As directed by the Energy Policy Act of 1992, the Department of Energy has nevertheless pursued a complete airing of the issues in an open process that solicits public opinion and lets any expert challenge the results of their work. Learning from past mistakes, the Energy Policy Act required that the data and final analysis be shared in order to gain the trust and confidence of the public. Without this openness, the study would be just another Government study over which opposing factions bicker.

In fact, just such a closed study was recently completed by the National Academy of Sciences, and it found no credible evidence for a significant public health threat due to exposure to electromagnetic fields. While I fully respect the work of the academy and this study did reassure many of us, skeptics remain concerned with these results and their views also need to be considered in a public forum.

As promised in the Energy Policy Act, the EMF program at DOE will provide such a forum and analyze the opinions of skeptics and mainstream researchers alike. I look forward to the results of this work, and I think that it is an important step in public understanding of these health risks.

I am also glad to say that the Committee on Science has been able to move expeditiously on this bill in a bipartisan manner. This is due, in large part, to the efforts of the subcommittee chairman, Mr. CALVERT, and the full committee chairman and ranking member, Mr. SENSENBRENNER and Mr. BROWN. I have enjoyed working with each of them, as well as the other members of the committee, and they enjoy my highest respect.

Mr. CALVERT. Mr. Speaker, I thank the chairman of the Commerce Committee for yielding me this time.

I also thank the chairman of the Committee on Science and the ranking member, Mr. BROWN, for their support in expediting passage of this bill.

As Chairman SENSENBRENNER has pointed out, this bill will allow the Electric and Magnetic Fields research program to complete its original 5-year authorization. At the same time, we will save the taxpayers money by reducing the authorization some $19 million to the $46-million-agreed-upon budget for the program. I should add that 50 percent of this budget is cost-shared by industry.

Mr. Speaker, at the time of the markup of this bill in the Energy and Environment Subcommittee, the distinguished vice-chairman of the full Science Committee, Mr. EHLERS, made the point that all the research to date on this issue has failed to find a significant link between electric and magnetic fields and serious health problems. I agree and I doubt that will change.

Nevertheless, this program was agreed to by both Government and industry to put to rest public concern and, once started, I think it's worth finishing.

Finally, I want to particularly thank my friend from Indiana, our ranking minority member of the subcommittee, Mr. ROEMER, for cosponsoring this bill and working closely with us to expedite the process. Mr. Speaker, this bill has strong bipartisan support and I urge its passage. I yield back the balance of my time.

Mr. DAN SCHAEFER of Colorado. Mr. Speaker, I yield back the balance of my time.

The SPEAKER pro tempore (Mr. SNOWBARGER). The question is on the motion offered by the gentleman from Colorado, Mr. DAN SCHAEFER, that the House suspend the rules and pass the bill, H.R. 363, as amended.

The question was taken.

Mr. DAN SCHAEFER of Colorado. Mr. Speaker, on that I demand the yeas and nays.

The yeas and nays were ordered.

The SPEAKER pro tempore. Pursuant to clause 5 of rule I and the Chair's prior announcement, further proceedings on this motion will be postponed.

GENERAL LEAVE

Mr. DAN SCHAEFER of Colorado. 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. 363, the bill just considered.

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

There was no objection.

PERMISSION TO INSERT EXTRANEOUS MATERIAL DURING CONSIDERATION OF H.R. 1271, FAA RESEARCH, ENGINEERING, AND DEVELOPMENT AUTHORIZATION ACT OF 1997, IN THE COMMITTEE OF THE WHOLE TODAY

Mr. SENSENBRENNER. Mr. Speaker, I ask unanimous consent during the debate on the bill H.R. 1271, the Federal Aviation Administration Research, Engineering, and Development Authorization Act of 1997, that I be able to insert extraneous material into the RECORD, specifically, an exchange of correspondence between the gentleman from Pennsylvania [Mr. SHUSTER] and myself.

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

There was no objection.

FAA RESEARCH, ENGINEERING, AND DEVELOPMENT AUTHORIZATION ACT OF 1997

The SPEAKER pro tempore. Pursuant to House Resolution 125 and rule XXIII, the Chair declares the House in the Committee of the Whole House on the State of the Union for the consideration of the bill, H.R. 1271.

□ 1539

IN THE COMMITTEE OF THE WHOLE

Accordingly the House resolved itself into the Committee of the Whole House on the State of the Union for the consideration of the bill (H.R. 1271) to authorize the Federal Aviation Administration's research, engineering, and development programs for fiscal years 1998 through 2000, and for other purposes, with Mr. STEARNS in the chair.

The Clerk read the title of the bill.

The CHAIRMAN. Pursuant to the rule, the bill is considered as having been read the first time.

Under the rule, the gentleman from Wisconsin [Mr. SENSENBRENNER] and the gentleman from Tennessee [Mr. GORDON] each will control 30 minutes.

The Chair recognizes the gentleman from Wisconsin [Mr. SENSENBRENNER].

Mr. SENSENBRENNER. Mr. Chairman, I yield myself such time as I may consume.

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

Mr. SENSENBRENNER. Mr. Chairman, H.R. 1271 authorizes the FAA to carry out its research, engineering, and development program for fiscal years 1998, 1999, and 2000. The objective of the RE&D program is to develop and validate the technology and knowledge required for the FAA to ensure the safety, efficiency, and security of our national air transportation system. Advances developed through the RE&D program are helping transform the FAA into a modern air traffic management system capable of meeting the increased aviation demands of the coming century.

I would like to thank the Chair of the Subcommittee on Technology, the gentlewoman from Maryland [Mrs. MORELLA], and the ranking member of the subcommittee, the gentleman from Tennessee [Mr. GORDON], for the hard work they have done in crafting H.R. 1271. The legislation was reported out of the Committee on Science with strong bipartisan support.

Overall, H.R. 1271 authorizes $217 million in fiscal year 1998, $224 million in fiscal year 1999, and $231 million in fiscal year 2000 for the FAA to carry out the critical projects and activities of the FAA RE&D program, including research and development in the areas of capacity management, navigation, weather, aircraft safety, systems security, and human factors.

While including some increases for critical FAA research activities such as weather and computer security, H.R. 1271 does not provide a blank check to the FAA. The legislation contains language that restricts noncompetitive research grants and prohibits funding of lobbying activities.

Further, as chairman of the House Science Committee, I plan to work in a bipartisan fashion with the ranking member, the gentleman from California [Mr. BROWN], and other members of the committee to provide responsible FAA oversight that protects our Nation's investment in aviation research and development. I have also notified the FAA that the Committee on Science intends to take an active role this year in the development of the agency's overall strategic plan as required by the Results Act.

