All Members on both sides of the aisle will have the opportunity to offer germane amendments.

The bill authorizes $8 billion in fiscal years 2000 and 2001 for the Department of Energy's civilian research and development programs. Our Nation depends on energy to move our cars, to light our houses, and to power the machines of commerce. By making energy more efficient and dependable, we increase opportunities to improve quality of life. That is why investing in energy technology is important to our Nation's future.

Recognizing the importance of renewable energy and energy efficiency, the President recommended a slight increase in spending on these research programs. Unfortunately, the committee bill kept spending for these programs at lower levels.

Renewable energy, including hydro power, solar, wind, geothermal, and biomass, amount to about 10 percent of total domestic energy production. Though these technologies have become more competitive with traditional energy sources, there is still a need for more research in these new areas. By keeping spending levels down, we are taking a risk that we do not develop the full potential of a renewable energy and achieve the full benefits.

However, this is an open rule, and Members will have a chance to offer amendments to improve the bill. The rule was adopted by a voice vote of the Committee on Rules, and I urge adoption of the rule.

Mr. Speaker, I yield 2 minutes to the gentleman from Ohio (Mr. TRAFICANT).

Mr. TRAFICANT. Mr. Speaker, I thank the chairman for yielding me the time.

Mr. Speaker, the new trade deficit figures are out: for the last 3-month period, $81 billion of trade deficits, averaging now $27 billion a month. I do not know who else may have noticed yesterday, but the Singer Sewing Machine Company filed for chapter 11 bankruptcy protection in New York City.

The roots of the Singer Sewing Machine Company are in New York City. Not anymore. They are located in Hong Kong, and they make and manufacture their sewing machines in Brazil, Taiwan, and Japan, and no one in Congress or Washington is even looking at this issue. Our Tax Code is chasing companies away. We are making great progress with the electronic phenomenon that will mature, and we are looking at a down side here, Mr. Speaker.

I have an amendment for each of these bills, when they spend money, requiring they comply with the Buy American Act and other provisions. I would hope that they would be accepted, but I would hope that Congress would begin to address a Tax Code that rewards imports, kills exports, and is destroying manufacturing jobs.

Mr. HALL of Ohio. Mr. Speaker, I have no further requests for time, and I yield back the balance of my time.

Mr. HASTINGS of Washington. Mr. Speaker, I have no further requests for time, I yield back the balance of my time, and I move the previous question on the resolution.

The previous question was ordered.

The resolution was agreed to.

A motion to reconsider was laid on the table.

CIVIL AVIATION RESEARCH AND DEVELOPMENT AUTHORIZATION ACT OF 1999

Mr. HASTINGS of Washington. Mr. Speaker, by direction of the Committee on Rules, I call up House Resolution 290 and ask for its immediate consideration.

The Clerk read the resolution, as follows:

H. RES. 290

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. 1551) to authorize the Federal Aviation Administration's civil aviation research and development programs for fiscal years 2000 and 2001, and for other purposes. The first reading of the bill shall be dispensed with. 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 Science. After general debate the bill shall be considered for amendment under the five-minute rule. It shall be in order to consider as an original bill for purpose of amendment under the five-minute rule the amendment in the nature of a substitute recommended by the Committee on Science now printed in the bill. Each section of the committee amendment in the nature of a substitute shall be considered as read. 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 Members may demand a separate vote in the House on any amendment adopted in the Committee of the Whole to the bill or to the committee amendment in the nature of a substitute. 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 (Mr. QUINN). The gentleman from Washington (Mr. HASTINGS) is recognized for 1 hour.

Mr. HASTINGS of Washington. For purposes of debate only, I yield the customary 30 minutes to the distinguished gentleman from Ohio (Mr. HALL), pending which I yield myself such time as I may consume. During consideration of this resolution, all time yielded is for purposes of debate only.

(Mr. HASTINGS of Washington asked and was given permission to revise and extend his remarks.)

Mr. HASTINGS of Washington. Mr. Speaker, House Resolution 290 would grant H.R. 1551, the Civil Aviation Research and Development Authorization Act of 1999, an open rule.

The rule provides for 1 hour of general debate, equally divided and controlled by the chairman and ranking minority member of the Committee on Science. The rule provides that the bill shall be open to amendment by section, and allows the chairman of the Committee of the Whole to accord priority in recognition to Members who have preprinted their amendments in the CONGRESSIONAL RECORD.

The rule also allows the chairman of the Committee of the Whole to postpone votes during consideration of the bill, and to reduce voting time to 5 minutes on a postponed question, if the vote follows a 15-minute vote.

Finally, the rule provides 1 motion to recommit, with or without instructions.

Mr. Speaker, the Civil Aviation Research and Development Authorization Act of 1991 would authorize the Federal Aviation Administration to conduct research and development activities during fiscal years 2000 and 2001. The current authorization is scheduled to expire at the end of fiscal year 1999.

Our Nation's air traffic system has seen a dramatic increase in use in recent years. This legislation, introduced by the gentlewoman from Maryland (Mrs. MORELLA), makes it possible to keep pace with rising aviation volumes and maintain an effective air traffic system.

The FAA's research and development activities help produce the cutting edge technology necessary to ensure the safety, efficiency, and security of our national air transportation system. In addition, this bill makes it easier for Congress to track overall FAA research activities and to better assess priorities for modernization.

