

alleviate our national airline crisis is to provide additional facilities for planes to land and take off at Chicago's O'Hare airport. I believe O'Hare should logically have additional parallel runways to provide expanded capacity.

As we move into this new century, we need to ensure that the critical pathways of our air transport system are not encumbered by local disagreements, which constrain the needs of interstate commerce. In addition, if we want to foster increased competition between airlines and see continued service to O'Hare from the smaller commercial airports like Burlington and Waterloo in Iowa, and if we want to expand services to cities like Sioux City, then we must provide additional take off and landing space for new airlines.

Some have suggested building a new airport south of Chicago to relieve the problems at O'Hare. I feel that this is a poor policy choice. This proposed new airport has yet to attract any airline tenants who would pay for it. Furthermore, this proposed airport would drain customers away from Chicago's Midway Airport, which is the 9th busiest airport in America and provides point to point flights to over 50 cities. In addition, in order to build this new airport, we would have to take 24,000 acres of farmland out of production. Building another airport in Chicago does not solve our current problems at O'Hare.

The solution is new runways at O'Hare. O'Hare certainly has the space for them. We know that building new runways is far more cost-effective than spending billions of dollars on a new airport. And new runways would mean an immediate reduction in delays at O'Hare. These new runways would allow simultaneous landings during all weather periods—something the current configuration does not allow.

Normally, in order for a runway to be built, approval must be granted by the operator of the airport—the City of Chicago in the case of O'Hare—and the FAA. However, under Illinois law, the Governor of Illinois, through his Department of Transportation, must also approve such a plan. Speaking as a friendly neighbor from Iowa, I am sending a letter to both Mayor Richard M. Daley and Governor George H. Ryan asking that they approve new runways in the interest of improving our entire national air transport system.

While I am not privy to all of the local concerns surrounding O'Hare, I know that all airports confront noise mitigation problems. I also know that Chicago O'Hare has the best-funded and most extensive sound mitigation program of any airport in the country. I applaud the Mayor for that far-sighted undertaking. As a member of the Appropriations Committee, I offer my assistance to the Mayor and my distinguished colleagues from Illinois to en-

sure that appropriate Federal dollars are channeled into that effort.

I would say to Governor Ryan, who, I understand, favors a new airport, that I do not see much in the way of Federal assistance for new airport construction in the foreseeable future. Airports today are built and/or rehabilitated by airport tenants and their passengers. I believe that the most efficient way to minimize our tax dollars is to maximize our current facilities and continue to upgrade our air traffic control system.

Earlier this year, the Senate passed overwhelmingly and the President signed, the Wendell H. Ford Aviation Investment and Reform Act for the 21st Century, commonly known as Air21. As many of my colleagues know, I worked closely with Senators GRASSLEY, MCCAIN, HOLLINGS, ROCKEFELLER and DURBIN to draft the provision in the Air21 legislation that phases out the artificial slot-constraints at O'Hare by July 1, 2002. The intent of our effort was to increase small and mid-sized communities' access to the national air transportation system via O'Hare and to provide for increased competition at that premier connecting hub. This increased access is critical for business wishing to settle and grow in small and mid-sized communities.

While we succeeded in eliminating the barrier posed by slots, it is clear to me that O'Hare's runway, gate, and terminal space constraints continued to keep small and mid-sized communities from fully realizing the benefits of the Air21 legislation. I was extremely pleased to hear about the substantial progress in Chicago's World Gateway program. This program calls for \$3.2 billion in infrastructure investments over the next several years at O'Hare—including 20 new gates and 2 new terminals. My understanding is that the two major carriers at O'Hare—United Airlines and American Airlines—have reached agreement with the City on this. I congratulate Mayor Daley on his work in bringing that agreement to closure. I also applaud American and United for their far-sighted investment in O'Hare. I only request that every effort be made to accelerate that program and to assure that space is allocated to smaller aircraft that serve smaller cities so that small town America gets a fair shake.

Without new runways, we will still be constrained by weather and air traffic control problems. It is time to remove this barrier to small and mid-sized community access to O'Hare. And it is time to expand our current national air traffic system in an effective, cost-efficient, cost-efficient way. We have neither the time nor the money nor the political will to build a new airport. Instead, we need to maximize the resources we already have. In the end, we may have to find a federal solution to this national problem.

New runways would make O'Hare and our entire national air transport system run more smoothly. I am certain that the hundreds of thousands of Iowans and others across the country who travel through O'Hare each year would appreciate this improvement. As would all those whose travel plans to other hubs and destinations are upset because aircraft are tied up at O'Hare. There is no more efficient, effective solution to aircraft delays in the Midwest and much of the Northeast than providing additional runway capacity at O'Hare.

#### RETIREMENT OF SENATOR LAUTENBERG

Mr. HARKIN. Mr. President, I wish to make a few brief remarks about one of our colleagues and a good friend of mine who is retiring this year.

Senator LAUTENBERG is a perfect example of the American dream come true. He grew up the son of immigrants, joined the Army Signal Corps in Europe during World War II, and then attended Columbia University on the G.I. bill. After graduation, Senator LAUTENBERG helped found a payroll services company called Automatic Data Processing. He soon became the firm's CEO, and, with 33,000 employees, his company is now one of the largest computing services companies in the world.