At this point, I insert into the RECORD an exchange of correspondence between the gentleman from Pennsylvania [Mr. SHUSTER] and myself relative to jurisdictional concerns that

will be addressed in a few minutes by an amendment that the subcommittee chair, the gentlewoman from Maryland [Mrs. MORELLA] will propose.

The correspondence referred to follows:

HOUSE OF REPRESENTATIVES,
COMMITTEE ON SCIENCE,
Washington, DC, April 23, 1997.

Hon. BUD SHUSTER,
Chairman, House Committee on Transportation and Infrastructure, House of Representatives, Washington, DC.

DEAR BUD: On April 16, 1997, the House Committee on Science marked up and reported out H.R. 1271, FAA Research, Engineering, and Development Authorization Act of 1997.

Traditionally, provisions in this bill have been incorporated into the FAA Authorization Acts when considered on the House Floor, indicating your substantive interest in the research components of the FAA.

Because of our Committee's desire to expeditiously consider H.R. 1271, it is my understanding that you will not object to its consideration by the House.

I acknowledge that H.R. 1271 in no way impacts the traditional jurisdictional lines under which the Committee on Science and the Committee on Transportation and Infrastructure have operated for years. Under the Rules of the House, the Science Committee only has jurisdiction over civil aviation research and development funded through the Research, Engineering, and Development account. The Committee on Transportation and Infrastructure has jurisdiction over FAA's other functions. Historically, the Transportation and Infrastructure Committee has had exclusive jurisdiction over the Facilities and Equipment account. H.R. 1271 is not intended to change that.

I appreciate your willingness to work with us to expedite the consideration of H.R. 1271. I look forward to continuing to work with you on these issues.

Sincerely,
F. JAMES SENSENBRENNER, Jr.,
Chairman.

CONGRESS OF THE UNITED STATES,
HOUSE OF REPRESENTATIVES,
Washington, DC, April 23, 1997.

Hon. F. JAMES SENSENBRENNER, Jr.,
Chairman, Committee on Science,
Rayburn Building, Washington, DC.

DEAR JIM: Thank you for your letter of April 23, 1997 concerning H.R. 1271, the FAA Research, Engineering, and Development Act of 1997 which your Committee has reported out. This legislation authorizes funding for FAA's R&D programs for fiscal years 1998–2000.

As you correctly point out, the Transportation and Infrastructure Committee has traditionally taken a great deal of interest in the research components of FAA. This letter is to confirm that because of your willingness to accommodate our concerns about the bill and because of your desire to take the bill to the Floor expeditiously, I have no objections to its consideration. Also, I appreciate your acknowledgment that the bill in no way impacts the traditional jurisdictional lines under which our Committees have operated, especially with regard to the Transportation and Infrastructure Committee's exclusive jurisdiction over the Facilities and Equipment Account.

Finally, I would ask that a copy of our exchange of letters on this matter be placed in the Record during consideration of the bill on the Floor. Thank you for your cooperation and assistance on this matter.

With warm personal regards, I am

Sincerely,
BUD SHUSTER,
Chairman.

Mr. Chairman, I strongly urge my colleagues to support H.R. 1271, which continues to demonstrate our Nation's commitment to aviation research and development. H.R. 1271 will enable our country to continue to lead the world in developing and implementing new aviation technologies that make aviation more efficient while improving safety.

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

Mr. GORDON. Mr. Chairman, I yield myself such time as I may consume.

Mr. Chairman, I rise in support of H.R. 1271, the FAA Research, Engineering, and Development Act of 1997. H.R. 1271 is a product of a bipartisan process to strengthen the research and development activities of the FAA.

Chairman SENSENBRENNER and Subcommittee Chairman MORELLA and I are in complete agreement that the FAA's R&D programs will be the key to increasing the capacity and efficiency of the airspace system while ensuring its safety and security.

H.R. 1271 reverses the downward trend in the FAA's Research, Engineering and Development Account, which has declined by 20 percent in the last 2 years. The fiscal year 1998 funding levels are at the President's request in 6 of the 10 accounts. The remaining four accounts are funded at a higher level than the President's request. These funding increases also improve research in such areas as noise abatement and weather prediction, areas identified by outside advisory panels that need increased support.

Finally, I would like to thank Chairman MORELLA for her support of my proposal establishing a competitive research grants program for primarily undergraduate institutions. This program will support research relevant to FAA's technology needs and, perhaps more importantly, will help develop the technical expertise to address FAA's future technological requirements. I urge my colleagues to support H.R. 1271.

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

□ 1545

Mr. SENSENBRENNER. Mr. Chairman, I yield 2 minutes to the distinguished gentleman from New Jersey [Mr. LOBIONDO].

Mr. LOBIONDO. Mr. Chairman, I wish to engage in a colloquy with the chairman.

It is my understanding that because H.R. 1271 would authorize $672 million over the next three fiscal years for the Federal Aviation Administration's research, engineering and development programs, some of the functions of the FAA technical center in Pomona, NJ, are within that authorization.

Mr. SENSENBRENNER. Mr. Chairman, will the gentleman yield?

Mr. LOBIONDO. I yield to the gentleman from Wisconsin.

Mr. SENSENBRENNER. Mr. Chairman, the gentleman is correct. The FAA does conduct some of the research projects and activities authorized by this legislation at the technical center in New Jersey.

Mr. LOBIONDO. Mr. Chairman, as the gentleman may be aware, this facility, located in the congressional district which I represent, is the FAA's premier research and development center. Perhaps the gentleman is also aware that this facility has performed and is performing cutting-edge research and testing in the areas of advanced air traffic control and navigation technology, airport security, fire safety technology and runway safety and pavement durability systems.

Mr. Chairman, I should note for the RECORD that the Hughes Technical Center maintains and operates the only configuration managed lab in the world capable of testing new equipment and systems without disrupting or compromising the safety of air traffic. In other words, these labs allow the FAA to test all equipment and systems in an environment that is identical to the actual air traffic control facilities so we know how the equipment will work together and otherwise function with existing systems before it is fielded.

This work and capability is largely responsible for the unparalleled record of aviation safety in this country.

For purposes of clarification, Mr. Chairman, I ask the gentleman if there is anything in the bill to require consolidation of the functions and activities of the Hughes Technical Center with any other Federal Aviation Administration facility?

Mr. SENSENBRENNER. Mr. Chairman, if the gentleman will continue to yield, H.R. 1271 does not include language to require the consolidation of any technical centers.

Mr. LOBIONDO. Mr. Chairman, I thank the chairman of the Committee on Science and the staff of the Subcommittee on Technology for the opportunity to clarify for the RECORD the impact of H.R. 1271 on the Hughes Technical Center.

Mr. SENSENBRENNER. Mr. Chairman, I yield 2 minutes to the distinguished gentleman from Illinois [Mr. EWING] for purposes of a colloquy.

