

Canadair to replace its Brasilia turboprop planes on the Salt Lake City-Boise run. Thirty-one Canadair Regional jets currently operate in the United States.

That's not all. Earlier this summer two Fokker 70's a new Dutch jet with 79 seats, began service for America West Express, a unit of Mesa Air Group. They provide non-stop service from Phoenix to Des Moines and to Spokane, Wash., both long, thinly used markets that previously required at least one stop. Also flying in the United States are 16 four-engine British Aerospace BAe-146 jets and a few newer models of the same plane. Fokker is a unit of Daimler-Benz A.G.

And at least one American plane maker, McDonnell Douglas, is trying to develop a shorter version of its smooth-flying MD-80. It has not yet decided whether to go ahead with construction.

Over the next 20 years airlines worldwide are expected to buy as many as 1,500 jets that carry fewer than 100 passengers, said Barbara Beyer, president of Avmark, an airline industry consulting firm in Arlington, Va.

Still, the turboprop is not about to disappear. Bombardier, the Canadian plane maker, estimates that between 1993 and 2012 airlines worldwide will spend \$91 billion to buy 8,107 regional aircraft with 15 to 90 seats. Most of these planes will be low-cost turboprops with 40 or more seats. Airline industry experts say that turboprops will continue to serve as the backbone of flights between small- and medium-sized cities like Concord, N.H., and Syracuse and nearby major airports, such as Boston and New York.

For an increasing number of lucky fliers, though, the junior jets will provide a lot more speed and some added comfort over turboprops. And for thousands of others, there is the prospect of an end to the time-wasting change of planes.

"After two hours a turboprop is a real pain," Miss Beyer said, "Essentially there are two kinds of markets that can be served by regional jets. Those that are more than 400 miles apart, but are not large enough to command larger jet equipment. And those markets that have been abandoned by the major carriers since deregulation of the airlines—markets that had been jet markets and should be jet markets."

For years, the big United States aircraft manufacturers—Boeing and McDonnell Douglas—resisted building smaller jets, arguing that the development costs would be too high to justify the expense of building jets that would inevitably sell for much less than their bigger bread-and-butter jet aircraft.

"Then we hounded Canadair with the idea that they ought to turn their Challenger business jet into a regional airliner," Miss Beyer said. "And ultimately they did and now it is an absolute raving success."

While off to a good start, it remains to be seen just how successful the Canadair will be. Bombardier has delivered 65 such Canadair jets and has orders for 37 more. It says it plans to bring out a lengthened version that can carry 75 passengers.

Aircraft makers readily acknowledge that most passengers do not like turboprops, not just because of their noisy vibrations and cramped space, but also because they appear outdated and less safe. And the crash last October of a French-made ATR turboprop plane, which led the Federal Aviation Administration to ban the planes temporarily from flying in icy weather, only added to the safety fears surrounding turboprops. But the manufacturers insist that view is misguided.

"People tend to look at propellers and think old-fashioned," said Colin Fisher, a spokesman for Bombardier, which also

makes a 50-seat turboprop, the Dash 8. "But Turboprop and jet technology were born in the same time frame, around the time of World War II."

Whatever the manufacturers say, passengers recognize a clear difference. On a flight from Rochester to Cincinnati, a Canadair Regional jet operated by Comair, another Delta commuter affiliate, was exceptionally quiet and smooth, taking off quickly and flying above the turbulence. But the seats in junior jets do not vary that much in appearance and comfort from those typically found in most turboprops.

The main reason more airlines do not rely on junior jets is because they are much more expensive to buy than turboprops. And even though they hold more seats, that's still a real burden, particularly for commuter operators without a lot of extra investment capital that are operating on paper-thin margins. The new Embraer regional jet, for example, will cost nearly double the \$7.7 million price of its Brasilia turboprop. A Canadair Regional jet costs even more—\$17 million to \$22 million a copy.

But the new Brazilian operating costs are expected to be comparable. Its new regional jet, Embraer says, should cost about \$27 an hour per seat to fly, compared with \$29 per hour for a Brasilia. And some airlines think the investment is worthwhile, in part because jets fly much faster than turboprops, allowing more flights each day. Delta Connection flights on a Saab 340 turboprop between Rochester and La Guardia Airport in New York City are scheduled for 85 minutes, compared with USAir's 64 minutes via a 737 jet, adding about one-third to the gate-to-gate time.

