

The bill also includes a provision to set mammography quality standards. Women make up 5 percent of the veterans' population. While the veterans' population is decreasing, female representation is increasing. As a society, we must quickly adapt to this change and better serve women veterans.

I am pleased to see that we were able to work in a bipartisan fashion to make improvements in women's health care services.

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#### ENCRYPTION

HON. ANNA G. ESHOO

OF CALIFORNIA

IN THE HOUSE OF REPRESENTATIVES

*Wednesday, July 17, 1996*

Ms. ESHOO. Mr. Speaker, yesterday the House of Representatives passed the Omnibus Export Administration Act of 1995 to improve export opportunities for American businesses.

Unfortunately, this legislation did not address the limits placed on overseas sales of encryption products.

Encryption technology can make electronic information indecipherable to anyone lacking the mathematical formula, or key, to unlock the data. It offers companies the promise of protection against hackers, the Government the promise of protection from terrorists, and for e-mail users the promise of privacy against prying eyes.

It also offers the promise of \$60 billion in potential export sales for American high tech companies by the year 2000. But these sales will remain out of reach unless the U.S. Government loosens restrictions on encryption exports to reflect the ready availability of powerful encryption products on the foreign market and through the Internet.

Mr. Speaker, Congress needs to pass the Security and Freedom through Encryption Act. It's a bipartisan, commonsense approach to resolving a trade problem that's costing the high tech industry billions of dollars, and costing American citizens their right to privacy.

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#### AIRCRAFT REPAIR STATION SAFETY ACT OF 1996

HON. ROBERT A. BORSKI

OF PENNSYLVANIA

IN THE HOUSE OF REPRESENTATIVES

*Wednesday, July 17, 1996*

Mr. BORSKI. Mr. Speaker, today I am introducing the Aircraft Repair Station Safety Act of 1996, a bill designed to ensure that foreign repair stations that perform work on aircraft owned by U.S.-based airlines meet the same or equivalent safety standards as U.S. repair stations.

This legislation is absolutely essential to make sure that, in the interest of the bottom line, U.S. airlines are not tempted to transfer work abroad to repair stations that do not meet the same standards as domestic repair stations.

The bill specifically addresses serious safety concern: The 1988 Federal Aviation Administration regulations, part 145, which eased the rules for certification of foreign aircraft repair facilities. As a result of those regulations, there are repair enterprises around the world

actively seeking to secure the lucrative maintenance work for U.S. aircraft and components.

The FAA's 1988 regulations needlessly changed the rules for worldwide maintenance. Previously, U.S. aircraft were required to be repaired in the United States except in emergencies or if the plane was being used solely in international operations. Today, regularly scheduled maintenance is being performed abroad, even if standards for those foreign repair stations are not as high as those for U.S. stations and regardless of the impact on the U.S. work force.

If facilities in countries such as Mexico and Costa Rica succeed in attracting large amounts of work for United States aircraft, I fear that aviation safety standards will erode and high-wage, high-skill United States workers may see their jobs move overseas to take advantage of low wages in Third World nations. This bill will prevent the loss of jobs in the United States to foreign repair stations with lower standards.

This issue is much like the issue of the application of U.S. safety standards to foreign airlines, a matter which I examined intensively as chairman of the Subcommittee on Investigations and Oversight in the 102d and 103d Congresses. I was disappointed at that time by the FAA's slow response to the need of application of U.S. safety standards to foreign airlines, just as I am disappointed today by FAA's failure to respond to the need to revise the 1988 regulations.

With the heightened national attention to aviation safety issues that exists today, this bill focus on the need to ensure that foreign aircraft repair stations meet the highest possible safety standards by operating under the same rules as U.S. domestic facilities.

This bill will promote safe skies, require uniform aircraft repair standards around the world, and shield an important, high wage American job sector from attempts to ship jobs overseas to low-wage countries.

With passage of this legislation, we will ensure that foreign repair facilities do not obtain FAA certification unless they meet the same standards that our Government imposes on U.S. facilities.

The Aircraft Repair Station Safety Act of 1996 consists of three main provisions:

First, the bill nullifies the November, 1988 FAA regulations which made it far too easy for foreign aircraft repair facilities to obtain FAA certification regardless of need;

Second, the bill levels the playing field by requiring foreign facilities to fulfill the same standards as those imposed on domestic repair stations by the FAA; and

Third, the bill requires FAA to take strong action against those who would knowingly employ the use of substandard or uncertificated parts.

These issues are especially important and timely in the wake of the ValuJet tragedy where we discovered a confusing maze of 56 contractors and subcontractors used to handle aircraft maintenance normally performed in-house by the major air carriers. It is clear that there were serious problems with the regulatory system's ability to conduct adequate surveillance of domestic contract operators. At the same time, we cannot ignore the potential regulatory and enforcement problems associated with oversight of foreign facilities.

Unless overturned, the current FAA regulations could inspire U.S. air carriers to send

high-wage mechanics jobs to low-wage countries. FAA-certified facilities in Mexico and Costa Rica, as well as other countries, employ workers who, in comparison to U.S. workers, earn extremely low wages to perform highly specialized, sensitive jobs.

