

1996, Harvey Gantt for Senate; \$100.00, 1995, Republican Campaign Council; 70.00, 1995, Republicans for Choice; 65.00, 1995, Montgomery County Republican Party; 50.00, 1995, Spiro for Congress; 85.00, 1995, Concord Coalition; 50.00, 1995, Montgomery County Republican Party; 40.00, 1995, NARAL; 50.00, 1995, Council for the National Interest; 100.00, 1995, Republican National Committee; 100.00, 1995, Dole for President; 100.00, 1995, Republicans Abroad; 50.00, 1995, People for the American Way; 50.00, 1995, Crawford for Congress; 100.00, 1995, Lugar for President; 25.00, 1995, Republican Presidential Task Force; 100.00, 1995, Tom Campbell for U.S. Congress.

*Nomination was reported with recommendation that it be confirmed subject to the nominee's commitment to respond to requests to appear and testify before any duly constituted committee of the Senate.

(Nominations without an asterisk were reported with the recommendation that they be confirmed.)

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 Mrs. HUTCHISON (for herself, Mr. SPECTER, and Mr. WARNER):

S. 1421. A bill to direct the Federal Aviation Administration to re-implement the sky marshal program within 30 days; to the Committee on Commerce, Science, and Transportation.

By Mrs. CLINTON (for herself, Mr. SCHUMER, Mr. LEAHY, Mr. HATCH, Mr. SPECTER, Mr. BIDEN, Mr. WARNER, Mr. SARBANES, Mr. ALLEN, Mr. DASCHLE, Mr. NICKLES, Ms. MIKULSKI, Mr. INHOFE, and Mr. BYRD):

S. 1422. A bill to provide for the expedited payment of certain benefits for a public safety officer who was killed or suffered a catastrophic injury as a direct and proximate result of a personal injury sustained in the line of duty in connection with the terrorist attacks of September 11, 2001; to the Committee on the Judiciary.

By Mr. BUNNING:

S. 1423. A bill to amend the Internal Revenue Code of 1986 to provide tax relief for military or civilian employees of the United States who are victims of terrorist attacks against the United States; to the Committee on Finance.

By Mr. KENNEDY (for himself, Mr. BROWNBACK, Mr. LEAHY, Mr. HATCH, and Mr. DURBIN):

S. 1424. A bill to amend the Immigration and Nationality Act to provide permanent authority for the admission of "S" visa non-immigrants; considered and passed.

By Mr. WYDEN:

S. 1425. A bill to establish hospice demonstration projects and a hospice grant program for beneficiaries under the medicare program under title XVIII of the Social Security Act, and for other purposes; to the Committee on Finance.

ADDITIONAL COSPONSORS

S. 492

At the request of Mr. THOMPSON, the name of the Senator from Utah (Mr. BENNETT) was added as a cosponsor of S. 492, a bill to amend the Internal Revenue Code of 1986 to repeal the alternative minimum tax on individuals.

S. 497

At the request of Mr. LEAHY, the name of the Senator from New Jersey (Mr. CORZINE) was added as a cosponsor of S. 497, a bill to express the sense of Congress that the Department of Defense should field currently available weapons, other technologies, tactics and operational concepts that provide suitable alternatives to anti-personnel mines and mixed anti-tank mine systems and that the United States should end its use of such mines and join the Convention on the Prohibition of Anti-Personnel Mines as soon as possible, to expand support for mine action programs including mine victim assistance, and for other purposes.

S. 567

At the request of Mr. SESSIONS, the name of the Senator from Oregon (Mr. SMITH) was added as a cosponsor of S. 567, a bill to amend the Internal Revenue Code of 1986 to provide capital gain treatment under section 631(b) of such Code for outright sales of timber by landowners.

S. 634

At the request of Ms. COLLINS, the name of the Senator from New Mexico (Mr. BINGAMAN) was added as a cosponsor of S. 634, a bill to amend section 2007 of the Social Security Act to provide grant funding for additional Enterprise Communities, and for other purposes.

S. 640

At the request of Mr. COCHRAN, his name was added as a cosponsor of S. 640, a bill to amend the Internal Revenue Code of 1986 to include wireless telecommunications equipment in the definition of qualified technological equipment for purposes of determining the depreciation treatment of such equipment.

S. 942

At the request of Mr. GRAHAM, the name of the Senator from Louisiana (Ms. LANDRIEU) was added as a cosponsor of S. 942, a bill to authorize the supplemental grant for population increases in certain states under the temporary assistance to needy families program for fiscal year 2002.

S. 948

At the request of Mr. LOTT, the name of the Senator from Mississippi (Mr. COCHRAN) was added as a cosponsor of S. 948, a bill to amend title 23, United States Code, to require the Secretary of Transportation to carry out a grant program for providing financial assistance for local rail line relocation projects, and for other purposes.

