

extended and say “no,” we stand here today and say “yes,” that America can and will recover from this great economic downturn.

I found a Member on the other side of the aisle who would stand with me to make permanent research and development tax credits that will invest in energy programs that will benefit Ohio and put our Nation on the road to recovery. I talk about a tax credit that will help companies like the EBO Group in my district that’s studying plug-in hybrids and batteries that can make our cars more efficient, or the Rolls Royce Corporation in my district with the research and development tax credit that will give them the wherewithal to invest in fuel cell technology so we can move away from our dependence on foreign oil.

My friends, we will be judged as leaders or blockers. Are we going to say “yes” or are we going to say “no”? Are we going to act or are we not? This is the time we need to invest in America, in her greatest time of need.

#### TAX CUTS

(Mr. PALLONE asked and was given permission to address the House for 1 minute.)

Mr. PALLONE. Mr. Speaker, the President’s budget cuts taxes for 95 percent of America’s workers and their families. It cuts spending, nondefense discretionary, over 10 years to its lowest level as a percentage of the economy in nearly half a century. The President’s budget also cuts the deficit in half over 4 years. It grows nothing but jobs. And creating American jobs means making quality health care affordable. It means powering our economy with clean American energy. And it means modernizing our education system.

Mr. Speaker, we have had 8 years of slow growth and actually a loss of jobs under President Bush, under the previous administration. The failure to reform and invest produced those 8 years of slow growth and loss of jobs. We need to turn that around, and that’s what President Obama’s budget will do.

#### ANNOUNCEMENT BY THE SPEAKER PRO TEMPORE

The SPEAKER pro tempore (Mr. HOLDEN). Pursuant to clause 8 of rule XX, the Chair will postpone further proceedings today on motions to suspend the rules on which a recorded vote or the yeas and nays are ordered, or on which the vote is objected to under clause 6 of rule XX.

Record votes on postponed questions will be taken later.

#### FEDERAL AVIATION ADMINISTRATION EXTENSION ACT OF 2009

Mr. LEWIS of Georgia. Mr. Speaker, I move to suspend the rules and pass the bill (H.R. 1512) to amend the Inter-

nal Revenue Code of 1986 to extend the funding and expenditure authority of the Airport and Airway Trust Fund, to amend title 49, United States Code, to extend authorizations for the airport improvement program, and for other purposes.

The Clerk read the title of the bill.

The text of the bill is as follows:

H.R. 1512

*Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled,*

#### SECTION 1. SHORT TITLE.

This Act may be cited as the “Federal Aviation Administration Extension Act of 2009”.

#### SEC. 2. EXTENSION OF TAXES FUNDING AIRPORT AND AIRWAY TRUST FUND.

(a) FUEL TAXES.—Subparagraph (B) of section 4081(d)(2) of the Internal Revenue Code of 1986 is amended by striking “March 31, 2009” and inserting “September 30, 2009”.

(b) TICKET TAXES.—

(1) PERSONS.—Clause (ii) of section 4261(j)(1)(A) of the Internal Revenue Code of 1986 is amended by striking “March 31, 2009” and inserting “September 30, 2009”.

(2) PROPERTY.—Clause (ii) of section 4271(d)(1)(A) of such Code is amended by striking “March 31, 2009” and inserting “September 30, 2009”.

(c) EFFECTIVE DATE.—The amendments made by this section shall take effect on April 1, 2009.

#### SEC. 3. EXTENSION OF AIRPORT AND AIRWAY TRUST FUND EXPENDITURE AUTHORITY.

(a) IN GENERAL.—Paragraph (1) of section 9502(d) of the Internal Revenue Code of 1986 is amended—

(1) by striking “April 1, 2009” and inserting “October 1, 2009”, and

(2) by inserting “or the Federal Aviation Administration Extension Act of 2009” before the semicolon at the end of subparagraph (A).

(b) CONFORMING AMENDMENT.—Paragraph (2) of section 9502(e) of such Code is amended by striking “April 1, 2009” and inserting “October 1, 2009”.

