

her steadfast leadership in ensuring Angel Island Immigration Station is preserved and restored.

As Chair of the Congressional Asian Pacific American Caucus (CAPAC), I support the federal authorization of \$15 million for the preservation and restoration of Angel Island, where people from China, Japan, Russia, India, Korea, Australia, and the Philippines entered the United States to start a new life.

Angel Island Immigration Station is appropriately known as the "Ellis Island of the West." Located in the San Francisco Bay, Angel Island served as a processing and detainment center for one million immigrants between 1910 and 1940. Of those one million people, 175,000 were Chinese immigrants and 150,000 were Japanese immigrants.

For the 30 years that Angel Island was in existence, detainees experienced overcrowded facilities, humiliating medical examinations, intense interrogations, and countless days—even years—waiting until approval of their applications or deportation. Although conditions could be deplorable, Angel Island was an entry point to a better future for many immigrants.

In 1940, Angel Island Immigration Station's administration building was destroyed. In 1963, California State Parks assumed the role of stewardship of the site when Angel Island became a state park.

In the 1970's, the site was set for demolition until a park ranger discovered etched writings on the walls. Etched by detainees, the writings and drawings on the wall reflect the hardships and hopes of detainees during the uncertain period in which they awaited decisions on their immigration applications. The cultural and historical value of these etchings sparked efforts to save this site. In 1997 Angel Island Immigration Station became a National Historic Landmark.

More than 50,000 people continue to visit Angel Island Immigration Station yearly, but sadly, the history of Angel Island is often left out of classroom lectures. However, with greater federal support, we can restore the Island's historic buildings, preserve irreplaceable immigration records, and keep alive the stories and memories of those who were detained on the Island.

While preserving the Angel Island Immigration Station is important to Asian Pacific Americans, it should be a priority for all Americans. Just as Ellis Island is a critical part of our nation's history, Angel Island offers American's a richer and more comprehensive understanding of our history and the diversity we celebrate in this nation.

Mr. Speaker, I wholeheartedly support H.R. 4469 and its authorization of \$15 million to restore and preserve historic buildings at Angel Island Immigration Station. I urge my colleagues to join me in supporting this important piece of legislation.

Mr. RADANOVICH. Mr. Speaker, I have no additional speakers, and I yield back the balance of my time.

Mrs. CHRISTENSEN. Mr. Speaker, I yield back the balance of my time.

The SPEAKER pro tempore. The question is on the motion offered by the gentleman from California (Mr. RADANOVICH) that the House suspend the rules and pass the bill, H.R. 606.

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.

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PROVIDING FOR THE CONVEYANCE OF CERTAIN PUBLIC LAND IN CLARK COUNTY, NEVADA, FOR USE AS A HELIPORT

Mr. RADANOVICH. Mr. Speaker, I move to suspend the rules and pass the bill (H.R. 849) to provide for the conveyance of certain public land in Clark County, Nevada, for use as a heliport.

The Clerk read as follows:

H.R. 849

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

SECTION 1. CONVEYANCE OF PROPERTY TO CLARK COUNTY, NEVADA.

(a) FINDINGS.—Congress finds that—

(1) the Las Vegas Valley in the State of Nevada is the fastest growing community in the United States;

(2) helicopter tour operations are conflicting with the needs of long-established residential communities in the Valley; and

(3) the designation of a public heliport in the Valley that would reduce conflicts between helicopter tour operators and residential communities is in the public interest.

(b) PURPOSE.—The purpose of this Act is to provide a suitable location for the establishment of a commercial service heliport facility to serve the Las Vegas Valley in the State of Nevada while minimizing and mitigating the impact of air tours on the Sloan Canyon National Conservation Area and North McCullough Mountains Wilderness.

(c) DEFINITIONS.—In this Act:

(1) CONSERVATION AREA.—The term "Conservation Area" means the Sloan Canyon National Conservation Area established by section 604(a) of the Clark County Conservation of Public Land and Natural Resources Act of 2002 (116 Stat. 2010).

(2) COUNTY.—The term "County" means Clark County, Nevada.

