

effective and comprehensive approach to reform our illegal immigration policy. Nothing will improve until they do.

The (Springfield, MA) Republican: With eye on elections, House votes on fence, September 19, 2006

There has been much nonsensical talk around the matter of illegal immigration. And now there's been an extraordinarily nonsensical vote to go with all that blather. *Waco (TX) Tribune: Border fence more stunt than solution, September 18, 2006*

On a vote of 283-138, the House passed a Republican-written bill authorizing the construction of about 700 miles of fence along the 2,000-mile border with Mexico.

That's it. Shell out more than a billion tax dollars to build a partial fence along the U.S.-Mexico border. This legislation doesn't come within shouting distance of meaningful.

Voters should consider the unfunded partial-fence bill passed last week by the House as little more than an election-year stunt.

San Francisco Chronicle: Border fences— and fantasies, September 17, 2006

So when House Speaker Dennis Hastert, R-Ill., said last week that "Republicans believe we can have a no-penetration border" and that "if we build a fence, they will no longer come illegally," he was operating in the realm of politics, not reality.

What's needed is a far more sophisticated response to the immigration problem. A fence is likely to exacerbate the problem rather than resolve it.

Orlando Sentinel: Stall game, September 17, 2006

It's time the House and Senate tear down the partisan fencing that keeps America divided, and find a solution to a problem that is theirs—and theirs alone—to fix.

Inland Valley Daily Bulletin (Ontario, CA): Border policies review welcome, but fence is not, September 17, 2006

The fence strikes us as pre-election pandering so that lawmakers can go home to their districts and say they're cracking down on illegal immigration. But a wall won't cut it, if history is any guide.

East Valley Tribune (Scottsdale/Mesa, AZ): A meeting at the fence, September 17, 2006

Just as the 1986 reforms failed to stop illegal immigration because promised border and workplace enforcement didn't follow, a single-minded approach now to this complex program would drive illegal immigrants and human smugglers to take even greater risks to scale fences and sneak past border agents, while ignoring a huge shadow underclass of people living and working among us.

Arizona and all Americans deserve better from Washington.

Boston Herald: House hammers its message home, September 16, 2006

The House had an opportunity to achieve real reform on immigration, but the hard business of negotiating a compromise with the Senate doesn't make for a pithy campaign slogan. Easier to say "I voted in favor of a fence along the border. Twice."

South Florida Sun-Sentinel: More 'part' measures on immigration, September 16, 2006

Congress has had plenty of time to address this issue, but has chosen to use it as a political football in the upcoming elections. Now the GOP leadership says it wants changes approved in bits and pieces.

Piecemeal approaches, however, are what stymied immigration reform in the first place.

Lompoc (CA) Record: Immigration, long fences and workers, September 15, 2006

This nation needs immigration reform and secure borders, but it needs a law that makes

sense. Building a new fence doesn't make sense, and will only line the pockets of fencing contractors, while having little or no effect on the flow of illegal immigrants.

The Tennessean: Why no immigration bill?, September 12, 2006

Leaders from both parties vowed that 2006 would be the year for immigration reform. Yet by their inaction, members of Congress have marked 2006 only as the year for immigration rhetoric.

The House and Senate have passed vastly different versions of immigration reform. Leaders now say that the differences are too great to be reconciled.

That's not true. Both bills include serious provisions about border security. Those provisions create enough common ground for Congress to reach compromise on other elements, including a guest worker program.

Mr. KENNEDY. Mr. President, how much time do I have remaining?

The PRESIDING OFFICER. The time of the Senator has expired.

Mr. KENNEDY. Mr. President, could I ask for 2 minutes?

The PRESIDING OFFICER. Is there objection?

Without objection, it is so ordered.

NATIONAL INTELLIGENCE ESTIMATE—IRAQ

Mr. KENNEDY. Mr. President, to bring to the attention of the Senate, during the consideration of the DOD appropriations, I offered an amendment with my colleague Senator REID about an NIE for Iraq. We have not had an NIE—National Intelligence Estimate—just for Iraq. The one that has been printed in the newspapers, or the reports in the newspapers have been an NIE about global terrorism, of which Iraq was a part, but we have not had an NIE on Iraq in the last 2½ years. This was accepted in the conference report.

Yesterday I sent a letter to Mr. Negroponte, with Senator ROCKEFELLER, Senator LEVIN, Senator BIDEN, Senator REID, and Senator REED, urging him to move forward. It outlines the areas to be covered in the assessment. I had that letter printed in the RECORD.

