

(2) Section 36(f) (42 U.S.C. 1885(f)) is amended to read as follows:

"(f) Every two years, the Committee shall prepare and transmit to the Director a report on its activities during the previous two years and proposed activities for the next two years. The Director shall transmit to Congress the report, unaltered, along with comments."

TITLE II—IMMUNIZATION PROGRAM

SHORT TITLE

SEC. 201. This title may be cited as the "Immunization Program Authorization Act for Fiscal Years 1988 through 1990".

AUTHORIZATION OF APPROPRIATIONS

SEC. 202. Section 317(j)(1) of the Public Health Service Act is amended by striking out "and" after "1986" and by inserting before the period a comma and "\$94,000,000 for the fiscal year ending September 30, 1988, and such sums as may be necessary for fiscal years 1989 and 1990".

TITLE III—SEXUALLY TRANSMITTED DISEASE CONTROL

SHORT TITLE

SEC. 301. This title may be cited as the "Sexually Transmitted Disease Control Authorization Act for Fiscal Years 1988 through 1990".

AUTHORIZATION OF APPROPRIATIONS

SEC. 302. Section 1910 of the Public Health Service Act is amended by inserting before the period a comma and "\$50,000,000 for the fiscal year ending September 30, 1988 and such sums as may be necessary for fiscal year 1989 and 1990".

TITLE IV—HOMEMAKER/HOME HEALTH TRAINING GRANTS

SHORT TITLE

SEC. 401. This title may be cited as the "Homemaker/Home Health Training Grants Authorization Act for Fiscal Years 1988 through 1990".

AUTHORIZATION OF APPROPRIATIONS

SEC. 402. Section 319(b)(5) of the Public Health Service Act is amended by striking out "and" and by inserting before the period a comma and "and \$5,000,000 for each of the fiscal years 1988, 1989 and 1990".

TITLE V—ORGAN PROCUREMENT

SHORT TITLE

SEC. 501. This title may be cited as the "Organ Procurement Authorization Act for Fiscal Years 1988 through 1990".

AUTHORIZATION OF APPROPRIATIONS

SEC. 502. Section 371(c) of the Public Health Service Act is amended by striking out "and" after "1986" and by inserting before the period a comma and "and such sums as may be necessary for fiscal years 1988, 1989, and 1990".

TITLE VI—EMERGENCY MEDICAL SERVICES FOR CHILDREN

SHORT TITLE

SEC. 601. This title may be cited as the "Emergency Medical Service for Children Authorization Act for Fiscal Years 1988 through 1990".

AUTHORIZATION OF APPROPRIATIONS

SEC. 602. Section 1910 of the Public Health Service Act is amended by striking out "and for each of the two succeeding fiscal years." and by inserting a comma and "\$2,000,000 for the fiscal year ending September 30, 1988, fiscal year 1989 and fiscal year 1990".

TITLE VII—NATIONAL CENTER FOR HEALTH STATISTICS

SHORT TITLE

SEC. 701. This title may be cited as the "National Center for Health Statistics Authorization Act for Fiscal Years 1988 through 1990."

AUTHORIZATION OF APPROPRIATIONS

SEC. 702. Section 308(i)(2) of the Public Health Service Act is amended by striking out "and" after "1986" and by inserting before the period a comma and "\$52,000,000 for the fiscal year ending September 30, 1988, and such sums as may be necessary for fiscal years 1989 and 1990".

TITLE VIII—TUBERCULOSIS CONTROL

SHORT TITLE

SEC. 801. This title may be cited as the "Tuberculosis Control Authorization Act for 1988 through 1990."

AUTHORIZATION OF APPROPRIATIONS

SEC. 802. Section 317(j)(2) of the Public Health Service Act is amended by striking out "and" after "1986" and by inserting before the period a comma and "\$12,000,000 for the fiscal year ending September 1987, and such sums as may be necessary for fiscal years 1989 and 1990".

By Mr. INOUYE (for himself and Mr. STEVENS):

S. 1159. A bill to establish the National Aviation Authority as an independent user-fee supported Government corporation to operate, maintain, and enhance an efficient and responsive national system for airways management and air traffic control, and for other purposes; to the Committee on Commerce, Science, and Transportation.

