

and other supporters of this legislation has been very helpful indeed.

Mr. President, I yield the floor.

Mr. BYRD addressed the Chair.

The PRESIDING OFFICER. The Senator from West Virginia is recognized.

Mr. BYRD. Mr. President, I ask unanimous consent that I may speak out of order for 5 minutes.

The PRESIDING OFFICER. Without objection, it is so ordered.

HAPPY BIRTHDAY TO SENATOR DANIEL PATRICK MOYNIHAN

Mr. BYRD. Mr. President, today we celebrate the life of the patron saint of Ireland known popularly as Saint Patrick. Saint Patrick's given name was actually Maewyn and he was born in Wales about 385 A.D. Many of us, whether we have a drop of bonafide Irish blood or not, will have donned something green today, in honor of the great spirit and rich traditions of the Irish people, and of their substantial contributions in all walks of life to this, their adopted homeland.

Right here in the Senate we can see the brilliant legacy of the Irish gene pool personified in the physical presence of some of our most outstanding Members.

I note that one of these sons of Ireland celebrated his 72nd birthday on yesterday—merely a young lad in my eyes. That illustrious son of Ireland is none other than the Honorable DANIEL PATRICK MOYNIHAN. Although I am honored to wish this amazing gentleman the happiest of birthdays, my heart hangs heavy with the knowledge that all too soon this incredible man will be leaving this body. He has announced his retirement from the United States Senate, commencing with the end of this Congress.

In this coming year, we will celebrate his life and his achievements, but I cannot emphasize enough what a loss this body will have suffered when the senior Senator from New York, Mr. MOYNIHAN, no longer graces this Chamber. He is, quite literally, irreplaceable.

PAT MOYNIHAN is, in every sense of the word, a giant. He has written more books than most of us have read. Often his observations have been astoundingly prophetic. From his towering intellect, to his wry wit, to the breadth of his experience in governing, to his contributions to his country, and to the world, Senator MOYNIHAN is almost without parallel in our times. He is that rare commodity to which superlatives may be applied without hesitation, and in complete honesty. Time will only enhance his legacy and his reputation.

When my own time comes to leave this august body or even to leave this beautiful blue sphere we call the great, good earth, I will count among my proudest, most important and enjoyable experiences, that of having served with the gentleman from New York.

So today, on St. Patrick's Day, I thank his ancestral nation for sending

this phenomenal gentleman to us, and I congratulate DANIEL PATRICK MOYNIHAN for a life of excellence. What pride we have in him as one of our own, what pride, indeed.

I yield the floor and I suggest the absence of a quorum.

The PRESIDING OFFICER. The clerk will call the roll.

The legislative clerk proceeded to call the roll.

Mr. McCAIN. Mr. President, I ask unanimous consent that the order for the quorum call be rescinded.

The PRESIDING OFFICER. Without objection, it is so ordered.

INTERIM FEDERAL AVIATION ADMINISTRATION REAUTHORIZATION ACT

Mr. McCAIN. Mr. President, we are seeking a UC, which I expect to get sometime relatively soon—at least I hope so. If not, we will have just had a good discussion. But I think we are fairly near to making sure that it is agreeable to all Senators.

In the meantime, the Senator from Virginia is missing a very important hearing that concerns some China issues. I would like to have him recognized at this time since he has to leave the floor.

The issue is a short-term extension of 60 days of the FAA authorization, with two amendments. We are awaiting approval from the other side of the aisle before we proceed.

I yield the floor so that the Senator from Virginia can speak.

Mr. WARNER. Mr. President, I thank my colleague.

Mr. President, Senator McCAIN and I met with the majority leader, Senator LOTT, in the past day or so to discuss the bills relating to the Nation's airports. I specifically in each of these meetings raised those pieces of legislation that pertain specifically to National and Dulles Airports. The Senator and I have worked together for decades. We are old shipmates in some respects; slight difference in time, but, nevertheless, shipmates. We have our differences.

The purpose of this legislation today is to enable, at the request of the majority leader, a short-term, 60-day measure to go forth to extend existing legislation. But I have filed two bills with the Senate. I am going to ask now that the second bill be made a part of this extension of 60 days.

There are approximately some \$200 million currently in escrow for the combined reconstruction programs at National and Dulles Airports. That sum is yet to be disbursed. I am working to get it disbursed.

