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Electronic mail may not be transmitted by a Member during the 60 day period before the date of the Member's primary or general election unless it is in response to a direct inquiry. Exceptions to this moratorium include the following; press release distribution to press organizations, and email to perform administrative communication.

During the 60 day period immediately before the date of a biennial general Federal election, no Member may place or update on the Internet Server any matter on behalf of a Senator who is a candidate for election, unless the candidacy of the Senator in such election is uncontested.

An uncontested candidacy is established when the Rules Committee receives written certification from the appropriate state official that the Senator's candidacy may not be contested under state law. Since the candidacy of a Senator who is running for reelection from a state which permits write-in votes on election day without prior registration or other advance qualification by the candidate may be contested, such a Member is subject to the above restrictions.

If a Member is under the restrictions as defined in subtitle C, paragraph (1), above, the following statement must appear on the homepage: ("Pursuant to Senate policy this homepage may not be updated for the 60 day period immediately before the date of a primary or general election"). The words "Senate Policy" must be hypertext linked to the Internet services policy on the Senate Home Page.

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D. MISCELLANEOUS:

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Committee sites—contain the name of the committee.

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HONORING OUR ARMED FORCES

Mr. DODD. Mr. President, it is with a heavy heart that I rise to speak in memory of U.S. Army Sgt Travis Friedrich, of Naugatuck, CT, who was killed fighting for his country in Iraq on Saturday, September 20. He was 26 years old.

Like so many of our brave men and women who are serving overseas today, Sgt Friedrich was a reservist. He was a graduate student at the University of New Haven, working on his degree in forensic science, and was also working full-time as a laboratory technician in Waterbury.

When he was summoned to active duty in January, he left behind family

and friends who loved him, and a promising education and career. But Sgt Friedrich answered his country's call and he did so in exemplary fashion.

Sgt Friedrich grew up in Hammond, NY, and was a shining star in both academics and athletics. He graduated from Brockport State College, majoring in chemistry and criminal justice, and came to Connecticut 3 years ago with dreams of becoming an investigator in law enforcement. Tragically, it was a dream he would not live to fulfill.

Everyone who knew Travis Friedrich said that he represented the best of the American armed forces and, indeed, the best of America. His friends remembered his sense of humor, and his leadership as co-captain of his college crew team. He also had a tremendous work ethic whether he was on the field of battle, in a classroom, or on the job. And he loved his family and friends, just as he loved his country.

When people like Travis Friedrich make the decision to enlist in our armed forces, they do so knowing that one day, they could be called upon to make profound sacrifices—and possibly the ultimate sacrifice—for this nation, and the values and freedoms that we represent.

That's not an easy decision to make, but for an individual with the courage and the integrity of Travis Friedrich, it was a natural one. "Wherever I go," Sergeant Friedrich once said, "I want to do my share." He did his share, and much, much more.

I salute Travis Friedrich for his bravery, his heroism, and his service to his country. I offer my most sincere condolences to his parents, David and Elizabeth, and to all of his friends and family.

Mr. THOMAS. Mr. President, I rise today to express our Nation's deepest thanks and gratitude to a young man and his family from Casper, WY. On September 23rd, 2003, Cpt Robert L. Lucero was killed in the line of duty in Iraq. While searching a building in Tikrit, Captain Lucero was fatally wounded by an explosive device that took his life and injured another soldier.

Captain Lucero was a member of the Wyoming National Guard, and was the very model of the citizen soldier. He was a vibrant young man who loved being outdoors and was an avid hunter and fisherman. He loved his family and his country. Captain Lucero had a profound sense of duty and felt a strict obligation to his country and his job as an American soldier.

It is because of people such as Captain Lucero that we continue to live safe and secure. America's men and women who answer the call of service and wear our Nation's uniform deserve respect and recognition for the enormous burden that they willingly bear. Our people put everything on the line everyday, and because of these folks, our Nation remains free and strong in the face of danger.

Captain Lucero is survived by his wife Sherry and his mother Lois Ann, as well as many family and friends. We say good bye to a son, a husband, a brother, a soldier, and an American. Our Nation pays its deepest respect to Cpt Robert L. Lucero for his courage, his love of country and his sacrifice, so that we may remain free. He was a hero in life and he remains a hero in death. All of Wyoming, and indeed the entire Nation was proud of him.