In Tijuana, Mexico, a massive FAA-certified facility is ready to take on aircraft maintenance work even though there is sufficient capacity with thousands of skilled American workers ready to handle this safety-sensitive work. The purpose of the Tijuana facility is clear: to lure lucrative aircraft repair business from the United States at the expense of high-wage American jobs.

Congress and the FAA have the clear responsibility to ensure that the traveling public does not face unnecessary risks caused by the expansion of globalization of air transport to the area of aircraft maintenance. This expansion must not result in the reduction of safety standards.

We also have the duty to discourage the movement of high-skill mechanics jobs overseas and to make sure that any unscrupulous company that would knowingly use bogus parts faces a loss of certification.

The Aircraft Repair Station Safety Act of 1996 brings common sense and equity to the FAA's aircraft repair facility certification program. I urge my colleagues to join me in support of the Aircraft Repair Station Safety Act of 1996.

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#### SOCIAL SECURITY FAIRNESS ACT OF 1996

HON. TIM HOLDEN

OF PENNSYLVANIA

IN THE HOUSE OF REPRESENTATIVES

*Wednesday, July 17, 1996*

Mr. HOLDEN. Mr. Speaker, I rise today to ask my colleagues to cosponsor the bill I will introduce today, the Social Security Benefits Fairness Act of 1996.

Under current law, no Social Security benefits are paid for the month of death. When a person dies, their family is not entitled to the benefits and must send back the Social Security check—even if they lived for most of the month. This happens to many families in my district.

For example, Mrs. Phyllis Strunk's husband, Royden, died on May 31, 1996, at 7:04 p.m., living the entire month and incurring normal living expenses. His wife was told she would not receive her husband's benefits for May because he did not live 4 hours and 56 minutes longer.

According to his family, Mr. Strunk "lived a quiet life after [serving in] the war—he obeyed the law, paid his taxes, voted, gave to those less fortunate than he, and rarely had an extra dollar after his families needs were met. In many ways, the country [he] had honored and fought for cheated him in life, and now, it has repaid his loyalty by also cheating him in death."

This law is cruel and affects people adversely when they are already saddened and distraught by the death of a family member. I have heard from tearful and outraged widows and widowers, daughters, and sons who have already suffered a great loss—they want to know why they have to send the money back when it is needed to pay utilities, rent, and

other bills left by the death of a loved one. People can not control when they die, but, unfortunately, their bills and expenses remain.

Why punish those who pay their taxes, serve our country, and are law-abiding citizens? We should be going after the people who evade our tax system and the convicted felons who continue to receive Social Security benefits while in prison—not those people who contribute to society. This law is unfair and absurd.

That is why I am introducing the Social Security Benefits Fairness Act of 1996. My bill will return fairness to the Social Security System. The bill would amend the Social Security Act, allowing benefits to be paid for the month of death. A surviving spouse or family estate would receive one-half of a month's benefits if a person dies within the first 15 days of a month and full benefits if a person dies after the 15th. Making this fair and fundamental change will ensure that a surviving spouse or family will have the Social Security check to cover the expenses for the last month of life.

Please join me in this effort and cosponsor the Social Security Benefits Fairness Act of 1996.

#### CITIZENSHIP U.S.A.

HON. ILEANA ROS-LEHTINEN

OF FLORIDA

IN THE HOUSE OF REPRESENTATIVES

*Wednesday, July 17, 1996*

Ms. ROS-LEHTINEN. Mr. Speaker, I rise in support of the Citizenship U.S.A. Program established by the Immigration and Naturalization Service.

Citizenship U.S.A. is the largest effort in the history of the Immigration and Naturalization Service to help eligible immigrants become U.S. citizens. This combined effort will allow the INS to be current with citizenship applications by the end of the summer. In order to achieve this goal, INS is focusing on updating three major components of the citizenship system—hiring of additional people, improving the process, and expanding INS's partnership with local officials and community organizations.

This program's necessity has been established by a dramatic rise of citizenship applications from an average of 300,000 annually before fiscal year 1994 to more than 1 million in fiscal year 1995, with more than 1 million additional applications expected for fiscal year 1996. The Miami district has been especially hard pressed, receiving nearly 107,000 N-400 applications in fiscal year 1995. This is easily a 174-percent increase over fiscal year 1994.

In order to meet the above challenge, INS has already approached several critical milestones as a result of this program. In February, INS opened the new Miami Citizenship Center. This serves as the new home for the entire Miami citizenship staff and is dedicated to the testing and interviewing of naturalization applicants. INS has also substantially increased its officer and clerical staff throughout the country, and has been able to extend its hours of operation significantly as a direct result. Citizenship U.S.A. has also contributed to completions of N-400 citizenship applications. As a result of this program, the Miami district completed 29,898 N-400 applications in the first 6 months of fiscal year 1996, more than the total number completed in all of fiscal year

1995. The Miami district expects to swear in an average of 24,000 new citizens each month during the peak period of this initiative.