I yield the floor.

The PRESIDING OFFICER. The Senator from Texas.

Mrs. HUTCHISON. Mr. President, we have four unanimous consent requests that I think have been cleared. I also want to reserve time for Senator LEAHY and Senator CORNYN, after the unanimous consent request, to say whatever they wish to say.

WRIGHT AMENDMENT REFORM ACT OF 2006

Mrs. HUTCHISON. Mr. President, I ask unanimous consent the Senate proceed to the immediate consideration of Calendar No. 563, S. 3661.

The PRESIDING OFFICER. The clerk will report the bill by title.

The legislative clerk read as follows:

A bill (S. 3661) to amend section 29 of the International Air Transportation Competition Act of 1979 relating to air transpor-

tation to and from Love Field, Texas, which had been reported from the Committee on Commerce, Science, and Transportation, with an amendment to strike all after the enacting clause and insert in lieu thereof the following:

SECTION 1. FINDINGS.

The Congress finds the following:

(1) The Dallas-Fort Worth region is served by two large airports, Dallas-Fort Worth International Airport and Love Field. American Airlines and Southwest Airlines each have their headquarters, respectively, at these two airports.

(2) Dallas-Fort Worth International Airport ranks fourth nationally and had more than 28 million enplanements in 2005. Love Field ranks fifty-sixth and had nearly 3 million enplanements in 2005.

(3) The history of the development and creation of the Dallas-Fort Worth International Airport and the subsequent use of Love Field has been one of continuous disagreement, frequent litigation, and constant uncertainty within the local communities. As a result of these factors, this has been the only time that Congress has intervened, with the consent of the local communities, to promulgate specific rules relating to the scope of a locally owned airport. Having done so, the dispute cannot end without a change in federal statutes. Therefore, Congress recognizes the completely unique historical circumstances involving these two airport and cities and the previous unprecedented history of legislation. This legislation is based on the compelling consensus of the civic parties to resolve the dispute on a permanent basis, assure the end of litigation, and establish long-term stability.

(4) In 1979, Congress intervened and passed legislation known as the Wright Amendment which imposed restrictions at Love Field limiting service from the airport to points within the State of Texas and States contiguous to Texas. Congress has since allowed service to the additional States of Alabama, Kansas, Mississippi, and Missouri. At the urging of Congressional leaders, local community leaders have reached consensus on a proposal for eliminating the restrictions at Love Field in a manner deemed equitable by the involved parties. That consensus is reflected in an agreement dated July 11, 2006.

(5) The agreement dated July 11, 2006, does not limit an air carrier's access to the Dallas Fort Worth metropolitan area, and in fact may increase access opportunities to other carriers and communities. It is not Congressional intent to limit any air carrier's access to either airport.

(6) At the urging of the Civil Aeronautics Board (CAB), the communities originally intended to create one large international airport, and close Love Field to commercial air transportation. Funding for the new airport was, in part, predicated on the closing of Love Field to commercial service, and was agreed to by the carriers then serving Love Field. Southwest Airlines, created after the local decision was made, asserted its rights and as a result a new international airport was built, and Love Field remained open.

(7) Congress also recognizes that the agreement, dated July 11, 2006, does not harm any city that is currently being served by these airports, and thus the agreement does not adversely affect the airline industry or other communities that are currently receiving service, or hope to receive service in the future.

(8) Congress finds that the agreement, dated July 11, 2006, furthers the public interest as consumers in, and accessing, the Dallas and Fort Worth areas should benefit from increased competition.

(9) Congress also recognizes that each of the parties was forced to make concessions to reach an agreement. The two carriers, Southwest Airlines and American Airlines, did so independently, determining what is in each of their interests separately. The negotiations between the

two communities forced each carrier to respond, individually, to a host of options, which ultimately were included, as part of the agreement dated July 11, 2006.

(10) Nothing in the agreement dated July 11, 2006, is intended to eliminate the jurisdiction of the U.S. Department of Transportation, the Federal Aviation Administration and the Transportation Security Administration with respect to the aviation safety and security responsibilities of those agencies.

SEC. 2. MODIFICATION OF PROVISIONS REGARDING FLIGHTS TO AND FROM LOVE FIELD, TEXAS.

