

therefore, urge my colleagues to join with Senator GRASSLEY and me to put an end to the invidious practice.

By Mr. ALLARD:

S. 2435. A bill to permit the denial of airport access to certain air carriers; to the Committee on Commerce, Science, and Transportation.

AIRPORT PROTECTION FROM FORCED SCHEDULED SERVICE

• Mr. ALLARD. Mr. President, today I am introducing legislation to address a problem facing small reliever airports that do not accept scheduled service operations. Centennial Airport is a small reliever airport near Denver, Colorado, where operations consist primarily of small private chartered and business planes. A unique situation exists at Centennial Airport involving certain charter services and a loophole in the Federal regulations governing scheduled flights.

Centennial Airport is not certificated for scheduled flight service. In fact, the Airport Authority, with strong local backing, has banned scheduled service at Centennial. According to Federal law, the Federal Aviation Administration cannot force any airport to become certificated. The airport is not equipped with a terminal, baggage system, or passenger security. Furthermore, Denver International Airport is less than 25 miles from Centennial, and has the capacity to handle additional scheduled service operations.

A situation arose more than three years ago when a company called Centennial Express Airlines, Inc., began charter service at Centennial, but immediately announced that the airline's service would continue as scheduled service. The Airport Authority sued and the County District Court ordered the flights stopped. In April of this year the Colorado Supreme Court ruled in favor of Centennial Airport Authority's ban. The Court cited the safe operation of the airport as a priority, and upheld the airport's discretion to prohibit scheduled passenger service.

While this decision protected the airport's right to refuse scheduled service, a similar situation recently arose with another company, Colorado Connection Executive Air Services, and the result has been detrimental for Centennial airport.

In 1997, Colorado Connection proposed to start public charter passenger service pursuant to a regular and public schedule. Colorado Connection, which is entirely owned by Air One Charter, tried using a combination of Department of Transportation and Federal Aviation Administration exemptions to offer scheduled service under Federal regulations, because the company that books the flights does not own the aircraft and the schedule is not officially published in the airline guide. The use of two different corporate names allowed Air One Charter to fly the scheduled passenger service under Colorado Connection without

subjecting the airline to FAA scheduled service regulations. Air One Charter indicated intent to market 6–12 daily flights to various Colorado cities and to contract baggage services for their flights.

The Centennial Airport Authority unanimously voted to deny airport access to Colorado Connection's scheduled service. The vote took place in April 1998 and a month later the FAA initiated a part 16 investigation. The FAA claims that the Airport Authority's move to deny service is unjustly discriminatory. Last week the FAA issued a decision to pull Federal funding for Centennial Airport if the ban on scheduled service is not lifted. This decision is in direct conflict with the Colorado Supreme Court's ruling on the issue. It is the result of a loophole in a law that was not intended to force small airports to take on the responsibility and burden of supporting scheduled service.

Immediately following the announcement of the FAA's decision, the owner of Centennial Express was reported by the Denver Post to have plans to begin scheduled flights from Centennial Airport.

I am proposing legislation to rectify this situation and uphold the authority of airports like Centennial to ban all scheduled service if they choose to do so. This bill would allow a general aviation airport to deny access to a part 380 public charter operator that operates as a scheduled service, and clarifies that such action would not be in violation of requirements for federal airport aid. This will not require any airport to do anything, and it will not allow an airport to discriminate against one scheduled service operator and not another.

This amendment is nearly identical to language that the House Commerce Committee has included in its FAA Reauthorization Act. It would prohibit the FAA from charging discrimination if an airport chooses to deny access to scheduled service operators. It will only apply to reliever airports that are not certificated under Part 139 to handle scheduled service and airports within 35 miles of a large hub airport.

I am not aware specifically of any other reliever airports existing outside of Colorado that have an interest in this legislation, however, I hope that my colleagues see the importance of protecting the right of small airports and surrounding communities to refuse all scheduled service operations.●

ADDITIONAL COSPONSORS

S. 37

At the request of Mr. FEINGOLD, the name of the Senator from Oregon (Mr. WYDEN) was added as a cosponsor of S. 37, a bill to terminate the Uniformed Services University of the Health Sciences.

S. 59

At the request of Mr. FEINGOLD, the name of the Senator from Oregon (Mr.

WYDEN) was added as a cosponsor of S. 59, a bill to terminate the Extremely Low Frequency Communication System of the Navy.

S. 230

At the request of Mr. THURMOND, the names of the Senator from Wyoming (Mr. THOMAS) and the Senator from Wyoming (Mr. ENZI) were added as cosponsors of S. 230, a bill to amend section 1951 of title 18, United States Code (commonly known as the Hobbs Act), and for other purposes.

