

Policymakers should want strong surpluses in taxpayer-backed trust funds. At a time when the Social Security and Medicare Part A trust funds are facing insolvency, Congress should not be passing legislation that strains one of America's healthier trust funds. If lawmakers want to spend a higher portion of HMTF's annual revenues, they should do so by having harbor maintenance needs compete with other priorities considered by Congress each year, rather than carving out a caps exemption for HMTF. Passing this legislation will only encourage special interests to seek additional exemptions for their priorities.

NTU strongly urges Representatives to oppose H.R. 2440 in its current form.

Roll call votes on H.R. 2440 will be included in our annual Rating of Congress and a "NO" vote will be considered the pro-taxpayer position.

MR. WOMACK. Mr. Speaker, I am reminded of an old saying, and my dad, who grew up on a Yellow County, Arkansas, farm says it to me often. He says: Son, when you find yourself in a hole, quit digging.

Mr. Speaker, if we pass H.R. 2440, we will have added yet another shovel full of deficit to our Nation's fiscal situation. I urge a "no" vote, and I yield back the balance of my time.

MR. DEFAZIO. Mr. Speaker, may I inquire as to how much time is remaining.

THE SPEAKER pro tempore. The gentleman from Oregon has 7 minutes remaining.

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

Mr. Speaker, the gentleman said he wants healthy trust funds. Well, we got a heck of a healthful trust fund when it comes to harbor maintenance, but we also have a massive deficit in harbor maintenance.

We are projecting that we are going to need an extra \$15.8 billion between now and just 2020 to meet the demands of larger and heavier ships that are going to come through the Panama Canal and come here. How are we going to meet that? Well, we could spend the harbor maintenance trust fund on harbor maintenance, but, no, it wasn't part of the budget caps.

Go out and tell that to people who are dependent upon getting their goods in and out of the Nation's ports and say: Oh, well. Sorry. We can't do that jetty. We can't dredge that harbor because we can't spend the money that we took from you and put in the bank, even though the need is not being met.

I don't think that is a real winning subject outside the beltway. But inside the beltway, it resonates with certain people.

Again, I am pleased to hear from the National Taxpayers Union. The Association of General Contractors will key vote this issue.

This is a program created during the Reagan administration, signed by Ronald Reagan. The money has been diverted by both Democratic Presidents and Republican Presidents for years. It is time to stop doing that.

This President expressed personally to me, in a meeting, that he wants to

stop diverting that money. Mick Mulvaney, following the line of arguing we are having here, keeps trying to cut the spending on harbor maintenance so they can divert more of the tax paid by the American people to create illusory deficit reduction by putting the money in the bank.

How does that reduce the deficit? It doesn't reduce the deficit. It doesn't.

In the real world, it is the Budget Act and its definitions that we are talking about here, not the real needs of the American people, not the real needs of the American ports, not the real needs of our shippers, and not the real needs of our exporters. That is what we are talking about here today.

We can hear tomorrow and tomorrow and tomorrow and tomorrow. "We will get to it some other time." Twenty-three years ago, I started working on this with Republican Chairman Bud Shuster—23 years, a quarter of a century.

This is something we can do for the American people. The President ran on providing trillions of dollars of infrastructure investment. So far, all the budgets written by Mick Mulvaney and that hench-person he has over at OMB now actually have proposed reductions in transportation spending and have proposed reductions in harbor maintenance, even though we have a dedicated tax that can pay for it.

In any sensible world, we would take the dedicated tax and spend it on its lawful purpose, and the only lawful purpose is to get into our ports and rebuild the jetties and dredge for the larger ships that are coming to America so we can be more competitive as a maritime nation and maybe reduce the trade deficit.

There was a lot of discussion about the deficit. Again, I would just recall that the deficit is up almost \$400 billion in 2 years—2 years during which the Republicans controlled the House, the Senate, and the White House.

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I think it had something to do with a tax cut, \$3 trillion. Didn't hear much about budget caps or deficit concerns.

Oh, wait a minute. It is going to pay for itself. It was going to raise revenues. It didn't raise revenues. Revenues didn't get raised. And, oh, by the way, it didn't pay for itself.

