

Frelinghuysen Lucas (KY)
 Frost Lucas (OK)
 Gallegly Maloney (CT)
 Ganske Maloney (NY)
 Gejdenson Manzullo
 Gekas Markey
 Gephardt Martinez
 Gilchrest Matsui
 Gillmor McCarthy (MO)
 Gilman McCarthy (NY)
 Gonzalez McCollum
 Goodling McCrery
 Goss McDermott
 Granger McGovern
 Green (TX) McHugh
 Greenwood McIntosh
 Gutierrez McIntyre
 Gutknecht McKeon
 Hall (OH) McKinney
 Hansen McNulty
 Hastings (FL) Meehan
 Hastings (WA) Meek (FL)
 Hayworth Menendez
 Herger Metcalf
 Hill (IN) Mica
 Hinckley Millender-
 Hinojosa McDonald
 Hobson Miller (FL)
 Hoeffel Miller, Gary
 Hoekstra Mink
 Holt Moakley
 Hooley Mollohan
 Horn Moore
 Houghton Moran (VA)
 Hoyer Morella
 Hulshof Murtha
 Hunter Nadler
 Hyde Napolitano
 Inslee Nethercutt
 Istock Ney
 Jackson (IL) Northup
 Jackson-Lee Nussle
 (TX) Obey
 John Olver
 Johnson, E. B. Ose
 Jones (OH) Owens
 Kanjorski Oxley
 Kaptur Packard
 Kelly Pallone
 Kennedy Pascrell
 Kildee Pastor
 Kilpatrick Payne
 Kind (WI) Pelosi
 King (NY) Peterson (PA)
 Kingston Phelps
 Klink Pickering
 Knollenberg Pickett
 Kolbe Pitts
 Kucinich Pombo
 Kuykendall Pomeroy
 LaFalce Porter
 LaHood Portman
 Lampson Price (NC)
 Lantos Quinn
 Larson Radanovich
 Latham Rahall
 Lazio Rangel
 Leach Regula
 Lee Reyes
 Levin Reynolds
 Lewis (CA) Rivers
 Lewis (GA) Rodriguez
 Lewis (KY) Roemer
 Linder Rogan
 LoBiondo Rogers
 Lofgren Rohrabacher
 Lowey Ros-Lehtinen

NAYS—87

Baker Deal
 Barr DeFazio
 Bartlett DeMint
 Barton Doolittle
 Bass Duncan
 Bereuter Ehlers
 Bilbray English
 Boehlert Filner
 Brady (TX) Ford
 Bryant Gibbons
 Burr Goode
 Chambliss Goodlatte
 Chenoweth Gordon
 Clement Graham
 Clyburn Green (WI)
 Coble Hall (TX)
 Coburn Hayes
 Collins Hefley
 Condit Hill (MT)
 Davis (VA) Hilleary

Hiillard Holden
 Hostettler Hutchinson
 Isakson Jenkins
 Johnson, Sam Jones (NC)
 Jones (NC) Kasich
 Largent LaTourette
 Lipinski Luther
 McInnis Minge
 Moran (KS) Myrick
 Oberstar Ortiz
 Paul

Rothman Roukema Roybal-Allard
 Royce Rush Sabo Salmon
 Sanders Sanchez Sawyer
 Saxton Schakowsky
 Sisisky Skeen Skelton
 Menendez Slaughter Smith (NJ)
 Metcalf Smith (TX)
 Mica Smith (WA)
 Millender- Smith (WA)
 McDonald Snyder Souder
 Miller (FL) Spence Stabenow
 Miller, Gary Stark Stenholm
 Mink Stetholm Strickland
 Moakley Stump Stupak
 Mollohan Talen Tauscher
 Moore Taylor (MS)
 Moran (VA) Thomas
 Morella Thompson (CA)
 Murtha Thompson (MS)
 Nadler Northup
 Napolitano Nussle
 Nethercutt Obey
 Ney Olver
 Northup Ose
 Ose Thurman
 Owens Tiahrt
 Oxley Tierney
 Packard Towns
 Pallone Traficant
 Pascrell Turner
 Pastor Udall (CO)
 Payne Udall (NM)
 Pelosi Upton
 Peterson (PA) Vento
 Phelps Visclosky
 Pickering Vitter
 Pickett Walden
 Pitts Waters
 Pombo Watkins
 Pomeroy Watt (NC)
 Porter Watts (OK)
 Portman Waxman
 Lampson Weiner
 Quinn Weldon (FL)
 Larson Radanovich
 Lantos Weldon (PA)
 Latham Rahall
 Lazio Rangel
 Leach Regula
 Lee Reyes
 Levin Reynolds
 Lewis (CA) Rivers
 Lewis (GA) Rodriguez
 Lewis (KY) Roemer
 Linder Rogan
 LoBiondo Rogers
 Lofgren Rohrabacher
 Lowey Ros-Lehtinen

