

NOTICE TO AIRMEN IMPROVEMENT ACT OF 2019

MAY 16, 2019.—Committed to the Committee of the Whole House on the State of the Union and ordered to be printed

Mr. DEFAZIO, from the Committee on Transportation and Infrastructure, submitted the following

R E P O R T

[To accompany H.R. 1775]

[Including cost estimate of the Congressional Budget Office]

The Committee on Transportation and Infrastructure, to whom was referred the bill (H.R. 1775) to establish a task force on NOTAM improvements, and for other purposes, having considered the same, report favorably thereon without amendment and recommend that the bill do pass.

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PURPOSE OF LEGISLATION

The purpose of H.R. 1775 is to establish a task force to evaluate existing methods for presenting Notices to Airmen (NOTAMs) to pilots, review associated regulations and policies, and develop rec-

ommendations and identify best practices aimed at improving the presentation of NOTAMs and flight operations information to pilots.

BACKGROUND AND NEED FOR LEGISLATION

H.R. 1775 directs the Administrator of the Federal Aviation Administration (FAA) to establish the FAA Task Force on NOTAM Improvement to review existing methods for presenting NOTAMs and flight operations information to pilots and NOTAM policies and regulations, and determine best practices for organizing, prioritizing, and presenting flight operations information to pilots in an optimal manner to help them retain relevant information.

This legislation is necessary because pilots have found information contained in NOTAMs—NOTICES FROM THE FAA TO PILOTS THAT CONTAIN ESSENTIAL, REAL-TIME INFORMATION REGARDING ABNORMAL STATUS OF THE NATIONAL AIRSPACE SYSTEM—DIFFICULT TO READ, UNDERSTAND, AND RETAIN. Additionally, NOTAMs can lack completeness or accuracy, which can endanger flight. In 2018, the National Transportation Safety Board (NTSB) recognized the impact NOTAM information can have on the safety of flight, issuing a safety recommendation (A-18-024) to the FAA to establish a group of human factors experts to review existing methods for presenting flight operations information to pilots and create and publish guidance on best practice for presenting such information that optimizes pilot review and retention of information. Identifying methods of improving the accuracy, organization, display, and understanding of NOTAM information will aid pilots and improve flight safety in the United States.

HEARINGS

For the purposes of section 103(i) of H. Res. 6 of the 116th Congress, the Committee on Transportation and Infrastructure Subcommittee on Aviation held the following hearing to develop or consider H.R. 1775:

On March 12, 2019, the Subcommittee held a hearing titled, “Looking Forward: Aviation 2050.” The purpose of the hearing was to explore the future of U.S. aviation and the National Airspace System (NAS), including how the NAS is evolving as a result of new aviation and aerospace users and technologies. Witnesses included: David McBride, Director, Armstrong Flight Research Center, National Aeronautics and Space Administration; Diana Cooper, Senior Vice President, Policy and Strategy, PrecisionHawk, Inc.; Eli Dourado, Head, Global Policy and Communications, Boom; Eric Allison, Head, Elevate, Uber Technologies, Inc.; and Joe DePete, President, Air Line Pilots Association, International.

LEGISLATIVE HISTORY AND CONSIDERATION

H.R. 1775 was introduced in the House on March 14, 2019, by Mr. Stauber and referred to the Committee on Transportation. Within the Committee, H.R. 1775 was referred to the Subcommittee on Aviation.

The Subcommittee on Aviation was discharged from further consideration of H.R. 1775 on March 27, 2019.

The Full Committee met in open session to consider H.R. 1775 on March 27, 2019, and ordered the measure to be reported to the House, without amendment, favorably by voice vote, with a quorum present.

COMMITTEE VOTES

Clause 3(b) of rule XIII of the Rules of the House of Representatives requires each committee report to include the total number of votes cast for and against on each record vote on a motion to report and on any amendment offered to the measure or matter, and the names of those members voting for and against.

There were no recorded votes taken in connection with consideration of H.R. 1775.

COMMITTEE OVERSIGHT FINDINGS

With respect to the requirements of clause 3(c)(1) of rule XIII of the Rules of the House of Representatives, the Committee's oversight findings and recommendations are reflected in this report.

NEW BUDGET AUTHORITY AND TAX EXPENDITURES

Clause 3(c)(2) of rule XIII of the Rules of the House of Representatives does not apply where a cost estimate and comparison prepared by the Director of the Congressional Budget Office under section 402 of the Congressional Budget Act of 1974 has been timely submitted prior to the filing of the report and is included in the report. Such a cost estimate is included in this report.

CONGRESSIONAL BUDGET OFFICE COST ESTIMATE

With respect to the requirement of clause 3(c)(3) of rule XIII of the Rules of the House of Representatives and section 402 of the Congressional Budget Act of 1974, the Committee has received the enclosed cost estimate for H.R. 1775.

U.S. CONGRESS,
CONGRESSIONAL BUDGET OFFICE,
Washington, DC, April 15, 2019.

Hon. PETER A. DEFAZIO,
*Chairman, Committee on Transportation and Infrastructure,
House of Representatives, Washington, DC.*

DEAR MR. CHAIRMAN: The Congressional Budget Office has prepared the enclosed cost estimate for H.R. 1775, the Notice to Airmen Improvement Act of 2019.

If you wish further details on this estimate, we will be pleased to provide them. The CBO staff contact is Megan Carroll.

Sincerely,

KEITH HALL,
Director.

Enclosure.

