

It is an important statement for the young men and women who put on the uniform today unselfishly.

They will ultimately be veterans, and we hope that they will be able to serve, and they will be able to come out as veterans.

Please be reminded as we celebrate Memorial Day there are those who put on the uniform unselfishly, and they never made it home.

We want to be able to honor those, but as well, we want to honor living veterans. I support this legislation that provides for a veterans COLA of 2023.

Mr. BOST. Mr. Speaker, I have no more speakers. I am ready to close, and I reserve the balance of my time.

Mr. TAKANO. Mr. Speaker, I ask all my colleagues to pass S. 777, Veterans' Compensation Cost-of-Living Adjustment Act of 2023, and I yield back the balance of my time.

Mr. BOST. Mr. Speaker, I also encourage all of our Members 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 gentleman from Illinois (Mr. BOST) that the House suspend the rules and pass the bill, S. 777.

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.

NOTAM IMPROVEMENT ACT OF 2023

Mr. STAUBER. Mr. Speaker, I move to suspend the rules and concur in the Senate amendment to the bill (H.R. 346) to establish a task force on improvements for notices to air missions, and for other purposes.

The Clerk read the title of the bill.

The text of the Senate amendment is as follows:

Senate amendment:

Strike all after the enacting clause and insert the following:

SECTION 1. SHORT TITLE.

This Act may be cited as the "NOTAM Improvement Act of 2023".

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

- (1) Air carrier representatives.
- (2) Airport representatives.
- (3) Labor union representatives of airline pilots.
- (4) Labor union representatives of aircraft dispatchers.
- (5) The labor union certified under section 7111 of title 5, United States Code, to represent FAA air traffic control specialists assigned to the United States NOTAMs Office.
- (6) The labor union certified under section 7111 of title 5, United States Code, to represent FAA aeronautical information specialists.

(7) General and business aviation representatives.

(8) Aviation safety experts with knowledge of NOTAMs.

(9) Human factors experts.

(10) Computer system architecture and cybersecurity experts.

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

(1) reviewing existing methods for publishing NOTAMs and flight operations information to pilots;

(2) reviewing regulations, policies, systems, and international standards 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 publication and delivery 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, timely, relevant to safe flight operations, and contain pertinent 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;

(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; and

(E) ways to ensure the stability, resiliency, and cybersecurity of the NOTAM computer system.

(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 publication 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.**—Chapter 10 of title 5, United States Code, 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) **RULE OF CONSTRUCTION.**—Nothing in this section may be construed to require the FAA to duplicate any prior, ongoing, or planned efforts related to the improvement of NOTAMs, including any efforts related to implementing any previously enacted requirements.

(i) **DEFINITIONS.**—In this section:

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

(2) **NOTAM.**—The term "NOTAM" means a notice containing information (which is not known sufficiently in advance to publicize by

other means) concerning the establishment, condition, or change in any component (including a facility, service, or procedure thereof) or hazard in the National Airspace System, the timely knowledge of which is essential to personnel concerned with flight operations.

SEC. 3. ADDITIONAL REQUIREMENTS.

Not later than September 30, 2024, the Administrator of the Federal Aviation Administration shall make the following improvements:

(1) Complete implementation of a Federal NOTAM System (in this section referred to as a "FNS").

(2) Implement a back-up system to the FNS.

(3) Brief the Committee on Transportation and Infrastructure of the House of Representatives and the Committee on Commerce, Science, and Transportation of the Senate on a plan to enhance the capability to deliver information through the FNS that is machine-readable, filterable, and in the format used by the International Civil Aviation Organization (ICAO) to promote further global harmonization among neighboring Air Navigation Service Providers (ANSPs) and provide users of the National Airspace System with one consistent format for domestic and international operations.

The SPEAKER pro tempore. Pursuant to the rule, the gentleman from Minnesota (Mr. STAUBER) and the gentleman from California (Mr. DESAULNIER) each will control 20 minutes.

The Chair recognizes the gentleman from Minnesota.

GENERAL LEAVE

Mr. STAUBER. Mr. 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 the Senate amendment to H.R. 346.

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

There was no objection.

Mr. STAUBER. Mr. Speaker, I yield myself such time as I may consume.

Mr. Speaker, I am pleased to rise in support of my bipartisan legislation that improves the safety of air travel.

NOTAMs provide current, up-to-the-minute data to pilots on any aspect of their flight. Unfortunately, NOTAMs are often buried in lengthy reports, conflating important safety information with more common alerts. These inefficiencies have created some life-threatening situations over the years.

On January 11, 2023, all U.S. domestic flights were grounded for the first time since 9/11. The NOTAM system crashed. Old and antiquated, it comes as no real surprise that the system easily went down.

Unfortunately, leadership at the Department of Transportation has left me uninspired. Instead of focusing resources on safety improvements and upgrades, Secretary Buttigieg has spent his time retitling programs and systems.

I will tell you that no pilot cares what the system is called, just that it works and provides her with the information she needs to get her crew and her passengers to safety.

Mr. Speaker, I have been advocating for NOTAM upgrades for 4 years. My

legislation, which creates a task force at the FAA with important input from safety experts, industry professionals, and unions to address both the efficiency and resiliency of the NOTAM system, has passed out of the House in both the 116th and the 117th Congresses.

However, it is only after a disastrous event that this legislation finally got the traction it deserves. We must stop reacting in Congress. We must be thoughtful, considerate, and proactive in how we legislate.

I thank my good friend and colleague, Mr. DESAULNIER, for his support and his leadership on this legislation and Senators KLOBUCHAR and CAPITO for pushing the legislation in the Senate.

I encourage my colleagues to support this legislation before another failure of the NOTAM system occurs. Our pilots, our crews, and our passengers are counting on us.

