

airframe structures, including the use of polymeric composites in large transport aircraft. The Center shall—

(1) promote and facilitate collaboration among academia, the Federal Aviation Administration's Transportation Division, and the commercial aircraft industry, including manufacturers, commercial air carriers, and suppliers; and

(2) establish goals set to advance technology, improve engineering practices, and facilitate continuing education in relevant areas of study.

(b) AUTHORIZATION OF APPROPRIATIONS.—There are authorized to be appropriated to the Administrator \$500,000 for fiscal year 2004 to carry out this section.

SEC. 670. FAA CERTIFICATION OF DESIGN ORGANIZATIONS.

(a) GENERAL AUTHORITY TO ISSUE CERTIFICATES.—Section 44702(a) is amended by inserting "design organization certificates," after "airman certificates,".

(b) DESIGN ORGANIZATION CERTIFICATES.—

(1) IN GENERAL.—Section 44704 is amended—

(A) by striking the section heading and inserting the following:

"§44704. Design organization certificates, type certificates, production certificates, and airworthiness certificates";

(B) by redesignating subsections (a) through (d) as subsections (b) through (e);

(C) by inserting before subsection (b) the following:

"(a) DESIGN ORGANIZATION CERTIFICATES.—

"(1) PLAN.—Within 3 years after the date of enactment of the Aviation Investment and Revitalization Vision Act, the Administrator of the Federal Aviation Administration shall submit a plan to the Senate Committee on Commerce, Science, and Transportation and the House of Representatives Committee on Transportation and Infrastructure for the development and oversight of a system for certification of design organizations under paragraph (2) that ensures that the system meets the highest standards of safety.

"(2) IMPLEMENTATION OF PLAN.—Within 5 years after the date of enactment of the Aviation Investment and Revitalization Vision Act, the Administrator of the Federal Aviation Administration may commence the issuance of design organization certificates under paragraph (3) to authorize design organizations to certify compliance with the requirements and minimum standards prescribed under section 44701(a) for the type certification of aircraft, aircraft engines, propellers, or appliances.

"(3) ISSUANCE OF CERTIFICATES.—On receiving an application for a design organization certificate, the Administrator shall examine and rate the design organization in accordance with the regulations prescribed by the Administrator to determine that the design organization has adequate engineering, design, and testing capabilities, standards, and safeguards to ensure that the product being certificated is properly designed and manufactured, performs properly, and meets the regulations and minimum standards prescribed under that section. The Administrator shall include in a design organization certificate terms required in the interest of safety.

"(4) NO EFFECT ON POWER OF REVOCATION.—Nothing in this subsection affects the authority of the Secretary of Transportation to revoke a certificate."

(D) by striking subsection (b), as redesignated, and inserting the following:

"(b) TYPE CERTIFICATES.—

"(1) IN GENERAL.—The Administrator may issue a type certificate for an aircraft, aircraft engine, or propeller, or for an appliance specified under paragraph (2)(A) of this subsection—

"(A) when the Administrator finds that the aircraft, aircraft engine, or propeller, or appliance is properly designed and manufactured, performs properly, and meets the regulations and minimum standards prescribed under section 44701(a) of this title; or

"(B) based on a certification of compliance made by a design organization certificated under subsection (a).

"(2) INVESTIGATION AND HEARING.—On receiving an application for a type certificate, the Administrator shall investigate the application and may conduct a hearing. The Administrator shall make, or require the applicant to make, tests the Administrator considers necessary in the interest of safety."

(c) REINSPECTION AND REEXAMINATION.—Section 44709(a) is amended by inserting "design organization, production certificate holder," after "appliance,".

(d) PROHIBITIONS.—Section 44711(a)(7) is amended by striking "agency" and inserting "agency, design organization certificate,".

(e) CONFORMING AMENDMENTS.—

(1) CHAPTER ANALYSIS.—The chapter analysis for chapter 447 is amended by striking the item relating to section 44704 and inserting the following:

"44704. Design organization certificates, type certificates, production certificates, and airworthiness certificates."

(2) CROSS REFERENCE.—Section 44715(a)(3) is amended by striking "44704(a)" and inserting "44704(b)".

SEC. 671. REPORT ON LONG TERM ENVIRONMENTAL IMPROVEMENTS.

(a) IN GENERAL.—The Administrator of the Federal Aviation Administration, in consultation with the Administrator of the National Aeronautics and Space Administration and the head of the Department of Transportation's Office of Aerospace and Aviation Liaison, shall conduct a study of ways to reduce aircraft noise and emissions and to increase aircraft fuel efficiency. The study shall—

(1) explore new operational procedures for aircraft to achieve those goals;

(2) identify both near term and long term options to achieve those goals;

(3) identify infrastructure changes that would contribute to attainment of those goals;

(4) identify emerging technologies that might contribute to attainment of those goals;

(5) develop a research plan for application of such emerging technologies, including new combustor and engine design concepts and methodologies for designing high bypass ratio turbofan engines so as to minimize the effects on climate change per unit of production of thrust and flight speed; and

(6) develop an implementation plan for exploiting such emerging technologies to attain those goals.