Mr. EWING. Mr. Chairman, I wish to engage in a colloquy with the esteemed chairman of the Committee on Science.

The Center of Excellence for Airport Pavement Research at the University of Illinois Champaign-Urbana is a unique partnership between the University of Illinois, the FAA and the aviation industry. The state-of-the-art pavement research that takes place at this center will create economical and reliable new pavement design to accommodate all aircraft, including heavier next generation aircraft. The improved materials and construction methods tested at this facility are of crucial importance to the future of the Nation's airport runways and facilities.

Mr. Chairman, it is my understanding that the airport technology account of H.R. 1271 is authorized at

$5,458,000, more than double the fiscal year 1997 enacted level of $2,654,000. Is this a correct statement?

Mr. SENSENBRENNER. Mr. Chairman, will the gentleman yield?

Mr. EWING. I yield to the gentleman from Wisconsin.

Mr. SENSENBRENNER. Mr. Chairman, the gentleman from Illinois is correct. H.R. 1271 fully funds the administration's request for the airport technology account at $5,468,000 for fiscal year 1998.

Mr. EWING. Mr. Chairman, would it also be correct to state that there is nothing in the airport technology section of the FAA Research, Engineering and Development Authorization Act of 1997 that would preclude the FAA from fully funding the Center of Excellence for Airport Pavement Research at the University of Illinois Urbana-Champaign?

Mr. SENSENBRENNER. Mr. Chairman, if the gentleman will continue to yield, again, the gentleman is correct.

Mr. EWING. Mr. Chairman, I thank the gentleman.

Mr. GORDON. Mr. Chairman, I yield such time as he may consume to the gentleman from California [Mr. BROWN].

Mr. BROWN of California. Mr. Chairman, I thank the gentleman from Tennessee for yielding me the time.

I support the provisions of H.R. 1271, the FAA Research, Engineering, and Development Authorization Act of 1997. The gentlewoman from Maryland [Mrs. MORELLA], working with the ranking member, the gentleman from Tennessee [Mr. GORDON], has developed legislation which strengthens the RE&D activity of FAA.

H.R. 1271 takes steps to reverse the downward trend in FAA's research, engineering and development account, which has decreased 20 percent during the last 2 years. These increases will allow additional research in areas which have been identified as needing increased support by the National Research Council and other outside advisory bodies, including the research just referred to by the previous speaker.

Mr. Chairman, as a result of active bipartisan cooperation on this bill, the Committee on Science has developed a strong and effective piece of legislation, and I urge my colleagues to support it.

Mr. SENSENBRENNER. Mr. Chairman, I yield such time as she may consume to the gentlewoman from Maryland [Mrs. MORELLA], chair of the Subcommittee on Technology.

Mrs. MORELLA. Mr. Chairman, I thank the gentleman for yielding me the time, the chairman of the Committee on Science.

First, I want to compliment the gentleman from Wisconsin [Mr. SENSENBRENNER] for the Committee on Science's remarkable accomplishment of reporting out all 10 of the civilian science authorizations in such a timely and fair manner. Of course our committee's ranking member, the gentleman from California [Mr. BROWN], deserves his share of credit for his cooperation in this endeavor.

As chair of the Subcommittee on Technology, I am certainly pleased to support H.R. 1271, the FAA Research, Engineering, and Development Act of 1997. It has been a pleasure working on this bill with the ranking member, the gentleman from Tennessee [Mr. GORDON]. It is indeed bipartisan legislation. It authorizes the FAA to conduct research, engineering, and development projects and activities over the next 3 fiscal years to improve the national aviation system by increasing efficiency and safety.

The Federal Aviation Administration has developed a national aviation system that universally is recognized as the safest and most technologically advanced system in the world. Each day the aviation system supports 1.5 million passengers. The agency's research, engineering, and development programs have produced many of the advances in aviation that have taken us from an era of vacuum tube radios and beacon lights to the satellite based communications, navigation, and surveillance systems of today.

H.R. 1271 recognizes the critical role RE&D programs play in the FAA's mission to provide safe and efficient air travel by authorizing $217 million in fiscal year 1998, $224 million in fiscal year 1999, and $231 million in fiscal year 2000 for the programs.

In fiscal year 1998, the legislation restores funding for the capacity and air traffic management account to the fiscal year 1997 enacted level primarily to safeguard sensitive computer and information system data from unauthorized disclosure. The weather account is authorized above the request to reflect recommendations by the FAA RE&D Advisory Committee and the National Academy of Sciences that the FAA assign a higher priority to weather research projects and activities.

The environment and energy account is authorized above the request to bolster research activities helping the FAA to meet its goal of reducing aircraft noise, 80 percent, by the year 2000. The innovative cooperative research account is authorized above the request to establish a new undergraduate research grants program. Finally the authorization fully funds the fiscal year 1998 budget request for both aircraft safety and security projects and activities.

Mr. Chairman, I am pleased to offer this legislation which demonstrates our continued strong commitment to aviation research and development. It was crafted in a bipartisan fashion, is cosponsored by the ranking member of the Subcommittee on Technology, the gentleman from Tennessee [Mr. GORDON], along with the gentleman from California [Mr. BROWN], the gentleman from Michigan [Mr. EHLERS], the gentleman from Virginia [Mr. DAVIS], and the gentlewoman from Texas [Ms. JACKSON-LEE].

I encourage all my colleagues to join me in supporting H.R. 1271. I want to offer my thanks also to the committee staff on both sides of the aisle working on this bill, particularly Jim Wilson on the minority staff and Michael Quear, and on the majority staff my wholehearted thanks to Richard Russell and to Jeff Grove.

Mr. GORDON. Mr. Chairman, I yield myself such time as I may consume.

As we bring this bill to a conclusion, let me just briefly say thanks to the chairman, the gentlewoman from Maryland [Mrs. MORELLA] for her sincere effort to bring this bill as well as other bills to the floor in a bipartisan manner with good cooperation. I concur with her accolades for the staff. Mike Quear particularly, with the minority, has done an excellent job for us.

And let me also say that the Committee on Science now, through no fault of its own, was the last committee to organize yet the first committee to present all of its authorizing bills to the floor with virtual unanimous support. If not unprecedented, it is at least very rare, and much congratulations should go to our chairman, the gentleman from Wisconsin [Mr. SENSENBRENNER], for the really no nonsense bipartisan approach he has taken. It has translated down to the staff, to the subcommittee chairs and ranking members as well as the rest of the members. I am pleased to be a part of this team. I think it is good legislation for the country.