NATIONAL AVIATION AUTHORITY ACT

● Mr. INOUYE. Mr. President, today I am introducing with Senator STEVENS a measure which addresses the ever-burgeoning problems and public dissatisfaction with this Nation's air traffic control [ATC] system. This bill, which we are introducing at the request of the airline industry, would create a wholly owned Federal corporation to operate and fund the ATC system in an effort to improve the safety and efficiency of this Nation's aviation environment. It is an innovative approach which I feel deserves consideration in an effort to focus the Senate's attention on the problems this Nation's airports currently face.

Each day we learn of greater passenger and air carrier frustration with the inadequacies of the system. Flight delays—and their causes—are daily news events. Safety of the system is uppermost in our minds. A system that is safe and efficient is essential to the vitality of the economic and national interests of the United States.

Staffing requirements for adequate levels of air traffic controllers at critical locations have neither been established nor met without persistent congressional directive. Budgetary pressures continually force staffing and acquisition decisions to be made which simply cannot accommodate timely

modernization or even present demand.

The present day ATC system is inadequate. It often operates with obsolete equipment, understaffed and under-trained personnel, and inefficient procedures. It is underfinanced from an impounded user-funded trust fund. The modernization program begun in 1982 is billions short of funding and years behind schedule. Comprehensive automation improvements needed now will not be introduced in the ATC system before early 1993. The yearly congressional budgetary uncertainty creates funding instability in vital acquisition programs which lead to contractor stops, starts, delays, and layoffs in programs everyone agrees should be funded and which were, in fact, previously approved in the National Airspace System [NAS] plan.

Something must be done. The trust fund is caught in the Federal deficit; the personnel complain of overwork, inadequate equipment and opportunities for reward, micromanagement and political influences; and acquisition of modern equipment is a never-ending circle of buying things which, it is charged, can no longer do the job of providing an adequate system or do too little too late. The current situation has been unable to provide an efficient, responsive, modern ATC system. Adherence to the usual budgetary and appropriations processes are impeding a quick, effective response to dramatically changing aviation needs. When the system is not efficient, responsive, or modern, safety is maintained by further and greater restraints on capacity. The system is kept safe and slow, which fuels the frustrations of all our constituents, the traveling public who will continue to suffer the consequences of an inadequate, antiquated air transportation system until we correct the problems.

Many of the causes of the current problems are structural and endemic to standard Federal organizational structures. Routine Federal decision-making is multi-layered, slow and inflexible. Our budget process is uncertain and routinely requires budget priorities and goals to limit program needs, which is prudent in some areas, but not in the vital function of delivering ATC services. Acquisition is burdened by thousands of laws and tens of thousands of pages of regulations on procurement. The sum of these parts is a whole which is totally inadequate to address our constituents' needs.

Our constituents and this Nation deserve better. We must act now to change the way in which the ATC is maintained and operated. Structural changes in the funding, management, and procurement of the system are essential. The American people have paid for more than they are currently

receiving, and we must act now to give them what they deserve: a national aviation system that is both safe and efficient, and able to accommodate the needs of the modern traveling public.

The legislation I am introducing today represents an approach that addresses the problems we confront today. It is a proposal that deserves thorough examination and warrants thoughtful consideration. This bill will serve as one focal point for discussion of the current state of the ATC. Other approaches should, and will, also be considered by the Aviation Subcommittee of the Commerce Committee, and I am certain that under the fine leadership of Senator FORD, a resolution to the problem will be found. As hearings are held on this matter, other new and good ideas will come forward and be considered. I welcome this process and hope that this bill will be the first step toward solving the problem.●

• Mr. STEVENS. Mr. President, I rise today to introduce with my distinguished colleague from Hawaii, Senator INOUYE, legislation which we hope will help deal with the problems facing our Nation's air transportation system.

We propose to create a Federal corporation to run the air traffic control system. The recent near-misses and complaints about delays highlight the problems that the current ATC system faces. In light of our country's increasing reliance on air transportation, we need to untie the hands of the system to deal with increased traffic loads, and additional personnel needs.

The current problems stem from the budgetary problems facing our entire country. Even though the aviation trust fund has a huge surplus, the necessary improvements cannot be authorized or funded at a fast enough rate because of the budget constraints we've placed on Federal spending. However, the aviation trust fund presents an interesting dilemma: These are moneys that are specifically dedicated to the Nation's air transportation system, but they can't be spent because of budgetary targets we passed to address the problem of deficit spending. Consequently, the full range of improvements that we can afford with the trust fund can't be realized because of the spending constraints that carry over from the rest of the Federal budget.

