

outrage and advocacy as we demand they bring the hostages back.

You wore red with me for the Chibok girls for 7 years. Please wear shades of blue, royal blue, navy blue, and light blue, to show solidarity.

After the press conference, we will take a picture to share on social media all over the world. I ask you to help me post it everywhere.

#### MAUI MINUTE 10: MENTAL HEALTH

(Ms. TOKUDA asked and was given permission to address the House for 1 minute and to revise and extend her remarks.)

Ms. TOKUDA. Madam Speaker, last week in Lahaina, my team and I participated in a morning pule, or prayer, that EPA and Army Corps workers do each day with the cultural monitors who join them.

Standing in a circle, they speak “‘olelo Hawaii,” “Hawaiian language,” rhythmically cupping and clapping their hands as they ask for safety while they work.

They do another pule at the end of the day to leave behind any negative energy they connected with during their work.

Looking at the remains of our beloved former capital of the Kingdom of Hawaii, one understands these chants are necessary, both to ask for permission to enter and to have a way to respectfully separate at the end of the day.

This has been a mission assignment unlike any. Under the leadership of Colonel Jesse Curry, the Army Corps has made unprecedented efforts to respect the people, culture, and environment and to protect the sacred spaces throughout Maui that were impacted by the fires.

As Colonel Curry soon departs Maui, I hope he knows his commitment to our people and community will not be forgotten.

Mahalo, Colonel Curry, for taking care of our home like it was your home. Please know that you will always be welcomed back as a “local,” a “kama’aina.”

#### RECOGNIZING LSU MANSHIP SCHOOL OF MASS COMMUNICATION

(Mr. GRAVES of Louisiana asked and was given permission to address the House for 1 minute and to revise and extend his remarks.)

Mr. GRAVES of Louisiana. Madam Speaker, Members of this body are so used to me coming up here to talk about all the national championships that LSU has won. Whether it is football, women’s basketball, or baseball, we are up here all the time.

Well, the good news is that LSU’s Manship School of Mass Communication is competing for, once again, another national championship. They are participating in Culturs magazine’s national championship, a promotional tournament.

LSU represents the incredible diversity of Louisiana, which we refer to as America’s foreign country. The culture, the music, the people are like nowhere else in this amazing country.

As the students of LSU Manship School of Mass Communication participate in this national tournament, I wish the best to Brooke Bordelon and the entire team.

Go Tigers.

□ 1230

#### HELP FOR HOMELESS YOUTH

(Ms. TLAIB asked and was given permission to address the House for 1 minute and to revise and extend her remarks.)

Ms. TLAIB. Madam Speaker, over 3.5 million young adults and roughly 700,000 young people experience homelessness in our country. We can’t keep doing the same thing over and over again. With so many of our youth experiencing homelessness, we worked on a bill together called the Youth Homelessness Guaranteed Income Pilot Program Act.

This bill would launch a pilot program providing direct cash assistance to those experiencing homelessness in the amount of \$1,400, or adjusted fair market rent, for 36 months, and then study the effects of the program on housing and health outcomes.

This week, we received an email from someone that said: When I was 17, I was convinced to leave home and family to go live in Texas. I had \$400 in my bank account and a car that broke down every month. This would have helped me tremendously.

I think, again, it is important as we come together to try to end the homelessness crisis in our country that we listen to the people being directly impacted.

Madam Speaker, I urge my colleagues to join me in supporting this pilot program while respecting the dignity of unhoused young people by co-sponsoring the bill.

#### RECOGNIZING FREEDOM HOUSE AMBULANCE SERVICE

(Ms. LEE of Pennsylvania asked and was given permission to address the House for 1 minute and to revise and extend her remarks.)

Ms. LEE of Pennsylvania. Madam Speaker, I rise today, on the last day of Black History Month, in recognition of the Freedom House Ambulance Service, a group of Black men and women from Pittsburgh who, over 50 years ago, revolutionized emergency medical services.

They were the first to perform tourniquets for uncontrolled bleeding, resuscitation techniques for heart attacks, and to treat breathing problems all en route.

These folks were not doctors or nurses. They were from the poorest, Blackest areas of Pittsburgh. They

were overlooked in society still trying, and mostly failing, to deliver on the promise of the Civil Rights Act, yet they set the standard for how medical professionals handle emergency care today while filling the voids of institutions that were failing us.

For the first time, Black folks in Pittsburgh got the medical care we needed, until they were absorbed by the city government when Black neighborhoods started getting better treatment than their rich, White counterparts who refused their services.

Freedom House Ambulance Service saved countless lives in Pittsburgh’s most underserved neighborhoods and their legacy has saved countless lives across the country. Today, I am proud to introduce a resolution honoring them.

As we close out Black History Month, let us not forget the Black historymakers who, despite barriers, made this country a better place.

#### NEED TO PASS SUPPORT FOR UKRAINE

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

Mr. COHEN. Madam Speaker, this House is in danger of helping Vladimir Putin take over Ukraine and attack other countries in Europe.