On a personal note, I get enough fighting during elections. I get enough squabbling here on other types of issues. I did not come to Washington, I did not run for Congress to squabble about a lot of petty issues. I came here to try to work together to get things done for this country. I think this committee, with the leadership of the gentleman from Wisconsin [Mr. SENSENBRENNER] and the gentleman from California [Mr. BROWN] really has shown how that can work. I thank them for their cooperation. I look forward to continuing this partnership.

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

Mr. SENSENBRENNER. Mr. Chairman, I yield myself such time as I may consume.

I thank the gentleman from Tennessee for his good words. I think it shows that, when we confine our arguments to genuine disputes over policy, which are fairly narrow on the Committee on Science, rather than arguing over procedure or perceived or real unfairness, we can get a lot accomplished in a very short period of time. The fact that this is the 6th of the 10 authorization bills to come up, all of which have been relatively noncontroversial, I think is proof of that.

The other four bills are of shared jurisdiction with other committees, and the Committee on Science will be working with the chairs and the leadership of the other committees in order

to eliminate the jurisdictional problems so that we can complete the job as expeditiously as possible.

Mr. SKAGGS. Mr. Chairman, I commend the chairman of the Science Committee, Mr. SENSENBRENNER, and its ranking member, Mr. BROWN of California, as well as the subcommittee chairman, Mrs. MORELLA, and its ranking member, Mr. GORDON, for working together to produce this important legislation. The committee has set a good example, not just on this bill but also on the other science authorization bills that it has recently reported.

One modest but crucial element of H.R. 1271 is the authorization for the Federal Aviation Administration's Aviation Weather Research Program. There are more than 500 weather-related aviation accidents in the United States each year, and billions of dollars are lost due to weather delays. Although we may never be able to get those figures down to zero, we know that the FAA's research efforts are playing a critical role in limiting such accidents and losses.

Weather-related research has indeed been instrumental in improving aviation safety and efficiency. This research is designed to protect airplane passengers and the rest of the aviation community against weather-related hazards such as thunderstorms, in-flight icing, turbulence, ceiling and visibility problems, and ground conditions that cause de-icing problems.

While the FAA conducts its weather research in close coordination with other agencies such as the National Oceanic and Atmospheric Administration [NOAA] and the National Weather Service, much of the work is done at federally funded research centers.

The National Center for Atmospheric Research [NCAR] in Boulder, CO, performs substantial research for the FAA. One such item of NCAR research allows researchers from NCAR and NOAA to fly research aircraft through high winds to study the kind of mountain-area turbulence that may have caused the tragic accident near Colorado Springs in 1991.

FAA funding of NCAR and other research centers has resulted in the development of the Terminal Doppler Weather Radar, which alerts air traffic controllers to dangerous wind shear and microbursts. TDWR is operating or scheduled for deployment at some 50 airports around the country. This is a technology that will reduce the loss of life and property. It is just one example of the value of FAA's funding of weather-related research.

The Aviation Weather Research Program authorized by H.R. 1271 is modest when measured by its cost, but it is extraordinarily valuable and cost-effective. Perhaps we should expand the program in the near future, but in the meantime I commend the Science Committee for recognizing the significance of the program in this legislation.

Mr. SENSENBRENNER. Mr. Chairman, I yield back the balance of my time.

The CHAIRMAN. All time for general debate has expired.

Pursuant to the rule, the committee amendment in the nature of a substitute printed in the bill shall be considered by sections as an original bill for the purpose of amendment and, pursuant to the rule, each section is considered as having been read.

During consideration of the bill for amendment, the Chair may accord priority in recognition to a Member offering an amendment that he has printed in the designated place in the CONGRESSIONAL RECORD. Those amendments will be considered as having been read.

The Clerk will designate section 1.

The text of section 1 is as follows:

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 ''FAA Research, Engineering, and Development Authorization Act of 1997''.

Mr. SENSENBRENNER. Mr. Chairman, I ask unanimous consent that the remainder of the bill be printed in the RECORD and open to amendment at any point.

The CHAIRMAN. Is there objection to the request of the gentleman from Wisconsin?

There was no objection.

The text of the remainder of the committee amendment in the nature of a substitute is as follows:

SEC. 2. AUTHORIZATION OF APPROPRIATIONS

Section 48102(a) of title 49, United States Code, is amended—

(1) by striking ''and'' at the end of paragraph (2)(J);

(2) by striking the period at the end of paragraph (3)(J) and inserting in lieu thereof a semicolon; and

(3) by adding at the end the following:

''(4) for fiscal year 1998, $217,406,000, including—

''(A) $75,550,000 for system development and infrastructure projects and activities;

''(B) $19,614,000 for capacity and air traffic management technology projects and activities;

''(C) $15,132,000 for communications, navigation, and surveillance projects and activities;

''(D) $9,982,000 for weather projects and activities;

''(E) $5,458,000 for airport technology projects and activities;

''(F) $26,625,000 for aircraft safety technology projects and activities;

''(G) $49,895,000 for system security technology projects and activities;

''(H) $10,737,000 for human factors and aviation medicine projects and activities;

''(I) $3,291,000 for environment and energy projects and activities; and

''(J) $1,122,000 for innovative/cooperative research projects and activities;

''(5) for fiscal year 1999, $224,000,000; and

''(6) for fiscal year 2000, $231,000,000.''.

SEC. 3. BUDGET DESIGNATION FOR RESEARCH AND DEVELOPMENT ACTIVITIES.

Section 48102 of title 49, United States Code, is amended by adding at the end the following new subsection:

''(g) DESIGNATION OF ACTIVITIES.—(1) The amounts appropriated under subsection (a) are for the support of all research and development activities carried out by the Federal Aviation Administration that fall within the categories of basic research, applied research, and development, including the design and development of prototypes, in accordance with the classifications of the Office of Management and Budget Circular A–11 (Budget Formulation/Submission Process).

''(2) The President's annual budget request for the Federal Aviation Administration shall include all research and development activities within a single budget category. All of the activities carried out by the Administration within the categories of basic research, applied research, and development, as classified by the Office of Management and Budget Circular A–11, shall be placed in this single budget category.''.

SEC. 4. NATIONAL AVIATION RESEARCH PLAN.

Section 44501(c)(2)(B) of title 49, United States Code, is amended—

(1) by striking ''and'' at the end of clause (iii);

(2) by striking the period at the end of clause (iv) and inserting in lieu thereof ''; and''; and

(3) by adding at the end the following new clause:

''(v) highlight the research and development technology transfer activities that promote technology sharing among government, industry, and academia through the Stevenson-Wydler Technology Innovation Act of 1980.''.

SEC. 5. RESEARCH GRANTS PROGRAM INVOLVING UNDERGRADUATE STUDENTS.

