

firefighting efforts to be grounded and significantly delayed critical response efforts.

Most notably, as my colleague Representative TAYLOR just mentioned, a drone actually struck a Canadian Super Scooper plane during last year's catastrophic wildfires in southern California.

Whether these drone disruptions are intentionally malicious or the result of uninformed operators, they are a costly nuisance to Federal wildfire suppression efforts and needlessly risk the lives of first responders and law enforcement, both those in the air and those on the ground. These brave women and men put their lives on the line to fight dangerous fires and should not have to deal with drone incursions while doing their jobs.

Mr. Speaker, H.R. 6618 requires the FAA to evaluate the number and impact of drone incursions over the previous 5 years, including any cost to the Federal Government, the effectiveness of educational public outreach, and deploying approved counter-UAS systems to detect and mitigate against drone interference.

This study and the recommendations will be key in establishing necessary safeguards against drone incursions during wildfire suppression activities. With the growing number and severity of wildfires across the country, we cannot afford to let these dangerous drone incursions go unabated, lest we run the risk of distracting or endangering our firefighters and first responders.

These brave individuals put their lives on the line for us, and today, they need our assistance. This is the first step to delivering it.

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

Mr. TAYLOR. Mr. Speaker, I have no further speakers. I am prepared to close, and I reserve the balance of my time.

Mr. FIGURES. Mr. Speaker, I yield 5 minutes to the gentlewoman from Oregon (Ms. BYNUM).

Ms. BYNUM. Mr. Speaker, I rise today in strong support of H.R. 6618, my Wildfire Aerial Response Safety Act.

Mr. Speaker, wildfires are no longer seasonal. They are year-round threats that are growing more intense, destructive, and dangerous for the communities that we serve and the responders that we rely on.

In 2020, Oregon experienced one of the most devastating wildfire seasons in our State's history. More than 1 million acres burned. Entire communities were displaced. For days, the air across our State and much of the West was among the worst in the world.

What struck me from that moment wasn't just the scale of the destruction but the importance of fast-acting firefighting to slow the spread and protect lives. One of the tools that firefighters use in Oregon is aerial firefighting, but

personal aircraft like drones can prevent that tool from being used.

That is because aviation rules require the grounding of all aircraft when an unauthorized drone is sighted in active response zones. When that happens, it can stop water drops, delay rescues, and interrupt information gathering, which puts nearby communities at risk. Our ground crews lose critical visibility and protection, which increases the danger for firefighters, rescuers, and residents.

Just last August, in my home State of Oregon, a recreational drone delayed the initial air attack of the Flat fire by nearly 30 minutes. This is the window of time when it is most critical in fighting a fire. That is exactly the problem that my bill is designed to address.

The Wildfire Aerial Response Safety Act ensures that our aerial wildfire response is not just fast but safe, coordinated, and effective.

□ 1620

This bill improves the safety and effectiveness of aerial wildfire response by addressing the growing threat of drone interference. It directs the FAA to evaluate recent disruptions, develop solutions, and to prevent future interference. It makes sure that the public understands the risks of flying drones near active wildfires, because the reality is simple: When the airspace isn't managed well, firefighting slows down, and lives are put at risk.

This is a commonsense, bipartisan bill that reflects how wildfire response is evolving in real time. It supports the pilots and the first responders doing this dangerous work, and it helps ensure we are giving them the tools and conditions that they need to succeed.

I thank Representatives NEGUSE, CRANE, and CISCOMANI for working with me on this bill and the leadership of the House Committee on Transportation and Infrastructure for passing the bill through committee without opposition.

Protecting firefighters and improving how quickly we respond to wildfires will always remain my top priority.

Mr. Speaker, I urge my colleagues to support H.R. 6618.

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

Mr. Speaker, we must do everything that we can to help our firefighters and first responders battling wildfires. We know drone use is becoming more prolific. With that, we are seeing increased risks to the efforts to battle these fires. Sometimes it is out of curiosity. Sometimes it is out of carelessness or recklessness. Sometimes it is just pure stupidity.

At the end of the day, we have an obligation in this House to do everything that we can to protect our firefighters and make sure that they are equipped with the resources and the laws that they need to be able to do their jobs effectively.

That is why I support H.R. 6618, and I urge my colleagues to do the same.

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

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

Mr. Speaker, in the unfortunate event of a wildfire, once that spark is ignited, the only thing that matters is extinguishing the flames as quickly as possible to protect our neighbors, forests, and properties.

We owe all aerial firefighters a great debt of gratitude. In the event of a wildfire, personally, I like for them to be focused on the task at hand rather than worrying about and avoiding unauthorized UAS flying within a Temporary Flight Restriction.