S. 1006

At the request of Mr. HAGEL, the name of the Senator from Illinois (Mr. DURBIN) was added as a cosponsor of S. 1006, a bill to provide for the energy security of the United States and promote environmental quality by enhancing the use of motor vehicle fuels from renewable sources, and for other purposes.

S. 1022

At the request of Mr. WARNER, the name of the Senator from South Da-

kota (Mr. JOHNSON) 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. 1075

At the request of Mr. GRASSLEY, the name of the Senator from Utah (Mr. HATCH) was added as a cosponsor of S. 1075, a bill to extend and modify the Drug-Free Communities Support Program, to authorize a National Community Antidrug Coalition Institute, and for other purposes.

S. 1140

At the request of Mr. HATCH, the name of the Senator from Mississippi (Mr. LOTT) was added as a cosponsor of S. 1140, a bill to amend chapter 1 of title 9, United States Code, to provide for greater fairness in the arbitration process relating to motor vehicle franchise contracts.

S. 1149

At the request of Mr. REID, the name of the Senator from Vermont (Mr. JEFFORDS) was added as a cosponsor of S. 1149, a bill to amend the Immigration and Nationality Act to establish a new nonimmigrant category for chefs and individuals in related occupations.

S. 1161

At the request of Mr. CRAIG, the names of the Senator from Nebraska (Mr. HAGEL), the Senator from New Hampshire (Mr. GREGG), the Senator from Colorado (Mr. ALLARD), and the Senator from Ohio (Mr. VOINOVICH) were added as cosponsors of S. 1161, a bill to amend the Immigration and Nationality Act to streamline procedures for the admission and extension of stay of nonimmigrant agricultural workers; to provide a stable, legal, agricultural work force; to extend basic legal protections and better working conditions to more workers; to provide for a system of one-time, earned adjustment to legal status for certain agricultural workers; and for other purposes.

S. 1346

At the request of Mr. SESSIONS, the name of the Senator from Arkansas (Mr. HUTCHINSON) was added as a cosponsor of S. 1346, a bill to amend the Federal Food, Drug, and Cosmetic Act with regard to new animal drugs, and for other purposes.

S. 1397

At the request of Mr. GRASSLEY, the name of the Senator from Kentucky (Mr. MCCONNELL) was added as a cosponsor of S. 1397, a bill to ensure availability of the mail to transmit shipments of day-old poultry.

S. 1409

At the request of Mrs. FEINSTEIN, the name of the Senator from Indiana (Mr. BAYH) was added as a cosponsor of S. 1409, a bill to impose sanctions against the PLO or the Palestinian Authority if the President determines that those entities have failed to substantially comply with commitments made to the State of Israel.

S. RES. 139

At the request of Mr. GRASSLEY, the name of the Senator from Pennsylvania (Mr. SPECTER) was added as a cosponsor of S. Res. 139, a resolution designating September 24, 2001, as "Family Day—A Day to Eat Dinner with Your Children".

At the request of Mr. BIDEN, the names of the Senator from Georgia (Mr. MILLER), the Senator from North Dakota (Mr. DORGAN) and the Senator from Washington (Mrs. MURRAY) were added as cosponsors of S. Res. 139, *supra*.

AMENDMENT NO. 1539

At the request of Mr. WELLSTONE, the name of the Senator from Rhode Island (Mr. REED) was added as a cosponsor of amendment No. 1539 intended to be proposed to H.R. 2500, a bill making appropriations for the Departments of Commerce, Justice, and State, the Judiciary, and related agencies for the fiscal year ending September 30, 2002, and for other purposes.

STATEMENTS ON INTRODUCED BILLS AND JOINT RESOLUTIONS

By Mrs. HUTCHISON (for herself, Mr. SPECTER, and Mr. WARNER):

S. 1421. A bill to direct the Federal Aviation Administration to re-implement the sky marshal program within 30 days; to the Committee on Commerce, Science, and Transportation.

Mrs. HUTCHISON. Madam President, the bill I am introducing today, and for which I will soon have cosponsors because I want everyone to have the opportunity to join me in this effort, will address one part of our aviation security issue. It is not the only one that I will look for us to address in the long term.

I do want the flying public to know that we have a safe and secure aviation system. However, last Tuesday, the terrorists who perpetrated this heinous crime found a vulnerability in that system. There are several things we will be able to do to correct this situation.

I was Vice Chairman of the National Transportation Safety Board. I have been dealing with aviation security for a long time. Today I am the ranking member of the Aviation Subcommittee of the Commerce Committee. This is my area of interest.

