

(Mr. DODD) and the Senator from Louisiana (Mr. BREAU) were added as cosponsors of amendment No. 1599 intended to be proposed to S. 1438, a bill to authorize appropriations for fiscal year 2002 for military activities of the Department of Defense, for military constructions, and for defense activities of the Department of Energy, to prescribe personnel strengths for such fiscal year for the Armed Forces, and for other purposes.

AMENDMENT NO. 1621

At the request of Mr. DAYTON, the names of the Senator from Louisiana (Ms. LANDRIEU) and the Senator from New Jersey (Mr. CORZINE) were added as cosponsors of amendment No. 1621 intended to be proposed to S. 1438, a bill to authorize appropriations for fiscal year 2002 for military activities of the Department of Defense, for military constructions, and for defense activities of the Department of Energy, to prescribe personnel strengths for such fiscal year for the Armed Forces, and for other purposes.

AMENDMENT NO. 1634

At the request of Mrs. FEINSTEIN, her name was added as a cosponsor of amendment No. 1634 intended to be proposed to S. 1438, a bill to authorize appropriations for fiscal year 2002 for military activities of the Department of Defense, for military constructions, and for defense activities of the Department of Energy, to prescribe personnel strengths for such fiscal year for the Armed Forces, and for other purposes.

AMENDMENT NO. 1639

At the request of Mr. ALLARD, the name of the Senator from Virginia (Mr. ALLEN) was added as a cosponsor of amendment No. 1639 intended to be proposed to S. 1438, a bill to authorize appropriations for fiscal year 2002 for military activities of the Department of Defense, for military constructions, and for defense activities of the Department of Energy, to prescribe personnel strengths for such fiscal year for the Armed Forces, and for other purposes.

AMENDMENT NO. 1641

At the request of Mr. DOMENICI, the names of the Senator from Louisiana (Ms. LANDRIEU) and the Senator from Delaware (Mr. BIDEN) were added as cosponsors of amendment No. 1641 intended to be proposed to S. 1438, a bill to authorize appropriations for fiscal year 2002 for military activities of the Department of Defense, for military constructions, and for defense activities of the Department of Energy, to prescribe personnel strengths for such fiscal year for the Armed Forces, and for other purposes.

AMENDMENT NO. 1642

At the request of Mr. DOMENICI, the names of the Senator from Louisiana (Ms. LANDRIEU) and the Senator from Delaware (Mr. BIDEN) were added as cosponsors of amendment No. 1642 intended to be proposed to S. 1438, a bill to authorize appropriations for fiscal

year 2002 for military activities of the Department of Defense, for military constructions, and for defense activities of the Department of Energy, to prescribe personnel strengths for such fiscal year for the Armed Forces, and for other purposes.

STATEMENTS ON INTRODUCED BILLS AND JOINT RESOLUTIONS

By Mr. CRAPO (for himself and Mr. CRAIG):

S. 1459. A bill to designate the Federal building and United States courthouse located at 550 West Fort Street in Boise, Idaho, as the "James A. McClure Federal Building and United States Courthouse"; to the Committee on Environment and Public Works.

Mr. CRAPO. Madam President, I rise today to introduce legislation naming the Federal building and United States courthouse in Boise, ID, for our former colleague Senator James A. McClure.

Jim McClure ably served Idaho for 24 years in the United States Congress, including 18 years here in the Senate. At the time of his retirement from the Senate in 1991, Jim McClure was one of the most senior members of the Republican Conference, serving as its Chairman from 1981 to 1985. Prior to entering Congress in 1967, Jim McClure also served 6 years in the Idaho State Senate.

Throughout his service in Congress, Jim McClure was widely recognized for his expertise on energy and natural resource issues, especially in the areas of mining, forestry, public land, water, and natural resource law. As Chairman of both the Senate Interior Appropriations Subcommittee and the Senate Energy and Natural Resources Committee, Jim McClure was a key legislator behind the establishment of the Hells Canyon National Recreation Area in western Idaho and eastern Oregon. Jim McClure also led the drive for the creation of the Frank Church River of No Return Wilderness in Idaho, and he was instrumental in helping to assist and improve Idaho's rural economy and standard of living.

Known for his ardent support of second amendment rights and hard-line stance on foreign policy and defense issues, Jim McClure was an influential voice in working with several administrations on arms control issues. In 1990, he was a part of a four-member Senate delegation that visited Iraqi President Saddam Hussein to express concern about Iraq's development of chemical, biological, and nuclear weapons.