(3) HELICOPTER TOUR.—

(A) IN GENERAL.—The term "helicopter tour" means a commercial helicopter tour operated for profit.

(B) EXCLUSION.—The term "helicopter tour" does not include a helicopter tour that is carried out to assist a Federal, State, or local agency.

(4) SECRETARY.—The term "Secretary" means the Secretary of the Interior.

(5) WILDERNESS.—The term "Wilderness" means the North McCullough Mountains Wilderness established by section 202(a)(13) of the Clark County Conservation of Public Land and Natural Resources Act of 2002 (116 Stat. 2000).

(d) CONVEYANCE.—As soon as practicable after the date of enactment of this Act, the Secretary shall convey to the County, subject to valid existing rights, for no consideration, all right, title, and interest of the United States in and to the parcel of land described in subsection (e).

(e) DESCRIPTION OF LAND.—The parcel of land to be conveyed under subsection (d) is the parcel of approximately 229 acres of land depicted as tract A on the map entitled "Clark County Public Heliport Facility" and dated May 3, 2004.

(f) USE OF LAND.—

(1) IN GENERAL.—The parcel of land conveyed under subsection (d)—

(A) shall be used by the County for the operation of a heliport facility under the conditions stated in paragraphs (2) and (3); and

(B) shall not be disposed of by the County.

(2) IMPOSITION OF FEES.—

(A) IN GENERAL.—Any operator of a helicopter tour originating from or concluding at the parcel of land described in subsection (e) shall pay to the Clark County Department of Aviation a \$3 conservation fee for each passenger on the helicopter tour if any portion of the helicopter tour occurs over the Conservation Area.

(B) DISPOSITION OF FUNDS.—Any amounts collected under subparagraph (A) shall be deposited in a special account in the Treasury of the United States, which shall be available to the Secretary, without further appropriation, for the management of cultural, wildlife, and wilderness resources on public land in the State of Nevada.

(3) FLIGHT PATH.—Except for safety reasons, any helicopter tour originating or concluding at the parcel of land described in subsection (e) that flies over the Conservation Area shall not fly—

(A) over any area in the Conservation Area except the area that is between 3 and 5 miles north of the latitude of the southernmost boundary of the Conservation Area;

(B) lower than 1,000 feet over the eastern segments of the boundary of the Conservation Area; or

(C) lower than 500 feet over the western segments of the boundary of the Conservation Area.

(4) REVERSION.—If the County ceases to use any of the land described in subsection (d) for the purpose described in paragraph (1)(A) and under the conditions stated in paragraphs (2) and (3)—

(A) title to the parcel shall revert to the United States, at the option of the United States; and

(B) the County shall be responsible for any reclamation necessary to revert the parcel to the United States.

(g) ADMINISTRATIVE COSTS.—The Secretary shall require, as a condition of the conveyance under subsection (d), that the County pay the administrative costs of the conveyance, including survey costs and any other costs associated with the transfer of title.

The SPEAKER pro tempore. Pursuant to the rule, the gentleman from California (Mr. RADANOVICH) and the gentlewoman from the Virgin Islands (Mrs. CHRISTENSEN) each will control 20 minutes.

The Chair recognizes the gentleman from California (Mr. RADANOVICH).

GENERAL LEAVE

Mr. RADANOVICH. 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 the bill under consideration.

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

There was no objection.

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

Mr. Speaker, H.R. 849, introduced by my committee colleague, the gentleman from Nevada (Mr. GIBBONS), would provide for the conveyance of certain public land in Clark County, Nevada, currently being managed by the Bureau of Land Management, to the county for use as a heliport.

The Las Vegas Valley is among the fastest growing communities in the United States. This community thrives

on tourism with one of the most popular tourist excursions being the helicopter tour of the Grand Canyon. At present, helicopter tour flight paths impact long-standing residential neighborhoods. This bill would alleviate this growing conflict while providing a suitable location for the establishment of a commercial service heliport facility to serve the Las Vegas Valley.