The Congressional Budget Office estimates that enactment of H.R. 1551 would cost approximately $1.32 billion in budget authority and $1.3 billion in outlays. Because the bill does not affect direct spending, pay-as-you-go procedures do not apply.

Mr. Speaker, the Committee on Rules was pleased to grant the request of the gentleman from Wisconsin (Chairman SENSENBRENNER) for an open rule on H.R. 1551, providing Members seeking to improve this bill the fullest opportunity to offer their amendments on the floor.

Accordingly, I urge my colleagues to support both House Resolution 290 and the underlying bill.

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

Mr. HALL of Ohio. Mr. Speaker, I yield myself such time as I may consume.

Mr. Speaker, this is an open rule. It will allow for full and fair debate on H.R. 1551, which is the Civilian Aviation Research and Development Authorization Act of 1999.

As my colleague, the gentleman from Washington (Mr. HASTINGS) has described, this rule will provide for 1 hour of general debate. It would be equally divided and controlled by the chairman and ranking minority member of the Committee on Science.

The rule permits amendments under the 5-minute rule. This is the normal amending process in the House. All Members on both sides of the aisle will have the opportunity to offer germane amendments.

The bill authorizes $1.32 billion in fiscal years 2000 and 2001 for the Federal Aviation Administration's civil aviation research and development programs. The bill funds a wide range of aviation-related research, including aircraft safety, communications, equipment, and facilities.

The bill also funds research aimed at reducing aircraft noise. Unfortunately, the FAA has not placed a sufficient priority on research to identify technologies that could be used to develop quieter aircraft, or to reduce the effects of aircraft noise on neighborhoods near airports.

In my district, residents of the city of Centerville, Ohio, have been plagued with aircraft noise ever since flight patterns were shifted over the city. This is a particular problem since many of the aircraft carry cargo at night or early in the morning. Daily between 4 a.m. and 7 a.m., when most people are trying to sleep, a plane flies overhead every few minutes. It is like sleeping under an aircraft superhighway.

The problems facing my constituents in Ohio are similar to problems all over America, and these will only get worse as the skies get more and more crowded nationwide. I urge the FAA to increase research aimed at reducing aircraft noise. I also urge the FAA to examine the ways that aircraft noise affects the health and safety of people who experience it on a regular basis.

In particular, I request that the FAA study the health effects of nighttime aircraft noise, such as the noise experienced by the citizens of Centerville. By working with citizens and government and industry as partners, we can address this problem.

Mr. Speaker, the funding in this bill is an investment in the future of our aviation transportation. As the representative from Dayton, Ohio, the home of the Wright Brothers, I am proud of America's leadership in aviation technology. This bill will help maintain our leadership role.

This is an open rule. It was adopted by a voice vote of the Committee on Rules, and I urge adoption of the rule.

Mr. Speaker, I yield 2 minutes to the gentleman from Youngstown, Ohio (Mr. TRAFICANT).

Mr. TRAFICANT. Mr. Speaker, I have a buy American amendment for this bill. I would like the Congress to know that the Chrysler Corporation that we bailed out, Chrysler Corporation of the United States of America, is the Chrysler-Daimler Corporation of Germany.

Some of our big banks are merging. They are not known as American banks anymore, they are moving to foreign countries. We are becoming a good colony, providing basic materials and buying other countries' products. No one is really paying attention.

What these amendments say is we have a buy American law. Let us comply with it, and do not put a fraudulent label on an import or you will not be able to do business with our government.

Mr. HALL of Ohio. Mr. Speaker, I have no further requests for time, and I yield back the balance of my time.

Mr. HASTINGS of Washington. Mr. Speaker, I have no further requests for time, I yield back the balance of my time, and I move the previous question on the resolution.

The previous question was ordered.

The resolution was agreed to.

A motion to reconsider was laid on the table.

The SPEAKER pro tempore. Pursuant to House Resolution 290 and rule XVIII, the Chair declares the House in the Committee of the Whole House on the State of the Union for the consideration of the bill, H.R. 1551.

The Chair designates the gentleman from New Hampshire (Mr. SUNUNU) as Chairman of the Committee of the Whole, and requests the gentleman from New York (Mr. QUINN) to assume the chair temporarily.

□ 1330

IN THE COMMITTEE OF THE WHOLE

Accordingly, the House resolved itself into the Committee of the Whole House on the State of the Union for the consideration of the bill (H.R. 1551) to authorize the Federal Aviation Administration's civil aviation research and development programs for fiscal years 2000 and 2001, and for other purposes, with Mr. QUINN (Chairman pro tempore) in the chair.

The Clerk read the title of the bill.

The CHAIRMAN pro tempore (Mr. QUINN). Pursuant to the rule, the bill is considered as having been read the first time.

Under the rule, the gentleman from Wisconsin (Mr. SENSENBRENNER) and the gentleman from Texas (Mr. HALL) each will control 30 minutes.

The Chair recognizes the gentleman from Wisconsin (Mr. SENSENBRENNER).

Mr. SENSENBRENNER. Mr. Chairman, I yield myself such time as I may consume.

Mr. Chairman, as chairman of the Committee on Science, I have worked with my friend and colleague, Mr. George E. Brown, Jr., of California for the past 2½ years to advance legislation that meets our Nation's research and development funding needs. Regrettably, Congressman Brown is no longer with us. I am pleased to say that this legislation continues that tradition, only this time we have a new ranking member, the gentleman from Texas (Mr. HALL).