So, for the moment, Senator McCAIN and I have agreed, together with Senator LOTT, that \$30 million of that fund can now be released subject to adoption by the Senate of this legislation, and, of course, with the concurrence in the House; but can be released to begin some very needed projects at these airports.

Mr. President, I am going to depart the floor. I have to go to the Senate Intelligence Committee. Senator McCAIN will put this amendment in on my behalf. I think he is going to be a cosponsor on it. But essentially we are making some progress towards the release of these funds.

I thank the distinguished chairman and my good friend.

I will enter no objection to the 60-day legislation going forward.

I thank the Chair.

Mr. McCAIN addressed the Chair.

The PRESIDING OFFICER (Mr. ENZI). The Senator from Arizona.

Mr. McCAIN. Mr. President, as the Senator from Virginia leaves the floor, I will support his amendment, which allows the Metropolitan Washington Airports Authority to collection \$30 million of the PFC charge and Airport Improvement Funding Program to complete projects at the Reagan National and Dulles Airports. Full funding for those projects has been delayed until we are able to put in place our corresponding agreement on the reauthorization of the FAA.

Mr. President, I have no desire to hold up progress at either airport. I will be proposing, if we get agreement from the other side, the amendment on behalf of Senator WARNER. We have reached an agreement.

I thank the Senator.

Mr. WARNER. Mr. President, I thank my colleague.

I think it would be wise, I say to our distinguished chairman of the Commerce Committee, to advise the Senate with regard to the discussions he has had with me and others as to the future timing of the major piece of legislation in which I have another very specific interest.

Mr. McCAIN. Mr. President, I believe that we should be able to pass this FAA reauthorization in its entirety very quickly through the floor of the Senate. We spent 2 weeks on it last year. This bill is fundamentally the same as it was last year. I am hopeful that the majority leader will seize the time after the recess to spend a day or so on it.

I would like to remind my colleague from Virginia that we reached an agreement on flights from Reagan National, Chicago O'Hare, Kennedy, and LaGuardia, the slot-controlled airports last year. And also we had agreement on the perimeter rule.

It is not that we can't reach agreement, because we already did. It appears to me that, with the agreement of the majority leader, sometime well within the next 30 days we should get this passed, because we would have to go to conference with the House. As you know, the House bill may contain some rather controversial provisions, including taking the entire aviation trust fund off budget, which is an issue which will be addressed, frankly, by the majority leader, and the chairman of the Budget Committee and others, because it is one that transcends aviation itself.

I thank the Senator.

Mr. WARNER. Mr. President, on that point, when the major piece of legislation comes up, as I advised the majority leader himself, I will likely have further amendments to that piece of legislation. We discussed that the other day.

I thank the Chair. I yield the floor. I thank my colleague.

Mr. McCAIN. I thank the Senator from Virginia.

Mr. President, I want to support this proposal to reauthorize the aviation improvement fund for 2 additional months. The Aviation Improvement Program is the Federal program that provides much-needed grants to airports throughout the country. This program will expire on March 31, unless Congress takes some type of action to keep the program going.

I remind my colleagues that the majority leader has scheduled to take up the budget all of next week, and it is my understanding that there is a recess after that. So I think we would be well to get this 2-month extension passed today, if we could, since the other body will have to pass it as well. The only change that would be made would be, as we just discussed with the Senator from Virginia, that some of the money that is not being used at this time would proceed with projects at the Reagan National and Dulles Airports.

This two-month extension will give the Congress enough time to complete work on comprehensive aviation proposals that are working their way through each chamber. As my colleagues are aware, the Commerce Committee recently reported out S. 82, the Air Transportation Improvement Act. That bill includes numerous provisions that would help the federal government to maintain and improve the safety, security, and capacity of our nation's airports and airways. Furthermore, S. 82 would make great strides in enhancing competition in the airline industry—something that is much needed.

Mr. President, I want to point out again that one of the reasons why we should not have a lengthy extension reauthorization is that there are several provisions in the bill that directly affect airline safety. It is not in our interest not to have those provisions enacted into law, not to mention the compelling need that we have to modernize our air traffic control system.

I would prefer to have the Senate take up consideration of S. 82 rather than this short-term extension. But I understand that there is other important business pending before the Senate that prevents us from debating it at this time. Given these existing time constraints and the looming expiration of the AIP, there simply may not be enough time for both chambers to pass comprehensive aviation legislation. Therefore, this extension has become necessary.