(a) PROGRAM.—Section 48102 of title 49, United States Code, is amended by adding at the end the following new subsection:

''(h) RESEARCH GRANTS PROGRAM INVOLVING UNDERGRADUATE STUDENTS.—

''(1) ESTABLISHMENT.—The Administrator of the Federal Aviation Administration shall establish a program for awarding grants to researchers at primarily undergraduate institutions who involve undergraduate students in their research on subjects of relevance to the Federal Aviation Administration. Grants may be awarded under this subsection for—

''(A) research projects to be carried out at primarily undergraduate institutions; or

''(B) research projects that combine research at primarily undergraduate institutions with other research supported by the Federal Aviation Administration.

''(2) NOTICE OF CRITERIA.—Within 6 months after the date of the enactment of the FAA Research, Engineering, and Development Authorization Act of 1997, the Administrator of the Federal Aviation Administration shall establish and publish in the Federal Register criteria for the submittal of proposals for a grant under this subsection, and for the awarding of such grants.

''(3) PRINCIPAL CRITERIA.—The principal criteria for the awarding of grants under this subsection shall be—

''(A) the relevance of the proposed research to technical research needs identified by the Federal Aviation Administration;

''(B) the scientific and technical merit of the proposed research; and

''(C) the potential for participation by undergraduate students in the proposed research.

''(4) COMPETITIVE, MERIT-BASED EVALUATION.—Grants shall be awarded under this subsection on the basis of evaluation of proposals through a competitive, merit-based process.''.

''(b) AUTHORIZATION OF APPROPRIATIONS.—Section 48102(a) of title 49, United States Code, as amended by this Act, is further amended—

''(1) by inserting '', of which $500,000 shall be for carrying out the grant program established under subsection (h)'' after ''projects and activities'' in paragraph (4)(J);

''(2) by inserting '', of which $500,000 shall be for carrying out the grant program established under subsection (h)'' after ''$224,000,000'' in paragraph (5); and

(3) by inserting '', of which $500,000 shall be for carrying out the grant program established under subsection (h)'' after ''$231,000,000'' in paragraph (6).

SEC. 6. LIMITATIONS.

(a) PROHIBITION OF LOBBYING ACTIVITIES.—None of the funds authorized by the amendments made by this Act shall be available for any activity whose purpose is to influence legislation pending before the Congress, except that this subsection shall not prevent officers or employees of the United States or of its departments or agencies from communicating to Members of Congress on the request of any Member or to Congress, through the proper channels, requests for legislation or appropriations which they deem necessary for the efficient conduct of the public business.

(b) LIMITATION ON APPROPRIATIONS.—No sums are authorized to be appropriated to the Administrator of the Federal Aviation Administration

for fiscal years 1998, 1999, and 2000 for the Federal Aviation Administration Research, Engineering, and Development account, unless such sums are specifically authorized to be appropriated by the amendments made by this Act.

(c) ELIGIBILITY FOR AWARDS.—

(1) IN GENERAL.—The Administrator of the Federal Aviation Administration shall exclude from consideration for grant agreements made by that Administration after fiscal year 1997 any person who received funds, other than those described in paragraph (2), appropriated for a fiscal year after fiscal year 1997, under a grant agreement from any Federal funding source for a project that was not subjected to a competitive, merit-based award process. Any exclusion from consideration pursuant to this subsection shall be effective for a period of 5 years after the person receives such Federal funds.

(2) EXCEPTION.—Paragraph (1) shall not apply to the receipt of Federal funds by a person due to the membership of that person in a class specified by law for which assistance is awarded to members of the class according to a formula provided by law.

(3) DEFINITION.—For purposes of this subsection, the term ''grant agreement'' means a legal instrument whose principal purpose is to transfer a thing of value to the recipient to carry out a public purpose of support or stimulation authorized by a law of the United States, and does not include the acquisition (by purchase, lease, or barter) of property or services for the direct benefit or use of the United States Government. Such term does not include a cooperative agreement (as such term is used in section 6305 of title 31, United States Code) or a cooperative research and development agreement (as such term is defined in section 12(d)(1) of the Stevenson-Wydler Technology Innovation Act of 1980 (15 U.S.C. 3710a(d)(1))).

SEC. 7. NOTICE.

(a) NOTICE OF REPROGRAMMING.—If any funds authorized by the amendments made by this Act are subject to a reprogramming action that requires notice to be provided to the Appropriations Committees of the House of Representatives and the Senate, notice of such action shall concurrently be provided to the Committees on Science and Transportation and Infrastructure of the House of Representatives and the Committee on Commerce, Science, and Transportation of the Senate.

(b) NOTICE OF REORGANIZATION.—The Administrator of the Federal Aviation Administration shall provide notice to the Committees on Science, Transportation and Infrastructure, and Appropriations of the House of Representatives, and the Committees on Commerce, Science, and Transportation and Appropriations of the Senate, not later than 15 days before any major reorganization of any program, project, or activity of the Federal Aviation Administration for which funds are authorized by this Act.

SEC. 8. SENSE OF CONGRESS ON THE YEAR 2000 PROBLEM.

With the year 2000 fast approaching, it is the sense of Congress that the Federal Aviation Administration should—

(1) give high priority to correcting all 2-digit date-related problems in its computer systems to ensure that those systems continue to operate effectively in the year 2000 and beyond;

(2) assess immediately the extent of the risk to the operations of the Federal Aviation Administration posed by the problems referred to in paragraph (1), and plan and budget for achieving Year 2000 compliance for all of its mission-critical systems; and

(3) develop contingency plans for those systems that the Federal Aviation Administration is unable to correct in time.

SEC. 9. BUY AMERICAN.

(a) COMPLIANCE WITH BUY AMERICAN ACT.—No funds appropriated pursuant to the amendments made by this Act may be expended by an entity unless the entity agrees that in expending the assistance the entity will comply with sections 2 through 4 of the Act of March 3, 1933 (41 U.S.C. 10a–10c, popularly known as the ''Buy American Act'').

(b) SENSE OF CONGRESS.—In the case of any equipment or products that may be authorized to be purchased with financial assistance provided under the amendments made by this Act, it is the sense of Congress that entities receiving such assistance should, in expending the assistance, purchase only American-made equipment and products.

(c) NOTICE TO RECIPIENTS OF ASSISTANCE.—In providing financial assistance under the amendments made by this Act, the Administrator of the Federal Aviation Administration shall provide to each recipient of the assistance a notice describing the statement made in subsection (a) by the Congress.

AMENDMENT OFFERED BY MRS. MORELLA

Mrs. MORELLA. Mr. Chairman, I offer an amendment.

The Clerk read as follows:

Amendment offered by Mrs. MORELLA: Page 8, line 4, before ''after'' insert ''from the Research, Engineering, and Development account''.

Mrs. MORELLA. Mr. Chairman, my amendment simply clarifies that the limitations in section 6 apply only to grants funded through the research, engineering and development account.