(a) **EXPANDED SERVICE.**—Section 29(c) of the International Air Transportation Competition Act of 1979 is amended by striking “carrier, if (1)” and all that follows and inserting “carrier. Air carriers and, with regard to foreign air transportation, foreign air carriers, may offer for sale and provide through service and ticketing to or from Love Field, Texas, and any domestic or foreign destination through any point within Texas, New Mexico, Oklahoma, Kansas, Arkansas, Louisiana, Mississippi, Missouri, or Alabama.”.

(b) **REPEAL.**—Section 29 of the International Air Transportation Competition Act of 1979 (Public Law 96-192; 94 Stat. 48 et seq.) is repealed on the date that is 8 years after the date of enactment of this Act.

SEC. 3. TREATMENT OF INTERNATIONAL NON-STOP FLIGHTS TO AND FROM LOVE FIELD, TEXAS.

No person may provide, or offer to provide, air transportation of passengers for compensation or hire between Love Field, Texas, and any point or points outside the 50 States or the District of Columbia on a non-stop basis, and no officer or employee of the United States Government may take any action to make or designate Love Field, Texas, an initial point of entry into the United States or a last point of departure from the United States.

SEC. 4. CHARTER FLIGHTS AT LOVE FIELD, TEXAS.

(a) **IN GENERAL.**—Charter flights (as defined in section 212.1 of title 14, Code of Federal Regulations) at Love Field, Texas, shall be limited to destinations within the 50 States and the District of Columbia and shall be limited to no more than 10 per month per air carrier for charter flights beyond Texas, New Mexico, Oklahoma, Kansas, Arkansas, Louisiana, Mississippi, Missouri, or Alabama.

(b) **CARRIERS THAT LEASE GATES.**—Except for a flight operated by a Federal agency or by an air carrier under contract to a Federal agency or in extraordinary circumstances or irregular operations, all flights operated by air carriers that lease terminal gate space at Love Field, Texas, shall depart from and arrive at one of those leased gates.

(c) **CARRIERS THAT DO NOT LEASE GATES.**—A charter flight operated by an air carrier that does not lease terminal space at Love Field, Texas, may operate from non-terminal facilities or one of the terminal gates.

SEC. 5. AGREEMENT OF THE PARTIES.

(a) **IN GENERAL.**—Except as provided in subsection (b), any action taken by the City of Dallas, the City of Fort Worth, Southwest Airlines, American Airlines, or the Dallas-Fort Worth International Airport Board (referred to in this section as the “parties”) that is reasonably necessary to implement the provisions of the agreement dated July 11, 2006, and titled “Contract among the City of Dallas, the City of Fort Worth, Southwest Airlines Co., American Airlines, Inc., and DFW International Airport Board Incorporating the Substance of the Terms of the June 15, 2006 Joint Statement Between the Parties To Resolve the ‘Wright Amendment’ Issues”, and such agreement, shall be deemed to comply in all respects with the parties’ obligations under title 49, United States Code, and any other competition laws.

(b) **LIMITATIONS ON STATUTORY CONSTRUCTION.**—Nothing in this section shall be construed—

(1) to limit the obligations of the parties under the existing programs of the United States Department of Transportation and the Federal Aviation Administration relating to aviation safety, labor, environmental, national historic preservation, civil rights, small business concerns (including disadvantaged business enterprise), veteran’s preference, and disability access;

(2) to limit the obligations of the parties under the existing aviation security programs of the Department of Homeland Security and the Transportation Security Administration at Love Field, Texas; or

(3) to authorize the parties to offer marketing incentives that are in violation of Federal law, rules, orders, agreements, and other requirements.

(c) **LOVE FIELD GATES.**—The number of gates available for passenger air service at Love Field, Texas, shall be reduced, as soon as practicable, to no more than 20 gates, and thereafter shall not exceed a maximum of 20 gates.

(d) **GENERAL AVIATION.**—Nothing in the agreement described in subsection (a) shall affect general aviation service at Love Field, Texas, including flights to or from Love Field by general aviation aircraft for air taxi service, private or sport flying, aerial photography, crop dusting, corporate aviation, medical evacuation, flight training, police or fire fighting, and similar general aviation purposes, or by aircraft operated by any Federal agency or by any airline under contract to any Federal agency.

(e) **ENFORCEMENT.**—Notwithstanding any other provision of law, the Secretary of Transportation and the Administrator of the Federal Aviation Administration are prohibited from making findings or determinations, promulgating orders or rules, withholding airport improvement grants or approvals thereof, denying passenger facility charge applications, or taking any other action either self-initiated or on behalf of third parties, that is inconsistent with the provisions of the agreement described in subsection (a), or that challenge the legality of any of its provisions.

