

This commonsense approach to solving delays in Federal disaster response would help expedite recovery and give Americans confidence in the Federal response.

I appreciate Congresswoman GONZÁLEZ-COLÓN's leadership on this issue, and I ask my colleagues to support this important piece of legislation.

Ms. NORTON. Madam Speaker, I am prepared to close, and I reserve the balance of my time.

Miss GONZÁLEZ-COLÓN. Madam Speaker, I yield myself the balance of my time.

Madam Speaker, I just want to say, in closing, that H.R. 1262 is a good-government, bipartisan piece of legislation that will help streamline and improve disaster recovery efforts.

It is not just Puerto Rico. It is not just the Caribbean. From the western part of the United States to even the territories, we are all affected by natural disasters.

I want to thank, again, Representative SCOTT PETERS from California for co-leading this legislation, as well as Chairman DEFAZIO and Ranking Member GRAVES for recognizing the merits of this bill.

I urge support of H.R. 1262, and I yield back the balance of my time.

Ms. NORTON. Madam Speaker, I urge my colleagues to support this legislation, and I yield back the balance of my time.

The SPEAKER pro tempore. The question is on the motion offered by the gentlewoman from the District of Columbia (Ms. NORTON) that the House suspend the rules and pass the bill, H.R. 1262.

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.

NOTICE TO AIRMEN IMPROVEMENT ACT OF 2021

Ms. NORTON. Madam Speaker, I move to suspend the rules and pass the bill (H.R. 1262) to establish a task force on improvements for certain notices to airmen, and for other purposes, as amended.

The Clerk read the title of the bill.

The text of the bill is as follows:

H.R. 1262

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 "Notice to Airmen Improvement Act of 2021".

SEC. 2. FAA TASK FORCE ON NOTAM IMPROVEMENT.

(a) **ESTABLISHMENT.**—Not later than 180 days after the date of enactment of this Act, the Administrator of the Federal Aviation Administration shall establish a task force to be known as the FAA Task Force on NOTAM Improvement (in this section referred to as the "Task Force").

(b) **COMPOSITION.**—The Task Force shall consist of members appointed by the Admin-

istrator, including at least one member of each of the following:

- (1) Air carrier representatives.
- (2) Labor union representatives of airline pilots.
- (3) Labor union certified under section 7111 of title 5, United States Code, to represent FAA air traffic control specialists assigned to the U.S. NOTAM Office.
- (4) Labor union certified under section 7111 of title 5, United States Code, to represent FAA aeronautical information specialists.
- (5) General and business aviation representatives.
- (6) Aviation safety experts with knowledge of NOTAMs.
- (7) Human factors experts.

(c) **DUTIES.**—The duties of the Task Force shall include—

- (1) reviewing existing methods for presenting NOTAMs and flight operations information to pilots;
- (2) reviewing regulations and policies relating to NOTAMs, including their content and presentation to pilots;
- (3) evaluating and determining best practices to organize, prioritize, and present flight operations information in a manner that optimizes pilot review and retention of relevant information; and
- (4) providing recommendations for—
 - (A) improving the presentation of NOTAM information in a manner that prioritizes or highlights the most important information, and optimizes pilot review and retention of relevant information;
 - (B) ways to ensure that NOTAMs are complete, accurate, and contain the proper information;
 - (C) any best practices that the FAA should consider to improve the accuracy and understandability of NOTAMs and the display of flight operations information; and
 - (D) ways to work with air carriers, other airspace users, and aviation service providers to implement solutions that are aligned with the recommendations under this paragraph.

(d) **REPORT.**—Not later than 1 year after the date of the establishment of the Task Force, the Task Force shall submit to the Committee on Transportation and Infrastructure of the House of Representatives and the Committee on Commerce, Science, and Transportation of the Senate a report detailing—

- (1) the results of the reviews and evaluations of the Task Force under paragraphs (1) through (3) of subsection (c);
- (2) the best practices identified and recommendations provided by the Task Force under subsection (c)(4);
- (3) any recommendations of the Task Force for additional regulatory or policy actions to improve the presentation of NOTAMs; and
- (4) the degree to which implementing the recommendations of the Task Force described under paragraph (2) will address National Transportation Safety Board Safety Recommendation A-18-024.

(e) **APPLICABLE LAW.**—The Federal Advisory Committee Act (5 U.S.C. App.) shall not apply to the Task Force.

(f) **SUNSET.**—The Task Force shall terminate on the later of—

- (1) the date on which the Task Force submits the report required under subsection (d); or
- (2) the date that is 18 months after the date on which the Task Force is established under subsection (a).

