1968, the first European office in Paris in 1972, and new offices continue to open in cities around the world. Today there are 1,300 locations in North America, Europe, Australia, and New Zealand. ''Temps'' are available to fill office, labor, technical, scientific, home health care, legal support, and temporary-to-full time vacancies. Kelly Services defined the standard of industry competition by pioneering programs for the training, testing, and classification of temporary employee skills, enabling them to better serve their clients, both managers and workers.

During more than 30 years of leadership, current president and CEO, Terrence E. Adderly has guided the development of a proud history. Along the way, Kelly Services has garnered a whole host of awards, including 1988 Detroit Press Michigan Company of the Year, 1990 Forbes Best Business Services and Supplies Company for the 1990's, Blue Cross/Blue Shield Savings and Service Excellence Award, National Displaced Homemakers Network Partners in Change Award, U.S. Defense Investigative Service James S. Cogswell Award for Outstanding Industrial Security Achievement, and Michigan Minority Business Development Council Consumer and Commercial Services Corporation of the Year.

From ''Kelly Girls,'' an icon of the post-World War II era, to the current impressive and diverse array of staffing employees and services, Kelly Services, Inc. has truly earned the respect and confidence of people throughout the world. I salute their accomplishments and join their employees and customers everywhere in this celebration.

INTRODUCTION OF THE BI-STATE AIRCRAFT NOISE CORRECTION ACT

HON. BOB FRANKS

OF NEW JERSEY

IN THE HOUSE OF REPRESENTATIVES

Tuesday, September 17, 1996

Mr. FRANKS of New Jersey. Mr. Speaker, today I am introducing legislation, along with Representatives MOLINARI, FRELINGHUYSEN, and MARTINI, entitled the ''Bi-State Aircraft Noise Correction Act''. Our bill is directed at ending the Federal Aviation Administration's reign of tyranny over New Jersey's and Staten Island's skies.

For 9 long years, the FAA has cynically pitted the citizens of New Jersey against the citizens of Staten Island. The agency deliberately sought to convince the residents of Staten Island that the people of New Jersey were the ones blocking meaningful relief from aircraft noise. In turn, the FAA fostered the perception that any reduction in airplane noise over Staten Island would make the problem worse over the skies of New Jersey.

This cynical ploy was aimed at provoking a war between the States, thereby diverting attention from the real culprit. Today, for the first time, our States stand united behind a common solution. Instead of fighting each other, we will be focusing all our energies to compel action by the Government agency that started it all: The FAA.

Our bill takes a new approach to this issue by mandating aircraft noise reduction goals for the FAA, not specific new air routes.

For New Jersey, our bill directs the FAA to reduce aircraft noise by 6 decibels for at least 80 percent of the people residing between roughly 2 and 18 miles from Newark Airport. Let me put into context what a 6-decibel decrease means to the average person. By way of example, many of my constituents impacted by aircraft noise have to cease their outdoor conversations when a plane is overhead. A 6-decibel decrease will reduce noise enough that most conversations will not be interrupted when a plane flies over.

As a result of the FAA's long history of resistance to every effort aimed at addressing the airplane noise problem over the metropolitan region, this legislation includes a contingency plan in the event the FAA refuses to carry out the requirements of this legislation. Our bill provides legal standing for citizen groups in New Jersey and Staten Island to sue the FAA to ensure compliance with this act in Federal district court.

No longer will the FAA be able to hide behind a bureaucratic veil, as they have so effectively done in the past, to deny our constituents relief from aircraft noise. If the FAA does not comply with our legislation, they will have to answer to a Federal judge.

Since the inception of the Expanded East Coast Plan in 1987, I and other Members from New Jersey and New York have tried everything we can think of to get the FAA to face up to its responsibility to address the real concerns of citizens who have had their homes and neighborhoods disrupted by a level of aircraft noise that has diminished their quality of life.

Just last week, the House passed an amendment that calls for the establishment of an aircraft noise ombudsman in the FAA to represent the concerns of those living with airplane noise.