(c) EFFECTIVE DATE.—The amendments made by this section shall take effect on April 1, 2009.

#### SEC. 4. EXTENSION OF AIRPORT IMPROVEMENT PROGRAM.

(a) AUTHORIZATION OF APPROPRIATIONS.—Section 48103(6) of title 49, United States Code, is amended by striking “\$1,950,000,000 for the 6-month period beginning on October 1, 2008,” and inserting “\$3,900,000,000 for fiscal year 2009.”.

(b) PROJECT GRANT AUTHORITY.—Section 47104(c) of such title is amended by striking “March 31, 2009,” and inserting “September 30, 2009.”.

#### SEC. 5. EXTENSION OF EXPIRING AUTHORITIES.

(a) Section 40117(1)(7) of title 49, United States Code, is amended by striking “April 1, 2009,” and inserting “October 1, 2009.”.

(b) Section 44302(f)(1) of such title is amended—

(1) by striking “March 31, 2009,” and inserting “September 30, 2009,”; and

(2) by striking “May 31, 2009,” and inserting “December 31, 2009.”.

(c) Section 44303(b) of such title is amended by striking “May 31, 2009,” and inserting “December 31, 2009.”.

(d) Section 47107(s)(3) of such title is amended by striking “April 1, 2009,” and inserting “October 1, 2009.”.

(e) Section 47115(j) of such title is amended by striking “2008, and for the portion of fiscal year 2009 ending before April 1, 2009,” and inserting “2009.”.

(f) Section 47141(f) of such title is amended by striking “March 31, 2009,” and inserting “September 30, 2009.”.

(g) Section 49108 of such title is amended by striking “March 31, 2009,” and inserting “September 30, 2009.”.

(h) Section 161 of the Vision 100—Century of Aviation Reauthorization Act (49 U.S.C. 47109 note) is amended by striking “made in” and all that follows through “under chapter 471” and inserting “made in fiscal year 2009 under chapter 471”.

(i) Section 186(d) of such Act (117 Stat. 2518) is amended by striking “2008, and for the portion of fiscal year 2009 ending before April 1, 2009,” and inserting “2009.”.

(j) The amendments made by this section shall take effect on April 1, 2009.

#### SEC. 6. FEDERAL AVIATION ADMINISTRATION OPERATIONS.

Section 106(k)(1)(E) of title 49, United States Code, is amended by striking “\$4,516,364,500 for the 6-month period beginning on October 1, 2008,” and inserting “\$9,042,467,000 for fiscal year 2009.”.

#### SEC. 7. AIR NAVIGATION FACILITIES AND EQUIPMENT.

Section 48101(a)(5) of title 49, United States Code, is amended by striking “\$1,360,188,750 for the 6-month period beginning on October 1, 2008,” and inserting “\$2,742,095,000 for fiscal year 2009.”.

#### SEC. 8. RESEARCH, ENGINEERING, AND DEVELOPMENT.

Section 48102(a)(13) of title 49, United States Code, is amended by striking “\$85,507,500 for the 6-month period beginning on October 1, 2008,” and inserting “\$171,000,000 for fiscal year 2009.”.

The SPEAKER pro tempore. Pursuant to the rule, the gentleman from Georgia (Mr. LEWIS) and the gentleman from Ohio (Mr. TIBERI) each will control 20 minutes.

The Chair recognizes the gentleman from Georgia.

#### GENERAL LEAVE

Mr. LEWIS of Georgia. Mr. Speaker, I ask unanimous consent to give Members 5 legislative days to revise and extend their remarks on House bill 1512.

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

There was no objection.

Mr. LEWIS of Georgia. Mr. Speaker, I yield myself such time as I may consume.

H.R. 1512, the Federal Aviation Administration Extension Act of 2009, extends the financing and spending authority for the Airport and Airway Trust Fund.

