

and for his efforts put forth in achieving the highest distinction of Eagle Scout.

# HONORING UNC TV MANAGER TOM HOWE

## HON. DAVID E. PRICE

OF NORTH CAROLINA

IN THE HOUSE OF REPRESENTATIVES

*Tuesday, February 24, 2004*

Mr. PRICE of North Carolina. Mr. Speaker, I rise to acknowledge the contributions of one of North Carolina's most tenacious and visionary leaders: Tom Howe.

Many North Carolinians might not recognize Tom's name, but they surely have seen his work. Tom is the Director and General Manager of UNC-TV, our state's highly respected public television network. Last month, he received the Governors' Award for Lifetime Achievement from the Nashville/MidSouth Chapter of the National Academy of Television Arts and Sciences. This prestigious Emmy award is given annually to recognize an "outstanding industry leader," a designation that fits Tom perfectly.

For more than a decade, Tom has presided over our state's 11-station public television network, bringing us comprehensive coverage of public affairs and a deepened understanding of North Carolina's past, present, and future.

I have had the privilege of working with Tom in the policy arena. He fought a courageous and somewhat lonely battle for years for equitable treatment for UNC-TV and other systems similarly situated from the Corporation for Public Broadcasting and the Public Broadcasting System. The successful resolution of this matter is still yielding benefits and will for years to come. More recently, Tom has spoken out effectively on the preservation of localism and community standards on our airwaves in the context of the Federal Communications Commission's decision on media concentration.

Tom has been ahead of the curve in television's digital conversion, anticipating industry trends and leading the way in innovative technology. Not only has he beaten the FCC deadline for digital conversion, he has also brought 4-channel multicasting to UNC-TV, ensuring even greater coverage and enhanced educational opportunities for viewers. His dedication and persistence have ensured that UNC-TV continues to be an exemplary network, both in terms of the technology he utilizes and the programs he broadcasts.

Tom Howe knows television, and he uses the power of the medium to effect positive change: to inform, to educate, and to bring viewers the kind of meaningful programming that is increasingly hard to find. I congratulate him for this well-deserved award, and I thank him for his commitment and leadership.

# HONORING DAVID E. SCHAFFER

## HON. DON YOUNG

OF ALASKA

IN THE HOUSE OF REPRESENTATIVES

*Tuesday, February 24, 2004*

Mr. YOUNG of Alaska. Mr. Speaker, I rise today to recognize a most distinguished public

servant, Mr. David E. Schaffer, Senior Counsel on the Transportation Committee's Aviation Subcommittee. Mr. Schaffer is retiring after twenty-six years of Federal service, including the past 20 years with the Committee. His unmatched knowledge in the field of aviation, as well as his engaging personality, will be sorely missed in the halls of Congress. David's work stands as a prime example of the good that can be accomplished through public service. The American people have been quite fortunate to have Mr. Schaffer's expertise and guidance throughout his career. Every single aviation law passed in the last two decades is marked with David's creative ideas and approaches. As an attachment to my remarks, a list of all aviation laws passed during David's tenure is included.

David's ability to work with people on both sides of the aisle serves as a major reason for the overwhelming bipartisan support aviation legislation has gathered over the last twenty years. His evenhanded and steady demeanor, as well as his thoughtful approach to a matter ensures that all ideas are heard, and that every opinion is considered. The relationships that David has cultivated among both government and industry officials has allowed for a free exchange of ideas on a wide variety of issues. Such exchanges have helped foster the growth of our nation's aviation industry. He has earned an immeasurable amount of respect from everyone with whom he has worked, including Members of Congress, staff, and those in the transportation community.

