conferees and the House conferees shall file a conference report consistent with the preceding provisions of this instruction, not later than the second legislative day after adoption of this motion.

APPOINTMENT OF CONFEREES ON H.R. 2115, FLIGHT 100—CENTURY OF AVIATION REAUTHORIZATION ACT

Mr. MICA. Mr. Speaker, I ask unanimous consent to take from the Speaker's table the bill (H.R. 2115) to amend title 49, United States Code, to reauthorize programs for the Federal Aviation Administration, and for other purposes, with a Senate amendment thereto, disagree to the Senate amendment, and agree to the conference asked by the Senate.

The SPEAKER pro tempore (Mr. WALDEN of Oregon). Is there objection to the request of the gentleman from Florida?

There was no objection.

MOTION TO INSTRUCT OFFERED BY MR. DEFAZIO

Mr. DEFAZIO. Mr. Speaker, I offer a motion to instruct conferees.

The Clerk read as follows:

Mr. DEFAZIO moves that the managers on the part of the House at the conference on the disagreeing votes of the two Houses on the Senate amendment to the bill H.R. 2115 be instructed to insist upon a total level of funding of not less than $59,000,000,000 for fiscal years 2004 through 2007 for programs authorized pursuant to sections 101 through 103 of the bill, including not less than—

(1) $14,800,000,000 for Federal Aviation Administration operations;

(2) $12,294,000,000 for air navigation facilities and equipment; and

(3) $31,276,000,000 for airport planning and development and noise compatibility planning and programs.

Mr. DEFAZIO (during the reading). Mr. Speaker, I ask unanimous consent that the motion to instruct be considered as read and printed in the RECORD.

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

There was no objection.

The SPEAKER pro tempore. Under clause 7(b) of rule XXII, the gentleman from Oregon (Mr. DEFAZIO) and the gentleman from Florida (Mr. MICA) each will control 30 minutes.

The Chair recognizes the gentleman from Oregon (Mr. DEFAZIO).

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

Mr. Speaker, this motion to instruct would be to insist upon the House levels of funding for the reauthorization of the Federal Aviation Administration. There are a number of critical issues looming before us in the future of aviation. Some folks think today because the levels of travel are depressed that the concerns we had about modernization and airspace and a lot of other issues have gone away. They have not. We fully expect that with the new security measures we have put in place and they are continuing to put in place that people will be returning if the economy ever recovers, but that is another issue for another debate over tax cuts versus investment. But if the economy does and when the economy recovers, we will find that the levels of air passenger traffic will increase greatly in the not-too-distant future. We cannot take a break from the investments that we need to make.

Our bill, Flight 100, would provide more than $59 billion over the next 4 years; and we think 4 years is essential, because the Senate only wants to reauthorize for 3 years, perhaps to come back and tinker or whatever reason, but we need the certainty of the 4 years and we need the higher levels of investment. It provides substantial increases in the airport improvement program, again back to the capacity issue and the concerns that were driving us just a couple of years ago here in the House in terms of the lack of capacity.

Our bill would provide $14.8 billion for airport improvement projects over 4 years. That is $1.2 billion more than the FAA's request, and it would be $300 million more than the Senate has requested, projects that would not only enhance capacity but actually put people to work, a meaningful investment in construction projects. It would provide $12.3 billion for FAA facilities and equipment to maintain and modernize our air traffic control system. We have finally straightened out the problems in acquiring the new system and the technology. We need now to go ahead with the acquisition to put this equipment into place so that we can better utilize the airspace and we can better protect the safety of the traveling public. Again, the Senate has $267 million less than the House bill.

We have a number of other areas where we believe that the House bill is superior, but these are the ones we wish to emphasize in our motion to instruct conferees.

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

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

I am pleased to rise this evening in support of the motion offered by the ranking member of the Subcommittee on Aviation. We are in concurrence with the other side of the aisle. This is a bipartisan effort to instruct conferees on the position of the House as opposed to the Senate.

I would say very briefly that the level of funding that the House proposes is in the best interests of our aviation community. There are a number of programs that have been spoken to, air traffic control modernization and other safety and security issues, that do need to be addressed at the level that is authorized by the House and that is the preferable position. Again, I am pleased to join my colleague. It would be sad if we stepped back, last year was the safest year in the record of safety in American aviation history, and not properly address the needs of one of the most viable parts of our economy and that is the aviation industry. We support the position, we support this motion to instruct conferees, we support a 4-year as opposed to a 3-year reauthorization. I would strongly encourage the adoption of the motion to instruct conferees offered by my colleague.

