

Wyoming (Mr. THOMAS), the Senator from Connecticut (Mr. LIEBERMAN), and the Senator from Minnesota (Mr. GRAMS) were added as cosponsors of S. 1500, a bill to amend title XVIII of the Social Security Act to provide for an additional payment for services provided to certain high-cost individuals under the prospective payment system for skilled nursing facility services, and for other purposes.

S. 1547

At the request of Mr. BURNS, the name of the Senator from Maine (Ms. SNOWE) was added as a cosponsor of S. 1547, a bill to amend the Communications Act of 1934 to require the Federal Communications Commission to preserve low-power television stations that provide community broadcasting, and for other purposes.

S. 1580

At the request of Mr. ROBERTS, the name of the Senator from Georgia (Mr. CLELAND) was added as a cosponsor of S. 1580, a bill to amend the Federal Crop Insurance Act to assist agricultural producers in managing risk, and for other purposes.

S. 1623

At the request of Mr. SPECTER, the names of the Senator from Tennessee (Mr. FRIST) and the Senator from Oregon (Mr. SMITH) were added as cosponsors of S. 1623, a bill to select a National Health Museum site.

S. 1653

At the request of Mr. CHAFEE, the name of the Senator from Maine (Ms. SNOWE) was added as a cosponsor of S. 1653, a bill to reauthorize and amend the National Fish and Wildlife Foundation Establishment Act.

## SENATE RESOLUTION 92

At the request of Mrs. BOXER, the name of the Senator from Connecticut (Mr. LIEBERMAN) was added as a cosponsor of Senate Resolution 92, a resolution expressing the sense of the Senate that funding for prostate cancer research should be increased substantially.

## SENATE RESOLUTION 118

At the request of Mr. REID, the names of the Senator from North Carolina (Mr. EDWARDS), the Senator from Virginia (Mr. WARNER), the Senator from New Jersey (Mr. LAUTENBERG), and the Senator from Montana (Mr. BAUCUS) were added as cosponsors of Senate Resolution 118, a resolution designating December 12, 1999, as "National Children's Memorial Day."

## SENATE RESOLUTION 179

At the request of Mr. BIDEN, the name of the Senator from Delaware (Mr. ROTH) was added as a cosponsor of Senate Resolution 179, a resolution designating October 15, 1999, as "National Mammography Day."

## SENATE RESOLUTION 196—COM-MENDING THE SUBMARINE FORCE OF THE UNITED STATES NAVY ON THE 100TH ANNIVERSARY OF THE FORCE

By Mr. WARNER (for himself and Mr. DODD) submitted the following resolution; which was considered and agreed to:

## S. RES. 196

Whereas the submarine force of the United States was founded with the purchase of the U.S.S. HOLLAND on April 11, 1900;

Whereas in overcoming destruction resulting from the attack of United States forces at Pearl Harbor, Hawaii, on December 7, 1941, and difficulties with defective torpedoes, the submarine force destroyed 1,314 enemy ships in World War II (weighing a cumulative 5,300,000 tons), which accounts for 55 percent of all enemy ships lost in World War II;

Whereas 16,000 United States submariners served with courage during World War II, and 7 United States submariners were awarded Congressional Medals of Honor for their distinguished gallantry in combat above and beyond the call of duty;

Whereas in achieving an impressive World War II record, the submarine force suffered the highest casualty rate of any combatant submarine service of the warring alliances, losing 375 officers and 3,131 enlisted men in 52 submarines;

Whereas from 1948 to 1955, the submarine force, with leadership provided by Admiral Hyman Rickover and others, developed an industrial base in a new technology, pioneered new materials, designed and built a prototype reactor, established a training program, and took to sea the world's first nuclear-powered submarine, the U.S.S. NAUTILUS, thus providing America undersea superiority;

Whereas subsequent to the design of the U.S.S. NAUTILUS, the submarine force continued to develop and put to sea the world's most advanced and capable submarines, which were vital to maintaining our national security during the Cold War;

Whereas the United States Navy, with leadership provided by Admiral Red Raborn, developed the world's first operational ballistic missile submarine, which provided an invaluable asset to our Nation's strategic nuclear deterrent capability, and contributed directly to the eventual conclusion of the Cold War; and

Whereas in 1999, the submarine force provides the United States Navy with the ability to operate around the world, independent of outside support, from the open ocean to the littorals, carrying out multimission taskings on tactical, operational, and strategic levels: Now, therefore, be it

*Resolved,*

(a) That the Senate—

(1) commends the past and present personnel of the submarine force of the United States Navy for their technical excellence, accomplishments, professionalism, and sacrifices; and

(B) congratulates those personnel for the 100 years of exemplary service that they have provided the United States.

(b) It is the sense of the Senate that, in the next millennium, the submarine force of the United States Navy should continue to comprise an integral part of the Navy, and to carry out missions that are key to maintaining our great Nation's freedom and security as the most superior submarine force in the world.

● Mr. WARNER. Mr. President, my colleague from the great state of Connecticut Senator DODD and I rise today to pay tribute to the Naval Submarine Force and to submit a resolution to commemorate the 100th anniversary of this outstanding institution.

