

considered read the third time and passed, the motion to reconsider be laid upon the table, and any statements relating to the bill be printed in the RECORD.

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

The bill (H.R. 1800) was considered read the third time and passed.

AUTHORIZING PRINTING OF PUBLICATION "THE UNITED STATES CAPITOL"

Mr. ROBERTS. Mr. President, I ask unanimous consent that the Senate proceed to the immediate consideration of S. Con. Res. 141 submitted by Senator MCCONNELL.

The PRESIDING OFFICER. The clerk will report the concurrent resolution by title.

The legislative clerk read as follows:

A concurrent resolution (S. Con. Res. 141) to authorize the printing of copies of the publication entitled "The United States Capitol" as a Senate document.

There being no objection, the Senate proceeded to consider the concurrent resolution.

Mr. ROBERTS. Mr. President, I ask unanimous consent the resolution be agreed to and the motion to reconsider be laid upon the table.

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

The concurrent resolution (S. Con. Res. 141) was agreed to, as follows:

S. CON. RES. 141

Resolved by the Senate (the House of Representatives concurring), That (a) a revised edition of the publication entitled "The United States Capitol" (referred to as "the pamphlet") shall be reprinted as a Senate document.

(b) There shall be printed a total of 2,850,000 copies of the pamphlet in English and seven other languages at a cost not to exceed \$165,900 for distribution as follows:

(1)(A) 206,000 copies of the pamphlet in the English language for the use of the Senate with 2,000 copies distributed to each Member;

(B) 886,000 copies of the pamphlet in the English language for the use of the House of Representatives with 2,000 copies distributed to each Member; and

(C) 1,758,000 copies of the pamphlet for distribution to the Capitol Guide Service in the following languages:

(i) 908,000 copies in English;

(ii) 100,000 copies in each of the following seven languages: Spanish, German, French, Russian, Japanese, Italian, and Korean; and

(iii) 150,000 copies in Chinese.

(2) If the total printing and production costs of copies in paragraph (1) exceed \$165,900, such number of copies of the pamphlet as does not exceed total printing and production costs of \$165,900, shall be printed with distribution to be allocated in the same proportion as in paragraph (1) as it relates to numbers of copies in the English language.

AUTHORIZING THE PRINTING OF "WASHINGTON'S FAREWELL ADDRESS"—S. RES. 361

AUTHORIZING THE PRINTING OF REVISED SENATE RULES AND MANUAL—S. RES. 360

Mr. ROBERTS. Mr. President, I ask unanimous consent that the Rules Committee be discharged from the further consideration of S. Res. 360 and S. Res. 361, and that the Senate then proceed en bloc to their immediate consideration.

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

The clerk will report the resolutions by title.

The legislative clerk read as follows:

A resolution (S. Res. 360) to authorize the printing of a document entitled "Washington's Farewell Address."

A resolution (S. Res. 361) to authorize the printing of a revised edition of the Senate Rules and Manual.

There being no objection, the Senate proceeded to consider the resolutions en bloc.

Mr. ROBERTS. Mr. President, I ask unanimous consent that the resolutions be agreed to and the motions to reconsider be laid upon the table en bloc.

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

The resolutions (S. Res. 360 and S. Res. 361) were agreed to, as follows:

S. RES. 360

Resolved,

SECTION 1. AUTHORIZATION.

The booklet entitled "Washington's Farewell Address", prepared by the Senate Historical Office under the direction of the Secretary of the Senate, shall be printed as a Senate document.

SEC. 2. FORMAT.

The Senate document described in section 1 shall include illustrations and shall be in the style, form, manner, and printing as directed by the Joint Committee on Printing after consultation with the Secretary of the Senate.

SEC. 3. COPIES.

In addition to the usual number of copies, there shall be printed 600 additional copies of the document specified in section 1 for the use of the Secretary of the Senate.

S. RES. 361

Resolved, That (a) the Committee on Rules and Administration shall prepare a revised edition of the Senate Rules and Manual for the use of the 106th Congress.

(b) The manual shall be printed as a Senate document.

(c) In addition to the usual number of documents, 1,400 additional copies of the manual shall be bound of which—

(1) 500 paperbound copies shall be for the use of the Senate; and

(2) 900 copies shall be bound (500 paperbound; 200 nontabbed black skiver; 200 tabbed black skiver) and delivered as may be directed by the Committee on Rules and Administration.

