

The question most ordinary citizens in the country are asking is: Who will represent us? My hope is that the Democratic Party will do so.

I yield the floor and suggest the absence of a quorum.

The PRESIDING OFFICER. The clerk will call the roll.

The legislative clerk proceeded to call the roll.

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 President, I ask unanimous consent that the order for the quorum call be rescinded.

The PRESIDING OFFICER. Without objection, it is so ordered.

MORNING BUSINESS

Mr. FRIST. Mr. President, I ask unanimous consent that the Senate now be in a period of morning business with Senators speaking for up to 10 minutes each.

The PRESIDING OFFICER. Without objection, it is so ordered.

FAREWELL TO GIGI LOPATTO

Mr. HATCH. Mr. President, one of our dear staffers is present who has given a great deal of effort to the Judiciary Committee, and I want to pay her my respects for a few moments.

Today is Jeanne Lopatto's last day working in the Senate. She has worked on the Senate Judiciary Committee, and for me in particular, for the last 18 years and is currently press secretary for the full Judiciary Committee. It is with mixed emotions that I rise to thank her for all the good work she has performed in the past. I give her my best wishes for her future.

Gigi is a Capitol Hill success story. She began her career with me as an entry-level assistant, and she has moved up to spearhead the Judiciary Committee press operation, which is a big job and a very important one. As a result of her hard work and dedication, Gigi has earned the respect, admiration, and trust of all of us who have worked with her. Thus, it is with a certain degree of both sadness and pride that I am bidding her farewell.

Gigi will be joining our dear friend and former colleague, Spencer Abraham, at the Department of Energy as his spokesperson. In other words, she is going to be speaking for a Cabinet-level official. I think that is a great thing. Our loss—mine in particular—will be unquestionably Secretary Abraham's gain. I know she will have her hands full over there, but she is up to the challenge. If I might be so bold, I want to say that I share the pride of Gigi's great success with her wonderful family.

Gigi will be greatly missed here in the Senate, and certainly by me. I think she is going to be missed by the reporters and the press officials who have relied on her on a daily basis. Senate staff on both sides of the aisle

are going to miss her, her friends and colleagues on the committee and on my personal staff, and, of course, most of all, I am going to miss her. So let me just say that I am very grateful to Gigi for the service she has given to the Senate and to our country at large and for working with us on the Judiciary Committee, as an essential part of the committee, as somebody who always acted with integrity, decency, honesty, love, and affection for all of us on the committee, regardless how cantankerous that committee is from time to time. She has had a steady hand on the tiller during a lot of really acrimonious debate at times, and she has really done this job as well as it could have been done. We love her, and we are going to miss her. We also wish her well as she proceeds on to even greater and better things, as she views it and as I view it.

So, Gigi, we are going to miss you. We all love you and appreciate you and want you to be successful in your next job, which I know you will be.

I yield the floor.

The ACTING PRESIDENT pro tempore. The Senator from Vermont is recognized.

Mr. LEAHY. Mr. President, I join the Senator from Utah. We will now know anytime the Democrats are told they are not doing their job it will be coming straight from the Senator from Utah.

Senator Abraham is very fortunate to have her there. Senator Abraham is a good friend to all of us here, and she has been a good friend to all of us here. He is fortunate. I will do my best to fill in and help the chairman on some of these issues, especially as I know we can finish this bill in 2, 2½ days, so long as the leadership does not interrupt us for anything else.

ENERGY FROM A BROWN DWARF STAR

Mr. DOMENICI. Mr. President, I rise today to congratulate scientists working with the Very Large Array, VLA, astronomical radio observatory near Socorro, New Mexico on detecting energy from a brown dwarf star. For over twenty years, the VLA has provided significant scientific knowledge to astronomers.

Working on a student project, scientists, graduate, and undergraduate students discovered the first sustained radio emission from a brown dwarf star, an object similar to a small star without enough mass to sustain nuclear fusion of hydrogen. Discovered only 5 years ago, brown dwarf stars were considered unable to emit persistent radio emissions. This finding helps astronomers study the link between large, gaseous planets and small stars.

I am proud to support the VLA and the contributions being made to our

understanding of the cosmos. I also applaud the work and efforts of the scientists and students involved in making this noteworthy discovery.

I ask that the February 21, 2001, New York Times article entitled, "Surprise in the Heavens as Energy Is Detected in a Brown Dwarf" be printed in the RECORD.