Pease Peterson (MN)
 Sessions Petri
 Tancredo Shadegg
 Ramstad Shays
 Ryan (WI) Ryan (KS)
 Shimkus Shuster
 Shuney Toomey
 Salmon Sandlin
 Sanders Sanford
 Sawyer Schaffer
 Saxton
 Schakowsky
 Scott
 Serrano
 Shaw
 Sherman
 McIntosh Sherwood
 McIntyre Shows
 McKeon
 McKinney Simpson
 McNulty Sisisky
 Meehan Skeen
 Meek (FL) Skelton
 Menendez Slaughter
 McDonnell Smith (NJ)
 McDonald Smith (TX)
 Smith (WA)
 Smith (WA)
 Snyder
 Souder
 Spence
 Stabenow
 Stark
 Stenholm
 Strickland
 Stump
 Stupak
 Talen
 Tauscher
 Tauzin
 Taylor (MS)
 Thomas
 Thompson (CA)
 Thompson (MS)
 Thorneberry
 Thune
 Thurman
 Tiahrt
 Tierney
 Towns
 Traficant
 Turner
 Udall (CO)
 Udall (NM)
 Upton
 Vento
 Visclosky
 Vitter
 Walden
 Waters
 Watkins
 Watt (NC)
 Watts (OK)
 Waxman
 Weiner
 Weldon (FL)
 Weldon (PA)
 Rahall
 Weller
 Wexler
 Weygand
 Whitfield
 Wicker
 Wilson
 Wise
 Wolf
 Woolsey
 Wynn
 Young (FL)

Sensenbrenner
 Sessions
 Shays
 Shimkus
 Shuster
 Toomey
 Velazquez
 Wamp
 Stearns
 Young (AK)

NOT VOTING—19

Berman Kleczka
 Scott Mascara
 Serrano Meeks (NY)
 Cannon Carson
 Shaw Fattah
 Sherman Jefferson
 McIntosh Shows
 McKeon Johnson (CT)
 McKinney Simpson
 McNulty Sisisky
 Meehan Skeen
 Meek (FL) Skelton
 Menendez Slaughter
 McDonnell Smith (NJ)
 McDonald Smith (TX)
 Smith (WA)
 Snyder
 Souder
 Spence
 Stabenow
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 Taylor (MS)
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 Thompson (CA)
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 Thorneberry
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 Tierney
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 Traficant
 Turner
 Udall (CO)
 Udall (NM)
 Upton
 Vento
 Visclosky
 Vitter
 Walden
 Waters
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 Watt (NC)
 Watts (OK)
 Waxman
 Weiner
 Weldon (FL)
 Weldon (PA)
 Rahall
 Weller
 Wexler
 Weygand
 Whitfield
 Wicker
 Wilson
 Wise
 Wolf
 Woolsey
 Wynn
 Young (FL)

□ 1901

Mr. WAMP and Mr. GORDON changed their vote from "yea" to "nay."

Mr. STARK changed his vote from "nay" to "yea."

So the conference report was agreed to.

The result of the vote was announced as above recorded.

A motion to reconsider was laid on the table.

ANNOUNCEMENT BY THE SPEAKER PRO TEMPORE

The SPEAKER pro tempore (Mr. LAHOOD). Pursuant to the provisions of clause 8 of rule XX, the Chair announces that he will postpone further proceedings today on any 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 tomorrow.

EXTENDING CERTAIN EXPIRING FEDERAL AVIATION ADMINISTRATION AUTHORIZATIONS

Mr. DUNCAN. Mr. Speaker, I move to suspend the rules and pass the Senate bill (S.1637) to extend through the end of the current fiscal year certain expiring Federal Aviation Administration authorizations.

The Clerk read as follows:

S. 1637

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

SECTION 1. EXTENSION OF AIRPORT IMPROVEMENT PROGRAM, ETC.