Mr. Speaker, one of the primary goals of this conveyance is to minimize the impact of air tours on the Sloan Canyon National Conservation Area and the North McCullough Mountains Wilderness that lie just north of the major residential areas. In addition, any operator of a helicopter tour originating from or concluding at the new heliport would pay the Clark County Department of Aviation a \$3 conservation fee for each passenger on the tour if any of the helicopter tours occurs over the Conservation Area. The fee collected will be placed in a special account in the Treasury of the United States. Those funds will then be made available to the Secretary for management of cultural, wildlife, and wilderness resource on public lands in the State of Nevada.

This bill is also the result of public hearings and local decision-making on this issue, and although not a perfect solution, it seeks a fair compromise to resolve the issue.

Mr. Speaker, I urge adoption of the bill.

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

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

Mr. Speaker, this is important legislation for Nevada that will hopefully alleviate some public safety concerns regarding helicopter overflights. As a result, we do not oppose H.R. 849.

In addition to her other colleagues in Nevada, the Nevada delegation, the gentlewoman from Nevada (Ms. BERKLEY) is to be commended for her tireless efforts on behalf of this legislation. She continues to be a forceful advocate for managing the explosive growth of her communities effectively and responsibly.

Of course, the distinguished Senate Minority Leader has been a powerful advocate for this legislation, and I know the delegation and the people of Nevada appreciate his leadership.

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

Mr. RADANOVICH. Mr. Speaker, I yield such time as he may consume to the gentleman from Nevada (Mr. PORTER).

(Mr. PORTER asked and was given permission to revise and extend his remarks.)

Mr. PORTER. Mr. Speaker, I rise today to speak on H.R. 849 on behalf of my colleague, the gentleman from Nevada (Mr. GIBBONS), before I make my own remarks on this important piece of legislation.

First, I would like to read a prepared statement by the gentleman from Nevada (Mr. GIBBONS).

Again, on behalf of the gentleman from Nevada (Mr. GIBBONS): "I would like to express my strong support for H.R. 849 to convey certain public land in Clark County, Nevada, for use as a heliport.

"Nevada is 84 percent owned and managed by the Federal Government. This large share of Federal lands makes management of Nevada's cities and counties difficult at best. Extensive Federal ownership of Nevada, coupled with the rapid growth we are currently experiencing, brings even greater need for planning and management of all types of transportation in Nevada.

"Currently, over 90 helicopter flights per day, over 32,850 flights per year, fly over the homes of 90,000 Las Vegas residents. As you can imagine, this high volume of air traffic poses challenges and problems for the residents of southern Nevada. To help alleviate this problem, Clark County has searched extensively for a separate site that will not only accommodate helicopter operators, but meet the needs of the surrounding communities.

"The heliport site agreed to in this legislation is the result of a great deal of study and planning. Several sites were identified as potentially suitable. However, the site outlined in my legislation is the most ideal location. The site outlined in this legislation is further out of the city and will not affect any of the current residential areas.

"Again, thank you, Mr. Speaker, for your consideration."

Again, these comments were based upon written remarks from my colleague, the gentleman from Nevada (Mr. GIBBONS).

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I would also like to express my strong support for H.R. 849. As an original cosponsor of this bill, I understand the problems that the current helicopter overflight path causes to many of my constituents. With almost 33,000 flights occurring per year over approximately 90,000 people, a viable alternative to the current flight path that not only meets the needs of Southern Nevadans but also the operators of the helicopters themselves is no longer wanted but needed.

In order to solve the conflict, Clark County and other major stakeholders collaborated to find this alternative. After many studies, the site outlined in H.R. 849 was determined to be the most suitable. The area chosen within the legislation moves the flight path away from the residential areas, yet still allows helicopter operators to continue their air tours over Hoover Dam, the Grand Canyon, the Las Vegas Strip, and other beautiful areas of the American Southwest.

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Mr. GIBBONS. Mr. Speaker, I would like to express my strong support for H.R. 849, to convey certain public land in Clark County, Nevada for use as a heliport. Nevada is 84 percent owned and managed by the federal government. This large share of federal land makes management of Nevada's cities and counties difficult at best. Extensive federal ownership of Nevada coupled with the rapid growth we are currently experiencing brings even greater need for planning and management of all types of transportation.