Last November, I presided over a House Aviation Subcommittee hearing where the FAA administrator admitted he had no plan to solve our aircraft noise problem.

I also introduced legislation moving the FAA eastern regional office from Queens, NY, to Union County so FAA bureaucrats could hear the problem they have created.

After nearly a decade of the FAA's acts of duplicity and evasion on this issue, it's become apparent that they never intend to voluntary take steps to remedy this problem.

That is why our bill is so significant. No longer will our constituents be solely at the tender mercies of the FAA. Our bill mandates a solution.

After years of acrimony and bitterness between the FAA and members of the New Jersey and New York delegations, I understand that it is unrealistic to expect the FAA to rush out and embrace our bill. The FAA's first reaction to our legislation will probably be to kill it by working behind the scenes with their allies, late at night, leaving no fingerprints.

Instead of playing that cynical, political game, I instead challenge the FAA to sit down with the sponsors of our legislation and hash out a solution to this problem. I refuse to accept the FAA's posture that nothing more can be done to reduce noise in New Jersey and Staten Island. I suspect more savvy FAA representatives know this issue can be worked out amicably and quickly—if the will exists on their part to do it.

Mr. Speaker, I will be working tirelessly, from now until adjournment sine die, to enact our bill. In the interim, I urge the FAA to accept my offer to negotiate an end to our differences.

THE HOSPITAL SELF-REFERRAL ACT OF 1996

HON. FORTNEY PETE STARK

OF CALIFORNIA

IN THE HOUSE OF REPRESENTATIVES

Tuesday, September 17, 1996

Mr. STARK. Mr. Speaker, I am pleased to introduce the Hospital Self-Referral Act of 1996.

Previously, I have sponsored legislation that restricts physicians from self-referral because this practice leads to overutilization and increased health care expenses. This legislation is designed to rectify a similar problem.

Today, nonprofit hospitals, for-profit hospitals, and large health care conglomerates have acquired their own posthospital entities such as home health care agencies, durable medical equipment businesses and skilled nursing facilities so as to refer discharged patients exclusively to their own services. As a result, many nonhospital based entities have seen inflows of new patients completely halted once a hospital acquires an agency in their service area.

The effects of this self-referral trend are harmful. Hospitals that refer patients exclusively to their own entities eliminate competition in the market and thereby remove incentives to improve quality and decrease costs. Further, hospitals are able to selectively refer patients that require more profitable services to their own entity while sending the less profitable cases to the nonhospital based entities. The nonhospital entity is forced to either raise prices or leave the market. Worst of all, patients have no voice in deciding which entity provides the services.

This legislation remedies the problem by leveling the playing field. First, hospitals will be required to provide those patients being discharged for posthospital services with a list of all participating providers in the service area so that the patient may choose their provider.

Second, hospitals must disclose all financial interest in posthospital service entities to the Secretary of Health and Human Services. In addition, they must report to the Secretary the percentage of posthospital referrals that are made to their self-owned entities as well as to other eligible entities.

This legislation does not hinder a hospital's ability to offer its own services. It merely guarantees that all providers will have an opportunity to compete in the market. Most importantly, it guarantees that patients will have choice when selecting their provider.

Attached is a letter that typifies the current problem in the home health services market.

IDAHO HOME HEALTH INC,
Pocatello, ID, July 24, 1996.

Re Medicare and Medicaid patient steering.

D. MCCARTY THORTON, Esq.,
Chief Counsel, Office of the Inspector General, Washington, DC.

We understand you are interested in receiving information about Medicare and Medicaid patient steering. We own a Medicare and Medicaid state licensed home health agency that began twenty (20) years ago, and offer the following examples:

A. IDAHO FALLS, IDAHO

In 1993 we opened a branch office before the local hospital offered home health. We received Medicare and Medicaid hospital home health referrals on a regular basis. Once the hospital opened their home health agency in