We have supported Ukraine in their two-year battle against Russia to remain a democratic country and a sovereign nation. They need our help. They need our arms.

The Senate passed, in a bipartisan manner, a bill to help Ukraine, Israel, and Taiwan, as well as humanitarian aid in Gaza and Ukraine for victims of war. We need to pass that, but Donald Trump doesn’t want it on the floor, and the Speaker of the House will not put it on the floor for a vote, meaning there will be attacks on Ukrainians and carnage unknown.

It occurred when Russia first tried to get to Kyiv and went into Ukraine, and they raped, and they murdered, and they pillaged. We must stand with our friends in Ukraine, support their fight for freedom, or we will have to fight as part of NATO to defend Europe.

#### ANNOUNCEMENT BY THE SPEAKER PRO TEMPORE

The SPEAKER pro tempore (Ms. LETLOW). 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 votes objected to under clause 6 of rule XX.

The House will resume proceedings on postponed questions at a later time.

#### AIRPORT AND AIRWAY EXTENSION ACT OF 2024

Mr. GRAVES of Missouri. Madam Speaker, I move to suspend the rules

and pass the bill (H.R. 7454) to amend title 49, United States Code, to extend authorizations for the airport improvement program, to amend the Internal Revenue Code of 1986 to extend the funding and expenditure authority of the Airport and Airway Trust Fund, and for other purposes.

The Clerk read the title of the bill.

The text of the bill is as follows:

H.R. 7454

*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 2024”.

#### SEC. 2. SHORT TITLE; TABLE OF CONTENTS.

(a) TABLE OF CONTENTS.—The table of contents for this Act is as follows:

Sec. 1. Short title.

Sec. 2. Short title; table of contents.

##### TITLE I—FEDERAL AVIATION PROGRAMS

Sec. 101. Airport improvement program.

Sec. 102. Extension of expiring authorities; miscellaneous authorizations.

Sec. 103. Federal aviation administration operations.

Sec. 104. Air navigation facilities and equipment.

Sec. 105. Research, engineering, and development.

Sec. 106. Small community air service.

##### TITLE II—AVIATION REVENUE PROVISIONS

Sec. 201. Expenditure authority from airport and airway trust fund.

Sec. 202. Extension of taxes funding airport and airway trust fund.

##### TITLE III—MISCELLANEOUS EXTENSIONS

Sec. 301. Counter-UAS authorities.

#### TITLE I—FEDERAL AVIATION PROGRAMS

##### SEC. 101. AIRPORT IMPROVEMENT PROGRAM.

(a) AUTHORIZATION OF APPROPRIATIONS.—Section 48103(a) of title 49, United States Code, is amended by striking paragraph (7) and inserting the following:

“(7) \$2,041,120,218 for the period beginning October 1, 2023, and ending on May 10, 2024.”.

(b) OBLIGATION AUTHORITY.—Subject to limitations specified in advance in appropriation Acts, sums made available pursuant to the amendment made by subsection (a) may be obligated at any time through September 30, 2024, and shall remain available until expended.

(c) 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 period beginning on October 1, 2023, and ending on May 10, 2024, the Administrator of the Federal Aviation Administration shall—

(1) first calculate such funding apportionments on an annualized basis as if the total amount available under section 48103 of such title for fiscal year 2024 was \$3,350,000,000; and

(2) then reduce by 39 percent—

(A) all funding apportionment amounts calculated under paragraph (1); and

(B) amounts made available pursuant to subsections (b) and (f)(2) of section 47117 of such title.

(d) EXTENSION OF PROJECT GRANT AUTHORITY.—Section 47104(c) of title 49, United States Code, is amended in the matter preceding paragraph (1) by striking “March 8, 2024,” and inserting “May 10, 2024.”.

(e) EXTENSION OF SPECIAL RULE FOR APPORTIONMENTS.—Section 47114(c)(1)(J) of title 49,

United States Code, is amended by striking “March 8, 2024,” and inserting “May 10, 2024.”.

##### SEC. 102. EXTENSION OF EXPIRING AUTHORITIES; MISCELLANEOUS AUTHORIZATIONS.

(a) AUTHORITY TO PROVIDE INSURANCE.—Section 44310(b) of title 49, United States Code, is amended by striking “March 8, 2024” and inserting “May 10, 2024”.

(b) UNMANNED AIRCRAFT TEST RANGES.—Section 44803(h) of title 49, United States Code, is amended by striking “March 8, 2024” and inserting “May 10, 2024”.

(c) SPECIAL AUTHORITY FOR CERTAIN UNMANNED AIRCRAFT SYSTEMS.—Section 44807(d) of title 49, United States Code, is amended by striking “March 8, 2024” and inserting “May 10, 2024”.

(d) EXTENSION OF AIRPORT SAFETY AND AIRSPACE HAZARD MITIGATION AND ENFORCEMENT.—Section 44810(h) of title 49, United States Code, is amended by striking “March 8, 2024” and inserting “May 10, 2024”.

