

concerns owned and controlled by eligible veterans in the preceding 5 fiscal years; and

(D) methods to improve Administration and other agency programs to serve the needs of small business concerns owned and controlled by eligible veterans.

(2) **CONTENTS.**—The report under paragraph (1) shall include recommendations to Congress concerning the need for legislation and recommendations to the Office of Management and Budget, relevant offices within the Administration, and the Department of Veterans Affairs.

(b) **CONDUCT OF STUDY.**—In carrying out subsection (a), the Administrator—

(1) may conduct surveys of small business concerns owned and controlled by eligible veterans and service disabled veterans, including those who have sought financial assistance or other services from the Administration;

(2) shall consult with the appropriate committees of Congress, relevant groups and organizations in the nonprofit sector, and Federal or State government agencies; and

(3) shall have access to any information within other Federal agencies that pertains to such veterans and their small businesses, unless such access is specifically prohibited by law.

#### **SEC. 704. INFORMATION COLLECTION.**

After the date of issuance of the report required by section 703(a), the Secretary of Veterans Affairs shall, in consultation with the Assistant Secretary for Veterans' Employment and Training and the Administrator, engage in efforts each fiscal year to identify small business concerns owned and controlled by eligible veterans in the United States. The Secretary shall inform each small business concern identified under this section that information on Federal procurement is available from the Administrator.

#### **SEC. 705. STATE OF SMALL BUSINESS REPORT.**

Section 303(b) of the Small Business Economic Policy Act of 1980 (15 U.S.C. 631b(b)) is amended by striking "and female-owned businesses" and inserting ", female-owned, and veteran-owned businesses".

#### **SEC. 706. LOANS TO VETERANS.**

Section 7(a) of the Small Business Act (15 U.S.C. 636(a)) is amended by inserting after paragraph (7) the following:

"(8) The Administration may make loans under this subsection to small business concerns owned and controlled by disabled veterans (as defined in section 4211(3) of title 38, United States Code)."

#### **SEC. 707. ENTREPRENEURIAL TRAINING, COUNSELING, AND MANAGEMENT ASSISTANCE.**

The Administrator shall take such actions as may be necessary to ensure that small business concerns owned and controlled by eligible veterans have access to programs established under the Small Business Act that provide entrepreneurial training, business development assistance, counseling, and management assistance to small business concerns, including, among others, the Small Business Development Center program and the Service Corps of Retired Executives (SCORE) program.

#### **SEC. 708. GRANTS FOR ELIGIBLE VETERANS' OUTREACH PROGRAMS.**

Section 8(b) of the Small Business Act (15 U.S.C. 637(b)) is amended—

(1) in paragraph (15), by striking "and" at the end;

(2) in the first paragraph designated as paragraph (16), by striking the period at the end and inserting "; and"; and

(3) by striking the second paragraph designated as paragraph (16) and inserting the following:

"(17) to make grants to, and enter into contracts and cooperative agreements with,

educational institutions, private businesses, veterans' nonprofit community-based organizations, and Federal, State, and local departments and agencies for the establishment and implementation of outreach programs for disabled veterans (as defined in section 4211(3) of title 38, United States Code)."

#### **SEC. 709. OUTREACH FOR ELIGIBLE VETERANS.**

The Administrator, the Secretary of Veterans Affairs, and the Assistant Secretary of Labor for Veterans' Employment and Training, shall develop and implement a program of comprehensive outreach to assist eligible veterans, which program shall include business training and management assistance, employment and relocation counseling, and dissemination of information on veterans' benefits and veterans' entitlements.

### **THE FAA RESEARCH, ENGINEERING, AND DEVELOPMENT AUTHORIZATION ACT OF 1997**

#### **GORTON (AND OTHERS) AMENDMENT NO. 1544**

(Ordered to lie on the table.)

Mr. GORTON (for himself, Mr. MCCAIN, Mr. HOLLINGS, and Mr. FORD) submitted an amendment intended to be proposed by them to the bill (H.R. 1271) to authorize the Federal Aviation Administration's research, engineering, and development programs for fiscal years 1998 through 2000, and for other purposes; as follows:

Strike out all after the enacting clause and insert the following:

#### **SECTION 1. SHORT TITLE.**

This Act may be cited as the "FAA Research, Engineering, and Development Authorization Act of 1997".

#### **SEC. 2. AUTHORIZATION OF APPROPRIATIONS.**

Section 48102(a) of title 49, United States Code, is amended—

(1) by striking "and" at the end of paragraph (2)(J);

(2) by striking the period at the end of paragraph (3)(J) and inserting in lieu thereof a semicolon; and

(3) by adding at the end the following:

"(4) for fiscal year 1998, \$229,673,000, including—

"(A) \$16,379,000 for system development and infrastructure projects and activities;

"(B) \$27,089,000 for capacity and air traffic management technology projects and activities;

"(C) \$23,362,000 for communications, navigation, and surveillance projects and activities;

"(D) \$16,600,000 for weather projects and activities;

"(E) \$7,854,000 for airport technology projects and activities;

"(F) \$49,202,000 for aircraft safety technology projects and activities;

"(G) \$56,045,000 for system security technology projects and activities;

"(H) \$27,137,000 for human factors and aviation medicine projects and activities;

"(I) \$2,891,000 for environment and energy projects and activities; and

"(J) \$3,114,000 for innovative/cooperative research projects and activities."

