

Bentsen	Gephardt	Norwood
Berman	Gonzalez	Nussle
Blagojevich	Graham	Obey
Blumenauer	Green	Olver
Bonior	Hilleary	Owens
Borski	Hilliard	Pallone
Boswell	Hinchee	Pascrell
Boucher	Hinojosa	Pastor
Brown (CA)	Hoekstra	Paul
Brown (FL)	Hulshof	Payne
Brown (OH)	Inglis	Pelosi
Burr	Jackson (IL)	Petri
Burton	Jackson-Lee	Poshard
Campbell	(TX)	Rangel
Carson	John	Rivers
Castle	Johnson (WI)	Rodriguez
Chenoweth	Johnson, E. B.	Rohrabacher
Clay	Jones	Rothman
Clyburn	Kanjorski	Roybal-Allard
Coble	Kennedy (RI)	Royce
Coburn	Kennelly	Rush
Collins	Kildee	Ryun
Conyers	Kilpatrick	Salmon
Costello	Kind (WI)	Sanders
Cox	Kingston	Sandlin
Coyne	Klink	Sanford
Cramer	Klug	Sawyer
Cubin	Kucinich	Scarborough
Davis (FL)	LaFalce	Schaffer, Bob
Davis (IL)	Lampson	Schumer
Deal	Largent	Scott
DeFazio	Levin	Sensenbrenner
DeGette	Lewis (GA)	Serrano
Delahunt	Lowey	Shadegg
DeLauro	Maloney (CT)	Shays
Dellums	Maloney (NY)	Skaggs
Deutsch	Markey	Slaughter
Dicks	Martinez	Smith (MI)
Dixon	Mascara	Snyder
Doggett	McCarthy (MO)	Solomon
Dooley	McDermott	Stark
Doyle	McGovern	Stearns
Duncan	McInnis	Stenholm
Edwards	McIntosh	Stokes
Ehlers	McKinney	Stupak
Engel	McNulty	Thompson
Eshoo	Meehan	Tiahrt
Evans	Menendez	Tierney
Farr	Mica	Torres
Fattah	Millender-	Towns
Filner	McDonald	Turner
Flake	Miller (CA)	Upton
Foglietta	Mink	Velazquez
Ford	Moakley	Vislosky
Frank (MA)	Mollohan	Waters
Frost	Murtha	Waxman
Furse	Neal	Wexler
Gejdenson	Neumann	Weygand

ANSWERED "PRESENT"—1

Souder

NOT VOTING—10

Andrews	Manton	Watkins
Boehlert	Molinari	Yates
Hefner	Schiff	
Jefferson	Skelton	

□ 2125

Mrs. CHENOWETH changed her vote from "yea" to "nay."

Mr. RAHALL and Ms. HARMAN changed their vote from "nay" to "yea."

So the bill was passed.

The result of the vote was announced as above recorded.

A motion to reconsider was laid on the table.

**AUTHORIZING THE CLERK TO MAKE CORRECTIONS IN EN-GROSSMENT OF H.R. 1469, 1997 EMERGENCY SUPPLEMENTAL APPROPRIATIONS ACT FOR RECOVERY FROM NATURAL DISASTERS, AND FOR OVERSEAS PEACEKEEPING EFFORTS, INCLUDING THOSE IN BOSNIA**

Mr. LIVINGSTON. Mr. Speaker, I ask unanimous consent that in the engrossment of H.R. 1469, the Clerk be author-

ized to correct section numbers, punctuation, cross references, and to make other conforming changes as may be necessary to reflect the actions of the House today.

The SPEAKER pro tempore [Mr. LAHOOD]. Is there objection to the request of the gentleman from Louisiana?

Mr. OBEY. Mr. Speaker, I am reserving the right to object, I could not hear the gentleman and I was wondering, what is the nature of the corrections?

Mr. LIVINGSTON. If the gentleman will yield, I am advised that the enrolling clerk has asked for the authorization to correct section numbers, punctuation, cross references and other conforming changes, but there would be no substantive changes to the bill, I would advise the gentleman.

Mr. OBEY. Mr. Speaker, I withdraw my reservation of objection.