David began his career in public service in 1978, when he joined the Office of General Counsel of the Civil Aeronautics Board as an attorney, specializing in rules, legislation, and litigation involving small community air service, international air service, consumer protection, and charters. In 1984, he began work with the Aviation Subcommittee as an Assistant Minority Counsel in 1992, and Majority Counsel in 1995. Throughout his tenure with the Aviation Subcommittee, he has been involved in all aspects of aviation legislation, including safety, security, airline competition, international air service, the Airport Improvement Program, air traffic control modernization, Federal Aviation Administration reform, and oversight of the Federal Aviation Administration, Transportation Security Administration, and the National Transportation Safety Board.

David's leadership proved critical in the weeks following the events of September 11, 2001. His experience played an essential role in creating the Aviation and Transportation Security Act, which helped restore confidence to the flying public. In a most precarious time for our nation, we were extremely fortunate to have someone like David Schaffer assisting us. Most recently, his assistance led to the successful passage of Vision 100, the FAA Reauthorization Act, which will have a lasting effect on the aviation industry for years to come.

Mr. Speaker, I ask all of my colleagues to join me in celebrating the retirement of David Schaffer, and wish him well in whatever venture he seeks next. I would also like to offer an extended note of gratitude on behalf of the previous Chairmen of the Transportation Committee and Aviation Subcommittee whom David has served with great distinction. We wish you good luck and again say thank you for all you have done for both the Congress as well as the American people.

# AVIATION LAWS PASSED DURING DAVID SCHAFFER'S TENURE

## 108th Congress

H.R. 2115, Vision 100—Century of Aviation Reauthorization Act

S. 579, National Transportation Safety Board Reauthorization Act of 2003

## 107th Congress

H.R. 2926, Air Transportation Safety and System Stabilization Act

S. 1447, Aviation and Transportation Security Act

## 106th Congress

H.R. 1000, Wendell H. Ford Aviation Investment and Reform Act for the 21st Century

S. 2440, Airport Security Improvement Act of 2000

## 105th Congress

H.R. 2476, To amend title 49, United States Code, to require the National Transportation Safety Board and individual foreign air carriers to address the needs of families of passengers involved in aircraft accidents involving foreign air carriers.

H.R. 2626, To make clarifications to the Pilot Records Improvement Act of 1996, and for other purposes.

H.R. 2843, Aviation Medical Assistance Act of 1998

## 104th Congress

H.R. 3159, National Transportation Safety Board Amendments of 1996

H.R. 3539, Federal Aviation Authorization Act of 1996

## 103rd Congress

H.R. 904, To amend the Airport and Airway Safety, Capacity, Noise Improvement, and Inter-nodal Transportation Act of 1992 with respect to the establishment of the National Commission to Ensure a Strong Competitive Airline Industry.

H.R. 2440, Independent Safety Board Act Amendments of 1994

H.R. 2739, Federal Aviation Administration Authorization Act of 1994

S. 1458, General Aviation Revitalization Authorization Act of 1994

## 102nd Congress

H.R. 5481, FAA Civil Penalty Administrative Assessment Act of 1992

H.R. 6168, Airport and Airway Safety, Capacity, Noise Improvement, and Intermodal Transportation Act of 1992

## 101st Congress

H.R. 968, Noise Reduction Reimbursement Act of 1989

H.R. 5732, Aviation Security Improvement Act of 1990

H.R. 3671, To amend the Federal Aviation Act of 1958 to extend the civil penalty assessment demonstration program.

H.R. 5131, To amend the Federal Aviation Act of 1958 to extend the civil penalty assessment demonstration program, and for other purposes.

## 100th Congress

H.R. 2310, Airport and Airway Improvement Amendments of 1987

S. 623, Independent Safety Board Act Amendments of 1987

S. 1628, An original bill to extend the Aviation Insurance Program for 5 years

## 99th Congress

S. 2703, Air Carrier Access Act of 1986

## 98th Congress

H.R. 5297, Civil Aeronautics Board Sunset Act of 1984

S. 197, A bill to direct the Secretary of the Department of Transportation to conduct an independent study to determine the adequacy of certain industry practices and Federal Aviation Administration rules and regulations, and for other purposes.

