

the Committee, after consultation with the ranking minority member of the Committee and the chairmen of the subcommittees, shall for the 109th Congress prepare a preliminary budget for the Committee, with such budget including necessary amounts for professional and clerical staff, travel, investigations, equipment and miscellaneous expenses of the Committee and the subcommittees, and which shall be adequate to fully discharge the Committee's responsibilities for legislation and oversight. Such budget shall be presented by the chairman to the majority party caucus of the Committee and thereafter to the full Committee for its approval.

(b) Approval of the Committee Budget. The chairman shall take whatever action is necessary to have the budget as finally approved by the Committee duly authorized by the House. No proposed Committee budget may be submitted to the Committee on House Administration unless it has been presented to and approved by the majority party caucus and thereafter by the full Committee. The chairman of the Committee may authorize all necessary expenses in accordance with these rules and within the limits of the Committee's budget as approved by the House.

(c) Monthly Expenditures Report. Committee members shall be furnished a copy of each monthly report, prepared by the chairman for the Committee on House Administration, which shows expenditures made during the reporting period and cumulative for the year by the Committee and subcommittees, anticipated expenditures for the projected Committee program, and detailed information on travel.

Rule 17. Broadcasting of Committee Hearings. Any meeting or hearing that is open to the public may be covered in whole or in part by radio or television or still photography, subject to the requirements of clause 4 of Rule XI of the Rules of the House. The coverage of any hearing or other proceeding of the Committee or any subcommittee thereof by television, radio, or still photography shall be under the direct supervision of the chairman of the Committee, the subcommittee chairman, or other member of the Committee presiding at such hearing or other proceeding and may be terminated by such member in accordance with the Rules of the House.

Rule 18. Comptroller General Audits. The chairman of the Committee is authorized to request verification examinations by the Comptroller General of the United States pursuant to Title V, Part A of the Energy Policy and Conservation Act (Public Law 94-163), after consultation with the members of the Committee.

Rule 19. Subpoenas. The Committee, or any subcommittee, may authorize and issue a subpoena under clause 2(m)(2)(A) of Rule XI of the House, if authorized by a majority of the members of the Committee or subcommittee (as the case may be) voting, a quorum being present. Authorized subpoenas may be issued over the signature of the chairman of the Committee or any member designated by the Committee, and may be served by any person designated by such chairman or member. The chairman of the Committee may authorize and issue subpoenas under such clause during any period for which the House has adjourned for a period in excess of 3 days when, in the opinion of the chairman, authorization and issuance of the subpoena is necessary to obtain the material set forth in the subpoena. The chairman shall report to the members of the Committee on the authorization and issuance of a subpoena during the recess period as soon as practicable but in no event later than one week after service of such subpoena.

Rule 20. Travel of Members and Staff. (a) Approval of Travel. Consistent with the primary expense resolution and such additional expense resolutions as may have been approved, travel to be reimbursed from funds set aside for the Committee for any member or any staff member shall be paid only upon the prior authorization of the chairman. Travel may be authorized by the chairman for any member and any staff member in connection with the attendance of hearings conducted by the Committee or any subcommittee thereof and meetings, conferences, and investigations which involve activities or subject matter under the general jurisdiction of the Committee. Before such authorization is given there shall be submitted to the chairman in writing the following: (1) the purpose of the travel; (2) the dates during which the travel is to be made and the date or dates of the event for which the travel is being made; (3) the location of the event for which the travel is to be made; and (4) the names of members and staff seeking authorization.

(b) Approval of Travel by Minority Members and Staff. In the case of travel by minority party members and minority party professional staff for the purpose set out in (a), the prior approval, not only of the chairman but also of the ranking minority member, shall be required. Such prior authorization shall be given by the chairman only upon the representation by the ranking minority member in writing setting forth those items enumerated in (1), (2), (3), and (4) of paragraph (a).

#### ORDER OF BUSINESS

Mr. GINGREY. Mr. Speaker, I ask unanimous consent to take my time out of order.

The SPEAKER pro tempore. Is there objection to the request of the gentleman from Georgia?

There was no objection.

#### HISTORY AND SIGNIFICANCE OF THE C-130J

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

Mr. GINGREY. Mr. Speaker, as many of my colleagues now know, the C-130J multiyear procurement contract was canceled in the administration's recent budget proposal. I want to spend a few minutes speaking about the history and the significance of the C-130 Hercules program and why we in Congress need to continue to fund this crucial airlift program.

Mr. Speaker, the C-130 aircraft has been the workhorse of the military's tactical airlift fleet for more than 50 years. The versatile Hercules was originally designed in the 1950s as an assault transport. Over the years, however, it has been adapted for a variety of important missions, including special operations, close-air support and air interdiction, mid-air space capsule recovery, search and rescue missions, aerial refueling of helicopters, weather mapping and reconnaissance, electronic surveillance, firefighting, aerial spraying, Arctic-Antarctic ice resupply and natural disaster missions. It has even landed and taken off from a car-

rier deck without the benefit of arresting gears or catapults.

Currently, the Hercules primarily performs the intra-theater portion of the Air Force's tactical airlift mission. This medium-range aircraft is capable of operating from rough dirt strips and is the prime transport for paratroop and equipment drops into hostile areas, including Iraq and Afghanistan.

Currently, more than half the fleet of combat delivery C-130s is over 30 years old. Although their longevity is clearly a testament to the value of these crucial aircraft, we should be very concerned that the C-130 E and H models continue to age at alarming rates, putting our tactical airlift capability at risk in the near term.

In fact, yesterday, the Air Force announced that they are grounding much of the C-130E models because of severe fatigue in their wings, including a dozen that have been flying missions in and out of Iraq and Afghanistan. Mr. Speaker, some of these planes were used in Vietnam, and we are literally flying their wings off in the Middle East.

The Air Force has long anticipated the aging of the older models, which only makes it more remarkable that the multiyear contract to replace these planes has been carved out of the budget.

Another astonishing fact is that the Department of Defense will not save any money. In fact, the perceived savings generated by the proposed cuts will unquestionably be consumed by over \$800 million in termination liability costs and billions of dollars in increased costs to support aging and less capable aircraft.

Consequently, this proposal to end the C-130J program could end up costing the American taxpayer more than the cost of completing the multiyear contract, and it will leave our military with far less capable planes.

Furthermore, not a single study or any analysis of the total effect of terminating this program was conducted prior to the cancellation decision. And that, Mr. Speaker, is troubling.

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If left unchecked, this dismantling of our aerospace manufacturing base will also come just when subsidized foreign competitors are jockeying to displace United States manufacturing. Once lost, hard-acquired industrial skills will not easily return to our workforce. In some cases, they will never come back. Once the Department of Defense inevitably realizes they cannot continue to rebuild old planes, their only viable option to replace the medium-range tactical airlift would be to purchase new aircraft from France.

Mr. Speaker, it is important that my colleagues realize that the C-130J is not just designed to replace the older models. In reality, the J model has revolutionized the world of tactical airlift. In addition to being 15 feet longer, the