

extended and say “no,” we stand here today and say “yes,” that America can and will recover from this great economic downturn.

I found a Member on the other side of the aisle who would stand with me to make permanent research and development tax credits that will invest in energy programs that will benefit Ohio and put our Nation on the road to recovery. I talk about a tax credit that will help companies like the EBO Group in my district that’s studying plug-in hybrids and batteries that can make our cars more efficient, or the Rolls Royce Corporation in my district with the research and development tax credit that will give them the wherewithal to invest in fuel cell technology so we can move away from our dependence on foreign oil.

My friends, we will be judged as leaders or blockers. Are we going to say “yes” or are we going to say “no”? Are we going to act or are we not? This is the time we need to invest in America, in her greatest time of need.

TAX CUTS

(Mr. PALLONE asked and was given permission to address the House for 1 minute.)

Mr. PALLONE. Mr. Speaker, the President’s budget cuts taxes for 95 percent of America’s workers and their families. It cuts spending, nondefense discretionary, over 10 years to its lowest level as a percentage of the economy in nearly half a century. The President’s budget also cuts the deficit in half over 4 years. It grows nothing but jobs. And creating American jobs means making quality health care affordable. It means powering our economy with clean American energy. And it means modernizing our education system.

Mr. Speaker, we have had 8 years of slow growth and actually a loss of jobs under President Bush, under the previous administration. The failure to reform and invest produced those 8 years of slow growth and loss of jobs. We need to turn that around, and that’s what President Obama’s budget will do.

ANNOUNCEMENT BY THE SPEAKER PRO TEMPORE

The SPEAKER pro tempore (Mr. HOLDEN). 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 is objected to under clause 6 of rule XX.

Record votes on postponed questions will be taken later.

FEDERAL AVIATION ADMINISTRATION EXTENSION ACT OF 2009

Mr. LEWIS of Georgia. Mr. Speaker, I move to suspend the rules and pass the bill (H.R. 1512) to amend the Inter-

nal 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. 1512

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 “Federal Aviation Administration Extension Act of 2009”.

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 “March 31, 2009” and inserting “September 30, 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 “March 31, 2009” and inserting “September 30, 2009”.

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

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

(2) by inserting “or the Federal Aviation Administration Extension Act of 2009” 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 “April 1, 2009” and inserting “October 1, 2009”.

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

SEC. 4. EXTENSION OF AIRPORT IMPROVEMENT PROGRAM.

(a) AUTHORIZATION OF APPROPRIATIONS.—Section 48103(6) of title 49, United States Code, is amended by striking “\$1,950,000,000 for the 6-month period beginning on October 1, 2008.” and inserting “\$3,900,000,000 for fiscal year 2009.”.

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

SEC. 5. EXTENSION OF EXPIRING AUTHORITIES.

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

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

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

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

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

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

(e) Section 47115(j) of such title is amended by striking “2008, and for the portion of fiscal year 2009 ending before April 1, 2009,” and inserting “2009.”.

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

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

(h) Section 161 of the Vision 100—Century of Aviation Reauthorization Act (49 U.S.C. 47109 note) is amended by striking “made in” and all that follows through “under chapter 471” and inserting “made in fiscal year 2009 under chapter 471”.

(i) Section 186(d) of such Act (117 Stat. 2518) is amended by striking “2008, and for the portion of fiscal year 2009 ending before April 1, 2009,” and inserting “2009.”.

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

SEC. 6. FEDERAL AVIATION ADMINISTRATION OPERATIONS.

Section 106(k)(1)(E) of title 49, United States Code, is amended by striking “\$4,516,364,500 for the 6-month period beginning on October 1, 2008.” and inserting “\$9,042,467,000 for fiscal year 2009.”.

SEC. 7. AIR NAVIGATION FACILITIES AND EQUIPMENT.

Section 48101(a)(5) of title 49, United States Code, is amended by striking “\$1,360,188,750 for the 6-month period beginning on October 1, 2008.” and inserting “\$2,742,095,000 for fiscal year 2009.”.

SEC. 8. RESEARCH, ENGINEERING, AND DEVELOPMENT.

Section 48102(a)(13) of title 49, United States Code, is amended by striking “\$85,507,500 for the 6-month period beginning on October 1, 2008.” and inserting “\$171,000,000 for fiscal year 2009.”.

The SPEAKER pro tempore. Pursuant to the rule, the gentleman from Georgia (Mr. LEWIS) and the gentleman from Ohio (Mr. TIBERI) each will control 20 minutes.

The Chair recognizes the gentleman from Georgia.

GENERAL LEAVE

Mr. LEWIS of Georgia. Mr. Speaker, I ask unanimous consent to give Members 5 legislative days to revise and extend their remarks on House bill 1512.

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

There was no objection.

Mr. LEWIS of Georgia. Mr. Speaker, I yield myself such time as I may consume.

H.R. 1512, the Federal Aviation Administration Extension Act of 2009, extends the financing and spending authority for the Airport and Airway Trust Fund.

The trust fund taxes and spending authority are scheduled to expire on March 31, 2009. This bill extends these taxes at current rates for 6 months, through the end of the fiscal year on September 30.

Failure to act on this bill would mean that the taxes expire and the trust fund would lose revenues that are necessary to finance future airport construction projects and updates to the air traffic control system. It would also prevent the FAA from spending funds that are already in the trust fund, shutting down the Airport Improvement Program and critical airport construction projects around the country.

I know the importance of our air transportation system. The Hartsfield-