S. 466

At the request of Mr. LAUTENBERG, the names of the Senator from Virginia (Mr. ROBB), and the Senator from Maryland (Ms. MIKULSKI) were added as cosponsors of S. 466, a bill to reduce gun trafficking by prohibiting bulk purchases of handguns.

S. 981

At the request of Mr. LEVIN, the name of the Senator from Arkansas (Mr. BUMBERS) was added as a cosponsor of S. 981, a bill to provide for analysis of major rules.

S. 1097

At the request of Mr. MOYNIHAN, the name of the Senator from Connecticut (Mr. DODD) was added as a cosponsor of S. 1097, a bill to reduce acid deposition under the Clean Air Act, and for other purposes.

S. 1482

At the request of Mr. COATS, the name of the Senator from Pennsylvania (Mr. SANTORUM) was added as a cosponsor of S. 1482, a bill to amend section 223 of the Communications Act of 1934 to establish a prohibition on commercial distribution on the World Wide Web of material that is harmful to minors, and for other purposes.

S. 1649

At the request of Mr. FORD, the name of the Senator from South Dakota (Mr. DASCHLE) was added as a cosponsor of S. 1649, a bill to exempt disabled individuals from being required to enroll with a managed care entity under the Medicaid program.

S. 1858

At the request of Mr. JEFFORDS, the names of the Senator from Maryland (Mr. SARBANES) and the Senator from South Dakota (Mr. JOHNSON) were added as cosponsors of S. 1858, a bill to amend the Social Security Act to provide individuals with disabilities with incentives to become economically self-sufficient.

S. 1970

At the request of Mr. ABRAHAM, the name of the Senator from Illinois (Mr. DURBIN) was added as a cosponsor of S. 1970, a bill to require the Secretary of the Interior to establish a program to provide assistance in the conservation of neotropical migratory birds.

S. 2049

At the request of Mr. KERREY, the name of the Senator from Michigan (Mr. LEVIN) was added as a cosponsor of S. 2049, a bill to provide for payments to children's hospitals that operate graduate medical education programs.

S. 2054

At the request of Mr. JEFFORDS, the names of the Senator from South Dakota (Mr. DASCHLE), the Senator from Minnesota (Mr. GRAMS), the Senator from Arkansas (Mr. HUTCHINSON), and the Senator from Connecticut (Mr. LIEBERMAN) were added as cosponsors of S. 2054, a bill to amend title XVIII of the Social Security Act to require the Secretary of Veterans Affairs and the Secretary of Health and Human Services to carry out a model project to provide the Department of Veterans Affairs with Medicare reimbursement for Medicare health-care services provided to certain Medicare-eligible veterans.

S. 2181

At the request of Mr. AKAKA, the name of the Senator from Wisconsin (Mr. FEINGOLD) was added as a cosponsor of S. 2181, a bill to amend section 3702 of title 38, United States Code, to make permanent the eligibility of former members of the Selected Reserve for veterans housing loans.

S. 2185

At the request of Mr. KENNEDY, the name of the Senator from Maryland (Ms. MIKULSKI) was added as a cosponsor of S. 2185, a bill to protect children from firearms violence.

S. 2190

At the request of Mr. KENNEDY, the name of the Senator from Illinois (Ms. MOSELEY-BRAUN) was added as a cosponsor of S. 2190, a bill to authorize qualified organizations to provide technical assistance and capacity building services to microenterprise development organizations and programs and to disadvantaged entrepreneurs using funds from the Community Development Financial Institutions Fund, and for other purposes.

S. 2201

At the request of Mr. TORRICELLI, the name of the Senator from Georgia (Mr. COVERDELL) was added as a cosponsor of S. 2201, a bill to delay the effective date of the final rule promulgated by the Secretary of Health and Human Services regarding the Organ Procurement and Transplantation Network.

S. 2222

At the request of Mr. GRASSLEY, the name of the Senator from Maryland (Ms. MIKULSKI) was added as a cosponsor of S. 2222, a bill to amend title XVIII of the Social Security Act to repeal the financial limitation on rehabilitation services under part B of the Medicare Program.

S. 2265

At the request of Mr. TORRICELLI, the name of the Senator from Mississippi (Mr. COCHRAN) was added as a cosponsor of S. 2265, a bill to amend the Social Security Act to waive the 24-month waiting period for Medicare coverage of individuals disabled with amyotrophic lateral sclerosis (ALS), to provide Medicare coverage of drugs used for treatment of ALS, and to amend the Public Health Service Act to increase Federal funding for research on ALS.

S. 2295

At the request of Mr. MCCAIN, the names of the Senator from Nebraska (Mr. HAGEL) and the Senator from Delaware (Mr. BIDEN) were added as cosponsors of S. 2295, a bill to amend the Older Americans Act of 1965 to extend the authorizations of appropriations for that Act, and for other purposes.

