

Japan in World War II needs protection from disclosure at this point. If that were disclosed, he would probably be a hero. The Imperial Japanese are not looking for him at this point. So I hope that this will be looked into in conference and corrected if need be.

Mr. GOSS. If the gentleman will continue to yield, I want to assure the gentleman that I believe this is a non-problem. If it turns out I am wrong, and I do not think I will be, I will be certainly a part of the solution.

Mr. NADLER. I thank the gentleman.

Mr. DIXON. Mr. Speaker, further reserving the right to object, I believe it is important to underscore the point the gentleman from Florida (Mr. GOSS) has made. It is certainly my expectation that the recommendations contained in the Statement of Managers which accompanied the conference report on H.R. 4392 will be accorded the same weight by the executive branch interpreting H.R. 5630 as would have been the case had H.R. 4392 been enacted. The Statement of Managers reflects the intent of Congress on how intelligence programs and activities authorized for fiscal year 2001 are to be conducted.

Mr. Speaker, I withdraw my reservation of objection.

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

There was no objection.

GENERAL LEAVE

Mr. GOSS. Mr. Speaker, I ask unanimous consent that all Members may have 5 legislative days within which to revise and extend their remarks and include extraneous material on H.R. 5630, the bill just considered and passed.

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

There was no objection.

AUTHORIZING THE CLERK TO MAKE CORRECTIONS IN EN- GROSSMENT OF H.R. 5630, INTELLIGENCE AUTHORIZATION ACT FOR FISCAL YEAR 2001

Mr. GOSS. Mr. Speaker, I ask unanimous consent that in the engrossment of the bill, H.R. 5630, the Clerk be authorized to make such technical and conforming changes as may be necessary.

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

There was no objection.

ANNOUNCEMENT BY THE SPEAKER PRO TEMPORE

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

ordered, or on which the vote is objected to under clause 6 of rule XX.

Any record vote on the postponed question will be taken tomorrow.

DIRECTING TREATMENT OF BOUNDARIES OF LAWRENCE COUNTY AIRPORT, COURTLAND, ALABAMA

Mr. DUNCAN. Mr. Speaker, I move to suspend the rules and pass the bill (H.R. 5111) to direct the Administrator of the Federal Aviation Administration to treat certain property boundaries as the boundaries of the Lawrence County Airport Courtland, Alabama, and for other purposes.

The Clerk read as follows:

H.R. 5111

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

SECTION 1. LAWRENCE COUNTY AIRPORT, COURTLAND, ALABAMA.

(a) IN GENERAL.—With respect to the airport located at Courtland, Lawrence County, Alabama (formerly known as the George C. Wallace Airport), the Administrator of the Federal Aviation Administration shall treat as the boundaries of the airport property those boundaries shown on the airport layout drawing produced by Garver, Inc., dated March 8, 1999, and approved by the Jackson Airport District Office of the Administration.

(b) TREATMENT OF NONAIRPORT PROPERTY.—The Administrator may not treat as airport property any real property not designated as airport property in the drawing referred to in subsection (a) regardless of whether such real property was designated as airport property at any time prior to March 8, 1999.

The SPEAKER pro tempore. Pursuant to the rule, the gentleman from Tennessee (Mr. DUNCAN) and the gentleman from Massachusetts (Mr. McGOVERN) 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. I will be very brief. This bill would declare that the boundaries of the airport in Lawrence County, Alabama, are the boundaries set forth in the airport layout plan of March 8, 1999.

The effect of this bill is to remove Federal use restrictions on about 200 acres and let Lawrence County use the land to meet local needs.

Originally, this property was part of a military air base. It was transferred to Alabama at the end of World War II. Alabama's aeronautics commission ran the airport until 1980 when it sold it to TVA. The TVA, the Tennessee Valley Authority, sold it to Lawrence County in 1985.

Lawrence County applied for and received an Airport Improvement Program grant from the FAA in the late 1980s. At that time it submitted an airport layout plan showing the boundaries of the airport as containing about 600 acres.