(e) COMPETITIVE ACCESS REPORTING REQUIREMENT.—Section 47107(r)(3) of title 49, United States Code, is amended by striking “March 9, 2024” and inserting “May 11, 2024”.

(f) MARSHALL ISLANDS, MICRONESIA, AND PALAU.—Section 47115(i) of title 49, United States Code, is amended by striking “March 8, 2024” and inserting “May 10, 2024”.

(g) SUPPLEMENTAL DISCRETIONARY FUNDS.—Section 47115(j)(4)(A) of title 49, United States Code, is amended by striking clause (vi) and adding at the end the following:

“(vi) \$340,321,762 for the period beginning on October 1, 2023, and ending on May 10, 2024.”.

(h) COMPATIBLE LAND USE PLANNING AND PROJECTS BY STATE AND LOCAL GOVERNMENTS.—Section 47141(f) of title 49, United States Code, is amended by striking “March 8, 2024” and inserting “May 10, 2024”.

(i) NON-MOVEMENT AREA SURVEILLANCE PILOT PROGRAM.—Section 47143(c) of title 49, United States Code, is amended by striking “March 9, 2024” and inserting “May 11, 2024”.

(j) WEATHER REPORTING PROGRAMS.—Section 48105 of title 49, United States Code, is amended by striking paragraph (5) and adding at the end the following:

“(5) \$23,762,295 for the period beginning on October 1, 2023, and ending on May 10, 2024.”.

(k) LEARNING PERIOD.—Section 50905(c)(9) of title 51, United States Code, is amended by striking “March 9, 2024” and inserting “May 11, 2024”.

(l) MIDWAY ISLAND AIRPORT.—Section 186(d) of the Vision 100—Century of Aviation Reauthorization Act (Public Law 108–176; 117 Stat. 2518) is amended by striking “March 8, 2024,” and inserting “May 10, 2024.”.

(m) FINAL ORDER ESTABLISHING MILEAGE AND ADJUSTMENT ELIGIBILITY.—Section 409(d) of the Vision 100—Century of Aviation Reauthorization Act (49 U.S.C. 41731 note) is amended by striking “March 8, 2024” and inserting “May 10, 2024”.

(n) CONTRACT WEATHER OBSERVERS.—Section 2306(b) of the FAA Extension, Safety, and Security Act of 2016 (Public Law 114–190; 130 Stat. 641) is amended by striking “March 9, 2024” and inserting “May 11, 2024”.

(o) REMOTE TOWER PILOT PROGRAM.—Section 161(a)(10) of the FAA Reauthorization Act of 2018 (49 U.S.C. 47104 note) is amended by striking “March 8, 2024” and inserting “May 10, 2024”.

(p) AIRPORT ACCESS ROADS IN REMOTE LOCATIONS; STORAGE FACILITIES FOR SNOW REMOVAL EQUIPMENT.—Section 162 of the FAA Reauthorization Act of 2018 (49 U.S.C. 47102 note) is amended by striking “March 8, 2024” and inserting “May 10, 2024”.

(q) UAS REMOTE DETECTION AND IDENTIFICATION PILOT PROGRAM.—Section 372(d) of the FAA Reauthorization Act of 2018 (49

U.S.C. 44810 note) is amended by striking “March 8, 2024” and inserting “May 10, 2024”.

(r) ADVISORY COMMITTEE FOR AVIATION CONSUMER PROTECTION.—Section 411(h) of the FAA Modernization and Reform Act of 2012 (49 U.S.C. 42301 note) is amended by striking “March 8, 2024” and inserting “May 10, 2024”.

(s) AVIATION CONSUMER ADVOCATE.—Section 424(e) of the FAA Reauthorization Act of 2018 (49 U.S.C. 42302 note) is amended by striking “March 8, 2024” and inserting “May 10, 2024”.

(t) ADVISORY COMMITTEE ON AIR TRAVEL NEEDS OF PASSENGERS WITH DISABILITIES.—Section 439(g) of the FAA Reauthorization Act of 2018 (49 U.S.C. 41705 note) is amended by striking “March 8, 2024” and inserting “May 10, 2024”.

(u) ENHANCED TRAFFIC SERVICES.—Section 547(e) of the FAA Reauthorization Act of 2018 (49 U.S.C. 40103 note) is amended by striking “March 8, 2024” and inserting “May 10, 2024”.

(v) PILOT PROGRAM FOR REDEVELOPMENT OF AIRPORT PROPERTIES.—Section 822(k) of the FAA Modernization and Reform Act of 2012 (49 U.S.C. 47141 note) is amended by striking “March 8, 2024” and inserting “May 10, 2024”.