AIRPORT SECURITY IMPROVEMENT ACT OF 2000

Mr. ROBERTS. Mr. President, I ask unanimous consent that the Senate

now proceed to the immediate consideration of Calendar No. 764, S. 2440.

The PRESIDING OFFICER. The clerk will state the bill by title.

The legislative clerk read as follows:

A bill (S. 2440) to amend title 49, United States Code, to improve airport security.

There being no objection, the Senate proceeded to consider the bill, which was reported by the Committee on Commerce, with an amendment in the nature of a substitute.

(Strike out all after the enacting clause and insert the part printed in italic.)

SECTION 1. SHORT TITLE.

This Act may be cited as the "Airport Security Improvement Act of 2000".

SEC. 2. CRIMINAL HISTORY RECORD CHECKS.

(a) EXPANSION OF FAA ELECTRONIC PILOT PROGRAM.—*Within 12 months after the date of enactment of this Act, the Administrator of the Federal Aviation Administration shall, in consultation with the Office of Personnel Management and the Federal Bureau of Investigation, develop the pilot program for individual criminal history record checks, known as the electronic fingerprint transmission pilot project, into an aviation industry-wide program.*

(b) APPLICATION OF EXPANDED PROGRAM.—*Beginning 1 year after the date of enactment of this Act, the Administrator shall utilize the program described in subsection (a) to carry out section 44936 of title 49, United States Code, for individuals described in subsection (a)(1)(A), (a)(1)(B)(i), or (a)(1)(B)(ii) of that section. If the Administrator determines that the program is not sufficiently operational 1 year after the date of enactment of this Act to permit its utilization in accordance with subsection (a), the Administrator shall notify the Senate Committee on Commerce, Science, and Transportation and the House of Representatives Committee on Transportation and Infrastructure of the determination.*

(c) CHANGES IN EXISTING REQUIREMENTS.—*Section 44936(a)(1) of title 49, United States Code is amended—*

(1) by striking "conducted, as the Administrator decides is necessary to ensure air transportation security, of" in subparagraph (A) and inserting "conducted of"; and

(2) by striking "subparagraph (C))" in subparagraph (B) and inserting "subparagraph (D))";

(3) by redesignating subparagraphs (C) and (D) as subparagraphs (D) and (E);

(4) by inserting after subparagraph (B) the following:

"(C) A criminal history record check shall be conducted for every individual who applies for a position described in subparagraph (A) or in subparagraph (B)(i) or (ii) after the date of enactment of the Airport Security Improvement Act of 2000. For the 12-month period beginning on the date of enactment of that Act, an individual described in the preceding sentence may be employed in such a position before the check is completed if the individual is subject to supervision except in a case described in clause (i), (ii), (iii), (iv), or (v) of subparagraph (D). After that 12-month period, such an individual may not be so employed until the check is completed.";

(5) by striking "subparagraph (C)," in subparagraph (E), as redesignated, and inserting "subparagraph (D),"; and

(6) by striking "as a screener" in subparagraph (E), as redesignated, and inserting "in the position for which the individual applied".

(d) LIST OF OFFENSES BARRING EMPLOYMENT.—*Section 44936(b)(1)(B) of title 49, United States Code, is amended—*

(1) by inserting "(or found not guilty by reason of insanity)" after "convicted";

(2) by inserting "or felony unarmed" after "armed" in clause (xi);

(3) by striking "or" after the semicolon in clause (xii);

(4) by redesignating clause (xiii) as clause (xv) and inserting after clause (xii) the following:

"(xii) felony involving a threat;

"(xiv) a felony involving—

"(I) willful destruction of property;

"(II) importation or manufacture of a controlled substance;

"(III) burglary;

"(IV) theft;

"(V) dishonesty, fraud, or misrepresentation;

"(VI) possession or distribution of stolen property;

"(VII) aggravated assault; or

"(VIII) bribery; or"; and

(5) by striking "clauses (i)-(xii) of this paragraph." in clause (xv), as redesignated, and inserting "clauses (i) through (xiv) of this subparagraph."

SEC. 3. IMPROVED TRAINING.

(a) COMPLETION OF RULEMAKING ON CERTIFICATION OF AVIATION SCREENING COMPANIES.—

(1) INTERIM RULE.—No later than 30 days after the date of enactment of this Act, the Administrator of the Federal Aviation Administration shall issue as an interim final rule the proposed rule on Certification of Screening Companies published in the Federal Register for January 5, 2000. For purposes of the interim final rule, the analyses and documentation prepared for the proposed rules are deemed to meet the requirements of chapter 5 of title 5, United States Code, applicable to rulemaking and any other procedural requirement imposed by law on rulemaking.