H.R. 1551 authorizes the FAA to conduct research and development activities for fiscal years 2000 and 2001.

Shortly, I will offer a manager's amendment that was crafted in consultation with the Committee on Transportation and Infrastructure. The amendment strikes certain provisions of H.R. 1551 which were already authorized earlier this summer through House passage of H.R. 1000, the Aviation Investment and Reform Act for the 21st Century.

As amended by my manager's amendment, H.R. 1551 authorizes $208 million in fiscal year 2000 and $223 million in fiscal year 2001 for the FAA to conduct research and development in the areas of air traffic, management, communications, navigation, weather, aircraft safety, system security, airport technology, and human factors.

The legislation fully funds the administration's fiscal 2000 request and allows a modest, but necessary, increase of 3 percent over fiscal year 1999 enacted funding level for the various research and development activities.

Mr. Chairman, the Committee on Science takes its oversight responsibilities very seriously. I am pleased that H.R. 1551 includes important provisions to ensure that our Nation's investments in aviation R&D are effectively utilized.

For instance, section 5 of the legislation implements recommendations by the Inspector General by requiring the FAA to work cooperatively with NASA to jointly prepare and transmit to Congress an integrated civil aviation safety R&D plan that clearly defines the rules and responsibilities of the two agencies.

Section 4 requires the FAA to implement strategic planning consistent with the Government Performance and Results Act in the development of aviation plans.

Finally, H.R. 1551 ensures accountability and public access to award information by requiring the FAA to post the abstracts related to all unclassified R&D grants and awards on the agency's Internet home page.

I would like to commend gentlewoman from Maryland (Mrs. MORELLA), the Chairman of the Subcommittee on Technology, and the gentleman from Michigan (Mr. BARCIA), the ranking member of the subcommittee, for their hard work they have done in crafting this legislation.

Mr. Chairman, H.R. 1551 is a good bill, and I urge my colleagues to support it.

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

Mr. HALL of Texas. Mr. Chairman, I yield myself such time as I may consume.

Mr. Chairman, I rise in support of H.R. 1551. It is a bill that provides a 2-year authorization for research and development activities of the FAA. The gentleman from Wisconsin (Chairman SENSENBRENNER) has laid it out very succinctly.

The bill reported by the Committee on Science was developed in a rather unusual spirit of cooperation and bipartisanship. They really worked together on this. It took a little time to hammer it out.

But I certainly want to congratulate the gentlewoman from Maryland (Mrs. MORELLA), the chair of the Subcommittee on Technology for her good work, and the gentleman from Michigan (Mr. BARCIA), the ranking Democratic member, for the fine work in crafting this bill.

I also want to thank the gentleman from Wisconsin (Mr. SENSENBRENNER), chairman of the Committee on Science, for his efforts of bringing the bill forward and bringing it to the House for its consideration here today.

Mr. Chairman, the FAA, as my colleagues know, is responsible for the safe operation of a very complex transportation system. It now handles about 1½ million passengers per day. That continues to grow.

I think H.R. 1551 has been well described by the gentleman from Wisconsin (Chairman SENSENBRENNER). It does provide for research programs that is going to enable the FAA to modernize the Nation's air traffic system successfully. Because of the importance of air commerce to our economy, I certainly recommend this legislation to my colleagues and ask for their support and the passage of this bill.

Mr. Chairman, I rise in support of H.R. 1551, a bill which provides a two-year authorization for the research and development activities of the Federal Aviation Administration.

The bill reported by the Science Committee was developed in a spirit of cooperation and bipartisanship. I want to congratulate the Chair of the Technology Subcommittee, Mrs. MORELLA, and the Ranking Democratic Member, Mr. BARCIA, for their fine work in crafting the bill.

H.R. 1515 authorizes only a relatively small part of the FAA's budget. But the research that will be carried out in accordance with the bill will have a disproportionate influence on the ability of the agency to meet its responsibilities for management and operation of the national airspace system.

The FAA is responsible for the safe operation of a complex transportation system that now handles 1.5 million passengers per day and that continues to grow. The FAA's research and development programs must provide the underpinnings for the technology that will help increase the capacity and efficiency of operation of the airspace system, while ensuring its safety and security.

Pursuant to an agreement with the Transportation Committee, the Republican Manager of the bill will offer an amendment to modify the authorizations included in the bill, as it was reported from the Science Committee. Basically, some activities will be removed from the bill that were included in the main FAA authorization bill considered previously by the House.

There has been some confusion about the nature of the activities that the agency includes in its Facilities and Equipment appropriations account. Clearly, some of these activities are very similar to the kinds of R&D programs normally authorized by the Science Committee, and consequently, these are retained in H.R. 1551. Disagreements exist about the R&D content of some of the other activities, which the amendment deletes from the bill.

In order to ensure that a complete description of FAA's research programs is provided to Congress in future, H.R. 1551 requires the agency in its annual budget submission to report on all of its R&D activities. Specifically, the bill requires FAA to identify every program, regardless of the title of the budget category from which it is funded, that meets the definition of R&D, according to OMB's published guidelines.

H.R. 1551, as amended by the manager's amendment, endorses the administration's funding request for the R&D activities covered for FY 2000 and FY 2001. This request includes growth in the second year needed to reverse recent declines in the research side of the agency's R&D programs.

