

through large campaign contributions, persuasion, and the votes of their members to influence labor policy in their favor. On the other hand, opposition to laws like Davis-Bacon is diffused and unorganized, simply because these very real costs, which fall lightly on each American, go largely unnoticed.

Finally, and perhaps most importantly, congressional mandates that prohibit arrangements between the buyers and sellers of labor that would otherwise be mutually agreeable directly interferes with freedom of contract. Our Founding Fathers believed that the free marketplace, unobstructed by government intervention, was the best source of progress and prosperity for all people. They believed that the role of government was to protect liberty by acting as an impartial umpire, not to manage outcomes by interfering with every play. The time has come to repeal legislation created for this end. The time is ripe to repeal the Davis-Bacon Act.

WORLD POPULATION AWARENESS WEEK

HON. MARTIN T. MEEHAN

OF MASSACHUSETTS

IN THE HOUSE OF REPRESENTATIVES

Thursday, September 28, 1995

Mr. MEEHAN. Mr. Speaker, the theme of World Population Awareness Week, to be held this year from October 22 to 29, is taking the goals worked out in Cairo and putting them into action. His Excellency Governor William F. Weld, of my home State of Massachusetts, has joined State Governors across the country in proclaiming World Population Awareness Week. In honor of this, I would like to request that the following proclamation be entered into the CONGRESSIONAL RECORD.

A COMMONWEALTH OF MASSACHUSETTS—A PROCLAMATION

Whereas: World population is currently 5.7 billion and is increasing by 100 million each year, with virtually all growth occurring in the poorest countries and regions where it can least be afforded; and

Whereas: The annual increment to world population is projected to exceed 86 million through the year 2015, with three billion people—the equivalent of the entire world population in 1960—reaching their reproductive years within the next generation; and

Whereas: The environmental and economic impacts of this level of growth may prevent inhabitants of poorer countries from improving their quality of life, and may affect the standard of living in more affluent regions; and

Whereas: The 1994 International Conference on Population and Development in Cairo, Egypt crafted a 20-year Program of Action for achieving a balance between the world's populations, environment, and resources, which was approved by 180 nations, including the United States; and

Whereas: It is appropriate that all Massachusetts citizens recognize the purpose of the Cairo Program of Action;

Now, therefore, I William F. Weld, Governor of the Commonwealth of Massachusetts, do hereby proclaim the week of October 22nd through October 28th, 1995, as World Population Awareness Week and urge all the citizens of the Commonwealth to take cognizance of this event and participate fittingly in its observance.

THE C-17 HAS PROVEN THAT IT IS THE BEST

HON. STEPHEN HORN

OF CALIFORNIA

IN THE HOUSE OF REPRESENTATIVES

Thursday, September 28, 1995

Mr. HORN. Mr. Speaker, this November, the U.S. Air Force will reach its final decision on future procurement to fulfill its air transport needs for the next century. I welcome the continued support that most of you have shown for the C-17 in the past. For those who still question, I urge you to look at the C-17 in light of what it has proven.

The C-17 performs 22 missions and is the choice of the Air Force, Army, and Department of Defense while also providing a vital complement to naval transport. The C-17 is performing above and beyond what it was designed to do and has earned the support of these bodies.

How did the C-17 earn this support? By performance. Beginning on July 5, the C-17 engaged in the most extensive evaluation of a major program. In that test, it laid to rest the arguments of critics who had questioned its ability to perform. In 4 weeks of testing, the C-17 proved, in the words of Gen. Robert Rutherford, Commander of the Air Mobility Command, that it "truly is the most reliable, most maintainable and most versatile airlifter in the world today." I enclose additional information for the RECORD that discusses the outstanding achievement of the C-17. This plane has evolved to be the performer it is today, and will continue to meet the many needs of our country well into the next century. Whether it be rapid response to aggression around the world, meeting immediate tactical needs of our forces in the field, or providing transport for humanitarian assistance, the C-17 is the only choice.

Mr. Speaker, I ask that the U.S. Air Force press release of August 5, 1995, be included at the end of my remarks.