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

There was no objection.

**REPORT ON RESOLUTION PROVIDING FOR CONSIDERATION OF H.R. 1385, EMPLOYMENT, TRAINING, AND LITERACY ENHANCEMENT ACT OF 1997**

Mr. MCINNIS, from the Committee on Rules, submitted a privileged report (Rept. No. 105-98) on the resolution (H. Res. 150) providing for consideration of the bill (H.R. 1385) to consolidate, coordinate, and improve employment, training, literacy, and vocational rehabilitation programs in the United States, and for other purposes, which was referred to the House Calendar and ordered to be printed.

**APPOINTMENT AS MEMBERS TO MEXICO-UNITED STATES INTER-PARLIAMENTARY GROUP**

The SPEAKER pro tempore. Without objection, and pursuant to the provisions of 22 U.S.C. 276h, the Chair announces the Speaker's appointment of the following Members of the House to the Mexico-United States Interparliamentary Group:

Mr. GILMAN of New York, vice chairman;

Mr. DREIER of California;

Mr. BARTON of Texas;

Mr. CAMPBELL of California;

Mr. MANZULLO of Illinois;

Mr. GEJDENSON of Connecticut;

Mr. LANTOS of California;

Mr. FILNER of California;

Mr. UNDERWOOD of Guam; and

Mr. REYES of Texas.

There was no objection.

**THE FAA AND AIRLINE SAFETY**

(Mr. WOLF asked and was given permission to address the House for 1 minute and to revise and extend his remarks.)

Mr. WOLF. Mr. Speaker, this past Sunday was Mother's Day and it was a

day to give thanks for our mothers and praise them and honor them. But this past Sunday also was an important day to many in this Nation, but for a more sinister reason. It was the one-year anniversary of the ValuJet crash.

It was a crash that could have been avoided, Mr. Speaker, with either smoke detectors and fire suppression systems or by prohibiting armed oxygen canisters in some cargo holds. Transporting armed oxygen canisters in unreachable holds is unlawful today, but as the recent Continental Airlines incident indicates, the FAA's enforcement of these regulations is weak.

The NTSB has recommended after the ValuJet crash that the FAA promulgate rules requiring the installation of smoke detectors and fire suppression systems. Similarly, NTSB made an urgent recommendation in December following the TWA Flight 800 crash.

Today I am calling on the FAA to quickly, quickly promulgate and implement regulations regarding the use of smoke detectors and fire suppression systems in all passenger aircraft, as well as fuel tank recommendations of the NTSB. Every Member of Congress who flies an airplane or who represents anybody who flies an airplane ought to be putting pressure on the FAA.

[From the LA Times, May 6, 1997]

**SNAIL'S PACE IN AIRLINER SAFETY**

FBI Director Louis J. Freeh has reiterated an idea expressed by some federal officials since late last year: that it was a catastrophic mechanical failure that brought down TWA Flight 800 last July, killing all 230 aboard.

"The evidence is certainly not leading in the direction of a terrorist act, it is in fact moving in the other direction," Freeh said on a television news show Sunday. But he stressed that no official conclusion on the cause of the TWA disaster has been reached.

Such a slow pace is not unusual in these matters. It took two years, for example, to officially rule that a bomb had caused the explosion of Pan Am 103 over Lockerbie, Scotland, in 1988.

Even without a final report, you might think that corrective action would occur quickly. After all, the National Transportation Safety Board, and now Freeh, has emphasized the possibility that Flight 800 disintegrated because a spark ignited a volatile air-fuel mixture in its central fuel tank.

Well, here's the snail's-pace chronology that followed the "urgent" NTSB recommendations on Dec. 13 for changes that it said could prevent an explosion of this kind: The Federal Aviation Administration had 90 days to respond and announced in February that it would issue a notice for public comment in the Federal Register within 30 days. The notice finally appeared in April, at which point another 90-day period commenced. This means that the recommendations cannot be acted on until July.

The Clinton administration and Congress ought to find a way to shorten this process. If a streamlined process had been mandatory, the implementation of one or more of the changes to prevent central fuel tank explosions in more than 1,000 active U.S. commercial jets might already be underway.