

We are counting on Ms. Garvey to provide strong leadership. Many positive statements have been made about her tenure at the Federal Highway Administration, and about her outstanding management skills and strong financial experience. These qualities will serve Ms. Garvey well in running the FAA, and in working with the Congress.

I have heard a great deal about the need to change how things are done at the FAA, and some of Ms. Garvey's past accomplishments indicate that she is up to the task. I understand that one of her most noteworthy accomplishments at the Federal Highway Administration was to help implement innovative financing options to accelerate completion of highway projects and to leverage federal funds. Through her efforts, unnecessary restrictions were cleared away, and program flexibility was provided that allowed good ideas to be introduced. Such actions show that she can look beyond business as usual, and see opportunities to make improvements. Such creativity is needed at the FAA.

I am sure that no one needs to be reminded that aviation safety is the paramount responsibility of the FAA. I expect Ms. Garvey to take whatever reasonable action is necessary to see that the FAA is proactive, and makes whatever changes are needed before, not after, an airline accident occurs. The public expects and deserves nothing less.

Ms. Garvey will be the first FAA Administrator to have a fixed 5-year term. The Congress established this term so that the FAA would have the continuity and direction that its complex, technical, and costly programs require. Ms. Garvey has made a public commitment that she will stay for the full 5 years of her term. I would encourage her to keep this commitment.

I look forward to working with Ms. Garvey to address the needs of the nation's aviation system, and to see that it continues to be the safest, most efficient system in the world. I wish Ms. Garvey great success. I would join with Senator McCAIN in urging this body to quickly confirm Ms. Garvey as the next Administrator of the FAA. Thank you, Mr. President.

Mr. HOLLINGS. Mr. President, I rise today in support of the President's nomination of a new Administrator of the Federal Aviation Administration [FAA], Ms. Jane Garvey. We have waited several months for this nomination, and I want to thank my distinguished colleague and Chairman, Senator McCAIN, for bringing Ms. Garvey's nomination up for a vote so expeditiously.

I want to point out Ms. Garvey's impressive public service record. She has held several important positions with both State and Federal Governments. I find it encouraging to find someone with Ms. Garvey's leadership capabilities dedicating her career to public service. All too often society's best and

brightest leave public service for more lucrative pursuits. But with Ms. Garvey, we have one of the best making a significant contribution for the good of the public. I applaud Ms. Garvey for that.

Ms. Garvey comes to us after receiving high marks for her work as Deputy Administrator of the Federal Highway Administration. During her tenure, Ms. Garvey has demonstrated that she is an impressive leader. This nation deserves a nominee like Ms. Garvey to lead the FAA.

The FAA's job is to safely operate the national air system. When it comes to safety, there is always room for improvement. Improving the system is a monumental task, and Ms. Garvey certainly has her work cut out for her.

The FAA also plays an important role in developing and promoting airport development. Airport development is a critical component in promoting the growth of aviation. In my home state of South Carolina, the economic impact of aviation statewide is more than \$3 billion. The travel and tourism industry is the State's second largest employer. Without modern airports, the economy in South Carolina—and in every other state—suffers. Infrastructure development fuels travel and tourism and enables communities to attract new business to all of South Carolina.

Because of Ms. Garvey's extensive background at the highway department, I expect she will bring creativity and ingenuity to the Airport Improvement Program. The program is a critical component of our nation's transportation infrastructure, and I am enthusiastic about Ms. Garvey's ability to manage this program well.

I want to conclude by commending the people at the FAA. All day, every day, they ensure that millions of Americans reach their destinations safely. But the system needs to be modernized, and it needs to be done well. I look forward to working with Ms. Garvey and Secretary of Transportation Slater over the next several years, as we move toward improving the safety of our entire transportation network.

I urge my colleagues to approve Ms. Garvey as Administrator for the Federal Aviation Administration.

NOMINATION OF JANE GARVEY

Mr. KERRY. Mr. President, on June 24, I had the privilege of introducing Ms. Jane Garvey of Massachusetts to the Senate Commerce Committee as President Clinton's nominee to be the next administrator of the Federal Aviation Administration. On that day I proclaimed that she has the experience, the intellect and the management skills necessary to prepare the FAA for the challenges of the 21st Century.

Since my introduction, the Chairman and other members of this Committee have put forth questions, both verbally and in writing, on a range of issues per-

taining to Ms. Garvey's past experience and to the important challenges facing the FAA. In my view, her answers have, indeed, borne out my glowing introduction and have demonstrated beyond any doubt that she will be an excellent FAA Administrator. Indeed, Ms. Garvey's nomination comes to the floor with the unanimous support of the Commerce Committee.