(2) FINAL RULE.—No later than May 31, 2001, the Administrator shall issue a final rule on the Certification of Screening Companies, after taking into account any comments received on the proposed rule issued as an interim final rule under paragraph (1).

(b) MINIMUM INSTRUCTIONAL STANDARDS FOR SCREENERS.—Section 44935 of title 49, United States Code, is amended by adding at the end thereof the following:

"(e) TRAINING STANDARDS FOR SCREENERS.—

"(1) IN GENERAL.—The Administrator shall prescribe minimum standards for training security screeners that include at least 40 hours of classroom instruction before an individual is qualified to provide security screening services under section 44901 of this title.

"(2) CLASSROOM EQUIVALENCY.—The successful completion of a program certified by the Administrator as a program that will train individuals to a level of proficiency meets the classroom instruction requirement of paragraph (1).

"(3) ON-THE-JOB TRAINING.—In addition to the requirements of paragraph (1), before an individual may exercise independent judgment as a security screener under section 44901 of this title the individual shall—

"(A) complete 40 hours of on-the-job training; and

"(B) successfully complete an on-the-job training examination prescribed by the Administrator."

(c) COMPUTER-BASED TRAINING FACILITIES.—Section 4935 of title 49, United States Code, as amended by subsection (b) is further amended by adding at the end thereof the following:

"(f) ACCESSIBILITY OF COMPUTER-BASED TRAINING FACILITIES.—The Administrator shall work with air carriers and airports to ensure that computer-based training facilities intended for use by security screeners at an airport regularly serving an air carrier holding a certificate issued by the Secretary be conveniently located for that airport and easily accessible."

SEC. 4. IMPROVING SECURED-AREA ACCESS CONTROL.

Section 44903 of title 49, United States Code, is amended—

(1) by redesignating subsections (e) and (f) as subsections (f) and (g); and

(2) by inserting after subsection (d) thereof the following:

"(e) IMPROVEMENT OF SECURED-AREA ACCESS CONTROL.—

"(1) ENFORCEMENT.—

"(A) ADMINISTRATOR TO PUBLISH SANCTIONS.—The Administrator shall publish in the Federal Register a list of sanctions for use as guidelines in the discipline of employees for infractions of airport access control requirements. The guidelines shall incorporate a progressive disciplinary approach that relates proposed sanctions to the severity or recurring nature of the infraction, and shall include, but are not limited to, measures such as remedial training, suspension from security-related duties, suspension from all duties without pay, and termination of employment.

"(B) USE OF SANCTIONS.—Each airport, air carrier, and security screening company shall include the list of sanctions published by the Administrator in its security program. The security program shall include a process for taking prompt disciplinary action against an employee who commits an infraction of airport access control requirements.

"(2) IMPROVEMENTS.—The Administrator shall—

"(A) work with airport operators and air carriers to implement and strengthen existing controls to eliminate access control weaknesses by September 30, 2000;

"(B) require airport operators and air carriers to develop and implement comprehensive and recurring training programs that teach employees their role in airport security, the importance of their participation, how their performance will be evaluated, and what action will be taken if they fail to perform;

"(C) require airport operators and air carriers—

"(i) to develop and implement programs that foster and reward compliance with access control requirements, and discourage and penalize noncompliance in accordance with guidelines issued by the Administrator to measure employee compliance; and

"(ii) to enforce individual compliance requirements under Administration oversight;

"(D) assess and test for compliance with access control requirements, report findings, and assess penalties or take other appropriate enforcement actions when noncompliance is found;

"(E) improve and better administer the Administration security database to ensure its efficiency, reliability, and usefulness for identification of systemic problems and allocation of resources;

"(F) improve the execution of the Administration's quality control program by September 30, 2000; and

"(G) require airport operators and air carriers to strengthen access control points in secured areas (including air traffic control operations areas) to ensure the security of passengers and aircraft by September 30, 2000."

SEC. 5. PHYSICAL SECURITY FOR ATC FACILITIES.

In order to ensure physical security at Federal Aviation Administration facilities that house air traffic control systems, the Administrator shall—

(1) correct identified physical security weaknesses at inspected facilities so these air traffic control facilities can be granted physical security accreditation as expeditiously as possible, but no later than April 30, 2001; and

(2) ensure that annual or triennial follow-up inspections are conducted, deficiencies are promptly corrected, and accreditation is kept current for all air traffic control facilities.

