

I am proud to be the lead Democratic cosponsor to reauthorize and improve this law.

This bill before reauthorizes annual appropriations for standard development and maintenance, USDA's authority to collect fees for supervision of inspections and weighing, an administrative/supervisory cost cap and the Grain Inspection Advisory Committee. All important components of the existing law.

It also makes key improvements, not least of all directing the USDA to prioritize the modernization of grain grading technologies. The U.S. grain inspection system is known around the world for quality and reliability. By focusing USDA's attention on modernization, we can continue to hold our place as the world's gold standard in grain inspection.

Reauthorizing the U.S. Grain Standards Act is important for our farmers and their customers, and I urge all my colleagues to support this legislation.

The SPEAKER pro tempore. The question is on the motion offered by the gentleman from Pennsylvania (Mr. THOMPSON) that the House suspend the rules and pass the bill, H.R. 4550.

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.

#### MENTAL HEALTH IN AVIATION ACT OF 2025

Mr. BARRETT. Mr. Speaker, I move to suspend the rules and pass the bill (H.R. 2591) to require the Administrator of the Federal Aviation Administration to revise regulations for certain individuals carrying out aviation activities who disclose a mental health diagnosis or condition, and for other purposes, as amended.

The Clerk read the title of the bill.

The text of the bill is as follows:

H.R. 2591

*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 "Mental Health in Aviation Act of 2025".*

##### SEC. 2. REGULATIONS FOR INDIVIDUALS CARRYING OUT AVIATION ACTIVITIES.

(a) *IN GENERAL.*—Not later than 2 years after the date of enactment of this Act, the Administrator of the Federal Aviation Administration shall update regulations, including in part 67 of title 14 of Code of Federal Regulations, as appropriate, to encourage individuals to—

(1) seek help for mental health conditions or symptoms of mental health conditions; and

(2) disclose conditions or symptoms described in paragraph (1).

(b) *CONSULTATION; REPORT REQUIREMENTS.*—Section 411(d) of the FAA Reauthorization Act of 2024 (49 U.S.C. 44703 note(d)) is amended—

(1) in paragraph (4)—

(A) in subparagraph (A) by striking "and" at the end;

(B) in subparagraph (B) by striking "and" at the end;

(C) in subparagraph (C) by striking the period at the end and inserting a semicolon; and

(D) by adding at the end the following:

"(D) a review and evaluation of any recommendations reached by the National Transportation Safety Board related to aviation workforce mental health; and

"(E) a description of relevant clinical studies, research, diagnostic manuals, and protocols used by the licensed professionals as of the date of enactment of this Act."; and

(2) by adding at the end the following:

"(5) *CONSULTATION.*—In carrying out this subsection, the task group shall consult with relevant stakeholders from the aviation and medical communities, as necessary, including—

"(A) the certified exclusive bargaining representatives of air traffic controllers of the Administration certified under section 7111 of title 5, United States Code;

"(B) organizations representing certified collective bargaining representatives of airline pilots;

"(C) aviation medical examiners, as described in section 183.21 of title 14, Code of Federal Regulations; and

"(D) any other stakeholder determined relevant by the task group, including any stakeholders described in paragraph (3)(B)."

(c) *IMPLEMENTATION.*—

(1) *IN GENERAL.*—Not later than 180 days after the submission of the report required under section 411(f) of the FAA Reauthorization Act of 2024 (49 U.S.C. 44703 note), the Administrator shall take such actions as are necessary to implement the mental health-related recommendations of such report.

(2) *JUSTIFICATION.*—If the Administrator decides not to implement any of the recommendations described in paragraph (1), the Administrator shall submit to the appropriate committees of Congress the justification for such decision.

##### SEC. 3. ANNUAL REVIEW OF MENTAL HEALTH SPECIAL ISSUANCE PROCESS.

*The Administrator shall conduct an annual review, and update, as appropriate, the applicable regulations, policies, orders, and guidance on mental health-related special issuance for pilots and air traffic controllers to—*

(1) reclassify and approve additional medications that may be safely prescribed to airmen to treat mental health conditions;

(2) improve mental health knowledge and training for aviation medical examiners;

(3) if the Administrator determines appropriate, delegate additional authority to aviation medical examiners consistent with the recommendation of the Mental Health Aviation Rulemaking Committee described in section 5; and

(4) improve the special issuance process for pilots and air traffic controllers.

