

collected its ninth national championship, beating Lindenwood University in their finals.

Sandra Gongora from the Shockers was named the Bowling Writers Association of America (BWAA) Female Collegiate Bowler of the Year. John Szczerbinski and Josh Blanchard of the men's team were BWAA Male Collegiate Bowler of the Year runners-up.

As the most accomplished collegiate bowling program in the Nation, the Wichita State Shockers bowling teams have 18 national championship victories. No other team in the Nation has achieved this magnitude of success. The program has produced 169 All-Americans and seven National Bowlers of the Year. Better yet, 32 former and current Shockers bowlers represented our country on Team USA.

I want to extend my congratulations to Gordon Vadakin, the head coach of both the women's and men's team. Through his leadership, Coach Vadakin led Wichita State University to 32 intercollegiate bowling national championship tournaments since he began coaching in 1976.

Mark Lewis, Brian Adelgren, and Nathan Bohr also helped these teams reach elite status with their roles as assistant coaches.

Bowling, by far, is the school's most preeminent athletic program. Winning the national championship and collecting its 18th national title has brought national acclaim to Wichita State University. I know the fans of the university will revel in this accomplishment.

Mr. Speaker, once again, I congratulate the Wichita State University Shockers for their success and thank Representative TIAHRT for bringing this resolution forward.

I reserve the balance of my time.

Mr. THOMPSON of Pennsylvania. Mr. Speaker, I yield myself such time as I may consume. I rise today in support of House Resolution 455, congratulating the Wichita State University men's and women's bowling teams for winning the 2009 United States Bowling Congress Intercollegiate Bowling National Championship.

□ 1230

Wichita State University began as Fairmount College, a private congressional school, in 1895. Wichita State University changed its name and officially entered the State system of higher education on July 1, 1964. And today WSU offers more than 60 undergraduate degree programs in more than 200 areas of study in six undergraduate colleges.

The university is an NCAA Division I institution, and fields teams in tennis, cross-country, basketball, track, golf, crew, bowling, men's baseball, and women's volleyball and softball. The name for WSU's athletic teams is the Shockers. The name reflects the University's heritage. Early students earned money by shocking, or harrowing, wheat in nearby fields. The

WSU Shockers have excelled at many sports over the years, but bowling has recently become one of WSU's most successful athletic teams.

The sport of bowling originated in ancient Egypt. Bowling balls and pins were found in the tomb of an Egyptian king who died in 5200 B.C. The ancient Polynesians bowled on lanes that were 60 feet long, the same as today, and bowling was part of a religious ceremony in fourth-century Germany. British kings Edward II and Richard II banned bowling because they said people were wasting too much time playing the sport.

Bowling has been popular in America since Colonial days. The German settlers introduced ninepins, the game that evolved into today's modern tenpin sport. Today bowling is enjoyed by 95 million people in more than 90 countries worldwide.

As the most accomplished collegiate bowling program in the Nation, the Wichita State Shocker bowling teams have 18 national championship victories to their name. In the 2009 men's national championship, the Shockers and the Saginaw Valley State University squared off in a showdown between the two most successful programs in the history of collegiate bowling for the title. The Lady Shockers came through and won their second national championship in three seasons after a 2-0 sweep of Lindenwood in the championship match.

I'm honored to stand before the House today to congratulate and recognize the significant achievements of the players and the coaches whose hard work has led to the success of the Wichita State University Shockers men's and women's bowling teams as USBC Intercollegiate National Champions.

I ask my colleagues to support this resolution.

Mr. Speaker, I yield such time as he may consume to my good friend who's the author of this resolution, the gentleman from Kansas (Mr. TIAHRT).

Mr. TIAHRT. I want to first thank the gentlewoman from Hawaii for her help in this legislation and for the kind words to Wichita State and also to the gentleman from Pennsylvania, who also gave us a wonderful history about this sport and also Wichita State University and his kind words.

Mr. Speaker, I am pleased to offer House Resolution 455 honoring the 2009 National Champion Wichita State University Shocker men's and women's bowling teams. By its very nature, a national championship is special, but to have both men's and women's teams from the same school earn the same title in the same year is truly remarkable.

The Wichita State University men's team entered the elimination portion of the tournament seeded first, a ranking which they held all the way through the finals where they claimed the national championship. The Lady Shockers were ranked second entering

the elimination tournament and overcame a difficult schedule on their way to becoming national champions. These championship teams carry on a winning tradition at Wichita State University. This is the ninth national title for each of them, the second consecutive national title for the men, and the third women's national title in 5 years.