Nevertheless, I look forward to bringing the complete reauthorization bill

to the Senate floor for a full debate as soon as possible. Because S. 82 is very similar to the Federal Aviation Administration (FAA) reauthorization bill that passed the Senate last year by a vote of 92 to 1, I am confident that we will be able to move it swiftly soon after the Easter-Passover recess.

Despite the immediate need for this extension, the Senate and House are close to meeting our mutually shared goals of enacting significant legislation to improve the state of aviation in this country. A few weeks should give everyone more than enough time to complete this effort.

I would now like to outline what is contained in this short-term extension of the AIP. Most important, it would allow the FAA to continue supporting important safety and capacity projects at hundreds of airports around the nation. It also includes several technical amendments requested by the FAA to ensure that the program can be properly managed until we have the opportunity to reauthorize it on a multi-year basis. Authorizations would also be provided for the FAA's Operations account and its Facilities and Equipment programs through the end of this fiscal year.

In addition, this proposal would extend the Aviation Insurance Program, which is commonly known as war risk insurance. This program provides insurance for commercial aircraft that are operating in high risk areas, such as countries at war or on the verge of war. Commercial insurers usually will not provide coverage for such operation, which are often required to further U.S. foreign policy or national security policy.

This short-term extension would also correct a technical oversight related to the Military Airport Program, which provides grants for the conversion of military aviation facilities to civilian use. When the AIP was extended for six months in last year's omnibus appropriations bill, the MAP was not specifically reauthorized. Consequently, the program is not currently eligible to receive funds. This extension would remedy the situation.

I also want to express my appreciation to Majority Leader LOTT and the leadership of the Appropriations Committee for allowing this AIP extension to move through the Senate so quickly.

I know the Senate schedule is quite full. I strongly urge my colleagues to support this 2-month extension of the AIP. It will give us sufficient time to fulfill our larger responsibility to enact substantive aviation legislation. I think we owe it to the American people to keep aviation policy high on our list of national priorities.

Mr. President, I would like to address the amendment that I will offer on behalf of Senator WARNER, if we get agreement to move forward on this legislation.

I support his amendment, which is \$30 million for the passenger, use of the passenger facility charge for the Air-

port Improvement program funding that is applied to complete projects at Reagan National and Dulles Airports. Full Federal funding for these projects will be delayed until we are able to put in place our corresponding agreement on new flights at Reagan National.

To his credit, my colleague from Virginia has demonstrated that certain capacity-related, perhaps safety-related projects at National and Dulles should not remain unfunded. I agree we should not allow our negotiations to get in the way of these improvements.

Mr. President, my new colleague from Illinois, Senator FITZGERALD, has been involved in this issue for some time. Senator FITZGERALD has previously represented a district in the Illinois State Legislature, the residents of which had a significant involvement in this issue. There are some complicated issues out in the State of Illinois concerning the need for or not the need for an additional airport in Illinois. That has somewhat complicated this issue as regards to Chicago O'Hare Airport.

I have had several meetings with Senator FITZGERALD.

Senator FITZGERALD is doing his utmost to see if we can't arrive at a reasonable resolution of this issue. I appreciate his immediate attention to this issue, and I am impressed with his in-depth knowledge of this important situation.

I look forward to working with him during the period, if we are able to pass it, of this 2-month extension.

I note that my friend from Virginia, Senator ROBB, is here. He and I have had a great deal of friendly combat on this issue, and I hope that Senator ROBB would agree to this 2-month extension so that we can continue this friendly but very spirited discussion that he and I have been having for several years. Since Senator ROBB has arrived in the Chamber, I will reserve the remainder of my remarks and yield the floor.

The PRESIDING OFFICER. The Chair recognizes the Senator from Virginia.

Mr. ROBB. I thank the Chair. I thank my friend from Arizona. And he is, indeed, my friend. On most issues we are as one, particularly as it relates to our Nation's defense, and many other areas, sometimes taking on some tough issues.

This is one of those areas where we disagree. We have a fundamental disagreement with respect to the scope of the legislation that we passed some 13 years ago, and whether or not Congress should still have its hands in and control of the local regional airport authority. But I thank my friend from Arizona for not offering an amendment that I was told about an hour ago he was going to offer which would in effect have told the local airport authority not only that they could not have their nominees approved, that they had to have additional slots and change the perimeter, but tell them exactly how

to spend the money that they were going to get.