So I would hope that Members here will realize that the vast number of Americans—I bet if you went out and polled them, saying, "You are paying a little tax here for harbor maintenance, and it is being deposited in the Treasury to make the deficit look smaller; do you think that is a good idea?" I think that would be one thing that people on both sides of the aisle, all across America would say, no, spend the money on our ports.

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

MRS. NAPOLITANO. Mr. Speaker, I rise today in strong support of H.R. 2440, the Full Utilization of the Harbor Maintenance Trust Fund Act.

First, I want to recognize the leadership of my Chairman, the gentleman from Oregon (Mr. DEFAZIO) for his leadership on this issue and shepherding H.R. 2440 through the legislative process. His tenacity on this issue is one of the main reasons why we are here today, and will, hopefully be successful in moving this bill through the House.

I also want to thank the Ranking Member of the Full Committee, the gentleman from Missouri (Mr. GRAVES); the Subcommittee Ranking Member, the gentleman from Arkansas (Mr. WESTERMAN); and the gentleman from Pennsylvania, (Mr. KELLY) for their support of this legislation as original cosponsors.

H.R. 2440 authorizes a discretionary cap adjustment for the full-utilization of the Harbor Maintenance Trust Fund by the U.S. Army Corps of Engineers (Corps). This change would enable the investment of approximately \$34 billion over the next decade from the Harbor Maintenance Trust Fund for the intended purpose of maintaining Federally-authorized harbors. This will allow the Corps to dredge all Federal harbors to their constructed widths and depths.

In 1986, Congress enacted the Harbor Maintenance Trust Fund as a user fee by taxing importers and domestic shippers at our harbors in order to pay for the maintenance of our harbors. The problem is that the trust fund collects more revenue than the President's Budget requests and Congress has appropriated to maintain our harbors.

According to the Congressional Budget Office (CBO), the Harbor Maintenance Trust Fund will collect an additional \$24.5 billion in new revenue over the next decade but federal appropriations from the trust fund will only be \$19.4 billion. This discrepancy is in addition to the estimated \$9.3 billion in previously collected but unspent revenue.

During the Subcommittee's hearing on April 10th, representatives from ports both big and small all agreed that Congress must fully spend the trust fund on harbor needs. H.R. 2440 would provide this authority to spend the \$24.5 billion in new revenue as intended on harbor maintenance.

As we pass this responsible budgeting bill today, I also look forward to working with my colleagues as we move forward with a Water Resources Development Act this Congress to address inequities in how these funds are spent.

THE SPEAKER pro tempore. The question is on the motion offered by the gentleman from Oregon (Mr. DEFAZIO) that the House suspend the rules and pass the bill, H.R. 2440, as amended.

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. WOMACK. Mr. 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.

#### FEDERAL DISASTER ASSISTANCE COORDINATION ACT

MR. DEFAZIO. Mr. Speaker, I move to suspend the rules and pass the bill

(H.R. 1306) to amend the Disaster Recovery Reform Act to develop a study regarding streamlining and consolidating information collection and preliminary damage assessments, and for other purposes, as amended.

The Clerk read the title of the bill.

The text of the bill is as follows:

H.R. 1306

*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 “Federal Disaster Assistance Coordination Act”.

**SEC. 2. STUDY TO STREAMLINE AND CONSOLIDATE INFORMATION COLLECTION AND PRELIMINARY DAMAGE ASSESSMENTS.**

(a) IN GENERAL.—Section 1223 of the Disaster Recovery Reform Act of 2018 (Public Law 115-254) is amended to read as follows:

**“SEC. 1223. STUDY TO STREAMLINE AND CONSOLIDATE INFORMATION COLLECTION AND PRELIMINARY DAMAGE ASSESSMENTS.**

“(a) INFORMATION COLLECTION.—Not later than 2 years after the date of enactment of this section, the Administrator, in coordination with the Small Business Administration, the Department of Housing and Urban Development, the Disaster Assistance Working Group of the Council of the Inspectors General on Integrity and Efficiency, and other appropriate agencies, shall—

“(1) conduct a study and develop a plan, consistent with law, under which the collection of information from disaster assistance applicants and grantees will be modified, streamlined, expedited, efficient, flexible, consolidated, and simplified to be less burdensome, duplicative, and time consuming for applicants and grantees; and

“(2) develop a plan for the regular collection and reporting of information on Federal disaster assistance awarded, including the establishment and maintenance of a website for presenting the information to the public.