Because of the importance of air commerce to our economy, I recommend this legislation to my colleagues and ask for their support for its passage.

Mr. HALL of Texas. Mr. Chairman, I yield the balance of my time to the gentleman from Michigan (Mr. BARCIA), and I ask unanimous consent that he be permitted to yield time.

The CHAIRMAN. Is there objection to the request of the gentleman from Texas?

There was no objection.

Mr. BARCIA. Mr. Chairman, I reserve the balance of my time.

Mr. SENSENBRENNER. Mr. Chairman, I yield 5 minutes to the gentlewoman from Maryland (Mrs. MORELLA).

Mrs. MORELLA. Mr. Chairman, I thank the gentleman from Wisconsin (Chairman SENSENBRENNER) for yielding the time and for his leadership in helping to bring this bill forward to the House. I also want to commend the gentleman from Michigan (Mr. BARCIA), the new ranking member of the Committee on Science, for his support throughout the process.

As chair of the Subcommittee on Technology, and on behalf of the distinguished gentleman from Michigan (Mr. BARCIA), our ranking member, I am pleased to offer H.R. 1551, which is entitled the Civil Aviation Research and Development Act of 1999, for its passage by the House today.

Overall, the legislation after acceptance of the manager's amendment will authorize $208 million in fiscal year 2000 and $229 million in fiscal year 2001 for the Federal Aviation Administration in order to have them conduct research and development activities that are helping to increase the efficiency and safety of aviation.

A safe and efficient air transportation system is essential to our Nation's economic prosperity, especially since aviation and related industries contribute $700 billion to the U.S. economy and encompass over 8 million jobs.

As I know very well from having worked closely with Administrator Jane Garvey on the FAA's year 2000 computer problem, safety remains the number one priority at the FAA.

Over the past 20 years, the aviation accident rate has dropped dramatically because of the introduction of new technologies and procedures that are developed through the collaborative research and development activities of both the FAA and the National Aeronautics and Space Administration, NASA.

As any frequent traveler can tell my colleagues, aviation congestion leading to delayed or canceled flights is becoming more common. The fact that aviation traffic is projected to double over the next 15 to 20 years compounds the problem. Investing in research and development today will give us the tools to meet the demands of the future.

Mr. Chairman, the authorization levels in H.R. 1551 ensure that the FAA has sufficient funding to carry out research and development in the areas of aircraft safety, system security, system capacity, and weather.

Also, H.R. 1551 allows the FAA to continue its work in human factors research. Human error is still the dominant cause of aviation accidents. As we continue to integrate automation into flying aircraft and controlling airspace, it is important that the FAA does a better job of understanding the changing human rules and responsibilities of pilots and controllers to provide them with equipment that better meets their needs.

Finally, I am pleased to point out that the legislation fully funds the administration's request for energy and environment research. This will allow the agency to continue working with NASA, to reach the goal they embarked on in 1992, to reduce aircraft noise by 80 percent in the year 2000.

Mr. Chairman, I also want to commend, again, the gentleman from Wisconsin (Mr. SENSENBRENNER), chairman of the Committee on Science, and the gentleman from Michigan (Mr. BARCIA), the ranking member of the Subcommittee on Technology for their assistance in crafting this bipartisan legislation.

The bill demonstrates a continued strong commitment to aviation research and development. I encourage all my colleagues to join me in supporting H.R. 1551. I also want to commend the staff who have worked very hard on this bill.

Mr. BARCIA. Mr. Chairman, I yield myself such time as I may consume.

Mr. Chairman, before beginning my remarks on H.R. 1551, I also would like to join the gentleman from Wisconsin (Chairman SENSENBRENNER) and the gentlewoman from Maryland (Mrs. MORELLA) in pointing out to our colleagues that this is the first piece of legislation that the Committee on

Science has brought to the floor with the gentleman from Texas (Mr. HALL) as our ranking member. I look forward to working closely with the gentleman from Texas, and I am sure that I can speak for all members of the Committee on Science in wishing him the very best in his new role.

Mr. Chairman, I rise in support of H.R. 1551, which authorizes fiscal year 2000 and fiscal year 2001 funding for the research and development activities for the Federal Aviation Administration. This legislation was developed on a true bipartisan basis. As always, it has been a pleasure and a privilege working with the gentlewoman from Maryland (Mrs. MORELLA), chairman of the subcommittee, on this legislation. I also want to gratefully thank the gentleman from Wisconsin (Chairman SENSENBRENNER) and the gentleman from Texas (Mr. HALL), the ranking member, for their leadership and efforts to bring this legislation to the floor today.

The primary impression of the Federal Aviation Administration is that it is a regulatory agency responsible for maintaining the safety of air travel and operating the Nation's air traffic control system. However, the basis for both safety and air traffic control can be found in FAA's research and development activities.

The Federal Aviation Administration's small research and development budget supports efforts to improve the air traffic control system to develop the concept of free flight, to conduct research on aging aircrafts, and to perform weather-related research, just to highlight a few areas of the FAA's efforts. The results of this research translate directly to improved safety and increased capacity of the national airspace system.

Both the gentlewoman from Maryland (Mrs. MORELLA) and myself have been concerned that FAA's research and development budget submission does not present a comprehensive overview of its activities and priorities.