##### SEC. 103. FEDERAL AVIATION ADMINISTRATION OPERATIONS.

Section 106(k) of title 49, United States Code, is amended—

(1) in paragraph (1) by striking subparagraph (G) and inserting after subparagraph (F) the following:

“(G) \$7,259,685,792 for the period beginning on October 1, 2023, and ending on May 10, 2024.”; and

(2) in paragraph (3) by striking “March 8, 2024” and inserting “May 10, 2024”.

##### SEC. 104. AIR NAVIGATION FACILITIES AND EQUIPMENT.

Section 48101(a) of title 49, United States Code, is amended by striking paragraph (7) and adding at the end the following:

“(7) \$1,794,357,923 for the period beginning on October 1, 2023, and ending on May 10, 2024.”.

##### SEC. 105. RESEARCH, ENGINEERING, AND DEVELOPMENT.

Section 48102(a) of title 49, United States Code, is amended by striking paragraph (16) and inserting the following:

“(16) \$155,368,852 for the period beginning on October 1, 2023, and ending on May 10, 2024.”.

##### SEC. 106. SMALL COMMUNITY AIR SERVICE.

(a) ESSENTIAL AIR SERVICE AUTHORIZATION.—Section 41742(a)(2) of title 49, United States Code, is amended by striking “\$155,115,628 for the period beginning on October 1, 2023, and ending on March 8, 2024,” and inserting “\$216,192,407 for the period beginning on October 1, 2023, and ending on May 10, 2024.”.

(b) AIRPORTS NOT RECEIVING SUFFICIENT SERVICE.—Section 41743(e)(2) of title 49, United States Code, is amended by striking “\$4,371,585 for the period beginning on October 1, 2023, and ending on March 8, 2024,” and inserting “\$6,092,896 for the period beginning on October 1, 2023, and ending on May 10, 2024.”.

##### TITLE II—AVIATION REVENUE PROVISIONS

##### SEC. 201. EXPENDITURE AUTHORITY FROM AIRPORT AND AIRWAY TRUST FUND.

(a) IN GENERAL.—Section 9502(d)(1) of the Internal Revenue Code of 1986 is amended—

(1) in the matter preceding subparagraph (A) by striking “March 9, 2024” and inserting “May 11, 2024”; and

(2) in subparagraph (A) by striking the semicolon at the end and inserting “or the Airport and Airway Extension Act of 2024.”.

(b) CONFORMING AMENDMENT.—Section 9502(e)(2) of such Code is amended by striking “March 9, 2024” and inserting “May 11, 2024”.

**SEC. 202. EXTENSION OF TAXES FUNDING AIRPORT AND AIRWAY TRUST FUND.**

(a) FUEL TAXES.—Section 4081(d)(2)(B) of the Internal Revenue Code of 1986 is amended by striking “March 8, 2024” and inserting “May 10, 2024”.

(b) TICKET TAXES.—

(1) PERSONS.—Section 4261(k)(1)(A)(ii) of the Internal Revenue Code of 1986 is amended by striking “March 8, 2024” and inserting “May 10, 2024”.

(2) PROPERTY.—Section 4271(d)(1)(A)(ii) of the Internal Revenue Code of 1986 is amended by striking “March 8, 2024” and inserting “May 10, 2024”.

(c) FRACTIONAL OWNERSHIP PROGRAMS.—

(1) FUEL TAX.—Section 4043(d) of the Internal Revenue Code of 1986 is amended by striking “March 8, 2024” and inserting “May 10, 2024”.

(2) TREATMENT AS NONCOMMERCIAL AVIATION.—Section 4083(b) of the Internal Revenue Code of 1986 is amended by striking “March 9, 2024” and inserting “May 11, 2024”.

(3) EXEMPTION FROM TICKET TAX.—Section 4261(j) of the Internal Revenue Code of 1986 is amended by striking “March 8, 2024” and inserting “May 10, 2024”.

**TITLE III — MISCELLANEOUS EXTENSIONS****SEC. 301. COUNTER-UAS AUTHORITIES.**

Section 210G(i) of the Homeland Security Act of 2002 (6 U.S.C. 124n(i)) is amended by striking “March 9, 2024” and inserting “May 11, 2024”.

The SPEAKER pro tempore. Pursuant to the rule, the gentleman from Missouri (Mr. GRAVES) and the gentleman from Washington (Mr. LARSEN) each will control 20 minutes.

The Chair recognizes the gentleman from Missouri.

**GENERAL LEAVE**

Mr. GRAVES of Missouri. Madam Speaker, I ask unanimous consent that all Members may have 5 legislative days in which to revise and extend their remarks and include extraneous material in the RECORD on H.R. 7454.

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

There was no objection.

Mr. GRAVES of Missouri. Madam Speaker, I yield myself such time as I may consume.

Madam Speaker, H.R. 7454 extends the statutory authority of the Federal Aviation Administration through May 10, 2024.

The bill provides for key extensions of FAA authorities, such as the continued collection of aviation excise taxes that the safe operation of the National Airspace System is dependent upon.