(a) AUTHORIZATION OF APPROPRIATIONS.—Section 48103 of title 49, United States Code, is amended by striking "\$2,050,000,000 for the period beginning October 1, 1998 and ending August 6, 1999," and inserting "\$2,410,000,000 for the fiscal year ending September 30, 1999."

(b) OBLIGATIONAL AUTHORITY.—Section 47104(c) of such title is amended by striking "August 6, 1999," and inserting "September 30, 1999."

(c) LIQUIDATION OF CONTRACT AUTHORIZATION.—The provision of the Department of Transportation and Related Agencies Appropriations Act, 1999, with the caption "GRANTS-IN-AID FOR AIRPORTS (LIQUIDATION OF CONTRACT AUTHORIZATION) (AIRPORT AND AIRWAY TRUST FUND)" is amended by striking "Code: *Provided further*, That no more than \$1,660,000,000 of funds limited under this

heading may be obligated prior to the enactment of a bill extending contract authorization for the Grants-in-Aid for Airports program to the third and fourth quarters of fiscal year 1999." and inserting "Code."

The SPEAKER pro tempore. Pursuant to the rule, the gentleman from Tennessee (Mr. DUNCAN) and the gentleman from Minnesota (Mr. OBERSTAR) each will control 20 minutes.

The Chair recognizes the gentleman from Tennessee (Mr. DUNCAN).

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

Mr. Speaker, this bill is an extremely important bill to our Nation's airports. The FAA's authority to make construction grants to airports under the Airport Improvement Program expired on August 6 of this year. At that time there was still \$290 million available for such grants, but this money could not be spent without a further authorization.

Since the expiration of the program, there have been no AIP discretionary grants given out to our Nation's airports. This bill would release the remaining \$290 million of AIP funds to those airports whose grant applications the FAA has approved. All of this money comes out of the Aviation Trust Fund, which is entirely supported by passenger ticket taxes and general aviation fuel taxes.

The money was assumed in last year's omnibus appropriations bill, so spending it now will not add a dime to the Federal deficit. More than 150 airports in every state in the Nation will benefit from these grants. It is essential that we move quickly on this bill.

The fiscal year ends on Thursday, and this bill must be signed into law before then in order for these necessary funds to be released. The Senate passed this bill on Friday, so favorable action by the House now would clear the measure for the President. I would expect the President to sign this bill. The FAA could then begin issuing the grants immediately. Given the late date, it should do this without the usual 3 day prior notification.

Mr. Speaker, I urge my colleagues to fully support this bill so that airport grant money will not be wasted.

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

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

Mr. Speaker, I rise in support of passage of S. 1637. This bill provides for extension of the Airport Improvement Program through the end of fiscal year 1999 and allows the Federal Aviation Administration to release the remaining AIP funds for this fiscal year to fund critical airport development projects. Each state will get additional aviation resources by the action the House will take today.

The best solution for the Nation's airports and air traffic control system is a long-term reauthorization bill that will unlock the trust funds, as we have done in legislation that has already

passed the House. We are acting today in a responsible manner to assure that airports do not lose available funding.

This past June 15 the House passed H.R. 1000, the Aviation and Investment Reform Act, AIR 21, by an overwhelming vote of 316 to 110. This critically important legislation is needed to move the aviation system into the 21st Century by providing adequate long-term funding for the FAA and for the Airport Improvement Program.

Unfortunately, the other body has not been able to pass a comprehensive FAA reauthorization bill. The House approach is preferable, but with the AIP program lapsed as of August 6, a short-term extension is better than losing scarce and precious airport development dollars. But this extension should not be misread by anyone. We will continue to insist on a long-term reauthorization bill for fiscal years 2000 to 2004.

The Nation's aviation system increasingly is in gridlock. Passenger frustration is growing and airport capital needs are underfunded by at least \$3 billion a year. We have to ensure long-term funding and a management reform plan for the FAA to address these problems, as we have already done in legislation crafted by the chairman of the full committee, the gentleman from Pennsylvania (Mr. SHUSTER) and the chairman of the Subcommittee on Aviation, the gentleman from Tennessee (Mr. DUNCAN).

It is appalling that we have reached a situation of gridlock when there are aviation revenues unused in the Aviation Trust Fund, specifically, as the chairman already cited, \$290 million for AIP. I understand the concerns that have been expressed that the FAA may be unable to issue grants by the end of the fiscal year. The reason for that is language in the manager's statement in the conference report for an emergency supplemental appropriations bill passed in the spring of 1998.