To reiterate, this commonsense study will produce valuable recommendations and ensure lawmakers have the information and facts to craft informed policy.

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

The SPEAKER pro tempore. The question is on the motion offered by the gentleman from Ohio (Mr. TAYLOR) that the House suspend the rules and pass the bill, H.R. 6618, 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.

AVIATION SUPPLY CHAIN SAFETY AND SECURITY DIGITIZATION ACT OF 2025

Mr. TAYLOR. Mr. Speaker, I move to suspend the rules and pass the bill (H.R. 6267) to direct the Comptroller General of the United States to conduct a study on the impediments to digital documentation and verification in the aviation supply chain, and for other purposes.

The Clerk read the title of the bill.

The text of the bill is as follows:

H.R. 6267

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 "Aviation Supply Chain Safety and Security Digitization Act of 2025".

SEC. 2. INTEGRITY OF AEROSPACE PARTS DOCUMENTATION.

(a) STUDY.—The Comptroller General of the United States shall conduct a study on the impediments to the use of digital documentation and verification in the aviation supply chain to aid in identifying falsified documentation and counterfeit parts.

(b) CONTENTS.—In conducting the study under subsection (a), the Comptroller General shall evaluate the challenges of—

(1) manufacturers, repairs stations, air carriers, aircraft lessors, aircraft brokers, parts brokers, and other supply chain participants to adopting the use of digital authorized release certificates, including FAA Form 8130-3;

(2) the aviation industry in utilizing digital verification and authentication tools;

(3) establishing standardized documentation in the aviation industry; and

(4) transitioning the Federal Aviation Administration from—

(A) legacy paper-based records to digital documentation; and

(B) physical to digital signatures.

(C) REPORT.—

(1) IN GENERAL.—Not later than 1 year after the date of enactment of this Act, the Comptroller General 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 containing the results of the study conducted under subsection (a).

(2) RECOMMENDATIONS.—The Comptroller General shall include in the report submitted under paragraph (1)—

(A) recommendations on—

(i) ways to encourage each organization in the aviation industry, regardless of the size of such organization, to adopt the use of digital forms and authentication tools; and

(ii) how to accelerate the adoption of digital documentation by the Federal Aviation Administration; and

(B) any other recommendations the Comptroller General determines appropriate.

(D) RESPONSE OF SECRETARY OF TRANSPORTATION.—Not later than 120 days after submission of the report required under paragraph (c), the Secretary of Transportation shall respond to any recommendations in such report directed to the Department of Transportation or any office of the Department.

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

The Chair recognizes the gentleman from Ohio.

GENERAL LEAVE

Mr. TAYLOR. Mr. Speaker, I ask unanimous consent that all Members may have 5 legislative days in which to revise and extend their remarks and insert extraneous material into the record on H.R. on 6267.

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

There was no objection.

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

Mr. Speaker, the safety of our airspace is and has always been the Committee on Transportation and Infrastructure's top priority.

That commitment to aviation safety extends down to the raw materials and components used to manufacture and maintain aircraft that are operational in the National Airspace System.

Recent reports of bad actors falsifying paperwork, leading to unapproved parts entering the supply chain, are not only highly concerning but also underscores the need to authenticate documents and intercept counterfeit parts.

Unapproved parts and falsified documentation threaten the safety of our aviation system and the integrity of our supply chain, which we have worked so diligently to strengthen.

Mr. Speaker, American manufacturers, repair stations, air carriers, aircraft lessors, aircraft brokers, and parts brokers deserve and need the tools to easily identify falsified docu-

mentation and ensure they are not buying, selling, or installing counterfeit parts.

H.R. 6267 will identify barriers to tools that can help identify counterfeit parts, ensuring everyone in the aviation supply chain has the ability to verify the authenticity of the materials and parts they purchase.

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. 6267, the Aviation Supply Chain Safety and Security Digitization Act, bipartisan legislation introduced by my friends Representative KNOTT of North Carolina and Representative SCHOLTEN of Michigan.

U.S. innovation, economic growth, and global leadership are impossible without our Nation's aerospace industry. This is an industry that is particularly relevant to me representing Mobile, my hometown, where we are the proud home to an Airbus facility.

Unfortunately, the last few years have taught us, through a pandemic, tariffs, and quality control issues, just how much supply chain disruptions can spiral and compound. It is essential that Congress take this lesson and pass legislation to reduce the risk of these compounding disruptions from happening in the future.

H.R. 6267 directs the GAO to study the impediments to the use of digital documentation and verification in the aviation supply chain to aid in identifying falsified documentation and counterfeit parts.