H.R. 1775, the Notice to Airmen Improvement Act of 2019			
As ordered reported by the House Committee on Transportation and Infrastructure on March 27, 2019			
Millions of Dollars	2019	2019-2024	2019-2029
Direct Spending (Outlays)	0	0	0
Revenues	0	0	0
Deficit Effect	0	0	0
Spending Subject to Appropriation (Outlays)	0	*	n.e.
Pay-as-you-go procedures apply?	No	Mandate Effects	
Increases on-budget deficits in any of the four consecutive 10-year periods beginning in 2030?	No	Contains intergovernmental mandate?	No
		Contains private-sector mandate?	No
* = less than \$500,000; n.e. = not estimated.			

H.R. 1775 would direct the Administrator of the Federal Aviation Administration (FAA) to complete a variety of administrative tasks related to notices to airmen (NOTAMs), which convey essential information to personnel concerned with flight operations. (For example, NOTAMs alert aircraft pilots of potential hazards along a flight route or other conditions or situations affecting aeronautical facilities, services, or procedures that might affect the safety of flight operations.) H.R. 1775 would require the Administrator to establish a task force of aviation stakeholders to review existing policies related to NOTAMs, recommend improvements, and report its findings to the Congress within one year.

Using information from the FAA, CBO estimates that implementing H.R. 1775 would not significantly affect the federal budget. According to the agency, the bill's requirements are largely consistent with existing activities related to NOTAMs. As a result, CBO estimates that any change in federal spending to meet those requirements—which would be subject to appropriation—would not exceed \$500,000.

The CBO staff contact for this estimate is Megan Carroll. The estimate was reviewed by Theresa Gullo, Assistant Director for Budget Analysis.

PERFORMANCE GOALS AND OBJECTIVES

With respect to the requirement of clause 3(c)(4) of rule XIII of the Rules of the House of Representatives, the performance goal and objective of this legislation is to identify methods to improve the presentation of NOTAM information to pilots through the establishment and recommendations of the FAA Task Force on NOTAM Improvement, and the comprehensive report developed by such task force and submitted to Congress.

DUPLICATION OF FEDERAL PROGRAMS

Pursuant to clause 3(c)(5) of rule XIII of the Rules of the House of Representatives, the Committee finds that no provision of H.R. 1775 establishes or reauthorizes a program of the federal government known to be duplicative of another federal program, a program that was included in any report from the Government Ac-

accountability Office to Congress pursuant to section 21 of Public Law 111–139, or a program related to a program identified in the most recent Catalog of Federal Domestic Assistance.

CONGRESSIONAL EARMARKS, LIMITED TAX BENEFITS, AND LIMITED
TARIFF BENEFITS

In compliance with clause 9 of rule XXI of the Rules of the House of Representatives, this bill, as reported, contains no congressional earmarks, limited tax benefits, or limited tariff benefits as defined in clause 9(e), 9(f), or 9(g) of the rule XXI.

FEDERAL MANDATES STATEMENT

The Committee adopts as its own the estimate of federal mandates prepared by the Director of the Congressional Budget Office pursuant to section 423 of the Unfunded Mandates Reform Act (Public Law 104–4).

PREEMPTION CLARIFICATION

Section 423 of the Congressional Budget Act of 1974 requires the report of any Committee on a bill or joint resolution to include a statement on the extent to which the bill or joint resolution is intended to preempt state, local, or tribal law. The Committee finds that H.R. 1775 does not preempt any state, local, or tribal law.

ADVISORY COMMITTEE STATEMENT

No advisory committees within the meaning of section 5(b) of the Federal Advisory Committee Act were created by this legislation.

APPLICABILITY TO LEGISLATIVE BRANCH

The Committee finds that the legislation does not relate to the terms and conditions of employment or access to public services or accommodations within the meaning of section 102(b)(3) of the Congressional Accountability Act (Public Law 104–1).

SECTION-BY-SECTION ANALYSIS OF THE LEGISLATION

Sec. 1. Short title

This section provides that this bill may be cited as the “Notice to Airmen Improvement Act of 2019.”

Sec. 2. FAA Task Force on NOTAM Improvement

This section requires the Administrator of the FAA to establish the FAA Task Force on NOTAM Improvement. This section requires the task force to be composed of representatives from air carriers, labor unions, and general and business aviation, as well as aviation safety and human factors experts.

This section also establishes the duties of the task force, which include reviewing existing methods for presenting Notice to Airmen (NOTAM) and flight operations information to pilots and associated NOTAM policies and regulations, and determining best practices for organizing, prioritizing, and presenting flight operations information to pilots in an optimal manner. Additionally, this section requires the task force to provide recommendations to improve the presentation of NOTAM information, ensure NOTAM accuracy and

completeness, identify best practices to improve NOTAM accuracy and understandability, and identify ways to work with airspace users and aviation service providers to implement solutions aligned with any recommendations of the task force.

Furthermore, this section requires the task force to submit a report to Congress and describe to the extent to which implementing any task force recommendations addresses National Transportation Safety Board Safety Recommendation A-18-024; sunsets the task force within 18 months of its establishment or the date of submission of its report to Congress; and provides the FAA Administrator with the authority necessary to implement any task force recommendations outlined in its report to Congress.

Finally, this section exempts the task force from requirements of the Federal Advisory Committee Act (5 U.S.C. App.).

CHANGES IN EXISTING LAW MADE BY THE BILL, AS REPORTED

H.R. 1775 makes no changes in existing law.