I thank my friend from Arizona for not doing that because that, frankly, would be an additional insult to the authority that Congress granted to the local authority some 13 years ago. We are going to have a significant discussion about the wisdom of Congress meddling in the local airport authority's jurisdiction to determine its own fate and make its own decisions with respect to the number of flights, the impact that the number of flights has on noise pollution, on safety, on the convenience of customers, and a number of other factors that are involved, and whether or not we ought to allow the two airports, working together, to work out a plan that helps both of them grow and both of them to serve the greater Metropolitan Washington area.

But for now, recognizing that there is a longstanding, legitimate need to release some of the airport improvement funds, I thank my friend from Arizona for at least allowing us to get what I understand—and I haven't still read the entire amendment—is about \$30 million, which is \$10 million more than we had a little while ago and with less strings attached. For increasing the number—it is not the \$200 million that the airports are owed, but it is \$30 million that will allow them to get started on much delayed, very important projects, particularly out at Dulles International—I thank my friend from Arizona for this modified amendment.

I join not only my friend from Arizona, but the distinguished senior Senator from Virginia and urge its passage as soon as it is the will of the Senate to do so. With that, Mr. President, I thank the Chair and, again, I thank my friend from Arizona. We will have more opportunity to discuss the full merits of this legislation at a later time.

Mr. McCAIN. Mr. President, I would like to say to my friend, Senator ROBB, that it shows I am just an easy mark and pushover; whatever the Senator from Virginia and the good folks out at the Metropolitan Washington Airports Authority want, I always try to do. I am sure the Senator is aware of that.

Seriously, I do look forward to this debate with Senator ROBB. We may never agree on it, because I know how strongly held his views are, and I believe he is reflecting the views of many of his constituents. But I do want to emphasize that the respectful level of debate, the friendship that exists between us, I think, has been important to me because this has been very emotional. My motives have been probably impugned more than in some years about why I support this legislation.

My friend from Virginia has never alleged anything but that we just have different views, and I am very appreciative of that. And I know that the other aspect of the approach of the Senator from Virginia is that he is willing, and has shown in the past an eagerness to debate the issue openly

and fairly, taking whatever time is necessary, and then we put it to a vote of the Senate.

That is the way we should work around here, and that is the way, to my knowledge, the Senator from Virginia has always operated. So I thank the Senator from Virginia.

I yield for the Senator from Virginia. Mr. ROBB addressed the Chair.

The PRESIDING OFFICER. The Senator from Virginia.

Mr. ROBB. Mr. President, if I might respond to the Senator from Arizona, I thank him for his compliments. I do have enormous personal respect for him. It has not been personal. I disagree with him not on the basis of whatever motivation he has, but on the impact that it has on the regional authority that this institution authorized some 13 years ago and on which I worked during the end of my term as Governor with then former Governor Holton, then-Secretary of Transportation Elizabeth Dole, then-Senator WARNER, then other members of the local delegation, and others. But it is a merit-based discussion, and I do look forward to having that with Senator McCAIN at the appropriate time. But for right now it is important to have the \$30 million available to us.

Again, I thank my friend from Arizona.

With that, Mr. President, I yield the floor.

UNANIMOUS CONSENT AGREEMENT

Mr. McCAIN. I ask unanimous consent that it now be in order to proceed to the consideration of S. 643, which is at the desk. I further ask that it be considered under the following limitations: 30 minutes for debate on the bill equally divided in the usual form; the only first-degree amendment in order to the bill be an amendment by Senator WARNER regarding airport funding, and the debate on that amendment be limited to 30 minutes equally divided in the usual form; no other amendments or motions be in order to the bill. I further ask unanimous consent that following the disposition of the above-listed amendment, the bill be read a third time.

The PRESIDING OFFICER. Without objection, it is so ordered.

The PRESIDING OFFICER. The clerk will report the bill.

The assistant legislative clerk read as follows:

A bill (S. 643) to authorize the Airport Improvement Program for 2 months, and for other purposes.

The PRESIDING OFFICER. Is there objection to the immediate consideration of the bill?

There being no objection, the Senate proceeded to consider the bill.