“(b) PRELIMINARY DAMAGE ASSESSMENTS.—Not later than 2 years after the date of enactment of this section, the Administrator, in consultation with the Council of the Inspectors General on Integrity and Efficiency, shall convene a working group on a regular basis with the Secretary of Labor, the Director of the Office of Management and Budget, the Secretary of Health and Human Services, the Administrator of the Small Business Administration, the Secretary of Transportation, the Assistant Secretary of Commerce for Economic Development, and other appropriate agencies as the Administrator considers necessary, to—

“(1) identify and describe the potential areas of duplication or fragmentation in preliminary damage assessments after disaster declarations;

“(2) determine the applicability of having 1 Federal agency make the assessments for all agencies; and

“(3) identify potential emerging technologies, such as unmanned aircraft systems, consistent with the requirements established in the FEMA Accountability, Modernization and Transparency Act of 2017 (42 U.S.C. 5121 note), to expedite the administration of preliminary damage assessments.

“(c) COMPREHENSIVE REPORT.—The Administrator shall submit 1 comprehensive report that comprises the plans developed under subsections (a)(1) and (a)(2) and a report of the findings of the working group convened under subsection (b), which may include recommendations, to the Committee on Transportation and Infrastructure of the House of Representatives and the Committee on

Homeland Security and Governmental Affairs of the Senate.

“(d) PUBLIC AVAILABILITY.—The comprehensive report developed under subsection (c) shall be made available to the public and posted on the website of the Federal Emergency Management Agency—

“(1) in pre-compressed, easily downloadable versions that are made available in all appropriate formats; and

“(2) in machine-readable format, if applicable.

“(e) SOURCES OF INFORMATION.—In preparing the comprehensive report, any publication, database, or web-based resource, and any information compiled by any government agency, nongovernmental organization, or other entity that is made available may be used.

“(f) BRIEFING.—Not later than 180 days after submission of the comprehensive report, the Administrator of the Federal Emergency Management Agency, or a designee, and a member of the Council of the Inspectors General on Integrity and Efficiency, or a designee, shall brief, upon request, the appropriate congressional committees on the findings and any recommendations made in the comprehensive report.”.

(b) TECHNICAL AMENDMENT.—The item relating to section 1223 in the table of contents of the FAA Reauthorization Act of 2018 (Public Law 115-254) is amended to read as follows:

“Sec. 1223. Study to streamline and consolidate information collection and preliminary damage assessments.”.

The SPEAKER pro tempore. Pursuant to the rule, the gentleman from Oregon (Mr. DEFAZIO) and the gentleman from North Carolina (Mr. MEADOWS) each will control 20 minutes.

The Chair recognizes the gentleman from Oregon.

**GENERAL LEAVE**

Mr. DEFAZIO. Mr. Speaker, I ask unanimous consent that all Members have 5 legislative days within which to revise and extend their remarks and include extraneous material on H.R. 1306, as amended.

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

There was no objection.

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

Mr. Speaker, I am pleased to be standing on the floor here with my colleague, Mr. MEADOWS, at this time, perhaps a bit more in agreement.

So this bill, H.R. 1306, the Federal Disaster Assistance Coordination Act, was introduced by Representatives MEADOWS and PETERS. It amends the Disaster Recovery Reform Act, DRRA, so-called, to help Federal agencies streamline and consolidate information, collection, and preliminary damage assessments following disasters.

When a disaster occurs, Americans don’t have time to wait around for the bureaucracy to get the assistance that they are entitled to. Today, there are too many barriers that stand between emergency response and Americans in crisis due to a disaster, whether it is a flood, a hurricane, a wildfire, or an earthquake. Whatever the disaster might be, the Federal Emergency Management Agency and other Federal

agencies are supposed to be there to help.

Currently, the implementation of those recovery efforts and that disaster assistance is hampered by inefficient information collection and assessments conducted by multiple agencies. Some of them even come in like a year after the fact and say: Wait a minute. We didn’t authorize that. That kind of thing has got to stop.

So this will remove information collection barriers that currently impede disaster aid. It creates a working group to identify duplicative assessments—we don’t need to waste money on those—and it proposes getting rid of them by administrative rule or, if necessary, by legislation.

