

of Federal funds designed to meet the increased need to meet the needs of our communities would cease under the block grant. Cities and States would be left holding the bag in the almost inevitable event that recession hits again and caseloads rise.

The Department of Health and Human Services has found that if these proposals were implemented, today, some 5 million children would be denied benefits. Interestingly enough, while the Personal Responsibility Act suggests orphanages and foster homes as the solution to families that cannot care for their children, it falls far short when it comes to funding these facilities. Under the Personal Responsibility Act, of the 541,000 children who are currently receiving AFDC benefits in Texas, 288,000 would be denied benefits and only 310 federal orphanage slots would be funded.

Furthermore, the USDA has recently calculated that the Personal Responsibility Act would decrease funding for USDA food assistance programs in Texas by over \$1 billion per year. That is a cut of almost one-third from current levels of funding.

Despite some claims to the contrary, the facts show that the vast majority of AFDC families are clearly not having additional children to increase their benefits. In Texas, nearly 72 percent of AFDC families have only one or two children. The national average is even higher—73 percent. Others claim that most poor people are not, and choose not to be, employed. The facts, again, prove otherwise. The vast majority of poor Americans—four out of five—are children, elderly, ill or disabled, or already working full- or part-time at below-poverty wages. And for those who are not employed, they are not alone. More than 7 million Americans from all walks of life were out of work and actively looking for jobs by the end of 1994. Another 4.8 million either were working part-time because they could not find full-time jobs, or had grown too discouraged to continue searching. The truth of the matter is, adults, and particularly family heads, want to work. However, as in the children's game of musical chairs, there simply are not enough seats for everyone.

An effective welfare reform effort must include major new investments in real job creation. The bottom line is that work should pay and working more should pay more. Full-time work should provide enough earnings combined with earnings supplements such as an expanded Earned Income Tax Credit [EITC] to help get families out of poverty. Individuals who can work should have access to full-time work and community service jobs should be offered as a last resort to those who, after an aggressive job search, still cannot find work in the regular economy.

Sufficient funds must also be invested in child care, if we are truly committed to finding gainful employment for the poor. A survey of Illinois AFDC recipients found that child care problems kept 42 percent of those surveyed from working full-time—and 39 percent reported that child care problems kept them from going to school. These results should not be surprising. Census Bureau data tells us that non-poor families spend an average of 6 percent of their income on child care, while low-income parents are forced to pay roughly a quarter of their income for child care. Effec-

tive welfare reform must address these significant impediments to employment.

In addition, for welfare reform to succeed, families must be guaranteed comprehensive health insurance that they cannot lose. Lack of decent health insurance in low-wage employment is a major barrier for recipients who are trying to leave welfare for work, but are legitimately concerned about their own health, and that of their children.

Mr. Speaker, I urge you to consider what will happen to children and families if cities and States exhaust their Federal funding under these circumstances. Children facing imminent danger of abuse or neglect could be placed on waiting list instead of being removed immediately from their homes. Needy mothers and children might be turned away from a county or city welfare office simply because AFDC funds for that month or year already had been spent. Or in the best-care scenario for children and families, cities and States would be forced to pay 100 percent of the costs of continuing aid to eligible families after Federal funds run out. And of course the States would have to deal with the human suffering, social problems, and costs of emergency services that will result from greater destitution among children and families.

All of you know that eliminating the entitlement status of these key child survival programs will not cause the needs of poor children to disappear. The consequences of pending block grant proposals are all the more troubling because they are likely to be accompanied by new responsibilities placed on States and countries that will deny basic cash assistance to as many as 5 to 6 million needy children, including up to two-thirds of all children now receiving AFDC. Children born to unmarried teenage mothers, those for whom paternity has not been established, and those whose parents have received AFDC for more than 5 years could lose all benefits under this welfare reform proposal.

This is not genuine welfare reform, but rather welfare punishment. What many congressional leaders are calling welfare reform, many children will call empty stomachs * * * and Texas will call a fiscal disaster. Genuine reform would be lifting poor children and families out of poverty and by creating real jobs, providing quality child care, good health care, expanding education and training, and strengthening child support enforcement—taking the tough and sometimes costly, but nonetheless necessary, steps to make the system work in the long-term for poor families and for all Americans.

C-17'S READY TO TACKLE THE WORLD

HON. STEPHEN HORN

OF CALIFORNIA

IN THE HOUSE OF REPRESENTATIVES

Monday, January 30, 1995

Mr. HORN. Mr. Speaker, I am very proud to announce to my colleagues that the United States has a military force projection capability today that is unprecedented in the history of airlift.

The reason for this unparalleled capability is simple. The U.S. Air Force's first C-17 Globemaster III squadron at Charleston Air

Force Base, SC, was declared operational a week ago. This is the first major step in overhauling America's ability to carry out the Air Force's Global Reach missions.

