

Frelinghuysen	Lucas (KY)	Rothman
Frost	Lucas (OK)	Roukema
Gallegly	Maloney (CT)	Roybal-Allard
Ganske	Maloney (NY)	Royce
Gejdenson	Manzullo	Rush
Gekas	Markey	Sabo
Gephardt	Martinez	Salmon
Gilchrest	Matsui	Sanchez
Gillmor	McCarthy (MO)	Sanders
Gilman	McCarthy (NY)	Sawyer
Gonzalez	McCollum	Saxton
Goodling	McCrery	Schakowsky
Goss	McDermott	Scott
Granger	McGovern	Serrano
Green (TX)	McHugh	Shaw
Greenwood	McIntosh	Sherman
Gutierrez	McIntyre	Sherwood
Gutknecht	McKeon	Shows
Hall (OH)	McKinney	Simpson
Hansen	McNulty	Sisisky
Hastings (FL)	Meehan	Skeen
Hastings (WA)	Meek (FL)	Skelton
Hayworth	Menendez	Slaughter
Herger	Metcalfe	Smith (NJ)
Hill (IN)	Mica	Smith (TX)
Hinchey	Millender-	Smith (WA)
Hinojosa	McDonald	Snyder
Hobson	Miller (FL)	Souder
Hoeffel	Miller, Gary	Spence
Hoekstra	Mink	Stabenow
Holt	Moakley	Stark
Hooley	Mollohan	Stenholm
Horn	Moore	Strickland
Houghton	Moran (VA)	Stump
Hoyer	Morella	Stupak
Hulshof	Murtha	Talent
Hunter	Nadler	Tauscher
Hyde	Napolitano	Tauzin
Inslee	Nethercutt	Taylor (MS)
Istook	Ney	Thomas
Jackson (IL)	Northup	Thompson (CA)
Jackson-Lee	Nussle	Thompson (MS)
(TX)	Obey	Thornberry
John	Oliver	Thune
Johnson, E. B.	Ose	Thurman
Jones (OH)	Owens	Tiahrt
Kanjorski	Oxley	Tierney
Kaptur	Packard	Towns
Kelly	Pallone	Traficant
Kennedy	Pascrell	Turner
Kildee	Pastor	Udall (CO)
Kilpatrick	Payne	Udall (NM)
Kind (WI)	Pelosi	Upton
King (NY)	Peterson (PA)	Vento
Kingston	Phelps	Visclosky
Klink	Pickering	Vitter
Knollenberg	Pickett	Walden
Kolbe	Pitts	Waters
Kucinich	Pommo	Watkins
Kuykendall	Pomeroy	Watt (NC)
LaFalce	Porter	Watts (OK)
LaHood	Portman	Waxman
Lampson	Price (NC)	Weiner
Lantos	Quinn	Weldon (FL)
Larson	Radanovich	Weldon (PA)
Latham	Rahall	Weller
Lazio	Rangel	Wexler
Leach	Regula	Weygand
Lee	Reyes	Whitfield
Levin	Reynolds	Wicker
Lewis (CA)	Rivers	Wilson
Lewis (GA)	Rodriguez	Wise
Lewis (KY)	Roemer	Wolf
Linder	Rogan	Woolsey
LoBiondo	Rogers	Wynn
Lofgren	Rohrabacher	Young (FL)
Lowey	Ros-Lehtinen	

NAYS—87

Baker	Deal	Hilliard
Barr	DeFazio	Holden
Bartlett	DeMint	Hostettler
Barton	Doolittle	Hutchinson
Bass	Duncan	Isakson
Bereuter	Ehlers	Jenkins
Bilbray	English	Johnson, Sam
Boehlert	Filner	Jones (NC)
Brady (TX)	Ford	Kasich
Bryant	Gibbons	Largent
Burr	Goode	LaTourette
Chambliss	Goodlatte	Lipinski
Chenoweth	Gordon	Luther
Clement	Graham	McInnis
Clyburn	Green (WI)	Minge
Coble	Hall (TX)	Moran (KS)
Coburn	Hayes	Myrick
Collins	Hefley	Oberstar
Condit	Hill (MT)	Ortiz
Davis (VA)	Hilleary	Paul

Pease	Sensenbrenner	Sununu
Peterson (MN)	Sessions	Tancredo
Petri	Shadegg	Tanner
Ramstad	Shays	Taylor (NC)
Ryan (WI)	Shimkus	Terry
Ryun (KS)	Shuster	Toomey
Sandlin	Smith (MI)	Velazquez
Sanford	Spratt	Wamp
Schaffer	Stearns	Young (AK)

NOT VOTING—19

Berman	Klecza	Riley
Bonior	Mascara	Scarborough
Cannon	Meeks (NY)	Sweeney
Carson	Miller, George	Walsh
Fattah	Neal	Wu
Jefferson	Norwood	
Johnson (CT)	Pryce (OH)	

□ 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 ADMINIS-
TRATION 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 IMPROVE-
MENT 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