ESSENTIAL AIR SERVICE PROGRAM

Ms. SNOWE. Mr. President, I rise today in strong support of the statement and efforts of my colleague from New Mexico, Senator BINGAMAN, on behalf of the Essential Air Service, EAS, program.

Throughout my time in Congress, I have been a strong supporter of EAS, which provides subsidized air service to 125 small communities in the country, including four in Maine—Augusta, Rockland, Bar Harbor and Presque Isle—that would otherwise be cut off from the nation's air transportation network. As approved in May by the Senate Commerce Committee, the Federal Aviation Administration reauthorization bill reauthorized and flat-funded the program for 3 years, and includes certain changes to the program, which are drastically scaled back from what the Administration proposed earlier this year for EAS "reform." The Administration had called for EAS towns to provide up to 25 percent matching contributions to keep their air service.

The Commerce Committee bill creates a number of new programs to help EAS communities grow their ridership, including a marketing incentive program that would financially reward EAS towns for achieving ridership goals. With regard to local cost-sharing—the centerpiece of the Administration's EAS proposal—the Commerce bill would create a pilot program to allow for a 10 percent annual community match at no more than 10 airports within 100 miles of a large airport.

While the cost-sharing provisions in the committee bill are much less strict than the Administration proposal, and could only be applied to a EAS community under certain specific conditions, I remain concerned about the concept of requiring EAS towns—some of which are cash-strapped and economically depressed—from kicking in hundreds of thousands of dollars annually to keep their air service. For example, if Augusta or Rockland, ME, were to be chosen for the cost-sharing pilot program, they would have to come up with more than \$120,000 annually to retain their air service.

As such, on the floor I supported Senator BINGAMAN's amendment to strike the cost-sharing section from the bill and was pleased when it was approved unanimously by the full Senate. The House adopted an identical amendment

offered by Representative PETERSON. And I felt so strongly about this issue that in late July I circulated a letter to the FAA conferees, signed by 15 other Senators, expressing strong opposition to having mandatory EAS cost-sharing language in the final legislative package. As such, I was extremely disappointed when that same language found itself into the FAA conference report issued on July 25.

Mr. President, the EAS program is not perfect, and Congress certainly needs to do all we can to keep the costs and subsidy levels associated with the program as low as possible. I look forward to working with members of the Commerce Committee and the Senate on the issue, but I continue to believe that requiring cost-sharing in today's economy and today's aviation environment is clearly a wrong-headed approach.

I also wanted to take this opportunity to address the larger issue of the importance of air service to America's small communities. As we work to address the vital aviation issues facing the country, we cannot forget the challenges that small communities in Maine, and throughout the Nation, face in attracting and retaining air service. I have always believed that adequate, reliable air service in our Nation's rural areas is not simply a luxury or a convenience. It is an imperative. And quite frankly, I have serious concerns about the impact deregulation of the airline industry has had on small- and medium-sized cities in rural areas, like Maine. The fact is, since deregulation, many of these communities in Maine, and elsewhere, have experienced a decrease in flights and size of aircraft while seeing an increase in fares. More than 300 have lost air service altogether.

Many air carriers are experiencing an unprecedented financial crisis, and the first routes on the chopping block will be those to small- and medium-sized communities. This will only increase demand for the two existing Federal forms of assistance, EAS and the Small Community Air Service Grant Program.

In short, when considering this legislation, I believe that we need to do all we can to help small communities maintain their access to the national transportation system during these difficult times. Mandatory EAS cost-sharing would have the opposite effect, and I hope that the conferees strip it out should the bill be recommitted to conference.

MOTHER TERESA OF CALCUTTA

Mrs. BOXER. Mr. President, I rise to speak in praise of the late Mother Teresa of Calcutta, who will be canonized as a Roman Catholic saint later this month.

Her life and work were a blessing to everyone, regardless of creed or religion. No one who ever saw her—even on television—will ever forget Mother Te-

resa: the tiny nun with the wrinkled face, beaming smile, and penetrating eyes filled with love and understanding. And no one who learned of her work among the poorest of the poor will ever forget her gentle challenge to us all to do more for our fellow human beings.