Importantly, this bill also allows adequate time for the House and Senate to reconcile a final FAA bill to ensure the FAA has a long-term reauthorization.

Last July, the House did its part to provide for a long-term reauthorization of the FAA on time and ahead of schedule when we passed H.R. 3935 in overwhelming bipartisan fashion with more than 350 votes.

I commend my House colleagues for fulfilling the responsibility to ensure the FAA has the tools and resources it needs to maintain operations and safety in our National Airspace System.

The good news is that the Senate Commerce Committee has finally marked up its FAA bill, S. 1939. It is clear that enacting a long-term FAA bill remains the goal of both Chambers, and Congress is on track to do that.

In the meantime, we must act to pass another extension to keep the lights on at the FAA. As frequent flyers ourselves, I know for a fact that we all share a common goal of upholding safety in our airspace so every person who uses the system can travel and return home safely.

I plan to work expeditiously with our Senate counterparts so that this is the last short-term extension before we send a comprehensive, long-term FAA bill to the President's desk.

Failure to enact this extension is going to jeopardize aviation safety and will directly and immediately increase our national debt by more than \$50 million a day.

I encourage all Members to support this bill so that we can maintain safety in the National Airspace System while we continue to work toward enacting a long-term reauthorization.

Madam Speaker, I want to take just a moment to recognize one of our Subcommittee on Aviation staffers, Christopher Senn, who will be leaving the committee this week. I thank him for his service to our country, as a veteran of the United States Marine Corps, by the way, and for his work and assistance with the committee, especially when it comes to FAA matters.

Madam Speaker, I urge support for this legislation, and I reserve the balance of my time.

Mr. LARSEN of Washington. Madam Speaker, I rise in support of H.R. 7454, which extends the authorization of the FAA and its related authorities for another 2 months.

Back in the July, the House engaged in a thorough and collaborative process to pass the Securing Growth and Robust Leadership in American Aviation Act.

This bipartisan bill, which passed by an overwhelming 351–69 vote, will protect the safety of the flying public and ensure the future of U.S. aviation.

While I am pleased we are moving closer to passing a longer term bill, we will not be done before the current authorization expires on March 8. We need more time for negotiations between the House and Senate to reconcile the two bills and produce a final comprehensive bill.

I want us to remember that Chair GRAVES and I will continue to fight for House priorities in the final bill to ensure that House Members' voices are heard while we address longstanding issues in our aviation system.

Madam Speaker, I support the short-term FAA extension bill. I urge my colleagues to do the same, and I reserve the balance of my time.

Mr. GRAVES of Missouri. Madam Speaker, I yield 5 minutes to the gentleman from Louisiana (Mr. GRAVES), who is the chairman of the Subcommittee on Aviation.

Mr. GRAVES of Louisiana. Madam Speaker, I want to add my voice of strong support to this legislation.

There is no question what we have seen in the aviation industry, these near misses, these runway incursions, and safety issues all across the aviation system.

As both Ranking Member LARSEN and Chairman GRAVES noted, the House did its business. We came together on a bipartisan basis and passed legislation in July by a vote of 351–69. That legislation addresses everything from general aviation, a topic that I know our chairman cares much about and knows a lot about, to topics like new entrants and new aviation technologies. It focuses on safety, and it ensures, Madam Speaker, that this entire legislation focuses ultimately on the passenger experience, making sure that air travelers from all across the United States have a great experience with new technology whenever they enter the airports and whenever they enter the airplanes.

None of those benefits are going to be realized unless and until we pass a long-term authorization bill. This is the last temporary extension we are going to do. This is a clean extension until May 10. If we don't do this, it will cause the Federal Government to incur debt, because we won't be able to collect the user fees that go along with aviation travel.

It is absolutely critical that this clean, bipartisan extension be enacted. It is absolutely critical that we stay on track with bipartisan, bicameral negotiations on the FAA bill, now that the Senate has finally—and I commend them—passed this bill out of the Commerce, Science, and Transportation Committee in the United States Senate.

I thank Chairman GRAVES for his leadership, Ranking Member LARSEN and my friend STEVE COHEN for working together on this to make sure that we can continue a united front and realize all these gains in the aviation sector as a result of the House aviation bill.

I also add my regret to the loss of Chris Senn to the Subcommittee on Aviation. He is overcredentialed, overeducated, and often awes us with his knowledge of drones and other technology. It is going to be a big loss to the committee, but I appreciate his service.

Mr. LARSEN of Washington. Madam Speaker, I yield 2 minutes to the gentleman from Tennessee (Mr. COHEN), the ranking member of the Subcommittee on Aviation.

Mr. COHEN. Madam Speaker, I rise in support of this extension of the FAA. We need to pass this reauthorization. To do so, we need a little more time. This will be the third extension we have asked for, and it is necessary to have this extension for 2 months to be able to reconcile the House and Senate bills.

The Senate wasn't as expeditious as the House was in getting their bill

passed, but they finally did and got it out of committee. We still have to reconcile some provisions.