AMENDMENT NO. 76

(Purpose: To release \$30 million of the funds available to the Metropolitan Washington Airports Authority for passenger facility fee/airport development projects)

Mr. McCAIN. Mr. President, I made my remarks already about the necessity for this bill, so I would like to now

send to the desk the amendment offered by Senator WARNER, for himself, and Mr. ROBB.

The PRESIDING OFFICER. The clerk will report the amendment.

The legislative clerk read as follows:

The Senator from Arizona [Mr. McCAIN], for Mr. WARNER, for himself, Mr. McCAIN, and Mr. ROBB proposes an amendment numbered 76.

Mr. McCAIN. Mr. President, I ask unanimous consent that reading of the amendment be dispensed with.

The PRESIDING OFFICER. Without objection, it is so ordered.

The amendment is as follows:

At the end of the bill, add the following:

SEC. . RELEASE OF 10 PERCENT OF MWAA FUNDS.

(a) IN GENERAL.—Notwithstanding sections 49106(c)(6)(C) and 49108 of title 49, United States Code, the Secretary of Transportation may approve an application of the Metropolitan Washington Airports Authority (an application that is pending at the Department of transportation on March 17, 1999) for expenditure or obligation of up to \$30,000,000 of the amount that otherwise would have been available to the Authority for passenger facility fee/airport development project grants under subchapter I of chapter 471 of such title.

(b) LIMITATION.—The Authority may not execute contracts, for applications approved under subsection (a), that obligate or expend amounts totalling more than the amount for which the Secretary may approve applications under that subsection, except to the extent that funding for amounts in excess of that amount are from other authority or sources.

Mr. McCAIN. Mr. President, rather than take up the time of the Senate on this amendment, I have described it, both Senators from Virginia have described it, so I note there is no further debate on the amendment.

The PRESIDING OFFICER. Is all time yielded back?

Mr. McCAIN. I yield the remainder of my time; on behalf of the other side, I yield the remainder of their time.

THE PRESIDING OFFICER. If there be no further debate, the question is on agreeing to the amendment.

The amendment (No. 76) was agreed to.

Mr. McCAIN. Mr. President, finally, I look forward to bringing forward the complete reauthorization bill to the Senate as soon as possible for debate. It is very similar to the FAA reauthorization bill that passed the Senate last year by a vote of 92 to 1. I am confident we will be able to move it soon after the Easter/Passover recess.

Mr. President, we are committed to getting this done. I will not reopen the debate with Senator ROBB, as I mentioned. But it was a Federal law that caused a situation where, according to the Department of Transportation, the General Accounting Office, and every other outside organization in this Nation that has observed this situation, they all agree that in the present situation, where the perimeter rule is in place and the slot rule is in place, there is a decrease in competition and higher air fares. That is indisputable. That is

indisputable: higher air fares, less competition.

We have had a tremendous increase in complaints by people from all over the country about the air service in America today. Many of those complaints are a direct result of a lack of competition, because the one thing we know, no matter where a service is provided, in what area of the public sector, if there is not competition, there is a commensurate decrease of service. That happens to prevail whether it be selling hamburgers or whether it be department stores or whether it be public transportation or the cable industry or any other. And when we have the deplorable conditions which have provoked an outcry all over America, which has then motivated Senator HOLLINGS, Senator WYDEN and me, with almost unanimous agreement from the entire Commerce Committee, to introduce a bill called the Passengers Protection Act, then it is clear there is something badly wrong with the service that is provided in America today.

You can trace it back to lack of competition. When you are the only game in town, you can give about whatever service you want to give. That is the case at National Airport, because there is no fear that there will be additional flights to compete with those that are flying out of National Airport. So I believe very strongly we need to lift this congressionally approved perimeter rule.

I will say, without referring to anything that has happened in the past, it is more than coincidental that it happens to reach the western edge of the runway at the Dallas-Fort Worth Airport. But I will not go into that debate and discussion at this time.

Mr. President, I suggest the absence of a quorum.

The PRESIDING OFFICER. The clerk will call the roll.

The legislative clerk proceeded to call the roll.

Mr. McCAIN. Mr. President, I ask unanimous consent that the order for the quorum call be rescinded.

The PRESIDING OFFICER. Without objection, it is so ordered.

UNANIMOUS-CONSENT AGREEMENT

Mr. McCAIN. Mr. President, to complete the unanimous-consent agreement, I ask consent that following the disposition of the amendment, that the bill be read a third time and the Senate proceed to a vote on passage of the bill with no intervening action or debate.