Further, it would streamline Federal disaster recovery efforts by concluding that a single agency is sufficient to conduct damage assessments to account for the needs of disaster victims.

Again, we have multiple agencies with conflicting opinions and numbers, and sometimes they come back to communities and want money back. Really? The other agency approved the money. Oh, but you didn’t think—this has got to be done better, more efficiently, in coordination with a single lead. So I am pleased that this bill is before us today.

Mr. Speaker, I obviously recommend an “aye” vote, and I reserve the balance of my time.

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

Mr. Speaker, I thank the gentleman for his kind comments. I have often wondered, on the pharmaceutical commercials that you see on TV, who is the individual who can speak as fast as the narrator and puts in the disclaimers. I have now found the gentleman from Oregon to be that individual, so it is a good day for me.

I thank the gentleman for his support. Certainly, I rise in support of H.R. 1306, the Federal Disaster Assistance Coordination Act.

As the chairman was noting, this is a bipartisan, commonsense piece of legislation that would amend the Disaster Recovery Reform Act and establish a process to identify ways to streamline it and consolidate the collection of certain disaster information.

I would be remiss, Mr. Speaker, if I didn’t mention the work of the gentleman from Louisiana (Mr. GRAVES), along with the gentleman from California (Mr. PETERS), in terms of really trying to make sure that, when we allocate dollars, they get to those people who are suffering most. The last thing we need is for them to be caught up in a bureaucracy that was not of their own making.

Following a disaster, many times, damage assessment needs are to be done quickly. In North Carolina, even most recently, some of those get into a lot of finger-pointing back and forth, Mr. Speaker.

Just last week, the Committee on Transportation and Infrastructure received testimony from State and local

emergency managers on how that cumbersome process is and what it is now.

So, while FEMA is certainly the lead Federal agency on disasters, there is often an alphabet soup of Federal agencies that have to get involved in the disaster response, and it is the local Federal coordinators that actually have to work in this recovery.

So it is critical that we look throughout all of our agencies to minimize the overlap, certainly as it relates to assessments, and consider the use of newer technologies and how to streamline the process.

Specifically, this bill will establish a Federal working group, led by FEMA, that would work with the Council of the Inspectors General on integrity and efficiency to determine how the damage assessment process can be streamlined and whether new technologies can be used to speed up the process.

Mr. Speaker, this is just a good-government bill that will improve disaster recovery. As the gentleman knows, being from the great State of Texas, as well as I do, when people are hurting from disasters, what they want are fast, efficient recovery efforts. Hopefully, this bipartisan effort will do that.

I encourage support of this bill, and I reserve the balance of my time.

Mr. DEFAZIO. Mr. Speaker, I don't see any additional speakers, so I am prepared to close. I reserve the balance of my time.

Mr. MEADOWS. Mr. Speaker, I yield 3 minutes to the gentleman from Louisiana (Mr. GRAVES).

Mr. GRAVES of Louisiana. Mr. Speaker, I want to thank the gentleman from North Carolina for yielding.

Mr. Speaker, there are two sorts of Members: There are Members who have experienced and been through the devastation of disaster and the constituents they represent, and there are people who will. Those are the two types of Members we have in this body.

The gentleman from North Carolina is one of those folks who has been through this. The people he represents have been through this. The current disaster process that we use oftentimes revictimizes the very disaster victims that we are trying to help, that we are trying to save.

This legislation is very important and it is insightful. It is insightful because, number one, it brings newer ideas and newer technologies to the table on how we are actually going to quantify the damage associated with disasters.

Let's not use these technologies and these techniques from the 1950s and 1960s when it is 2019 and 2020. We need to be taking advantage of these new technologies.

What that does, Mr. Speaker, is it results in better, more accurate damage assessments where we are not contributing to the debt and wasting money, as we discussed in previous legislation; it results in faster recovery, faster re-

sponse to those disaster victims who are out there.

This legislation helps to ensure that instead of—we have had it in my home State of Louisiana. We have had our assessors out there doing work. We have had our State Homeland Security officials out there doing assessments. We have had SBA, we have had HUD, and we have had FEMA, and they all come up with different numbers, which is shocking to learn.