Wichita State University has been blessed with an incredible coaching staff. Head coach Gordon Vadakin and assistant coach Mark Lewis are both members of the United States Bowling Congress Hall of Fame. Gordon Vadakin has been coaching at Wichita State University since 1976, leading the men's and women's teams to a combined 32 USBC Intercollegiate Bowling National Championship tournaments and winning a record 16 of them. The Wichita State University team has two additional outstanding assistant coaches in Brian Adelgren and Nathan Bohr.

I want to congratulate the men's team of Jake Peters, Nick Pahr, Brandon Hall, Josh McBride, Stephen Cowland, Adam Ferri, Kyle Bischoff, Will Barnes, Geoffrey Young, Kevin Tatrow; and Male Collegiate Bowler of the Year runners-up John Szczerbinski and Josh Blanchard; and to the women's team of Melissa Hurst, Maggie Zakrzewski, Suzana Signaigo, Jessica Baker, Samantha Hesley, Mariana Ayala, Daniela Alvarado, Rocio Restrepo, Samantha Linder, and Female Collegiate Bowler of the Year Sandra Gongora.

Once again, I am pleased today that the United States House of Representatives will congratulate and commend the Wichita State University men's and women's bowling teams for winning the 2009 Intercollegiate Bowling National Championship Tournament. Go Shox.

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

Ms. HIRONO. Mr. Speaker, I yield back the balance of my time.

The SPEAKER pro tempore. The question is on the motion offered by the gentlewoman from Hawaii (Ms. HIRONO) that the House suspend the rules and agree to the resolution, H. Res. 455, as amended.

The question was taken; and (two-thirds being in the affirmative) the rules were suspended and the resolution, as amended, was agreed to.

A motion to reconsider was laid on the table.

#### FISCAL YEAR 2010 FEDERAL AVIATION ADMINISTRATION EXTENSION ACT

Mr. OBERSTAR. Mr. Speaker, I move to suspend the rules and pass the bill (H.R. 3607) to amend the Internal 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. 3607

*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 “Fiscal Year 2010 Federal Aviation Administration Extension Act”.

#### 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 “September 30, 2009” and inserting “December 31, 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 “September 30, 2009” and inserting “December 31, 2009”.

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

(c) EFFECTIVE DATE.—The amendments made by this section shall take effect on October 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 “October 1, 2009” and inserting “January 1, 2010”, and

(2) by inserting “or the Fiscal Year 2010 Federal Aviation Administration Extension Act” 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 “October 1, 2009” and inserting “January 1, 2010”.

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

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

(a) AUTHORIZATION OF APPROPRIATIONS.—

(1) IN GENERAL.—Section 48103 of title 49, United States Code, is amended—

(A) by striking “and” at the end of paragraph (5);

(B) by striking the period at the end of paragraph (6) and inserting “; and”; and

(C) by adding at the end the following: “(7) \$1,000,000,000 for the 3-month period beginning on October 1, 2009.”

(2) OBLIGATION OF AMOUNTS.—Sums made available pursuant to the amendment made by paragraph (1) may be obligated at any time through September 30, 2010, and shall remain available until expended.

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

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

(a) Section 40117(l)(7) of title 49, United States Code, is amended by striking “October 1, 2009,” and inserting “January 1, 2010.”.

(b) Section 41743(e)(2) of such title is amended by striking “2009” and inserting “2010”.

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

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

(2) by striking “December 31, 2009,” and inserting “March 31, 2010.”.

(d) Section 44303(b) of such title is amended by striking “December 31, 2009,” and inserting “March 31, 2010.”.

(e) Section 47107(s)(3) of such title is amended by striking “October 1, 2009.” and inserting “January 1, 2010.”.

(f) Section 47115(j) of such title is amended by inserting “and for the portion of fiscal year 2010 ending before January 1, 2010,” after “2009.”.

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

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

(i) Section 161 of the Vision 100—Century of Aviation Reauthorization Act (49 U.S.C. 47109 note) is amended by inserting “, or in the portion of fiscal year 2010 ending before January 1, 2010,” after “fiscal year 2009”.

(j) Section 186(d) of such Act (17 Stat. 2518) is amended by inserting “and for the portion of fiscal year 2010 ending before January 1, 2010,” after “2009.”.

(k) Section 409(d) of such Act (49 U.S.C. 41731 note) is amended by striking “September 30, 2009.” and inserting “September 30, 2010.”.

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

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

Section 106(k)(1) of title 49, United States Code, is amended—

(1) by striking “and” at the end of subparagraph (D);

(2) by striking the period at the end of subparagraph (E) and inserting “; and”; and

(3) by adding at the end the following: “(F) \$2,338,287,375 for the 3-month period beginning on October 1, 2009.”.