SEC. 6. EXPLOSIVES DETECTION EQUIPMENT.

The Administrator of the Federal Aviation Administration shall immediately begin to increase gradually the random selection factor embedded in the Administration's Commuter-Assisted Passenger Prescreening System at airports

where bulk explosive detection equipment is being used.

SEC. 7. TECHNICAL AMENDMENT TO TITLE 49.

Section 106(p)(2) is amended by striking "15" and inserting "18".

Mr. MCCAIN. Mr. President, I rise to express my strong support for the Airport Security Improvement Act of 2000, S. 2440. This bill was introduced in April by Senator HUTCHISON and cosponsored by several other Senators, including myself. In June, the Commerce Committee favorably reported S. 2440, which was crafted to address several serious concerns associated with aviation security in this country.

The bill was introduced in the wake of an Aviation Subcommittee hearing chaired by Senator HUTCHISON on the current state of aviation security. Prior to the hearing, the Federal Aviation Administration (FAA) and the General Accounting Office (GAO) conducted a closed briefing with respect to some of the more sensitive information in this area. Given concerns raised by the GAO and the Department of Transportation's Inspector General, a consensus developed that legislation was needed to address some of the more glaring deficiencies in the current system.

As reported by the committee, S. 2440 would do the following: require criminal history records checks for all baggage and security checkpoint screeners; expand the list of criminal convictions that disqualify an individual from being employed as a security screener; increase the amount of classroom and on-the-job training required of airline security screeners; require the FAA to work with air carriers and airport operators to strengthen procedures to prevent unauthorized access to aircraft; hold security personnel individually responsible for security lapses through progressive disciplinary measures; require the FAA to improve security at its own air traffic control facilities; and increase random screening of checked bags for explosives.

I believe these are all necessary steps for the improvement of aviation security. No system can ever be perfect, but we must continue to strive for an air transportation system that is as secure as reasonably possible. On the whole, security at U.S. airports appears to be good at this time. But, as I have said before, we cannot relax our efforts, especially given the significant growth in air travel. The threats to our nation remain real, and the airline industry unfortunately remains an attractive target.

In closing, I commend Senator HUTCHISON for her hard work on this bill. She has done a fine job of taking the lead on this legislation.

Mr. HOLLINGS. Mr. President, thank you for the opportunity to speak today about airport security, and in particular, S. 2440, the Airport Security Improvement Act of 2000.

Our aviation security system in the United States and abroad is of extreme importance in protecting the traveling

public. Airport security is our first line of defense against terrorist attacks or other dangerous acts. We all know that our airport security personnel are underpaid and overworked.

Congress sets minimum security standards for the airports and airlines to meet, but implementing the standards is not a government function—that part is left to the airlines, airports and security personnel. We need to ensure, then, that the industry and security screeners are better prepared and that higher training standards are implemented. Security workers are characterized by a high rate of turnover. According to GAO's testimony in our April 6 hearing this year on aviation security, from May 1998 through April 1999, turnover averaged 126 percent among screeners at 19 large airports, and the average wage for screeners in the United States averages \$5.75 per hour with minimal benefits. We can't expect security personnel who are receiving minimum-wage or near-minimum wage to realize just how important their jobs are to the overall security of the airport and to have a commitment to their jobs. On the other hand, security personnel also need to be held individually responsible for security lapses. Peoples' lives are at stake when there are security lapses. Employees who fail to follow procedures should be suspended or terminated.

S. 2440 directs the FAA Administrator to prescribe minimum standards for training security screeners that includes at least 40 hours of classroom instruction and at least 40 hours of practical training before an individual is qualified to provide security screening services at an airport. The FAA is committed to funding better, more effective equipment, but it was not going to finalize the regulation to improve training requirements for screeners and certification for screening companies until May 2001. With this legislation, improved training requirements will be implemented by September 30 of this year. S. 2440 also, among other things, requires airport operators and air carriers to develop comprehensive and recurring training programs that teach employees their role in airport security and how performance will be evaluated and treated.

Another major problem at airports is secured-area access control weaknesses. People are getting into secured areas by following airport employees through security doors. This can be solved by employees simply closing the door behind them after they enter a secured area. S. 2440 requires airport operators and air carriers to develop programs that foster and reward compliance with access control requirements, discourage and penalize noncompliance, and enforce individual compliance requirements under FAA oversight.