SEC. 6. JURISDICTION.

The Department of Transportation shall have exclusive jurisdiction with respect to the agreement described in section 5(a) of this Act.

SEC. 7. APPLICABILITY.

(a) **IN GENERAL.**—The provisions of this Act shall apply only to actions taken with respect to Love Field, Texas, or air transportation to or from Love Field, Texas, under the agreement described in section 5(a) of this Act and shall have no application to any other airport.

(b) **SAFETY REVIEW.**—The provisions of this Act shall not take effect if, within 30 days after the date of enactment of this Act, the Administrator of the Federal Aviation Administration determines and notifies Congress that aviation operations in the airspace serving Love Field, Texas, and the Dallas-Fort Worth area that will be facilitated by the agreement described in section 5(a) and by this Act, cannot be accommodated in compliance with FAA safety standards in accordance with section 40101 of title 49, United States Code.

There being no objection, the Senate proceeded to consider the bill.

Mrs. HUTCHISON. I ask unanimous consent the amendment at the desk be agreed to, the committee-reported amendment, as amended, be agreed to, the bill as amended be read a third time and passed, the motion to reconsider be laid on the table, and that any statements relating to the bill be printed in the RECORD.

The PRESIDING OFFICER. Without objection, it is so ordered.

The amendment (No. 5107) was agreed to, as follows:

AMENDMENT NO. 5107

Strike all after enacting clause and insert:

SECTION 1. SHORT TITLE.

This Act may be cited as the “Wright Amendment Reform Act of 2006”.

SEC. 2. MODIFICATION OF PROVISIONS REGARDING FLIGHTS TO AND FROM LOVE FIELD, TEXAS.

(a) **EXPANDED SERVICE.**—Section 29(c) of the International Air Transportation Competition Act of 1979 (Public Law 96-192; 94 Stat. 35) is amended by striking “carrier, if (1)” and all that follows and inserting the following: “carrier. Air carriers and, with regard to foreign air transportation, foreign air carriers, may offer for sale and provide through service and ticketing to or from Love Field, Texas, and any United States or foreign destination through any point within Texas, New Mexico, Oklahoma, Kansas, Arkansas, Louisiana, Mississippi, Missouri, or Alabama.”.

(b) **REPEAL.**—Section 29 of the International Air Transportation Competition Act of 1979 (94 Stat. 35), as amended by subsection (a), is repealed on the date that is 8 years after the date of enactment of this Act.

SEC. 3. TREATMENT OF INTERNATIONAL NON-STOP FLIGHTS TO AND FROM LOVE FIELD, TEXAS.

No person shall provide, or offer to provide, air transportation of passengers for compensation or hire between Love Field, Texas, and any point or points outside the 50 States or the District of Columbia on a nonstop basis, and no official or employee of the Federal Government may take any action to make or designate Love Field as an initial point of entry into the United States or a last point of departure from the United States.

SEC. 4. CHARTER FLIGHTS AT LOVE FIELD, TEXAS.

(a) **IN GENERAL.**—Charter flights (as defined in section 212.2 of title 14, Code of Federal Regulations) at Love Field, Texas, shall be limited to—

(1) destinations within the 50 States and the District of Columbia; and

(2) no more than 10 per month per air carrier for charter flights beyond the States of Texas, New Mexico, Oklahoma, Kansas, Arkansas, Louisiana, Mississippi, Missouri, and Alabama.

(b) **CARRIERS WHO LEASE GATES.**—All flights operated to or from Love Field by air carriers that lease terminal gate space at Love Field shall depart from and arrive at one of those leased gates; except for—

(1) flights operated by an agency of the Federal Government or by an air carrier under contract with an agency of the Federal Government; and

(2) irregular operations.

(c) **CARRIERS WHO DO NOT LEASE GATES.**—Charter flights from Love Field, Texas, operated by air carriers that do not lease terminal space at Love Field may operate from nonterminal facilities or one of the terminal gates at Love Field.

SEC. 5. LOVE FIELD GATES.

