

more environmental experience and political know-how than Jimmie Powell.

I believe that Jimmie served his boss, Chairman Chafee well. I did not always agree with the positions that Senator Chafee took, but Jimmie always did an excellent job in representing his boss's interests. I am not sure what position Jimmie Powell will take next, but I am confident that he will approach any new challenge with the same integrity and honor he exhibited as a Senate staffer.●

PUBLIC SERVICE OF JIMMIE POWELL

● Mr. WARNER. Mr. President, today I pay tribute to a member of our Senate family who has dedicated himself for many years to serving the Senate and the Committee on Environment and Public Works—Jimmie Powell.

I know that our distinguished former chairman, Senator Chafee, would not have let pass the opportunity for the Senate to recognize Jimmie Powell's years of service to the Committee and his contributions to the protection of our environment.

Now, as he prepares to open a new chapter in his professional career and leave the Senate after some twenty years of service, I want to extend my appreciation and thanks to Jimmie on behalf of myself and the other Republican members of the Committee—Chairman SMITH, and Senators INHOFE, THOMAS, BOND, VOINOVICH, CRAPO, BENNETT, and HUTCHISON. The hallmark of his career has been his command of the issues, hard work and dedication to protecting public health and our environment.

As the staff director for the chairman and the Republican members of the committee, I know that Senator Chafee respected Jimmie and was grateful for his counsel and the service he provided. To staff, and to some members, Jimmie was an adversary, as well as a motivator and educator.

He began his Senate career with former Senator David Durenberger in 1978, serving as his staff director of the Government Affairs Subcommittee on Intergovernmental Relations and later as legislative director. In 1985, Jimmie began his long service as a professional staff member and staff director for the Committee on Environment and Public Works. While his service primarily focused on legislative priorities for Senator Durenberger, Chairman Stafford and Chairman Chafee, he worked tirelessly for all Republican members of the Committee.

When one examines the environmental laws enacted in the past 20 years, those of us on the committee know of Jimmie's leadership and accomplishments. This lengthy list includes the Leaking Underground Storage Tank program as part of the Hazardous and Solid Waste Amendments of

1984, Superfund, the 1987 Clean Water Act with groundwater protections and nonpoint source programs, the 1986 and the 1996 Safe Drinking Water Act, the 1990 Clean Air Act amendments, particularly provisions on air toxics and alternative fuels, the 1991 Intermodal Surface Transportation Efficiency Act and the 1998 Transportation Equity Act for the 21st century.

In every legislative challenge that came before the committee, Jimmie effectively worked to forge consensus, to find common ground, to develop solutions that represented the views of the members of the committee. While we may not have agreed on every issue, he is a person of great integrity. He effectively executed the views of the Senators he served. A Senator could ask for no more. He was tough, but fair.

All of us owe Jimmie Powell a debt of gratitude for the many years he has served the Senate and this country. We wish him every success and thank him for a job well done.●

FAA AUTHORIZATION EXTENSION ACT

Mr. GRASSLEY. Mr. President, I ask unanimous consent that the Senate now proceed to the immediate consideration of S. 1916 introduced earlier by Senator MCCAIN.

The PRESIDING OFFICER. The clerk will report the bill by title.

The legislative clerk read as follows:

A bill (S. 1916) to extend certain expiring Federal Aviation Administration authorizations for a 6-month period, and for other purposes.

Mr. LEAHY. Reserving the right to object, I do not intend to. Is this the FAA extension?

Mr. GRASSLEY. It is a 6-month extension.

Mr. LEAHY. I have no objection. There being no objection, the Senate proceeded to consider the bill.

Mr. GRASSLEY. Mr. President, I ask unanimous consent that the bill be read for a third time, passed, the motion to reconsider be laid upon the table, and any statements relating to the bill be printed in the RECORD.

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

The bill (S. 1916) was read the third time and passed, as follows:

S. 1916

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 "FAA Authorization Extension Act."

SEC. 2. EXTENSION OF AIRPORT IMPROVEMENT PROGRAM, ETC.

(a) AUTHORIZATION OF APPROPRIATIONS.—Section 48103 of title 49, United States Code, is amended by striking "\$2,410,000,000 for the fiscal year ending September 30, 1999," and inserting "\$1,237,500,000 for the 6-month period ending March 21, 2000."

(b) OBLIGATIONAL AUTHORITY.—Section 47104(c) of such title is amended by striking

"September 30, 1999," and inserting "March 31, 2000."

SEC. 3. EXEMPTION FOR AIRCRAFT MODIFICATION OR DISPOSAL, SCHEDULED HEAVY MAINTENANCE, OR LEASING RELATED FLIGHTS.

Section 47528 of title 49, United States Code, is amended—

(1) by striking "subsection (b)" in subsection (a) and inserting "subsection (b) or (f)";

(2) by adding at the end of subsection (e) the following:

"(4) An air carrier operating Stage 2 aircraft under this subsection may transport Stage 2 aircraft to or from the 48 contiguous States on a non-revenue basis in order—

"(A) to perform maintenance (including major alterations) or preventative maintenance on aircraft operated, or to be operated, within the limitations of paragraph (2)(B); or

"(B) conduct operations within the limitations of paragraph (2)(B)."; and

(3) adding at the end thereof the following:

"(f) AIRCRAFT MODIFICATIONS, DISPOSAL, SCHEDULED HEAVY MAINTENANCE, OR LEASING.—

"(1) IN GENERAL.—The Secretary shall permit a person to operate after December 31, 1999, a Stage 2 aircraft in nonrevenue service through the airspace of the United States or to or from an airport in the contiguous 48 States in order to—

"(A) sell, lease, or use the aircraft outside the contiguous 48 States;

"(B) scrap the aircraft;

"(C) obtain modifications to the aircraft to meet Stage 3 noise levels;

"(D) perform scheduled heavy maintenance or significant modifications on the aircraft at a maintenance facility located in the contiguous 48 States;

"(E) deliver the aircraft to an operator leasing the aircraft from the owner or return the aircraft to the lessor;

"(F) prepare or park or store the aircraft in anticipation of any of the activities described in subparagraphs (A) through (E); or

"(G) divert the aircraft to an alternative airport in the contiguous 48 States on account of weather, mechanical, fuel, air traffic control, or other safety reasons while conducting a flight in order to perform any of the activities described in subparagraphs (A) through (F).

"(2) PROCEDURES TO BE PUBLISHED.—The Secretary shall establish and publish, not later than 30 days after the date of enactment of the FAA Authorized Extension Act, a procedure to implement paragraph (1) of this subsection through the use of categorical waivers, ferry permits, or other means."

SEC. 4. NOISE STANDARDS FOR EXPERIMENTAL AIRCRAFT.

"(a) IN GENERAL.—Section 47528(a) of title 49, United States Code, is amended by inserting "(for which an airworthiness certificate other than an experimental certificate has been issued by the Administrator)" after "civil subsonic turbojet".

"(b) FAR MODIFIED.—The Federal Aviation Regulations contained in part 14 of the Code of Federal Regulations that implement section 47528 and related provisions shall be deemed to incorporate the change made by subsection (a) effective on the date of enactment of this Act.

SEC. 5. EXISTING AND PENDING DETERMINATIONS NOT AFFECTED.

The amendments made by section 3 and by section 4(a), and the provisions of section 4(b), do not interfere with or otherwise modify any determination—

(1) made by the Federal Aviation Administration under part 161 of title 14 of the Code