

Senate on Wednesday, October 6, 1999, at 10 a.m. and 2:15 p.m., to hold two hearings.

The PRESIDING OFFICER. Without objection, it is so ordered.

COMMITTEE ON THE JUDICIARY

Mr. SPECTER. Mr. President, the Committee on the Judiciary requests unanimous consent to conduct a hearing on Wednesday, October 6, 1999, beginning at 2 p.m., in Dirksen Room 226.

The PRESIDING OFFICER. Without objection, it is so ordered.

SELECT COMMITTEE ON INTELLIGENCE

Mr. SPECTER. Mr. President, I ask unanimous consent that the Select Committee on Intelligence be authorized to meet during the session of the Senate on Wednesday, October 6, 1999, at 2 p.m., to hold a closed hearing on intelligence matters.

The PRESIDING OFFICER. Without objection, it is so ordered.

SUBCOMMITTEE ON SURFACE TRANSPORTATION AND MERCHANT MARINE

Mr. SPECTER. Mr. President, I ask unanimous consent that the Surface Transportation and Merchant Marine Subcommittee of the Senate Committee on Commerce, Science, and Transportation be authorized to meet on Wednesday, October 6, 1999, at 9:30 a.m., on the Cruise Ship Tourism Development Act of 1999.

The PRESIDING OFFICER. Without objection, it is so ordered.

SUBCOMMITTEE ON TECHNOLOGY, TERRORISM AND GOVERNMENT INFORMATION

Mr. SPECTER. Mr. President, the Committee on the Judiciary Subcommittee on Technology, Terrorism and Government Information requests unanimous consent to conduct a hearing on Wednesday, October 6, 1999, beginning at 10 a.m., in Dirksen Room 226.

The PRESIDING OFFICER. Without objection, it is so ordered.

ADDITIONAL STATEMENTS

TRIBUTE TO THE ATLANTA BRAVES

• Mr. CLELAND. Mr. President, I rise today to pay tribute to the Atlanta Braves baseball team for winning their eighth consecutive divisional championship and, once again, finishing the season with the best record in Major League Baseball. While their record may suggest that this championship was won with a great deal of ease, this could not be further from the truth. Before the season began, the Braves and baseball as a whole were shaken by the news that Andreas Galarraga, the All-Star first baseman of the Braves, had been diagnosed with non-hodgkin's lymphoma, a form of cancer. Although Galarraga had to sit out the entire 1999 season, he has now fully recovered and everyone is eagerly awaiting his return to the field next year.

Despite the loss of Galarraga and several other individuals who had been an

integral part of the previous championship teams, the Atlanta Braves never gave up. Through this difficult time, the Braves played to the best of their ability and exceeded everyone's expectations. This season the Braves won more games than any other team in baseball which is why, including the worst to first season of 1991, this season may have been the most meaningful of all their recent successes.

In this year when each major league team individually celebrated Hank Aaron Day—a day devoted to the memory of baseball's all time homerun leader breaking Babe Ruth's staggering record of 714 homers—the Atlanta Braves once again rose to the top. Their national following combined with their hard work and perseverance have given the Braves the moniker of "America's Team," an honor well suited for these champions.●

COOPERATIVES

• Mr. CONRAD. Mr. President, October is "Co-op Month," and today I would like to stress the importance of cooperatives to the nation and especially to my state of North Dakota. Cooperatives are pure examples of good business—companies formed, owned and democratically controlled by the people who use its services and who receive benefits from patronage. Cooperatives are institutions that demonstrate people making their lives better through hard work and their knowledge of the American economic system.

In fact, the notion of cooperation is an ideal—people working together to accomplish a task and provide products and services for the public good. It is this basic philosophical idea, which so many find difficult to achieve, that the citizens of my state have been particularly adept at making a reality. North Dakota farmers have been leaders when it comes to improving their economic and social positions through cooperative community enterprise. From the great traditions of early political movements that created cooperative momentum—the American Society of Equity, the Nonpartisan League, and the Farmers Union—an educational base was formed that today still influences the drive for cooperative development. As a result, electricity and telephone service, pasta, sugar, bison and scores of other marketing and service cooperatives cover North Dakota today. Income is distributed, products and services are supplied, and employment and opportunity are spread throughout the state.

Cooperatives are formed to protect the way of life for independent producers and provide essential services for rural communities. Member education, one-member, one-vote equity in business decisions, and relying on neighbors to form and maintain the institution are all cooperative principles that underpin the success of these ventures. The legendary hardships that have been overcome in my state's pio-

neering history required cooperation among neighbors for everything from food and shelter to aid in farm labor and human companionship. Cooperation and the formation of cooperative enterprise were logical means of ensuring rural survival. We have long known that through organization, we can accomplish any goal, and through cooperation we can work together to benefit all. Therefore, during October, the month designated to recognize the importance of cooperatives, I thank the members of cooperatives for taking the initiative to direct their economic futures and for contributing to the unique economic heritage of North Dakota and this nation.●

IN CELEBRATION OF REV. GREGORY J. JACKSON

• Mr. TORRICELLI. Mr. President, I rise today in recognition of the Reverend Gregory J. Jackson as he celebrates his 15th year as pastor of the Mount Olive Baptist Church in Hackensack, New Jersey. Reverend Jackson has been an ordained minister for over twenty-three years and has ministered to the Hackensack community since 1984. It is a pleasure for me to be able to honor his accomplishments.

