

Those one billion annual passengers we've been projecting may not be in the departure lounge just yet, but they're on the way. Demand will continue its historic rise—and we're determined to meet it. Transportation Secretary Norm Mineta talks frequently about closing the gap between demand for air travel and the capacity of our infrastructure. Whether or not we build it, they will come. And as Phil Condit reminded us in recent speech, "Economic growth follows infrastructure."

That's why the government and the aviation community reached agreement last year on the Operational Evolution Plan, which, as you know, is the centerpiece of the FAA's efforts to build and expand infrastructure over the next decade. The OEP includes new runways, new technologies, and new procedures. It's not a wish list; it's a set of marching orders—clearly setting out the responsibilities of the FAA, airlines, and airports. These ideas are meant for action. And we're already seeing what action can achieve.

Look at Detroit. Detroit's new runway opened last December. Overnight, the number of flights per hour that Detroit Metro can handle jumped from 146 to 182 in good weather—a 25 percent increase. We've targeted our efforts toward the worst bottlenecks in the system. The controllers among you have told me that conflict probe, now in use at four en route centers, is the biggest improvement in the en route environment they've seen in their entire careers. It cuts costs even as it cuts emissions.

With results like this, I am more confident than ever that we are going to meet our goal: increasing capacity by up to 30 percent over the next ten years. We are already looking at how we can accelerate initiatives and reach for more capacity.

The critical question—which we are already tackling with industry—is, "What's next?"

All of this progress flows directly from one source: our spirit of community. It is incredible to behold. I have seen it in so many ways on so many occasions during my five years in office. And in all that time, the spirit of community was never stronger than on September 11. Among the countless acts of heroism on that terrible day, history will record the way the aviation community pulled together, in the worst of circumstances, to bring the planes down quickly and safely—and bring the system back up smoothly in the weeks that followed.

We have realized more and more the potential of flight. We have mitigated more of its risks. But in many ways, we've only begun.

Moving forward, our mission must be to build on this foundation—and create a legacy worthy of our children. The next Administrator will face many challenges—some I've just discussed, and surely many new ones. One of the greatest will be the challenge of staying focused on modernization and safety, in the face of new security pressures.

For obvious reasons, security concerns will continue to command the headlines. They demand our attention and deserve our vigilance.

The FAA's mission is just as important as ever. Not only the new administrator, but also all of us, must keep our focus on that. The industry faces an additional challenge in providing a higher and higher level of service to its customers. I do not want to leave office without saying how grateful I am to Presidents Bush and Clinton, and Secretaries Mineta and Slate, for entrusting me with this awesome responsibility. And I am grateful to you for helping me, to the best of my abilities, to fulfill it.

I took office on the cusp of a new century; and depart with those new horizons, and the new possibilities we foresaw, a little closer

in reach. It is you who made it so; you who created this moment of opportunity; you who will carry us forward. Every time I visit a control facility or an airport, or talk to a pilot, or see the launch of a new technology, I am impressed anew by your dedication and professionalism. I am uplifted by your commitment to our mission.

I know my successor will count on your insights and energies just as much as I have. Because if one thing is clear to me as I leave office, it is that our roles, like our lives, are interdependent; our goals are interconnected. Modernization, for example, is dependent on the financial health of the industry. Safety depends not only on new technology but also on the century-old concern of labor relations. Efficiency in the air has a lot to do with security provisions on the ground. And so on. None of us is flying solo.●

RETIREMENT OF GENERAL JOHN A. SHAUD

● Mr. ENZI. Mr. President, as a Senator from Wyoming and Chairman of the Senate Air Force Caucus, one aspect of my public service that I truly enjoy is the opportunity to work with remarkable people who are more like family than coworkers and colleagues. On Capitol Hill, we all know each other and we all feel each other's sorrows and share in each other's joys and triumphs.

This is one of those occasions that brings both a touch of joy and sadness as we say congratulations and thank you at the same time that we bid farewell to someone who has devoted his life to the service of his country in the military and on the Hill, where he has made many friends among the staffs of our offices.

We were fortunate that General Shaud served as the Executive Director of the Air Force Association. Before his acceptance of that post, he had amassed quite an impressive military career that began when he was commissioned into the United States Air Force in 1956.

In his 50-year career General Shaud has served in the field and at U.S. Air Force headquarters in Washington. His later Air Force assignments included Chief of Staff for Personnel for the U.S. Air Force, Commander of the Air Training Command at Randolph Air Force Base, and Chief of Staff of Supreme Headquarters Allied Powers Europe. He led and inspired those under his command and excelled while gaining greater responsibilities.

I would be remiss if I did not point out that during his military career General Shaud was able to complete the requirements for a Master of Science degree, which he received from George Washington University—my alma mater. He also has a doctorate from Ohio State University and has served on the faculty of Air Command and Staff College.

Over the years, General Shaud has amassed more than 5,600 flying hours and piloted several dozen different aircraft. He was awarded the Distinguished Service Medal, the Legion of Merit with Oak Leaf Cluster, the Dis-

tinguished Flying Cross and several other awards and citations for his outstanding service and leadership.

For General Shaud, his retirement from the U.S. Air Force was just the end of one career and the beginning of another. General Shaud moved on to take on the responsibilities of the Air Force Aid Society and then later, the Air Force Association, from which he will now be retiring. Through it all, he has continued to impress with his leadership, creativity, personality, and ingenuity. He has been a role model for many and he will no doubt continue to inspire those with whom he comes into contact.

I would also point out that without him, Congressman Cliff Stearns and I would have had a far more difficult time in our work to establish the Air Force Caucus.

Now it is time for General Shaud to move on to another adventure in his life. I do not know what he will be doing, but I know he will be changing direction and heading off to face other challenges in the years to come.

Good luck, General Shaud, and God bless. May you have many years of an enjoyable retirement and the good health to enjoy each day to the fullest.●

IN RECOGNITION OF THE LIFE OF ALTON ARA HOVNANIAN

● Mr. TORRICELLI. Mr. President, a promising young life that began in New Jersey just 14 years ago was tragically cut short these few weeks past in a freak boating accident on my State's otherwise-beautiful northern shore. Alton Hovnanian only 14 was a rising and stellar member of the latest generation of a great and good New Jersey family whose legendary hard work in the real estate industry created an American business enterprise of remarkable size and stature.

Now, sadly, in the cruellest alteration of fate, this same good family suffers the greatest loss of all, the death of a child. And I would put before this Chamber today that this is a shared loss felt within these Senate walls not only because this kind of suffering is too great for any family to bear alone, but that the untimely death of this young man represents the loss of the optimistic spirit and positive energy of a young American mind.

Not preoccupied with self, often characteristic of this age, Alton Hovnanian had an interest in and concern for others, a deep interest and concern for the workings of the U.S. Government, and perhaps surprisingly, for those of us in this room. As a child of only 14, he was largely unknown to us, but Alton Hovnanian was a bright, good citizen of my State and this country who I am sure many of my colleagues would have been delighted and inspired to know. Alton was certainly interested in us and knew many of our names, our expertise, our committees and concerns. Isn't this an honor for us to now know