Jets can also cruise higher, which means fewer cups of coffee ending up in passenger laps. "You can fly up quickly and get above the weather, which is especially attractive during thunderstorm season," said David A. Siebenburgen, president of Comair Holdings, the regional airline in Cincinnati that introduced the Canadair Regional Jet into service. "Our customers love them."

Comair operates 64 turboprops and 23 Canadair Regional jets, but within five years the company expects to operate fewer than 50 turboprops and at least 70 Canadair Regional jets, Mr. Siebenburgen said.

And even though the carrying costs are higher, SkyWest, based in Salt Lake City, sees advantages in the eight Canadair Regional Jets, all leased, that it now flies.

"The reason we feel comfortable with the risk," said Bradford R. Rich, SkyWest's chief financial officer, "is that the plane fits into the longer, thinner markets we have. We believe it can expand our market area because of the high speed and comfort."

As far as Canadair's new Brazilian competitor goes, it already has 18 firm orders for its regional jet, five of them from BWIA, a Caribbean airline. Embraer also says it has 16 options and 127 letters of intent.

So far, however, no airline in the United States has ordered an EMB-145. But Michael Warwicke, Embraer's vice president for sales, is counting on a few orders to roll in once the airplane completes flight-worthiness testing. Long-suffering prop-jet passengers may want to start counting the days.

#### THE BAD DEBT BOXSCORE

Mr. HELMS. Mr. President, before discussing today's bad news about the Federal debt, how about "another go", as the British put it, with our pop quiz. Remember? One question, one answer.

The question: How many millions of dollars does it take to add up a trillion

dollars? While you are thinking about it, bear in mind that it was the U.S. Congress that ran up the Federal debt that now exceeds \$4.9 trillion.

To be exact, as of the close of business yesterday, September 13, the total Federal debt—down to the penny—stood at \$4,967,410,712,825.60, of which, on a per capita basis, every man, woman and child in America owes \$18,856.78.

Mr. President, back to our pop quiz, how many million in a trillion: There are a million million in a trillion.

#### MESSAGE FROM THE HOUSE

At 2:58 p.m., a message from the House of Representatives, delivered by Ms. Goetz, one of its reading clerks, announced that the House disagrees to the amendment of the Senate to the bill (H.R. 2126) making appropriations for the Department of Defense for the fiscal year ending September 30, 1996, and for other purposes, and agrees to the conference asked by the Senate on the disagreeing votes of the two Houses thereon; and appoints Mr. YOUNG of Florida, Mr. MCDADE, Mr. LIVINGSTON, Mr. LEWIS of California, Mr. SKEEN, Mr. HOBSON, Mr. BONILLA, Mr. NETHERCUTT, Mr. NEUMANN, Mr. MURTHA, Mr. DICKS, Mr. WILSON, Mr. HEFNER, Mr. SABO, and Mr. OBEY as the managers of the conference on the part of the House.

The message also announced that the House has passed the following bills, in which it requests the concurrence of the Senate:

H.R. 1162. An act to establish a Deficit Reduction Trust Fund and provide for the downward adjustment of discretionary spending limits in appropriation bills.

H.R. 1594. An act to place restrictions on the promotion by the Department of Labor and other Federal agencies and instrumentalities of economically targeted investments in connection with employee benefit plans.

H.R. 1655. An act to authorize appropriations for fiscal year 1996 for intelligence and intelligence-related activities of the United States Government, the Community Management Account, and the Central Intelligence Agency Retirement and Disability System, and for other purposes.

#### MEASURES REFERRED

The following bills were read the first and second times by unanimous consent and referred as indicated:

H.R. 1162. An act to establish a Deficit Reduction Trust Fund and provide for the downward adjustment of discretionary spending limits in appropriation bills; referred jointly, pursuant to the order of August 4, 1977, to the Committee on the Budget, and to the Committee on Governmental Affairs.