##### SEC. 4. AUTHORIZATION OF APPROPRIATION FOR ADDITIONAL AVIATION MEDICAL EXAMINERS.

*Of the amounts made available pursuant to section 106(k)(1) of title 49, United States Code, the Administrator shall set aside \$13,740,000 for each of fiscal years 2026 through 2028 to—*

(1) recruit, select, train, and delegate the necessary authorities to additional aviation medical examiners and human intervention motivation study aviation medical examiners, including those who are psychiatrists;

(2) expand capacity to provide oversight of aviation medical examiners and clear the backlog of special issuance requests and cases awaiting review at the Office of Aerospace Medicine; and

(3) support any other related activities, as the Administrator determines appropriate.

##### SEC. 5. IMPLEMENTATION OF AVIATION RULEMAKING COMMITTEE RECOMMENDATIONS.

(a) *IN GENERAL.*—Not later than 2 years after the date of enactment of this Act, the Administrator shall implement, to the greatest extent practicable, the recommendations of the Mental Health and Aviation Medical Clearances Aviation Rulemaking Committee which were submitted to the Administrator on April 1, 2024.

(b) *CONSULTATION.*—In carrying out subsection (a), the Administrator shall consult with the parties described in section 411(d)(5) of the

FAA Reauthorization Act of 2024 (as added by this Act).

(c) *JUSTIFICATION.*—If the Administrator decides not to implement any of the recommendations described in subsection (a), the Administrator shall submit to the appropriate committees of Congress the justification for such decision.

##### SEC. 6. PUBLIC INFORMATION CAMPAIGN.

(a) *IN GENERAL.*—Of the amounts made available under section 106(k)(1) of title 49, United States Code, the Administrator shall set aside \$1,500,000 for each of fiscal years 2026 through 2028 for a public information campaign or similar public education efforts to destigmatize individuals in (or interested in joining) the aviation industry who seek mental health care, to broaden awareness of available supportive services, and establish trust with pilots and air traffic controllers.

(b) *REPORT.*—Not later than 1 year after the Administrator creates the public information campaign described in subsection (a), the Administrator shall submit to appropriate committees of Congress a report describing the actions taken to develop such campaign and the plans for implementation.

##### SEC. 7. DEFINITIONS.

*In this Act:*

(1) *APPROPRIATE COMMITTEES OF CONGRESS.*—The term "appropriate committees of Congress" means—

(A) the Committee on Transportation and Infrastructure of the House of Representatives; and

(B) the Committee on Commerce, Science, and Transportation of the Senate.

(2) *SPECIAL ISSUANCE.*—The term "special issuance" has the meaning given the term in section 67.401 of title 14, Code of Federal Regulations.

The SPEAKER pro tempore. Pursuant to the rule, the gentleman from Michigan (Mr. BARRETT) and the gentleman from Alabama (Mr. FIGURES) each will control 20 minutes.

The Chair recognizes the gentleman from Michigan.

##### GENERAL LEAVE

Mr. BARRETT. 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 H.R. 2591, as amended.

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

There was no objection.

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

Mr. Speaker, I rise in support of H.R. 2591, the Mental Health in Aviation Act.

I thank Mr. CASTEN, Mr. STAUBER, Ranking Member LARSEN, and Mr. MANN for their work on this legislation and leadership on this important issue.

Mr. Speaker, one in four Americans today deal with mental health challenges over the course of their lifetime. We need to make sure pilots get the help they need and still keep flying.

This legislation is intended to reduce the barriers preventing pilots, air traffic controllers, and other aviation professionals from reporting and seeking mental health care.

The bill builds on the bipartisan work of the Transportation and Infrastructure Committee from last Congress to hold the Federal Aviation Administration accountable to Congress

and the Aeromedical Innovation and Modernization Working Group that we created in the FAA Reauthorization Act of 2024.

Additionally, H.R. 2591 requires the FAA to annually review the process of mental health-related special issuances for pilots and air traffic controllers and strengthen the hiring of medical examiners to clear the backlog of special issuance requests.

Mr. Speaker, I urge support of this legislation, and I reserve the balance of my time.

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

Mr. Speaker, I rise in support of H.R. 2591, the Mental Health in Aviation Act of 2025, a bill that would modernize the Federal Aviation Administration's outdated policies and remove barriers to lifesaving mental health care for the aviation workforce.

