

military superiority this evening I think for two essential reasons. The first and most important one is the quality of the young men and women who volunteer to serve us. Without question, that's the most important reason. But the second, I believe, is our superiority in the air, our ability in any corner of the globe to establish dominance over the battle space by virtue of the quality of our air assets.

The operability of those air assets, as Mr. HUNTER just mentioned a few minutes ago, is at risk if we are dependent upon one supply chain, one manufacturing process, one set of parts, and one set of solutions to a problem. You always want to have a plan B. This would be a difficult call if having that plan B operationally cost us more money, but it isn't a difficult call because the opposite is true. Having the plan B, having the option, saves money for the American taxpayer. The GAO has estimated about \$21 billion over time because of the merits and benefits of choice and competition.

We have two fine enterprises involved with these engines, and I think what we ought to do is create a system where each flourishes, not because of the benefits of the job creation that will occur—although that's certainly a welcome benefit—but because operationally, this is the best way to support those who serve us. This is the best way to avoid putting them at risk because of operational defects and because the benefits and merits of competition over time will reduce pressure on our taxpayers to the tune of \$21 billion.

I thank the Chair for his collegial work on this subject, and I would urge Members to defeat this amendment.

Mr. YOUNG of Florida. Mr. Chairman, I move that the Committee do now rise.

The motion was agreed to.

Accordingly, the Committee rose; and the Speaker pro tempore (Mr. SIMPSON) having assumed the chair, Mr. CONAWAY, Acting Chair of the Committee of the Whole House on the state of the Union, reported that that Committee, having had under consideration the bill (H.R. 1) making appropriations for the Department of Defense and the other departments and agencies of the Government for the fiscal year ending September 30, 2011, and for other purposes, had come to no resolution thereon.

REPORT ON RESOLUTION PROVIDING FOR CONSIDERATION OF SENATE AMENDMENT TO H.R. 514, EXTENDING COUNTERTERRORISM AUTHORITIES

Mr. DREIER, from the Committee on Rules, submitted a privileged report (Rept. No. 112-14) on the resolution (H. Res. 93) providing for consideration of the Senate amendment to the bill (H.R. 514) to extend expiring provisions of the USA PATRIOT Improvement and Reauthorization Act of 2005 and Intel-

ligence Reform and Terrorism Prevention Act of 2004 relating to access to business records, individual terrorists as agents of foreign powers, and roving wiretaps until December 8, 2011, which was referred to the House Calendar and ordered to be printed.

FULL-YEAR CONTINUING APPROPRIATIONS ACT, 2011

The SPEAKER pro tempore. Pursuant to House Resolution 92 and rule XVIII, the Chair declares the House in the Committee of the Whole House on the State of the Union for the further consideration of the bill, H.R. 1.

□ 2008

IN THE COMMITTEE OF THE WHOLE

Accordingly, the House resolved itself into the Committee of the Whole House on the State of the Union for the further consideration of the bill (H.R. 1) making appropriations for the Department of Defense and the other departments and agencies of the Government for the fiscal year ending September 30, 2011, and for other purposes, with Mr. CONAWAY (Acting Chair) in the chair.

The Clerk read the title of the bill.

The Acting CHAIR. When the Committee of the Whole rose earlier today, amendment No. 2, offered by the gentleman from Florida (Mr. ROONEY), was pending.

Mr. CHABOT. Mr. Chairman, I move to strike the last word.

The Acting CHAIR. The gentleman from Ohio is recognized for 5 minutes.

Mr. CHABOT. I rise in opposition to the gentleman's amendment.

Mr. Chairman, as we debate the funding of a competing engine for the Joint Strike Fighter Program, there are a few key points that we should keep in mind.

First, competition has long been the best way to control costs on large defense programs, and competition is the centerpiece of acquisition reform. By funding competing engines for the Joint Strike Fighter, we can save \$21 billion. Let me repeat that, \$21 billion savings in taxpayer money over time according to the Government Accountability Office.

□ 2010

Beyond the GAO's projections, our recent history demonstrates that competition also leads to a more efficient process, quicker innovation, and better contractor responsiveness. Recently, the Quadrennial Defense Review Independent Panel concluded, "History has shown that the only reliable source of price reduction through the life of a program is competition between dual sources." Additionally, the absence of competition makes it harder to address the issues that inevitably arise in connection with sophisticated and critical technology, such as jet engines.

Mr. Chairman, we are seeing such issues on the lead engine for the Joint Strike Fighter. Pratt & Whitney was

designated to power the JSF aircraft under the theory that it could effectively derive an engine from its engine for the F-22. Unfortunately, it wasn't as easy as they had anticipated. As a result, the lead engine for the Joint Strike Fighter is now billions of dollars over budget and, worse, struggling to perform the critical functional requirements for the aircraft.

I quote directly from the GAO report from March 2010: "The Pratt engine is now estimated to cost about \$7.3 billion, a 50 percent increase over the original contract award. The total projected cost increased \$800 million in 2008. Engine development cost increases primarily resulted from higher costs for labor and materials, supplier problems, and the rework needed to correct deficiencies with an engine blade during redesign. Engine test problems have also slowed development."

The GAO further confirmed an additional total project cost increase of \$1.2 billion in 2010 alone to cover higher than expected engine costs, tooling, and other items. And on February 11, 2011, yet another cost overrun on the lead engine was announced, this time totaling at least \$1 billion, bringing total cost overruns on the lead engine to an astounding \$3.5 billion today.

The Department of Defense says we don't need a second engine, but these issues won't fix themselves. Only competition will help control costs and create a better, more efficient process. I ask you, How can we afford not to invest in a competing engine? Bottom line, having the engine makers fight head-to-head will give us a far more capable, more cost effective Joint Strike Fighter.

I yield back the balance of my time. Mr. COURTNEY. I move to strike the last word.

The Acting CHAIR. The gentleman from Connecticut is recognized for 5 minutes.

Mr. COURTNEY. Mr. Chair, I rise in support of the gentleman from Florida's amendment. And as a fellow member of the House Armed Services Committee, I just want to share at least some of the ad nauseam length of input that we have had at the Armed Services Committee over the last 2 or 3 years talking about this issue.

We have had the benefit of hearing from the warfighters, the heads of the various branches that are dealing with this program, whether it's the Marines, the Navy, the Air Force, and they have repeatedly, over the last 2 or 3 years, stated that there is no justification for this wasteful spending which, again, both the President and the Secretary of Defense have also supported.

On the Seapower Subcommittee, which I serve on, Admiral Roughead, the CNO, head of the Navy, talked about the disastrous operational impact that having two engines would have in terms of our aircraft carriers. As he stated: "One can look at a carrier and see a very large ship, but when