H.R. 1594. An act to place restrictions on the promotion by the Department of Labor and other Federal agencies and instrumentalities of economically targeted investments in connection with employee benefit plans; to the Committee on Labor and Human Resources.

H.R. 1655. An act to authorize appropriations for fiscal year 1996 for intelligence and intelligence-related activities of the United

States Government, the Community Management Account, and the Central Intelligence Agency Retirement and Disability System, and for other purposes; to the Select Committee on Intelligence.

#### EXECUTIVE AND OTHER COMMUNICATIONS

The following communications were laid before the Senate, together with accompanying papers, reports, and documents, which were referred as indicated:

EC-1423. A communication from the Assistant Secretary for Communications and Information, the Department of Commerce, transmitting, the report of the Public Telecommunications Facilities Program grants for fiscal year 1995; to the Committee on Commerce, Science, and Transportation.

EC-1424. A communication from the Administrator of the General Services Administration, transmitting, pursuant to law, the report of three contracts for design-build construction services on behalf of the Internal Revenue Service; to the Committee on Environment and Public Works.

EC-1425. A communication from the Administrator of the General Services Administration, transmitting, pursuant to law, the report of a building project survey for Oklahoma City, Oklahoma; to the Committee on Environment and Public Works.

EC-1426. A communication from the Administrator of the General Services Administration, transmitting, a draft of proposed legislation entitled "Emergency Leasing Act of 1995"; to the Committee on Environment and Public Works.

EC-1427. A communication from the Administrator of the General Services Administration, transmitting, a draft of proposed legislation entitled "Prospectus Threshold Increase Act of 1995"; to the Committee on Environment and Public Works.

EC-1428. A communication from the Assistant Legal Affairs Adviser for Treaty Affairs, the Department of State, transmitting, pursuant to law, the text of the international agreements, other than treaties, and background statements; to the Committee on Foreign Relations.

EC-1429. A communication from the Assistant Secretary of State for Legislative Affairs, transmitting, pursuant to law, notice of a Presidential determination relative to the International Organizations and Programs Account Funds; to the Committee on Foreign Relations.

EC-1430. A communication from the Assistant Legal Affairs Adviser for Treaty Affairs, the Department of State, transmitting, pursuant to law, the text of the international agreements, other than treaties, and background statements; to the Committee on Foreign Relations.

EC-1431. A communication from the Assistant Secretary of State for Legislative Affairs, transmitting, corrections to the text of the Convention Between the Government of the United States of America and the Government of the Republic of Kazakhstan; to the Committee on Foreign Relations.

EC-1432. A communication from the President of the United States, transmitting, pursuant to law, the report on the cost for operations and assistance to Haiti for the period October 1, 1993 to March 31, 1995; to the Committee on Foreign Relations.

EC-1433. A communication from the President of the United States, transmitting, pursuant to law, the report of an alternate plan for Federal pay adjustments; to the Committee on Governmental Affairs.

EC-1434. A communication from the from the Director of the Office of Management

and Budget, Executive Office of the President, transmitting, pursuant to law, a report entitled "Statistical Programs of the United States Government"; to the Committee on Governmental Affairs.

EC-1435. A communication from the Comptroller General of the General Accounting Office, transmitting, pursuant to law, notice of reports and testimony for the month of July, 1995; to the Committee on Governmental Affairs.

EC-1436. A communication from the Chairman of the Council of the District of Columbia, transmitting, pursuant to law, copies of D.C. Act 11-134, enacted by the Council on July 29, 1995; to the Committee on Governmental Affairs.

EC-1437. A communication from the Chairman of the Council of the District of Columbia, transmitting, pursuant to law, copies of D.C. Act 11-135, enacted by the Council on July 29, 1995; to the Committee on Governmental Affairs.

EC-1438. A communication from the Chairman of the Council of the District of Columbia, transmitting, pursuant to law, copies of D.C. Act 11-136, enacted by the Council on July 29, 1995; to the Committee on Governmental Affairs.

EC-1439. A communication from the Chairman of the Council of the District of Columbia, transmitting, pursuant to law, copies of D.C. Act 11-139, enacted by the Council on July 29, 1995; to the Committee on Governmental Affairs.