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

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

I would just urge that my colleagues strongly stand behind the work of the Subcommittee on Aviation of the Committee on Transportation and Infrastructure in the House and support this motion to instruct and stand firm against the Senate so that we can have the best bill possible.

Mr. OBERSTAR. Mr. Speaker, this motion would instruct the conferees to insist upon not less than the House-passed total of funding of $59 billion for the next four years for the Federal Aviation Administration's airport improvement, facilities and equipment and operations programs.

The funding in the House bill, Flight 100, will ensure that we continue to invest in badly needed airport infrastructure and air traffic control modernization. This is imperative to the future of aviation. Although air passenger traffic has decreased significantly since September 11th, the FAA expects that by 2006 total passenger enplanements will reach the 2000 level of 696.3 million. The United States is the only nation that enplanes over 600 million passengers annually. No other nation comes anywhere close to FAA's responsibility for managing approximately 200,000 take-offs and landings each day of the year. FAA and its air traffic controller's achieve this great feat with the assistance of impressive technology, but technology that is nonetheless aging.

We must ensure that we have a robust aviation program to meet all of our future challenges, including accommodating larger aircraft; addressing airport access issues and terminal expansion; and dealing with environmental issues. Flight 100 provides more than $59 billion over the next four years of system capacity enhancements, technology modernization and operation of the air traffic control system. The Senate passed bill authorizes $43 billion for these purposes for the next 3 years.

Flight 100 provides substantial increases in Airport Improvement Program (AIP) funding to meet anticipated capacity needs. In total, the House bill provides $14.8 billion for AIP over four years, $1.2 billion more than the FAA's request. The three-year AIP funding levels in the Senate bill are $300 million less than funding provided by the House bill for the corresponding years.

Flight 100 provides $12.3 billion for FAA facilities and equipment (F&E) to maintain and modernize our air traffic control system, which is more that the Administration's requested level of funding. Moreover, $200 million is specifically designated for critical terminal automation system replacement, which has recently experienced deployment delays due to budget cuts. The three-year F&E funding levels in the Senate bill are $267 million less than funding provided by the House bill for the corresponding years.

The bill also provides the Administration's requested level of $31.3 billion for FAA operations.

Flight 100 maintains the guaranteed funding provisions enacted in AIR–21 that will ensure that the revenues paid into the Aviation Trust Fund by users of the aviation system are invested in that system. These guarantees ensure stable and predictable funding for technology modernization and airport capital development.

Accordingly, I urge the House to approve this motion to instruct conferees to insist upon the higher levels of FAA funding in Flight 100, as passed by the House. We must continue to make the needed investments in our nation's airports and air traffic control system. The American traveling public deserves no less.

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

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

The SPEAKER pro tempore. Without objection, the previous question is ordered on the motion.

There was no objection.

The SPEAKER pro tempore. The question is on the motion to instruct offered by the gentleman from Oregon (Mr. DEFAZIO).

The motion was agreed to.

A motion to reconsider was laid on the table.

The SPEAKER pro tempore. Without objection, the Chair appoints the following conferees:

From the Committee on Transportation and Infrastructure, for consideration of the House bill and the Senate amendment, and modifications committed to conference:

Messrs. YOUNG of Alaska, MICA, EHLERS, HAYES, REHBERG, ISAKSON, OBERSTAR, DEFAZIO, BOSWELL and HOLDEN.

From the Committee on Energy and Commerce, for consideration of section 521 of the House bill and section 508 of the Senate amendment, and modifications committed to conference:

Messrs. TAUZIN, BARTON of Texas and DINGELL.

From the Committee on Government Reform, for consideration of sections 404 and 438 of the House bill and section 108 of the Senate amendment, and modifications committed to conference:

Messrs. TOM DAVIS of Virginia, SHAYS and WAXMAN.

From the Committee on the Judiciary, for consideration of sections 106, 301, 405, 505 and 507 of the Senate amendment, and modifications committed to conference:

Messrs. SENSENBRENNER, COBLE and CONYERS.

From the Committee on Resources, for consideration of sections 204 and 409 of the House bill and section 201 of the Senate amendment, and modifications committed to conference:

Messrs. POMBO, GIBBONS and RAHALL, provided that Mr. RENZI is appointed in lieu of Mr. POMBO for consideration of section 409 of the House bill, and modifications committed to conference.

From the Committee on Science, for consideration of section 102 of the House bill and sections 102, 104, 621, 622, 641, 642, 661, 662, 663, 667, and 669 of the Senate amendment, and modifications committed to conference:

Messrs. BOEHLERT, ROHRABACHER and COSTELLO.

