The Assistant Secretary of Defense concurred with the IG's findings. He promised corrective action in the areas of budgeting, management, acquisition and oversight. The administration disagreed, however, with the IG's recommendation that unauthorized services be stopped. This sole remaining area of disagreement is the subject of the Spence amendment.

The Spence WHCA amendment simply reaffirms the Agency's traditional role by limiting its use of DOD appropriations to providing telecommunications support to the President, the Vice President, and others specified by the President. Adoption of the amendment will refocus WHCA's mission and prohibit the improper funding of nontelecommunications activities through Defense dollars. Those activities will be returned to the White House for executive funding, management, and control.

While Chairman SPENCE, Subcommittee Chairman ZELIFF, and I had hoped to pursue this correction informally, we have been stymied by the administration's refusal to address the problem. The White House has even prohibited its witnesses from appearing at the oversight hearing which Mr. ZELIFF will chair on Thursday. Because the administration has rejected the inspector general's recommendation and refused to discuss informal correction, we have no choice but to proceed with the amendment.

I appreciate the gentleman's sponsorship of this small, but important reform, commend him on his work, and urge the amendment's adoption.

Mr. DELLUMS. Mr. Chairman, I yield back the balance of my time.

Mr. SPENCE. Mr. Chairman, I have no further requests for time, and I yield back the balance of my time.

The CHAIRMAN. The question is on the amendments en bloc, as modified, offered by the gentleman from South Carolina [Mr. SPENCE].

The amendments en bloc, as modified, were agreed to.

Mr. SPENCE. Mr. Chairman, I move that the Committee do now rise.

The motion was agreed to.

Accordingly, the Committee rose; and the Speaker pro tempore (Mr. CHABOT) having assumed the chair, Mr. BARRETT of Nebraska, Chairman of the Committee of the Whole House on the State of the Union, reported that that Committee, having had under consideration the bill, (H.R. 3230) to authorize appropriations for fiscal year 1997 for military activities of the Department of Defense, to prescribe military personnel strengths for fiscal year 1997, and for other purposes, had come to no resolution thereon.

GENERAL LEAVE

Mr. SPENCE. Mr. Speaker, I ask unanimous consent that all Members may have 5 legislative days within which to revise and extend their remarks on H.R. 3230.

The SPEAKER pro tempore. Is there objection to the request of the gentleman from South Carolina?

There was no objection.

PERMISSION FOR COMMITTEE ON THE BUDGET TO FILE REPORT ON AND PROVIDING FOR CONSIDERATION OF CONCURRENT RESOLUTION ON THE BUDGET, FISCAL YEAR 1997

Mr. HOBSON. Mr. Speaker, I ask unanimous consent that the Committee on the Budget may have until midnight tonight to file a report on the concurrent resolution on the budget for fiscal year 1997, and that it be in order on Wednesday, May 15, 1996, to consider that concurrent resolution under the following terms:

One, the Speaker may declare the House resolved into the Committee of the Whole House on the State of the Union for consideration of the concurrent resolution;

Two, the first reading of the concurrent resolution shall be dispensed with;

Three, all points of order against consideration of the concurrent resolution shall be waived;

Four, general debate shall be confined to the congressional budget and shall not exceed 3 hours, including 1 hour on the subject of economic goals and policies, equally divided and controlled by the chairman and ranking minority member of the Committee on the Budget;

Five, after general debate, the Committee shall rise without motion;

And six, no further consideration of the concurrent resolution shall be in order except pursuant to a subsequent order of the House.

The SPEAKER pro tempore. Is there objection to the request of the gentleman from Ohio?

There was no objection.

NOTIFICATION OF INTENT TO OFFER HOUSE RESOLUTION 303 RAISING A QUESTION OF PRIVILEGE

Mr. MOAKLEY. Mr. Speaker, pursuant to clause 4(C) of rule XI, I announce my intention to call up House Resolution 303 as a question of privilege. The resolution was reported on December 13, 1995.

SPECIAL ORDERS

The SPEAKER pro tempore. Under the Speaker's announced policy of May 12, 1995, and under a previous order of the House, the following Members will be recognized for 5 minutes each.

The SPEAKER pro tempore. Under a previous order of the House, the gentleman from Massachusetts [Mr. MEEHAN] is recognized for 5 minutes.

[Mr. MEEHAN addressed the House. His remarks will appear hereafter in the Extensions of Remarks.]

The SPEAKER pro tempore. Under a previous order of the House, the gentleman from Indiana [Mr. BURTON] is recognized for 5 minutes.

[Mr. BURTON of Indiana addressed the House. His remarks will appear hereafter in the Extensions of Remarks.]

THE AVIATION SAFETY PROTECTION ACT OF 1996

The SPEAKER pro tempore. Under a previous order of the House, the gentleman from South Carolina [Mr. CLYBURN] is recognized for 5 minutes.

Mr. CLYBURN. Mr. Speaker, I regret the crash of ValuJet flight 592 was the catalyst for renewed attention on airline safety. However, I hope that a productive dialog on the future safety of the aviation industry will result from this tragedy.

For me, a similar tragedy brought home the need for greater air safety measures. July 4th weekend, 1994, a USAir flight that originated in my hometown, of Columbia, SC, crashed just outside of Charlotte, NC. Several of my constituents were among the victims. That single event heightened my awareness of aviation safety concerns and prompted me to begin a search for solutions.

That search led me to the first step of what I believe is the long journey to restoring public confidence in air travel—the enactment of the Aviation Safety Protection Act of 1996 (H.R. 3187). I introduced this legislation on March 28 to provide whistle-blower protection for airline employees who supply information to the Federal Government relating to air safety.

The intent of this legislation is to encourage airline employees to become actively involved in the safety of airline passengers and to feel free to come forward if they believe that safety is being jeopardized due to negligence or oversight. The same job protections afforded to most of the work force should be extended to the airline industry, especially since lives are at stake.

Under the legislation, an employee who believes he or she has been fired or otherwise retaliated against for reporting air safety violations may file a complaint with the U.S. Secretary of Labor. If the employee's claim is found to be valid he or she would be entitled to reinstatement and compensatory damages.

On the other hand, if the Secretary of Labor determines that the complaint has been filed frivolously, the offending employee will be required to pay up to $5,000 of the employer's legal fees.

This is an issue of safety and fairness. The Aviation Safety Protection Act of 1996 will provide security for airline employees who may be afraid to report safety violations for fear of losing their jobs and the income they need to support their families.

In addition, the Federal Aviation Administration has recently recognized the need to require the same safety standards for commuter airlines as for major carriers. Commuter planes carry an estimated 60 million passengers annually. With the tremendous growth of