A letter earlier this year from the chairman of FAA's Research, Engineering and Development Advisory Committee supported our concerns. The chairman wrote:

> With the research and development funding and responsibilities for implementation separated into so many different pots, the R&D management focus and effort has been seriously compromised.

The gentleman from Wisconsin (Chairman SENSENBRENNER) will offer an amendment to modify the authorizations in H.R. 1551, and I fully support this modification. This amendment removes some activities from H.R. 1551 which were included in the overall FAA authorization bill already considered by the House.

As a member of both the Committee on Transportation and Infrastructure as well as the Committee on Science, I will continue to work with my colleagues on both committees to ensure that FAA's research and development is comprehensive and meets the needs of the aviation community and the safety of the flying public.

Mr. Chairman, H.R. 1551 funds important research programs that are necessary to the Federal Aviation Administration's efforts to modernize the national airspace system. I urge my colleagues to support this legislation.

Mr. Chairman, I yield 2 minutes to the gentleman from Ohio (Mr. TRAFICANT).

Mr. TRAFICANT. Mr. Chairman, I thank the gentleman from Michigan for yielding me this time, knowing that he serves with me on the Committee on Transportation and Infrastructure.

An amendment that I will be bringing calls and requires the Federal Aviation Administration to do research on the laser visual guidance systems. That amendment is at the desk. I just want to say this: most of the fatalities in aircraft landings and aircraft fatalities are due to the fact that, in certain weather conditions, planes simply miscalculate and miss the runway. This would call for research into the laser visual guidance system. The gentleman is familiar with it, and I just wanted to apprise the committee of it.

Mr. BARCIA. Mr. Chairman, I yield 2 minutes to the distinguished gentleman from New York (Mr. CROWLEY).

Mr. CROWLEY. Mr. Chairman, I rise today in support of this bill, the Civil Aviation Research and Development Authorization Act, and to support research and development in the aviation industry.

Research and development is an important part of the aviation industry, bringing us safer and quieter planes. We have recently seen the implementation of Stage 3 planes, which are noticeably quieter than their earlier counterparts. However, as someone who lives close to an airport, I appreciate the need for further R&D to bring us quieter planes.

As a Representative of the 7th Congressional District of New York, containing LaGuardia Airport and its surrounding communities, I have pushed this Congress to press for the further study of Stage 4 aircraft.

Mr. Chairman, the airspace surrounding LaGuardia, JFK, and Newark airports is the busiest airspace in the world. The noise from the jets is deafening.

To quote one of my constituents, ''The noise has become so loud that I cannot watch TV, take a phone call, or even sleep.'' It is my hope, Mr. Chairman that through R&D efforts such as those authorized in this bill, individuals or families living near airports can get a decent night's sleep.

To further help with the R&D effort, my fellow Congressman from New York, Anthony Weiner, and I have introduced the Silent Skies Act. The Silent Skies Act would mandate quieter aircraft engines and call on the Department of Transportation to set the standards for Stage 4 aircraft, the next generation of quieter engines.

It also mandates that all aircraft be in compliance with Stage 4 noise levels no later than the year 2012. Mr. Chairman, I am confident that Stage 4 technology will dramatically improve the quality of life for residents of Queens and the Bronx, like myself, who live near LaGuardia airport.

☐ 1345

I encourage all my colleagues to join as cosponsors of this important legislation to improve the quality of life for every constituent who lives near an airport.

In closing, I want to once again commend the aviation research and development process and urge the aviation industry and the Department of Transportation and this Congress to push for the development of quieter aircraft engines.

Mr. GARY MILLER of California. Mr. Chairman, I rise today in strong support of H.R. 1551, ''The Civil Aviation Research and Development Act of 1999.''

I would like to thank the sponsor of this bill, Congresswoman MORELLA, for all of her hard work on this important piece of legislation.

This bill authorizes the Federal Aviation Administration to conduct research and development activities that will update aviation technology and knowledge to ensure safety, efficiency, and security for our national air transportation system.

Included in the manager's amendment is an amendment I proposed in the Science Committee which direct the FAA to expand its current aging aircraft research and development efforts to include non-structural components.

This provision is necessary because while aging aircraft may be structurally sound, several safety experts—including the National Transportation Safety Board and the White Commission on Aviation Safety and Security—have raised serious concerns about the performance and reliability of the various non-structural components of aging aircraft which includes electrical wiring, hydraulic lines, and other electro-mechanical systems.

This is an important bill for the safety of all who are involved in air travel. I urge my colleagues to support H.R. 1551.

Mr. BARCIA. Mr. Chairman, I have no further requests for time, and I yield back the balance of my time.

Mr. SENSENBRENNER. Mr. Chairman, I yield back the balance of my time.

The CHAIRMAN pro tempore (Mr. Quinn). All time for general debate has expired.

Pursuant to the rule, the committee amendment in the nature of a substitute printed in the bill shall be considered by section as an original bill for the purpose of amendment, and each section is considered read.

During consideration of the bill for amendment, the Chair may accord priority in recognition to a Member offering an amendment that he has printed in the designated place in the CONGRESSIONAL RECORD. Those amendments will be considered read.

The Chairman of the Committee of the Whole may postpone a request for a recorded vote on any amendment and

may reduce to a minimum of 5 minutes the time for voting on any postponed question that immediately follows another vote, provided that the time for voting on the first question shall be a minimum of 15 minutes.