I think everybody has read about the near tragedies and near contacts of airplanes flying at airports. That is because the air traffic controllers need more help. They need more air traffic controllers. They need a more diverse group of folks that will give them more people to choose from and to be trained.

We need to have more air traffic controllers, we need to pay them more money, and we need to have some improvements at airports and air traffic towers. That will only happen if we can get this FAA reauthorization bill passed.

There are consumer issues that are important and are included in the bill and disability issues which are in the bill, and we just attended a press announcement where Secretary Buttigieg is implementing many of the mobility issues by executive order and rulemaking. The rulemaking is going to take place soon.

There are a lot of improvements in air traffic and air safety, but without the reauthorization bill passing, they won't happen. We need to have this extension. It is unfortunate, but the Senate took a long time. We will work it out and get it done.

I appreciate Ranking Member LARSEN and Chairman GRAVES on the full committee and Chairman GARRET GRAVES on the Subcommittee on Aviation.

Mr. GRAVES of Missouri. Madam Speaker, I yield 3 minutes to the gentleman from Arkansas (Mr. WESTERMAN), the chairman of the Natural Resources Committee,

Mr. WESTERMAN. Madam Speaker, I thank Chairman GRAVES for yielding and for his leadership on the FAA reauthorization bill and on the full committee.

□ 1245

This summer, under the leadership of Chairman SAM GRAVES, Ranking Member LARSEN, Aviation Subcommittee Chairman GARRET GRAVES, and Subcommittee Ranking Member COHEN, the Transportation and Infrastructure Committee did our job. We crafted a strong and bipartisan reauthorization of the Federal Aviation Administration.

It passed unanimously through committee and with overwhelming bipartisan support on this very floor. The Securing Growth and Robust Leadership in American Aviation Act is a comprehensive, commonsense bill that Members of this Chamber can be proud of. The historic legislation ensures that we continue to improve safety, encourage innovation, and ensure that the United States remains the gold standard in aviation.

However, since its passage, as has been mentioned, 7 months ago, we have had to vote on two extensions for the FAA reauthorization, and now we are

facing a vote on a third because of the Senate's inaction on this important legislation.

Aviation safety impacts every single American, and each day that goes by without Senate passage and the President's signature, the enactment of key safety measures and improved framework for innovation is delayed.

During the development of this bill, we all worked hard in good faith for good policy. I fought for safety provisions that will directly benefit the airports in my district in El Dorado, Hot Springs, Texarkana, and Mena, such as requiring that the FAA implement tower marking rules that protect the general aviation community, especially agricultural aircraft, and ensuring that planes going in and out of Mena Airport have stable radio communication.

These are nonpartisan, good issues, and they are just an example of things all across the country.

While it is unfortunate that we are faced with a third extension to provide ample time for this critical legislation to make it across the finish line, we must pass this additional extension. I urge my colleagues in the Senate to swiftly pass the FAA legislation and the President to sign it into law so the United States can continue its role as the global leader in aviation safety and innovation.

With all this being said about how we can't get things done in the House, we have got something done in the House, and we just need our Senate partners and the White House to come along.

Mr. LARSEN of Washington. Madam Speaker, I have no more speakers, and I reserve the balance of my time.

Mr. GRAVES of Missouri. Madam Speaker, I yield 2 minutes to the gentleman from Texas (Mr. SELF).

Mr. SELF. Madam Speaker, I rise today to support the underlying bill that will keep our airports operational while we work to pass a full FAA authorization bill.

However, I have major questions for the FAA, and I will be brief.

The single worst terror attack in our history started at airports. Yet today, some of our largest airports, including Boston Logan, Hartsfield-Jackson Atlanta, and Chicago O'Hare are housing unvetted illegal aliens from around the world—potentially terrorists.

Who would have thought this was a good idea?

This reeks of danger.

How can we be sure that none of these unvetted illegal aliens are not terrorists who intend to strike our airports or airliners?

In some cases, they are being housed in terminals inside airports or in bus terminals just off active runways. If just one person were to smuggle a shoulder-fired weapon into one of these migrant holding areas, they would have an easy takedown of a jetliner.

Using airports to shelter illegal immigrants is a major national security threat and an outrageous misuse of

taxpayer funding. Therefore, as we pass the FAA extension and press on toward a full-term bill, I urge my colleagues to include a section that explicitly bans housing illegal immigrants within airport premises.

Mr. LARSEN of Washington. Madam Speaker, I reserve the balance of my time.

Mr. GRAVES of Missouri. Madam Speaker, I yield 2 minutes to the gentleman from New York (Mr. D'ESPOSITO).

Mr. D'ESPOSITO. Madam Speaker, I am proud to support this legislation which will provide a short-term extension of the Federal Aviation Administration's authorities to May 10, allowing the Senate to finish work on their 5-year FAA reauthorization before finalizing language with the House.