The article follows:

[From The New York Times Wed., Feb. 21, 2001]

SURPRISE IN THE HEAVENS AS ENERGY IS DETECTED IN A BROWN DWARF

(By James Glanz)

A dim, fading object wandering alone through space, something between a large planet and a tiny star, turns out to be roiled by storms several times more powerful than the most energetic flares on the Sun, a team of radio astronomers has found.

The existence of such powerful, stormy radio emissions in this kind of celestial object, a brown dwarf, is highly unexpected and could shed light on the dividing line between stars and planets.

The research had been considered so unpromising that the discovery was made not as part of any large-scale astronomical search but an accidental find in a student project at the Very Large Array a set of radio-telescopes at the National Radio Astronomy Observatory near Socorro, NM.

The students happened to have the array trained on the brown dwarf when it flared. Two senior radio astronomers, Dr. Dale A. Frail of the National Radio Astronomy Observatory and Dr. Shrinivas Kulkarni of the California Institute of Technology, then became involved in follow-up observations, which were led by Edo Berger, a graduate student at Caltech.

The follow-up observations showed that the object's magnetic fields were extremely weak, another surprise, since flares are normally powered by the energy in magnetic fields.

A paper on the study has been accepted at the journal Nature and was posted Monday and a Web site at the Los Alamos National Laboratory where most astronomers place their new work.

The existence of brown dwarfs, which are cool, dim and difficult to observe, was confirmed only five years ago by a team led by Dr. Kulkarni. Thought to have masses less than 8 percent that of the Sun, their cores never become hot enough to ignite the fusion process that allows ordinary stars to shine for billions of years.

Instead, brown dwarfs gradually cool and fade after they form. Because brown dwarfs have an identity somewhere between that of large, gaseous planets like Jupiter and that of the smallest ordinary stars, astronomers said the new discovery should illuminate the structure of a crucial link between the two better-known classes of astronomical objects.

Dr. Adam Burrows, an astrophysicist at the University of Arizona, said energetic particles and waves in the magnetic fields around Jupiter split out radio emissions that could be detected on Earth. But Dr. Burrows said that at the distance of the brown dwarf, more than a dozen light-years into deep space, those emissions could never be picked up.

"That they do see emission from a sister object at such a distance is quite amazing," he said.

Ordinary stars with relatively low masses do show energetic flaring, Dr. Burrows said,

but their magnetic fields are also much stronger. Flares on the Sun often occur when magnetic fields "reconnect," or suddenly snap like rubber bands after they break and then splice together in new configurations. So a weak magnetic field would not be expected to create strong flaring.

Another astrophysicist, Dr. Jeffrey Linsky of the University of Colorado, said those apparent mysteries might carry a message about the difference between true stars and brown dwarfs. The cooler cores of brown dwarfs, like a pot of soup on a low flame, might create less turbulence inside the dwarfs, Dr. Linsky said. That relative quiescence might generate weaker magnetic fields—but possibly with conformations, or geometries, that make them more likely to reconnect.

If that is the case, Dr. Linsky said, then perhaps "the geometry is very different in such a way that it produces a few very large flares."

Dr. Lars Bildsten, an astrophysicist at the Institute for Theoretical Physics at the University of California at Santa Barbara, cautioned that because brown dwarfs were so different from the Sun, it was hard to know what to expect from them. The radio observations were at least consistent with sketchy observations in other bands of the spectrum, Dr. Bildsten said.

Other scientists said they were at a loss to explain the puzzling findings, whose authors include Mr. Berger, Dr. Kulkarni and Dr. Frail as well as about a dozen graduate and undergraduate students from places like Oberlin College in Ohio, Agnes Scott College in Decatur, Ga., and New Mexico State University in Las Cruces.

"This is a pretty amazing result," said Dr. Jill Knapp, a Princeton astronomer. "There seem to be some quite unexpected things going on with these very cool, low-mass objects."

THE AIRLINE CUSTOMER SERVICE IMPROVEMENT ACT OF 2001

Mr. FEINGOLD. Mr. President, I rise today to voice my support for the Airline Customer Service Improvement Act. I commend Senator McCAIN for continuing to press this crucial consumer issue before the Senate in a bipartisan manner. I also applaud the efforts of Senator WYDEN. Both have been leading advocates for air travelers. I am confident that we can work together to pass a pro-consumer bill into law.

I am sure that each and every one of us in this body has experienced his or her fair share of frustration with air travel as have millions of Americans. Whether it's late flights, long lines, or lost luggage, we've all gotten the short end of the stick at one point or another.

When it comes to air travel, we are all consumers. And this bill assures the protection of consumer interests. The Airline Customer Service Improvement Act would, among other things, ensure that passengers have the information that they need to make informed choices in their air travel plans.