Mother Teresa inspired us not only by her good works but by the spirit of love and respect for every individual that permeated her work. As she herself said in accepting the 1979 Nobel Peace Prize, "Love begins at home, and it is not how much we do, but how much love we put in the action that we do." She accepted the prize "in the name of the hungry, the naked, the homeless, of the crippled, of the blind, of the lepers, of all those people who feel unwanted, unloved, uncared-for throughout society, people who have become a burden to the society and are shunned by everyone."

In presenting the prize to Mother Teresa, Chairman John Sannes of the Norwegian Nobel Committee noted: "The hallmark of her work has been respect for the individual's worth and dignity. . . . In her eyes the person who, in the accepted sense, is the recipient, is also the giver, and the one who gives most. Giving—giving something of oneself—is what confers real joy, and the person who is allowed to give is the one who receives the most precious gift."

In her final years, Mother Teresa focused her attention and prodigious energy on establishing hospice programs for people with AIDS. "It is a terrible tragedy to have AIDS," she said, "but it is worse to be unloved." Perhaps more than any other person, Mother Teresa changed the way that the world sees AIDS. The broad, bipartisan support for international AIDS programs that has emerged in the United States Congress is largely a result of her work and message of love and compassion.

FAA REAUTHORIZATION

Mr. BINGAMAN. Mr. President, I would like to speak for a few minutes on the pending reauthorization of the Federal Aviation Administration. A conference report on HR 2115 was filed back in July, and since then there has been no further action in either house of Congress.

As I see it, the problem with the bill is that the conferees on the part of the majority chose to conduct a back-room conference without the participation of the minority. This was a flawed process, and the result is a conference report that can't pass either the House or the Senate. The House is now poised to recommit the bill to the conference. Meanwhile, Congress had to pass a short-term extension of FAA's administration just to keep the agency in operation.

I think by now all Senators are aware of the many concerns that have been raised over the FAA conference report. On a number of key measures, the conferees ignored the will of the

majority in the House and the Senate and arbitrarily inserted provisions that both houses had voted to oppose. I believe adding such extraneous and objectionable provisions is an egregious violation of the conference process. All Senators should be offended by what the conferees did in this case.

Senator REID spoke Tuesday about the conferees' rejection of House- and Senate-passed provisions regarding privatization of federal air traffic controllers. I was pleased to support Senator LAUTENBERG's bipartisan amendment on this issue, which passed the Senate 56 to 41. I want to reinforce what my colleague Senator REID said yesterday about the air traffic control system. The privatization issue must be dealt with fairly, or the bill will not pass the Senate.

Another particularly egregious violation of the conference process was a provision the conferees added affecting the Essential Air Service program, which helps small, rural communities maintain their vital commercial air service. In my State, five communities participate in EAS: Alamogordo, Carlsbad, Clovis, Hobbs, and Silver City. For these communities, commercial air service provides a critical link to the national and international transportation network that would not otherwise exist.

The FAA reauthorization bill originally reported by the Senate Commerce Committee would have required EAS communities for the first time to pay to maintain their commercial air. In my view, this ill-timed proposal would have jeopardized existing commercial air service in many rural areas. Across America, our small communities are facing depressed economies and declining tax revenues and are simply not in a position to pay for their commercial air service.

To help preserve essential air service, Senator INHOFE and I offered an amendment with 13 cosponsors that struck out the mandatory cost-sharing language. Our bipartisan amendment was adopted on a voice vote. In parallel, Representatives MCHUGH, PETERSON of Pennsylvania, and SHUSTER offered an amendment that struck out similar mandatory cost-sharing language in the House's bill.

As a followup to our amendment, Senator SNOWE and I, along with Senators NELSON of Nebraska, BUNNING, SCHUMER, BROWNBAC, LINCOLN, JEFFORDS, CLINTON, INHOFE, LEAHY, PRYOR, COLLINS, HAGEL, GRASSLEY, and HARKIN, sent a bipartisan letter to the chairman and ranking member of the Commerce Committee reinforcing our strong opposition to mandatory cost-sharing for EAS communities.

Most students of Government would tell you that when a majority of both houses of Congress have voted against a particular measure, the conferees couldn't arbitrarily put it back in. Well, they did. Section 408 of the conference report basically restores the very cost-sharing language both