

Health Care Implementation Plan; to the Committee on Armed Services.

EC-4486. A communication from the Deputy Secretary of Defense, transmitting, pursuant to law, a report on Proposed Obligations for Weapons Destruction and Non-Proliferation in the Former Soviet Union; renotification of funds; to the Committee on Armed Services.

EC-4487. A communication from the Attorney-Advisor, National Highway Traffic Safety Administration, Department of Transportation, transmitting, pursuant to law, the report of a rule entitled "Neck Lateral Bending for 50% Male Side Impact Dummy Hybrid III (SID/HIII): Final Rule" (RIN2127-AH87) received on October 11, 2001; to the Committee on Commerce, Science, and Transportation.

EC-4488. A communication from the Program Analyst of the Federal Aviation Administration, Department of Transportation, transmitting, pursuant to law, the report of a rule entitled "Flightcrew Compartment Access and Door Designs" (RIN2120-AH52) received on October 11, 2001; to the Committee on Commerce, Science, and Transportation.

EC-4489. A communication from the Program Analyst of the Federal Aviation Administration, Department of Transportation, transmitting, pursuant to law, the report of a rule entitled "Airworthiness Directives: Boeing Model 767-200 and 300 Series Airplanes; request for comment" ((RIN2120-AA64)(2001-0500)) received on October 11, 2001; to the Committee on Commerce, Science, and Transportation.

EC-4490. A communication from the Program Analyst of the Federal Aviation Administration, Department of Transportation, transmitting, pursuant to law, the report of a rule entitled "Airworthiness Directives: Rolls Royce plc RB211 535 Turbofan Engines; request for comments" ((RIN2120-AA64)(2001-0499)) received on October 11, 2001; to the Committee on Commerce, Science, and Transportation.

EC-4491. A communication from the Program Analyst of the Federal Aviation Administration, Department of Transportation, transmitting, pursuant to law, the report of a rule entitled "Airworthiness Directives: Raytheon Aircraft Company Beech Models 1900, 1900C, and 1900D Airplanes" ((RIN2120-AA64)(2001-0501)) received on October 11, 2001; to the Committee on Commerce, Science, and Transportation.

EC-4492. A communication from the Program Analyst of the Federal Aviation Administration, transmitting, pursuant to law, the report of a rule entitled "Airworthiness Directives: General Electric Company CF34 3A1, 3B, and 3B1 Turbofan Engines; request for comments" ((RIN2120-AA64)(2001-0502)) received on October 11, 2001; to the Committee on Commerce, Science, and Transportation.

EC-4493. A communication from the Program Analyst of the Federal Aviation Administration, Department of Transportation, transmitting, pursuant to law, the report of a rule entitled "Airworthiness Directives: Bell Helicopter Textron Canada Model 206L 4, 407, and 427 Helicopters; request for comments" ((RIN2120-AA64)(2001-0503)) received on October 11, 2001; to the Committee on Commerce, Science, and Transportation.

EC-4494. A communication from the Program Analyst of the Federal Aviation Administration, Department of Transportation, transmitting, pursuant to law, the report of a rule entitled "Airworthiness Directives: Airbus Model A330 and A340 Series Airplanes" ((RIN2120-AA64)(2001-0504)) received on October 11, 2001; to the Committee on Commerce, Science, and Transportation.

EC-4495. A communication from the Assistant Attorney General, Office of Legislative Affairs, Department of Justice, transmit-

ting, a report on S.1214, the "Port and Maritime Security Act of 2001" and S. Rpt. 107-64; to the Committee on Commerce, Science, and Transportation.

INTRODUCTION OF BILLS AND JOINT RESOLUTIONS

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

By Mr. HARKIN (for himself, Mr. INHOFE, Mr. BAUCUS, Mr. BURNS, Mr. JOHNSON, Mr. HOLLINGS, Mr. CLELAND, and Mr. WELLSTONE):

S. 1552. A bill to provide for grants through the Small Business Administration for losses suffered by general aviation small business concerns as a result of the terrorist attacks of September 11, 2001; to the Committee on Small Business and Entrepreneurship.

By Mr. HATCH:

S. 1553. A bill to amend the Internal Revenue Code of 1986 to allow a bonus deduction for depreciable business assets; to the Committee on Finance.

By Mr. CLELAND:

S. 1554. A bill to amend the Internal Revenue Code of 1986 to provide an increased low-income housing credit for property located immediately adjacent to qualified census tracts; to the Committee on Finance.

By Mrs. FEINSTEIN (for herself, Mr. LEAHY, and Mr. AKAKA):

S. 1555. A bill to express the policy of the United States with respect to the adherence by the United States to global standards in the transfer of small arms and light weapons, and for other purposes; to the Committee on Foreign Relations.