On March 8, 1999, the airport revised its airport layout plan. The revised

plan showed the airport as containing only 414 acres.

The FAA believes the 1980s airport layout plan, with 600 acres, controls. That is when the airport received its AIP grant from the FAA and promised to use its land only for airport purposes.

Generally, the Committee on Transportation and Infrastructure vigorously defends the need to preserve airport land. Last year, the Subcommittee on Aviation held a hearing on this subject. And AIR 21 contains several procedural protections to help preserve our Nation's airports.

However, in this case the gentleman from Alabama (Mr. ADERHOLT) has made a strong case for the need for this change. He has shown that the airport really only requires 414 acres to handle the aviation needs of the community. Also, it is my understanding that the FAA now supports reducing the size of the airport to 414 acres, but it does not feel it can do so without this legislation. Moreover, the FAA had previously given the airport a release from the deed restrictions on this land.

Therefore, for all these reasons, I support this bill and urge its passage.

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

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

Mr. Speaker, I rise in support of the bill sponsored by the gentleman from Alabama (Mr. ADERHOLT), which directs the FAA to use a revised March 8, 1999, airport layout plan to determine the boundaries of the Lawrence County Airport, located in Courtland, Alabama. However, this bill is based on a unique set of circumstances and should not be viewed as a precedent for diverting revenues from the sale of airport property.

In the late 1980s, a master plan for Lawrence County Airport prepared by the Industrial Development Board of Lawrence County included more airport property than was needed for the current and foreseeable requirements of the airport. Although the excess property was included in exhibits to Federal grant agreements as airport property, it was not material to any FAA decision to award Airport Improvement Program funds for the development of the airport. In addition, the excess property was not included in the airport layout plan recently approved by the FAA.

Mr. Speaker, this bill would confirm the boundaries of the airport shown on the airport layout plan approved by the FAA on March 8, 1999, and release the sponsor from the obligation to put the proceeds of sale for property not within the agreed boundaries of the airport into the airport account.

Based on these unique circumstances, I urge my colleagues to support this legislation.

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

Mr. DUNCAN. Mr. Speaker, I am pleased to yield such time as he may

consume to the gentleman from Alabama (Mr. ADERHOLT), the sponsor of this legislation.

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Mr. ADERHOLT. Mr. Speaker, I would like to thank the gentleman from Pennsylvania (Chairman SHUSTER); the ranking member, the gentleman from Minnesota Mr. OBERSTAR); and the gentleman from Tennessee (Chairman DUNCAN) for working with me to bring this bill for making a technical correction to the boundaries of the Lawrence County Airport to the floor this evening.

Back in 1999, as it has been stated before, the FAA approved a revised layout plan for the Lawrence County Airport in Courtland, Alabama, which states that the ownership and the management of the airport consists of approximately 414 acres. This plan has been approved by the FAA and the local industrial development board in Lawrence County, Alabama.

The FAA subsequently uncovered a map submitted in 1989 with a grant application for runway improvements showing the airport as consisting of approximately 600 acres. The additional acreage was incorporated into the grant application to accommodate an extension of the existing 5,000 foot runway to 7,000 feet each over a period of 20 years. There is no need for aircraft which require a 7,000 foot in the area, and this plan has not proceeded.

Due to the discrepancy between the old grant application and the FAA's revised layout plan, Lawrence County is not able to use the property. H.R. 5111 makes technical and conforming changes that clarify that the 414 acre layout plan is in effect.

Again, I would like it thank the chairman and the other members of the committee for their support, and ask my colleagues to support H.R. 5111.

Mr. OBERSTAR. Mr. Speaker, I do not intend to object to the bill sponsored by the Gentleman from Alabama, Mr. ADERHOLT, which directs the Federal Aviation Administration (FAA) to use a revised March 8, 1999 airport layout plan to determine the boundaries of the Lawrence County Airport, located in Courtland, Alabama. However, I want to make it clear that this bill should not be viewed as a precedent for diverting revenues from the sale of airport property.