As a major driver of the U.S. economy, we must ensure that aerospace supply chains remain resilient. To achieve that, we must also remove any unnecessary or antiquated barriers where we can.

This bill will help Congress find ways to expedite the aerospace supply chains digital transition. I support this legislation and urge my colleagues to do the same. Mr. Speaker, I reserve the balance of my time.

Mr. TAYLOR. Mr. Speaker, I yield 5 minutes to the gentleman from North Carolina (Mr. KNOTT).

Mr. KNOTT. Mr. Speaker, I rise today to speak in favor of my bill, H.R. 6267, the Aviation Supply Chain Safety and Security Digitization Act.

I thank Chairman GRAVES for the opportunity to speak today, and I also thank my colleague from Michigan (Ms. SCHOLTEN) for joining me as a cosponsor of this important piece of legislation.

Mr. Speaker, we often take for granted the delicate complexity of airplanes, millions of parts and components working together to ensure passenger safety. The FAA protects the supply chain by requiring certification documents for each part following its manufacturing, assembly, and repair. Known as an Authorized Release Certificate, or an ARC, these documents

certify each part meets rigorous FAA airworthiness standards before an FAA certified technician can perform any necessary work.

Unfortunately, today, Mr. Speaker, ARCs and similar certificates represent a weak link in our aviation supply chain security.

Despite many advances since the Wright brothers' first flight in my home State of North Carolina, the FAA's recordkeeping is stuck in 1903. Ink and paper hold up the efficiency and the security of this delicate supply chain. A few forged signatures are all that it takes for a nefarious actor to inject hundreds, if not thousands, of fraudulently and potentially dangerous parts into planes around the world.

Unfortunately, this is not hypothetical. This very scenario has already happened. In the summer of 2023, service employees in Europe discovered that some of the engine's parts that they were working on were noticeably older than their documentation indicated, and they alerted the appropriate authorities.

It was then discovered that questionable parts had infiltrated more than 126 airplane engines, affecting Delta, American, United, and Southwest Airlines, among others.

This bill is a simple, industry-driven step towards defending against similar occurrences. This bill would require the GAO to conduct a study into barriers that prevent the FAA and the aviation industry from modernizing their supply chain security by digitizing ARCs and other safety documents which would prevent bad actors from so easily compromising these important records.

My bill would also require the GAO to make prompt recommendations to Congress on accelerating the FAA's adoption of digital documentation and a path to voluntary adoption within the industry.

Again, Mr. Speaker, I thank all of the members of the aviation industry who joined the Aviation Supply Chain Integrity Coalition. The coalition's quick and focused efforts in response to the 2023 incident that I just mentioned laid the important groundwork for this bill.

Mr. Speaker, I once again thank Chairman GRAVES and Representative SCHOLTEN for their support, and I urge all of my colleagues to vote "yes" on H.R. 6267.

□ 1630

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

Mr. Speaker, we must learn from past lessons, as Representative KNOTT just explained the incident that happened in 2023. We have the tools at our disposal to be able to deal with this, to be able to better secure our supply chain in the aerospace industry, and we have an obligation to do so.

That is why I support H.R. 6267, and I urge my colleagues to do the same.

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

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

Mr. Speaker, in closing, I thank Representative KNOTT from North Carolina for his leadership on this important issue.

To reiterate, unapproved parts and falsified documentation threaten the safety of our aviation system and the integrity of our supply chain which holds it all together.

This legislation will improve aviation safety by identifying barriers to adopting digital tools to identify the authenticity of materials and parts in the aviation supply chain.

Furthermore, H.R. 6267, the Aviation Supply Chain Safety and Security Digitization Act of 2025, will support the Federal Aviation Administration as they work to digitize legacy paper systems as required by the FAA Reauthorization Act of 2024.

Mr. Speaker, as a Representative of Ohio, where the Wright brothers built and designed the very first airplane, I urge support of this bill, and I yield back the balance of my time.

The SPEAKER pro tempore. The question is on the motion offered by the gentleman from Ohio (Mr. TAYLOR) that the House suspend the rules and pass the bill, H.R. 6267.

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.

ACPAC MODERNIZATION ACT

Mr. TAYLOR. Mr. Speaker, I move to suspend the rules and pass the bill (H.R. 5663) to modify the termination of the Aviation Consumer Protection Advisory Committee, and for other purposes, as amended.

The Clerk read the title of the bill.

The text of the bill is as follows:

H.R. 5663

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 "ACPAC Modernization Act".

SEC. 2. AVIATION CONSUMER PROTECTION ADVISORY COMMITTEE.

