

of NATCA; and things are moving ahead. But now a dispute over whether one airline, who has the dominant position at National Airport, should have further dominance in long-haul service out of National Airport, that's got the other body all in a tangle.

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We have not had a formal conference. We have not sat opposite face-to-face to discuss options. There is a flat-out resistance in the other body to increasing the Passenger Facility Charge so that airports, at their discretion, may choose to raise that fee and generate the roughly \$2 billion that the capacity facility charge generates to invest in modernization of the airport facilities, improve the terminals in the parking areas and the hard side of the airport, runways and taxiways and parking aprons. All that money goes directly into investments and creates jobs, economic opportunity.

But they are hung up over there, just one person holding this and another person holding something else and a third one holding something else and then have the secret holds and the hot holds and the threats of filibuster. The other body is just all tangled up in themselves. That's just an exasperating condition.

I have seen this over 25 years, back to the time when I chaired the Aviation Subcommittee, but we were always able to work it out. I have never seen such a tangle like this.

So I urge the other body to rise above themselves, get over these little petty differences, come to agreement in the greater good of this country. Aviation is 9 percent of the gross domestic product of the United States.

Last year a billion people traveled by air worldwide, 750 million moved in the U.S. airspace. We account for three-fourths of all air travel worldwide. Every other nation in the world wants to get into the U.S. and wants to serve our constituents because it is such a lucrative market.

But if we don't invest in the future and continuing the modernization of air traffic control, we are not going to be the leader in the world. That is what this legislation does. It lays down the charts, the path forward for continued modernization of the air traffic control system of the United States, which is the most robust in the world.

So you might ask, well, why are we doing just this short-term extension through the end of the year? Because I am confident that sanity will prevail, that equity will abound in the other body, and they will find themselves, and they will come to agreement in the post-election session, maybe before then, and then we could do the full, 4-year authorization bill.

So we must proceed on the course we have laid before you today.

I thank my colleagues on the committee, Mr. MICA, Mr. PETRI. Mr. BOU-

STANY, thank you, from Ways and Means, a refugee from the Committee on Transportation and Infrastructure who has, as has Mr. LEWIS, also a graduate of the Committee on Transportation and Infrastructure, gone on to Ways and Means, where we still have the partnership. I am glad we are all together. At least on this side, we are all together moving in the right direction.

Madam Speaker, I rise in strong support of H.R. 6190, the "Airport and Airways Extension Act of 2010, Part III". This bill ensures that aviation programs, taxes, and Airport and Airway Trust Fund expenditure authority will continue without interruption pending completion of long-term Federal Aviation Administration (FAA) reauthorization legislation. Because the long-term bill will not be completed before the current authority for aviation programs expires next week, H.R. 6190 is needed to extend aviation programs, taxes, and expenditure authority for an additional three months, through December 31, 2010.

The most recent long-term FAA reauthorization act, the Vision 100—Century of Aviation Reauthorization Act (P.L. 108–176), expired on September 30, 2007. Although the House passed an FAA reauthorization bill during the 110th Congress, and again last year, the Senate failed to act until March of this year. The FAA has, therefore, been operating under a series of short-term extension acts, the most recent of which expires on September 30, 2010.

Since passage of the Senate bill in March, we have been working diligently to resolve the differences between the House and Senate bills. As it stands now, the negotiated bill would provide the aviation sector with the stability of a multi-year authorization, safety reforms, record-high capital investment levels, acceleration of the Next Generation Air Transportation System effort, and a passenger bill of rights. Moreover, a comprehensive multi-billion dollar FAA reauthorization would create tens of thousands of well paying aviation sector jobs.

This would build upon the aviation investments funded by the American Recovery and Reinvestment Act of 2009. We know that Recovery Act aviation investments have been a tremendous success. Work is underway or completed on 758 aviation projects (\$1.2 billion), representing 96 percent of the total available Recovery Act aviation funds. Within this total, work is underway on 205 projects (\$627 million), and work is completed on an additional 553 projects (\$622 million). Aviation investments will result in 155 runway improvements at 139 airports that accommodate 11 million annual takeoffs/landings (\$483 million); 83 taxiway improvements at 78 airports that accommodate 8.1 million annual takeoffs/landings (\$220 million); and 25 projects to modernize air route traffic control centers (\$50 million). This record of success underscores the need to build upon these efforts and pass a long-term FAA reauthorization act.

Unfortunately, since July, the FAA reauthorization bill has been hung up in the Senate, primarily over a provision that would significantly increase the number of long-distance flights at Washington National Airport. The

Senate provision was included in neither the House-passed nor the Senate-passed FAA bill, and it is strongly opposed by Members of Congress and Senators who represent the Washington, D.C. metropolitan region. They argue it would create a burden on Washington National Airport by creating congestion at terminals and that it would siphon passengers away from Washington Dulles International Airport. I also have concerns that the provision, as written, would unduly benefit the dominant incumbent carrier at National Airport, US Airways.

We will continue to work as hard as we can on behalf of the American public for a strong, comprehensive FAA reauthorization bill, which I still remain confident that we can deliver this Congress.

Mr. BOUSTANY. I have no further requests for time, and I yield back the balance of my time.

Mr. LEWIS of Georgia. Madam Speaker, I fully support H.R. 6190. I urge all of my colleagues on both sides of the aisle to vote "yes" for this important piece of legislation.

Madam 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. 6190.

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.

FURTHER MESSAGE FROM THE SENATE

A further message from the Senate by Ms. Curtis, one of its clerks, announced that the Senate has passed with an amendment in which the concurrence of the House is requested, a bill of the House of the following title:

H.R. 4853. An act 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 authorizations for the airport improvement program, and for other purposes.

SUPPORTING NATIONAL COMPUTER SCIENCE EDUCATION WEEK

Mr. POLIS. Madam Speaker, I move to suspend the rules and agree to the resolution (H. Res. 1560) supporting the increased understanding of, and interest in, computer science and computing careers among the public and in schools, and to ensure an ample and diverse future technology workforce through the designation of National Computer Science Education Week.

The Clerk read the title of the resolution.

The text of the resolution is as follows: