

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.

□ 1600

#### 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.

After the NTSB investigation, they found that we have got to find a better way of communicating to airmen under the NOTAM or, Notice to Airmen, alerts. So in direct response to what we have seen from the NTSB and in direct response to what we have seen in this incident, what this does is it brings together a group of experts in this field to ensure that we can find a better way to apply lessons learned to make sure that we get better and to make sure that these close calls do not happen again.

So, Mr. Speaker, I urge adoption of this legislation. I want to reiterate the great thanks that I have to my friend from Minnesota (Mr. STAUBER) for leading this and Congressman DESAULNIER from California for working together in a bipartisan way to ensure that we are applying lessons learned. We are applying common sense. And that we are ensuring the safety of air passengers across the United States and the globe.

Mr. Speaker, I yield 2 minutes to the gentleman from Minnesota (Mr. STAUBER).

Mr. STAUBER. Mr. Speaker, before I begin, I want to thank Chairman DEFAZIO and Ranking Member GRAVES for their great leadership on the Transportation and Infrastructure Committee.

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 legislation as well.

Notice to Airmen, or NOTAMs, are extremely important to safety in our skies. 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.

My bill 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.

Mr. Speaker, I am looking forward to working with my colleagues on both sides of the aisle on future legislation that directly helps the American people, and I urge support for my bipartisan bill, the Notice to Airmen Improvement Act.

Mr. GRAVES of Louisiana. Mr. Speaker, just in closing, once again, I want to thank the bipartisan work on this legislation from Mr. STAUBER and Mr. DESAULNIER. I want to thank the full committee Ranking Member SAM GRAVES and Mr. DEFAZIO, the chairman, for all working together.

Mr. Speaker, I urge support of this important legislation, and I yield back the balance of my time.

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

I regret that Representative DESAULNIER couldn't be here today because he partnered with Representative STAUBER on this legislation. He has been very concerned and has been raising this issue with me repeatedly because of the incident at San Francisco and general concerns he had about runway intrusions and other problems. So he is on an airplane, as we speak, flying here, hopefully, safely. That is unfortunate since he won't be here to actually get credit on the floor, but I want to extend that to him.

I want to thank Ranking Member GRAVES for his support on this and the other Ranking Member GRAVES for his support on this and Representative LARSEN who is probably also on an airplane somewhere. It is rare that I would be here on a Monday, but the harbor maintenance bill attracted me to be here.

Mr. Speaker, I urge that this be adopted, and I urge a “yes” vote. This is one more little bit of an addition, or a major addition, to our safety culture in aviation in this country with the largest and most complex airspace in the world, and this is a necessary step to make it safer.

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 Oregon (Mr. DEFAZIO) that the House suspend the rules and pass the bill, H.R. 1775.

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.

#### TRANSPARENCY IN FEDERAL BUILDINGS PROJECTS ACT OF 2019

Mr. DEFAZIO. Mr. Speaker, I move to suspend the rules and pass the bill (H.R. 2502) to amend title 40, United States Code, to require certain prospectuses for public buildings to be made publicly available, and for other purposes.

The Clerk read the title of the bill.

The text of the bill is as follows:

H.R. 2502

*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 “Transparency in Federal Buildings Projects Act of 2019”.

#### SEC. 2. PUBLIC AVAILABILITY OF BUILDING PROJECT INFORMATION.

(a) IN GENERAL.—Chapter 33 of title 40, United States Code, is amended by adding at the end the following new section:

#### “SEC. 3318. AVAILABILITY OF FEDERAL BUILDING PROJECT INFORMATION.

“(a) IN GENERAL.—Not later than 180 days after the date of enactment of this section, and, at a minimum, on a quarterly basis thereafter, the Administrator shall make publicly available on a subpage of the

website of the General Services Administration all prospectuses submitted pursuant to sections 3307 and 3316, and associated information subject to the following requirements:

“(1) The Administrator shall maintain such information in an easily accessible and readable, organized, downloadable, and searchable format.

“(2) The Administrator shall ensure the information is current and prospectuses and associated information updated on a regular basis.

“(3) The information required under this section shall be inclusive for a period of not less than 10 years.

“(4) The information shall include—

“(A) the last date on which the relevant webpage was updated;

“(B) approval dates of respective authorizing resolutions by each committee of jurisdiction, if applicable;

“(C) copies of respective committee of jurisdiction resolutions authorizing such prospectuses, as appropriate;

“(D) cross-references to any resubmitted or amended prospectuses and associated resolutions; and

“(E) such other information as determined by the Administrator.

“(b) DEFINITIONS.—In this section, the following definitions apply:

“(1) PROSPECTUS.—The term ‘prospectus’ means prospectuses, building surveys, and fact sheets submitted to the committees of jurisdiction pursuant to sections 3307 and 3316.

“(2) COMMITTEES OF JURISDICTION.—The term ‘committees of jurisdiction’ means the Committee on Transportation and Infrastructure of the House of Representatives and the Committee on Environment and Public Works of the Senate.

“(3) ASSOCIATED INFORMATION.—The term ‘associated information’ means resolutions approved by the committees of jurisdiction and other information as required pursuant to subsection (a).”

(b) CONFORMING AMENDMENT.—The table of chapters for chapter 33 of title 40, United States Code, is amended by adding at the end the following:

“3318. Availability of Federal building project information.”

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 may have 5 legislative days within which to revise and extend their remarks and include extraneous material on H.R. 2502.

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 strong support of H.R. 2502, the Transparency in Federal Buildings Projects Act of 2019, introduced by the gentleman from Alabama (Mr. PALMER).

It is simple, but it is important. It is also common sense and contributes to government transparency.

Mr. Speaker, you know that the Federal Government through the GSA is