Mr. SENSENBRENNER. Mr. Chairman, I ask unanimous consent that the entire bill be printed in the RECORD and open to amendment at any point.

The CHAIRMAN pro tempore. Is there objection to the request of the gentleman from Wisconsin?

There was no objection.

The text of the committee amendment in the nature of a substitute is as follows:

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

SECTION 1. SHORT TITLE.

This Act may be cited as the ''Civil Aviation Research and Development Authorization Act of 1999''.

SEC. 2. AUTHORIZATION OF APPROPRIATIONS.

Section 48102(a) of title 49, United States Code, is amended—

(1) by striking ''and'' at the end of paragraph (4)(J);

(2) by striking the period at the end of paragraph (5) and inserting in lieu thereof a semicolon; and

(3) by adding at the end the following:

''(6) for fiscal year 2000, $647,538,400 including—

''(A) $17,269,000 for system development and infrastructure projects and activities;

''(B) $48,021,500 for capacity and air traffic management technology projects and activities;

''(C) $18,939,200 for communications, navigation, and surveillance projects and activities;

''(D) $15,765,000 for weather projects and activities;

''(E) $8,715,700 for airport technology projects and activities;

''(F) $39,639,000 for aircraft safety technology projects and activities;

''(G) $53,218,000 for system security technology projects and activities;

''(H) $26,207,000 for human factors and aviation medicine projects and activities;

''(I) $3,481,000 for environment and energy projects and activities;

''(J) $2,171,000 for innovative/cooperative research projects and activities, of which $750,000 shall be for carrying out subsection (h) of this section;

''(K) $266,712,000 for En Route research and development projects and activities;

''(L) $58,900,000 for Terminal research and development projects and activities;

''(M) $3,000,000 for Flight Services research and development projects and activities;

''(N) $69,200,000 for Landing and Navigation research and development projects and activities; and

''(O) $16,300,000 for Equipment and Facilities research and development projects and activities; and

''(7) for fiscal year 2001, $675,706,795.''.

SEC. 3. BUDGET DESIGNATION FOR RESEARCH AND DEVELOPMENT ACTIVITIES.

Section 48102 of title 49, United States Code, is amended by inserting after subsection (f) the following new subsection:

''(g) DESIGNATION OF ACTIVITIES.—(1) The amounts appropriated under subsection (a) are for the support of all research and development activities carried out by the Federal Aviation Administration that fall within the categories of basic research, applied research, and development, including the design and development of prototypes, in accordance with the classifications of the Office of Management and Budget Circular A–11 (Budget Formulation/Submission Process).

''(2) The Department of Transportation's annual budget request for the Federal Aviation Administration shall identify all of the activities carried out by the Administration within the categories of basic research, applied research, and development, as classified by the Office of Management and Budget Circular A–11. Each activity in the categories of basic research, applied research, and development shall be identified regardless of the budget category in which it appears in the budget request.''.

SEC. 4. NATIONAL AVIATION RESEARCH PLAN.

Section 44501(c) of title 49, United States Code, is amended—

(1) in paragraph (2)(B)—

(A) by striking ''and'' at the end of clause (iii);

(B) by striking the period at the end of clause (iv) and inserting in lieu thereof ''; and''; and

(C) by adding at the end the following new clause:

''(v) highlight the research and development technology transfer activities that promote technology sharing among government, industry, and academia through the Stevenson-Wydler Technology Innovation Act of 1980.''; and

(2) in paragraph (3), by inserting ''The report shall be prepared in accordance with requirements of section 1116 of title 31, United States Code.'' after ''effect for the prior fiscal year.''.

SEC. 5. INTEGRATED SAFETY RESEARCH PLAN.

(a) REQUIREMENT.—Not later than March 1, 2000, the Administrator of the National Aeronautics and Space Administration and the Administrator of the Federal Aviation Administration shall jointly prepare and transmit to the Congress an integrated civil aviation safety research and development plan.

(b) CONTENTS.—The plan required by subsection (a) shall include—

(1) an identification of the respective research and development requirements, roles, and responsibilities of the National Aeronautics and Space Administration and the Federal Aviation Administration;

(2) formal mechanisms for the timely sharing of information between the National Aeronautics and Space Administration and the Federal Aviation Administration, including a requirement that the FAA-NASA Coordinating Committee established in 1980 meet at least twice a year; and

(3) procedures for increased communication and coordination between the Federal Aviation Administration research advisory committee established under section 44508 of title 49, United States Code, and the NASA Aeronautics and Space Transportation Technology Advisory Committee, including a proposal for greater cross-membership between those 2 advisory committees.

SEC. 6. INTERNET AVAILABILITY OF INFORMATION.

The Administrator of the Federal Aviation Administration shall make available through the Internet home page of the Federal Aviation Administration the abstracts relating to all research grants and awards made with funds authorized by the amendments made by this Act. Nothing in this section shall be construed to require or permit the release of any information prohibited by law or regulation from being released to the public.

SEC. 7. RESEARCH ON NONSTRUCTURAL AIRCRAFT SYSTEMS.

Section 44504(b)(1) of title 49, United States Code, is amended by inserting '', including nonstructural aircraft systems,'' after ''life of aircraft''.

SEC. 8. ELIGIBILITY FOR AWARDS.