(b) REPORT.—The Administrator shall transmit a report on the study to the Senate Committee on Commerce, Science, and Transportation and the House of Representatives Committee on Transportation and Infrastructure within 1 year after the date of enactment of this Act.

(c) AUTHORIZATION OF APPROPRIATIONS.—There are authorized to be appropriated to the Administrator of the Federal Aviation Administration \$500,000 for fiscal year 2004 to carry out this section.

TITLE VII—EXTENSION OF AIRPORT AND AIRWAY TRUST FUND EXPENDITURE AUTHORITY

SEC. 701. EXTENSION OF EXPENDITURE AUTHORITY.

(a) IN GENERAL.—Paragraph (1) of section 9502(d) of the Internal Revenue Code of 1986 (relating to expenditures from Airport and Airway Trust Fund) is amended—

(1) by striking "October 1, 2003" and inserting "October 1, 2006", and

(2) by inserting before the semicolon at the end of subparagraph (A) the following: "or the Aviation Investment and Revitalization Vision Act".

(b) CONFORMING AMENDMENT.—Paragraph (2) of section 9502(f) of the Internal Revenue Code

of 1986 is amended by striking "October 1, 2003" and inserting "October 1, 2006".

LEGISLATIVE PROGRESS

Mr. FRIST. Mr. President, in a few moments we will be adjourning until Monday afternoon. But in looking back over the last 5 days, I do want to share with my colleagues my satisfaction with the progress we have made.

I have had the pleasure of opening the Senate most every day, and then closing it most every day or evening and at the end of the week, so it gives me an opportunity to look back. For just a few minutes I would like to comment on some of the things we accomplished this week.

We had very good debate—strong debate, effective debate—on the Energy bill over the past week and, in fact, over the past 2 weeks.

I do want to take this opportunity to thank, praise and commend the chairman of the Energy Committee, the distinguished Senator from New Mexico, Chairman DOMENICI, for his tremendous work in moving us forward on this critically important bill. We have made solid progress. We have had a number of votes this week.

As all of my colleagues know—because I have said it on this floor and in many other places almost daily—we will be turning to the Medicare prescription drug bill next week. We will stay on the bill until we complete that legislation. I think we can finish it actually in less than 2 weeks, although I have targeted a 2-week period, which gives more than adequate time for debate and amendment. I am even more confident that we will be able to pass that bill after spending about 12 hours yesterday in the Finance Committee meeting, where we looked at the bill, debated it, amended it, and passed it with a strong bipartisan majority in preparation for coming to the floor.

But I do want to make it very, very clear that we will be coming back to the Energy bill, and we will finish it.

Also, this week, we accomplished a lot, locking in an agreement which limits the number of amendments that can be considered on the Energy bill. That is real progress because now we have a finite number of amendments, and we can talk to the various Members and see what they have proposed and get those amendments organized in such a way that we can spend time on each of the amendments in a way that makes sense, that is systematic, and whereby we will be able to, I believe, lay out a glidepath to bring that bill to conclusion.

It is imperative for the United States of America that we have a comprehensive energy policy. It is America's future that is at stake, our economic future, so much so that, in fact, the Federal Reserve Chairman, Alan Greenspan, came to the Hill this past week to speak specifically on the need for action on energy policy.

The price of natural gas for July delivery is 150 percent higher than it was

3 years ago. Meanwhile, natural gas storage levels are at their lowest in almost 3 decades. Chairman Greenspan warns that the volatility in the price of natural gas could eventually contribute to "erosion" in the economy. We simply cannot afford that.

American industry, at the same time, is caught between regulations limiting the supply of natural gas and regulations encouraging its use. The result of that is we have rising gas prices, with some industries cutting jobs or being priced out altogether, and consumers getting hit with rising electric bills.

As we talked about a lot this week, and looked at the various amendments, we absolutely must diversify our sources of energy. We must do so in a way that lessens our overall dependence on foreign sources.

America's energy policy should be consistent with our foreign policy in the sense that both should be independent and secure—*independent and secure*.

By increasing America's domestic production of sources of energy—whether it is clean coal, oil and gas, nuclear, solar, or other renewable energy sources—we increase not only our energy supply but our national security.

In closing, I want to say one other thing about the comprehensive nature of a national energy policy. We will, by doing so, create needed jobs. The Energy bill, it is estimated, will create at least 500,000 jobs, and we know it will save even more. The Alaskan pipeline, for example, will create at least 400,000 jobs alone. The hundreds of millions of dollars that will be invested in research and development of new technologies will not only benefit the environment but will also create new jobs. These are the types of jobs that are increasingly important, I would argue, in this century—jobs of engineering, mathematics, chemistry, physics, and science.