EC-1440. A communication from the Assistant Secretary of the Interior for Indian Affairs, transmitting, pursuant to law, the report of the Plan for the Use and Distribution of the Funds Awarded the La Jolla Band of Mission Indians; to the Committee on Indian Affairs.

#### REPORTS OF COMMITTEES

The following reports of committees were submitted:

By Mr. HATFIELD, from the Committee on Appropriations:

Special Report entitled "Revised Allocation to Subcommittees of Budget Totals from the Concurrent Resolution for Fiscal Year 1996" (Rept. No. 104-141).

By Mr. COCHRAN, from the Committee on Appropriations, with amendments:

H.R. 1976. A bill making appropriations for Agriculture, Rural Development, Food and Drug Administration, and Related Agencies programs for the fiscal year ending September 30, 1996, and for other purposes (Rept. No. 104-142).

By Mr. MCCONNELL, from the Committee on Appropriations, with amendments:

H.R. 1868. A bill making appropriations for foreign operations, export financing, and related programs for the fiscal year ending September 30, 1996, and for other purposes (Rept. No. 104-143).

#### INTRODUCTION OF BILLS AND JOINT RESOLUTIONS

The following bills and joint resolutions were introduced, read the first and second time by unanimous consent, and referred as indicated:

By Mr. INOUE:

S. 1240. A bill to provide for a special application of section 1034 of the Internal Revenue Code of 1986; to the Committee on Finance.

By Mr. EXON:

S. 1241. A bill entitled the "Public Broadcasting Financial Independence and Family Viewing Act of 1995"; to the Committee on Commerce, Science, and Transportation.

By Mr. BRADLEY:

S. 1242. A bill to authorize the National Institute of Justice to provide technical assistance to State and local law enforcement entities, and for other purposes; to the Committee on the Judiciary.

By Mr. SPECTER (for himself, Mr.

KOHL, Mr. GRASSLEY, Mr. LEAHY, and Mrs. FEINSTEIN):

S. 1243. A bill to provide educational assistance to the dependents of Federal law enforcement officials who are killed or disabled in the performance of their duties; to the Committee on the Judiciary.

#### STATEMENTS ON INTRODUCED BILLS AND JOINT RESOLUTIONS

By Mr. INOUE:

S. 1240. A bill to provide for a special application of section 1034 of the Internal Revenue Code of 1986; to the Committee on Finance.

SPECIAL APPLICATION LEGISLATION

• Mr. INOUE. Mr. President, I ask unanimous consent that the text of the bill be printed in the RECORD.

There being no objection, the bill was ordered to be printed in the RECORD, as follows:

S. 1240

*Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That, in the case of Rita Bennington—*

(1) who purchased her new principal residence (within the meaning of section 1034 of the Internal Revenue Code of 1986) in January 1992, and

(2) who was unable to meet the requirements of such section with respect to the sale of an old principal residence until May 1994, because of unexpected delays caused by Hurricane Iniki, the Secretary of the Treasury, in the administration of section 1034 of the Internal Revenue Code of 1986, shall apply subsection (a) of such section by substituting "2.5 years" for "2 years" each place it appears. •

By Mr. EXON:

S. 1241. A bill entitled the "Public Broadcasting Financial Independence and Family Viewing Act of 1995"; to the Committee on Commerce, Science, and Transportation.

THE PUBLIC BROADCASTING FINANCIAL INDEPENDENCE AND FAMILY VIEWING ACT OF 1995

• Mr. EXON. Mr. President, as Governor and Senator, I have been a long time supporter of public broadcasting. In Nebraska, public broadcasting leads the way in innovative programming, distance learning, and educational opportunity. That dedication to excellence, to children and to families has made Nebraska Public Television an island of decency, sanity, and enrichment in the sea of violence, sex, and immorality which is commercial television.

I am pleased to introduce legislation titled the Public Broadcasting Financial Independence and Family Viewing Act.

Opponents of public broadcasting have sparked a debate about the future on this national treasure. That debate has been healthy and ironically could lead to the salvation of public broadcasting. As a member of both the Senate Commerce Committee, and the