(a) **IN GENERAL.**—The city of Dallas, Texas, shall reduce as soon as practicable, the number of gates available for passenger air service at Love Field to no more than 20 gates. Thereafter, the number of gates available for such service shall not exceed a maximum of 20 gates. The city of Dallas, pursuant to its authority to operate and regulate the airport as granted under chapter 22 of the Texas Transportation Code and this Act, shall determine the allocation of leased gates and manage Love Field in accordance with contractual rights and obligations existing as of

the effective date of this Act for certificated air carriers providing scheduled passenger service at Love Field on July 11, 2006. To accommodate new entrant air carriers, the city of Dallas shall honor the scarce resource provision of the existing Love Field leases.

(b) **REMOVAL OF GATES AT LOVE FIELD.**—No Federal funds or passenger facility charges may be used to remove gates at the Lemmon Avenue facility, Love Field, in reducing the number of gates as required under this Act, but Federal funds or passenger facility charges may be used for other airport facilities under chapter 471 of title 49, United States Code.

(c) **GENERAL AVIATION.**—Nothing in this Act shall affect general aviation service at Love Field, including flights to or from Love Field by general aviation aircraft for air taxi service, private or sport flying, aerial photography, crop dusting, corporate aviation, medical evacuation, flight training, police or fire fighting, and similar general aviation purposes, or by aircraft operated by any agency of the Federal Government or by any air carrier under contract to any agency of the Federal Government.

(d) **ENFORCEMENT.**—

(1) **IN GENERAL.**—Notwithstanding any other provision of law, the Secretary of Transportation and the Administrator of the Federal Aviation Administration may not make findings or determinations, issue orders or rules, withhold airport improvement grants or approvals thereof, deny passenger facility charge applications, or take any other actions, either self-initiated or on behalf of third parties—

(A) that are inconsistent with the contract dated July 11, 2006, entered into by the city of Dallas, the city of Fort Worth, the DFW International Airport Board, and others regarding the resolution of the Wright Amendment issues, unless actions by the parties to the contract are not reasonably necessary to implement such contract; or

(B) that challenge the legality of any provision of such contract.

(2) **COMPLIANCE WITH TITLE 49 REQUIREMENTS.**—A contract described in paragraph (1)(A) of this subsection, and any actions taken by the parties to such contract that are reasonably necessary to implement its provisions, shall be deemed to comply in all respects with the parties' obligations under title 49, United States Code.

(e) **LIMITATION ON STATUTORY CONSTRUCTION.**—

(1) **IN GENERAL.**—Nothing in this Act shall be construed—

(A) to limit the obligations of the parties under the programs of the Department of Transportation and the Federal Aviation Administration relating to aviation safety, labor, environmental, national historic preservation, civil rights, small business concerns (including disadvantaged business enterprise), veteran's preference, disability access, and revenue diversion;

(B) to limit the authority of the Department of Transportation or the Federal Aviation Administration to enforce the obligations of the parties under the programs described in subparagraph (A);

(C) to limit the obligations of the parties under the security programs of the Department of Homeland Security, including the Transportation Security Administration, at Love Field, Texas;

(D) to authorize the parties to offer marketing incentives that are in violation of Federal law, rules, orders, agreements, and other requirements; or

(E) to limit the authority of the Federal Aviation Administration or any other Federal agency to enforce requirements of law and grant assurances (including subsections (a)(1), (a)(4), and (s) of section 47107 of title

49, United States Code) that impose obligations on Love Field to make its facilities available on a reasonable and nondiscriminatory basis to air carriers seeking to use such facilities, or to withhold grants or deny applications to applicants violating such obligations with respect to Love Field.

(2) **FACILITIES.**—Paragraph (1)(E)—

(A) shall only apply with respect to facilities that remain at Love Field after the city of Dallas has reduced the number of gates at Love Field as required by subsection (a); and

(B) shall not be construed to require the city of Dallas, Texas—

(i) to construct additional gates beyond the 20 gates referred to in subsection (a); or

(ii) to modify or eliminate preferential gate leases with air carriers in order to allocate gate capacity to new entrants or to create common use gates, unless such modification or elimination is implemented on a nationwide basis.

SEC. 6. APPLICABILITY.

The provisions of this Act shall apply to actions taken with respect to Love Field, Texas, or air transportation to or from Love Field, Texas, and shall have no application to any other airport (other than an airport owned or operated by the city of Dallas or the city of Fort Worth, or both).

SEC. 7. EFFECTIVE DATE.