I congratulate INS for this meritorious program.

#### LTC JAMES E. ROGERS ON HIS RECENT COMMAND APPOINTMENT

HON. DICK CHRYSLER

OF MICHIGAN

IN THE HOUSE OF REPRESENTATIVES

*Wednesday, July 17, 1996*

Mr. CHRYSLER Mr. Speaker, I rise today to commend LTC James E. Rogers on his appointment as the incoming commander of the U.S. Army's 82d Forward Support Battalion, 82d Airborne Division, stationed at Fort Bragg. LTC James Rogers has a long and distinguished military service record and has dedicated his life to protecting the freedom and liberty of our Nation.

Lieutenant Colonel Rogers was born and raised in Howell, MI, where his parents Joyce and John Rogers still reside and where he still serves as an example to hundreds of local youths in the community of what personal honor and leadership can achieve.

Lieutenant Colonel Rogers was commissioned in the Ordnance Corps on June 6, 1979, upon graduation from the U.S. Military Academy at West Point. Lieutenant Colonel Rogers was recommended for an appointment by my own former Congressman Bill Broomfield, and I only hope that I have the foresight he had in identifying the qualities needed for our future leaders.

Lieutenant Colonel Rogers military education includes Ordnance officer basic and advance courses, Combined Arms and Services Staff School, and the Army Command and General Staff College.

He has obtained further academic credentials in the course of his military service as well, earning a masters degree in industrial and operations engineering from the University of Michigan.

LTC James Rogers has served in several challenging assignments throughout the United States and Korea, ensuring that the military readiness of our troops is unmatched anywhere in the world. He has accelerated through the ranks and demonstrated an enormous capacity of responsibility and integrity as a military leader, earning him the respect of his superiors, his peers, and the men and women who serve under him.

He has earned personal awards and decorations that include the Meritorious Service Medal with three Oak Leave Clusters, Army Commendation Medal with Oak Leave Cluster, Army Achievement Medal, Senior Parachutist Badge, and the Air Assault Badge.

I have no doubt that in his newest assignment, Lieutenant Colonel Rogers will serve as an exemplary soldier, continuing the standard of excellence he has set for himself and living up to the 82d Forward Support Battalion's motto of Subsidiium—Sine Qua Non, Support—Without Which There Is Nothing.

Congratulations to LTC James E. Rogers. Good luck to you, your wife Reba, and your two young children Jeffrey and Thomas.

#### JIM MASUCCI RETIRES

HON. JACK FIELDS

OF TEXAS

IN THE HOUSE OF REPRESENTATIVES

*Wednesday, July 17, 1996*

Mr. FIELDS of Texas. Mr. Speaker, after 41 years with Capital Cities/ABC, and after 26 years at KTRK-TV in Houston—the last 6 years as president and general manager—Jim Masucci has decided its time to retire. I want to take a moment to salute Jim—both for his successful career in the television industry, but also for his outstanding record of community service.

Jim is not just a highly talented television executive. He is a friend with whom I've consulted on a number of telecommunications issues over the years. He is also a respected member of his community who has devoted his time and talents to a variety of civic programs that have touched the lives of tens of thousands of Houston-area residents.

Jim began his television career in 1956 as a member of the production staff of the original Capital Cities Communications station—WTEN-TV in Albany, NY. He later served as the station's director-producer, production manager and then programming director. While working at WTEN, Jim was responsible for producing 10 cerebral palsy telethons and received the George Washington Medal of Freedom for Excellence in Children's Programming.

In 1970, Jim moved to Houston to become operations manager at KTRK-TV, another Capital Cities Communications station. While serving as channel 13's operations manager, he produced the first televised Vince Lombardi Awards program, and was instrumental in the development of the televised Jefferson Awards ceremony. Jim also played a key role in developing "Good Morning Houston," one of the Nation's most-watched local talk shows.

That kind of success caught the attention of corporate management. In 1983, while still serving as operations manager of channel 13, Jim was named divisional vice president for Capital Cities. In 1986, Capital Cities acquired the ABC television network and became Capital Cities-ABC. Following that merger, Jim was named vice president of the broadcast division at Capital Cities-ABC.

But Mr. Speaker, it is Jim's record of community service that has made him one of the most respected broadcast executives in Texas.

In 1983, Jim helped create the Houston Crime Stoppers program, which aids the police in locating, and apprehending, suspects in unsolved crimes. Jim has served on the board of the Houston Crime Stoppers program—as well as on the board of the Houston's Area Urban League and the Houston Symphony.

Jim also has been recognized for a number of innovative community service efforts, including the Jefferson Awards, the Vince Lombardi Awards, the 1986 Texas Sesquicentennial celebration, the 1988 Challenger Center gala, and the 1990 Night of the Thousand Lights: A Houston Crackdown Celebration.

It was his work with the Houston Metropolitan Area Youth Soccer League that best illustrates the energy—and the success—that Jim brings to any project in which he's involved. Initially, organizers hoped that 1,500 inner-city youths would participate in the program. Due