The most efficient thing to do, the right thing to do, is to come up with a common set of principles: use new technology, quantify the disasters, inform how much money is needed and where it is needed, and let's help get response and recovery activities moving much faster, much better, and much more efficiently.

Let me say it again. We have got to continue to stay focused on these disaster victims. So the faster, better, cheaper, that ends up benefiting them. We have had all of these disconnects in different programs because they are using different metrics and milestones.

Mr. Speaker, I want to thank the gentleman from North Carolina and I want to thank my friend from Oregon for working together on this. It is an important, insightful piece of legislation that is going to result in saving taxpayer funds; a better, more efficient response; stopping the tripping over each other; and, ultimately, moving in a direction where you have seamless sequencing of response and recovery activities.

Mr. Speaker, I urge adoption of this legislation.

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

Mr. Speaker, I want to thank the gentleman from Louisiana for his comments. When you think of disaster recovery and think of a champion who has been wanting to address this, not just on this bill, but each and every bill that he looks at, there is no greater advocate that the American people have than the gentleman from Louisiana.

In closing, I want to thank the chairman. Many times we can have different opinions on different particular pieces of legislation, but the gentleman has always been thoughtful, and certainly, under his leadership, in his chairmanship, he has worked in a bipartisan manner to advance legislation.

I appreciate the gentleman's willingness to allow this bill to come to the floor, and I urge its adoption.

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

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

Mr. Speaker, just in reference to what the gentleman said earlier, once, when Barney Frank used to serve here, I was friendly with one of the recording clerks, and she would rate how many words per minute people could talk. Barney was faster than me. Sometimes I would be sitting here and people would say: What did he say? And I said: Oh, I can translate that. So I grew up in that era.

But, returning to this bill, this is important, and this is not the end of our reforms. As the gentleman from Louisiana pointed out, just think of it this way: We had a very rare, bizarre snow event last winter, and I had five trees fall on my house. The insurance adjuster came out and said okay. We agreed on what it would take to fix the house.

Now, imagine if that company had sent five different adjusters on different days and they all came up with different figures. The house was just finished last weekend. It took 9 months, but I would still be waiting, probably, for the repairs to start.

That is what happens to people in some of these disasters. They are still waiting for the approvals they need to go forward and do the repairs, or they got funding from one agency for emergency housing assistance and then they are being told they can't get housing assistance or they can't get their home repaired because they took that money, even though no one told them when they took that money that that was going to disqualify them from some other agency.

It has got to get straightened out. The Federal Government needs to coordinate this response, and this is just, I believe, the beginning of reforming these disaster assistance programs.

And, oh, by the way, the National Flood Insurance Program is broke, and we have got to do something about that, too, including some reforms.

Mr. Speaker, I urge a "yes" vote, and I yield back the balance of my time.

Mr. PETERS. Mr. Speaker, I thank Chairman DEFAZIO, and thank Congressman MEADOWS, for working with me to improve the federal government's transparency on disaster assistance spending and the government's efficiency on providing communities with relief funding.

As fires burn across California and hurricanes continue to hit the Southeast, it is clear that disasters are becoming larger, more dangerous and frequent, and significantly more expensive. According to the Federal Emergency Management Agency (FEMA), there have been more than 2,400 federally declared disasters since 2000, totaling hundreds of billions of dollars in federal relief aid.

Multiple federal agencies help communities recover from these disasters. However, they do not coordinate when conducting damage assessments, which creates duplicative work across agencies.

That's why I joined Congressman MEADOWS in introducing the Federal Disaster Assistance Coordination Act. This bill is commonsense: it requires FEMA to create an interagency working group to determine any areas of overlap across agencies when conducting assessments used to administer disaster assistance. It also requires the working group to assess new technologies that may accelerate damage assessments following disasters.

This bill, in coordination with two other disaster assistance bills Mr. MEADOWS and I introduced together—the DISASTER Act and the Post-Disaster Assistance Online Accountability Act—allow the federal government to efficiently provide communities with disaster relief aid.

I urge my colleagues to pass this legislation today, and I look forward to the Senate acting on all three of our disaster transparency bills.

The SPEAKER pro tempore. The question is on the motion offered by the gentleman from Oregon (Mr. DEFAZIO) that the House suspend the rules and pass the bill, H.R. 1306, as amended.