(g) **AUTHORITY.**—The Administrator shall have the authority to carry out the recommendations of the Task Force detailed in the report required under subsection (d).

(h) **DEFINITIONS.**—In this section:

(1) **FAA.**—The term "FAA" means the Federal Aviation Administration.

(2) **NOTAM.**—The term "NOTAM" means notices to airmen required by international

or domestic regulation or law, as described in the order issued by the FAA on December 11, 2018, titled "Notices to Airmen (NOTAM)".

The SPEAKER pro tempore. Pursuant to the rule, the gentlewoman from the District of Columbia (Ms. NORTON) and the gentleman from Louisiana (Mr. GRAVES) each will control 20 minutes.

The Chair recognizes the gentlewoman from the District of Columbia.

GENERAL LEAVE

Ms. NORTON. 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 on H.R. 1262, as amended.

The SPEAKER pro tempore. Is there objection to the request of the gentlewoman from the District of Columbia?

There was no objection.

Ms. NORTON. Madam Speaker, I yield myself such time as I may consume.

Madam Speaker, I rise to support H.R. 1262, the Notice to Airmen Improvement Act, introduced by Mr. STAUBER and Mr. DESAULNIER.

H.R. 1262 will create a task force to review existing methods for presenting notices to airmen. Notices to airmen provide pilots with essential and real-time information regarding abnormalities or issues in the National Airspace System. For example, notices to airmen alert pilots to potential hazards in the airspace or at an airport, such as a closed runway or taxiway. While pilots are required to review all notices to airmen before flight, there has been concern about the lengthiness and completeness of the critical information contained in notices to airmen and how the information is displayed to, and organized for, pilots.

Under H.R. 1262, the task force will determine best practices for organizing and presenting flight operations information to pilots in the most optimal manner and make recommendations to improve the presentation of notices to airmen while ensuring their accuracy and completeness.

Recommendations from the task force could help prevent future aviation accidents and near-accidents. We saw, in July 2017, an Air Canada A320 almost land on top of five jetliners, with more than a thousand people on board, awaiting takeoff at San Francisco International Airport, before executing a go-around. The aircraft came as close as 60 feet above one of the planes on the ground.

Thankfully, there were no injuries, but this could have been catastrophic. The National Transportation Safety Board determined the probable cause of the incident was the pilots' misidentification of the taxiway for a runway, based in part on their ineffective review of notices to airmen before flight.

Notices to airmen and airwomen can and must be better for pilots. I expect the task force established under H.R. 1262 will lead to recommendations that will improve aviation safety.

I urge my colleagues to support this bill, and I reserve the balance of my time.

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

Madam Speaker, I want to thank Mr. STAUBER from Minnesota for introducing this legislation and working together with Congressman DESAULNIER from California.

As Ms. NORTON, the gentlewoman from the District of Columbia, noted, in 2017, at San Francisco International Airport, a NOTAM had been issued, a notice to airmen, which is usually sent to notify pilots about changes in airspace or construction conditions or changes of conditions at airports.

One was issued that indicated that a runway was under construction and an alternative runway was open. They had an Air Canada flight that came in while four occupied planes were on the taxiway, and there was a near miss where this Air Canada flight nearly landed on a taxiway that they mistook for the alternative runway. It would have caused widespread death in the event that those five planes ultimately would have collided.

The National Transportation Safety Board, as noted, did find that the lack of comprehension, or possibly even reviewing this NOTAM, was a primary cause.

This legislation creates a task force to look at better ways of informing, of connecting with pilots, to make sure that they have accurate information and that they actually read or are aware of these changing conditions which could, as in the 2017 incident, be the difference between life and death.

Again, I want to thank Chairman DEFAZIO. I want to thank Ranking Member SAM GRAVES. I want to thank Mr. STAUBER, the author of this bill, with his partner, Congressman DESAULNIER from California.

Madam Speaker, I reserve the balance of my time.

Ms. NORTON. Madam Speaker, I reserve the balance of my time.

Mr. GRAVES of Louisiana. Madam Speaker, I yield as much time as he may consume to the gentleman from Minnesota (Mr. STAUBER).

Mr. STAUBER. Madam Speaker, I am pleased to rise in support of my bipartisan legislation that improves the safety of air travel. I would also like to thank my colleague, Mr. DESAULNIER, for his support and leadership on this piece of legislation.