#### **SEC. 3. RESEARCH GRANTS PROGRAM INVOLVING UNDERGRADUATE STUDENTS.**

(a) **PROGRAM.**—Section 48102 of title 49, United States Code, is amended by adding at the end the following new subsection:

"(h) **RESEARCH GRANTS PROGRAM INVOLVING UNDERGRADUATE STUDENTS.**—

"(1) **ESTABLISHMENT.**—The Administrator of the Federal Aviation Administration shall establish a program to utilize undergraduate and technical colleges in research on subjects of relevance to the Federal Aviation Administration. Grants may be awarded under this subsection for—

"(A) research projects to be carried out at primarily undergraduate institutions and technical colleges;

"(B) research projects that combine research at primarily undergraduate institutions and technical colleges with other research supported by the Federal Aviation Administration; or

"(C) research on future training requirements on projected changes in regulatory requirements for aircraft maintenance and power plant licensees.

"(2) **NOTICE OF CRITERIA.**—Within 6 months after the date of the enactment of the FAA Research, Engineering, and Development Authorization Act of 1997, the Administrator of the Federal Aviation Administration shall establish and publish in the Federal Register criteria for the submittal of proposals for a grant under this subsection, and for the awarding of such grants.

"(3) **PRINCIPAL CRITERIA.**—The principal criteria for the awarding of grants under this subsection shall be—

"(A) the relevance of the proposed research to technical research needs identified by the Federal Aviation Administration;

"(B) the scientific and technical merit of the proposed research; and

"(C) the potential for participation by undergraduate students in the proposed research.

"(4) **COMPETITIVE, MERIT-BASED EVALUATION.**—Grants shall be awarded under this subsection on the basis of evaluation of proposals through a competitive, merit-based process."

(b) **AUTHORIZATION OF APPROPRIATIONS.**—Section 48102(a) of title 49, United States Code, as amended by this Act, is further amended by inserting ", of which \$750,000 shall be for carrying out the grant program established under subsection (h)" after "projects and activities" in paragraph (4)(J).

#### **SEC. 4. LIMITATION ON APPROPRIATIONS.**

No sums are authorized to be appropriated to the Administrator of the Federal Aviation Administration for fiscal year 1998 for the Federal Aviation Administration Research, Engineering, and Development account, unless such sums are specifically authorized to be appropriated by the amendments made by this Act.

#### **SEC. 5. NOTICE OF REPROGRAMMING.**

If any funds authorized by the amendments made by this Act are subject to a reprogramming action that requires notice to be provided to the Appropriations Committees of the House of Representatives and the Senate, notice of such action shall concurrently be provided to the Committees on Science and Transportation and Infrastructure of the House of Representatives and the Committee on Commerce, Science, and Transportation of the Senate.

#### **SEC. 6. SENSE OF CONGRESS ON THE YEAR 2000 PROBLEM.**

With the year 2000 fast approaching, it is the sense of Congress that the Federal Aviation Administration should—

(1) give high priority to correcting all 2-digit date-related problems in its computer systems to ensure that those systems continue to operate effectively in the year 2000 and beyond;

(2) assess immediately the extent of the risk to the operations of the Federal Aviation Administration posed by the problems referred to in paragraph (1), and plan and budget for achieving Year 2000 compliance for all of its mission-critical systems; and

(3) develop contingency plans for those systems that the Federal Aviation Administration is unable to correct in time.

Mr. MCCAIN. Mr. President, I rise to join Senator GORTON, Senator HOLLINGS, and Senator FORD, in submitting an amendment to the bill (H.R. 1271) the Federal Aviation Administration Research, Engineering, and Development Authorization Act of 1997. This bill would authorize the Federal Aviation Administration [FAA] Research, Engineering, and Development [RE&D] program. The program funds projects to improve facilities, equipment, techniques, and procedures so that our Nation's aviation system can operate safely and efficiently.

The FAA's research and development activities help to provide the advancements and innovations that are needed to keep the U.S. aviation system the best in the world. Our Nation's ability to have a strong aviation-related research and development program directly impacts our success in the global market and our standard of living. Investment in the FAA RE&D program will fund projects to determine how limited airport and airspace capacity can meet ever increasing demands, aviation security can be improved, and flight safety concerns can be addressed.

The FAA has divided its RE&D program into nine key areas. These include capacity and air traffic management technology; communications, navigation and surveillance systems; weather; airport technology; aircraft safety technology; system security technology; human factors and aviation medicine; environment and energy; and innovative/cooperative research. The FAA funds various projects in these nine areas.

Ongoing or planned FAA RE&D projects will provide important benefits for the U.S. aviation system and its users. The aircraft safety technology area, for example, includes continued research on improving passenger evacuation in the event of an aircraft accident. The system security technology area will include efforts to develop more effective explosives detection technologies. In addition, several recommendations of the White House Commission on Aviation Safety and Security will involve the FAA RE&D program, including modernizing the Nation's air traffic control system.

