

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 CAPUTO 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 The National Transportation Safety Board investigation found that the outdated NOTAM system was a significant part of the problem.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