Mr. SENSENBRENNER. Mr. Chairman, will the gentlewoman yield?

Mrs. MORELLA. I yield to the gentleman from Wisconsin.

Mr. SENSENBRENNER. Mr. Chairman, I thank the gentlewoman for yielding to me.

Mr. Chairman, I am pleased to support the amendment on behalf of the committee leadership. Let me say that this amendment was for the sole purpose of alleviating the concerns of the Committee on Transportation and Infrastructure that our legislation does not infringe upon their jurisdiction whatsoever.

Mr. GORDON. Mr. Chairman, I move to strike the last word. Let me just quickly concur that the minority has been consulted on this amendment, and we also concur with its passage.

□ 1600

The CHAIRMAN. The question is on the amendment offered by the gentlewoman from Maryland [Mrs. MORELLA].

The amendment was agreed to:

AMENDMENT OFFERED BY MS. JACKSON-LEE OF TEXAS

Ms. JACKSON-LEE of Texas. Mr. Chairman, I offer an amendment.

The Clerk read as follows:

Amendment offered by Ms. JACKSON-LEE of Texas:

Page 5, line 11, after ''institutions'' insert '', including primarily undergraduate Historically Black Colleges and Universities and Hispanic Serving Institutions,''.

Ms. JACKSON-LEE of Texas. Mr. Chairman, I too would like to add my appreciation, first of all, to the chairman of the Committee on Science and the ranking member for their cooperative spirit throughout the time of both our hearings and markup sessions.

Let me acknowledge as well the chairperson of this subcommittee, the gentlewoman from Maryland, Mrs. MORELLA, and the ranking member, the gentleman from Tennessee, BART GORDON, for cooperating with me on this amendment and assisting my staff.

Mr. Chairman, I want to also thank the staff members as well.

I invite my colleagues to join with me in encouraging research by undergraduate students at our Nation's historic black colleges and universities and Hispanic serving institutions. As many may know, the majority of our HBCU's and Hispanic serving institutions are primarily undergraduate institutions.

First of all, this legislation is good legislation and I applaud the work of the committee. Particularly in light of Pan Am 103, the ValuJet crash in Florida, and TWA 800, safety issues and research issues regarding flight safety for our consumers are extremely important. This is a good bill.

This amendment, however, affects section 5 of the bill dealing with research grants involving undergraduate students by simply including the words ''Historically Black Colleges and Universities and Hispanic Serving Institutions'' after undergraduate institutions. Section 5 targets researchers at primarily undergraduate institutions, which most of our institutions are.

I must add that I am pleased to note that under this subsection grants are awarded based on the evaluation of proposals through a competitive merit-based process. The ranking member, the gentleman from Tennessee, Mr. BART GORDON, was successful in including this overall undergraduate section in the bill, and this is a good section.

This bill authorizes a total of $672 million over 3 years, through fiscal year 2000, for the FAA's research, engineering, and development program; $217 million for fiscal year 1998, $224 million for fiscal year 1999, and $213 million for fiscal year 2000. Section 5 of the bill authorizes $500,000 for overall undergraduate student research grants.

Let me emphasize that this particular amendment, by the CBO estimates alone, does not add any cost to this legislation at all.

Mr. SENSENBRENNER. Mr. Chairman, will the gentlewoman yield?

Ms. JACKSON-LEE of Texas. I yield to the gentleman from Wisconsin.

Mr. SENSENBRENNER. Mr. Chairman, I appreciate the gentlewoman's interest in this issue and commend her for offering this amendment.

Although the language in H.R. 1271 in no way restricts the FAA's ability to award research grants to historically black colleges and universities and Hispanic serving institutions, we will accept her amendment to clarify that point that the FAA has the authority to make such grants, and I support the amendment.

Ms. JACKSON-LEE of Texas. Mr. Chairman, reclaiming my time, I thank the chairperson very much.

Might I just, as I conclude, and before I offer some time to the ranking member, say that according to the

President's Board of Advisers on Historically Black Colleges and Universities our minority universities are often an untapped resource for research, technological, and analytical competence. Although many HBCU's are underfunded in laboratory equipment, HBCU's and Hispanic serving institutions have an overwhelming success rate in producing the Nation's top minority mathematicians, scientists, and physicians.

And let me simply say that when we are called by name, we will most likely respond. This amendment does that. It does clarify and allows for minority universities to recognize their involvement in this important area. It also will help, I hope, to increase the numbers of applications and, therefore, grants so that we can be, of course, in the loop.

This is a good amendment because it is inclusive and it states to our population that we want all people involved in this very important research.

Mr. Chairman, I rise in order to amend H.R. 1271—the Federal Aviation Administration Research and Engineering, and Development programs for fiscal years 1988 through 2000.

I invite my colleagues to join with me in encouraging research by undergraduate students at our Nation's historically black colleges and universities and Hispanic serving institutions. As many may know, the majority of our HBCU's and Hispanic serving institutions are primarily undergraduate institutions.

This amendment to H.R. 1271, affects section 5 of the bill; research grants program involving undergraduate students, by simply including the words ''historically black colleges and universities and Hispanic serving institutions'' after the ''undergraduate institutions'' language of the bill.

Section 5 targets researchers at primarily undergraduate institutions that involve undergraduate students in their research on subjects of relevance to the Federal Aviation Administration.

I must add that I am pleased to note that under this subsection, grants are awarded based on the evaluation of proposals through a competitive, merit based process. My good colleague, BART GORDON of Tennessee, was successful in including this overall undergraduate section in the bill.

This bill, authorizes a total of $672 million over 3 years, through fiscal year 2000, for the FAA's research, engineering, and development program; $217 million for fiscal year 1998, $224 for fiscal year 1999, and $213 million for fiscal year 2000. Section 5 of the bill authorizes $500,000 for the overall undergraduate student research grants.

There is no doubt that there is an overwhelming need for research dollars to be awarded to historically black colleges and universities, as well as Hispanic serving institutions. For the FAA, the numbers speak for themselves.

In 1996, the Federal Aviation Administration awarded a total of $15 million to institutions of higher education for research and development activities. Of that total $15 million amount for 1996, only $120,000 was awarded to historically black colleges and universities, and $130,000 was awarded to Hispanic serving institutions. That is less than 1 percent.

For fiscal year 1997, of the $10 million awarded to institutions of higher education, the overall amount awarded to minority institutions doubled, but where no less impressive. Of the $10 million, $260,000 was awarded to HBCU's and $200,000 was awarded to Hispanic serving institutions. This is a sad and telling story on the state of research and development within our minority universities and colleges.

This is why this amendment is necessary. It is a good first step in reaching out to minority institutions that can and must compete in the research and development arena.