By Ms. STABENOW (for herself, Mr. KYL, Mrs. CLINTON, Mr. SCHUMER, Mr. ALLEN, Mr. WARNER, Ms. MIKULSKI, Mrs. BOXER, Mr. DAYTON, Mr. ROCKEFELLER, Mr. DASCHLE, Mr. BREAUX, Mrs. CARNAHAN, Mr. NICKLES, Mr. LEVIN, Mr. CORZINE, Mr. KENNEDY, Mr. JOHNSON, Mr. DORGAN, and Mr. DURBIN):

S. 1556. A bill to establish a program to name national and community service projects in honor of victims killed as a result of the terrorist attacks on September 11, 2001; to the Committee on Health, Education, Labor, and Pensions.

By Ms. SNOWE:

S. 1557. A bill to amend title 49, United States Code, to prohibit the operation of motor vehicles transporting hazardous materials by persons not subjected to a background investigation, and for other purposes; to the Committee on Commerce, Science, and Transportation.

By Mr. SANTORUM (for himself and Mr. VOINOVICH):

S. 1558. A bill to provide for the issuance of certificates to social security beneficiaries guaranteeing their right to receive social security benefits under title II of the Social Security Act in full with an accurate annual cost-of-living adjustment; to the Committee on Finance.

SUBMISSION OF CONCURRENT AND SENATE RESOLUTIONS

The following concurrent resolutions and Senate resolutions were read, and referred (or acted upon), as indicated:

By Mr. THURMOND:

S.Con.Res. 79. A concurrent resolution expressing the sense of Congress that public schools may display the words "God Bless America" as an expression of support for the Nation; to the Committee on the Judiciary.

ADDITIONAL COSPONSORS

S. 677

At the request of Mr. HATCH, the name of the Senator from Missouri (Mrs. CARNAHAN) was added as a cosponsor of S. 677, a bill to amend the Internal Revenue Code of 1986 to repeal the required use of certain principal repayments on mortgage subsidy bond financing to redeem bonds, to modify the purchase price limitation under mortgage subsidy bond rules based on median family income, and for other purposes.

S. 826

At the request of Mrs. LINCOLN, the name of the Senator from North Dakota (Mr. DORGAN) was added as a cosponsor of S. 826, a bill to amend title XVIII of the Social Security Act to eliminate cost-sharing under the medicare program for bone mass measurements.

S. 847

At the request of Mr. DAYTON, the name of the Senator from Oregon (Mr. SMITH of Oregon) was added as a cosponsor of S. 847, a bill to impose tariff-rate quotas on certain casein and milk protein concentrates.

S. 1022

At the request of Mr. WARNER, the name of the Senator from New Jersey (Mr. CORZINE) was added as a cosponsor of S. 1022, a bill to amend the Internal Revenue Code of 1986 to allow Federal civilian and military retirees to pay health insurance premiums on a pretax basis and to allow a deduction for TRICARE supplemental premiums.

S. 1244

At the request of Mr. KENNEDY, the name of the Senator from North Carolina (Mr. EDWARDS) was added as a cosponsor of S. 1244, a bill to amend titles XIX and XXI of the Social Security Act to provide for FamilyCare coverage for parents of enrolled children, and for other purposes.

S. 1258

At the request of Mr. DORGAN, the name of the Senator from Washington (Mrs. MURRAY) was added as a cosponsor of S. 1258, a bill to improve academic and social outcomes for teenage youth.

S. 1286

At the request of Mrs. CARNAHAN, the name of the Senator from Michigan (Mr. LEVIN) was added as a cosponsor of S. 1286, a bill to provide for greater access to child care services for Federal employees.

S. 1443

At the request of Mr. MILLER, the name of the Senator from Georgia (Mr. CLELAND) was added as a cosponsor of S. 1443, a bill to amend the Water Resources Development Act of 2000 to modify a provision relating to easement prohibitions.

S. 1499

At the request of Mr. KERRY, the name of the Senator from North Dakota (Mr. CONRAD) was added as a cosponsor of S. 1499, a bill to provide assistance to small business concerns adversely impacted by the terrorist attacks perpetrated against the United States on September 11, 2001, and for other purposes.

S. 1520

At the request of Mr. BAYH, the name of the Senator from North Dakota (Mr. DORGAN) was added as a cosponsor of S. 1520, a bill to assist States in preparing for, and responding to, biological or chemical terrorist attacks.

S.RES. 140

At the request of Mr. ROBERTS, the name of the Senator from Nevada (Mr. REID) was added as a cosponsor of S.Res. 140, a resolution designating the week beginning September 15, 2002, as "National Civic Participation Week."

STATEMENTS ON INTRODUCED BILLS AND JOINT RESOLUTIONS

By Mr. HARKIN (for himself, Mr. INHOFE, Mr. BAUCUS, Mr. BURNS, Mr. JOHNSON, Mr. HOLLINGS, Mr. CLELAND, and Mr. WELLSTONE):

S. 1552. A bill to provide for grants through the Small Business Administration for losses suffered by general aviation small business concerns as a result of the terrorist attacks of September 11, 2001; to the Committee on Small Business and Entrepreneurship.