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

The title of the bill was amended so as to read: “A bill to amend the Disaster Recovery Reform Act of 2018 to develop a study regarding streamlining and consolidating information collection and preliminary damage assessments, and for other purposes.”.

A motion to reconsider was laid on the table.

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#### NOTICE TO AIRMEN IMPROVEMENT ACT OF 2019

Mr. DEFAZIO. Mr. Speaker, I move to suspend the rules and pass the bill (H.R. 1775) to establish a task force on NOTAM improvements, and for other purposes.

The Clerk read the title of the bill.

The text of the bill is as follows:

H.R. 1775

*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 2019”.

#### SEC. 2. FAA TASK FORCE ON NOTAM IMPROVEMENT.

(a) ESTABLISHMENT.—The Administrator of the Federal Aviation Administration shall establish a special 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 and shall include the following:

(1) Air carrier representatives.

(2) Labor union representatives.

(3) General and business aviation representatives.

(4) Aviation safety experts with knowledge of international and domestic regulatory requirements for notices to airmen (in this section referred to as “NOTAMs”).

(5) 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 in the following areas:

(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 other 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.

(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 subsection (c);

(2) the best practices identified and recommendations provided by the Task Force under subsection (c);

(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 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 earlier 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 outlined in the report required under subsection (d).

The SPEAKER pro tempore. Pursuant to the rule, the gentleman from Oregon (Mr. DEFAZIO) and the gentleman from Louisiana (Mr. GRAVES) each will control 20 minutes.

The Chair recognizes the gentleman from Oregon.

#### GENERAL LEAVE

Mr. DEFAZIO. Mr. Speaker, I ask unanimous consent that all Members may have 5 legislative days within which to revise and extend their remarks and include extraneous material on H.R. 1775.

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

There was no objection.

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

I rise in support of the bill introduced by the gentleman from Minnesota, Representative STAUBER. H.R. 1775 would create a task force to review existing methods for presenting notices to airmen and -women, or NOTAMs—maybe we have to add a W after the M, we will work on that—to pilots. NOTAMs provide pilots with essential real-time information regarding abnormalities or issues in the National Airspace System. For example, NOTAMs alert pilots to potential hazards in the airspace or at an airport, such as, more mundanely, closed runways or taxiways. They are also used during space launches and things like that.

While pilots are required to review all NOTAMs before flight, there has been concern about the lengthiness and

completeness of the critical information contained in NOTAMs and how the information is displayed to and organized for pilots.

Under H.R. 1775 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 NOTAM information while ensuring their accuracy and completeness.

Recommendations from the task force could help prevent future aviation accidents and near accidents. We saw that in July 2017 an Air Canada A320 almost landed on top of five jetliners with more than 1,000 people onboard awaiting take-off at San Francisco International Airport before executing an emergency go-around. The aircraft came as close as 60 feet above one of the planes on the ground. That would have been catastrophic if that plane had just descended a little bit more.

There were no injuries, but this could have been catastrophic, as I said. 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 NOTAMs.

NOTAMs can and must be better and more clear for pilots. I expect the task force established under H.R. 1775 will lead to good work and recommendations that will improve safety, hopefully, in the near future without any sort of lengthy rulemaking process.

Mr. Speaker, I urge all my colleagues to join me in supporting the legislation. I reserve the balance of my time.

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

Mr. Speaker, this is how legislation is supposed to work. I want to thank my friend from Minnesota (Mr. STAUBER) and I want to thank Congressman DESAULNIER from California for introducing this bipartisan legislation and legislation that is in direct response to an NTSB, National Transportation Safety Board, recommendation.

Mr. Speaker, as you have just heard the committee chair cover a story back at the San Francisco International Airport in 2017, there was an Air Canada flight that was coming in on an occupied—on an occupied—taxiway. They had been given a notice they misread and didn’t fully understand what they had been given or didn’t fully abide by it, and there were four to five fully loaded airliners on that taxiway.

Mr. Speaker, you can imagine the disaster that would have happened if there had not been a last-minute diversion of the disaster that was imminent in this case. There were four to five fully loaded planes waiting for departure with the Air Canada flight coming in. This area had been closed. They had been notified that it had been closed, but it was not a message that they had properly either understood or received.