Mr. President, the challenges before the FAA are enormous. Among other matters, the next Administrator will need to effectively modernize the nation's air traffic control system to keep pace with America's growing air travel needs. She will also be charged with efficiently procuring and deploying the next generation of explosive detection equipment to protect our nation's citizens from rogue elements who seek to indiscriminately harm air travelers. Action on these and other matters are essential to ensuring the safety and security of all American citizens. To address these matters and guide the world's largest aviation agency into the 21st Century, the President sought a strong and capable leader with proven and tested management skills. In my view, the President could not have made a better choice.

Jane Garvey has long been recognized in Massachusetts and in Washington as a top-quality public servant with superior management skills. Jane Garvey directed the Massachusetts Department of Public Works, the 8th largest state highway program in the nation, where she supervised the state's multibillion-dollar highway construction program. Jane Garvey also served as Massachusetts Director of Aviation, managing airport operations at Logan Airport in Boston and directing the planning of Logan's \$1 billion modernization. Upon coming to Washington where Jane has been Deputy and Acting Administrator of the Federal Highway Administration, Jane supervised an agency with a \$20 billion dollar budget and offices in every state. At each step in her impressive career, Jane Garvey has received praise from government and industry officials alike. In my view, there can be no doubt that Jane Garvey has the vision and proven administrative experience to manage the FAA.

However, aside from her managerial expertise, Jane Garvey has also developed a reputation for putting safety first. Over the past four years, Jane Garvey has been a recognized leader in moving safety to the top of Federal Highway's agenda. Hazardous highway-rail grade crossings are being eliminated; truck safety standards are being upgraded; and infrastructure investments and high-tech intelligent transportation systems are emphasizing safety first. In fact, as Massachusetts Director of Aviation, Jane oversaw the deployment of prototype safety systems to prevent runway collisions and a communications center that integrated operations with safety and weather information. Jane Garvey has

consistently made public safety her highest priority, and she will take this commitment to safety with her to the FAA. She is the best choice to ensure that our nation's passenger air system remains the world's safest as air traffic continues to increase.

Finally, Jane Garvey understands the value and promise of technology. She presently oversees nearly a half-billion dollars annually in Federal Highway technology research and development including the deployment of intelligent transportation systems that apply advanced computer and communications technologies to travel. At Logan Airport, Jane Garvey managed the deployment of modernized air traffic control systems and made the airport a testing ground for such innovative technologies as radar-linked runway-guide guard lights and converging runway display aids.

Jane Garvey's management experience combined with her understanding of emerging technologies will enable the FAA to deploy cutting-edge technologies on time and within its budget, and will help the FAA to deploy the air-traffic control systems and safety improvements necessary to support our nation's growing air travel needs.

Mr. President, I submit to you that above all else, a vote for Jane Garvey to be the next FAA Administrator is a vote for superior management and an unwavering commitment to public safety. I urge my colleagues to unanimously support this nomination.

Mr. FORD. Mr. President, I rise today in support of the President's nomination of a new Administrator of the Federal Aviation Administration [FAA], Ms. Jane Garvey. Ms. Garvey comes to us with over a decade of distinguished public service.

From 1991 to 1993, Ms. Garvey served as director of aviation for the Massachusetts Port Authority. Before that, Ms. Garvey served as the commissioner and associate commissioner for the Massachusetts Department of Public Works from 1983 to 1991. Ms. Garvey's experience in public office is impressive. That experience will prove invaluable in her ability to manage a complex agency like the FAA.

Over the last several years, Linda Daschle and David Hinson worked hard to change the direction of the FAA. Ms. Garvey, if confirmed, will need to continue those efforts. Ms. Garvey comes to this position as a proven manager with outstanding leadership skills. She will need those skills to navigate the FAA through some choppy waters over the next 5 years.

During the confirmation hearing, the chairman expressed concern about Ms. Garvey's involvement with the cost overruns for the central artery/third harbor tunnel project in Boston. I want to take a moment to address the chairman's concerns. Let me suggest that, from what we have been able to piece together, Ms. Garvey took several proactive steps to try and keep that project within budget. First and fore-

most, a significant reason for the cost overrun is because of inflation. The original cost estimate of \$2.6 billion was based on 1982 dollars, which, at the time, was a standard method for calculating project costs at FHWA. The project is now expected to be completed at \$10.4 billion. Of that increase, approximately \$4.1 billion is a result of inflation.