My amendment serves to unquestionably reflect that undergraduate students at minority institutions should aggressively compete for grant awards within the FAA. This amendment seeks to promote minority university awareness of research opportunities.

According to the President's board of advisors on historically black colleges and universities, our minority universities are often an untapped resource for research, technological, and analytical competence. Although many HBCU's are underfunded in laboratory equipment, HBCU's have an overwhelming success rate in producing the Nation's top black mathematicians, scientists, and physicians.

Mr. Chairman, when you are called by name, you are more likely to respond. This amendment does just that. It calls minority universities by name in an effort to highlight and bring to the attention of the FAA the fact that HBCU's and Hispanic serving institutions are alive and well and should be included in the research efforts of the FAA. It aids our minority institutions and others in understanding that minority universities and undergraduate students should effectively compete for research opportunities with the Federal Government.

Hispanic serving institutions are colleges and universities that educate mostly Hispanic students. I am proud to announce that my new district, the 18th Congressional District, includes a good portion of the heights in Houston, TX. In the heights are people of all racial and ethic backgrounds including Hispanics. Many of the residents of the heights attend both HBCU's and Hispanic serving institutions as well as majority colleges and universities. I am proud to be a representative of each.

Mr. Chairman, while some may correctly state and understand that the classification of undergraduate students should include historically black colleges and universities as well as Hispanic serving institutions, it is important to note that there are some in our country who do not appreciate this view. Consequently, our minority universities are often overlooked or forgotten.

My amendment allows undergraduate students at HBCU's and Hispanic serving institutions to definitively know that they too can participate in research that benefits the FAA and compete for research and development dollars that will help build a better America.

For these reasons, I ask that my colleagues support my amendment to H.R. 1271.

Mr. GORDON. Mr. Chairman, will the gentlewoman yield?

Ms. JACKSON-LEE of Texas. I yield to the gentleman from Tennessee.

Mr. GORDON. Mr. Chairman, I rise in support of the gentlewoman's amendment and offer my compliments for her bringing this amendment, her diligent efforts to bring this before us, and again point out that, again by CBO's scoring, this will add no cost to the Federal budget.

Ms. JACKSON-LEE of Texas. Mr. Chairman, reclaiming my time, I thank the gentleman very much.

Mr. HINOJOSA. Mr. Chairman, I move to strike the last word, and I rise in support of the gentlewoman's amendment to the H.R. 1271, the FAA Research, Engineering, and Development Authorization Act of 1997.

This amendment serves to highlight Hispanic serving and minority institutions' participation in the undergraduate FAA research grants program established by the bill.

There is no doubt that an overwhelming need exists for more research dollars to be awarded to these institutions. In 1996 they received less than 1 percent of available funds. That is simply not satisfactory. I encourage all my colleagues to today address and rectify this problem and to support this amendment.

The CHAIRMAN. The question is on the amendment offered by the gentlewoman from Texas [Ms. JACKSON-LEE].

The amendment was agreed to.

The CHAIRMAN. Are there further amendments to the bill?

If not, the question is on the committee amendment in the nature of a substitute, as amended.

The committee amendment in the nature of a substitute, as amended, was agreed to.

The CHAIRMAN. Under the rule, the Committee rises.

Accordingly the Committee rose; and the Speaker pro tempore (Mr. GOSS) having assumed the chair, Mr. STEARNS, Chairman of the Committee of the Whole House on the State of the Union, reported that that Committee, having had under consideration the bill, (H.R. 1271) to authorize the Federal Aviation Administration's research, engineering, and development programs for fiscal years 1998 through 2000, and for other purposes, pursuant to House Resolution 125, he reported the bill back to the House with an amendment adopted by the Committee of the Whole.

The SPEAKER pro tempore (Mr. GOSS). Under the rule, the previous question is ordered.

Is a separate vote demanded on any amendment to the committee amendment in the nature of a substitute adopted by the Committee of the Whole? If not, the question is on the amendment.

The amendment was agreed to.

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

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

The SPEAKER pro tempore. The question is on the passage of the bill.

The question was taken; and the Speaker pro tempore announced that the ayes appeared to have it.

Mr. SENSENBRENNER. Mr. Speaker, on that I demand the yeas and nays.

The yeas and nays were ordered.

The SPEAKER pro tempore. Pursuant to clause 5, rule I, further proceedings on this question will be postponed.

RECESS

The SPEAKER pro tempore. Pursuant to clause 12 of rule I, the House stands in recess until approximately 5 p.m.

Accordingly (at 4 o'clock and 8 minutes p.m.), the House stood in recess until approximately 5 p.m.

□ 1700

AFTER RECESS

The recess having expired, the House was called to order by the Speaker pro tempore [Mr. GILLMOR] at 5 p.m.

PERMISSION FOR COMMITTEE ON APPROPRIATIONS TO FILE PRIVILEGED REPORT ON EMERGENCY SUPPLEMENTAL APPROPRIATIONS ACT, 1997

Mr. LIVINGSTON. Mr. Speaker, I ask unanimous consent that the Committee on Appropriations may have until midnight tonight, Tuesday, April 29, 1997 to file a privileged report on a bill making emergency supplemental appropriations for recovery from natural disasters and for overseas peacekeeping efforts for the fiscal year ending September 30, 1997, and for other purposes.

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

There was no objection.

The SPEAKER pro tempore. Pursuant to clause 8 of rule XXI, all points of order are reserved on the bill.

ANNOUNCEMENT BY THE SPEAKER PRO TEMPORE

The SPEAKER pro tempore. Debate has concluded on all motions to suspend the rules.

Pursuant to clause 5, rule I, the Chair will now put the question on each motion to suspend the rules on which further proceedings were postponed earlier today in the order in which that motion was entertained, and then on passage of the bill, H.R. 1271, the FAA Research, Engineering, and Development Authorization Act of 1997.

Votes will be taken in the following order:

H.R. 1342, by the yeas and nays;

H.R. 680, by the yeas and nays;

H.R. 363 by the yeas and nays;

H.R. 1271, by the yeas and nays.

The Chair will reduce to 5 minutes the time for any electronic vote after the first such vote in this series.

EXPIRING CONSERVATION RESERVE PROGRAM CONTRACTS

The SPEAKER pro tempore. The pending business is the question of suspending the rules and passing the bill, H.R. 1342, as amended.

The Clerk read the title of the bill.

The SPEAKER pro tempore. The question is on the motion offered by the gentleman from Oregon [Mr. SMITH] that the House suspend the rules and pass the bill, H.R. 1342, as amended, on which the yeas and nays are ordered.