Currently over 90 helicopter flights per day, or 32, 850 flights per year, fly over the homes of more than 90,000 Las Vegas residents. As you can imagine, this high volume of air traffic poses challenges and problems for the residents of Southern Nevada. To help alleviate this problem, Clark County has searched extensively for a separate site that will not only accommodate helicopter operators, but meet the needs of the surrounding communities. The heliport site agreed to in this legislation is a result of a great deal of study and planning. Several sites were identified as potentially suitable, however the site outlined in my legislation is the most ideal location. The site outlined in the legislation is further out of the city and will not affect any current residential areas. Again, thank you Mr. Speaker for your consideration of this legislation that is so important to Southern Nevada. Additionally, I would like to thank my colleague Mr. PORTER for his assistance, as well as the entire Nevada delegation for their support of this bill. I urge all of my colleagues to recognize the need for an alternative helicopter site and join me in supporting this legislation.

Mr. RADANOVICH. Mr. Speaker, does the gentlewoman from the Virgin Islands have any more speakers?

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

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

The SPEAKER pro tempore (Mr. GINGREY). The question is on the motion offered by the gentleman from California (Mr. RADANOVICH) that the House suspend the rules and pass the bill, H.R. 849.

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.

REVOKING PUBLIC LAND ORDER WITH RESPECT TO CERTAIN LANDS IN CIBOLA NATIONAL WILDLIFE REFUGE, CALIFORNIA

Mr. RADANOVICH. Mr. Speaker, I move to suspend the rules and pass the bill (H.R. 1101) to revoke a Public Land Order with respect to certain lands erroneously included in the Cibola National Wildlife Refuge, California.

The Clerk read as follows:

H.R. 1101

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

SECTION 1. REVOCATION OF PUBLIC LAND ORDER WITH RESPECT TO LANDS ERRONEOUSLY INCLUDED IN CIBOLA NATIONAL WILDLIFE REFUGE, CALIFORNIA.

Public Land Order 3442, dated August 21, 1964, is revoked insofar as it applies to the following described lands: San Bernardino Meridian, T11S, R22E, sec. 6, all of lots 1, 16, and 17, and SE¼ of SW¼ in Imperial County, California, aggregating approximately 140.32 acres.

SEC. 2. RESURVEY AND NOTICE OF MODIFIED BOUNDARIES.

The Secretary of the Interior shall, by not later than 6 months after the date of the enactment of this Act—

(1) resurvey the boundaries of the Cibola National Wildlife Refuge, as modified by the revocation under section 1;

(2) publish notice of, and post conspicuous signs marking, the boundaries of the refuge determined in such resurvey; and

(3) prepare and publish a map showing the boundaries of the refuge.

The SPEAKER pro tempore (Mr. DANIEL E. LUNGREN of California). Pursuant to the rule, the gentleman from California (Mr. RADANOVICH) and the gentlewoman from the Virgin Islands (Mrs. CHRISTENSEN) each will control 20 minutes.

The Chair recognizes the gentleman from California (Mr. RADANOVICH).

GENERAL LEAVE

Mr. RADANOVICH. 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. 1101.

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

There was no objection.

Mr. RADANOVICH. Mr. Speaker, I yield myself such time as I may consume; and I am pleased to strongly support H.R. 1101, introduced by my good friend, the gentleman from California (Mr. HUNTER). The gentleman from California has done an excellent job of representing his constituents who, through no fault of their own, find themselves operating a concession within the National Wildlife Refuge System.

This concession, known as Walter's Camp, has existed since 1962. It has consistently provided recreational opportunities to thousands of Americans. It is one of the few places along the lower Colorado River that offers such a variety of healthy outdoor activities.

About 5 years ago, the concessionaire was advised by the Fish and Wildlife

Service that Walter's Camp had been inadvertently added to the Cibola National Wildlife Refuge and that corrective legislation was necessary.

This is the purpose of this measure, to correct this mistake; and there is no opposition to returning the title of this property to the Bureau of Land Management. In fact, identical legislation passed the House unanimously on two separate occasions in the 108th Congress.

