

example, the Defense Department owns major bands of Spectrum, but is unwilling to turn them over for commercial use; could this decision be based on the fact that it does not benefit from the sale of these assets?

The next few years should be a time of testing new limits and learning from what does not work. In the end, our goal should be to "leave no Congress behind." The accuracy of the projections we work with will influence the quality of our policy decisions. Each Congress deserves the best it can get—and so do the American people. The right decisions will stand behind economic growth that benefits us all.

The SPEAKER pro tempore (Mr. PLATTS). Under a previous order of the House, the gentleman from California (Mr. HORN) is recognized for 5 minutes.

Mr. HORN addressed the House. His remarks will appear hereafter in the Extensions of Remarks.)

The SPEAKER pro tempore. Under a previous order of the House, the gentleman from Mississippi (Mr. SHOWS) is recognized for 5 minutes.

(Mr. SHOWS addressed the House. His remarks will appear hereafter in the Extensions of Remarks.)

#### END GRIDLOCK AT OUR NATION'S CRITICAL AIRPORTS

The SPEAKER pro tempore. Under a previous order of the House, the gentleman from Illinois (Mr. LIPINSKI) is recognized for 5 minutes.

Mr. LIPINSKI. Mr. Speaker, recently there has been much said and written about the possibility of new runways at Chicago O'Hare International Airport. Some might think new runways are a new idea. They are not.

In fact, in 1991, the Chicago Delay Task Force recommended that new runways be added to O'Hare in order to reduce delays and improve efficiency. The final report of the Chicago Delay Task Force reads that new O'Hare runways "represent the greatest opportunity to reduce delays in Chicago, particularly during bad weather conditions."

Unfortunately, this recommendation was ignored because the Governor at the time was opposed to new runways at O'Hare. Fast forward a decade to 2001. Delays are once again on the rise at O'Hare. Once again the Chicago Delay Task Force has been convened, and representatives from the Department of Aviation, the FAA, and the airport users will study O'Hare Airport to determine what can be done to most effectively reduce delays.

No one will be surprised when the task force once again determines that adding runways are the most efficient way to improve capacity and end delays at O'Hare. Jane Garvey, the administrator of the FAA, testified that, while the FAA's ongoing air traffic control initiatives will increase capacity, the initiatives will increase it only by a very small amount compared to

what the increase would be if a new runway or two were added at O'Hare.

Additional runways are needed not only at O'Hare but throughout our national aviation system. New runways are the key to ending delays and congestion and adding to our capacity.

Additional runways are especially critical at O'Hare. Chicago is and always has been the Nation's transportation hub. Therefore, the congestion and delays that plague O'Hare also plague the rest of our national aviation system. Delays at O'Hare ripple throughout the system, earning O'Hare the undesirable designation as a choke point in our national aviation system. If O'Hare remains a choke point, it threatens the reliability and efficiency of the entire United States aviation system.

The fate of new runways at O'Hare rests with Governor George Ryan. Unfortunately, despite Governor Ryan's excellent record in terms of transportation investment, the Governor is politically hamstrung in what he can do regarding additional runways at O'Hare. As the U.S. representative for residents living near Midway Airport, I know that quality-of-life issues in communities surrounding the airport are very important. The City of Chicago Department of Aviation has been quick to address these important quality-of-life issues. In fact, the City of Chicago has spent over \$320 million at O'Hare alone on noise-mitigation efforts. Yet despite these mitigation efforts, some of the airport's neighbors still seek to constrain the growth of O'Hare. Unfortunately, this group has the attention of their political leaders in the State legislature as well as the Governor.

George Ryan has offered to review plans for new runways; but local politics, I believe, prevent the Governor from ever seriously considering new runways at O'Hare. For months I have been working quietly behind the scenes with all of the major parties involved in moving new runways at O'Hare forward. It is clear that local politics will prevent new runways from being added at O'Hare. Of course, local concerns must be addressed; but a powerful few cannot continue to derail future development of O'Hare International Airport, the heart and soul of our national aviation system.

Therefore, a national solution is needed. For this reason I am introducing today legislation that will preempt certain State laws and will elevate the discussion to build new runways at O'Hare to the Federal level. O'Hare needs new runways to remain a vital and competitive airport. Nothing is going to change at O'Hare unless the Federal Government gets involved. An act to end gridlock at our Nation's critical airports allows the Federal Government to do just that.

Mr. Speaker, I urge my colleagues to support this very vital legislation. This is the only way that we will end delays, the only way that we will end congestion, and the only way that we will add

capacity to the United States aviation system.

#### RECOGNIZING THE ACCOMPLISHMENTS OF ALAN WEBB

The SPEAKER pro tempore. Under a previous order of the House, the gentleman from Virginia (Mr. TOM DAVIS) is recognized for 5 minutes.

Mr. TOM DAVIS of Virginia. Mr. Speaker, I rise today to honor a young man from Virginia's Eleventh Congressional District, Alan Webb, a senior at South Lakes High School in Reston. Perhaps you have been reading about him in the newspaper.

Mr. Speaker, it has been said that it takes many years to become an overnight success, and this is certainly the case with Alan Webb. I saw him for the first time compete in the Foot Locker Challenge in Charlotte, North Carolina, in 1999; and in the cross-country field he ran way ahead of the pack. He is an outstanding young man.

But Alan achieved national recognition in May when he competed in the 27th Prefontaine Classic at the University of Oregon. This is considered one of the premier races in the sport of track and field. Alan finished a remarkable fifth against some of the finest milers in the world. But even more remarkable, his time was 3 minutes 53 seconds, a new record for the high school mile.

The previous high school mark of 3 minutes 55 seconds was set 35 years ago in 1965 by my friend and colleague, the gentleman from Kansas (Mr. RYUN). Let us put that in perspective. An 18-year-old broke a 36-year-old record in what many consider to be the most exciting event in track and field.

His performance at the Prefontaine Classic electrified those in attendance. A large crowd anticipating Alan's record-breaking bid rose to their feet when Alan's name was announced. And their cheers were even more deafening when his time was posted at the race's end. He made no secret of the fact that he hoped to set the record at this event, putting an exclamation point on what was already an exceptional high school career. His accomplishment, in this sense, was Ruthian: He set the highest possible goal, and he achieved it.

What is most commendable, perhaps, is the grace with which Alan has accepted his fame. He has said that he knows his mark will one day be broken as well. He has publicly recognized all those who have helped him reach such heights: family, friends, coaches, and teammates.

As I noted earlier, Alan may have achieved new levels of public recognition by breaking the high school record, but the determination was evident long ago.

On June 2, Alan joined his South Lakes teammates at the Virginia AAA Track and Field Championships at Virginia Commonwealth University in Richmond. They competed in the 4x4