The vote was taken by electronic device, and there were— yeas 325, nays 92, answered ''present'' 1, not voting 15, as follows:

[Roll No. 92]

YEAS—325

Abercrombie
Ackerman
Aderholt
Allen
Armey
Bachus
Baesler
Baker
Baldacci
Ballenger
Barcia
Barr
Barrett (NE)
Bartlett
Barton
Bass
Bateman
Bentsen
Bereuter
Berry
Bilbray
Bilirakis
Bishop
Blagojevich
Bliley
Blumenauer
Blunt
Boehlert
Boehner
Bonilla
Bono
Borski
Boswell
Boyd
Brady
Brown (CA)
Bryant
Bunning
Burr
Burton
Buyer
Callahan
Calvert
Camp
Campbell
Canady
Cannon
Castle
Chabot
Chambliss
Chenoweth
Christensen
Clayton
Clyburn
Coble
Coburn
Collins
Combest
Condit
Cook
Cooksey
Costello
Cox
Cramer
Crane
Crapo
Cubin
Cummings
Cunningham
Danner
Davis (FL)
Deal
DeFazio
DeGette
Diaz-Balart
Dickey
Dicks
Dingell
Doggett
Doolittle
Doyle
Dreier
Duncan
Dunn
Edwards
Ehlers
Ehrlich
Emerson
English
Etheridge
Evans
Everett
Ewing
Farr
Fawell
Foley
Forbes
Fowler
Fox
Franks (NJ)
Frelinghuysen
Frost
Furse
Ganske
Gekas
Gibbons
Gilchrest
Gillmor
Gilman
Gonzalez
Goode
Goodlatte
Goodling
Goss
Graham
Granger
Greenwood
Gutierrez
Gutknecht
Hall (TX)
Hamilton
Hansen
Hastert
Hastings (FL)
Hastings (WA)
Hayworth
Hefley
Hill
Hilleary
Hilliard
Hinojosa
Hobson
Holden
Hooley
Horn
Hostettler
Houghton
Hoyer
Hulshof
Hunter
Hutchinson
Hyde
Inglis
Istook
Jackson-Lee (TX)
Jefferson
Jenkins
John
Johnson (CT)
Johnson (WI)
Johnson, E. B.
Jones
Kanjorski
Kasich
Kelly
Kennedy (RI)
Kildee
Kim
King (NY)
Kingston
Kleczka
Klink
Klug
Knollenberg
Kolbe
LaFalce
LaHood
Lampson
Largent
Latham
LaTourette
Lazio
Leach
Lewis (KY)
Linder
Lipinski
LoBiondo
Lucas
Luther
Manton
Manzullo
Martinez
Mascara
McCarthy (NY)
McCollum
McCrery
McDade
McHale
McHugh
McInnis
McIntosh
McIntyre
McKeon
McNulty
Meek
Menendez
Metcalf
Mica
Miller (FL)
Minge
Mink
Molinari
Moran (KS)
Morella
Murtha
Myrick
Nethercutt
Neumann
Ney
Northup
Norwood
Nussle
Oberstar
Obey
Olver
Ortiz
Oxley
Packard
Pappas
Parker
Pascrell
Paul
Paxon
Pease
Peterson (MN)
Peterson (PA)
Petri
Pickering
Pickett
Pitts
Pombo
Pomeroy
Porter
Portman
Poshard
Price (NC)
Pryce (OH)
Quinn
Radanovich
Rahall
Ramstad
Regula
Reyes
Riggs
Riley
Rodriguez
Roemer
Rogan
Rogers
Rohrabacher
Ros-Lehtinen
Rothman
Roukema
Royce
Rush
Ryun
Sabo
Salmon
Sandlin
Sanford
Sawyer
Saxton
Scarborough
Schaefer, Dan
Schaffer, Bob
Scott
Sensenbrenner
Sessions
Shadegg
Shaw
Shays
Shimkus
Shuster
Sisisky
Skaggs
Skelton
Slaughter
Smith (MI)
Smith (NJ)
Smith (OR)
Smith (TX)
Smith, Adam
Smith, Linda
Snowbarger
Snyder
Solomon
Souder
Spence
Spratt
Stearns
Stenholm
Stokes
Stump
Stupak
Sununu
Talent
Tanner
Tauscher
Tauzin
Taylor (NC)
Thomas
Thompson
Thornberry
Thune
Tiahrt
Towns
Traficant
Turner
Upton
Wamp
Watkins
Watts (OK)
Weldon (FL)
Weldon (PA)
Weller
Wexler
White
Whitfield
Wicker
Wise
Wolf
Woolsey
Wynn
Young (AK)
Young (FL)

NAYS—92

Archer
Barrett (WI)
Becerra
Bonior
Boucher
Brown (FL)
Brown (OH)
Cardin
Carson
Clay
Clement
Conyers
Coyne
Davis (IL)
Davis (VA)
Delahunt
DeLauro
DeLay
Dellums
Deutsch
Dixon
Dooley
Eshoo
Fattah
Fazio
Filner
Flake
Foglietta
Ford
Frank (MA)
Gejdenson
Gephardt
Gordon
Hall (OH)
Harman
Hinchey
Jackson (IL)
Johnson, Sam
Kaptur
Kennedy (MA)
Kennelly
Kilpatrick
Kind (WI)
Kucinich
Levin
Lewis (CA)
Lewis (GA)
Livingston
Lofgren
Lowey
Maloney (CT)
Maloney (NY)
Markey
McCarthy (MO)
McDermott
McGovern
Meehan
Millender-McDonald
Miller (CA)
Moakley
Moran (VA)
Nadler
Neal
Owens
Pallone
Pastor
Payne
Pelosi
Rangel
Rivers
Roybal-Allard
Sanchez
Sanders
Schumer
Serrano
Sherman
Skeen
Stabenow
Stark
Strickland
Taylor (MS)
Thurman
Tierney
Torres
Velazquez
Vento
Visclosky
Walsh
Waters
Watt (NC)
Waxman
Weygand

ANSWERED ''PRESENT''—1

Ensign

NOT VOTING—15

Andrews
Berman
Capps
Engel
Gallegly
Green
Hefner
Herger
Hoekstra
Lantos
Matsui
McKinney
Mollohan
Schiff
Yates

□ 1727

Messrs. DeLAY, TAYLOR of Mississippi, FORD, SCHUMER, McDERMOTT, BARRETT of Wisconsin, WAXMAN, WATT of North Carolina, Ms. VELAZQUEZ, Mr. BROWN of Ohio, Ms. ESHOO, Mr. LEVIN, Ms. PELOSI, Mr. STRICKLAND, and Ms. RIVERS changed their vote from ''yea'' to ''nay.''

Messrs. JEFFERSON, HOYER, SCARBOROUGH, and DAVIS of Florida changed their vote from ''nay'' to ''yea.''

So (two-thirds having voted in favor thereof) the rules were suspended and the bill, as amended, was passed.

The result of the vote was announced as above recorded.