

Frelinghuysen Lucas (KY)
 Frost Lucas (OK)
 Gallaghy Maloney (CT)
 Ganske Maloney (NY)
 Gejdenson Manzullo
 Gekas Markey
 Gephardt Martinez
 Gilchrest Matsui
 Gillmor McCarthy (MO)
 Gilman McCarthy (NY)
 Gonzalez McCollum
 Goodling McCrery
 Goss McDermott
 Granger McGovern
 Green (TX) McHugh
 Greenwood McIntosh
 Gutierrez McLintyre
 Gutknecht McKeon
 Hall (OH) McKinney
 Hansen McNulty
 Hastings (FL) Meehan
 Hastings (WA) Meek (FL)
 Hayworth Menendez
 Herger Metcalf
 Hill (IN) Mica
 Hinchey Millender-
 Hinojosa McDonald
 Hobson Miller (FL)
 Hoeffel Miller, Gary
 Hoekstra Mink
 Holt Moakley
 Hooley Mollohan
 Horn Moore
 Houghton Moran (VA)
 Hoyer Morella
 Hulshof Murtha
 Hunter Nadler
 Hyde Napolitano
 Insole Nethercutt
 Istook Ney
 Jackson (IL) Northup
 Jackson-Lee Nussle
 (TX) Obey
 John Olver
 Johnson, E. B. Ose
 Jones (OH) Owens
 Kanjorski Oxley
 Kaptur Packard
 Kelly Pallone
 Kennedy Pascrell
 Kildee Pastor
 Kilpatrick Payne
 Kind (WI) Pelosi
 King (NY) Peterson (PA)
 Kingston Phelps
 Klink Pickering
 Knollenberg Pickett
 Kolbe Pitts
 Kucinich Pombo
 Kuykendall Pomeroy
 LaFalce Porter
 LaHood Portman
 Lampson Price (NC)
 Lantos Quinn
 Larson Radanovich
 Latham Rahall
 Lazio Rangel
 Leach Regula
 Lee Reyes
 Levin Reynolds
 Lewis (CA) Rivers
 Lewis (GA) Rodriguez
 Lewis (KY) Roemer
 Linder Rogan
 LoBiondo Rogers
 Lofgren Rohrabacher
 Lowey Ros-Lehtinen

Rothman
 Roukema
 Roybal-Allard
 Royce
 Rush
 Ryan (WI)
 Ryan (KS)
 Sandlin
 Sanford
 Schaffer
 Schakowsky
 Scott
 Serrano
 Shaw
 Sherman
 Sherwood
 Shows
 Simpson
 Sisisky
 Skeen
 Skelton
 Slaughter
 Smith (NJ)
 Smith (TX)
 Smith (WA)
 Snyder
 Souder
 Spence
 Stabenow
 Stark
 Stenholm
 Strickland
 Stump
 Stupak
 Talent
 Tauscher
 Tauzin
 Taylor (MS)
 Thomas
 Thompson (CA)
 Thompson (MS)
 Thornberry
 Thune
 Thurman
 Tiahrt
 Tierney
 Towns
 Traficant
 Turner
 Udall (CO)
 Udall (NM)
 Upton
 Vento
 Vislosky
 Vitter
 Walden
 Waters
 Watkins
 Watt (NC)
 Watts (OK)
 Waxman
 Weiner
 Weldon (FL)
 Weldon (PA)
 Weller
 Wexler
 Weygand
 Whitfield
 Wicker
 Wilson
 Wise
 Wolf
 Woolsey
 Wynn
 Young (FL)

Pease
 Peterson (MN)
 Petri
 Ramstad
 Ryan (WI)
 Ryan (KS)
 Sandlin
 Sanford
 Schaffer
 Sensenbrenner
 Sessions
 Shadegg
 Shays
 Shimkus
 Shuster
 Smith (MI)
 Spratt
 Stearns
 Sununu
 Tancredo
 Tanner
 Taylor (NC)
 Terry
 Toomey
 Velazquez
 Wamp
 Young (AK)

NOT VOTING—19

Berman
 Bonior
 Cannon
 Carson
 Fattah
 Jefferson
 Johnson (CT)
 Kleczka
 Mascara
 Meeks (NY)
 Miller, George
 Neal
 Norwood
 Pryce (OH)
 Riley
 Scarborough
 Sweeney
 Walsh
 Wu

□ 1901

Mr. WAMP and Mr. GORDON changed their vote from "yea" to "nay."

Mr. STARK changed his vote from "nay" to "yea."

So the conference report was agreed to.

The result of the vote was announced as above recorded.

A motion to reconsider was laid on the table.