The trust fund taxes and spending authority are scheduled to expire on March 31, 2009. This bill extends these taxes at current rates for 6 months, through the end of the fiscal year on September 30.

Failure to act on this bill would mean that the taxes expire and the trust fund would lose revenues that are necessary to finance future airport construction projects and updates to the air traffic control system. It would also prevent the FAA from spending funds that are already in the trust fund, shutting down the Airport Improvement Program and critical airport construction projects around the country.

I know the importance of our air transportation system. The Hartsfield-

Jackson Atlanta International Airport, located in my congressional district, is the world's busiest passenger airport. In 50 years the number of passengers traveling through that airport has grown from 2 million to almost 80 million a year. The airport has a direct and indirect impact on the economy of over \$20 billion. We must make sure that the taxes are extended and the FAA remains funded. It is critical to our economy and the safety of all of our passengers.

The bill also extends a number of authorizing provisions that are under the jurisdiction of the Transportation and Infrastructure Committee. All of those provisions were also extended last September in the same bill that extended the expiring tax provisions. This bill will keep the Airport and Airway Trust Fund taxes and operations in place until a long-term FAA Reauthorization Act is signed into law.

Mr. Speaker, I reserve the balance of my time.

Mr. TIBERI. Mr. Speaker, I yield myself such time as I may consume.

(Mr. TIBERI asked and was given permission to revise and extend his remarks.)

Mr. TIBERI. Mr. Speaker, I rise in support of H.R. 1512.

As the gentleman from Georgia said, this is a straightforward bill to provide a 6-month extension of the various excise taxes that support the Airport and Airway Trust Fund as well as the trust fund's expenditure authorities. These taxes and authorities are currently scheduled to expire at the end of this month, and today's legislation will permit Congress the time it needs to consider a longer-term FAA reauthorization bill.

As the ranking member of the Select Revenues Subcommittee, I'm pleased that Chairman RANGEL has asked our panel to examine tax issues related to the transportation trust funds, including the Airport and Airway Trust Fund. I certainly look forward to working with Chairman NEAL, Chairman LEWIS, and all the members of our committee over the months ahead as we determine whether modifications to the financing structure of the Airport and Airway Trust Fund are warranted going forward. Ways and Means is clearly the appropriate committee of jurisdiction regarding these tax issues, and I anticipate working with other members of the Ways and Means Committee of both parties to ensure that our committee continues to shape the FAA reauthorization process this year.

I would note for my colleagues that under the CBO baseline, expiring excise taxes that are dedicated to a trust fund are assumed to be extended at current rates for budgeting purposes. Consequently, the Joint Committee on Taxation is expected to score H.R. 1512 as having no revenue effect, Mr. Speaker, no revenue effect, just as it has with similar short-term extensions of FAA taxes in the past. While many Members on our side of the aisle would

argue that CBO and Joint Tax should make that same assumption about expiring tax cuts as well, that's a bigger debate for another day.

For now it's important that we all extend the current FAA excise taxes on a temporary basis, and I am pleased to join with my colleagues from the other side of the aisle and Chairman LEWIS in support of this legislation.

Mr. Speaker, I have no further requests for time, and I yield back the balance of my time.

Mr. LEWIS of Georgia. Mr. Speaker, I fully support House bill 1512. I urge my colleagues on both sides of the aisle to vote "yes" for this bill.

Mr. COSTELLO. Mr. Speaker, I rise today in support of H.R. 1512, the Federal Aviation Administration (FAA) Extension Act of 2009. I want to thank Chairman RANGEL and Ranking Member CAMP for bringing this to the floor today, as well as Chairman OBERSTAR and Ranking Members MICA and PETRI.

Earlier this month, the Transportation and Infrastructure Committee marked up H.R. 915, the FAA Reauthorization Act of 2009, a long-term authorization of the Federal Aviation Administration's (FAA) programs. It should be to the House floor in the coming weeks. However, until H.R. 915 is signed into law, it is imperative that we not allow FAA's critical programs to lapse.