One of my major priorities is addressing the staffing shortages at the New York TRACON facility. This key and crucial facility directs planes in and out of the New York City and Long Island areas. This facility has been experiencing staffing issues for many years, which has led to many issues for the FAA, pilots, and, of course, passengers. These challenges led the FAA to implement a plan to transfer workers out of the N90 facility right in the heart of my district and ship them off to Philadelphia.

I was proud to secure language in the House's H.R. 3935, the Securing Growth and Robust Leadership in American Aviation Act, to prevent any staff cuts or forced transfers from affecting the N90 TRACON facilities—again, in the heart of my district. I was also pleased to see language the Senate's FAA reauthorization also includes regarding this issue. This language would ensure that there is a third-party review on the need for, and the consequences of, a move from the N90 to any other facility.

I look forward to working with leaders of these committees to ensure that these provisions are included in the final FAA reauthorization. Long Islanders should not be forced out of N90. I will continue to fight for these staffing protections. I will continue to fight for Long Island. I will continue to fight for the Empire State.

Mr. GRAVES of Missouri. Madam Speaker, I don't have any more speakers, and I reserve the balance of my time.

Mr. LARSEN of Washington. Madam Speaker, I encourage all colleagues to vote "yes" on this extension. We will get a bill by May 10, and we can all vote "yes" on that, as well.

Madam Speaker, I yield back the balance of my time.

Mr. GRAVES of Missouri. Madam Speaker, I urge, as well, all Members to support this bill. This is a must-pass bill so we can keep our aviation system operating safely. H.R. 7454 provides for a clean extension of FAA authorities. It does not include any policy riders.

Failure to extend the FAA's authorities is going to cost the Federal Government more than \$50 million a day in lost revenues.

A lapse in authorities would also prohibit the FAA from making new obligations from the aviation trust fund to fund the FAA's important safety, operational, and research functions. Enacting a long-term and comprehensive FAA bill is the goal of both the House and the Senate. I remain committed to doing just that so Congress can deliver certainty to the aviation industry and the FAA.

Madam Speaker, I urge support for this bill, and I yield back the balance of my time.

Mr. STANTON. Madam Speaker, I thank Chairman GRAVES and Ranking Member LARSEN for putting this extension on the floor to give us more time to work towards a final FAA reauthorization.

Aviation is a \$32 billion industry in my home State of Arizona, and growing every day. Our airports are economic engines supporting thousands of jobs. A lapse in the FAA's authorization would be devastating, and today's short-term extension is necessary.

But a long-term, 5-year extension—one that updates Federal policies to meet our current challenges—is essential to ensure the U.S. remains the gold standard in aviation safety.

The House did our job—more than 6 months ago.

On the Transportation and Infrastructure Committee, we worked in a bipartisan way to craft a strong, forward-looking FAA reauthorization that improves aircraft and runway safety and invests in our aviation infrastructure and workforce—especially our air traffic controllers.

Over the last year, there have been several near-miss incidents at Sky Harbor in Phoenix—one of the busiest airports in the world. I met with air traffic controllers there last week. They're over-worked and understaffed.

And Phoenix-Mesa Gateway, one of the fastest-growing commercial airports in the country, just opened a brand-new \$28 million terminal to keep up with passenger demand. But staffing shortages at their air traffic control tower have forced the airport to reduce operations at the tower by four hours each day.

The House's FAA reauthorization improves recruitment and retention of controllers, and sets up a pilot program to convert towers staffed by private companies, like Gateway, to be staffed by FAA controllers.

The bill we passed also takes meaningful steps—many I was proud to lead on—to improve the flying experience for passengers with disabilities.

My ADAPT Act, WHEELChairs on Airplanes Act, and MOBILE Act were included in the House-passed bill, so that passengers with mobility issues can have proper accommodations . . . from boarding to seating and everything in between.

Now I'm glad to see movement in the Senate on a companion reauthorization bill. I know I speak for many of my colleagues when I say we're eager to send a final FAA reauthorization to the President's desk as soon as possible. Our economy, and the safety of the flying public, depends on that.

In the meantime, I encourage my colleagues to vote yes on a short-term FAA extension through May 10th—hopefully our last.

Ms. JACKSON LEE. Madam Speaker, I rise today in support of this bill, the Airport and Airway Extension Act of 2024.

This bill would temporarily extend specific Federal Aviation Administration (FAA) programs and activities through May 10, 2024.

I have always been a firm believer in the importance of comprehensive transportation and infrastructure funding.

As the proud representative of Texas' 18th District, I understand deeply the immense benefit that having a well-funded airport and airway system can bring to a city's economy.

The George Bush Intercontinental Airport, one of the largest and busiest airports in the world, resides in my district in the greater Houston area.

This airport alone has brought in over \$14.1 billion in revenue to the State of Texas, representing over 20 percent of Texas' total international trade.

At the national scale, a study conducted by Airports Council International found that America's airports account for more than 7 percent of America's GDP.