In the year 2000 the United States Navy Submarine Force celebrates its one hundredth anniversary.

The Submarine Force began with the purchase of U.S.S. *Holland* on April 11, 1900. The past 100 years have witnessed the evolution of a force that mastered submersible warfare, introduced nuclear propulsion to create the true submarine, and for decades patrolled the deep ocean front line: the hottest part of an otherwise cold war.

Beginning in World War I the Submarine Force began to support national interests through offensive and defensive operations in the Atlantic. Using lessons learned from German U-boat design, the US Submarine Force developed advanced diesel submarine designs during the inter-war years. In spite of a hesitant beginning due to Pearl Harbor and difficulties with defective torpedoes, the World War II submarine force destroyed 1,314 enemy ships (5.3 million tons), which translated into 55 percent of all enemy ships lost. Out of 16,000 submariners, the force lost 375 officers and 3,131 enlisted men in fifty-two submarines, the highest casualty rate of any combatant submarine service on any side in the conflict. Seven Congressional Medals of Honor were awarded to submariners during World War II for distinguished gallantry in combat.

Mr. DODD. After World War II the Submarine Force began experimenting with high speed, sophisticated silencing techniques, sensitive sonic detection, and deeper diving designs. Admiral Hyman G. Rickover led the effort which resulted in the world's first nuclear powered submarine, USS *Nautilus*, commissioned in 1955. The advent of nuclear propulsion resulted in the first true submarine, a vessel that was truly free to operate unrestricted below the surface of the ocean.

Continued development of advanced submarine designs led to the most capable submarine fleet in the world. The United States Navy, led by Admiral Red Raborn, also fielded the world's first operational submarine launched ballistic missile platform in the world. This force provided invaluable support to our national security and strategic nuclear deterrence. The end of the cold war has been credited in part to the deterrent role that the strategic ballistic submarine played in our nuclear triad.

Through the 1980's and 1990's the submarine force has continued to contribute to all aspects of our country's national security strategy from Desert Storm to Yugoslavia. The sailors who have taken our submarines to sea over the years should be commended for

their outstanding service and performance. Always on the cutting edge, the submarine force will help the Navy sustain the adaptability necessary to maintain our national security in and around the oceans of our world.

Mr. WARNER. Mr. President, Senator DODD and I would like to congratulate the Naval Submarine Force on its 100th anniversary and on all the accomplishments it has achieved during that time.

On a personal note, I wish to acknowledge the contributions of the Submarine Force Senior Leadership since its inception, many of whom I am proud to have known and worked closely with over the years. And for the next 100 years, may our Submarine Force run silent, run deep.

#### AMENDMENTS SUBMITTED ON OCTOBER 4, 1999

#### AIR TRANSPORTATION IMPROVEMENT ACT

#### MCCAIN (AND OTHERS) AMENDMENT NO. 1891

Mr. GORTON (for Mr. MCCAIN (for himself, Mr. GORTON, and Mr. ROCKEFELLER)) proposed an amendment to the bill (S. 82) to authorize appropriations for the Federal Aviation Administration, and for other purposes; as follows:

Strike out all after the enacting clause and insert the following:

#### SECTION 1. SHORT TITLE; TABLE OF SECTIONS.

(a) SHORT TITLE.—This Act may be cited as the "Air Transportation Improvement Act".

(b) TABLE OF SECTIONS.—The table of sections for this Act is as follows:

- Sec. 1. Short title; table of sections.
- Sec. 2. Amendments to title 49, United States Code.

#### TITLE I—AUTHORIZATIONS

- Sec. 101. Federal Aviation Administration operations.
- Sec. 102. Air navigation facilities and equipment.
- Sec. 103. Airport planning and development and noise compatibility planning and programs.
- Sec. 104. Reprogramming notification requirement.
- Sec. 105. Airport security program.
- Sec. 106. Automated surface observation system stations.

#### TITLE II—AIRPORT IMPROVEMENT PROGRAM AMENDMENTS

- Sec. 201. Removal of the cap on discretionary fund.
- Sec. 202. Innovative use of airport grant funds.
- Sec. 203. Matching share.
- Sec. 204. Increase in apportionment for noise compatibility planning and programs.
- Sec. 205. Technical amendments.
- Sec. 206. Report on efforts to implement capacity enhancements.
- Sec. 207. Prioritization of discretionary projects.
- Sec. 208. Public notice before grant assurance requirement waived.

- Sec. 209. Definition of public aircraft.
- Sec. 210. Terminal development costs.
- Sec. 211. Airfield pavement conditions.
- Sec. 212. Discretionary grants.
- Sec. 213. Contract tower cost-sharing.

#### TITLE III—AMENDMENTS TO AVIATION LAW

- Sec. 301. Severable services contracts for periods crossing fiscal years.
- Sec. 302. Stage 3 noise level compliance for certain aircraft.
- Sec. 303. Government and industry consortia.
- Sec. 304. Implementation of Article 83 Bis of the Chicago Convention.
- Sec. 305. Foreign aviation services authority.
- Sec. 306. Flexibility to perform criminal history record checks; technical amendments to Pilot Records Improvement Act.
- Sec. 307. Extension of Aviation Insurance Program.
- Sec. 308. Technical corrections to civil penalty provisions.
- Sec. 309. Criminal penalty for pilots operating in air transportation without an airman's certificate.
- Sec. 310. Nondiscriminatory interline interconnection requirements.
- Sec. 311. Review process for emergency orders under section 44709.