In that report, the managers directed the Department of Transportation to notify the Committee on Appropriations not less than 3 business days before any AIP grant is announced by the department. If that requirement is imposed on the pending bill, it may not be possible to make all grants authorized by this legislation before the end of the fiscal year, after which, of course, the funds will no longer be available.

As a matter of law, we do not believe that the discussion in the conference report on the fiscal year 1998 supplemental emergency supplemental appropriations bill imposes any requirement with respect to funds authorized for fiscal year 2000 by the pending bill. The Committee on Appropriations does not have jurisdiction to impose permanent conditions applying to funds made available in the future. Had the Committee on Appropriations attempted to impose a permanent requirement of prior notice through legislative language, that language would have been subject to a point of order under rule XXI, clause 2, of the rules of the House.

To resolve any questions about this matter, I state affirmatively that it is the intention of the pending bill that grants be made as promptly as possible and that the announcement of grants not be delayed for the purpose of giving prior notice to any Congressional committee.

I look forward to working with my colleagues and with the other body to get agreement on a long term reauthorization bill.

I also want to express my strong concern over aviation provisions in the DOT appropriations bill passed by the other body. If these provisions are included in the bill reported from conference, I will have difficulty supporting that bill.

My greatest concern is that the bill passed by the other body includes legislative earmarks for airport development projects.

This is a dangerous precedent. We have never done so in House authorization bills in aviation. We have objected to any such language in appropriations bills. Until now our airport development funds have been allocated by safety professionals in the Department of Transportation. These officials are in the best position to make objective decisions as to where limited Federal funds should be invested for the maximum benefit, for the safety and efficiency of our airport and air traffic control system.

Our aviation system is a complex national interrelated system. Its development must be managed by officials who have the big picture in mind and who understand these interrelationships.

Although the bill passed by the other body has only a few legislative earmarks, some might argue, I would state that it is a dangerous precedent which should be ended now. Our chairman, the gentleman from Pennsylvania (Mr. SHUSTER), and I have both expressed these concerns in a letter to the appropriations conferees, and I take this opportunity to reaffirm that letter and to stand firm against this very bad and very dangerous precedent.

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

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

Mr. Speaker, I would like to, because of the necessity for fast action on this, request that the clerks expedite their processing of the papers in regard to this legislation, and I urge support of all of my colleagues for this very worthwhile and important legislation in regard to our Nation's airports.

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

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

The SPEAKER pro tempore. The question is on the motion offered by the gentleman from Tennessee (Mr. DUNCAN) that the House suspend the rules and pass the Senate bill, S. 1637.

The question was taken; and (two-thirds having voted in favor thereof)

the rules were suspended and the Senate bill was passed.

A motion to reconsider was laid on the table.

GENERAL LEAVE

Mr. DUNCAN. Mr. Speaker, I ask unanimous consent that all Members may have 5 legislative days within which to revise and extend their remarks on S. 1637 and include extraneous material.

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

There was no objection.

□ 1915

SPECIAL ORDERS

The SPEAKER pro tempore (Mr. GREEN of Wisconsin). 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.

"SHOELESS" JOE JACKSON

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

Mr. DEMINT. Mr. Speaker, as my colleagues know, I have introduced a resolution in the House honoring "Shoeless" Joe Jackson for his baseball accomplishments. I know most baseball fans are familiar with his story. It has been portrayed in recent movies, including Field of Dreams and Eight Men Out. Most sporting shows and magazines, including Sports Illustrated, ESPN and Fox News, have done stories on it.

The people of my district are very familiar with Shoeless Joe, since he grew up playing baseball in the mill leagues of Greenville, South Carolina, and he spent the last years of his life there as well.

Throughout his life, he never tired of teaching kids to play the game he loved. There is even a baseball park named after him in Greenville, where kids play today.

For those unfamiliar with Shoeless Joe, let me briefly outline his legendary accomplishments. Of his hitting, Babe Ruth once said, "I decided to pick out the greatest hitter to watch and study and Jackson was good enough for me." Joe Jackson batted .408 in his rookie year, a feat which has never been equaled. He has the third highest batting average of all time, behind only Ty Cobb and Roger Hornsby. Over a 10-year period, he never hit below .300. His fielding skills in the outfield were legendary. His glove was named "the place where triples go to die."

My colleagues probably also know that Shoeless Joe Jackson is famous, or infamous, for allegedly taking part in the fix of the 1919 World Series. In