Mr. Speaker, I reserve the balance of my time.

Mr. DESAULNIER. Mr. Speaker, I yield myself such time as I may consume.

I thank my good friend, Representative STAUBER, for his work on the bill.

I am really grateful to be here once again to support H.R. 346, the NOTAM Improvement Act, which we introduced together and worked on and will continue to work on together.

The Notice to Air Mission System is an essential part of our aviation infrastructure as it provides critical real-time flight safety information, including potential hazards to pilots, flight dispatchers, and other airspace users.

In 2017, an Air Canada plane at San Francisco International Airport preparing to land flew within 59 feet of four fully loaded planes, narrowly avoiding an unimaginable disaster. It would have been the greatest aviation disaster in American history. If it wasn't for the quick thinking of a couple of United Airlines pilots who saw him approaching inappropriately, we would have had that disaster. The National Transportation Safety Board investigation found that the outdated NOTAM system was a significant part of the problem.

The importance of this work was further emphasized when earlier this year in January, U.S. airspace came to a standstill when the Federal Aviation Administration grounded all airline domestic departures due to an outage of the system.

Although the FAA worked to quickly solve the problem and lift all of the domestic flight stops, airlines and passengers faced the cascading effects of mass delays and cancellations for hours.

The NOTAM outage also exposed significant vulnerabilities in the FAA's legacy IT infrastructure and underscored the need for Congress to take decisive action to quickly modernize these critical safety systems that flight crews and airline passengers depend on.

To help strengthen the integrity of the NOTAM system, this bipartisan bill directs the FAA to create a task force on NOTAM improvement to:

Identify best practices to make sure that critical flight information is disseminated to pilots in a way that optimizes review and retention; and

Develop recommendations to ensure the stability, resiliency, and cybersecurity of the NOTAM system.

This task force will consist of key aviation stakeholders including: airline pilots, air traffic controllers, aircraft dispatchers, air carriers, and aviation safety and computer system experts.

It also requires the FAA to complete its NOTAM modernization efforts and do other IT system upgrades by the fall of 2024.

As the Transportation and Infrastructure Committee continues to work on the upcoming FAA reauthorization bill, we will build upon the 2018 law and implement any necessary improvements to safeguard U.S. airspace from cascading system outages.

The task force created under this bill will play an important role in the FAA's ongoing NOTAM modernization initiative to ensure pilots, flight crews, and other airspace users receive NOTAMs that are timely, relevant, and accurate.

I am very proud to have worked with Representative STAUBER on the NOTAM Improvement Act to protect the safety of the flying public. At a time when there is much disagreement within our parties, I am glad that we worked together in a bipartisan manner to prioritize aviation safety.

I am also grateful that our Senate colleagues recognized the importance of this issue and worked quickly to pass this bipartisan bill.

Our unwavering bipartisan commitment to aviation safety continues to be a priority for Congress and the FAA.

As we enter what is expected to be a busy summer travel season, H.R. 346 will help put us on course to pursue best practices that bolster safety, prevent future disruptions, and allow for pilots, air traffic controllers, crews, and customers to be safe and feel confident in the technology and in the U.S. aviation system.

I am proud to support this legislation and urge my colleagues to do the same, and I reserve the balance of my time.

Mr. STAUBER. Mr. Chair, I yield 2 minutes to the gentleman from Tennessee (Mr. BURCHETT), my good friend.

Mr. BURCHETT. Mr. Speaker, I rise in support of the NOTAM Improvement Act.

I thank my friend from the great State of Minnesota, my friends across the aisle, George, everyone here. I thank you all so much for being here today.

Nearly 3 million people every day count on flights in the United States to safely get them to where they need to go.

The Notice to Air Mission System is how we make sure that that will hap-

pen. The system is how we tell pilots about possible hazards.

When the system gets all jacked up, flights can't take off. It is just that simple. Back in January, planes across the country were grounded for the first time since 2001 because of a damaged file in our Notice to Air Mission database.

We need to prevent this from happening, Mr. Speaker. We need to prevent it from happening again and also look at what other improvements could be made.

Safety isn't a joke. It should be one of the Federal Aviation Administration's top priorities, not worrying about over 4 ounces of honey in your baggage.

This bill has bipartisan support, and there isn't any reason that it shouldn't pass with overwhelming support now.

The reason the press isn't here is mainly because we are agreeing on something, and we are working together, which is what this body is supposed to be doing, dadgummit.

Mr. Speaker, I thank you all so much for allowing me to be here.

Mr. STAUBER. Mr. Speaker, I reserve the balance of my time.

Mr. DESAULNIER. Mr. Speaker, once again I will say how fulfilling this has been and how much work we still have to do, but I know we will work in partnership to make sure that we fulfill a long history in this country of aviation safety and make sure it gets even better.

Mr. Speaker, I have no other Members on my side to speak, and I yield back the balance of my time.

Mr. STAUBER. Mr. Speaker, H.R. 346 is a key step toward safeguarding the integrity and safety of America's national airspace.

This legislation proves that Congress can rise to the challenges of the day, and I urge all Members to support the bill.

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

The SPEAKER pro tempore. The question is on the motion offered by the gentleman from Minnesota (Mr. STAUBER) that the House suspend the rules and concur in the Senate amendment to the bill, H.R. 346.

The question was taken; and (two-thirds being in the affirmative) the rules were suspended and the Senate amendment was concurred in.

A motion to reconsider was laid on the table.

RECESS

The SPEAKER pro tempore. Pursuant to clause 12(a) of rule I, the Chair declares the House in recess until approximately 6:30 p.m. today.

Accordingly (at 5 o'clock and 44 minutes p.m.), the House stood in recess.

□ 1831

AFTER RECESS

The recess having expired, the House was called to order by the Speaker pro