S. 1146, Aviation Drug-Trafficking Control Act

# INTRODUCING THE BELARUS FREEDOM ACT OF 2004

**HON. RON PAUL**

OF TEXAS

IN THE HOUSE OF REPRESENTATIVES

*Tuesday, February 24, 2004*

Mr. PAUL. Mr. Speaker, I rise today to introduce the Belarus Freedom Act of 2004. This bill will graduate Belarus from the requirements of the Jackson-Vanik statute and thereby establish permanent normal trade relations with that country.

The Jackson-Vanik amendment was adopted in 1974, during a time when the U.S.S.R. was imposing enormous "education repayment fees" on anyone seeking to emigrate from that country. The statute was designed to prevent temporary restoration of an already suspended "most favored nation" treatment unless its freedom of emigration requirement is complied with. After the break-up of the U.S.S.R., the successor countries found themselves subject to Jackson-Vanik—meaning that they had to prove yearly that they allowed free emigration in order to enjoy normal trade relations with the United States. Several former Soviet republics have already been permanently graduated from Jackson-Vanik, and several others are in the process of being graduated. Belarus has gained a presidential waiver for every year since 1992, indicating its ongoing compliance with the requirements. Therefore it is time to recognize the passing of the Soviet era and move on toward better trade relations with Belarus.

Though some have tried to read additional requirements into the original amendment, Jackson-Vanik is in reality solely about freedom of emigration. And, as I have stated, Belarus has attained a Presidential waiver every year since 1992.

Time and time again we see that peaceful trade and good relations with other countries does much more to foster democratization and liberalization than sanctions, diplomatic expulsions, and accusations. Our Founding Fathers recognized this when they cautioned against foreign entanglements and counseled instead free trade and friendly relations with all countries who seek the same.

I hope my colleagues will join with me as cosponsors of this bill and support further constructive relations with the Republic of Belarus.

HONORING MR. MARK SIMONI

**HON. DALE E. KILDEE**

OF MICHIGAN

IN THE HOUSE OF REPRESENTATIVES

*Tuesday, February 24, 2004*

Mr. KILDEE. Mr. Speaker, I rise before you today on behalf of the United States Coast Guard Auxiliary to honor Mr. Mark Simoni, 9th District Rear Commodore of the United States Coast Guard Auxiliary, for his hard work and dedication to promoting recreational boating safety within the Great Lakes and the Saginaw Bay. On February 21, 2004, the United States Coast Guard Auxiliary, Flint Flotilla 15-02, will

gather to honor Mr. Simoni during the "Change of Watch" awards ceremony to be held in my hometown of Flint, Michigan at Mario's Restaurant.

Mark Simoni was born in Flint, Michigan, on December 19, 1952. He graduated from Grand Blanc High School in 1971, and upon completion he attended the University of Michigan and Northwestern University. In 1991 Mark became a member of the United States Coast Guard Auxiliary-Saginaw 15-05. Mark has unselfishly given of his time and resources to ensure the safety of boaters and families. His commitment to the U.S. Coast Guard team mission led him to hold elected offices such as Flotilla Commander-Saginaw 15-05, Division 15 Captain from 2002-2003, and Vice Captain from 2000-2001. Mark has also held staff positions on the Flotilla, Division, District/Region and National level. Recently (2004) Mark was promoted to 9th District Region Rear Commodore of the United States Coast Guard Auxiliary. Mark has volunteered countless hours in the areas of Public Education, Vessel Safety Checks, Safety Patrols, Search and Rescue, Maritime Security and Environmental Protection. A fine example of loyalty is when he used his personal watercraft to patrol the Great Lakes along with other auxiliaries to ensure that Michigan waterways were secure after the September 11, 2001 World Trade Center tragedy. Mark has proven himself worthy of his new title as 9th District Region Rear Commodore. This new position will allow him the opportunity to provide administrative and supervisory support to the Flotillas and Divisions within his district.