I finally ask consent that following that vote, the Senate proceed to the consideration of Calendar No. 15, H.R. 99, and all after the enacting clause be stricken and the text of S. 643, as amended, be inserted in lieu thereof, and the bill be read a third time and passed.

The PRESIDING OFFICER. Without objection, it is so ordered.

The question is on the engrossment and third reading of the bill.

The bill was ordered to be engrossed for a third reading, and was read the third time.

The PRESIDING OFFICER. The question is on the bill.

Mr. McCAIN. Mr. President, I ask for the yeas and nays.

The PRESIDING OFFICER. Is there a sufficient second?

There is a sufficient second.

The yeas and nays were ordered.

Mr. McCAIN. Mr. President, I ask unanimous consent the vote take place at 4:15.

The PRESIDING OFFICER. Without objection, it is so ordered.

Mr. McCAIN. Mr. President, I yield the remainder of my time, and I yield the remainder of Senator HOLLINGS' time.

The PRESIDING OFFICER. All time has been yielded back.

Mr. McCAIN. Mr. President, I suggest the absence of a quorum.

The PRESIDING OFFICER (Mr. THOMAS). The clerk will call the roll.

The bill clerk proceeded to call the roll.

Mr. ROCKEFELLER. Mr. President, I ask unanimous consent that the order for the quorum call be rescinded.

The PRESIDING OFFICER. Without objection, it is so ordered.

Mr. ROCKEFELLER. Mr. President, in the couple of moments remaining before the 4:15 vote, I rise in strong support of the 2-month extension of the Federal Aviation Administration's Airport Improvement Program. The AIP, as it is known, Airport Improvement Program, is absolutely basic to virtually all of our Nation's airports, and in rural States it is particularly important.

We were unable to complete our work on this last year for a variety of reasons that I am not going to dwell on, but I do want to emphasize how important it is that we pass this 2-month reauthorization extension.

Airports in West Virginia, South Dakota, I would presume Wyoming, and all other places are going to need this money in the planning of runway projects, in terms of resurfacing and repairing runways, infrastructure. And all of that is tremendously important.

I think people often tend to underestimate the power of the growth of the aviation industry and the enormous consequences that go along with that. We tend to think that it is a large industry, but we do not really know whether it is growing or not that much. It is one of the most dynamic. It is not up there quite with the Internet in its growth, but it is not that far behind. Americans are flying in absolute record numbers, and the growth in air traffic alone will be just under 4 percent for each of the next 12 years. People are getting on airplanes; 600 million people this year in this country. That is going to go up to 820 million in several years. When you get that kind of growth, you cannot just leave what you have been using in place unchanged and unrenovated. It has to be modern. It has to work. It has to be safe.

This year the FAA, and in particular its Airport Improvement Program, is

being forced to do this kind of improvement work in a very piecemeal fashion. That is not good. That is not safe. It is not modern and, when you are playing around with the world of aviation, it is very, very unwise. The short-term extension is what we are doing, frankly, because that is the best we can do. It doesn't mean it is the best that we could do; it is the best that we can do. In Congress, sometimes, you have to do that.

I am very committed, as I know Chairman MCCAIN is, Senator HOLLINGS, and Senator GORTON, to enacting a full and comprehensive reauthorization of the FAA and airport improvement bill this year. That will come. There will be discussions and controversy, but that will come. We passed a bill out of the Commerce Committee, so we are on our way on that.

We have other things we have to look at. We have to look at the modernization of the FAA system itself, our air traffic control system. We happen to have an absolutely superb individual, Mr. President, running the FAA in the person of Jane Garvey—absolutely superb. In working with her, you can just see all kinds of good things happening. But we have to reauthorize so that we can get on to modernizing our air traffic control system, modernizing certain parts of the FAA itself, its institutional structure, and dealing with the whole question of how we allocate aviation dollars.

For the moment, what we need is what we have at hand, the pending measure, a 2-month extension of the reauthorization. I hope soon my colleagues will go along with that.

I thank my friend, the distinguished Presiding Officer. I yield the floor and suggest the absence of a quorum.

The PRESIDING OFFICER. The clerk will call the roll.

The bill clerk proceeded to call the roll.

Mr. ENZI. Mr. President, I ask unanimous consent that the order for the quorum call be rescinded.