In addition, this revenue is only expected to grow, with a predicted compound annual growth rate of 8.76 percent from 2022 to 2028.

Reauthorizing funding will allow for the continued maintenance and effective functioning of airports just like IAH across the country.

The American people cannot afford a delay to this funding.

This bill will also allow for resources to be directed properly, ensuring that airports are not forced to redirect resources away from safety due to a lack of funding.

While we wait for our colleagues in the Senate to act on H.R. 3935, the "Securing Growth and Robust Leadership in American Aviation Act," this bill is a necessary extension of existing funding toward the aviation industry.

The bill currently sitting in the Senate would provide a more comprehensive, long-term FAA reauthorization that updates outdated policies regarding aviation safety and efficiency.

In the meantime, however, we must act now to ensure that FAA is getting the funding it needs to continue operations effectively.

I urge my colleagues to vote in support of this bill.

The SPEAKER pro tempore. The question is on the motion offered by the gentleman from Missouri (Mr. GRAVES) that the House suspend the rules and pass the bill, H.R. 7454.

The question was taken.

The SPEAKER pro tempore. In the opinion of the Chair, two-thirds being in the affirmative, the ayes have it.

Mr. GRAVES of Missouri. Madam Speaker, on that I demand the yeas and nays.

The yeas and nays were ordered.

The SPEAKER pro tempore. Pursuant to clause 8 of rule XX, further proceedings on this motion will be postponed.

#### EXTENSION OF CONTINUING APPROPRIATIONS AND OTHER MATTERS ACT, 2024

Ms. GRANGER. Madam Speaker, I move to suspend the rules and pass the bill (H.R. 7463) making further continuing appropriations for fiscal year 2024, and for other purposes.

The Clerk read the title of the bill.

The text of the bill is as follows:

H.R. 7463

*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 "Extension of Continuing Appropriations and Other Matters Act, 2024".

#### SEC. 2. TABLE OF CONTENTS.

The table of contents of this Act is as follows:

- Sec. 1. Short title.
- Sec. 2. Table of contents.
- Sec. 3. References.

#### DIVISION A—EXTENSION OF CONTINUING APPROPRIATIONS ACT, 2024

##### DIVISION B—OTHER MATTERS

#### SEC. 3. REFERENCES.

Except as expressly provided otherwise, any reference to "this Act" contained in any division of this Act shall be treated as referring only to the provisions of that division.

#### DIVISION A—EXTENSION OF CONTINUING APPROPRIATIONS ACT, 2024

SEC. 101. The Continuing Appropriations Act, 2024 (division A of Public Law 118-15) is further amended—

(1) by striking the date specified in section 106(3) and inserting "March 22, 2024"; and

(2) by striking the date specified in section 106(4) and inserting "March 8, 2024".

This division may be cited as the "Extension of Continuing Appropriations Act, 2024".

##### DIVISION B—OTHER MATTERS

#### SEC. 101. MODIFICATION TO FAFSA.

(a) IN GENERAL.—Section 475(g)(1) of the Higher Education Act of 1965 (20 U.S.C. 1087oo(g)(1)), as amended by the FAFSA Simplification Act (title VII of division FF of Public Law 116-260), is further amended to read as follows:

"(1) IN GENERAL.—The student's available income is equal to—

"(A) the difference between the student's total income (determined in accordance with section 480) and the adjustment to student income (determined in accordance with paragraph (2)); multiplied by

"(B) 50 percent,

except that the amount determined under this paragraph shall not be less than -\$1,500 for award year 2024-2025 and not less than zero for award year 2025-2026 and each award year thereafter."

(b) APPROPRIATION.—Section 401(b)(7)(A) of the Higher Education Act of 1965 (20 U.S.C. 1070a(b)(7)(A)), as amended by the FAFSA Simplification Act (title VII of division FF of Public Law 116-260), is further amended to read as follows:

"(A) IN GENERAL.—In addition to any funds appropriated under paragraph (6) and any funds made available for this section under any appropriations Act, there are authorized to be appropriated, and there are appropriated (out of any money in the Treasury not otherwise appropriated) to carry out this section—

"(i) \$1,170,000,000 for fiscal year 2024;

"(ii) \$3,170,000,000 for fiscal year 2025;

"(iii) \$2,170,000,000 for fiscal year 2026; and

"(iv) \$1,236,000,000 for fiscal year 2027 and each succeeding fiscal year."

(c) NO EFFECT ON PREVIOUS APPROPRIATIONS.—Section 401(b)(7)(B)(i) of the Higher Education Act of 1965 (20 U.S.C. 1070a(b)(7)(B)(i)), as amended by the FAFSA Simplification Act (title VII of division FF of Public Law 116-260) and section 102(b) of the FAFSA Simplification Act Technical Corrections Act (division R of Public Law 117-103), is amended by striking "or 2023" and inserting "2023, or 2024".

(d) EFFECTIVE DATE.—The amendments made by this section shall take effect and