In 2020, the United States was home to 7 of the top 10 busiest airports in the world. This means that, as Americans, we have no room for error when it comes to aviation safety.

Although aviation is the safest form of travel, we must always strive to do better. This is why we must address the notice to airmen, or NOTAM, system. NOTAMs are critical, as they relay safety information to pilots that allow them to understand the possible hazards and conditions of airports and

runways before actually getting to the destination.

The current system simply is not working as well as it should. NOTAMs are often buried in lengthy reports, conflating important safety information with more common alerts. These inefficiencies have the potential to create life-threatening situations, as described earlier.

My legislation addresses these issues and creates a task force at the FAA with important input from safety experts and industry professionals to address what changes need to be made to NOTAMs to make air travel even safer than it already is.

Americans are more comfortable and excited to travel than they have been in over a year. Let's ensure that we support this sentiment and bolster the safety in our skies.

I was proud to work with my colleagues to get this reported out of the Transportation and Infrastructure Committee unanimously, both last Congress and this one.

The House also passed this legislation with strong bipartisan support during the 116th Congress, and I urge the same support this Congress of the Notice to Airmen Improvement Act.

Ms. NORTON. Madam Speaker, I have no further speakers, and I reserve the balance of my time.

Mr. GRAVES of Louisiana. Madam Speaker, I yield as much time as he may consume to the gentleman from Mississippi (Mr. GUEST).

Mr. GUEST. Madam Speaker, first, I would like to thank Chairman DEFAZIO and Ranking Member GRAVES for bringing this bipartisan legislation to the floor.

H.R. 1262 would create a task force to recommend reforms and improvements to the notice to airmen system, a crucial domestic and international flight safety notification to pilots that has become both inefficient and outdated over the years.

The current state of the notice to airmen system has the potential to create life-threatening situations for both pilots and their passengers. This reform would provide the needed steps to provide important safety information to our Nation's pilots in a timely and concise manner.

In the most recent FAA reauthorization, Congress made it a priority that the agency delivers a new and modernized notice to airmen system, yet we have seen few results to date. This legislation would make that priority a reality within 1 year from this bill's enactment.

I would like to thank Congressman STAUBER for his leadership on this issue and for prioritizing aviation safety within this bill.

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

Madam Speaker, in closing, I want to say that the United States has the

safest aviation system in the world, and air travel is the safest way to travel.

This bipartisan legislation by Congressmen STAUBER and DESAULNIER ensures that we maintain that level of safety for air passengers in the future. I think it is a great bipartisan piece of legislation. I appreciate those two gentlemen working on this together. I urge adoption of the legislation.

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

Ms. NORTON. Madam Speaker, I urge my colleagues to support this legislation, and I yield back the balance of my time.

The SPEAKER pro tempore (Ms. BLUNT ROCHESTER). The question is on the motion offered by the gentlewoman from the District of Columbia (Ms. NORTON) that the House suspend the rules and pass the bill, H.R. 1262, as amended.

The question was taken; and (two-thirds being in the affirmative) the rules were suspended and the bill, as amended, was passed.

A motion to reconsider was laid on the table.

WEST LOS ANGELES VA CAMPUS IMPROVEMENT ACT OF 2021

Mr. TAKANO. Madam Speaker, I ask unanimous consent to take from the Speaker's table the bill (H.R. 711) An Act to amend the West Los Angeles Leasing Act of 2016 to authorize the use of certain funds received pursuant to leases entered into under such Act, and for other purposes, with the Senate amendment thereto, and concur in the Senate amendment.

The Clerk read the title of the bill.

The SPEAKER pro tempore. The Clerk will report the Senate amendment.

The Clerk read as follows:

Senate amendment:

At the end, add the following:

SEC. 5. INCLUSION OF ASSESSMENT OF REVENUE EXPENDITURES AND DIRECT BENEFITS TO VETERANS IN ANNUAL REPORT.

Section 2(j)(2) of the West Los Angeles Leasing Act of 2016 (Public Law 114-226; 130 Stat. 929) is amended—

(1) in subparagraph (A), by striking “; and” and inserting a semicolon;

(2) by redesignating subparagraph (B) as subparagraph (C); and

(3) by inserting after subparagraph (A) the following new subparagraph (B):

“(B) an assessment of—

“(i) the manner in which such revenue is expended; and

“(ii) the direct benefits such expenditures provide to veterans; and”.

Mr. TAKANO (during the reading). Madam Speaker, I ask unanimous consent to dispense with the reading.

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

There was no objection.

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

There was no objection.