The PRESIDING OFFICER. Without objection, it is so ordered.

Under the previous order, the question is, Shall the bill, S. 643, as amended, pass? The yeas and nays have been ordered. The clerk will call the roll.

The bill clerk called the roll.

The PRESIDING OFFICER. Are there any other Senators in the Chamber desiring to vote?

The result was announced—yeas 100, nays 0, as follows:

[Rollcall Vote No. 52 Leg.]

YEAS—100

Abraham	Brownback	Craig
Akaka	Bryan	Crapo
Allard	Bunning	Daschle
Ashcroft	Burns	DeWine
Baucus	Byrd	Dodd
Bayh	Campbell	Domenici
Bennett	Chafee	Dorgan
Biden	Cleland	Durbin
Bingaman	Cochran	Edwards
Bond	Collins	Enzi
Boxer	Conrad	Feingold
Breaux	Coverdell	Feinstein

Fitzgerald	Kohl	Rockefeller
Frist	Kyl	Roth
Gorton	Landrieu	Santorum
Graham	Lautenberg	Sarbanes
Gramm	Leahy	Schumer
Grassley	Levin	Sessions
Gregg	Lieberman	Shelby
Hagel	Lincoln	Smith (NH)
Harkin	Lott	Smith (OR)
Hatch	Lugar	Snowe
Helms	Mack	Specter
Hollings	McCain	Stevens
Hutchinson	McConnell	Thomas
Hutchison	Mikulski	Thompson
Inhofe	Moynihan	Thurmond
Inouye	Murkowski	Torricelli
Jeffords	Murray	Voinovich
Johnson	Nickles	Warner
Kennedy	Reed	Wellstone
Kerry	Reid	Wyden
Kerry	Robb	
	Roberts	

The bill (S. 643), as amended, was passed, as follows:

S. 643

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 "Interim Federal Aviation Administration Authorization Act".

SEC. 2. EXTENSION OF AIRPORT IMPROVEMENT PROGRAM.

(a) AUTHORIZATION OF APPROPRIATIONS.—Section 48103 of title 49, United States Code, is amended by striking from "\$1,205,000,000" through the period and inserting "\$1,607,000,000 for the 8-month period beginning October 1, 1998."

(b) OBLIGATIONAL AUTHORITY.—Section 47104(c) of such title is amended by striking "March" and inserting "May".

(c) LIQUIDATION-OF-CONTRACT AUTHORIZATION.—The Department of Transportation and Related Agencies Appropriations Act, 1999 is amended by striking the last proviso under the heading "Grants-in-Aid for Airports, (Liquidation of Contract Authorization), (Airport and Airway Trust Fund)" and inserting "Provided further, That not more than \$1,300,000,000 of funds limited under this heading may be obligated before the enactment of a law extending contract authorization for the Grants-in-Aid for Airports Program beyond May 31, 1999."

SEC. 3. AIRWAY FACILITIES IMPROVEMENT PROGRAM.

Section 48101(a) of title 49, United States Code, is amended by adding at the end thereof the following:

"(3) \$2,131,000,000 for fiscal year 1999."

SEC. 4. FAA OPERATIONS.

Section 106(k) of title 49, United States Code, is amended by striking from "\$5,158,000,000" through the period and inserting "\$5,632,000,000 for fiscal year 1999."

SEC. 5. REMOVAL OF THE CAP ON DISCRETIONARY FUND.

Section 47115(g) is amended by striking paragraph (4).

SEC. 6. EXTENSION OF AVIATION INSURANCE PROGRAM.

Section 44310 of title 49, United States Code, is amended by striking "March" and inserting "May".

SEC. 7. MILITARY AIRPORT PROGRAM.

Section 124 of the Federal Aviation Reauthorization Act of 1996 is amended by striking subsection (d).

SEC. 8. DISCRETIONARY FUND DEFINITION.

(a) AMENDMENT OF SECTION 47115.—Section 47115 of title 49, United States Code, is amended—

(1) by striking "25" in subsection (a) and inserting "12.5"; and

(2) by striking the second sentence in subsection (b).