S. 2318

At the request of Mr. CAMPBELL, the name of the Senator from Mississippi (Mr. COCHRAN) was added as a cosponsor of S. 2318, a bill to amend the Internal Revenue Code of 1986 to phaseout the estate and gift taxes over a 10-year period.

S. 2323

At the request of Mr. GRASSLEY, the name of the Senator from Oklahoma (Mr. NICKLES) was added as a cosponsor of S. 2323, a bill to amend title XVIII of the Social Security Act to preserve access to home health services under the Medicare program.

S. 2346

At the request of Mr. ALLARD, the name of the Senator from Mississippi (Mr. COCHRAN) was added as a cosponsor of S. 2346, a bill to amend the Internal Revenue Code of 1986 to expand S corporation eligibility for banks, and for other purposes.

S. 2371

At the request of Mr. HAGEL, the name of the Senator from Texas (Mrs. HUTCHISON) was added as a cosponsor of S. 2371, a bill to amend the Internal Revenue Code of 1986 to reduce individual capital gains tax rates and to provide tax incentives for farmers.

At the request of Mr. LOTT, the names of the Senator from Wyoming (Mr. ENZI), and the Senator from Texas (Mr. GRAMM) were added as cosponsors of S. 2371, supra.

S. 2425

At the request of Mr. SESSIONS, the name of the Senator from Mississippi (Mr. COCHRAN) was added as a cosponsor of S. 2425, a bill to amend the Internal Revenue Code of 1986 to provide additional tax incentives for education.

SENATE JOINT RESOLUTION 55

At the request of Mr. ROTH, the names of the Senator from Alaska (Mr. MURKOWSKI), and the Senator from Idaho (Mr. KEMPTHORNE) were added as cosponsors of Senate Joint Resolution 55, a joint resolution requesting the President to advance the late Rear Admiral Husband E. Kimmel on the retired list of the Navy to the highest grade held as Commander in Chief, United States Fleet, during World War II, and to advance the late Major General Walter C. Short on the retired list of the Army to the highest grade held as Commanding General, Hawaiian Department, during World War II, as was done under the Officer Personnel Act of 1947 for all other senior officers who served in positions of command during World War II, and for other purposes.

SENATE CONCURRENT RESOLUTION 91

At the request of Mr. WARNER, the name of the Senator from Connecticut

(Mr. DODD) was added as a cosponsor of Senate Concurrent Resolution 91, a bill expressing the sense of the Congress that a postage stamp should be issued to commemorate the life of George Washington and his contributions to the Nation.

SENATE RESOLUTION 259

At the request of Mr. THURMOND, the names of the Senator from Illinois (Mr. DURBIN), the Senator from Rhode Island (Mr. CHAFEE), and the Senator from Missouri (Mr. BOND) were added as cosponsors of Senate Resolution 259, a resolution designating the week beginning September 20, 1998, as "National Historically Black Colleges and Universities Week," and for other purposes.

AMENDMENT NO. 2244

At the request of Mr. CHAFEE the name of the Senator from South Dakota (Mr. JOHNSON) was added as a cosponsor of amendment No. 2244 proposed to S. Con. Res. 86, an original concurrent resolution setting forth the congressional budget for the United States Government for fiscal years 1999, 2000, 2001, 2002, and 2003 and revising the concurrent resolution on the budget for fiscal year 1998.

SENATE RESOLUTION 270—EX-PRESSING THE SENSE OF THE SENATE CONCERNING ACTION THAT THE PRESIDENT OF THE UNITED STATES SHOULD TAKE TO RESOLVE THE DISPUTE BETWEEN THE AIRLINE PILOTS ASSOCIATION AND NORTHWEST AIRLINES

Mr. FRIST (for himself, Mr. LOTT, and Mr. THOMPSON) submitted the following resolution; which was referred to the Committee on Labor and Human Resources:

S. RES. 270

Whereas a strike by the Air Line Pilots Association, the union of the pilots of Northwest Airlines, has led to a severe disruption in air service;

Whereas such a strike could result in the loss of employment by tens of thousands of individuals in the United States;

Whereas such a strike affects approximately 11 percent of the domestic airline traffic in the United States;

Whereas such a strike would cause more than 44,000 Northwest Airlines employees to be idle;

Whereas such a strike could affect—
(1) the livelihood of thousands of other workers employed in airline and airport supply industries; and

(2) commerce relating to tourism, logistics, and business requiring travel;

Whereas such a strike could cause substantial adverse economic effects in communities of the United States; and

Whereas because nearly 20 percent of the air traffic of Northwest Airlines is in foreign air commerce (as that term is defined in section 40102 of title 49, United States Code), a strike could have an adverse effect with respect to—

(1) the expansion of the market of United States goods and services in foreign countries; and

(2) the trading partners of the United States: Now, therefore, be it