st Congressional District;

When called upon to go overseas, they usually use March Air Reserve Base, located near my district, as a staging point for deployment;

Commercial carriers are sometimes called upon to provide Boeing 747s and other wide bodied jets for such operations;

We saw this clearly happen during Operation Desert Shield and Desert Storm;

Passing the War Risk Insurance Program will allow these high risk flights to operate as needed;

I urge my colleagues to pass H.R. 98 by unanimous consent.

Mr. COSTELLO. Madam Speaker, I am pleased that the authorization of the War Risk Insurance program is one of the first pieces of legislation this Congress will consider. The War Risk Insurance Program is crucial to our aviation transportation system. Just like aircraft insurance is essential to any typical commercial domestic or international carrier, aircraft is also a necessity for flights to high-risk areas. Unfortunately, the private insurance market will often not insure flights to high-risk areas such as to countries at war. As such, in the interest of national security, it is critical the government provide insurance for carriers that must fly to unstable areas.

Since 1975, there have been 5,000 flights covered by the program. During Operation

Desert Shield and Desert Storm commercial airlines were needed to ferry troops and equipment to the Middle East. The war risk insurance fund has grown to over \$70 million. We must ensure the solvency of this program in times of conflict. I am pleased we are taking swift and appropriate action to authorize this program before it expires on March 31. I urge my colleagues to join me in supporting H.R. 98.

Mr. SHUSTER. Madam Speaker, I have no further requests for time.

Mr. LIPINSKI. Madam Speaker, once again I ask everyone to support this important piece of legislation, and I yield back the balance of my time.

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

The SPEAKER pro tempore (Mrs. EMERSON). The question is on the motion offered by the gentleman from Pennsylvania (Mr. SHUSTER) that the House suspend the rules and pass the bill, H.R. 98, as amended.

The question was taken.

Mr. SHUSTER. Madam Speaker, on that, I demand the yeas and nays.

The yeas and nays were ordered.

The SPEAKER pro tempore. Pursuant to clause 8 of rule XX and the Chair's prior announcement, further proceedings on this motion will be postponed.

AIRPORT IMPROVEMENT PROGRAM SHORT-TERM EXTENSION ACT OF 1999

Mr. DREIER. Madam Speaker, by direction of the Committee on Rules, I call up House Resolution 31 and ask for its immediate consideration.

The Clerk read the resolution, as follows:

H. RES. 31

Resolved, That at any time after the adoption of this resolution the Speaker may, pursuant to clause 2(b) of rule XVIII, declare the House resolved into the Committee of the Whole House on the state of the Union for consideration of the bill (H.R. 99) to amend title 49, United States Code, to extend Federal Aviation Administration programs through September 30, 1999, and for other purposes. The first reading of the bill shall be dispensed with. Points of order against consideration of the bill for failure to comply with clause 4(a) of rule XIII or section 302(f) or section 303(a) of the Congressional Budget Act of 1974 are waived. General debate shall be confined to the bill and shall not exceed one hour equally divided and controlled by the chairman and ranking minority member of the Committee on Transportation and Infrastructure. After general debate, the bill shall be considered for amendment under the five-minute rule. In lieu of the amendment recommended by the Committee on Transportation and Infrastructure now printed in the bill, it shall be in order to consider as an original bill for the purpose of amendment under the five-minute rule the amendment in the nature of a substitute printed in the Congressional Record and numbered 1 pursuant to clause 8 of rule XVIII. Each section of that amendment in the nature of a substitute shall be considered as read. Points of order against the amendment for failure to comply with clause 7 of rule XVI or section 302(f) or section 303(a) of the Congressional Budget Act of 1974 are

waived. During consideration of the bill for amendment, the Chairman of the Committee of the Whole may accord priority in recognition on the basis of whether the Member offering an amendment has caused it to be printed in the portion of the Congressional Record designated for that purpose in clause 8 of rule XVIII. Amendments so printed shall be considered as read. The chairman of the Committee of the Whole may: (1) postpone until a time during further consideration in the Committee of the Whole a request for a recorded vote on any amendment; and (2) reduce to five minutes the minimum time for electronic voting on any postponed question that follows another electronic vote without intervening business, provided that the minimum time for electronic voting on the first in any series of questions shall be 15 minutes. At the conclusion of consideration of the bill for amendment the Committee shall rise and report the bill to the House with such amendments as may have been adopted. Any Member may demand a separate vote in the House on any amendment adopted in the Committee of the Whole to the bill or to the amendment in the nature of a substitute made in order as original text. The previous question shall be considered as ordered on the bill and amendments thereto to final passage without intervening motion except one motion to recommit with or without instructions.

