

Mr. Anderson's life took a turn from Washington as a result of being a waiter at the old Carroll Arms Hotel Restaurant, where his interest in wines led him to a successful career that took him to the vineyards of Italy, France, Germany, and Spain. With his knowledge of wine and cheeses, he helped to open the Capitol Hill Wine and Cheese Shop, one of the first business successes that led to the revitalization of Capitol Hill.

He later became the sommelier at the Watergate Terrace, the Four Seasons, Jean Louis at the Watergate, and then to the Hay Adams Hotel. Mr. Anderson was instrumental in getting the Four Seasons' wine and beverage program started.

Tony Anderson then returned to the Capitol, working in the Senate Restaurant and Banquet Department. He could tell many accounts of serving First Ladies, visiting dignitaries, and even a luncheon for the Queen of England. No one did it better or with more elegance and propriety than Tony.

Mr. Anderson left the Senate Restaurant, and for the past 5 years served on the Senate Appointments Desk. In that capacity, he was a natural. Tony Anderson was born in the city, grew up in the city. He loved the city and the Senate dearly. He truly enjoyed people, made them feel welcome, and if they had a moment, he made their visit to our Capitol special with all of his stories and experiences.

I am not sure when he told me who he was. As I indicated, we were friends when I worked for Senator Frank Carlson a long time ago. For me and for most who have worked here as pages, interns, employees, and staffers—and, yes, also as Members of Congress—each experience, each person and, yes, even the places, are like a special collage etched in your memory.

I can't remember exactly when it was, but I know I was coming from the Hart Building; I decided not to take the elevator to get to the first floor but to take the old stairs that I used when I was an intern for Senator Frank Carlson; they lead to the Senate Foreign Relations Committee room. Well, I turned right and was hurrying on my way, glancing at those ever-present appointment cards, when I heard Tony:

Hey, Pat, remember me? I'm Tony Anderson, Margaret Anderson's son.

And there he was, with a bow tie and a smile, the same smile and always pleasant demeanor that made him special to his family, coworkers, and friends—not to mention everyone he ever served and helped, from the Queen of England to John Q. Public, visitor to our Nation's Capitol.

Mr. Anderson died at the age of 57. He is survived by his sister, Karen Anderson Cramer of Ocean Pines, MD. He was preceded in death by his parents, James and Margaret Anderson, and Edward Brodniak, his life partner of 32 years.

Tony, thanks and godspeed.

Mr. President, I suggest the absence of a quorum.

The PRESIDING OFFICER. The clerk will call the roll.

The bill clerk proceeded to call the roll.

Mr. GORTON. Mr. President, I ask unanimous consent that the order for the quorum call be rescinded.

The PRESIDING OFFICER (Mr. ROBERTS). Without objection, it is so ordered.

#### CONCLUSION OF MORNING BUSINESS

The PRESIDING OFFICER. Morning business is closed.

#### AIR TRANSPORTATION IMPROVEMENT ACT

The PRESIDING OFFICER. Under the previous order, the Senate will proceed to the consideration of the Air Transportation Improvement Act, which the clerk will report by title.

The legislative clerk read as follows:

A bill (S. 82) to authorize appropriations for the Federal Aviation Administration, and for other purposes.

The Senate proceeded to consider the bill which had been reported from the Committee on Commerce, Science, and Transportation, with amendments; as follows:

(The parts of the bill intended to be stricken are shown in boldface brackets and the parts of the bill intended to be inserted are shown in *italic*.)

S. 82

*Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled,*

#### 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.

#### TITLE III—AMENDMENTS TO AVIATION LAW

Sec. 301. Severable services contracts for periods crossing fiscal years.  
[Sec. 302. Foreign carriers eligible for waiver under Airport Noise and Capacity Act.]  
Sec. 302. *Limited transportation of 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.

#### 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 air guides.  
Sec. 412. Application of FAA regulations.  
Sec. 413. Human factors program.  
Sec. 414. Independent validation of FAA costs and allocations.  
Sec. 415. Whistleblower protection for FAA employees.  
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. Equivalency of FAA and EU safety standards.  
Sec. 424. Sense of the Senate on property taxes on public-use airports.  
Sec. 425. Federal Aviation Administration Personnel Management System.  
Sec. 426. Aircraft and aviation component repair and maintenance advisory panel.