(a) IN GENERAL.—The Administrator of the Federal Aviation Administration shall exclude from consideration for grant agreements made by that Administration with funds appropriated pursuant to the amendments made by this Act any person who received funds, other than those described in subsection (b), appropriated for a fiscal year after fiscal year 1999, under a grant agreement from any Federal funding source for a project that was not subjected to a competitive, merit-based award process, except as specifically authorized by this Act. Any exclusion from consideration pursuant to this subsection shall be effective for a period of 5 years after the person receives such Federal funds.

(b) EXCEPTION.—Subsection (a) shall not apply to the receipt of Federal funds by a person due to the membership of that person in a class specified by law for which assistance is awarded to members of the class according to a formula provided by law.

(c) DEFINITION.—For purposes of this section, the term ''grant agreement'' means a legal instrument whose principal purpose is to transfer a thing of value to the recipient to carry out a public purpose of support or stimulation authorized by a law of the United States, and does not include the acquisition (by purchase, lease, or barter) of property or services for the direct benefit or use of the United States Government. Such term does not include a cooperative agreement (as such term is used in section 6305 of title 31, United States Code) or a cooperative research and development agreement (as such term is defined in section 12(d)(1) of the Stevenson-Wydler Technology Innovation Act of 1980 (15 U.S.C. 3710a(d)(1))).

AMENDMENT NO. 4 OFFERED BY MR. SENSENBRENNER

Mr. SENSENBRENNER. Mr. Chairman, I offer an amendment.

The CHAIRMAN pro tempore. The Clerk will designate the amendment.

The text of the amendment is as follows:

Amendment No. 4 offered by Mr. SENSENBRENNER:

Page 2, line 4, through page 3, line 25, amend section 2 to read as follows:

SEC. 2. AUTHORIZATION OF APPROPRIATIONS.

Section 48102(a) of title 49, United States Code, is amended—

(1) by striking ''and'' at the end of paragraph (4)(J);

(2) by striking the period at the end of paragraph (5) and inserting in lieu thereof a semicolon; and

(3) by adding at the end the following:

''(6) for fiscal year 2000, $208,416,100 including—

''(A) $17,269,000 for system development and infrastructure projects and activities;

''(B) $33,042,500 for capacity and air traffic management technology projects and activities;

''(C) $11,265,400 for communications, navigation, and surveillance projects and activities;

''(D) $15,765,000 for weather projects and activities;

''(E) $6,358,200 for airport technology projects and activities;

''(F) $39,639,000 for aircraft safety technology projects and activities;

''(G) $53,218,000 for system security technology projects and activities;

''(H) $26,207,000 for human factors and aviation medicine projects and activities;

''(I) $3,481,000 for environment and energy projects and activities; and

''(J) $2,171,000 for innovative/cooperative research projects and activities, of which $750,000 shall be for carrying out subsection (h) of this section; and

''(7) for fiscal year 2001, $222,950,000.''.

Mr. SENSENBRENNER. Mr. Chairman, as I mentioned in my opening statement, this manager's amendment is necessary to strike the authorization of certain FAA R&D activities from H.R. 1551.

By agreement with the Committee on Transportation and Infrastructure, the

authorization of these specific activities were included in H.R. 1000, the Aviation Investment and Reform Act for the 21st Century when it successfully passed the House earlier this year.

Mr. BARCIA. Mr. Chairman, I move to strike the last word.

Mr. Chairman, I would just say that we support this amendment.

The CHAIRMAN pro tempore. The question is on the amendment offered by the gentleman from Wisconsin (Mr. SENSENBRENNER).

The amendment was agreed to.

The CHAIRMAN pro tempore. Are there any other amendments to be considered at this time.

AMENDMENT OFFERED BY MR. TRAFICANT

Mr. TRAFICANT. Mr. Chairman, I offer an amendment.

The Clerk read as follows:

Amendment offered by Mr. TRAFICANT:

On page 8, at the end of the bill, add the following new section:

SEC. 9. LASER VISUAL GUIDANCE RESEARCH.

The Federal Aviation Administration is encouraged to conduct research on the laser visual guidance landing system.

Mr. TRAFICANT (during the reading). Mr. Chairman, I ask unanimous consent that the amendment be considered as read and printed in the RECORD.

The CHAIRMAN pro tempore. Is there objection to the request of the gentleman from Ohio?

Mr. SENSENBRENNER. Mr. Chairman, reserving the right to object, the gentleman has two amendments. Does this relate to ''Buy American''?

Mr. TRAFICANT. Mr. Chairman, if the gentleman would yield, no. This is the Laser Visual Guidance system. I have submitted a change to that amendment. I would like to read it.

Mr. SENSENBRENNER. Mr. Chairman, I would ask that the Clerk read the amendment.

The CHAIRMAN pro tempore. The Clerk will continue to read the amendment.

The Clerk continued reading the amendment.

Mr. TRAFICANT. Mr. Chairman, let me take a minute on this. I know there are no other mandates in the bill, and I will respect the distinguished chairman. But this is the system that is on our aircraft carriers. It is a laser system where the pilot hones in and that craft lands at the same spot all the time. It has been most successful in that very dangerous arena.

What is happening, such as the fatality in Arkansas, is they did not have the visibility to see the runway. That pilot found himself in a position where he thought he could bank in and land. He overshot the runway, hit a light tower, and is now history, this fatality.

