

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

many improvements and upgrades in the operations of FAA, and provide authority for the next-generation technology. Again, the other body is not prepared to act.

Now, the reason we need an extension through the end of this fiscal year is to avoid disruption in the Airport Improvement Program. If we have a stop-and-go, 3-month extension and another 3-month extension, then the funding for the airport grants for increasing capacity on the air side of airports would stop and go as well. That's not good public investment strategy.

But I regret that we have to do this. The other body simply is not ready to move ahead with full consideration of the bill. We should be able to do that in a matter of days. Unfortunately, they are not ready to do that. And I just want to make it clear that the Committee on Transportation and Infrastructure, in partnership with the Committee on Ways and Means, is ready to do the job of the House in moving the agenda forward and continuing the modernization of the Air Traffic Control System, rebuilding the air traffic control workforce, and investing in the hard side of airports, and we will continue to do that. We stand ready. Although our patience is running out, we await the administration's proposals for the future revenue stream for the FAA and the Air Traffic Control System.

□ 1045

REMOVAL OF NAME OF MEMBER  
AS COSPONSOR OF H.R. 968

Mr. LINCOLN DIAZ-BALART of Florida. Mr. Speaker, I ask unanimous consent to have my name removed as a cosponsor of H.R. 968. My name was added in error.

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

There was no objection.

PROVIDING FOR CONSIDERATION  
OF H.R. 1388, GENERATIONS INVIGORATING  
VOLUNTEERISM  
AND EDUCATION ACT

Ms. MATSUI. Mr. Speaker, by direction of the Committee on Rules, I call up House Resolution 250 and ask for its immediate consideration.

The Clerk read the resolution, as follows:

H. RES. 250

*Resolved*, That at any time after the adoption of this resolution the Speaker may, pursuant to clause 2(b) of rule XVIII, declare the House resolved into the Committee of the Whole House on the state of the Union for consideration of the bill (H.R. 1388) to reauthorize and reform the national service laws. The first reading of the bill shall be dispensed with. All points of order against consideration of the bill are waived except those arising under clause 9 or 10 of rule XXI. General debate shall be confined to the bill and shall not exceed one hour equally divided and controlled by the chair and ranking mem-

ber of the Committee on Education and Labor. After general debate the bill shall be considered for amendment under the five-minute rule. It shall be in order to consider as an original bill for the purpose of amendment under the five-minute rule the amendment in the nature of a substitute recommended by the Committee on Education and Labor now printed in the bill. The committee amendment in the nature of a substitute shall be considered as read. All points of order against the committee amendment in the nature of a substitute are waived except those arising under clause 10 of rule XXI. Notwithstanding clause 11 of rule XVIII, no amendment to the committee amendment in the nature of a substitute shall be in order except those printed in the report of the Committee on Rules accompanying this resolution. Each such amendment may be offered only in the order printed in the report, may be offered only by a Member designated in the report, shall be considered as read, shall be debatable for the time specified in the report equally divided and controlled by the proponent and an opponent, shall not be subject to amendment, and shall not be subject to a demand for division of the question in the House or in the Committee of the Whole. All points of order against such amendments are waived except those arising under clause 9 or 10 of rule XXI. At the conclusion of consideration of the bill for amendment the Committee shall rise and report the bill to the House with such amendments as may have been adopted. Any Member may demand a separate vote in the House on any amendment adopted in the Committee of the Whole to the bill or to the committee amendment in the nature of a substitute. The previous question shall be considered as ordered on the bill and amendments thereto to final passage without intervening motion except one motion to recommit with or without instructions.

The SPEAKER pro tempore. The gentleman from California is recognized for 1 hour.

Ms. MATSUI. Mr. Speaker, for the purpose of debate only, I yield the customary 30 minutes to the gentleman from Florida (Mr. LINCOLN DIAZ-BALART). All time yielded during consideration of this rule is for debate only. I yield myself such time as I may consume.

GENERAL LEAVE

Ms. MATSUI. I also ask unanimous consent that all Members be given 5 legislative days in which to revise and extend their remarks on House Resolution 250.

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

There was no objection.

Ms. MATSUI. Mr. Speaker, H. Res. 250 provides for consideration of H.R. 1388, the Generations Invigorating Volunteerism and Education, or the GIVE Act, under a structured rule. The rule provides 1 hour of general debate controlled by the Committee on Education and Labor.

The rule makes in order 11 amendments which are listed in the Rules Committee report accompanying the resolution. Each amendment is debatable for 10 minutes except the manager's amendment, which is debatable for 30 minutes. The rule also provides one motion to recommit with or without instructions.

Mr. Speaker, I rise today in support of a vital piece of bipartisan legislation that directly affects all of our communities and the lives of millions of Americans.

Legislation that strengthens our communities helps educate our future generations, teaches our youth to prepare for and respond to unthinkable tragedies and fosters the growth of respect and compassion throughout our entire society.

The GIVE Act will help launch a new era of American service and volunteerism. The bill answers President Obama's call for Americans of all generations to help get the country through the economic crisis by serving and volunteering in their communities.

The GIVE Act reauthorizes, for the first time in 15 years, our country's investment in community service and volunteerism. As a cochair of the National Service Caucus, it is a pleasure to call attention to the tremendous work of those involved at every level and in every program of the corporation.

Service programs not only help each of our communities but also provide training that could lead to future careers. Many individuals who are involved in service at a young age continue in public service careers and in service programs throughout their lives.

Mr. Speaker, service and volunteerism are the bedrock of emergency preparedness and national security. In times of strife, the American people have always shown a spirit of service and ingenuity. Investing in service and volunteer programs prepares us to handle any crisis.

We must focus on building our national capacity, and harnessing the enterprising spirit of the American people is a good way to do so. In the wake of a catastrophe, a first responder is likely to be a civilian. A neighbor is likely to be the first one to provide assistance. By building up our service and volunteer programs, we are taking proactive steps to bolster our national security and capability to weather a disaster now and in the years to come.

We saw firsthand the importance of having trained volunteers in the wake of the 2005 hurricanes, Katrina and Rita. These forever changed thousands of lives and communities in the gulf coast. We also witnessed an outpouring of support and compassion from individuals who were touched by this immense tragedy.

Following the devastation in the gulf coast, more than 92,000 national service volunteers contributed over 3.5 million hours of work to the recovery effort. They repaired neighborhoods. They rebuilt lives.

Since September of 2005, over 4,070 National Civilian Community Corps—or NCCC—members have served more than 2.1 million hours in the gulf coast on over 830 relief and recovery projects. Through programs such as AmeriCorps State and national, Volunteers in Service to America—or VISTA—and NCCC,