Sections 1 through 6, including the amendments made by such sections, shall take effect on the date that the Administrator of the Federal Aviation Administration notifies Congress that aviation operations in the airspace serving Love Field and the Dallas-Fort Worth area which are likely to be conducted after enactment of this Act can be accommodated in full compliance with Federal Aviation Administration safety standards in accordance with section 40101 of title 49, United States Code, and, based on current expectations, without adverse effect on use of airspace in such area.

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

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

NEW ENGLAND WILDERNESS ACT OF 2006

Mrs. HUTCHISON. Mr. President, I ask unanimous consent the Senate proceed to the immediate consideration of S. 4001, introduced earlier today.

The PRESIDING OFFICER. The clerk will report the bill by title.

The legislative clerk read as follows:

A bill (S. 4001) to designate certain land in New England as wilderness for inclusion in the National Wilderness Survey system and certain land as a National Recreation Area, and for other purposes.

There being no objection, the Senate proceeded to consider the bill.

Mrs. HUTCHISON. I ask unanimous consent the bill be read a third time and passed, the motion to reconsider be laid upon the table, and any statements be printed in the RECORD.

The PRESIDING OFFICER. Without objection, it is so ordered.

The bill (S. 4001) was ordered to be engrossed for a third reading, was read the third time, and passed, as follows:

S. 4001

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

SECTION 1. SHORT TITLE; TABLE OF CONTENTS.

(a) **SHORT TITLE.**—This Act may be cited as the “New England Wilderness Act of 2006”.

(b) **TABLE OF CONTENTS.**—The table of contents of this Act is as follows:

Section 1. Short title; table of contents
Sec. 2. Definition of Secretary

TITLE I—NEW HAMPSHIRE

Sec. 101. Definition of State
Sec. 102. Designation of wilderness areas
Sec. 103. Map and description
Sec. 104. Administration

TITLE II—VERMONT

Sec. 201. Definitions
Subtitle A—Designation of Wilderness Areas
Sec. 211. Designation
Sec. 212. Map and description
Sec. 213. Administration
Subtitle B—Moosalamoo National Recreation Area
Sec. 221. Designation
Sec. 222. Map and description
Sec. 223. Administration of National Recreation Area

SEC. 2. DEFINITION OF SECRETARY.

In this Act, the term “Secretary” means the Secretary of Agriculture, acting through the Chief of the Forest Service.

TITLE I—NEW HAMPSHIRE

SEC. 101. DEFINITION OF STATE.

In this title, the term “State” means the State of New Hampshire.

SEC. 102. DESIGNATION OF WILDERNESS AREAS.

In accordance with the Wilderness Act (16 U.S.C. 1131 et seq.), the following Federal land in the State is designated as wilderness and as components of the National Wilderness Preservation System:

(1) Certain Federal land managed by the Forest Service, comprising approximately 23,700 acres, as generally depicted on the map entitled “Proposed Wild River Wilderness—White Mountain National Forest”, dated February 6, 2006, which shall be known as the “Wild River Wilderness”.

(2) Certain Federal land managed by the Forest Service, comprising approximately 10,800 acres, as generally depicted on the map entitled “Proposed Sandwich Range Wilderness Additions—White Mountain National Forest”, dated February 6, 2006, and which are incorporated in the Sandwich Range Wilderness, as designated by the New Hampshire Wilderness Act of 1984 (Public Law 98-323; 98 Stat. 259).

SEC. 103. MAP AND DESCRIPTION.

(a) **IN GENERAL.**—As soon as practicable after the date of enactment of this Act, the Secretary shall file a map and a legal description of each wilderness area designated by section 102 with the committees of appropriate jurisdiction in the Senate and the House of Representatives.

(b) **FORCE AND EFFECT.**—A map and legal description filed under subsection (a) shall have the same force and effect as if included in this Act, except that the Secretary may correct clerical and typographical errors in the map and legal description.

(c) **PUBLIC AVAILABILITY.**—Each map and legal description filed under subsection (a) shall be filed and made available for public inspection in the Office of the Chief of the Forest Service.

SEC. 104. ADMINISTRATION.

(a) **ADMINISTRATION.**—Subject to valid existing rights, each wilderness area designated under this title shall be administered by the Secretary in accordance with—

(1) the Federal Land Policy and Management Act of 1976 (43 U.S.C. 1701 et seq.); and

(2) the Wilderness Act (16 U.S.C. 1131 et seq.).

(b) **EFFECTIVE DATE OF WILDERNESS ACT.**—With respect to any wilderness area designated by this title, any reference in the