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

Section 48101(a) of title 49, United States Code, is amended—

(1) by striking “and” at the end of paragraph (4);

(2) by striking the period at the end of paragraph (5) and inserting “; and”; and

(3) by adding at the end the following: “(6) \$733,444,250 for the 3-month period beginning on October 1, 2009.”.

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

Section 48102(a) of title 49, United States Code, is amended—

(1) by striking “and” at the end of paragraph (12);

(2) by striking the period at the end of paragraph (13) and inserting “; and”; and

(3) by adding at the end the following: “(14) \$46,250,000 for the 3-month period beginning on October 1, 2009.”.

The SPEAKER pro tempore. Pursuant to the rule, the gentleman from Minnesota (Mr. OBERSTAR) and the gentleman from Wisconsin (Mr. PETRI) each will control 20 minutes.

The Chair recognizes the gentleman from Minnesota.

#### GENERAL LEAVE

Mr. OBERSTAR. Mr. Speaker, I ask unanimous consent that all Members may have 5 legislative days in which to revise and extend their remarks and to include extraneous material on the bill, H.R. 3607.

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

There was no objection.

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

We passed a bill to extend the programs of FAA to make wide-sweeping changes and improvements and increase the investment in the next-generation aviation technology in the previous Congress. We passed it again this

year. But, regrettably, the other body has not acted on that legislation. We therefore are required to come to the floor with a bill to extend and keep in place existing programs, and that's really unfortunate that we have to do it this way.

The gentleman from Illinois who is the Chair of the Aviation Subcommittee, the gentleman from Wisconsin, the ranking member, have put an enormous amount of time, dozens and dozens of hours of hearings and time spent deliberating with committee staff on the provisions of the bill. We've worked out a truly bipartisan piece of legislation that represents the biggest investment in aviation in the history of the program.

In 1958 when the Federal Aviation Administration was created and President Eisenhower signed into law the legislation moving it from the old Civil Aeronautics Authority to the Federal Aviation Administration, the investment was under a billion dollars in aviation. Earlier this year we brought to the floor a bill to invest over \$50 billion in the next 4 years in the Nation's aviation programs, in the construction of runways and taxiways on the hard side of airports, to improve terminals, to extend and increase the passenger facility charge so that airport authorities will have means by which to serve air travelers more efficiently, more effectively, with greater comfort and expediency than they're doing now. And on the technology side to make long-range investments, sustainable investments, in the future of air traffic control in the domestic airspace.

Goodness, a billion people traveled by air worldwide last year; 750 million of those traveled in the U.S. airspace. We have a responsibility to improve the speed with which air traffic controllers and the accuracy with which they communicate with aircraft and move aircraft in this vast airspace of ours. In addition to which, the United States has responsibility of over 3 million square miles of the Atlantic airspace and 18 million square miles of the Pacific airspace, both of which are fast-growing international air travel markets.

The transatlantic airspace is a \$35 billion market for us, and the Pacific airspace is a \$25 billion to \$28 billion, growing at 5 to 7 percent a year. But to make it effective and to support our carriers as well as carriers from other countries, we need to advance the oceanic guidance system for aircraft above 39,000 feet. We can't do that unless we provide the funding for the FAA to improve these technologies.

Until the other body moves on this legislation, we have to proceed with this short-term extension. I hope that our action will encourage the other body to move ahead.

Mr. Speaker, I yield the balance of my time to the gentleman from Illinois, the chairman of the subcommittee, Mr. COSTELLO, with authority to allocate time.

The SPEAKER pro tempore. Without objection, the gentleman from Illinois will control the time.

There was no objection.

Mr. COSTELLO. I thank Chairman OBERSTAR for yielding the time, and I reserve the balance of my time.

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

In the 110th Congress, the House passed the FAA Reauthorization Act of 2007, which was H.R. 2881. That legislation reauthorized the FAA for 4 years. In May of this year, the House voted again to pass a comprehensive reauthorization bill, this time numbered H.R. 915, the FAA Reauthorization Act of 2009.

Unfortunately, the Senate has been unable to come to an agreement on its bill over the last 2 years. So for the past 2 years, Congress has passed extensions of the Federal Aviation Administration's funding and authority through the end of budget year 2009. The latest extension expires next week. So today we're considering another extension.

H.R. 3607 would extend the taxes, programs, and funding of the FAA through December of 2009. This bill extends FAA funding and contract authority for 3 months; provides \$1 billion in Airport Improvement Program funding through December of 2009; extends the War Risk Insurance program; and extends the Small Community Air Service Development Program. H.R. 3607 would 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 aviation infrastructure. Modernizing our antiquated air traffic control system and repairing our crumbling infrastructure need to be at the top of our list of priorities. While I have some concerns with the House-passed bill, I look forward to addressing these issues in conference to develop bipartisan solutions on some of the more controversial provisions.