ANNOUNCEMENT BY THE SPEAKER PRO TEMPORE

The SPEAKER pro tempore (Mr. LAHOOD). Pursuant to the provisions of clause 8 of rule XX, the Chair announces that he will postpone further proceedings today on any motion to suspend the rules on which a recorded vote or the yeas and nays are ordered or on which the vote is objected to under clause 6 of rule XX.

Such rollcall vote, if postponed, will be taken tomorrow.

EXTENDING CERTAIN EXPIRING FEDERAL AVIATION ADMINISTRATION AUTHORIZATIONS

Mr. DUNCAN. Mr. Speaker, I move to suspend the rules and pass the Senate bill (S.1637) to extend through the end of the current fiscal year certain expiring Federal Aviation Administration authorizations.

The Clerk read as follows:

S. 1637

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

SECTION 1. EXTENSION OF AIRPORT IMPROVEMENT PROGRAM, ETC.

(a) AUTHORIZATION OF APPROPRIATIONS.—Section 48103 of title 49, United States Code, is amended by striking "\$2,050,000,000 for the period beginning October 1, 1998 and ending August 6, 1999," and inserting "\$2,410,000,000 for the fiscal year ending September 30, 1999."

(b) OBLIGATIONAL AUTHORITY.—Section 47104(c) of such title is amended by striking "August 6, 1999," and inserting "September 30, 1999,".

(c) LIQUIDATION OF CONTRACT AUTHORIZATION.—The provision of the Department of Transportation and Related Agencies Appropriations Act, 1999, with the caption "GRANTS-IN-AID FOR AIRPORTS (LIQUIDATION OF CONTRACT AUTHORIZATION) (AIRPORT AND AIRWAY TRUST FUND)" is amended by striking "Code: *Provided further*, That no more than \$1,660,000,000 of funds limited under this

heading may be obligated prior to the enactment of a bill extending contract authorization for the Grants-in-Aid for Airports program to the third and fourth quarters of fiscal year 1999." and inserting "Code."

The SPEAKER pro tempore. Pursuant to the rule, the gentleman from Tennessee (Mr. DUNCAN) and the gentleman from Minnesota (Mr. OBERSTAR) each will control 20 minutes.

The Chair recognizes the gentleman from Tennessee (Mr. DUNCAN).

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

Mr. Speaker, this bill is an extremely important bill to our Nation's airports. The FAA's authority to make construction grants to airports under the Airport Improvement Program expired on August 6 of this year. At that time there was still \$290 million available for such grants, but this money could not be spent without a further authorization.

Since the expiration of the program, there have been no AIP discretionary grants given out to our Nation's airports. This bill would release the remaining \$290 million of AIP funds to those airports whose grant applications the FAA has approved. All of this money comes out of the Aviation Trust Fund, which is entirely supported by passenger ticket taxes and general aviation fuel taxes.

The money was assumed in last year's omnibus appropriations bill, so spending it now will not add a dime to the Federal deficit. More than 150 airports in every state in the Nation will benefit from these grants. It is essential that we move quickly on this bill.

The fiscal year ends on Thursday, and this bill must be signed into law before then in order for these necessary funds to be released. The Senate passed this bill on Friday, so favorable action by the House now would clear the measure for the President. I would expect the President to sign this bill. The FAA could then begin issuing the grants immediately. Given the late date, it should do this without the usual 3 day prior notification.

Mr. Speaker, I urge my colleagues to fully support this bill so that airport grant money will not be wasted.

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

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

Mr. Speaker, I rise in support of passage of S. 1637. This bill provides for extension of the Airport Improvement Program through the end of fiscal year 1999 and allows the Federal Aviation Administration to release the remaining AIP funds for this fiscal year to fund critical airport development projects. Each state will get additional aviation resources by the action the House will take today.

The best solution for the Nation's airports and air traffic control system is a long-term reauthorization bill that will unlock the trust funds, as we have done in legislation that has already

NAYS—87

Baker Deal
 Barr DeFazio
 Bartlett DeMint
 Barton Doolittle
 Bass Duncan
 Bereuter Ehlers
 Bilbray English
 Boehlert Filner
 Brady (TX) Ford
 Bryant Gibbons
 Burr Goode
 Chambliss Goodlatte
 Chenoweth Gordon
 Clement Graham
 Clyburn Green (WI)
 Coble Hall (TX)
 Coburn Hayes
 Collins Hefley
 Condit Hill (MT)
 Davis (VA) Hilleary

Hilliard
 Holden
 Hostettler
 Hutchinson
 Isakson
 Jenkins
 Johnson, Sam
 Jones (NC)
 Kasich
 LaTourette
 Lipinski
 Luther
 McInnis
 Minge
 Moran (KS)
 Myrick
 Oberstar
 Ortiz
 Paul