I think we were all encouraged in 1999 when the airlines came out with their own plan to improve customer

service. While many of the airlines made improvements and responded to suggestions from the Department of Transportation's Inspector General, much more remains to be done.

It is time air travelers' interests once again receive our attention. According to the Department of Transportation, consumer complaints about air travel went up by 14 percent from 1999 to 2000. This, coupled with a 25 percent increase from 1998 to 1999, adds up to an increase of almost 40 percent in two years. These complaints run the gamut: unstable ticket pricing; oversold flights; lost luggage; and flight delays, changes, and cancellations. In addition, in 2000 one in four flights was delayed, canceled, or diverted, affecting about 163 million passengers. Obviously, the airlines are not solely responsible as weather and mechanical breakdowns are part of the business, and of course we need to ensure that we maintain and improve airport infrastructure. But this bill addresses some problems that the airlines can fix.

Perhaps of more importance, this bill does so without forcing airlines to compile information that they don't already keep. The bill simply allows air travelers the right to that basic information and the ability to make informed decisions.

I am fortunate enough to be a customer of the premier airline when it comes to customer satisfaction and to represent most of its employees. For years, Midwest Express Airlines has been showered with some of the highest airline customer satisfaction ratings in the country. For those of my colleagues who have not yet experienced a flight on Midwest Express, I, and I am sure I speak for the senior Senator from Wisconsin, encourage you to do so.

How does Midwest Express continue to maintain these superlative ratings? The answer is simple, it already incorporates some of the provisions spelled out in this bill. Midwest Express already tries to notify its travelers if it anticipates a flight delay, flight change, or flight cancellation. The airline already attempts to make information on oversold flights available to its customers. Midwest Express already makes efforts to allow its customers access to frequent flyer program information. People fly the airline because the airline cares about its customers.

These are some of the reasons the airline has been awarded the Consumer Reports Travel Letter Best Airline Award every year from 1992 to 2000; Zagat Airline Survey's #1 Domestic Airline award in 1994 and 1996; Travel & Leisure's World's Best Awards for Best Domestic Airline in 1997, 1998, and 2000; Conde Nast Traveler's Business Travel Awards for Best U.S. Airline in 1998 through 2000; and Conde Nast Traveler Reader's Choice Awards from 1995 through 2000; among many awards.

Other airlines should see this bill as a challenge to meet the lofty standards set by airlines like Midwest Express.

Air travel is on the rise, but so are air travel complaints. As we enter the summer travel season, we should do what we can to ensure that the flying public is treated fairly. This bill will give our constituents access to the information they need to make wise choices in air travel and help them to avoid frustration, inconvenience, and sometimes costly delays. Airlines truly concerned about their customers should already be making these efforts. I urge my colleagues to join in this effort.

Mr. DOMENICI. Mr. President, as we acknowledge the passing of an entire decade since the victory of coalition forces in Desert Storm, we must simultaneously admit that this military victory has not translated into achievement of desired objectives.

Recent events and intelligence assessments have once again focused attention on Iraq. Saddam Hussein has rebuilt any weapons production capabilities that were damaged or destroyed in the Desert Fox operations in late 1998. Despite military defeat, despite thwarted attempts by the U.N. Special Commission, and despite a decade of sanctions, Iraq under Saddam Hussein's leadership remains a threat.

Two weeks ago strikes at command and control centers outside of the no-fly zones reminded the American public that our pilots have been patrolling Iraqi skies for ten years. Although we haven't yet lost any pilots or planes in this ongoing operation, a decade of this routine and the wear and tear on the aircraft without any end in sight has caused many people to question the prudence of this policy and approach.

The reason for this attack underscored again the constant risk to British and U.S. pilots in this mission. This article entitled "Highly Dangerous" highlights that risk.

New Mexicans or New Mexico-based wings have been heavily involved in this mission. Cannon's 27th Fighter Wing and the 150th Fighter Wing, the "Tacos" of the New Mexico Air National Guard fly these patrols.

As Iraqi air defenses get upgraded and Iraqi pilots continue to violate the no-fly restrictions, we must do everything possible to protect the U.S. personnel involved in these missions.

I am grateful that Secretary Powell took it upon himself to tour the Middle East and began formulating new policies for the Bush Administration on Iraq. The baton passed from the Clinton Administration on Iraq offered no exit strategy.

I guess as long as no one got killed, the previous Administration was comfortable wearing out our pilots and our military aircraft under the pretense that their policy was working.

It wasn't and it's not. We need a comprehensive rethink. If our pilots are