I've become aware of the impacts of this problem back home in Alaska—over the past year, more and more flight service stations are reducing hours and not replacing employees because of a lack of funds. Our reliance on air transportation in Alaska, and in the rest of the Nation, makes it essential that these facilities are open and as up to date as possible.

This legislation presents an innovative approach to addressing these and

other problems facing our airports and our flying public. I am pleased to introduce this bill with my good friend from Hawaii in order to facilitate greater safety and efficiency in our national aviation system.●

By Mr. ROTH (for himself, Mr. GLENN, Mr. BUMPERS, Mr. METZENBAUM, Mr. PRYOR, and Mr. WILSON):

S.J. Res. 125. Joint resolution to designate the period commencing on May 9, 1988, and ending on May 15, 1988, as "National Stuttering Awareness Week"; to the Committee on the Judiciary.

NATIONAL STUTTERING AWARENESS WEEK

• Mr. ROTH. Mr. President, today I am introducing a resolution to designate the second week of May 1988, as "National Stuttering Awareness Week." Stuttering is a disability that affects over 3 million Americans. It occurs when the natural flow of speech is interrupted. It is a habitual inability to produce certain sounds, or the uncontrolled repetition of an initial sound, word, or phrase.

Stuttering is a learning disorder much like dyslexia and dysgraphia. It is a condition that appears in both children and adults alike, although males are four times as likely to have it as females. The cause is unknown, but there is a strong possibility that it has something to do with an individual's genetic makeup. Often, stuttering can be traced back through a family's history.

The public should be made aware, and have some understanding of this problem. It should be made clear that people who stutter are not mentally inferior and in many cases have above average IQ's. When talking with someone who stutters, one should not try to second guess what he or she is trying to say, or finish the sentence or phrase. Rather, the patience and understanding of an interested and compassionate listener can alleviate anxiety and frustration which in turn can increase fluency.

While there is no known cure, there is certainly hope. There are professionals who can help. Speech pathologists' and other therapists' work has found success. In addition, there are support groups and organizations that can help these individuals come to terms with this problem. They can meet others, share their fears, frustrations and anxieties, and find support. Such positive human interaction can help alleviate the feelings of inadequacy, guilt, and frustration that are the truly debilitating factor.

That is why the "National Stuttering Awareness Week" is so important—to bring this disability into the light. By officially recognizing the second week in May as "National Stuttering Awareness Week," we will help educate the public about the problems

individuals who stutter face. Equally important, we will help those who stutter by increasing the awareness of the help that is available to them.●

ADDITIONAL COSPONSORS

S. 12

At the request of Mr. CRANSTON, the names of the Senator from Alaska [Mr. STEVENS], the Senator from New York [Mr. MOYNIHAN], the Senator from Texas [Mr. BENTSEN], and the Senator from Tennessee [Mr. GORE] were added as cosponsors of S. 12, a bill to amend title 38, United States Code, to remove the expiration date for eligibility for the educational assistance programs for veterans of the All-Volunteer Force; and for other purposes.

S. 249

At the request of Mr. DODD, the name of the Senator from Washington [Mr. ADAMS], was added as a cosponsor of S. 249, a bill to grant employees parental and temporary medical leave under certain circumstances; and for other purposes.

S. 429

At the request of Mr. DURENBERGER, the name of the Senator from California [Mr. WILSON], was added as a cosponsor of S. 429, a bill to amend the Tax Reform Act of 1986 to delay for 2 years the exception for certain technical personnel from certain rules for determining whether an individual is an employee or independent contractor for employment tax purposes.

S. 438

At the request of Mr. LEAHY, the name of the Senator from Montana [Mr. BAUCUS], was added as a cosponsor of S. 438, a bill to modify the application of the antitrust laws to encourage the licensing and other use of certain intellectual property.

S. 447

At the request of Mr. CHAFEE, the name of the Senator from Indiana [Mr. LUGAR], was added as a cosponsor of S. 447, a bill to amend the Internal Revenue Code of 1986 to increase the excise taxes on cigarettes to 32 cents per pack and on snuff and chewing tobacco to 8 cents per package.

S. 453

At the request of Mr. MURKOWSKI, the name of the Senator from Maryland [Ms. MIKULSKI], was added as a cosponsor of S. 453, a bill to amend title 38, United States Code, and the Veterans' Dioxin and Radiation Exposure Compensation Standards Act to improve the standards for determining whether a radiation-related disease is service-connected; and for other purposes.

S. 476

At the request of Mr. DODD, the name of the Senator from Illinois [Mr. SIMON], was added as a cosponsor of S.