Since his ordination on May 16, 1976, Reverend Jackson has worked to help those less fortunate throughout New York and New Jersey. During his career, Reverend Jackson has shown commitment to public service as well as dedication to the disabled. These life experiences have proved invaluable in his ministry. His activism is widely known and admired throughout the State of New Jersey.

In addition to his ministry in Hackensack, Reverend Jackson has played a very active role in strengthening the political and economic life of New Jersey. He has served on a number of civic organizations including the NAACP of Bergen County, Fair Housing Board of Bergen County, and the Advisory Board of the Office on Aging. He has also served as the President of the Hackensack Board of Education, Treasurer of the North Jersey Baptist Association, Vice-President of the Fellowship of Black Churches and as Vice-President of the Bergen County Council of Churches. Reverend Jackson recently been named as Director of Promotions of the Lott Carey Baptist Foreign Mission Convention.

Although Reverend Jackson has dedicated so much time to civic organizations, he has never lost sight of the need to serve his community. During his fifteen year tenure as the pastor of Mount Olive Baptist Church, the parish has grown by more than 1,000 new members. In addition, Reverend Jackson has implemented ministry programs to improve the Hackensack community both spiritually and educationally.

I am pleased to recognize a leader of great stature in New Jersey, and a close friend. Through all of the years

we have spent, working to strengthen New Jersey's communities, I have always known Reverend Jackson to stand on principle, loyalty, and commitment. I look forward to continuing to work with Reverend Jackson, and I wish him the best as he celebrates this momentous occasion.●

RECOGNITION OF THE SS WAYNE VICTORY

● Mr. LEVIN. Mr. President, I rise today to call my colleagues' attention to a new exhibit of artifacts from the SS *Wayne Victory*. The exhibit, which is located at Wayne State University in my home town of Detroit, MI, is being dedicated on Friday, October 8, 1999.

The SS *Wayne Victory* was a so-called "Victory Ship," one of several hundred ships built during the final two years of World War II to serve as cargo and troop transport vessels. The SS *Wayne Victory* was named for Wayne University, now known as Wayne State University. Commissioned in 1945, the SS *Wayne Victory* served in World War II, the Korean conflict and the Vietnam war.

Thanks to the efforts of a Wayne State University alumnus, the contributions of the SS *Wayne Victory* to our armed forces will be celebrated for years to come. Many ships of its kind fell into disuse and were forgotten after their service. Fortunately, Joe Gerson, who grew up in Detroit and graduated from Wayne State University in 1951, located the SS *Wayne Victory* and negotiated with the federal government for the permanent loan of several artifacts from the ship to the university. These artifacts include the ship's bell, engine order telegraph, wheel, furniture, oars, life rings, and name board. Mr. Gerson also generously contributed funds which allowed the university to transport the artifacts to Detroit and to display them in the permanent exhibit being dedicated this Friday.

Mr. President, the preservation of artifacts like those from the SS *Wayne Victory* is critical if we are to continue to learn from history. Thanks to Joe Gerson and Wayne State University, one small, but significant, piece of American military history will be available for people to study in the 21st century. I know my colleagues join me in extending Joe Gerson and Wayne State University our thanks and congratulations for their commitment to the preservation of the memory of the SS *Wayne Victory's* role in some of the most significant military conflicts in our nation's history.●

AIR TRANSPORTATION IMPROVEMENT ACT

On October 5, 1999, amended and passed H.R. 1000. The bill, as amended, follows:

Resolved, That the bill from the House of Representatives (H.R. 1000) entitled "An Act to amend title 49, United States Code, to re-

authorize programs of the Federal Aviation Administration, and for other purposes.", do pass with the following amendment:

Strike out all after the enacting clause and insert:

SECTION 1. SHORT TITLE; TABLE OF SECTIONS.

(a) *SHORT TITLE*.—This Act may be cited as the "Air Transportation Improvement Act".

(b) *TABLE OF SECTIONS*.—The table of sections for this Act is as follows:

Sec. 1. Short title; table of sections.

Sec. 2. Amendments to title 49, United States Code.

TITLE I—AUTHORIZATIONS

Sec. 101. Federal Aviation Administration operations.

Sec. 102. Air navigation facilities and equipment.

Sec. 103. Airport planning and development and noise compatibility planning and programs.

Sec. 104. Reprogramming notification requirement.

Sec. 105. Airport security program.

Sec. 106. Automated surface observation system stations.