This system can be seen as far out as 20 miles. And once they lock in on it, with no expense to the craft itself, they land on the same spot. It is absolutely a critical safety initiative that the Committee on Transportation and the Infrastructure has prioritized.

Mr. SENSENBRENNER. Mr. Chairman, will the gentleman yield?

Mr. TRAFICANT. I yield to the gentleman from Wisconsin.

Mr. SENSENBRENNER. Mr. Chairman, I believe that this amendment is a very positive addition to the bill and would urge the Members to support it.

The CHAIRMAN pro tempore. The question is on the amendment offered by the gentleman from Ohio (Mr. TRAFICANT).

The amendment was agreed to.

AMENDMENT OFFERED BY MR. TRAFICANT

Mr. TRAFICANT. Mr. Chairman, I offer an amendment.

The Clerk read as follows:

Amendment offered by Mr. TRAFICANT:

At the end of the bill, add the following new sections:

SEC. 9. COMPLIANCE WITH BUY AMERICAN ACT.

No funds authorized pursuant to this Act may be expended by an entity unless the entity agrees that in expending the assistance the entity will comply with sections 2 through 4 of the Act of March 3, 1933 (41 U.S.C. 10a–10c, popularly known as the ''Buy American Act'').

SEC. 10. SENSE OF CONGRESS; REQUIREMENT REGARDING NOTICE.

(a) PURCHASE OF AMERICAN-MADE EQUIPMENT AND PRODUCTS.—In the case of any equipment or products that may be authorized to be purchased with financial assistance provided under this Act, it is the sense of the Congress that entities receiving such assistance should, in expending the assistance, purchase only American-made equipment and products.

(b) NOTICE TO RECIPIENTS OF ASSISTANCE.—In providing financial assistance under this Act, the Administrator of the Federal Aviation Administration shall provide to each recipient of the assistance a notice describing the statement made in subsection (a) by the Congress.

SEC. 11. PROHIBITION OF CONTRACTS.

If it has been finally determined by a court or Federal agency that any person intentionally affixed a label bearing a ''Made in America'' inscription, or any inscription with the same meaning, to any product sold in or shipped to the United States that is not made in the United States, such person shall be ineligible to receive any contract or subcontract made with funds provided pursuant to this Act, pursuant to the debarment, suspension, and ineligibility procedures described in section 9.400 through 9.409 of title 48, Code of Federal Regulations.

Mr. TRAFICANT (during the reading). Mr. Chairman, I ask unanimous consent that the amendment be considered as read and printed in the RECORD.

The CHAIRMAN pro tempore. Is there objection to the request of the gentleman from Ohio?

There was no objection.

Mr. TRAFICANT. Mr. Chairman, this is the ''Buy American'' amendment.

Mr. Chairman, I yield back the balance of my time.

Mr. SENSENBRENNER. Mr. Chairman, it is a constructive ''Buy American'' amendment, and I would encourage everybody to support it.

Mr. Chairman, I yield back the balance of my time.

The CHAIRMAN pro tempore. The question is on the amendment offered by the gentleman from Ohio (Mr. TRAFICANT).

The amendment was agreed to.

The CHAIRMAN pro tempore. Are there any further amendments to the bill?

If not, the question is on the committee amendment in the nature of a substitute, as amended.

The committee amendment in the nature of a substitute, as amended, was agreed to.

The CHAIRMAN pro tempore. Under the rule, the Committee rises.

Accordingly, the Committee rose; and the Speaker pro tempore (Mr. CALVERT) having assumed the chair, Mr. QUINN, Chairman pro tempore of the Committee of the Whole House on the State of the Union, reported that that Committee, having had under consideration the bill (H.R. 1551) to authorize the Federal Aviation Administration's civil aviation research and development programs for fiscal years 2000 and 2001, and for other purposes, pursuant to House Resolution 290, he reported the bill back to the House with an amendment adopted by the Committee of the Whole.

The SPEAKER pro tempore. Under the rule, the previous question is ordered.

Is a separate vote demanded on any amendment to the committee amendment in the nature of a substitute adopted in the Committee of the Whole? If not, the question is on the amendment.

The amendment was agreed to.

The bill was ordered to be engrossed and read a third time, was read the third time, and passed, and a motion to reconsider was laid on the table.

GENERAL LEAVE

Mr. SENSENBRENNER. Mr. Speaker, I ask unanimous consent that all Members may have 5 legislative days within which to revise and extend their remarks on H.R. 1551.

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

There was no objection.

DEPARTMENT OF ENERGY RESEARCH, DEVELOPMENT, AND DEMONSTRATION AUTHORIZATION ACT OF 1999

The SPEAKER pro tempore. Pursuant to House Resolution 289 and rule XVIII, the Chair declares the House in the Committee of the Whole House on the State of the Union for the consideration of the bill, H.R. 1655.

The Chair designates the gentleman from New Hampshire (Mr. SUNUNU) as chairman of the Committee of the Whole, and requests the gentleman from New York (Mr. QUINN) to assume the chair temporarily.

□ 1356

IN THE COMMITTEE OF THE WHOLE

Accordingly, the House resolved itself into the Committee of the Whole House on the State of the Union for the consideration of the bill (H.R. 1655) to authorize appropriations for fiscal years 2000 and 2001 for the civilian energy and scientific research, development, and demonstration and related commercial application of energy technology programs, projects, and activities of the Department of Energy, and