Food and books, and an awards presentation symposium featuring Michio Kushi and his Wednesday, June 9. The events include a Complementary Health Care during a special election on Macrobiotics and Alternative and professionals. The American Cancer Society re-attracted the attention of leading medical pro-

Michio Kushi, the founder of macrobiotics, was born in Japan and graduated from Tokyo University, the Faculty of Law, Department of Political Science. Influenced by the devastation of World War II, he decided to dedicate his life to the achieve-

ment of world peace and the development of humanity. Kushi and his wife Aline founded macrobiotics to North America in the 1950s by establishing the first macrobiotic restaurant in New York. In the 1960s, the Kushis moved to Boston and founded Erewhon, the nation’s pioneer natural foods distributor and manufac-
turer. Over the last thirty years Michio Kushi has taught throughout the United States and abroad, giving lectures and seminars on diet, health, consciousness and the peaceful meet-
ing of East and West. In 1978, the Kushis founded the Kushi Institute, an educational or-

ganization for the training of future leaders of society, including macrobiotic teachers, coun-
selors, cooks and lifestyle advisers. In 1986, Michio Kushi founded One Peaceful World, an international information network and friend-

ship society of macrobiotic friends, families, business, educational center, and other asso-
ciations to help guide society and contribute to world health and world peace. In the 1980s, Kushi began meeting with government and so-
cial leaders at the United Nations, the World Health Organization, and the White House. The health benefits of a macrobiotic diet have at-
tracted the attention of leading medical pro-

fessionals. The American Cancer Society re-
ports that a macrobiotic diet may lower the risk of cancer.

The Smithsonian Institution will announce the acquisition of the Michio Kushi Family Col-
lection on Macrobiotics and Alternative and Complementary Health Care during a special day-long event at the National Museum of American History in Washington, D.C. on Wednesday, June 9. The events include a symposium featuring Michio Kushi and his wife Aline Kushi, an exhibit of macrobiotic food and books, and an awards presentation to Mr. and Mrs. Kushi for their significant role in the development of alternative and com-

prehensive health care and to the formation of the natural and whole foods movement.

I ask my fellow legislators to do me in ap-
plauding the dedication and hard work of the Kushis in helping to educate the world’s popu-
lation on the benefits of the macrobiotic diet.

Promoting International Aviation Safety

Mr. KUCINICH. Mr. Speaker, I rise today to re-
ognize Michio Kushi, the 20th century de-
veloper of macrobiotics. This diet is the catal-
yst for many of the mainstream dietary and lifestyle changes currently taking place. The Standard Macrobiotic diet has been practiced widely throughout history by all major civilizations and cultures. The Diet cen-
ters on whole cereal grains and their products and other plant quality. Twenty-five to thirty percent of daily food consists of vegetables and the remaining intake is comprised of soups, beans and sea vegetables. Consumption of products such as meat and dairy prod-

ucts are typically avoided. Michio Kushi, the founder of macrobiotics, was born in Japan and graduated from Tokyo University, the Faculty of Law, Department of Political Science. Influenced by the devastation of World War II, he decided to dedicate his life to the achieve-

ment of world peace and the development of humanity.

As relationships between domestic and for-

eign carriers continue to grow through code-

sharing, we need to take a hard look at whether safety has kept pace. Since 1994, the num-

ber of code-sharing alliances has more than doubled—from 61 to 163. A passenger who buys a ticket from a U.S. airline for a code-

sharing flight (ticketed as a flight by a U.S. air-

line) has a right to expect that the entire flight is operated according to U.S. safety stand-

ards. Yet, put simply, there is not a process within the Department of Transportation (DOT) for assuring that a foreign code-share partner operates under safety standards similar to those governing U.S. airlines.

A look at the world’s aviation safety record establishes the need for prompt action. There is a wide disparity in the accident rates for dif-

ferent regions, with Africa and South and Central America, for example, having an overall accident rate considerably higher than the world average. This suggests strongly that some carriers are not offering a similar level of safety as U.S. carriers. Unfortunately, DOT does not have a comprehensive mechanism in place to determine whether particular foreign carriers have safety deficiencies before code-

sharing arrangements are approved.

Accordingly, I am introducing legislation today with my colleagues, ranking Aviation Subcommittee member Mr. Lipinski and Ms. Johnson of Texas, that will dramatically im-
prove DOT’s organizational capability to as-

sess whether a proposed foreign code share meets safety standards similar to those re-

quired of our U.S. carriers.

The legislation would require a U.S. carrier seeking to code share with a foreign air carrier to conduct a comprehensive safety audit, in-

cluding on-site inspections, of the foreign car-

rier’s operations. Prior to receiving DOT ap-

proval of a foreign code share, the U.S. air carrier must certify to the Federal Aviation Ad-

ministration (FAA) that the foreign air carrier meets the standards set forth in its FAA-ap-

proved safety audit program. In turn, the FAA would be required to conduct a comprehen-

sive annual review of each domestic carrier’s approved audit program, thus assuring that the FAA remains vigilant in its oversight of the carrier’s implementation of that program. The domestic carrier would also conduct a periodic review of the foreign carrier’s operations to en-

sure continued compliance with the safety standards. In addition, the FAA would be di-

rected to work with the International Civil Avia-

tion Organization to ensure that code-sharing oversight becomes a part of any foreign authority’s air safety regulatory framework.

The importance of this requirement cannot be overstated. Currently, the FAA, which is re-
sponsible for safety oversight of our domestic carriers, conducts only limited review of for-
eign airlines participating in code-

share agree-

ments with our airlines. For foreign airlines, the FAA looks only at whether the flag country has a good institutional structure for regulating aviation safety. The FAA does not evaluate the safety of the foreign airline itself.

Delta’s recent suspension of its code-share with Korean Air underscores this point. The FAA had no safety concerns with the arrange-

ment because South Korea has a system for regulating safety that, on paper, appeared adequate. However, in this case, possi-

bly in far too many other cases—there ap-

pears to be little correlation between FAA’s assessment of the foreign regulatory system and the actual safety performance of a carrier.

That observation is not meant to fault FAA for its efforts to assess the aviation regulatory systems of foreign governments. The FAA’s assessment does provide valuable information about the structure and capabilities of a par-
ticular country’s civil aviation authority; it does not provide specific information about foreign code-share partner, when the changing nature of international aviation demands such an as-

sessment.

This legislation will respond to the challenge of increasing the safety margin for the Amer-

ican traveling public by establishing a process for making meaningful safety judgments about foreign airlines. I urge my colleagues to join me in co-spon-

soring this legislation.

Tribute to the Mennonite College of Nursing

Mr. Ewing. Mr. Speaker, I rise today to honor the Mennonite College of Nursing in Bloomington, Illinois on the occasion of their 80th year. Not only is this an historic marker for making meaningful safety judgments about foreign airlines. I urge my colleagues to join me in co-spon-

soring this legislation.

Tribute to the Mennonite College of Nursing

HON. THOMAS W. EWING
OF ILLINOIS
IN THE HOUSE OF REPRESENTATIVES
Monday, June 7, 1999

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