As we continue to navigate the aftermath of traffic aviation accidents and harrowing near misses across this country, we must support the mental health of the dedicated women and men on the front lines of ensuring the traveling public reaches their final destination safely every day.

For far too long, many aviation professionals suffer in silence. That silence is because of the fear that disclosing a mental health diagnosis or treatment could derail their careers, possibly ending it.

Many of us in Congress have heard from our constituents about the FAA's difficult aeromedical process. We have spoken to overworked air traffic controllers about the consequence of mounting job pressures. We have seen qualified airline pilots grounded for months, in some cases even years, due to delays with FAA medical clearance reviews.

□ 1650

With the 2024 FAA reauthorization as a blueprint, the Mental Health in Aviation Act will do several things.

It will direct the FAA to annually review and update its mental health-related policies for pilots and air traffic controllers, in consultation with key stakeholders.

It requires the agency to implement recommendations from the aviation workforce mental health task group established under the 2024 FAA reauthorization law.

It will make significant, robust investments in the FAA's recruitment and training of aviation medical examiners, particularly those with mental health expertise.

Finally, this legislation will establish a public information campaign to help destigmatize mental health in U.S. aviation, among other key reforms.

The FAA's mental health protocols must evolve to foster an environment where the aviation workforce feels supported to seek the resources and care that they need, and the Mental Health in Aviation Act will do just that.

Mr. Speaker, I thank Representatives CASTEN, STAUBER, and MANN for their leadership on this, as well as their staff for their hard work on this important issue.

H.R. 2591 was unanimously approved in the T&I Committee in June, and it is endorsed by several key stakeholders, including U.S. airlines, air traffic controllers and pilot unions, the general aviation and business aviation industries, first responders, and many others.

Mr. Speaker, I encourage my colleagues to join us to support H.R. 2591, and I urge the Senate to quickly take up this bill to help provide the resources our aviation workforce desperately needs and deserves. I reserve the balance of my time.

Mr. BARRETT. Mr. Speaker, I yield 5 minutes to the gentleman from Minnesota (Mr. STAUBER).

Mr. STAUBER. Mr. Speaker, currently, pilots and air traffic controllers who seek mental health care are unfairly penalized. While aviation professionals are mandated to report if they seek mental health care, once they take that step, they are faced with delays, confusion, and broad regulations to return to work. This often means that relatively minor mental health concerns result in long wait times and derailed careers for safe and well-trained pilots and air traffic controllers.

If we don't change how we handle mental health in aviation, then we will exacerbate a culture of silence.

When I was a law enforcement officer, we, too, faced a culture of silence. During a shift, we would see the worst of humanity, and then we went home to our loved ones and pretended everything was okay. That is because if you didn't, Mr. Speaker, you thought you would come off as weak or unable to handle the job.

As a former police officer who required professional help after a specific call for service, I understand the importance of seeking help. It is not a sign of weakness.

Like law enforcement officers, our pilots and air traffic controllers cannot fear that their livelihoods are at stake for taking care of themselves. These efforts are what keep skies safe in the first place.

In December 2023, the FAA recognized the need to reform its current policies and established the Mental Health and Aviation Medical Clearances Aviation Rulemaking Committee, or ARC, to identify barriers to mental health care for aviators and present recommendations to the FAA to address these challenges.

The implementation of these recommendations was directed in section 411 of the FAA reauthorization bill we passed last year. Unfortunately, there was no required timeline for implementation, which is why I have introduced legislation with Congressman CASTEN, the Mental Health in Aviation Act, to ensure the timely implementation of section 411.

We want our pilots to be at the top of their game, and taking care of their mental health is critical to achieving that goal.

Mr. Speaker, I want to personally thank my colleague and friend, Representative CASTEN of Illinois, for his tremendous and strong leadership on this piece of legislation, and I ask all of my colleagues to join me in supporting this legislation.

Mr. FIGURES. Mr. Speaker, I yield 3 minutes to the gentleman from Illinois (Mr. CASTEN).

Mr. CASTEN. Mr. Speaker, I rise in support of the bipartisan Mental Health in Aviation Act, which I introduced with my friend, Mr. STAUBER, from Minnesota.

I thank Congressman STAUBER as well as Chairman GRAVES and Ranking Member LARSEN for all of their support and close collaboration on this bill.