Since 1982, and in subsequent reauthorization legislation, Congress has placed very strict conditions on the use of airport revenues to ensure that the revenues would be used primarily for airport purposes. In 1999, FAA issued its final revenue use policy, which states that any revenue from the sale of airport real property not acquired with Federal assistance will be considered airport revenue. Accordingly, the policy requires that the airport operator deposit the fair market value from the sale of the property into the airport account.

In the situation at hand, a master plan for Lawrence County Airport prepared by the Industrial Development Board of Lawrence County in the late 1980's showed more airport property that was needed for the current and foreseeable requirements of the airport. The

excess property was included in exhibits to Federal grant agreements as airport property, but was not material to any FAA decision to award Airport Improvement Program funds for the development of the airport. However, the FAA recently approved an airport layout plan allowing for limited commercial development on approximately 200 acres of land surrounding the Lawrence County Airport.

This bill would confirm the boundaries of the airport shown on the airport layout plan approved by the FAA on March 12, 1999, and release the sponsor from the obligation to put the proceeds of sale for property not within the agreed boundaries of the airport into the airport account.

This narrow legislation is based on a unique set of circumstances and should not be considered a precedent for a change in the clear policy on use of airport revenues. I am strongly supportive of requiring that proceeds from the sale or rental of airport property must be used for the capital and operating costs of the airport.

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

The SPEAKER pro tempore (Mr. PEASE). The question is on the motion offered by the gentleman from Tennessee (Mr. DUNCAN) that the House suspend the rules and pass the bill, H.R. 5111.

The question was taken; and (two-thirds having voted in favor thereof) the rules were suspended and the 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 and include extraneous remarks on H.R. 5111.

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

There was no objection.

SPECIAL ORDERS

The SPEAKER pro tempore. 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.

ECONOMIC PROBLEMS AHEAD

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

Mr. PAUL. Mr. Speaker, the financial markets are now nervously watching the impasse now reached in the Presidential election. Many commentators have already claimed the most recent drop in the market is a consequence of the uncertainty about the outcome of the election. Although it would be a mistake to totally dismiss the influence of the election uncertainty as a

factor in the economy, it must be made clear that the markets and the economy are driven by something much more basic. We know that the markets have been off significantly for the past several months, and this drop was not related in any way to the Presidential election.

Confidence is an important factor in the way markets work, and certainly the confusion in the Presidential election does not convey confidence to investors and to the rest of the world.

Mises, the great 20th century economist, predicted decades before the fall of the Soviet system that socialism was unworkable and would collapse upon itself. Although he did not live to see it, he would not have been surprised to witness the events of 1989 with the collapse of the entire Communist-Soviet system. Likewise, the interventionist-welfare system endorsed by the West, including the United States, is unworkable. Even without the current problems in the Presidential election, signs of an impasse within our system were evident.

Inevitably, a system that decides almost everything through pure democracy will sharply alienate two groups, the producers and the recipients of the goods distributed by the popularly elected congresses. Our system is not only unfairly designed to take care of those who do not work, it also rewards the powerful and influential who can gain control of the government apparatus. Control over government contracts, the military industrial complex and the use of our military to protect financial interests overseas is worth great sums of money to the special interests in power.

Even though it is argued that there are huge budget surpluses in Washington, instead of budget compromise, a stalemate results. Each side wants even a greater share of the loot being distributed by the politicians. Even with the windfall revenues, no serious suggestion is made in Washington for cuts in spending.

Instead of moving toward a market economy and less dependency on the Federal Government in the midst of this so-called "prosperity," we continue to go in the other direction by internationalizing the interventionist-welfare system. Planning-by-government has gone international as the political power is delivered to organizations like the United Nations, the World Trade Organization, the International Monetary Fund and the World Bank. Although in the early stages of interventionism and government planning, especially when a great deal of wealth is available for redistribution, it seems to enhance prosperity while prolonging the financial bubble on which the economy is dependent. The monetary system, both our domestic system as well as the international fiat system, plays a key role in the artificial prosperity based on inflated currencies as well as debt and speculation.

The pretended goal of the economic planners has been economic fairness