This event is all the more significant to me, since this great milestone is really a tribute to the over 10,000 employees at McDonnell Douglas in Long Beach, most of whom I represent in these Chambers and whose magnificent efforts have been essential to making the C-17 the best, most capable airlifter ever built.

Critically needed oversized equipment for humanitarian aid, such as water purification systems, can now be airlifted to previously inaccessible runways in remote areas of the world. America's ability to airlift heavy, oversized combat equipment and firepower into short, austere airfields to support U.S. and allied ground forces during a security crisis is now a reality. It is essential that equipment be delivered directly to the troops in the field, and because of the C-17's unique on-load/off-load capability, it now can be.

The declaration of initial operational capability means that the C-17 has passed all flight tests and is ready for any type of military or humanitarian mission. The 12 aircraft will be shared by the 17th Airlift Squadron, assigned to the 437th Airlift Wing, and the Air Force Reserve's 317th Airlift Squadron, assigned to the 315th Airlift Wing, both at Charleston.

All of you who joined last year in supporting the amendment I introduced along with my colleague and neighbor, Representative JANE HARMAN—to provide full funding for the President's request for the C-17—can take pride in your vote and in your role toward providing this essential airlift capability. The C-17 is the most flexible, most capable airlifter ever produced. Its entry into fully operational status is an important landmark which will benefit our troops in the field and those in need throughout the world for years to come.

At this point in the record, I would like to include an article, "C-17s Ready to Tackle the World," from the January 18 Long Beach Press-Telegram and news releases by the Department of Defense and Air Mobility Command about this historic declaration.

[From the Long Beach (CA) Press-Telegram, Jan. 18, 1995]

C-17S READY TO TACKLE THE WORLD

(By Lindsay Chaney)

LONG BEACH.—The U.S. Air Force on Tuesday declared its squadron of a dozen C-17 transports ready for worldwide service.

The declaration of "Initial Operation Capability" means that the C-17 has passed all flight tests and is ready for any type of military or humanitarian mission.

Also Tuesday, McDonnell Douglas delivered a 13th plane to the Air Force.

The C-17 will be operated by the 17th Squadron of the 437th Airlift Wing, based at Charleston Air Force Base in South Carolina.

Built by McDonnell Douglas in Long Beach, the C-17 is designed as a three-in-one airplane to replace the aging C-141 Starlifter fleet as the military's core transport plane. The C-17 can carry twice the payload of a C-141, but more importantly can carry oversized equipment such as tanks, helicopters and missile batteries, such as the C-5 Galaxy. Like the much smaller C-130 Hercules, it can also take off and land at small airstrips.

Its contract with the Air Force required McDonnell Douglas to have 12 operational C-

17s delivered to the Charleston wing by midnight New Year's Eve. The 12th plane was delivered to the Air Force on Dec. 22, but because an earlier plane was being modified, this made only 11 operational planes on the flight line at Charleston.

Modification crews began working around the clock after Christmas to meet the delivery deadline and finished on the afternoon of Dec. 31. The Air Force accepted delivery of the modified plane at 6:25 p.m.

Because of past problems with cost overruns and production delays, the C-17 program is on probation with the Department of Defense. The government has committed to buying 40 planes, and will make a decision in November whether to order up to an additional 80. An important consideration in making the decision will be how well the C-17 performs this July during a 30-day test called a "reliability, maintainability and availability" evaluation.

[Department of Defense News Release]

FIRST C-17 SQUADRON DECLARED OPERATIONAL

The commander of the Air Force's Air Mobility Command declared the Initial Operational Capability (IOC) of the first C-17 Globemaster III squadron today. Gen. Robert L. Rutherford's decision is a significant milestone for America's newest airlifter. It means the 17th Airlift Squadron, assigned to the 437th Airlift Wing, and the Air Force Reserve's 317th Airlift Squadron, assigned to the 315th Airlift Wing, both at Charleston Air Force Base, S.C., will officially begin flying operational AMC "Global Reach" missions.

The first C-17 arrived at Charleston AFB in June 1993. By December 1994, the 437th was fully equipped with a fleet of 12 aircraft and 48 crews. The 12 aircraft will be shared with the Air Force Reserve unit. Together, both active duty and reserve aircrews have already demonstrated the C-17's ability to airlift personnel and equipment with missions to Southwest Asia, Central America and the Caribbean basin.

IOC declaration is a major step in modernizing the nation's strategic airlift fleet. The C-17, designed to replace the aging C-141 Starlifter fleet as the nation's core airlift aircraft, combines the best features of older airlifters within a single airframe. The C-17 is about the size of the C-141, but can carry twice the Starlifter's payload. It can also carry outsized equipment strategic distances like the C-5 Galaxy, yet land on airstrips normally accessible only to the C-130 Hercules.