I strongly support the FAA's efforts under the RE&D program to work in partnership with public and private entities. These partnerships enable the FAA to gain expertise in specialized areas of technology, and to leverage limited Federal funds. The FAA, for example, now has more than 250 agreements for research and development partnerships with research organizations, foreign governments, and industry consortia. In addition, the FAA has established several university-based research centers.

This bill also asks the FAA to address problems that the Agency may face if the software in any of its var-

ious computer systems malfunctions when they hit the year 2000. In particular, we cannot afford to have air traffic control systems affected by this problem. I understand that the FAA is behind schedule in determining which of its systems are affected by the Year 2000 problem. The time to make this determination, and then make necessary software modifications, is growing short. That is why the bill includes a Sense of the Congress that the FAA should, among other things, develop contingency plans for those systems that the Agency is unable to correct in time.

The FAA RE&D program is a key component of the Agency's total ongoing efforts to provide the most safe and efficient aviation system possible. I would strongly encourage my colleagues to join me in supporting this bill to authorize the program.

Mr. GORTON. Mr. President, I am pleased to join with my distinguished colleagues, Senator MCCAIN, Senator HOLLINGS, and Senator FORD, in submitting an amendment to the bill (H.R. 1271) the Federal Aviation Administration Research, Engineering, and Development Authorization Act of 1997. The bill authorizes the Federal Aviation Administration [FAA] Research, Engineering, and Development [RE&D] account for fiscal year 1998. The FAA RE&D account finances projects to improve the safety, security, capacity, and efficiency of the U.S. aviation system. The authorization for the RE&D account expired at the end of September.

Recognizing the key role that research and development efforts play in improving our Nation's aviation system, the Congress over time has strengthened the FAA RE&D program. In 1982, the Congress determined that a comprehensive research and development program was necessary to help ensure that the FAA could maintain a safe and efficient air traffic system. In 1988, the Congress established the FAA RE&D Advisory Board to help the FAA set research priorities. After the terrorist bombing of Pan Am Flight 103, the Congress approved the Aviation Safety Improvement Act of 1990, which required the FAA to support activities to accelerate the research and development of new technologies to protect against terrorism.

This bill would authorize the FAA to finance important research and development efforts. These efforts include developing new fire-resistant insulation materials for use on aircraft. Fires are a major threat to aircraft, and this new insulation is intended to give passengers additional time to evacuate if an accident occurs. The FAA also has ongoing research to develop procedures for enhancing terminal area capacity and safety.

It is noteworthy that the FAA works with other Federal agencies and the private sector to leverage RE&D funds. The FAA, for example, has cooperative arrangements with the National Aero-

navics and Space Administration and the Department of Defense. The FAA is also currently working with more than 80 private industry partners on 15 major technology development projects. Working with private industry, for example, the FAA recently completed development of a new concrete foam material that will safely stop a large airliner that overshoots a runway because of problems during take off or landing. In addition to leveraging Federal funds, such partnerships facilitate the dissemination of research results to the private sector where they can be used to produce commercial products that will benefit the users of the U.S. aviation system.

The bill includes a Sense of the Congress concerning the so-called Year 2000 problem as it relates to the FAA. Simply stated, the problem stems from the inability of some software to recognize the change from the year 1999 to the year 2000. In these cases, software code must be rewritten to prevent computer systems from crashing. Because the FAA has many systems, including various air traffic control systems, the bill states that the FAA should assess immediately the extent to which its systems will be affected, and to develop a plan and budget to make needed corrections.

Funding appropriate research and development projects today can help to achieve a safer and more efficient air transportation system tomorrow. The bill that I am introducing authorizes this funding. I urge my colleagues to join me in supporting it.

## NOTICES OF HEARINGS

### COMMITTEE ON INDIAN AFFAIRS

Mr. CAMPBELL. Mr. President, I would like to announce that the Senate Committee on Indian Affairs' scheduled markup on H.R. 976, the Mississippi Sioux Tribe Judgment Fund Distribution Act of 1997 on Monday, November 3, 1997, at 10 a.m. in room 485 of the Russell Senate Office Building has been rescheduled for Tuesday, November 4, 1997, at 9:15 a.m.

Those wishing additional information should contact the Committee on Indian Affairs at 224-2251.

### COMMITTEE ON INDIAN AFFAIRS

Mr. CAMPBELL. Mr. President, I would like to announce that the Senate Committee on Indian Affairs will meet at 9:15 a.m. on Tuesday, November 4, 1997, in room 485 of the Russell Senate Building to mark up the following: H.R. 976, the Mississippi Sioux Tribe Judgment Fund Distribution Act of 1997; and the nomination of B. Kevin Gover, to be Assistant Secretary for Indian Affairs, Department of the Interior.

Those wishing additional information should contact the Committee on Indian Affairs at 224-2251.

### COMMITTEE ON ENERGY AND NATURAL RESOURCES

Mr. MURKOWSKI. Mr. President, I would like to announce for the information of the Senate and the public