Today, pilots and air traffic controllers who seek mental health care are unfairly penalized by a system that perpetuates a culture of silence. Current regulations mandate that if they seek care, then they are immediately grounded for a minimum of 6 months, and then they are still faced with delays, confusion, and overbroad regulation in the process of returning to work.

This often leaves the folks who are tasked with keeping our skies safe with an absolutely terrible choice, Mr. Speaker: Get help but put your career and your paycheck on hold, or keep your career on track and just hope you will get better.

It doesn't make our skies safer, but it does lead to horrible and avoidable tragedies.

It hit home for me when a Chicago family told me about their son who was studying to become a pilot, and he took his own life. He knew that he needed help, but he didn't want to be grounded. That young man would still be here today but for these regulations that gave him fear when he needed care.

Since working on this bill, I have heard too many nearly identical stories from pilots, students studying to be pilots, and air traffic controllers, their coworkers, and their families.

As many have mentioned, in December 2023, the FAA finally recognized the need to reform those current policies and established a committee to identify barriers to mental health care for aviators to present ways for the FAA to address those challenges. Their recommendations included limiting disclosure requirements for low-risk psychotherapy and expanding the use of existing peer-support programs, but it didn't mandate those changes, nor did it provide necessary implementation resources.

This bill finishes that job by requiring the FAA to implement those changes within 2 years, to regularly review and improve processes related to mental health, and to ensure the FAA can successfully implement and publicize those rules. This will

destigmatize mental health care to make our pilots healthier and our skies safer.

I am proud that this bipartisan legislation is widely supported in Congress and also by the aviation community, airlines, pilot unions, and air traffic controllers.

Mr. Speaker, I urge my colleagues to support it.

Mr. FIGURES. Mr. Speaker, I support the Mental Health in Aviation Act, and I recommend my colleagues do the same. It is an important piece of legislation that will work to better the lives and better the safety of our aerospace professionals.

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

Mr. BARRETT. Mr. Speaker, I yield myself the balance of my time.

Mr. Speaker, mental health issues are often underreported, and many times those who do not report an issue face difficulty accessing care because of burdensome regulations and lengthy wait times for aviation professionals to return back to work.

H.R. 2591 encourages and enables aviation professionals to report and access critical mental health care. Additionally, this bill will strengthen the FAA's hiring of medical examiners to help clear the backlog of special issuance requests.

As you heard today, Mr. Speaker, this bill will keep pilots flying, air traffic controllers working, and aerospace safe while getting people the help that they need.

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

The SPEAKER pro tempore (Mr. TAYLOR). The question is on the motion offered by the gentleman from Michigan (Mr. BARRETT) that the House suspend the rules and pass the bill, H.R. 2591, as amended.

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

A motion to reconsider was laid on the table.

#### TRANSITIONING RETIRING AND NEW SERVICE MEMBERS TO PORT OCEAN RAIL AND TRUCK JOBS ACT

Mr. BARRETT. Mr. Speaker, I move to suspend the rules and pass the bill (H.R. 3055) to direct the Secretary of Transportation to develop an action plan on members of the Armed Forces eligible for preseparation counseling and veterans becoming supply chain employees, and for other purposes, as amended.

The Clerk read the title of the bill.

The text of the bill is as follows:

H.R. 3055

*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 "Transitioning Retiring And New Service Members to Port*

*Ocean Rail and Truck Jobs Act" or the "TRANSPORT Jobs Act".*

#### SEC. 2. VETERAN TO SUPPLY CHAIN EMPLOYEE ACTION PLAN.

(a) *IN GENERAL.*—Not later than 30 days after the date of enactment of this Act, the Secretary of Transportation, in consultation with the Secretary of Defense, Secretary of Veterans Affairs, and Secretary of Labor, shall develop and make public an action plan to be known as the "Veteran to Supply Chain Employee Action Plan".

