

is a fitting tribute to a respected colleague. I urge my colleagues to support this bill.

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

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

I am honored to join with the gentleman from New York [Mr. NADLER], sponsor of this legislation, in supporting this bill to designate the new courthouse on Pearl Street in lower Manhattan as the Ted Weiss U.S. Courthouse.

Ted was a friend of mine, a colleague. He was fair. He is well known for his work in advocating for the funding of AIDS research, well known for his efforts in promoting the human rights movement, and well known for his efforts in establishing dignity and equality for Vietnam veterans who came back and were scorned after having put their lives on the line. These were just a few of the causes for which our good friend, Ted Weiss, was a tireless advocate and worker.

As a young refugee from the Holocaust, Ted Weiss became a staunch supporter of civil liberties in this country second to none. His legislative record was built around his service on the Government Operations Committee, where he chaired the Subcommittee on Human Resources and Intergovernmental Relations, and everyone knows of his fairness and his willingness to include all thoughts and ideas. It is absolutely fitting and proper that we honor Ted Weiss by this designation.

I want to commend my colleague, the gentleman from New York [Mr. NADLER], for his tireless efforts to ensure that the Congress of the United States will not overlook the great contribution of Ted Weiss.

Mr. NADLER. Mr. Speaker, as the sponsor of this bill, I would like to thank Chairman KIM and Ranking Member TRAFICANT as well as Chairman SHUSTER and Ranking Member OBERSTAR for their support of this legislation.

As one of Ted Weiss's friends, I knew the compassionate, dedicated, hard working and loving man that many people never get to see in their elected officials. The unique personality that made Ted Weiss was crafted by a life that began in eastern Hungary on September 17, 1927. He later would arrive in the United States on March 12, 1938, on the last passenger ship out of Hamburg, Germany, before the end of World War II.

Ted went on to earn his undergraduate and law degree in 4½ years from Syracuse University. He then worked as an assistant district attorney in Manhattan for 4 years. At that time, Ted was elected to the New York City Council and so began a lifetime of public service that was marked by compassion and principle.

As one of Ted Weiss's constituents for the 16 years he served in Congress, I knew first hand how tirelessly he worked to bring issues important to the people whom he served to the forefront. Ted Weiss was one of the first elected officials in the Nation to focus attention on the need to increase funding for AIDS research, before the epidemic dominated discussions worldwide. He was a strong supporter of

human rights throughout the world and right here at home. He received the Vietnam Veterans of America's highest award 2 years in a row for his work on behalf of America's veterans. Ted was not afraid to stand up for his convictions and make sure we understood why he held them so dear to his heart.

We will be honoring Ted by naming this court house after him. I believe this suits the man who fought so hard to create a more just world. Being the sponsor of this legislation I hope to, in some small way, say thank you to my friend and colleague for bringing prestige and honor to the congressional seat that was known as the 17th District, now the Eighth District, in New York City.

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

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

The SPEAKER pro tempore. The question is on the motion offered by gentleman from California [Mr. KIM] that the House suspend the rules and pass the bill, H.R. 548.

The question was taken.

Mr. CRAPO. Mr. Speaker, I object to the vote on the ground that a quorum is not present and make the point of order that a quorum is not present.

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.

The point of no quorum is considered withdrawn.

#### GENERAL LEAVE

Mr. KIM. Mr. Speaker, I ask unanimous consent that all Members may have 5 legislative days in which to revise and extend their remarks and include extraneous material on H.R. 548, the bill just considered.

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

There was no objection.

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#### AVIATION INSURANCE REAUTHORIZATION ACT OF 1997

Mr. KIM. Mr. Speaker, I move to suspend the rules and pass the bill (H.R. 2036) to amend chapter 443 of title 49, United States Code, to extend the authorization of the aviation insurance program, and for other purposes, as amended.

The Clerk read as follows:

H.R. 2036

*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 "Aviation Insurance Reauthorization Act of 1997".

##### SEC. 2. VALUATION OF AIRCRAFT.

Sections 44302(a)(2) and 44306(c) of title 49, United States Code, are each amended by striking "as determined by the Secretary" and inserting "as determined by the Secretary in accordance with reasonable business practices in the commercial aviation insurance industry".

##### SEC. 3. EFFECT OF INDEMNITY AGREEMENTS.

Section 44305(b) of title 49, United States Code, is amended by adding at the end of the

following: "If such an agreement is countersigned by the President, the agreement shall constitute, for purposes of section 44302(b), a determination that continuation of the aircraft operations to which the agreement applies is necessary to carry out the foreign policy of the United States."

##### SEC. 4. ARBITRATION AUTHORITY.

(a) AUTHORIZATION OF BINDING ARBITRATION.—Section 44308(b)(1) of title 49, United States Code, is amended by inserting after the second sentence the following: "Any such policy may authorize the binding arbitration of claims made thereunder in such manner as may be agreed to by the Secretary and any commercial insurer that may be responsible for any part of a loss to which such policy relates."

(b) AUTHORITY TO PAY ARBITRATION AWARD.—Section 44308(b)(2) of such title is amended—

(1) by striking "and" at the end of subparagraph (A);

(2) by redesignating subparagraph (B) as subparagraph (C); and

(3) by inserting after subparagraph (A) the following:

"(B) pay the amount of a binding arbitration award made under paragraph (1); and".

##### SEC. 5. EXTENSION OF PROGRAM.

Section 44310 of title 49, United States Code, is amended by striking "September 30, 1997" and inserting "December 31, 1998".

##### SEC. 6. PUBLIC AIRCRAFT DEFINED.

Section 40102(a)(37)(A) of title 49, United States Code, is amended—

(1) by striking "or" at the end of clause (i);

(2) by redesignating clause (ii) as clause (iii); and

(3) by inserting after clause (i) the following:

"(ii) owned by the Armed Forces of the United States and operated by any person for purposes related to crew training, equipment development, or demonstration; or".

The SPEAKER pro tempore (Mr. UPTON). Pursuant to the rule, the gentleman from California [Mr. KIM] and the gentleman from Minnesota [Mr. OBERSTAR] each will control 20 minutes.

The Chair recognizes the gentleman from California [Mr. KIM].

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

Mr. Speaker, this bill reauthorizes the War Risk Insurance Program for another year. The War Risk Insurance Program was first reauthorized in 1951 and has been reauthorized periodically since then. Its current authorization expires tomorrow. This program was used extensively during operations in Desert Shield and Desert Storm to insure aircraft ferrying troops and supplies to the Middle East. Without this program, the military would have had to buy more aircraft for this purpose, which would have cost taxpayers billions of dollars. Instead, commercial aircraft, with the protection of war risk insurance, were willing to take on these dangerous missions.

The bill being considered today reauthorizes this program and makes several relatively minor changes that were suggested by the administration, the GAO, and the airlines, at the Subcommittee on Aviation hearing last May. The bill differs slightly from the bill that was approved by the Committee on Transportation and Infrastructure last July. The main difference is