Having retired from the Senate more than 10 years ago, Jim McClure has continued to be active in working with Congress on behalf of many important groups in Idaho and throughout the country. His civic-mindedness has also been illustrated through his service as a Trustee for the Kennedy Center for the Performing Arts.

As former Prosecuting Attorney for Payette County, ID, as well as former City Attorney for Payette, the renam-

ing of this courthouse for Jim McClure is an appropriate tribute to his service to Idaho and to the Nation. I invite my colleagues to join Senator CRAIG and me in honoring Senator James A. McClure through this legislation. Mr. President, I ask unanimous consent that the text of the bill be printed in the RECORD.

There being no objection, the bill was ordered to be printed in the RECORD, as follows:

S. 1459

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled,

SECTION 1. DESIGNATION OF JAMES A. MCCLURE FEDERAL BUILDING AND UNITED STATES COURTHOUSE.

The Federal building and United States courthouse located at 550 West Fort Street in Boise, Idaho, shall be known and designated as the "James A. McClure Federal Building and United States Courthouse".

SEC. 2. REFERENCES.

Any reference in a law, map, regulation, document, paper, or other record of the United States to the Federal building and United States courthouse referred to in section 1 shall be deemed to be a reference to the James A. McClure Federal Building and United States Courthouse.

By Mr. DURBIN:

S. 1461. A bill to amend title 49, United States Code, to require that the screening of passengers and property on flights in air transportation be carried out by employees of the Federal Aviation Administration, and to assist small- to medium-size airports with security enhancements; to the Committee on Commerce, Science, and Transportation.

Mr. DURBIN. Madam President, I rise today to introduce a very timely and important piece of legislation, the Airline Passenger Safety Enhancement Act of 2001.

This legislation would require the Federal Government to operate passenger and carry-on baggage security checkpoints and screening operations in airports. The federalization of the screening process, and the Federal Government's role, will be accomplished by using FAA or U.S. DOT personnel, security personnel detailed by other Federal agencies, or by establishing a government or government-controlled corporation to screen carry-on baggage and the traveling public. Additionally, the FAA will have the authority under this Act to make changes and adjustments in screening policy to assure safety.

This legislation would require the FAA Administrator to immediately make arrangements with airport operators for armed, uniformed law enforcement personnel at passenger, carry-on baggage and employee security checkpoints. O'Hare and Lambert Airports have already posted such personnel at passenger and carry-on baggage checkpoints.

The Airline Passenger Safety Enhancement Act of 2001 also would require the FAA Administrator to conduct a comprehensive study to determine how best to organize the security

operations at airports in cooperation with air carriers and local airports in order to secure the safety of passengers and workers. A report to Congress would be required no later than 30 days after the enactment of this legislation. This report would include recommendations for legislation to assure greater airport security.

I've heard from a number of Downstate Illinois airports that support stronger airport security procedures. However, these airports will be asked to shoulder a heavy financial burden. For example, the Central Illinois Regional Airport in Bloomington-Normal will likely need to spend as much as \$30,000 per month for additional security measures. These funds are above and beyond what has been budgeted and could create a financial hardship for the airport. The Department should explore ways to help smaller airports by providing resources and technical assistance to upgrade security and enhance passenger safety. My legislation would provide for additional support to these small-to-medium size airports by providing them with added financial and technical support which would enhance, upgrade and improve security operations.

I am hopeful that these upgrades and improvements of a federalized security system can be paid for through an added fee of up to \$1.00 per domestic flight segment.

While this concept generally appears to be supported by the airlines and by some in the Administration, I think it's important for Congress to act swiftly to codify these important changes.

In closing, together, we can craft common-sense solutions that protect passengers, secure our airports, and ensure that our aviation system is the safest in the world and I believe this legislation can make that happen.

By Ms. SNOWE.

S. 1462. A bill to establish the Federal Emergency Transportation Administration; to the Committee on Commerce, Science, and Transportation.

Ms. SNOWE. Madam President, I rise today to introduce legislation, the National Emergency Transportation Coordination Act of 2001, to address a serious concern I have in the wake of last week's tragic events.

Last week, I met with local transportation officials in my home State of Maine to review the enhanced security measures implemented since the September 11 attacks. During my meetings, these officials expressed serious concerns about security coordination among different modes of transportation. Apparently, drastically differing standards of safety and security were used by Federal officials in different cities during the attacks.