I urge an "aye" vote on H.R. 1101.

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

(Mrs. CHRISTENSEN asked and was given permission to revise and extend her remarks.)

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

Mr. Speaker, the purpose of this legislation is to correct an error in the 1964 public land withdrawal that created the Cibola National Wildlife Refuge in California.

H.R. 1101 is identical to legislation passed by the House during the 107th and 108th Congresses, and we have no objection to this noncontroversial bill.

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

Mr. RADANOVICH. 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 California (Mr. RADANOVICH) that the House suspend the rules and pass the bill, H.R. 1101.

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. RADANOVICH. 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. 606.

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

There was no objection.

GENERAL SERVICES ADMINISTRATION MODERNIZATION ACT

Ms. ROS-LEHTINEN. Mr. Speaker, I move to suspend the rules and pass the bill (H.R. 2066) to amend title 40, United States Code, to establish a Federal Acquisition Service, to replace the General Supply Fund and the Information Technology Fund with an Acquisition Services Fund, and for other purposes.

The Clerk read as follows:

H.R. 2066

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 "General Services Administration Modernization Act".

SEC. 2. FEDERAL ACQUISITION SERVICE.

(a) ESTABLISHMENT.—

(1) IN GENERAL.—Section 303 of title 40, United States Code, is amended to read as follows:

"§ 303. Federal Acquisition Service

"(a) ESTABLISHMENT.—There is established in the General Services Administration a Federal Acquisition Service. The Administrator of General Services shall appoint a non-career employee as Commissioner of the Federal Acquisition Service, who shall be the head of the Federal Acquisition Service.

"(b) FUNCTIONS.—Subject to the direction and control of the Administrator of General Services, the Commissioner of the Federal Acquisition Service shall be responsible for administering the Acquisition Services Fund under section 321 of this title and carrying out functions related to the uses for which such Fund is authorized under such section, including any functions that were carried out by the entities known as the Federal Supply Service and the Federal Technology Service and such other related functions as the Administrator considers appropriate.

"(c) REGIONAL EXECUTIVES.—The Administrator may appoint up to five Regional Executives in the Federal Acquisition Service, to carry out such functions within the Federal Acquisition Service as the Administrator considers appropriate."

(2) CLERICAL AMENDMENT.—The item relating to section 303 at the beginning of chapter 3 of such title is amended to read as follows: "303. Federal Acquisition Service."

(b) EXECUTIVE SCHEDULE COMPENSATION.—Section 5316 of title 5, United States Code, is amended by striking the item relating to the Commissioner of the Federal Supply Service of the General Services Administration and inserting the following:

"Commissioner of the Federal Acquisition Service, General Services Administration."

(c) REFERENCES.—Any reference in any other Federal law, Executive order, rule, regulation, reorganization plan, or delegation of authority, or in any document—

(1) to the Federal Supply Service is deemed to refer to the Federal Acquisition Service;

(2) to the GSA Federal Technology Service is deemed to refer to the Federal Acquisition Service;

(3) to the Commissioner of the Federal Supply Service is deemed to refer to the Commissioner of the Federal Acquisition Service; and

(4) to the Commissioner of the GSA Federal Technology Service is deemed to refer to the Commissioner of the Federal Acquisition Service.

SEC. 3. ACQUISITION SERVICES FUND.

(a) ABOLISHMENT OF GENERAL SUPPLY FUND AND INFORMATION TECHNOLOGY FUND.—The General Supply Fund and the Information Technology Fund in the Treasury are hereby abolished.

(b) TRANSFERS.—Capital assets and balances remaining in the General Supply Fund and the Information Technology Fund as in existence immediately before this section takes effect shall be transferred to the Acquisition Services Fund and shall be merged with and be available for the purposes of the Acquisition Services Fund under section 321 of title 40, United States Code (as amended by this Act).

(c) ASSUMPTION OF OBLIGATIONS.—Any liabilities, commitments, and obligations of the General Supply Fund and the Information Technology Fund as in existence immediately before this section takes effect shall