

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]

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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.