For obvious reasons, this lack of coordination could be of significant concern in the future. The fact of the matter is, we did not know last Tuesday's attacks were coming. We certainly

didn't know where, or in what form. In the future, my hope is that our intelligence will be enhanced so that we may thwart terrorist attacks before they occur. Nonetheless, I believe it is critical that we be prepared for any contingency. To this end, the legislation I am introducing today gives the U.S. Department of Transportation, U.S. DOT, the authority and tools necessary to safeguard our national transportation infrastructure in the event of a national emergency.

Specifically, my legislation will enhance coordination within the U.S. DOT and with other federal agencies to safeguard our transportation infrastructure in the event of an emergency. It will centralize within U.S. DOT the authority to: 1. coordinate national transportation and transportation-related activities of all federal agencies during a national emergency; 2. disseminate critical transportation-related information during an emergency; and 3. develop and notify appropriate federal, state and local authorities of uniform emergency transportation security standards to be followed during an emergency and to ensure those standards are followed.

It will establish within the U.S. DOT a Federal Emergency Transportation Administration, FETA. FETA would be responsible for coordinating domestic transportation during a national emergency, including aviation, maritime and port security, and surface transportation, including rail. FETA would coordinate transportation-related responsibilities of other agencies during an emergency as well. FETA could serve as a point of contact within U.S. DOT for the Office of Homeland Security laid out by the President last Thursday.

In addition, FETA would be responsible for establishing uniform national transportation "emergency" standards, and notifying appropriate Federal, State, and local agencies and governments about transportation-related security threats in the event of an emergency. It would also develop appropriate standard operating procedures for agencies and municipalities to follow during an emergency and disseminate critical transportation-related information during.

As a member of the Senate Committee on Commerce, Science, and Transportation, I know that steps are already being taken to safeguard our airports and our skies. However, there is no guarantee that, should there be another terrorist attack on our soil in the future, that aviation will be the only mode of transportation targeted. We must not take that chance. We must take steps to ensure that all our modes of transportation are coordinated in the event of such an attack. I strongly urge my colleagues to join me in a strong show of support for this legislation.

By Mr. SMITH of New Hampshire:

S. 1463. A bill to provide for the safety of American aviation and the suppression of terrorism; to the Committee on Commerce, Science, and Transportation.

Mr. SMITH of New Hampshire. Madam President, I ask unanimous consent that the text of the bill be printed in the RECORD.

There being no objection, the bill was ordered to be printed in the RECORD, as follows:

S. 1463

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled,

SECTION 1. SHORT TITLE.

This Act may be cited as the "Airline Safety Act of 2001".

SEC. 2. FINDINGS.

Congress makes the following findings:

(1) On September 11, 2001, terrorists hijacked four civilian aircraft, crashing two of the aircraft into the towers of the World Trade Center in New York, New York, and a third into the Pentagon outside Washington, District of Columbia.

(2) Thousands of innocent Americans and citizens of other countries were killed or injured as a result of these attacks, including the passengers and crew of the four aircraft, workers in the World Trade Center and in the Pentagon, rescue workers, and bystanders.

(3) These attacks destroyed both towers of the World Trade Center, as well as adjacent buildings, and seriously damaged the Pentagon.

(4) These attacks were by far the deadliest terrorist attacks ever launched against the United States and, by targeting symbols of America, clearly were intended to intimidate our Nation and weaken its resolve.

(5) Armed pilots, co-pilots, and navigators with proper training will serve as a deterrent to future contemplated acts of terrorism.

(6) Secured doors separating the crew cabin from the passenger cabin have been effective in deterring hijackings in other nations and will serve as a deterrent to future contemplated acts of terrorism in the United States.

SEC. 3. AVIATION SAFETY AND SUPPRESSION OF TERRORISM BY COMMERCIAL AIRCRAFT.

(a) POSSESSION OF FIREARMS ON COMMERCIAL FLIGHTS.—No department or agency may prohibit a pilot, co-pilot, or navigator of a commercial aircraft, or any law enforcement personnel specifically detailed for the protection of a commercial aircraft, who is not otherwise prohibited by law from possessing a firearm, from possessing or carrying a firearm for the protection of the aircraft.

(b) REINFORCED COCKPIT DOORS ON COMMERCIAL AIRCRAFT.—

(1) IN GENERAL.—Notwithstanding any other provision of law, a commercial aircraft described in paragraph (2) that is operated in the United States shall possess a door or doors separating the crew cabin of such aircraft from the passenger cabin of such aircraft, which door or doors shall be certified by the Secretary as being secure against forcible entry from the passenger cabin into the crew cabin of such aircraft.

