

## SENATE—Wednesday, March 8, 2000

The Senate met at 9:30 a.m. and was called to order by the President pro tempore [Mr. THURMOND].

### PRAYER

The Chaplain, Dr. Lloyd John Ogilvie, offered the following prayer:

Almighty God, we praise You for not making life a courtroom without a judge. We don't have to judge ourselves with self-condemnation or others with harshness. You are the judge of our lives, the one to whom we must account for our behavior, character, and relationships. We expose our private and public lives to Your judgment. There are no secrets from You. We spread out before You the work of this Senate and ask You to show us what You require. This is Your nation. The Senators and all who work for and with them are here by divine appointment. Your justice and righteousness are our mandates. May we see ourselves honestly in the pure white light of Your truth.

As we stand before You as our judge, we view You beside us with mercy and within us as perfect peace. Take our hands, dear Lord. Lead us on so that as this day closes and we say our prayers, we may have less to confess and more for which to give thanks. In Your righteous, all-powerful name. Amen.

### PLEDGE OF ALLEGIANCE

The Honorable WAYNE ALLARD, a Senator from the State of Colorado, led the Pledge of Allegiance, as follows:

I pledge allegiance to the Flag of the United States of America, and to the Republic for which it stands, one nation under God, indivisible, with liberty and justice for all.

### RECOGNITION OF THE ACTING MAJORITY LEADER

The PRESIDING OFFICER (Mr. ALLARD). The Senator from Washington is recognized.

### SCHEDULE

Mr. GORTON. Mr. President, this morning the Senate will begin 1 hour of debate on the conference report to accompany the Federal Aviation Administration bill. Following that debate, the Senate will be in a period of morning business until 11:30 a.m. with the time under the control of Senators BROWNBACK and DURBIN. Following morning business, the Senate will begin consideration of the Export Administration Act with amendments to the bill expected to be offered. As a reminder, there will be three stacked

votes at 5 p.m. The first vote will be on the conference report to accompany the Federal Aviation Administration bill, to be followed by the two cloture votes with respect to the Berzon and Paez nominations.

I thank my colleagues for their cooperation.

### UNANIMOUS CONSENT REQUEST— S. RES. 237

The PRESIDING OFFICER. The Senator from Nevada.

Mr. REID. Mr. President, I ask unanimous consent the Senate proceed to the immediate consideration of S. Res. 237, which has been held over under the rule, that the resolution be agreed to, the preamble be agreed to, and that the motion to reconsider be laid upon the table.

The PRESIDING OFFICER. Is there objection?

Mr. GORTON. I object.

The PRESIDING OFFICER. Objection is heard.

Mr. REID. Mr. President, for the minority, we are grateful that we are now at a point where we can move forward on the FAA bill. It has been held up for a long time. It is very important to the country, and hopefully by the end of the day we will have the conference report approved.

We also hope, with the export administration bill that we have been waiting for weeks now to have debated in the Senate, we can move forward with that bill. We are very hopeful that the bill that comes out of conference is one that has the meat of what is needed to help our high-tech industry and not a watered-down version of a bill we may not be able to support.

### RESERVATION OF LEADER TIME

The PRESIDING OFFICER. Under the previous order, the leadership time is reserved.

### WENDELL H. FORD AVIATION INVESTMENT AND REFORM ACT FOR THE 21ST CENTURY—CONFERENCE REPORT

The PRESIDING OFFICER. Under the previous order, the Senate will now proceed to the consideration of the conference report accompanying H.R. 1000 which the clerk will report.

The legislative clerk read as follows:

The committee on conference on the disagreeing votes of the two Houses on the amendment of the Senate to the bill, H.R. 1000, have agreed to recommend and do recommend to their respective Houses this report, signed by a majority of the conferees.

The PRESIDING OFFICER. Without objection, the Senate will proceed to the consideration of the conference report.

(The conference report is printed in the House proceedings of the RECORD of today, March 8, 2000.)

The PRESIDING OFFICER. Under the previous order, there will be 60 minutes of debate with 20 minutes under the control of the majority leader, 20 minutes under the control of the Democratic leader, and 20 minutes under the control of the Senator from New Jersey, Mr. LAUTENBERG.

The Senator from Washington.

Mr. GORTON. Mr. President, it is with great pleasure that I appear here today with my friend and colleague from West Virginia, Senator ROCKEFELLER, to present to the Senate the conference report on the Federal Aviation Administration reauthorization measure. The compromise reached in this legislation is not only fair but constructive. It will provide necessary increases especially in capital funds for our aviation infrastructure and does provide a reasonable balance with the needs of that system and our limited Federal resources.

I went to the conference committee on this bill with a unique perspective because I sit on the Budget and Appropriations Committees as well as serving as the chairman of the Aviation Subcommittee. My duties on these committees allowed me to see the hard choices that must be made to stay within our tight budgets.

The final agreement reached with Chairman SHUSTER in the House ensures the trust fund revenues will be used for aviation spending. I joined Senator DOMENICI in supporting the Senate position on this issue, a position that allows for expenditure of these revenues for their intended purposes without tying the hands of the Appropriations Committee. That was an integral part of the final passage, and I commend Senator DOMENICI for his hard work on this issue, together with the tremendous contributions we received from Senator STEVENS.

One issue with which I have some reservations is amending the Death on the High Seas Act. I am pleased that the resolution amends the statute to bring the anachronistic law more up to date by allowing the recovery of certain types of non-economic damages. The resolution removes the cap on these damages contained in the Senate bill. I am also pleased that we have clearly retained the prohibition on punitive damages, which are not designed to compensate and which are so often