□ 1245

I urge our colleagues in the other body to complete their work on a comprehensive FAA reauthorization package in a timely fashion. While I am disappointed that the FAA has gone so long without a comprehensive reauthorization, I support this extension as the best alternative to keep the FAA and the national air space system running safely until we can take up and pass a bipartisanship and bicameral bill.

I reserve the balance of my time.

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

Again, I want to thank Chairman OBERSTAR for yielding time to me. I rise in support of H.R. 3607, the Federal Aviation Administration Extension

Act of 2009. I want to thank Chairman OBERSTAR, Ranking Member MICA, Mr. PETRI, and Chairman RANGEL and Ranking Member CAMP for bringing this legislation to the floor today. Chairman RANGEL of the Ways and Means Committee and Mr. CAMP were very cooperative in extending the taxes so we could do this extension today.

As Chairman OBERSTAR indicated, in a previous Congress and again in May of this year, the House passed the FAA Reauthorization Act of 2009, a long-term authorization of the FAA programs. We have been waiting on the other body for several months to bring a bill to the floor and pass it. In fact, it has been almost 2 years since Vision 100, the last FAA reauthorization bill, expired. Congress has been unable to pass a multiyear FAA bill; so then, instead of approving that bill, because of the other body, we have had to approve a series of short-term extensions. However, until H.R. 915 is signed into law, it is imperative that we not allow the FAA's critical programs to lapse.

The Aviation Trust Fund is currently operating under a short-term extension that expires on September 30, 2009. To that end, H.R. 3607 would extend not only the aviation taxes and expenditure authority, but also the Airport Improvement Program contract authority until December 31 of this year.

H.R. 3607 provides an additional \$1 billion in AIP contract authority, resulting in a full year contract authority level of \$4 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 jobs, to allow the taxes or the funding for critical aviation programs to expire. Congress must ensure that this extension passes today to reduce delays and congestion, improve safety and efficiency, stimulate the economy, and create jobs. I urge my colleagues to support this legislation.

I reserve the balance of my time.

Mr. PETRI. Mr. Speaker, I yield such time as he may consume to the ranking Republican on the full Transportation and Infrastructure Committee, the gentleman from Florida (Mr. MICA).

Mr. MICA. Thank you for recognizing me, and I just want to take a minute to add my support for the reauthorization that is before us today. I want to associate myself with the comments of Chairman OBERSTAR, the full committee chairman. I am pleased as the ranking Republican on the committee to join him, and I also support Mr. COSTELLO in his statements for the reauthorization.

This delay in reauthorizing policy and projects and all of the Federal direction to the Federal Aviation Administration, this delay is unprecedented.

Not only has the House acted appropriately, we passed in the last Congress and we passed again in this Congress authorization. The other body has yet to act on this important matter and left us in limbo. I am hoping that this is, in fact, the last extension. This is, in fact, the seventh extension. This is, in fact, I believe, the longest period we have gone in history without in place policy and law authorizing the Federal Aviation Administration.

One of the major issues is behind us, and that is the issue of the air traffic controllers' contract. That has been resolved. The administration has cut a deal with the union. I think it has got about a three-quarters of a billion dollar price tag, but that is off the table. It was an item that was contentious.

This legislation should be able to be conferenced with the other body in less than an hour. There are just one or two remaining items. I cannot believe that we are here again with a seventh request for extension. We have no choice but to request this extension now. Hopefully, Congress can reach a bipartisan and bicameral accord and pass a long-term FAA reauthorization. It is critical for the next generation. It is critical for having a policy in place that runs one of the key safety regulatory agencies in our government vital to the aviation industry and the economy of our Nation.

So I am pleased to join Mr. OBERSTAR, Mr. COSTELLO, our ranking member, Mr. PETRI, and I am hoping that we can move forward both with this reauthorization and then with a permanent bill.

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

Mr. COSTELLO. Mr. Speaker, I urge our colleagues to vote in favor of this extension. I join Mr. MICA and Mr. OBERSTAR and others in hoping that the other body will move very quickly on the reauthorization so we can get a bill on the President's desk. I urge my colleagues to support this extension.

I yield back the balance of my time.

The SPEAKER pro tempore. The question is on the motion offered by the gentleman from Minnesota (Mr. OBERSTAR) that the House suspend the rules and pass the bill, H.R. 3607.

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.

#### EXTENDING CONDOLENCES TO VICTIMS OF GEORGIA FLOODS

Mr. OBERSTAR. Mr. Speaker, I move to suspend the rules and agree to the resolution (H. Res. 765) expressing condolences to the families of the individuals killed during unusual storms and floods in the State of Georgia between September 18 and 21, 2009, and expressing gratitude to all of the emergency personnel who continue to work with