Built by McDonnell Douglas at Long Beach, Calif., the C-17 can carry 160,000 pounds of cargo, unrefueled, 2,400 nautical miles at a cruise speed of 450 knots. With a maximum payload of 169,000 pounds, the aircraft is designed to carry every air transportable piece of equipment in the U.S. Army inventory, from Patriot air defense missile batteries and Bradley fighting vehicles to M1A1 Abrams main battle tanks.

The C-17 can be aerial refueled, land on airstrips as short as 3,000 feet, back up, rapidly offload cargo, and is designed to airdrop equipment, cargo or paratroopers. The aircraft completed developmental testing of these capabilities on Dec. 16, 1994. During these tests, the C-17 set 21 world performance records in three weight classes of the heavy aircraft category and one additional world record in the short takeoff and landing category.

The Air Force has contracted to buy 40 C-17s from McDonnell Douglas. A Defense Acquisition Board decision on extending the

buy beyond 40 aircraft is scheduled for November 1995.

[Air Mobility Command Media Release]

FIRST C-17 SQUADRON DECLARED OPERATIONAL

SCOTT AIR FORCE BASE, IL.—The commander of Air Mobility Command declared the Initial Operational Capability of the Air Force's first C-17 squadron today. Gen. Robert L. Rutherford's decision is a significant milestone for America's newest airlifter. It means the 17th Airlift Squadron, assigned to the 437th Airlift Wing at Charleston AFB, S.C., and the Air Force Reserve's 317th Airlift Squadron, assigned to the 315th Airlift Wing (Associate), will officially begin flying operational AMC "Global Reach" missions.

The first C-17 arrived at Charleston in June 1993. By December 1994 the unit was fully equipped with a fleet of 12 aircraft and 48 crews. Together, both active duty and associate reserve aircrews have already demonstrated the C-17's ability to airlift personnel and equipment with missions to Southwest Asia, Central America and the Caribbean basin.

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The Air Force has contracted to buy 40 C-17s from McDonnell Douglas. A Defense Acquisition Board decision on extending the buy beyond 40 is scheduled for November 1995. Based on demonstrated improvements in aircraft and contractor performance, a favorable decision is expected, thus fulfilling America's requirement for strategic airlift.

STATEMENT IN SUPPORT OF LEGISLATION TO AMEND THE FEDERAL ADVISORY COMMITTEE ACT

HON. NORMAN D. DICKS

OF WASHINGTON

IN THE HOUSE OF REPRESENTATIVES

Monday, January 30, 1995

Mr. DICKS. Mr. Speaker, I am pleased to introduce legislation today which will make small changes in the current Federal Advisory Committee Act [FACA] statute, but will have significant and important consequences for those the bill is intended to provide relief.

Specifically, my bill will limit the application of FACA with regard to meetings held Federal officials and representatives of State, county, local governments, and Indian tribes. This will enable Federal representatives to proceed with legitimate contact with local governmental officials and tribes for purposes of implementing cooperative programs such as the President's forest plan.

In the Pacific Northwest, we have been moving forward diligently in an effort to implement the President's forest plan, particularly with regard to economic assistance to dislocated workers, businesses, and timber-dependent communities. The Northwest was hit very hard by the listing of the northern spotted owl as a threatened species. The owl's listing and subsequent injunctive relief ordered by the courts reduced harvest levels in the region on Federal lands by over 80 percent.

The \$1.2 billion promised through the forest plan is a key means to mitigate for job losses, mill closures, and associated impacts from reductions in timber harvest. However, in order to ensure that the forest plan's economic assistance reaches those individuals and communities it is intended to reach, there must be involvement by local and county officials in the planning process for these funds.

Currently, an unintended consequence of FACA is that it makes it difficult for Federal officials to meet with local governmental officials and tribes to plan for the dissemination of economic assistance. However, the FACA problem isn't simply limited to the use of the economic assistance, it also creates problems for elements of the plan such as adaptive management areas, which hinge on local and community input in order to be effective.

Numerous States and counties in the West have expressed concern with the current FACA law, and its unintended prohibition of official contact between Federal officials and legitimate representatives of tribes and local governments. Concern never intended FACA to prohibit legitimate and appropriate contact in order to carry out Federal objectives that require interaction at the State and local levels.

These changes will make FACA more reasonable, tolerant, and palatable. The bill will help ensure the smooth implementation of the President's forest plan, but will also aide other States who have similarly expressed concerns with the current FACA statute.

I urge my colleagues support for this important legislation.

NUCLEAR TERRORISM JURISDICTION EXTENSION AND CONTROL ACT, H.R. 730

HON. BENJAMIN A. GILMAN

OF NEW YORK

IN THE HOUSE OF REPRESENTATIVES

Monday, January 30, 1995

Mr. GILMAN. Mr. Speaker, today, I introduce another in a series of legislative proposals intended to strengthen America's defenses against the terrorist threat. I am particularly pleased to introduce the Nuclear Terrorism Jurisdictional Extension and Control Act of 1995, H.R. 730.