(2) COVERED COMMERCIAL AIRCRAFT.—A commercial aircraft described in this paragraph is any commercial aircraft that, as determined by the Secretary, is configured so as to permit a door to separate the crew cabin and passenger cabin of such aircraft.

(c) REGULATIONS.—The Secretary may prescribe regulations for purposes of this section.

(d) **REPORTS TO CONGRESS.**—Not later than six months after the date of the enactment of this Act, and every six months thereafter, the Secretary shall submit to Congress a report on the effectiveness of the requirements in this section in facilitating commercial aviation safety and the suppression of terrorism by commercial aircraft.

(e) **EFFECTIVE DATE.**—This section shall take effect on the date of the enactment of this Act.

By Mr. BROWNBACK (for himself and Mr. MCCONNELL):

S. 1465. A bill to authorize the President to provide assistance to Pakistan and India through September 30, 2003; to the Committee on Foreign Relations.

Mr. BROWNBACK. Madam President, I am introducing today a bill, along with Senator MCCONNELL, and there will be others who will be added as cosponsors to the bill, to provide limited authority to the President to provide assistance to Pakistan and India.

This bill provides a limited waiver authority to the President to provide foreign aid assistance to Pakistan and to India. I do not need to remind anybody in this body of the difficulty facing particularly Pakistan at this time, as General Musharraf, the Chief Executive of the country, stepped forward to support the United States in this time of fighting international terrorism, particularly that which is based in Afghanistan.

Yet because of prior legislation, the United States cannot provide certain types of aid to Pakistan that I believe the administration may well need to provide to Pakistan to keep the Government there, to provide support and help to the Government.

For instance, the U.S. Government today, because of sanctions that were put on Pakistan by law and there is no waiver authority, cannot provide more than \$50 million in foreign aid assistance to Pakistan. They can in some areas provide below \$50 million, but they cannot provide any more than that. They can do no debt rescheduling. There are no balance of payment supports the United States can provide to Pakistan. These are a lot of funds, but I want to point out what would take place if the Pakistani Government gets into great difficulty and the United States is not able to help.

General Musharraf controls nuclear weapons and missile capacity as well. If the Government of Pakistan does not survive, it will probably move to a more radical regime that will have both nuclear weapons and the capacity to deliver those nuclear weapons to our allies and even possibly U.S. interests.

Pakistan is helping us against this battle of terrorism. We need to lift all sanctions to work with them. We are going to need to help them economically during this very difficult time for them and for us.

As we move forward in this battle on terrorism, we are going to have to work with people in many ways. There

is a military component that people watch, but there is also a strong cooperative component which needs to take place. We need to work with our potential allies around Afghanistan so that we can go into the country of Afghanistan or support resistance fighters around Afghanistan and in Afghanistan, which I think is the better route to go, for us to drain the swamp and be able to get the terrorism at that point in time or cause them to move and capture them at that time.

The administration is asking for this important assistance. They will need to work very closely with Pakistan. The Musharraf government has had sanctions imposed on it because they triggered particular provisions by their own actions. The administration is going to have to weigh that very carefully. If they are going to return to an elective government, which the Pakistani President and the Supreme Council of Pakistan, the Supreme Court has stated that they will next October have free elections to elect their leadership, we are going to have to appraise this as it moves forward.

Right now the Bush administration does not even have the authority to waive these sanctions to provide foreign aid, debt repayment, and assistance. They do not even have the option. This bill will provide them the waiver authority to provide that assistance. It means the sanctions will still be in place, and the administration will have to decide whether or not to lift them.

I am introducing this bill now because I would like to see it included either on the Defense authorization bill, foreign ops appropriations bill, or as a freestanding bill passing through this Congress. This needs to take place. That is why I am introducing this bill and drawing it to the attention of my colleagues. We need to do this, and we should not be parsimonious in this time of great difficulty for us and for them. I thank the Chair.

AMENDMENTS SUBMITTED AND PROPOSED

SA 1672. Mr. DOMENICI (for himself, Mr. ALLARD, Mr. DASCHLE, Mr. BINGAMAN, and Mr. REID) submitted an amendment intended to be proposed by him to the bill S. 1438, to authorize appropriations for fiscal year 2002 for military activities of the Department of Defense, for military constructions, and for defense activities of the Department of Energy, to prescribe personnel strengths for such fiscal year for the Armed Forces, and for other purposes.