The Aviation Trust Fund is currently operating under a short-term extension that expires on March 31, 2009. To that end, H.R. 1512 would extend not only the aviation taxes and expenditure authority, but also Airport Improvement Program (AIP) contract authority, until September 30, 2009.

H.R. 1512 also provides an additional \$1.95 billion in AIP contract authority, resulting in a full-year contract authority level of \$3.9 billion for fiscal year 2009. These additional funds will allow airports to proceed with critical safety and capacity enhancement projects, particularly larger projects that require a full-year's worth of AIP funds to move forward.

Mr. Speaker, aviation is too important to our nation's economy—contributing \$1.2 trillion in output and approximately 11.4 million U.S. jobs—to allow the taxes or funding for critical aviation programs to expire.

Congress must ensure that this extension passes expeditiously to reduce delays and congestion; improve safety and efficiency; stimulate the economy; and create jobs. I urge my colleagues to support the bill.

Mr. PETRI. Mr. Speaker, in September 2007, the House considered and passed the FAA Reauthorization Act of 2007, H.R. 2881. That legislation reauthorized the FAA for four years.

Unfortunately, the Senate was unable to come to an agreement on its bill, and so in September 2008 Congress extended the Federal Aviation Administration's (FAA) funding and authority for a fifth time.

That extension will expire on March 31, 2009, so today we are considering another extension.

H.R. 1512 would extend the taxes, programs, and funding of the FAA through September of 2009.

This bill—

Extends FAA Funding and contract authority for 6 months;

Funds the Airport Improvement Program at \$1.95 billion through September 2009;

Extends the War Risk Insurance program; and

Extends the Small Community Air Service Development Program.

H.R. 1512 will ensure that our National Aviation System continues to operate until a full FAA Reauthorization can be enacted.

As I have indicated many times since the passage of the House FAA Reauthorization bill back in 2007, we need to pass a long-term bill so that we can meet the growing demands placed on our nation's infrastructure. Modernizing our antiquated air traffic control system and repairing our crumbling infrastructure need to be at the top of our priorities.

As we begin the 111th Congress, there is still much work to be done. This 6-month extension gives us time to improve H.R. 915, the "FAA Reauthorization Act of 2009," which was introduced by Chairmen OBERSTAR and COSTELLO last month and approved by our Committee earlier this month.

As we move toward Floor consideration of the FAA Reauthorization bill, I look forward to working with my colleagues to address ongoing concerns with some of the provisions in H.R. 915.

I also urge our colleagues in the other body to take up a comprehensive FAA reauthorization package as early as possible this year.

I support this extension as the best alternative to keep the FAA and the National Airspace System running safely until we can take up and pass a bipartisan and bicameral bill.

Mr. LEWIS of Georgia. Mr. Speaker, I yield back the balance of my time.

The SPEAKER pro tempore. The question is on the motion offered by the gentleman from Georgia (Mr. LEWIS) that the House suspend the rules and pass the bill, H.R. 1512.

The question was taken; and (two-thirds being in the affirmative) the rules were suspended and the bill was passed.

A motion to reconsider was laid on the table.

#### IN SUPPORT OF THE FEDERAL AVIATION ADMINISTRATION EXTENSION ACT OF 2009

(Mr. OBERSTAR asked and was given permission to address the House for 1 minute.)

Mr. OBERSTAR. Mr. Speaker, the Ways and Means Committee under Chairman RANGEL was so efficient, they completed action on the extension bill for the FAA authorization before I could reach the House floor from a hearing the Committee on Transportation and Infrastructure is holding on the next-generation aviation technology for FAA, and I wanted to be here to thank the chairman, Chairman RANGEL, and the ranking Republican for moving the bill quickly and without dispute or without a recorded vote.

But I want to supplement those comments by observing that the Committee on Transportation and Infrastructure has done its work. In the last Congress, we reported the 4-year authorization for FAA, but the other body didn't act on it. So we quickly moved our bill with bipartisan support through committee March 5, just earlier this month, to extend, with a great