Mr. HARKIN. Mr. President, I rise today on behalf of Senator INHOFE, Senator BAUCUS, Senator BURNS, Senator JOHNSON, Senator HOLLINGS and myself, to introduce the General Aviation Assistance Act. This legislation would provide assistance in the form of Small Business Administration grants, helping to support an essential part of our aviation industry at a very critical time.

When many of the large passenger airlines were in trouble, we knew we had to act quickly to support this vital industry. When the planes were grounded following the September 11 attacks, many airlines were in a precarious position.

The situation in the general aviation industry is equally, if not more, precarious. And the services general aviation businesses provide are no less critical to our economy.

In Iowa and in many rural States, commercial service is very limited. Without general aviation, traveling by air means driving for hours to reach a small commercial airport that offers few flights, often at inconvenient times. That is not a workable situation for most businesses. Many could not locate to rural America without general aviation services.

The general aviation industry is made up of a number of small business. It operates at more than 5,300 public use airports nationwide, compared to the 650 airports in the nation that have

airline service. Ninety-two percent of the aircraft registered in the United States are general aviation aircraft. That includes charter businesses, crop dusters, the people who maintain small noncommercial airports and those that train future pilots. These businesses provide jobs for thousands of hard-working Americans and many cannot survive much longer without our help.

Our failure to support general aviation now would deal a severe blow to the rural economy. Unlike the commercial airlines, general aviation is made up largely of small businesses. Their ability to remain in business rests on their ability to fly. A very significant number of these businesses are in danger of not making it through the year without relief.

Over the past month, while visiting many of Iowa's airports to discuss airlines safety, I also met with a number of general aviation operators. For many small plane operators, flight restrictions lasted far longer than they did for the big airlines. Indeed, there are still some general aviation companies near large cities that are still closed today.

Last week, I spoke with Bill Kyle from Charles City, IA who is a small independent operator. From September 11 to September 22, he lost two thousand dollars a day. He is still losing \$800 dollars every day because his business is reduced at a similar rate to the reductions seen in commercial aviation. These are not the type of losses that a small business like Bill Kyle's can survive, not without some assistance.

The legislation we are introducing today will provide small general aviation businesses with grants to make up for their actual losses from September 11 through the end of the year. The program would be administered by the Small Business Administration which would make sure that the amount of assistance provided was fairly determined. Grants could be as much as \$6 million, although, of course, the vast majority would be far less.

We must act. This assistance could be the difference between a general aviation business taking off or being grounded permanently.

A number of my colleagues are working to assist small business to recover from this tragedy. I am sure that many have been hearing from their constituents about this issue. So, I am sure they know that few small businesses have been impacted as dramatically as the hard-working people in general aviation.

I am committed to getting general aviation back on track. It is important to these small businesses. It is important to the people they employ. And it is important to the rural economy as a whole. I ask my colleagues to join me in support of this legislation.

By Mr. HATCH:

S. 1553. A bill to amend the Internal Revenue Code of 1986 to allow a bonus

deduction for depreciable business assets; to the Committee on Finance.

Mr. HATCH. Mr. President, I rise today to introduce legislation designed to help stimulate the economy by creating a strong incentive for businesses to invest immediately in new productive assets.

Unfortunately, the evil acts of terrorists on September 11 did more than shatter lives, hopes and dreams and destroy or damage great buildings in New York and Washington. They also caused serious harm to our national, and even the world's economies.

While we do not yet know the full extent of the havoc brought to the U.S. economy by the calamities of September 11, practically all the experts agree that the damage will be significant. Few of them doubt that we are now in a recession. Moreover, many of the Nation's leading economists agree that the Congress and the President should move quickly to enact a package of tax cuts and other measures to stimulate the economy and try to prevent the downturn from becoming a long and deep one.

For this reason, the bipartisan leadership of Congress in both houses, along with the White House, have been meeting for weeks in an attempt to develop a consensus on what such an economic stimulus package should include. Last Friday, the Committee on Ways and Means of the House of Representatives approved an initial stimulus bill.

While it appears evident to me that it will be difficult for everyone in both parties and in both houses to agree on the proper content of the economic stimulus package, there are some guiding principles for the package on which most seem to agree. First, and almost by definition, the stimulus package should provide a strong incentive for players in the economy to take action they would not ordinarily take. Second, such an incentive should cause the desired action to occur quickly, when it will be of the most good to the economy. Finally, the stimulus should be temporary, and not cause a large long-term effect on the Federal budget, which could lead to an increase in interest rates.

It may be that there are many specific tax law changes that meet these guiding principles. Some have suggested another round of tax rebate checks, but designated only for those who were not able to participate in the advance tax cut Congress passed in May of this year. Others are proposing the acceleration of the income tax rate cuts that were included in that same tax bill that are presently scheduled to take effect in future years. Still others insist that the stimulus package include new spending on our infrastructure or relief to ailing industries and to displaced employees.

In the end, the economic stimulus package signed into law will probably contain a combination of several of these ideas. Our political process will