Thus, I am committed, as majority leader, to get a comprehensive national energy bill passed as soon as we possibly can. We hear the Democrats warning, darkly, of a weak economy and increasing unemployment, while we, as Republicans, are talking about taking action and making our economy strong with such action.

So again, Mr. President, we will return to this bill. We will dispose of the remaining amendments, and we will deliver to the American people energy that is cleaner, more abundant, and more secure.

In addition to the Energy legislation which we spent most of the week on, we actually touched on a number of other very important legislative matters. The Senate last night passed the Federal Aviation Administration reauthorization bill. We were able to consider a number of amendments, and as the Democratic assistant leader said earlier today at the opening of the Senate this morning, it was remarkable to see how that bill was handled on the

floor. It came together in a bipartisan way, in a way that really is a good model for us in handling this type of legislation when it comes to the floor.

I thank the chairman and ranking member and Members on both sides of the aisle for their cooperation in moving us forward and passing that very important bill.

We also passed this week the Burmese Freedom and Democracy Act. I am pleased the Senate was able to consider that bill to address the tragedy that is occurring, as we speak, in Burma and the issues of freedom and democracy for which we have fought so hard in other parts of the world. It shows we understand, that we are caring, we are compassionate, and we will take action when freedom and democracy are challenged.

I thank the majority whip, the distinguished Senator from Kentucky, Mr. MCCONNELL, for bringing that bill to our attention and bringing it to the floor.

We also passed the Women Business Centers Preservation Act which was sponsored by our colleague, Senator OLYMPIA SNOWE. In addition, we were able to clear a number of executive nominations. Just a few minutes ago I was looking at the nominations that are pending, and I will continue to work toward clearing these nominations on the Executive Calendar and scheduling rollcall votes as necessary.

(Mr. BENNETT assumed the Chair.)

A WEEKEND OF CELEBRATIONS

Mr. FRIST. Mr. President, there are two other issues I wish to quickly mention. It has to do with important holidays that occur this weekend. Sandwiched between Memorial weekend and the Fourth of July, Flag Day often gets overlooked. Believed to have been started in 1885 by a Wisconsin schoolteacher, the purpose of Flag Day, June 14, is to celebrate the birthday of the American flag. It gives us all the opportunity to reflect on the great Nation that the American flag symbolizes.

The American flag is recognized worldwide as a symbol of democracy and freedom. It is the flag which leads us in every American battle and many struggles of freedom in foreign lands. It flies over our Capitol Building. It is unfurled at public events, large and small. It even flies on the face of the Moon.

I encourage my fellow citizens to pause tomorrow evening at 7 p.m. and join in the annual recitation of the Pledge of Allegiance. The first pledge we make, after all, is to that Flag of the United States of America.

Also this weekend we celebrate Father's Day. All across the country families will be honoring their dads with special dinners, handmade gifts, and probably goofy ties for one or two dads across the country, and rightly so. Every day we learn more and more about how vital fathers are to the well-

being of their families, and especially their children.

Children with involved loving fathers, as compared to children without fathers, are more likely to do well in school, to have a healthy self-esteem, to show empathy, to avoid drug use, to avoid truancy, and to avoid criminal activity.

The National Fatherhood Initiative, a nonprofit organization devoted to promoting responsible fatherhood, reports that today's fathers are present in their children's lives more than ever.

The phenomenon of father absence has stopped growing. Dads in two-parent families are spending more time with their children than fathers did a generation ago. What is more, these fathers seem to be more active and more nurturing. Indeed, that is progress.

Perhaps even more heartening is the large number of national surveys which find that young men identify fatherhood and family time as a major priority. Indeed, that is great news.

On Saturday, let us salute our flag and, on Sunday, America's dads. From a grateful Nation, happy Flag Day and happy Father's Day.

SEQUENTIAL REFERRAL OF NOMINATION

Mr. FRIST. Madam President, as in executive session, I ask unanimous consent that when the Governmental Affairs Committee reports the nomination of Michael Garcia, PN 451, to be Assistant Secretary of Homeland Security, the nomination then be sequentially referred to the Judiciary Committee for a period not to exceed 15 days of session; provided further, that if the nomination is not reported by that time, the nomination be automatically discharged and placed on the calendar.

The PRESIDING OFFICER (Mrs. DOLE). Without objection, it is so ordered.

ORDERS FOR MONDAY, JUNE 16, 2003

Mr. FRIST. Madam President, I ask unanimous consent that when the Senate completes its business today, it stand in adjournment until 2 p.m., Monday, June 16. I further ask unanimous consent that following the prayer and pledge, the morning hour be deemed expired, the Journal of proceedings be approved to date, the time for the two leaders be reserved for their use later in the day, and the Senate then begin consideration of S. 1, the prescription drug benefits bill, as provided under the previous order.

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

PROGRAM

Mr. FRIST. Madam President, for the information of all Senators, on Monday, the Senate will begin consideration of S. 1, the prescription drug benefits bill. Under a previous agreement,