

we have spent, working to strengthen New Jersey's communities, I have always known Reverend Jackson to stand on principle, loyalty, and commitment. I look forward to continuing to work with Reverend Jackson, and I wish him the best as he celebrates this momentous occasion.●

RECOGNITION OF THE SS WAYNE VICTORY

● Mr. LEVIN. Mr. President, I rise today to call my colleagues' attention to a new exhibit of artifacts from the SS *Wayne Victory*. The exhibit, which is located at Wayne State University in my home town of Detroit, MI, is being dedicated on Friday, October 8, 1999.

The SS *Wayne Victory* was a so-called "Victory Ship," one of several hundred ships built during the final two years of World War II to serve as cargo and troop transport vessels. The SS *Wayne Victory* was named for Wayne University, now known as Wayne State University. Commissioned in 1945, the SS *Wayne Victory* served in World War II, the Korean conflict and the Vietnam war.

Thanks to the efforts of a Wayne State University alumnus, the contributions of the SS *Wayne Victory* to our armed forces will be celebrated for years to come. Many ships of its kind fell into disuse and were forgotten after their service. Fortunately, Joe Gerson, who grew up in Detroit and graduated from Wayne State University in 1951, located the SS *Wayne Victory* and negotiated with the federal government for the permanent loan of several artifacts from the ship to the university. These artifacts include the ship's bell, engine order telegraph, wheel, furniture, oars, life rings, and name board. Mr. Gerson also generously contributed funds which allowed the university to transport the artifacts to Detroit and to display them in the permanent exhibit being dedicated this Friday.

Mr. President, the preservation of artifacts like those from the SS *Wayne Victory* is critical if we are to continue to learn from history. Thanks to Joe Gerson and Wayne State University, one small, but significant, piece of American military history will be available for people to study in the 21st century. I know my colleagues join me in extending Joe Gerson and Wayne State University our thanks and congratulations for their commitment to the preservation of the memory of the SS *Wayne Victory's* role in some of the most significant military conflicts in our nation's history.●

AIR TRANSPORTATION IMPROVEMENT ACT

On October 5, 1999, amended and passed H.R. 1000. The bill, as amended, follows:

Resolved, That the bill from the House of Representatives (H.R. 1000) entitled "An Act to amend title 49, United States Code, to re-

authorize programs of the Federal Aviation Administration, and for other purposes.", do pass with the following amendment:

Strike out all after the enacting clause and insert:

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. Prohibitions against smoking on scheduled flights.

Sec. 438. Designating current and former military airports.

Sec. 439. Rolling stock equipment.

Sec. 440. Monroe Regional Airport land conveyance.

Sec. 441. Cincinnati-Municipal Blue Ash Airport.

Sec. 442. Report on Specialty Metals Consortium.

Sec. 443. Pavement condition.

Sec. 444. Inherently low-emission airport vehicle pilot program.

Sec. 445. Conveyance of airport property to an institution of higher education in Oklahoma.

Sec. 446. Automated Surface Observation System/Automated Weather Observing System Upgrade.

Sec. 447. Terminal Automated Radar Display and Information System.

Sec. 448. Cost/benefit analysis for retrofit of 16G seats.

Sec. 449. Raleigh County, West Virginia, Memorial Airport.

Sec. 450. Airport safety needs.

Sec. 451. Flight training of international students.

Sec. 452. Grant Parish, Louisiana.

Sec. 453. Designation of general aviation airport.

Sec. 454. Airline Deregulation Study Commission.

Sec. 455. Nondiscrimination in the use of private airports.

Sec. 456. Curfew.

Sec. 457. Federal Aviation Administration Year 2000 Technology Safety Enforcement Act of 1999.