From the Committee on Ways and Means, for consideration of title VI of the House bill and title VII of the Senate amendment, and modifications committed to conference:

Messrs. THOMAS, CAMP and RANGEL.

There was no objection.

MOTION TO INSTRUCT CONFEREES ON H.R. 1308, JOBS AND GROWTH TAX RELIEF RECONCILIATION ACT OF 2003

Ms. DELAURO. Mr. Speaker, I offer a motion.

The SPEAKER pro tempore. The Clerk will report the motion.

The Clerk read as follows:

Ms. DELAURO moves that the managers on the part of the House in the conference on the disagreeing votes of the two Houses on the House amendment to the Senate amendment to H.R. 1308 be instructed as follows:

1. The House conferees shall be instructed to include in the conference report the provision of the Senate amendment (not included in the House amendment) that provides immediate payments to taxpayers receiving an additional credit by reason of the bill in the same manner as other taxpayers were entitled to immediate payments under the Jobs and Growth Tax Relief Reconciliation Act of 2003.

2. The House conferees shall be instructed to include in the conference report the provision of the Senate amendment (not included in the House amendment) that provides families of military personnel serving in Iraq, Afghanistan, and other combat zones a child credit based on the earnings of the individuals serving in the combat zone.

3. The House conferees shall be instructed to include in the conference report all of the other provisions of the Senate amendment and shall not report back a conference report that includes additional tax benefits not offset by other provisions.

4. To the maximum extent possible within the scope of conference, the House conferees shall be instructed to include in the conference report other tax benefits for military personnel and the families of the astronauts who died in the Columbia disaster.

The House conferees shall, as soon as practicable after the adoption of this motion, meet in open session with the Senate conferees and the House conferees shall file a conference report consistent with the preceding provisions of this instruction, not later than Friday, July 18, 2003.

□ 1845

The SPEAKER pro tempore (Mr. WALDEN of Oregon). Under clause 7(b) of rule XXII, the gentlewoman from Connecticut (Ms. DELAURO) and the gentleman from California (Mr. THOMAS) each will control 30 minutes.

The Chair recognizes the gentlewoman from Connecticut (Ms. DELAURO).

Ms. DELAURO. Mr. Speaker, I yield myself 5 minutes.

Mr. Speaker, it has now been 47 days, nearly 7 weeks, since President Bush signed into law tax legislation that denied the extension of a $1,000 child tax credit to the families of 12 million children. In 10 days' time, 25 million other families will begin receiving their checks in the mail but not the 6.5 million families who need it the most, hard-working, tax-paying families who earn between $10,500 and $26,625 a year.

Who will not receive this child tax credit? The families of nearly every child enrolled in Head Start, 912,000; families of incomes at or below the poverty line and are struggling to stay afloat in this economy.

Forty-two thousand Head Start teachers will not qualify for this tax credit either. Why? Because they earn less than $26,625 per year. Even though these dedicated, committed, educated give their all every day, they pass up other more lucrative professional opportunities so that they can help our children get a good start in life, their own families are left out of this tax credit.

One million children of military and veterans families, men and women who have served this country with honor, will also go without in this tax cut. One only need to open the paper to realize that many of these men and women are still fighting a war, risking their lives and dying in Iraq and Afghanistan. Yet this bill does nothing for them or their families.

On average, these families would have had an additional $151 per child had the tax credit been extended to them. It may not sound like a lot of money to some, but it is the difference between a child going to school with or without new school supplies. It helps families of the 9 million children in this country without health insurance pay for the healthcare services that they need.

What is particularly egregious is that while decent, hard-working Americans are being denied their rightfully earned tax relief, companies are still permitted to go overseas to avoid paying U.S. taxes, taking American jobs with them, and I might add that that is about $70 billion out of the revenue stream of this country because these folks have gone offshore not to pay their taxes. It is not right that every last one of these families pays more taxes than Enron did for the 4 out of the last 5 years.

Think about that for a moment. Every minimum-wage-earning family in America paid more taxes than a multibillion corporation. What kind of a message does this send to our families and our children? What kind of values does this represent?

All of these families work hard every day to put food on the table, clothes on their children's back; and, contrary to the claims by some on the other side of the aisle, they do pay taxes, payroll taxes, sales taxes, excise taxes, property taxes. They have done nothing to deserve being held hostage by this majority. This Republican majority would only extend the credit to these families on the condition that wealthy taxpayers get yet more tax cuts.

Less than 2 weeks after passing a bill that gave every millionaire a $93,000