#### TITLE IV—MISCELLANEOUS

- Sec. 401. Oversight of FAA response to year 2000 problem.
- Sec. 402. Cargo collision avoidance systems deadline.
- Sec. 403. Runway safety areas; precision approach path indicators.
- Sec. 404. Airplane emergency locators.
- Sec. 405. Counterfeit aircraft parts.
- Sec. 406. FAA may fine unruly passengers.
- Sec. 407. Higher standards for handicapped access.
- Sec. 408. Conveyances of United States Government land.
- Sec. 409. Flight operations quality assurance rules.
- Sec. 410. Wide area augmentation system.
- Sec. 411. Regulation of Alaska guide pilots.
- Sec. 412. Alaska rural aviation improvement.
- Sec. 413. Human factors program.
- Sec. 414. Independent validation of FAA costs and allocations.
- Sec. 415. Application of Federal Procurement Policy Act.
- Sec. 416. Report on modernization of oceanic ATC system.
- Sec. 417. Report on air transportation oversight system.
- Sec. 418. Recycling of EIS.
- Sec. 419. Protection of employees providing air safety information.
- Sec. 420. Improvements to air navigation facilities.
- Sec. 421. Denial of airport access to certain air carriers.
- Sec. 422. Tourism.
- Sec. 423. Sense of the Senate on property taxes on public-use airports.
- Sec. 424. Federal Aviation Administration Personnel Management System.
- Sec. 425. Authority to sell aircraft and aircraft parts for use in responding to oil spills.
- Sec. 426. Aircraft and aviation component repair and maintenance advisory panel.
- Sec. 427. Aircraft situational display data.
- Sec. 428. Allocation of Trust Fund funding.
- Sec. 429. Taos Pueblo and Blue Lakes Wilderness Area demonstration project.

- Sec. 430. Airline marketing disclosure.
- Sec. 431. Compensation under the Death on the High Seas Act.
- Sec. 432. FAA study of breathing hoods.
- Sec. 433. FAA study of alternative power sources for flight data recorders and cockpit voice recorders.
- Sec. 434. Passenger facility fee letters of intent.
- Sec. 435. Elimination of HAZMAT enforcement backlog.
- Sec. 436. FAA evaluation of long-term capital leasing.
- Sec. 437. Discriminatory practices by computer reservations system outside the United States.
- Sec. 438. Prohibitions against smoking on scheduled flights.
- Sec. 439. Designating current and former military airports.
- Sec. 440. Rolling stock equipment.
- Sec. 441. Monroe Regional Airport land conveyance.
- Sec. 442. Cincinnati-Municipal Blue Ash Airport.
- Sec. 443. Report on Specialty Metals Consortium.
- Sec. 444. Pavement condition.
- Sec. 445. Inherently low-emission airport vehicle pilot program.
- Sec. 446. Conveyance of airport property to an institution of higher education in Oklahoma.
- Sec. 447. Automated Surface Observation System/Automated Weather Observing System Upgrade.
- Sec. 448. Terminal Automated Radar Display and Information System.
- Sec. 449. Cost/benefit analysis for retrofit of 16G seats.
- Sec. 450. Raleigh County, West Virginia, Memorial Airport.
- Sec. 451. Airport safety needs.
- Sec. 452. Flight training of international students.
- Sec. 453. Grant Parish, Louisiana.

#### TITLE V—AVIATION COMPETITION PROMOTION

- Sec. 501. Purpose.
  - Sec. 502. Establishment of small community aviation development program.
  - Sec. 503. Community-carrier air service program.
  - Sec. 504. Authorization of appropriations.
  - Sec. 505. Marketing practices.
  - Sec. 506. Slot exemptions for nonstop regional jet service.
  - Sec. 507. Exemptions to perimeter rule at Ronald Reagan Washington National Airport.
  - Sec. 508. Additional slot exemptions at Chicago O'Hare International Airport.
  - Sec. 509. Consumer notification of e-ticket expiration dates.
  - Sec. 510. Regional air service incentive options.
- #### TITLE VI—NATIONAL PARKS OVERFLIGHTS
- Sec. 601. Findings.
  - Sec. 602. Air tour management plans for national parks.
  - Sec. 603. Advisory group.
  - Sec. 604. Overflight fee report.
  - Sec. 605. Prohibition of commercial air tours over the Rocky Mountain National Park.

#### TITLE VII—TITLE 49 TECHNICAL CORRECTIONS

- Sec. 701. Restatement of 49 U.S.C. 106(g).
- Sec. 702. Restatement of 49 U.S.C. 44909.

#### TITLE VIII—TRANSFER OF AERONAUTICAL CHARTING ACTIVITY

- Sec. 801. Transfer of functions, powers, and duties.