The SPEAKER pro tempore. The Chair recognizes the gentleman from California (Mr. DREIER) for 1 hour.

Mr. DREIER. Madam Speaker, for purposes of debate only, I yield the customary 30 minutes to the gentleman from South Boston, Massachusetts (Mr. MOAKLEY), my very good friend, and say I am very happy to see him here, pending which I yield myself such time as I may consume. During consideration of this resolution, all time that I will be yielding will be for debate purposes only.

(Mr. DREIER asked and was given permission to revise and extend his remarks and include extraneous material.)

Mr. DREIER. Madam Speaker, let me first begin here by commending both the chairman and the ranking minority member of the Committee on Transportation and Infrastructure, as well as the gentleman from Massachusetts (Mr. MOAKLEY), the ranking minority member of the Committee on Rules, for their cooperation in making this first rule of the 106th Congress an open rule that will permit consideration of an important piece of legislation.

Specifically, this resolution makes in order H.R. 99, providing for the temporary extension of Federal Aviation Administration programs under, as I said, an open rule providing for one hour of general debate.

The rule makes in order the amendment in the nature of a substitute printed in the CONGRESSIONAL RECORD and numbered 1. The rule also contains several waivers that are necessary for the bill to be considered today.

The waivers of sections 302(f) and 303(a) of the Congressional Budget Act are necessary because Congress did not adopt the fiscal year 1999 budget resolution and, pursuant to House Resolution 5, fiscal year 1999 budget alloca-

tions have not been published in the CONGRESSIONAL RECORD.

Also, the waiver of clause 7 of rule XVI is necessary because Title II of the amendment in the nature of a substitute was not part of the introduced bill. Title II is language for the Committee on Ways and Means that allows expenditures from the Aviation Trust Fund.

Finally, the waiver of clause 4(a) of rule XIII is needed because the report on H.R. 99 was not filed by the Committee of Transportation and Infrastructure until yesterday.

Members who preprinted their amendments in the RECORD prior to their consideration will be given priority and recognition. The Chairman of the Committee of the Whole is authorized to postpone votes during consideration of the bill and reduce votes to 5 minutes on a postponed question if the vote follows a 15-minute vote. Finally, the rule provides for one motion to recommit with or without instructions.

Madam Speaker, last year the House passed a very comprehensive FAA reauthorization bill, but there was not enough time to work through a conference with the other body. As a result, the omnibus appropriations bill passed last year contained only a 6-month extension of the FAA's Airport Improvement Program. That short-term extension expires on March 31 of this year.

In order to give the Committee on Transportation and Infrastructure and the full House time to develop a comprehensive FAA reauthorization bill this year, we need to extend the 6-month short-term authorization through the rest of this fiscal year. Without passage of H.R. 99, no new Airport Improvement Program grants can be issued after March 31. AIP grants fund a variety of airport safety and capacity-enhancing projects such as runway extensions, taxiway construction, and noise abatement projects. As more and more people fly every day, it is important to maintain the highest safety standards at our Nation's airports.

I understand that the gentleman from Pennsylvania (Chairman SHUSTER) plans to bring to the House a comprehensive aviation reform bill later this year that will address many very important and complex issues. Those issues may range from whether to increase the number of airport slots at busy airports, to what kind of passenger protection provisions should be included, to how the Aviation Trust Fund should be handled. These complex issues cannot be fully addressed before the current AIP reauthorization expires. Passage of H.R. 99 provides Congress with enough time to produce a comprehensive aviation reform bill.

Therefore, Madam Speaker, I urge my colleagues to pass this very fair, balanced, and open rule and also the bipartisan FAA reauthorization legislation.

Madam Speaker, I reserve the balance of my time.