(b) *CONTENTS.*—In developing the Veteran to Supply Chain Action Plan, the Secretary of Transportation shall—

(1) *identify—*

(A) *barriers members of the Armed Forces eligible for preseparation counseling under section 1142 of title 10, United States Code, and veterans face when searching for employment, during the hiring process, or in training to become supply chain employees;*

(B) *challenges supply chain employers face when recruiting, hiring, or retaining members of the Armed Forces eligible for preseparation counseling under section 1142 of title 10, United States Code, and veterans;*

(C) *regulatory burdens employers face in the hiring of supply chain employees, especially for employees that are members of the Armed Forces eligible for preseparation counseling under section 1142 of title 10, United States Code, or veterans;*

(D) *regions of the United States which have the greatest workforce need for supply chain employees; and*

(E) *barriers and industry trends that directly or indirectly discourage members of the Armed Forces eligible for preseparation counseling under section 1142 of title 10, United States Code, and veterans from pursuing, attaining, and remaining in supply chain careers;*

(2) *highlight—*

(A) *the specific knowledge, skills, and abilities members of the Armed Forces eligible for preseparation counseling under section 1142 of title 10, United States Code, and veterans possess that are critical for supply chain careers and any competency gaps that should be addressed;*

(B) *opportunities to expand or enhance existing initiatives for members of the Armed Forces eligible for preseparation counseling under section 1142 of title 10, United States Code, or veterans to become supply chain employees; and*

(C) *ways to improve supply chain employer outreach programs and enhance existing training, mentorship, education, and advancement programs that would increase the participation and engagement of members of the Armed Forces eligible for preseparation counseling under section 1142 of title 10, United States Code, and veterans in the supply chain workforce;*

(3) *recommend specific short- and long-term actions the Department of Transportation, the Department of Defense, the Department of Veterans Affairs, or the Department of Labor can take to help members of the Armed Forces eligible for preseparation counseling under section 1142 of title 10, United States Code, and veterans become supply chain employees; and*

(4) *consult with the transportation supply chain industry, modal transportation supply chain employers, and organizations representing modal transportation supply chain employees.*

(c) *SUPPLY CHAIN EMPLOYEE DEFINED.*—In this section, the term "supply chain employee" means an individual directly employed in the facilitation of the movement of goods.

The SPEAKER pro tempore. Pursuant to the rule, the gentleman from Michigan (Mr. BARRETT) and the gentleman from Alabama (Mr. FIGURES) each will control 20 minutes.

The Chair recognizes the gentleman from Michigan.

GENERAL LEAVE

Mr. BARRETT. Mr. Speaker, I ask unanimous consent that Members have

5 legislative days in which to revise and extend their remarks and insert extraneous material into the RECORD on H.R. 3055, as amended.

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

There was no objection.

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

Mr. Speaker, I am proud to support my bill, H.R. 3055, the TRANSPORT Jobs Act.

This bill was introduced to address common barriers that veterans and members of the Armed Forces often face when transitioning to civilian occupations.

The bill requires the creation of a veteran to supply chain employee action plan, which will identify and match the skills, knowledge, and abilities of veterans and members of the Armed Forces with supply chain jobs.

We have all seen issues within the supply chain of unfilled jobs that are critical for the delivery of the ever-important goods and services moving throughout our economy and veterans who move home after their service looking for employment opportunities.

The Secretary of Transportation will develop the action plan in consultation with the Secretaries of Defense, Veterans Affairs, and Labor.

This bill provides veterans and those soon-to-be-discharged from the armed services with the support that they deserve and addresses the continued labor shortages in our Nation's critical supply chains.

Mr. Speaker, I urge support of this legislation, and I reserve the balance of my time.

HOUSE OF REPRESENTATIVES,  
COMMITTEE ON VETERANS AFFAIRS,  
Washington, DC, September 3, 2025.

Hon. SAM GRAVES,  
Chairman, Committee on Transportation and Infrastructure, Washington, DC.

DEAR CHAIRMAN GRAVES: I am writing to you concerning H.R. 3055, the "Transitioning Retiring and New Service Members to Port Ocean Rail and Truck Jobs Act" or the "TRANSPORT Jobs Act." As you know, there are provisions in this legislation that fall within the jurisdiction of the Committee on Veterans' Affairs.

In the interest of permitting your committee to proceed expeditiously to floor consideration of this legislation, I am willing to waive consideration of the bill by my Committee. I do so with the understanding that by waiving consideration of the bill, the Committee on Veterans' Affairs does not waive any future jurisdictional claim over the subject matters contained in the bill. I also request that you urge the Speaker to name members of this committee to any conference committee that may be established to consider such provisions.

Please place this letter in the committee report on H.R. 3055 and in the CONGRESSIONAL RECORD during consideration of this legislation on the House floor.

Sincerely,

MIKE BOST,  
Chairman.