

NATO which indicate that these organizations may be ready to take necessary action. But I wanted to outline today some options which I believe we need to consider and which I think will communicate a message to Milosevic that we are deadly serious; to talk actually about taking military action is very serious. It is always the last option. But I believe, at the minimum, we can do some predeployment phases of NATO military plans.

I think we can bolster some of our border security efforts. I think we can tighten the sanctions regime on Serbia. I think we can accelerate United States and NATO logistical support for international humanitarian aid efforts in Kosovo. I think we can press for more extensive access for human rights monitoring by some internationally recognized organizations. And I think we can make it clear that we are going to give the International Criminal Tribunal all the support it needs as well.

None of this may be enough—I want to say this one more time in this Chamber. None of these steps may be sufficient to force Serbia to comply with the contact group's demands in a timely manner and further military action may be necessary. But if these actions are not taken as quickly as possible, we are—Senator Dole is right—going to see a humanitarian crisis of tragic proportions. We are going to see a lot of men, women and children who are going to die unless we take action.

I yield the floor.

Mr. FORD. Mr. President, we are about—

Mr. WELLSTONE. Mr. President, could I ask my colleague for his indulgence for 2 minutes?

Mr. FORD. I have no objection.

Mr. WELLSTONE. I know it is the end of the day and colleagues are anxious to go home.

Mr. FORD. Mr. President, we are trying to wrap up the aviation bill.

Mr. WELLSTONE. I am sorry.

Mr. FORD. We gave the Senator time off the aviation bill. We have some amendments.

Mr. WELLSTONE. I did not realize that.

Mr. FORD. But the 2 minutes are fine.

Mr. WELLSTONE. I thank the Senator.

SENATOR MURIEL HUMPHREY

Mr. WELLSTONE. I want to mention to my colleague from Kentucky that tomorrow in Minnesota we are going to have a service for Muriel Humphrey—Senator Humphrey. Both Humphreys were Senators. I wish to express the appreciation, love and affection all of the people of Minnesota feel toward the Humphrey family.

Much has been written about Muriel Humphrey. I had a chance to get to meet her. I did not know her nearly as well as other Minnesotans, but I can tell you she was a wonderful person, very caring toward her family, very

caring toward the great Senator Hubert Humphrey, a really fine Senator—the first woman to serve in the Senate from the State of Minnesota in her own right—and, I think most important of all, a wonderful, wonderful model for public service. It is a great loss for Minnesota. It is a great loss for our country. Muriel Humphrey will be a very special person to all of us in Minnesota for many years to come. We will never forget her.

I yield the floor.

WENDELL H. FORD NATIONAL AIR TRANSPORTATION SYSTEM IMPROVEMENT ACT OF 1998

The Senate continued with the consideration of the bill.

AMENDMENTS NOS. 3623, 3624, AND 3625, EN BLOC

The PRESIDING OFFICER. The Senator from Arizona.

Mr. McCAIN. On behalf of Senator SNOWE, I send three amendments to the desk and ask unanimous consent that they be considered en bloc.

The PRESIDING OFFICER. The clerk will report the amendments.

The assistant legislative clerk read as follows:

The Senator from Arizona [Mr. McCAIN], for Ms. SNOWE, proposes amendments en bloc numbered 3623, 3624 and 3625.

The amendments are as follows:

AMENDMENT NO. 3623

(Purpose: To provide increased civil penalties for violation of the prohibition against discrimination against handicapped individuals, and for other purposes)

On page 121, line 1, strike “**INTERNATIONAL**”.

On page 121, line 3, before “The” insert “(a) ESTABLISHMENT OF HIGHER INTERNATIONAL STANDARDS.—”.

On page 121, between lines 9 and 10, insert the following:

(b) INCREASED CIVIL PENALTIES.—Section 46301(a) is amended by—

(1) inserting “41705,” after “41704,” in paragraph (1)(A); and

(2) adding at the end thereof the following:

“(7) Unless an air carrier that violates section 41705 with respect to an individual provides that individual a credit or voucher for the purchase of a ticket on that air carrier or any affiliated air carrier in an amount (determined by the Secretary) of—

“(A) not less than \$500 and not more than \$2,500 for the first violation; or

“(B) not less than \$2,500 and not more than \$5,000 for any subsequent violation, that air carrier is liable to the United States Government for a civil penalty, determined by the Secretary, of not more than 100 percent of the amount of the credit or voucher so determined. For purposes of this paragraph, each act of discrimination prohibited by section 41705 constitutes a separate violation of that section.”.

On page 89, strike the item relating to section 507 and insert the following:

Sec. 507. Higher standards for handicapped access.

AMENDMENT NO. 3624

(Purpose: To require human weather observers for ASOS stations until the automated system reports consistently on changing conditions)

At the appropriate place, insert the following new section:

SEC. . AUTOMATED SURFACE OBSERVATION SYSTEM STATIONS.

The Administrator of the Federal Aviation Administration shall not terminate human weather observers for Automated Surface Observation System stations until—

(1) the Secretary of Transportation determines that the System provides consistent reporting of changing meteorological conditions and notifies the Congress in writing of that determination; and

(2) 60 days have passed since the report was submitted to the Congress.

AMENDMENT NO. 3625

(Purpose: To provide that communities participating in the community-carrier air service program will be selected from all regions of the country)

On page 147, line 4, after “program.” insert the following: “For purposes of this subsection, the application of geographical diversity criteria means criteria that—

“(1) will promote the development of a national air transportation system; and

“(2) will involve the participation of communities in all regions of the country.”.

Ms. SNOWE. Mr. President, I thank the Chairman, Senator McCAIN, and the ranking member, Senator FORD, for their assistance with my three amendments.

One way that the FAA reauthorization bill will improve the nation's air service is through the new Community Carrier Air Service Program. This program will provide assistance to communities so that underserved markets can attract carriers.

The Secretary of Transportation will select communities to participate in this program based on geographic diversity and other unique circumstances that presently hinder communities from attracting adequate air service. It is important to note that the intent of this language is to ensure that participation in the program will promote the development of a national air transportation system. And my amendment will ensure that it involves the Transportation must ensure this diversity so that every region of the nation can benefit from the program.

An important provision for Maine's pilots is included in my amendment on the ASOS program. This amendment requires that the Federal Aviation Administration retain human observers at the automated surface transportation system stations which have had a high rate of reporting error. The language in the amendment requires the FAA to correct the problems and notify Congress that the problems have been solved before it can remove a human observer from an ASOS station.

ASOS is an automatic weather observance system which uses electronic sensors, computers and display units to detect weather. It is fully automated and computerized and is intended to replace human observers of on-the-ground weather conditions in specific locales. Information from ASOS sensors are transmitted to a computer, and users, like pilots, can call a special phone number or tune into a special radio frequency to obtain information.

ASOS is intended to make weather information collection and dissemination more cost-effective by replacing