Section 411 of the FAA Modernization and Reform Act of 2012 (49 U.S.C. 42301 prec. note) is amended—

(1) in subsection (b)—

(A) in paragraph (3) by striking “; and” and inserting a semicolon;

(B) in paragraph (4) by striking the period and inserting “; and”; and

(C) by adding at the end the following:

“(5) ticket agents.”; and

(2) in subsection (i) by striking “ticket agents.”.

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

The Chair recognizes the gentleman from Ohio.

GENERAL LEAVE

Mr. TAYLOR. 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. 5663.

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

There was no objection.

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

Mr. Speaker, travel advisers and ticket agents serve as a critical consumer-facing component of our Nation's air transportation system. Collectively, they sell more than 780,000 airline tickets each day and were responsible for over the \$99 billion in airline ticket sales last year.

Because they work directly with travelers, they understand firsthand what works well for consumers and what does not. Their perspective deserves to be included when shaping consumer protection regulations.

This bill builds on the bipartisan work of this committee during the last Congress. In the FAA Reauthorization Act of 2024, we reauthorized the Aviation Consumer Protection Advisory Committee, or ACPAC.

A similar provision to the ACPAC Modernization Act was included in the House-passed FAA reauthorization but was ultimately removed during conference negotiations.

This legislation simply ensures that a representative of ticket agents has a seat on the advisory committee.

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

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

I rise in support of H.R. 5663, the ACPAC Modernization Act, bipartisan legislation introduced by my friend from Nevada Representative TITUS.

Congress has delivered several key victories to the flying public to help them have a better flying experience. This included requirements for passengers to receive automatic refunds; requiring airlines to develop policies to reimburse passengers for travel, meals, and hotel accommodations when experiencing a flight disruption; and requiring airlines to allow young children to sit next to their parents.

The Aviation Consumer Protection Advisory Committee, or ACPAC, established by Congress during the 2012 FAA reauthorization, has helped implement these reforms, as it advises the Transportation Secretary on aviation consumer protection issues.

However, the advisory committee is currently missing a critical voice, the voice of ticket agents.

In 2024, ticket agents sold over 781,000 airline tickets a day, totaling nearly \$100 billion in annual sales. Their expertise in the aviation consumer experience and industry is vital to the ACPAC's work.

However, even as a substantial portion of the flying public relies on their services, ticket agents are currently

not represented on the committee. This means they will be implementing many of the rules that fall directly on them, since they are the point of sale, but have no input on how these rules will be implemented. Their voices simply are not currently heard.

This could potentially leave consumers who purchase tickets from online ticket agents worse off.

That is why I support H.R. 5663, as amended. This commonsense bill would rectify this oversight by adding a representative of ticket agents to the ACPAC, allowing them to advise on the very rules they will be responsible for implementing.

This would put ticket agents at the same level on the commission as air carriers, travel management companies, nonprofits with expertise in disability and accessibility issues, and other important industry advisers to the DOT.

This bill builds upon section 508 of the 2024 FAA reauthorization, which extended the authorization of ACPAC through September 30, 2028.

Madam Speaker, I support this bill now to fulfill the potential of ACPAC and urge my colleagues to do the same. I reserve the balance of my time.

Mr. TAYLOR. Madam Speaker, I have no further speakers, and I am prepared to close. I reserve the balance of my time.

Mr. FIGURES. Madam Speaker, I yield 5 minutes to the gentlewoman from Nevada (Ms. TITUS).

Ms. TITUS. Madam Speaker, I thank the gentleman from Alabama for yielding me the time and for his eloquent defense of this legislation, H.R. 5663, the ACPAC Modernization Act.

The Aviation Consumer Protection Advisory Committee, or ACPAC, provides recommendations to the Department of Transportation for improving consumer protection in aviation.

My bill would simply, as you have heard, expand the committee's membership to include a representative for ticket agents.

There are 2,700 travel advisers in Nevada, and in 2024 alone, they generated over \$1 billion in sales. These same travel advisers are an integral part of our travel and tourism economy.

For example, in 2024, Las Vegas welcomed 41.7 million visits, yielding over \$86 billion in economic impact.

In my district alone, the travel industry also supports \$1.6 billion in State and local taxes and is the top industry for employment.

Supporting our tourism economy is one of my top priorities in Congress, and that effort is more important than ever now that the Trump slump has hit our travel destinations.

This bill will give travel agents a seat at the table as a voting member of ACPAC alongside air carriers, airport operators, and other stakeholders.

Ticket agents build their business on their unmatched expertise dealing with what the public needs and wants when traveling. Accordingly, they will provide valuable insights into ACPAC's work.