But Senator LAUTENBERG knew that the American dream isn't just about making it to the top. It's about giving back once you get there. That's why he ran for the United States Senate, and that's why, during his eighteen years in this Chamber, he's fought hard to make our country better for all Americans. He has fought hard to leave the ladder of opportunity down for others to climb. He's fought to improve transportation. His legislation and leadership has built and modernized highways and bridges and Amtrak rails across this country, and he's worked hard to make sure our planes and trains and cars are safe.

FRANK LAUTENBERG has fought to clean up our environment. Over the course of his career, he's worked on legislation to improve the Superfund program, redevelop Brownfields, force industry to cut down on pollution, clean up our beaches and protect our air and water. And he's fought to balance our budget. Senator LAUTENBERG focuses his sharp, business mind on the work of the Budget Committee, where he is ranking member and he helped move us from record deficits to record surpluses.

And Senator LAUTENBERG has taken on special interests like few others. He took on the gun lobby when he authored the domestic violence gun ban and other laws to fight gun violence. And he's one of the strongest supporters of the Brady bill in this Congress. He took on the liquor lobby

when he became the lead sponsor of the bill that raised the drinking age to twenty-one. And he sponsored the recent provision in the transportation appropriations bill to lower the blood alcohol content standard to .08—a provision that’s going to save hundreds of lives each year. And he’s taken on big tobacco. When you fly on a commercial flight now, and you can actually take a breath without choking on smoke from other passengers, you can thank Senator FRANK LAUTENBERG, because he wrote the law that bans smoking on airplanes.

You know, after he got that bill passed, I was flying out to Iowa, and several flight attendants came up to me and said, “Senator, can you please thank Senator LAUTENBERG for us. We can finally work now without all that smoke.” I hear that to this very day, the distinguished Senator from New Jersey always gets first class service even when he sits in coach. I still can’t quite believe that Senator LAUTENBERG is leaving us. But I hope that wherever he goes, he’ll find a new way to use his energy, intelligence, and talent to serve the American people. Our country can’t afford to lose someone of his caliber.

My wife Ruth and I have been privileged to be friends of FRANK since we first came to the Senate in 1985. We have been privileged to travel on many

trips, on many congressional delegations with Senator LAUTENBERG, as he confronted our enemies abroad and spoke with our friends abroad, to strengthen our U.S. position both in our economic endeavors with other countries and in our military position overseas.

We will miss him from this body, but I of course will not miss him as a friend. I sincerely hope that whatever FRANK LAUTENBERG does in the future, he will make himself available for further public service. Someone of his caliber and of his talent, of his compassion, and of his interest in making sure we leave the ladder of opportunity down for all Americans to climb, someone such as that we can’t afford to lose from public life.

So, FRANK, we wish you Godspeed, the best in all your endeavors, the best of health and happiness in your future life. But please, if duty calls for public service, I know you will answer.

I thank the Presiding Officer for affording me the opportunity to make these comments this evening.

RECESS UNTIL 9:30 A.M.  
TOMORROW

The PRESIDING OFFICER. Under the previous order, the Senate stands in recess until 9:30 a.m., Thursday, October 26, 2000.

Thereupon, the Senate, at 8:23 p.m., recessed until Thursday, October 26, 2000, at 9:30 a.m.

NOMINATIONS

EXECUTIVE NOMINATIONS RECEIVED BY THE SENATE  
OCTOBER 25, 2000:

DEPARTMENT OF COMMERCE

JAMES A. DORSKIND, OF CALIFORNIA, TO BE GENERAL COUNSEL OF THE DEPARTMENT OF COMMERCE, VICE ANDREW J. PINCUS, RESIGNED.

CHEMICAL SAFETY AND HAZARD INVESTIGATION BOARD

LOIS N. EPSTEIN, OF NEW YORK, TO BE A MEMBER OF THE CHEMICAL SAFETY AND HAZARD INVESTIGATION BOARD FOR A TERM OF FIVE YEARS, VICE DEVRA LEE DAVIS, RESIGNED.

DEPARTMENT OF THE INTERIOR

KENNETH LEE SMITH, OF ARKANSAS, TO BE ASSISTANT SECRETARY FOR FISH AND WILDLIFE, DEPARTMENT OF THE INTERIOR, VICE DONALD J. BARRY, RESIGNED.

OVERSEAS PRIVATE INVESTMENT CORPORATION

GEORGE DARDEN, OF GEORGIA, TO BE A MEMBER OF THE BOARD OF DIRECTORS OF THE OVERSEAS PRIVATE INVESTMENT CORPORATION FOR A TERM EXPIRING DECEMBER 17, 2003. (REAPPOINTMENT)

GEORGE DARDEN, OF GEORGIA, TO BE A MEMBER OF THE BOARD OF DIRECTORS OF THE OVERSEAS PRIVATE INVESTMENT CORPORATION FOR THE REMAINDER OF THE TERM EXPIRING DECEMBER 17, 2000, VICE ZELL MILLER.

UNITED STATES INSTITUTE OF PEACE

MARIA OTERO, OF THE DISTRICT OF COLUMBIA, TO BE A MEMBER OF THE BOARD OF DIRECTORS OF THE UNITED STATES INSTITUTE OF PEACE FOR A TERM EXPIRING JANUARY 19, 2003, VICE THEODORE M. HESBURGH, TERM EXPIRED.