Mr. Speaker, as a Member of Congress, I ask my colleagues in the 108th Congress to please join me in congratulating Mr. Mark Simoni on his promotion and also in honoring him for his past deeds. He has and continues to serve his country with enthusiasm and steadfastness. I wish him all the best in the future.

## BLACK EAGLE WINS GRAMMY

**HON. TOM UDALL**

OF NEW MEXICO

IN THE HOUSE OF REPRESENTATIVES

*Tuesday, February 24, 2004*

Mr. UDALL of New Mexico. Mr. Speaker, I rise today to pay tribute to Black Eagle, the winner of the 2004 Grammy for Best Native American Music Album. This drum group from Jemez Pueblo draws upon the rich history of the Native American Powwow for musical inspiration. Their fifteen years of performing has developed a deep and broad following across the country. It is my great honor to congratulate them for this win.

Black Eagle formed in 1989 after group leader Malcolm Yepa attended a powwow in Lamé Deer, Montana. He became enamored with the singing and drum playing being performed and upon returning to Jemez Pueblo, Malcolm and his brother David Yepa Jr. formed Black Eagle. Cousins who had heard of Malcolm's experience were eager to join and the group soon consisted of twenty-one members.

After learning popular songs by listening to the recordings from other drum groups, Black Eagle began performing at local powwows. Their music coalesced into a definitive sound

as they gained experience and soon the group was drawing wide recognition. Touring across the country during the next few years brought encounters with several others in the same musical vein, including fellow drum group, Black Lodge of White Swan, Washington.

It was at this time, after speaking with Black Lodge, that Black Eagle began writing and performing original music written by members of the group. Making the music even more exceptional was the fact that it was written, and performed, in the Towa language, the dialect of the Jemez Pueblo. Such a project had never been done before, and release of their freshman album, titled, "Volume I," brought wide praise.

The production of music by Black Eagle continued unabated. "Vol. II," the group's second album, was quickly followed by, "Soaring High" and "Star Child." By 2001, when they released their fifth album, "Life Goes On," Black Eagle had gained a wide following through extensive touring and word-of-mouth. This fifth work however, would be the work that gave Black Eagle national prominence and critical acclaim. A collection of round dance and hand drum songs, "Life Goes On," garnered a Grammy nomination under the "Best Native American Music Album" category.

While the 2002 awards ceremony did not bring a win for the group, Black Eagle was bolstered by the nomination and in March of 2003, they released, "Flying Free." This sixth work utilized new technology to create a "live" recording sound in the studio and also bridged Native American music history when bells used on legendary group XIT's albums were played by Black Eagle.

"Flying Free" was nominated, and won, the 2004 Grammy for "Best Native American Music Album." Black Eagle's roots, which reside deep within the Jemez culture, are reflected on the album. Jemez Pueblo has a very long history in the great State of New Mexico, and continues to this day to preserve its cultural, spiritual and traditional customs. Events at the Pueblo, including feast days, dances, and arts and crafts shows, are still the primary responsibility of several members of the group.

Going from a single teenager captivated by the music of his people to a familial, rooted award-winning group, Malcolm Yepa and Black Eagle are to be applauded for their musical achievements, commended for their loyalty to the history of the powwow, and wished the very best in their future aspirations.

## KOOTENAI VALLEY RESOURCE INITIATIVE

**HON. C.L. "BUTCH" OTTER**

OF IDAHO

IN THE HOUSE OF REPRESENTATIVES

*Tuesday, February 24, 2004*

Mr. OTTER. Mr. Speaker, I rise today to bring to the attention of the House a shining example of our great experiment in democracy. The Kootenai Valley Resource Initiative came to life in 2001, the result of collaboration between the Boundary County Board of Commissioners, the City of Bonners Ferry, and the Kootenai Tribe of Idaho. The mission of the KVRI is to act as a locally based effort to improve coordination, integration, and implementation of existing local, state, and federal programs that can effectively maintain, enhance,