TITLE II—AIRPORT IMPROVEMENT PROGRAM AMENDMENTS

Sec. 201. Removal of the cap on discretionary fund.

Sec. 202. Innovative use of airport grant funds.

Sec. 203. Matching share.

Sec. 204. Increase in apportionment for noise compatibility planning and programs.

Sec. 205. Technical amendments.

Sec. 206. Report on efforts to implement capacity enhancements.

Sec. 207. Prioritization of discretionary projects.

Sec. 208. Public notice before grant assurance requirement waived.

Sec. 209. Definition of public aircraft.

Sec. 210. Terminal development costs.

Sec. 211. Airfield pavement conditions.

Sec. 212. Discretionary grants.

Sec. 213. Contract tower cost-sharing.

TITLE III—AMENDMENTS TO AVIATION LAW

Sec. 301. Severable services contracts for periods crossing fiscal years.

Sec. 302. Stage 3 noise level compliance for certain aircraft.

Sec. 303. Government and industry consortia.

Sec. 304. Implementation of Article 83 Bis of the Chicago Convention.

Sec. 305. Foreign aviation services authority.

Sec. 306. Flexibility to perform criminal history record checks; technical amendments to Pilot Records Improvement Act.

Sec. 307. Extension of Aviation Insurance Program.

Sec. 308. Technical corrections to civil penalty provisions.

Sec. 309. Criminal penalty for pilots operating in air transportation without an airman's certificate.

Sec. 310. Nondiscriminatory interline interconnection requirements.

Sec. 311. Review process for emergency orders under section 44709.

TITLE IV—MISCELLANEOUS

Sec. 401. Oversight of FAA response to year 2000 problem.

Sec. 402. Cargo collision avoidance systems deadline.

Sec. 403. Runway safety areas; precision approach path indicators.

Sec. 404. Airplane emergency locators.

Sec. 405. Counterfeit aircraft parts.

Sec. 406. FAA may fine unruly passengers.

Sec. 407. Higher standards for handicapped access.

Sec. 408. Conveyances of United States Government land.

Sec. 409. Flight operations quality assurance rules.

Sec. 410. Wide area augmentation system.

Sec. 411. Regulation of Alaska guide pilots.

Sec. 412. Alaska rural aviation improvement.

Sec. 413. Human factors program.

Sec. 414. Independent validation of FAA costs and allocations.

Sec. 415. Application of Federal Procurement Policy Act.

Sec. 416. Report on modernization of oceanic ATC system.

Sec. 417. Report on air transportation oversight system.

Sec. 418. Recycling of EIS.

Sec. 419. Protection of employees providing air safety information.

Sec. 420. Improvements to air navigation facilities.

Sec. 421. Denial of airport access to certain air carriers.

Sec. 422. Tourism.

Sec. 423. Sense of the Senate on property taxes on public-use airports.

Sec. 424. Federal Aviation Administration Personnel Management System.

Sec. 425. Authority to sell aircraft and aircraft parts for use in responding to oil spills.

Sec. 426. Aircraft and aviation component repair and maintenance advisory panel.

Sec. 427. Aircraft situational display data.

Sec. 428. Allocation of Trust Fund funding.

Sec. 429. Taos Pueblo and Blue Lakes Wilderness Area demonstration project.

Sec. 430. Airline marketing disclosure.

Sec. 431. Compensation under the Death on the High Seas Act.

Sec. 432. FAA study of breathing hoods.

Sec. 433. FAA study of alternative power sources for flight data recorders and cockpit voice recorders.

Sec. 434. Passenger facility fee letters of intent.

Sec. 435. Elimination of HAZMAT enforcement backlog.

Sec. 436. FAA evaluation of long-term capital leasing.

Sec. 437. Prohibitions against smoking on scheduled flights.

Sec. 438. Designating current and former military airports.

Sec. 439. Rolling stock equipment.

Sec. 440. Monroe Regional Airport land conveyance.

Sec. 441. Cincinnati-Municipal Blue Ash Airport.

Sec. 442. Report on Specialty Metals Consortium.

Sec. 443. Pavement condition.

Sec. 444. Inherently low-emission airport vehicle pilot program.

Sec. 445. Conveyance of airport property to an institution of higher education in Oklahoma.

Sec. 446. Automated Surface Observation System/Automated Weather Observing System Upgrade.

Sec. 447. Terminal Automated Radar Display and Information System.

Sec. 448. Cost/benefit analysis for retrofit of 16G seats.

Sec. 449. Raleigh County, West Virginia, Memorial Airport.

Sec. 450. Airport safety needs.

Sec. 451. Flight training of international students.

Sec. 452. Grant Parish, Louisiana.

Sec. 453. Designation of general aviation airport.

Sec. 454. Airline Deregulation Study Commission.

Sec. 455. Nondiscrimination in the use of private airports.

Sec. 456. Curfew.

Sec. 457. Federal Aviation Administration Year 2000 Technology Safety Enforcement Act of 1999.