

ANNOUNCEMENT BY THE SPEAKER  
PRO TEMPORE

The SPEAKER pro tempore. 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 incurs objection under clause 6 of rule XX.

Record votes on postponed questions will be taken later.

AIRPORT AND AIRWAY EXTENSION  
ACT OF 2010, PART IV

Mr. COSTELLO. Mr. Speaker, I move to suspend the rules and pass the bill (H.R. 6473) 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 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. 6473

*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 "Airport and Airway Extension Act of 2010, Part IV".

## 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 "December 31, 2010" and inserting "March 31, 2011".

(b) TICKET TAXES.—

(1) PERSONS.—Clause (ii) of section 4261(j)(1)(A) of the Internal Revenue Code of 1986 is amended by striking "December 31, 2010" and inserting "March 31, 2011".

(2) PROPERTY.—Clause (ii) of section 4271(d)(1)(A) of such Code is amended by striking "December 31, 2010" and inserting "March 31, 2011".

(c) EFFECTIVE DATE.—The amendments made by this section shall take effect on January 1, 2011.

## 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 "January 1, 2011" and inserting "April 1, 2011"; and

(2) by inserting "or the Airport and Airway Extension Act of 2010, Part IV" 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 "January 1, 2011" and inserting "April 1, 2011".

(c) EFFECTIVE DATE.—The amendments made by this section shall take effect on January 1, 2011.

## 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 (6);

(B) by striking the period at the end of paragraph (7) and inserting "; and"; and

(C) by inserting after paragraph (7) the following:

"(8) \$1,850,000,000 for the 6-month period beginning on October 1, 2010."

(2) OBLIGATION OF AMOUNTS.—Subject to limitations specified in advance in appropriation Acts, sums made available pursuant to the amendment made by paragraph (1) may be obligated at any time through September 30, 2011, and shall remain available until expended.

(3) PROGRAM IMPLEMENTATION.—For purposes of calculating funding apportionments and meeting other requirements under sections 47114, 47115, 47116, and 47117 of title 49, United States Code, for the 6-month period beginning on October 1, 2010, the Administrator of the Federal Aviation Administration shall—

(A) first calculate funding apportionments on an annualized basis as if the total amount available under section 48103 of such title for fiscal year 2011 were \$3,700,000,000; and

(B) then reduce by 50 percent—

(i) all funding apportionments calculated under subparagraph (A); and

(ii) amounts available pursuant to sections 47117(b) and 47117(f)(2) of such title.

(b) PROJECT GRANT AUTHORITY.—Section 47104(c) of such title is amended by striking "December 31, 2010," and inserting "March 31, 2011,".

## SEC. 5. EXTENSION OF EXPIRING AUTHORITIES.

(a) Section 40117(l)(7) of title 49, United States Code, is amended by striking "January 1, 2011," and inserting "April 1, 2011,".

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

(1) by striking "December 31, 2010," and inserting "March 31, 2011,"; and

(2) by striking "March 31, 2011," and inserting "June 30, 2011,".

(c) Section 44303(b) of such title is amended by striking "March 31, 2011," and inserting "June 30, 2011,".

(d) Section 47107(s)(3) of such title is amended by striking "January 1, 2011," and inserting "April 1, 2011,".

(e) Section 47115(j) of such title is amended by striking "January 1, 2011," inserting "April 1, 2011,".

(f) Section 47141(f) of such title is amended by striking "December 31, 2010," and inserting "March 31, 2011,".

(g) Section 49108 of such title is amended by striking "December 31, 2010," and inserting "March 31, 2011,".

(h) Section 161 of the Vision 100—Century of Aviation Reauthorization Act (49 U.S.C. 47109 note) is amended by striking "January 1, 2011," and inserting "April 1, 2011,".

(i) Section 186(d) of such Act (117 Stat. 2518) is amended by striking "January 1, 2011," inserting "April 1, 2011,".

(j) The amendments made by this section shall take effect on January 1, 2011.

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

The Chair recognizes the gentleman from Illinois.

## GENERAL LEAVE

Mr. COSTELLO. Mr. Speaker, I ask unanimous consent that all Members may have 5 legislative days within which to revise and extend their remarks and to include extraneous material on H.R. 6473.

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

There was no objection.

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

Mr. Speaker, I rise in support of H.R. 6473, the Airport and Airway Extension Act of 2010, Part IV.

I want to thank Chairman OBERSTAR of the Committee on Transportation for bringing this bill to the floor today.

At the end of September, we passed an FAA extension that will expire on December 31. H.R. 6473 is a clean 3-month extension that runs through the end of March. However, I am hopeful that we can still pass a long-term FAA reauthorization bill before the 111th Congress adjourns.

There are many important provisions in the FAA reauthorization bill, such as binding arbitration for the air traffic controllers, addressing the consolidation and realignment of FAA facilities, and making investments to accelerate NextGen. In addition, the bill will create thousands of jobs at a time when our economy continues to struggle and too many Americans are out of work. Our aviation system plays a significant role in our national economy, and I will continue to push for a comprehensive, long-term FAA reauthorization bill.

I urge my colleagues to support the bill.

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

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

Mr. Speaker, as was pointed out, in May, the House passed H.R. 915, the FAA Reauthorization Act of 2009. In March of this year, the Senate passed its own FAA reauthorization bill. The House took that up, amended it, passed it, and sent it back to the Senate. Since then, we have been in formal discussions to reconcile the two bills. While these discussions have led to tentative agreements on nearly all of the provisions, a few controversial issues have prevented the House and Senate from reaching a final agreement.

Therefore, with the FAA's authorities set to expire at the end of the calendar year, we again find it necessary to consider another extension. Like the 16 earlier extensions over the past 3 years, the bill before us would provide a short-term extension of the taxes, programs, and funding of the FAA, this time through the end of March 2011.

It is unfortunate that this Congress has not been able to reach final agreement on a comprehensive FAA reauthorization bill. We recognize the importance of a multiyear authorization, and I look forward to working with Mr. COSTELLO and my other colleagues in the next Congress to that end.

However, in order to ensure the safe operation of the National Airspace System while Congress continues to debate a full reauthorization package, I certainly support passage of today's extension and urge my colleagues to do the same.

I reserve the balance of my time.

Mr. COSTELLO. Mr. Speaker, I yield such time as he may consume to the chairman of the full Transportation and Infrastructure Committee, the gentleman from Minnesota, Chairman OBERSTAR.

Mr. OBERSTAR. I thank the chairman for yielding time, and I thank Mr.