

healthy, and more economically secure; and they are pointing the way for the Federal Government to follow their lead.

My congratulations to the foundation; and I look forward to working on their innovations, integrating them with U.S. Government policy around the globe.

WHY THE F/A-22 RAPTOR

The SPEAKER pro tempore. Pursuant to the order of the House of January 4, 2005, the gentleman from Florida (Mr. STEARNS) is recognized during morning hour debates for 5 minutes.

Mr. STEARNS. Mr. Speaker, recently I had the opportunity to visit Langley Air Force Base in Virginia and spend time with the commander of the Air Combat Command, Lieutenant General William Fraser, and many dedicated, indeed dedicated, members of the United States Air Force. As part of the Air Force Caucus trip, we had almost 50 people participating in the trip.

Much of this trip focused on the F/A-22 Raptor and its importance to the future of the United States Air Force. After visiting with General Fraser and seeing the Raptor up close, I am more convinced and I think the participants who went on this trip are also convinced that the F/A-22 will become an integral part of future military successes.

Mr. Speaker, during my visit I was briefed not only about the warfighting capabilities of this plane but about the maintenance program as well. The Air Force uses cutting-edge technology to maintain this plane; and this, of course, leads to more efficient maintenance. It is the first jet to use an entirely paperless maintenance program, allowing new parts to be ordered or changes to be made significantly faster.

The engine also utilizes new technologies. Its design allows it to be worked on while still on the plane, that is, the engine. In the past, engines often needed to be removed in order to be maintained. This is not the case for the F/A-22. These new technologies mean less time in the shop and, of course, more time in the air.

Also, the maintenance training program has been improved. No longer are there these big, bulky maintenance manuals. The training is digital in real-time, with real-world conditions. It leads to more effective and efficient training. Maintainers spend less time in training and more time actually working on the plane. This, of course, leads to faster maintenance and thus the F/A-22s are not grounded for longer than is necessary.

In the past, and particularly in the post-September 11 environment, homeland security has been our top priority here in Congress and our Nation. The F/A-22 plays a large role in protecting the homeland. According to the Air Force, 238 legacy fighters would be required and needed to protect this

homeland while only 150 F/A-22s would be needed.

The Bush administration unfortunately has proposed cutting \$10 billion from the F/A-22 program over the next 5 years, leaving enough to buy 183 of the 381 planes the Air Force says it needs. Simply put, in my judgment, this number is just not sufficient.

The Air Force will not be able to guarantee air superiority without a sufficient quantity of F/A-22s. The U.S. has not lost a soldier due to an air attack since 1952. The Air Force has made air superiority look so easy that we have begun to take it for granted, but maintaining this air dominance is not easy.

For now, the United States Air Force is the best trained, the best equipped in the world; but Russia, China, India have made huge strides in achieving parity, and, in some cases, have even surpassed U.S. capabilities.

Our current, but badly aging, fighters no longer enjoy technological or aerodynamic superiority when compared to the modern aircraft of potential adversaries. There have been some recent exercises pitting the F-15s, which the F/A-22 Raptor will replace, against one of Russia's primary export fighters, resulting in kill ratios favoring the SU-30.

In contrast, on a recent training mission where a single F/A-22 went against five F-15s, the Raptor killed all the F-15s within 3 minutes. Additionally, due to a lack of stealth assets, the ability of our aircraft to operate in environments where hostile threats exist is inadequate. The only way to address these shortcomings, which will only worsen, I tell my colleagues, is with sufficient numbers of the F/A-22 Raptor. We cannot fight tomorrow's war with yesterday's equipment.

That is why America needs the Raptor. With a variety of internal weapons, the Raptor can destroy or negate the most capable future threats: advance fighters; surface-to-air missile systems; and high-value, mobile ground targets.

The F/A-22's combination of speed, stealth, and integrated avionics bring unmatched capabilities to cope with the 21st-century threat environment. Air dominance gives the joint force freedom from attack, freedom to maneuver and, of course, freedom to succeed. No substitute exists for the F/A-22's unique capabilities.

With the international proliferation of sophisticated aircraft and air defense systems, U.S. fighters are losing their ability to leverage access for U.S. forces in hostile regions. The F/A-22 changes this equation with its revolutionary design and potent array of systems.

Mr. Speaker, that is why we need to fully fund the F/A-22 Raptor over the next 5 years.

ETHICS CHANGES

The SPEAKER pro tempore. Pursuant to the order of the House of Janu-

ary 4, 2005, the gentleman from New Jersey (Mr. PALLONE) is recognized during morning hour debates for 5 minutes.

Mr. PALLONE. Mr. Speaker, since the beginning of the year, the House has been conducting its business without an organized Committee on Standards of Official Conduct in place to investigate possible unethical behavior by Members of Congress. Republicans have tried to blame Democrats on the Committee on Standards of Official Conduct for this standoff, but the fact is they have nobody to blame but themselves.

At the beginning of this year, the Republican leadership went ahead and changed the way the Committee on Standards of Official Conduct does its business. In the past, whenever ethics changes were being considered, they were addressed in a bipartisan fashion, with both Democrats and Republicans at the table. That is the only way ethics reform can honestly be addressed, but the Republican leadership ignored that protocol and strong-armed enough of its Members into passing new and weakened ethics rules.

The American people need to understand that these new rules will allow either party, Democrat or Republican, to protect its own Members. Under the new Republican rules, if the majority of the committee cannot determine whether or not an investigation should proceed, after 45 days of receiving a complaint, the complaint would simply be dropped. No action would take place.

Since the Committee on Standards of Official Conduct is made up of five Members from each party, either side could prevent an ethics investigation from moving forward against one of its Members. Now, this is not the way the Committee on Standards of Official Conduct is supposed to work. Under the old bipartisan rules, if the committee could not come to an agreement on how to proceed after 45 days, an investigative subcommittee was created.

The weakening of the ethics rules by House Republicans did not fool editorial writers, both liberal and conservative, who follow House proceedings closely; and I just wanted to give some examples.

The conservative Chicago Tribune recently said, How do House Republicans respond to ethical lapses? By trying to bury them.

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The Hartford Courant concluded, "The committee has been careening toward ethical oblivion in recent years, as the majority Republicans have relaxed the standards, eased up on investigations and created trapdoors through which alleged transgressors could escape."

The Republican leadership did not stop at just weakening the ethics rules, the Republican leadership also purged three Republican Members of the Committee on Standards of Official Conduct, three Members who were not in the pockets of the leadership.