I believe this bill is a step in the right direction. Security personnel need to be aware of the importance of

their job and they also need to be provided with the proper training to carry out their functions. Many of the areas covered by this bill consist of actions now being undertaken by the FAA. However, despite these actions, and consistent with the needs of the traveling public, a number of modifications will be debated with our House colleagues but I am confident we can put together a final bill and send it to the President for his signature.

Mr. ROBERTS. Mr. President, I ask unanimous consent that the Committee substitute be agreed to, the bill be read the third time and passed, the motion to reconsider be laid upon the table, and that any statements relating to the bill be printed at this point in the RECORD.

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

The committee amendment in the nature of a substitute was agreed to.

The bill (S. 2440), as amended, was read the third time and passed.

REQUESTING THAT THE U.S. POSTAL SERVICE ISSUE A COMMEMORATIVE STAMP HONORING NATIONAL VETERANS SERVICE ORGANIZATIONS

Mr. ROBERTS. Mr. President, I ask unanimous consent that the Governmental Affairs Committee be discharged from further consideration of S. Con. Res. 70, and the Senate then proceed to its immediate consideration.

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

The clerk will state the resolution by title.

A concurrent resolution (S. Con. Res. 70) requesting that the United States Postal Service issue a commemorative postage stamp honoring the national veterans service organizations of the United States.

There being no objection, the Senate proceeded to consider the concurrent resolution.

Mr. ROBERTS. Mr. President, I ask unanimous consent that the concurrent resolution be agreed to, the preamble be agreed to, the motion to reconsider be laid upon the table, and that any statements relating to the concurrent resolution be printed at this point in the RECORD.

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

The concurrent resolution (S. Con. Res. 70) was agreed to.

The preamble was agreed to.

The concurrent resolution, with its preamble, reads as follows:

S. CON. RES. 70

Whereas United States service personnel have fought, bled, and died in every war, conflict, police action, and military intervention in which the United States has engaged during this century and throughout the Nation's history;

Whereas throughout history, veterans service organizations have ably represented the interests of veterans in Congress and State legislatures across the Nation, and established networks of trained service officers

who, at no charge, have helped millions of veterans and their families secure the education, disability compensation, and health care benefits they are rightfully entitled to receive as a result of the military service performed by those veterans; and

Whereas veterans service organizations have been deeply involved in countless local community service projects and have been constant reminders of the American ideals of duty, honor, and national service: Now, therefore, be it

Resolved by the Senate (the House of Representatives concurring), That the Congress requests that—

(1) the United States Postal Service issue a series of commemorative postage stamps honoring the legacy and the continuing contributions of veterans service organizations to the United States; and

(2) the Citizens' Stamp Advisory Committee recommend to the Postmaster General that such a series of commemorative postage stamps be issued.

U.S.S. "WISCONSIN" COMMEMORATIVE POSTAGE STAMP

Mr. ROBERTS. Mr. President, I ask unanimous consent that the Governmental Affairs Committee be discharged from further consideration of S. Con. Res. 60, and that the Senate then proceed to its immediate consideration.

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

The clerk will report the concurrent resolution by title.

The legislative clerk read as follows:

A concurrent resolution (S. Con. Res. 60) expressing the sense of Congress that a commemorative postage stamp should be issued in honor of the U.S.S. *Wisconsin* and all those who served aboard her.

There being no objection, the Senate proceeded to consider the concurrent resolution.

Mr. ROBERTS. Mr. President, I ask unanimous consent that the concurrent resolution be agreed to, the preamble be agreed to, the motion to reconsider be laid upon the table, and that any statements relating to the resolution be printed in the RECORD.

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

The concurrent resolution (S. Con. Res. 60) was agreed to.

The preamble was agreed to.

The concurrent resolution, with its preamble, reads as follows:

S. CON. RES. 60

Whereas the Iowa Class Battleship, the U.S.S. *Wisconsin* (BB-64), is an honored warship in United States naval history, with 6 battle stars and 5 citations and medals during her 55 years of service;

Whereas the U.S.S. *Wisconsin* was launched on December 7, 1943, by the Philadelphia Naval Shipyard; sponsored by Mrs. Walter S. Goodland, wife of then-Governor Goodland of Wisconsin; and commissioned at Philadelphia, Pennsylvania, on April 16, 1944, with Captain Earl E. Stone in command;

Whereas her first action for Admiral William "Bull" Halsey's Third Fleet was a strike by her task force against the Japanese facilities in Manila, thereby supporting the amphibious assault on the Island of Mindoro, which was a vital maneuver in the defeat of the Japanese forces in the Philippines;