C-17'S EXCEED GOALS DURING INTENSIVE EVALUATION

CHARLESTON AFB, SC.—Twelve C-17 Globemaster III's logged more than 2,250 hours and transported 11 million lbs. of cargo, personnel, and equipment during an important 30-day evaluation ending today.

The Reliability, Maintainability, and Availability Evaluation, or RM&AE, began July 7. Aircrews and support personnel from Charleston AFB, S.C. flew and maintained the high-technology airlifters for nine days of up-tempo, peacetime operations, followed by a seven-day simulated multi-regional conflict airlift scenario, then 14 days of return to peacetime.

During the RM&AE, Air Force personnel exercised the C-17's full spectrum of capabilities. The planes were used to transport personnel, equipment and palletized cargo to and from seven sites, six in the U.S. and one overseas. In addition to "air land" missions (those transferring loads at other airfields), the Globemaster III's performed formation personnel airdrops, container delivery system airdrops, sequential heavy equipment airdrops, small austere airfield operations, short field landings, air refuelings, combat offloads, semi-prepared dirt surface landings, and training proficiency sorties.

The intensive evaluation, designated to compare actual aircraft performances with

design requirements and goals, put the aircraft through its paces in operationally realistic scenarios. Launch reliability, the C-17's "on time departure" rate for the entire 30 days, exceeded 99 percent, with requirements for necessary maintenance falling well below the maximum rate permitted by contract. Utilization rates or Ute rates, one of the more critical performance areas, easily exceeded required target rates in all areas: the peacetime ute rate was 4.75 with a target rate of 3.2; wartime sustained ute rate was 12.7 with a target of 10; wartime surge ute rate for the first 24-hour period was 16.6 with a target of 15.2, the rate for the second 24-hour period totalled 17.1 with a 15.2 target.

During the month-long operation, C-17s transported 5,500 tons of Air Force and Army equipment and airdropped nearly 700,000 lbs, including two Sheridan tanks, and more than 3,000 paratroopers of the Army's 82nd Airborne Division. More than 6 million lbs of fuel was offloaded to C-17s during 162 air refueling tanker sorties.

In addition to verifying contract compliance, RM&AE results also provided additional data to support initial operational testing and an accurate forecast of how the C-17 fleet will perform in future real-world operations.

The Globemaster III, capable of carrying 169,000-lb loads into airstrips as short as 3,000 feet long, demonstrated its availability and ease of "throughput" during RM&AE. (Throughput is the rate at which cargo and personnel can be processed through an airfield in a given period). During the week of wartime activities, C-17s transported six of the Army's M1A1 Abrams main battle tanks. These enormous armored vehicles, each weighing more than 125,000 lbs, were carried aboard C-17s to a forward operating base in the Mojave Desert of Southern California, stopping in less than 2,800 feet. During the 30-day evaluation, the C-17s airlifted a total of 12 M1A1 Abrams tanks, 12 Bradley fighting vehicles, and 14 Sheridan tanks.

The wartime phase was designed to simulate a multi-regional conflict scenario, with aircraft transporting personnel and equipment great distances (both eastbound and westbound) allowing the C-17 to demonstrate its important strategic and tactical capabilities. Nearly half of the 2,250 hours were flown during this intensive seven-day wartime phase. Aircrews flew nearly 17 hours per aircraft per day during a 48-hour period, demonstrating the delivery capability the planes may be called upon to perform during an initial deployment period.

During an actual contingency operation, Air Mobility Command's new airlifter could change the way the Air Force delivers equipment. In the past, equipment was flown by strategic airlifter to a main operating base with a large runway and a solid support structure. There the cargo was transferred to smaller aircraft, usually C-130s, or taken over land to its final destination.

The C-17 eliminates these intermediate steps, saving man-hours and conserving support equipment, while offering the Air Force an important new capability: direct delivery from home base in the U.S. to remote, short field locations worldwide.

Through both peacetime operations and the week of wartime deployment, the C-17 has proven it's more than capable of doing the job for which it was designed. The RM&AE gave the aircraft and the personnel who fly them and maintain them, an opportunity to demonstrate these capabilities in an operationally realistic environment.