(b) AMENDMENT OF SECTION 47116.—Section 47116 of such title is amended—

(1) by striking "75" in subsection (a) and inserting "87.5";

(2) by redesignating paragraphs (1) and (2) in subsection (b) as subparagraphs (A) and (B), respectively, and inserting before subparagraph (A), as so redesignated, the following:

"(1) one-seventh for grants for projects at small hub airports (as defined in section 41731 of this title); and

"(2) the remaining amounts based on the following:"

SEC. 9. RELEASE OF 10 PERCENT OF MWA FUND.

(a) IN GENERAL.—Notwithstanding sections 49106(c)(6)(C) and 49108 of title 49, United States Code, the Secretary of Transportation may approve an application of the Metropolitan Washington Airports Authority (an application that is pending at the Department of Transportation on March 17, 1999) for expenditure or obligation of up to \$30,000,000 of the amount that otherwise would have been available to the Authority for passenger facility fee/airport development project grants under subchapter I of chapter 471 of such title.

(b) LIMITATION.—The Authority may not execute contracts, for applications approved under subsection (a), that obligate or expend amounts totalling more than the amount for which the Secretary may approve applications under that subsection, except to the extent that funding for amounts in excess of that amount are from other authority or sources.

The PRESIDING OFFICER. Under the previous order, H.R. 99 is amended by substituting the text of S. 643, is read a third time, and passed.

The bill (H.R. 99) as amended, was passed.

Mr. STEVENS. Mr. President, I suggest the absence of a quorum.

The PRESIDING OFFICER. The clerk will call the roll.

The bill clerk proceeded to call the roll.

Mr. BAUCUS. Mr. President, I ask unanimous consent that the order for the quorum call be rescinded.

The PRESIDING OFFICER. Without objection, it is so ordered.

Mr. BAUCUS. Mr. President, I ask unanimous consent to speak as if in morning business.

The PRESIDING OFFICER. Without objection, it is so ordered.

CHINA'S WTO ACCESSION AND THE VISIT OF PREMIER ZHU RONGJI

Mr. BAUCUS. Mr. President I rise to offer some thoughts on our relations with China, and in particular the prospects of China's WTO membership, as the visit of Premier Zhu Rongji to the United States next month approaches.

CONTEXT OF RELATIONSHIP

Let me begin, however, with some context.

During this decade, the Senate and the country as a whole has had an intense debate on China policy. Participants in this debate have taken radically different views on the prospects of our relationship, and on the trade, security and human rights policies we should adopt in it.

But virtually all participants have held one basic assumption: that is, that economic growth in China will inevitably continue at a very rapid rate for many years to come, and that consequently, China is a "rising" regional power which is likely to become a superpower economy and military power on a par with ourselves.

For some time I have been skeptical of this assumption. In the past year, as the Asian financial crisis has affected China more and more deeply, another possibility has become quite clear: China's immediate future may be one of protracted economic difficulties and social instability rather than unbroken ascendancy.

Within the past year, China's growth appears to have dropped significantly. Foreign investment commitments have dropped. Signs of financial crisis have emerged in Guangdong Province. China's exports overall seem to have dropped due to the contraction of Asian economies.

And unemployment in cities has risen sharply.

This has coincided with growing strains in our relationship. A number of Chinese actions—notably arrests of a number of people associated with the Chinese Democracy Party, and a series of statements by Chinese officials about American research on theater missile defense—have raised a great deal of concern, and rightly so.

These have been combined with inflammatory reports in the press on clandestine Chinese efforts to gain access to American military technology, including nuclear weapons design.

U.S. RESPONSE

How do we respond?

First of all, we should not simply set these issues aside and we should not be intimidated. In our bilateral relationship, I do not, for example, agreed with those who say that spying—especially in areas as sensitive as nuclear technology—is a natural and tolerable activity by foreign governments and that the only fitting response is better security in the U.S. Spying is intolerable and a breach of national security of this magnitude deserves the most serious attention and swiftest of action.

And I do not agree with Chinese contentions that policies to defend American troops abroad, our treaty allies and our homeland from missile attack are destabilizing and provocative.

And with respect to Taiwan, our goal must always be prevention of conflict in the Strait, and the more China threatens Taiwan with missiles, the more Taiwan will need to provide for security against missiles.

Likewise, we should continue to develop our relationship with our Asian allies and the Pacific region generally.

Special priorities this year should be ratification of the newly developed defense guidelines in our alliance with Japan; passage of the legislation allowing joint military exercises with the Philippine Senate; conclusion of the negotiations toward a commercial