The scope of the project has changed over the past 15 years as well. The total cost of the project now includes several new interchanges, additional pavement work, bridge work, in addition to the cost of relocating a toll plaza. Many of these items were not funded by the highway administration, but were still included in the total cost of the project. Ms. Garvey has noted that, as deputy administrator for FHWA, these additional costs would not be borne by the Federal Government—the State of Massachusetts must assume these costs.

It strikes me that—from what the committee has been able to gather—that Ms. Garvey has been proactive in trying to contain the costs of this project. For example, Ms. Garvey, while deputy at FHWA, imposed caps that limited Federal spending on this project. This is the kind of proactive leadership we need to ensure that Federal resources are used wisely.

I believe Ms. Garvey's experience with the central artery project will help her manage the sizable effort now underway at the FAA to modernize the air traffic control system. These are large, complex efforts, similar in scope to the central artery/third harbor tunnel project. One of those efforts is the replacement of several critical air traffic control computer systems. This effort must run smoothly and within budget, and the nominee's leadership will provide much needed guidance in achieving this critical objective.

Another FAA effort will be the transition to a global positioning system [GPS]. By moving to GPS, the industry expects to save billions of dollars every year from more efficient navigation. Like replacing the air traffic control systems, the transition to GPS must also be managed smoothly. I expect Ms. Garvey's dedication and leadership will help FAA succeed in this effort.

Let us also not forget the critical role FAA plays in ensuring that air transportation remains the safest way to travel. Every day, 365 days a year, thousands of aircraft make their way safely thanks in part to the national air traffic control system. The FAA manages this system admirably, but there is always room for improvement. I anticipate Ms. Garvey will bring her ingenuity and creativity to the task of improving safety. If approved, I pledge to work with Ms. Garvey to make air travel as safe as it can be.

I know Secretary Slater holds a similar philosophy on safety—and I also know Ms. Garvey and Mr. Slater have an excellent working relationship. By working together, I expect the team of

Slater and Garvey to effectively manage a safe and efficient national air system.

Ms. Garvey comes to us having won high marks as Deputy Director for the Highway Administration. Those who worked with her at the Agency and those from outside the Agency all credit Ms. Garvey with strong leadership, dedication, and ingenuity.

I urge my colleagues to support this nomination. Thank you, Mr. President.

STATEMENT ON THE NOMINATION OF ERIC L.

CLAY

Mr. LEAHY. Mr. President, I delighted that the majority leader has decided to take up the nomination of Eric L. Clay to be a U.S. Circuit Judge for the Sixth Circuit. Mr. Clay is a well-qualified nominee.

The Judiciary Committee unanimously reported his nomination to the Senate on May 22, 1997. The sixth circuit desperately needs Eric Clay to help manage its growing backlog of cases. In fact, the sixth circuit has three vacancies, two of which have been designated judicial emergencies by the Judicial Conference of the United States.

We first received Eric Clay's nomination in March 1996. He was accorded a hearing in the last Congress on March 26, 1996, and was reported by Judiciary Committee to the full Senate on April 25, 1996. Unfortunately, his nomination was never acted upon because of the Presidential election year slowdown of judicial confirmations in 1996.

The President renominated Eric Clay on the first day of this Congress for the same vacancy on the sixth circuit, which vacancy has existed since September 1994. This is one of the judicial emergency vacancies that we should have filled last year. This vacancy has persisted for more than 2½ years. He has the support of both Senators from Michigan, a Republican and a Democrat. He had a confirmation hearing on May 7 and the committee considered and unanimously reported his nomination to the Senate 2 weeks later. This important nomination was held without action on the Senate Executive Calendar for over 2 months by the Republican leadership.

I am delighted for Mr. Clay and his family that his nomination is finally being confirmed and am confident that he will make a fine member of the sixth circuit.

STATEMENT ON THE NOMINATION OF ARTHUR GAJARSA

Mr. LEAHY. Mr. President, I am delighted that the Majority Leader has decided to take up the nomination of Arthur Gajarsa to be a United States Circuit Judge for the Federal Circuit. Mr. Gajarsa is a well-qualified nominee.

The Judiciary Committee unanimously reported his nomination to the Senate on May 22, 1997. The Federal Circuit desperately needs Arthur Gajarsa to help manage its growing backlog of cases.