The bill I am introducing today would order the FAA to implement and augment within 30 days a sky marshal program that would allow for peace officers to be put in random airplane flights for domestic commercial air passenger flights and for international flights that would be coming into or out of America on U.S.-based airlines.

What I am trying to do is provide an extra measure of security which today is the responsibility of pilots. Many people may not realize it, but it is the pilot and the copilot who are responsible for dealing with unruly passengers, or with any kind of security threat to the people on an airplane.

We can no longer afford to allow pilots to have the dual responsibility of

keeping the plane safe in the air and at the same time be responsible for handling disruptions in the cabin.

The FAA, which has a very limited program, can train people on how to handle a breach of the peace in an airplane. It is a unique kind of training. It is not like military training certainly. It is not like a U.S. marshal on the ground. It is a different set of circumstances. An air marshal must be able to disarm a threat to the aircraft while operating in the confined space of the cabin.

No longer can any passenger carry on even the smallest knife. The FAA has issued a ruling that not even a penknife will be allowed on an airplane by a passenger or in any kind of carry-on baggage. Our passengers will be disarmed. We want to make sure they are protected in some way.

I am introducing this legislation, which will be a temporary program for 1 year. Then the FAA will report to Congress to determine if they believe it has been successful, if it should be continued, or if it is no longer necessary.

I am allowing the FAA Administrator to assess up to \$1 per passenger ticket for every segment of the flight. I talked to the FAA Administrator this morning. I told her that I wanted her to have the discretion to implement this program to deal with the security threats facing our passenger aviation system. I do not expect her to charge the full \$1 if she does not feel that it is necessary. I do not expect her to do it for every leg of the flight if she does not think it is necessary. I do think we need to act quickly and there needs to be a resource.

I can't imagine any airline passenger who would object to the payment of \$1 for this kind of onboard security. This would be required to be put in place within the next 30 days.

We need swift action to assure the flying public that we will do everything possible to make them secure in the air. The Administrator, Jane Garvey, told me this morning that she has already talked to the airlines about the possibility of sky marshals. My bill requires the airlines to provide a seat for the sky marshal regardless of availability. She said the airlines have already said that this is fine with them.

I am very hopeful that we will be able to enact this common-sense measure on an expedited basis. I want the people of our country to know that we are not going to leave any stone unturned to protect the public.

Having said that, I also want to say that this is not the end. This is a beginning. It is only one part of what I believe Congress and the President need to accomplish, working together to assure the safety of the people of our country. Clearly, this hijacking operation that was so well orchestrated is one facet of domestic terrorism. It highlighted a weakness in our aviation security, and we are going to clamp down in every way to assure the security of our flying public and the secu-

rity of anyone in America who would be attacked by a weapon of mass destruction which, in this case, was an airplane.

They found a vulnerability and they exploited it. We must assure that we have addressed every such vulnerability for our citizens, not only for the aviation security of our country, but we need to look at the public works in our country, the water systems, the tunnel systems we have for highways and trains and for mass transit, for our subway systems. We need to be ever vigilant over the public works of our country.

Secondly, we need to establish a missile defense system for our country. We must not let any terrorist in the world believe that now we have addressed the issues of domestic terrorism within our own public works systems or our infrastructure but we would be vulnerable to an incoming ballistic missile. This should be part of our domestic terrorism effort.

I appreciate the opportunity to take this first step. I hope it is one of many. I know my colleagues will work with me, with the President, all of us working together, Democrats and Republicans, to take the extra steps that our people expect us to take to make sure everyone in the world knows that we are committed to freedom and nobody is going to dash the spirit of America.

Madam President, these tragedies have stunned the nation. Moreover, they revealed that our passenger air system was vulnerable to this cowardly attack. Preliminary reports indicate that the hijackers were armed with nothing more than knives. Horrifically, these simple weapons were apparently used to murder members of the flight crew as they bravely attempted to alert the FAA, and even change the course of at least one of the doomed flights, taking it away from population centers and our priceless national symbols.

From these early reports, it is clear that the men and women who struggled to provide this information performed heroic feats while certainly knowing that they would not survive. We stand in awe of their deeds, but we lament that it was necessary. I also want to commend the Federal Aviation Administration for somehow managing to quickly ground thousands of airborne flights to remove any further threats to our Nation. Now, our attention must turn to finding those responsible for this act of war and making sure that we do everything in our power to prevent such a tragedy from occurring again. Airline passengers should not be called upon to make the ultimate sacrifice in order to avert an even greater tragedy.

Since the hijacking of TWA flight 847 in June 1985, the FAA has been authorized to train and deploy sky marshals. There is already in place a training facility in Atlantic City, New Jersey. However, the FAA has never revealed the number or identity of the marshals, the details of their training, nor