

Sherman	Tierney	Waters
Sires	Tonko	Watt
Slaughter	Towns	Waxman
Smith (WA)	Tsongas	Welch
Speier	Van Hollen	Wilson (FL)
Stark	Velázquez	Woolsey
Sutton	Visclosky	Wu
Thompson (CA)	Walz (MN)	Yarmuth
Thompson (MS)	Wasserman	
Thompson (PA)	Schultz	

NOT VOTING—12

Bachmann	Ellison	McDermott
Blumenauer	Giffords	Runyan
Capuano	Gutierrez	Scott (VA)
Castor (FL)	Hinchee	Young (AK)

ANNOUNCEMENT BY THE SPEAKER PRO TEMPORE  
The SPEAKER pro tempore (during the vote). Two minutes remain in this vote.

□ 1337

So the resolution was agreed to.  
The result of the vote was announced as above recorded.  
A motion to reconsider was laid on the table.

Stated against:  
Mr. McDERMOTT. Mr. Speaker, due to official House business, I was unable to vote on the following measure:  
H. Res. 357—Closed Rule providing for consideration of H.R. 2553—Airport and Airway Extension Act of 2011, Part IV.  
Had I been able to vote, I would have voted “nay.”

GENERAL LEAVE

Mr. PETRI. Mr. Speaker, I ask unanimous consent that all Members may have 5 legislative days to revise and extend their remarks on H.R. 2553 and to include extraneous material in the CONGRESSIONAL RECORD.  
The SPEAKER pro tempore. Is there objection to the request of the gentleman from Wisconsin?  
There was no objection.

AIRPORT AND AIRWAY EXTENSION ACT OF 2011, PART IV

Mr. PETRI. Mr. Speaker, pursuant to House Resolution 357, I call up the bill (H.R. 2553) 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, and ask for its immediate consideration.

The Clerk read the title of the bill.  
The SPEAKER pro tempore. Pursuant to House Resolution 357, the bill is considered read.

The text of the bill is as follows:  
H.R. 2553

*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 2011, 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 “July 22, 2011” and inserting “September 16, 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 “July 22, 2011” and inserting “September 16, 2011”.  
(2) PROPERTY.—Clause (ii) of section 4271(d)(1)(A) of such Code is amended by striking “July 22, 2011” and inserting “September 16, 2011”.

(c) EFFECTIVE DATE.—The amendments made by this section shall take effect on July 23, 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 “July 23, 2011” and inserting “September 17, 2011”; and  
(2) by inserting “or the Airport and Airway Extension Act of 2011, 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 “July 23, 2011” and inserting “September 17, 2011”.

(c) EFFECTIVE DATE.—The amendments made by this section shall take effect on July 23, 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 by striking paragraph (8) and inserting the following:  
“(8) \$3,380,178,082 for the period beginning on October 1, 2010, and ending on September 16, 2011.”

(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.

(b) PROJECT GRANT AUTHORITY.—Section 47104(c) of such title is amended by striking “July 22, 2011,” and inserting “September 16, 2011.”

SEC. 5. EXTENSION OF EXPIRING AUTHORITIES.

(a) Section 40117(1)(7) of title 49, United States Code, is amended by striking “July 23, 2011,” and inserting “September 17, 2011.”

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

(1) by striking “July 22, 2011,” and inserting “September 16, 2011.”; and  
(2) by striking “October 31, 2011,” and inserting “December 31, 2011.”

(c) Section 44303(b) of such title is amended by striking “October 31, 2011,” and inserting “December 31, 2011.”

(d) Section 47107(s)(3) of such title is amended by striking “July 23, 2011,” and inserting “September 17, 2011.”

(e) Section 47115(j) of such title is amended by striking “July 23, 2011,” and inserting “September 17, 2011.”

(f) Section 47141(f) of such title is amended by striking “July 22, 2011,” and inserting “September 16, 2011.”

(g) Section 49108 of such title is amended by striking “July 22, 2011,” and inserting “September 16, 2011.”

(h) Section 161 of the Vision 100—Century of Aviation Reauthorization Act (49 U.S.C. 47109 note) is amended by striking “July 23, 2011,” and inserting “September 17, 2011.”

(i) Section 186(d) of such Act (117 Stat. 2518) is amended by striking “July 23, 2011,” and inserting “September 17, 2011.”

(j) The amendments made by this section shall take effect on July 23, 2011.

SEC. 6. ESSENTIAL AIR SERVICE REFORM.

(a) IN GENERAL.—Section 41731(a)(1) of title 49, United States Code, is amended—

(1) in subparagraph (A) by redesignating clauses (i) through (iii) as subclauses (I) through (III), respectively;

(2) by redesignating subparagraphs (A) and (B) as clauses (i) and (ii), respectively;

(3) in clause (i)(I) (as so redesignated) by inserting “(A)” before “(i)(I)”;

(4) in subparagraph (A)(ii) (as so redesignated)—

(A) by striking “determined” and inserting “was determined”;

(B) by striking “Secretary” and inserting “Secretary of Transportation”; and

(C) by striking the period at the end and inserting a semicolon; and

(5) by adding at the end the following:  
“(B) is located not less than 90 miles from the nearest medium or large hub airport; and  
“(C) had an average subsidy per passenger of less than \$1,000 during the most recent fiscal year, as determined by the Secretary.”

(b) LIMITATION ON AUTHORITY TO DECIDE A PLACE NOT AN ELIGIBLE PLACE.—Section 41731(b) of such title is amended—

(1) by striking “Secretary of Transportation” and inserting “Secretary”; and

(2) by striking “on the basis of a passenger subsidy at that place or on another basis” and inserting “on any basis”.

(c) EXCEPTIONS AND WAIVERS.—Section 41731 of such title is amended by adding at the end the following:

“(c) EXCEPTIONS FOR LOCATIONS IN ALASKA.—Subsections (a)(1)(B) and (a)(1)(C) shall not apply with respect to a location in the State of Alaska.

“(d) WAIVERS.—The Secretary may waive subsection (a)(1)(B) with respect to a location if the Secretary determines that the geographic characteristics of the location result in undue difficulty in accessing the nearest medium or large hub airport.”

The SPEAKER pro tempore. The gentleman from Wisconsin (Mr. PETRI) and the gentleman from Illinois (Mr. COSTELLO) each will control 30 minutes.

The Chair recognizes the gentleman from Wisconsin.

□ 1340

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

Mr. Speaker, for the third consecutive Congress, we are working to pass a long-term reauthorization of the FAA. This year both the House and Senate passed their own reauthorizations; but, unfortunately, negotiations with the Senate have slowed, and it is necessary for us to pass another extension to enable the FAA to continue to operate.

This bill is a short-term extension of FAA funding and programs through September 16 at current levels. This extension also includes important reforms to the Essential Air Service program. These reforms could result in as much as \$20 million in savings for the American taxpayer.

The first reform provision was adopted unanimously by the Senate and is included in its reauthorization bill. That provides that only airports that are 90 miles or more away from a large- or medium-hub airport would be eligible to participate in the Essential Air Service—90 miles away. People can obviously and in most instances would prefer to drive 90 miles rather than take a connecting flight. It seems like a sensible thing. We hadn’t thought about it when we passed our original