SA 1673. Mr. THURMOND (for himself, Mr. LOTT, Mr. BOND, Mr. INOUE, Mr. CLELAND, Mr. HUTCHINSON, Mr. MCCAIN, Mr. LUGAR, Mr. REID, Mr. SESSIONS, Mrs. HUTCHISON, Mr. DEWINE, Ms. LANDRIEU, Mr. LIEBERMAN, Mr. SHELBY, Ms. COLLINS, Mr. BREAU, Mr. DODD, Mr. JOHNSON, Mr. ALLEN, Mr. BENNETT, Mr. BINGAMAN, Mrs. CARNAHAN, Mr. CRAPO, Mr. ENSIGN, Mr. HELMS, Mr. INHOPE, Mr. JEFFORDS, Mr. KERRY, Mrs. LINCOLN, Mrs. MURRAY, Ms. SNOWE, Mr. TORRICELLI, and Ms. CANTWELL) submitted an amendment intended to be proposed by him to the bill S.

1438, supra; which was ordered to lie on the table.

SA 1674. Mr. WARNER proposed an amendment to the bill S. 1438, supra.

SA 1675. Mr. BINGAMAN submitted an amendment intended to be proposed by him to the bill S. 1438, supra; which was ordered to lie on the table.

SA 1676. Mr. NELSON, of Nebraska (for himself, Mr. BUNNING, Mr. CLELAND, and Ms. COLLINS) submitted an amendment intended to be proposed by him to the bill S. 1438, supra; which was ordered to lie on the table.

SA 1677. Mr. LEVIN (for Mr. CLELAND) proposed an amendment to the bill S. 1438, supra.

SA 1678. Mr. WARNER (for Ms. COLLINS (for himself, Ms. LANDRIEU, and Mr. ALLARD)) proposed an amendment to the bill S. 1438, supra.

SA 1679. Mr. LEVIN (for Mr. FEINGOLD) proposed an amendment to the bill S. 1438, supra.

SA 1680. Mr. BOND (for himself and Mr. KERRY) submitted an amendment intended to be proposed by him to the bill S. 1438, supra; which was ordered to lie on the table.

SA 1681. Mrs. LINCOLN (for herself and Mr. HUTCHINSON) submitted an amendment intended to be proposed by her to the bill S. 1438, supra; which was ordered to lie on the table.

SA 1682. Mrs. BOXER submitted an amendment intended to be proposed by her to the bill S. 1438, supra; which was ordered to lie on the table.

SA 1683. Mr. WARNER (for Mr. SANTORUM) proposed an amendment to the bill S. 1438, supra.

SA 1684. Mr. LEVIN (for Ms. MIKULSKI) proposed an amendment to the bill S. 1438, supra.

SA 1685. Mr. WARNER (for Mr. HUTCHINSON) proposed an amendment to the bill S. 1438, supra.

SA 1686. Mr. LEVIN (for Mr. KENNEDY) proposed an amendment to the bill S. 1438, supra.

SA 1687. Mr. WARNER (for Mr. VOINOVICH) proposed an amendment to the bill S. 1438, supra.

SA 1688. Ms. COLLINS submitted an amendment intended to be proposed by her to the bill S. 1438, supra; which was ordered to lie on the table.

SA 1689. Mr. DOMENICI (for himself, Mr. HAGEL, Mr. LUGAR, Mr. BINGAMAN, Mr. BIDEN, and Ms. LANDRIEU) submitted an amendment intended to be proposed by him to the bill S. 1438, supra; which was ordered to lie on the table.

SA 1690. Mr. HELMS (for himself, Mr. MILLER, Mr. SHELBY, Mr. BOND, and Mr. ALLEN) submitted an amendment intended to be proposed by him to the bill S. 1438, supra; which was ordered to lie on the table.

TEXT OF AMENDMENTS

SA 1672. Mr. DOMENICI (for himself, Mr. ALLARD, Mr. DASCHLE, Mr. BINGAMAN, and Mr. REID) submitted an amendment intended to be proposed by him to the bill S. 1438, to authorize appropriations for fiscal year 2002 for military activities of the Department of Defense, for military constructions, and for defense activities of the Department of Energy, to prescribe personnel strengths for such fiscal year for the Armed Forces, and for other purposes; as follows:

At the appropriate place, insert the following: