

When we prioritize consumer protection and the passenger experience in aviation, everyone wins and everyone enjoys the trip even more.

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, Congress has delivered victories for the flying public before, and it is time we do so again by modernizing the ACPAC.

Ticket agents are in many cases the face and the voice of airlines. They have to deal with so much as it relates to implementing the rules, to delivering bad news, to hearing the attitudes, to hearing the feedback of customers. That is why I support H.R. 5663, as amended, to give them the voice that they deserve in this process, and I urge my colleagues to do the same.

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

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

Madam Speaker, H.R. 5663 reflects a simple but important principle. Those who work directly with consumers should have a voice in the policies that affect them.

Travel advisers and ticket agents interact with travelers every day, helping families, small businesses, and communities navigate an increasingly complex aviation marketplace. Their practical, real-world experience is invaluable.

By adding a representative of ticket agents to the Aviation Consumer Protection Advisory Committee we strengthen the advisory process without expanding bureaucracy or imposing new mandates.

This is a measured, bipartisan step that builds on the work we began in the last Congress and ensures the committee benefits from a more complete range of industry and consumer perspectives.

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

The SPEAKER pro tempore (Mrs. BICE). 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. 5663, 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.

AIRPORT REGULATORY RELIEF ACT OF 2025

Mr. TAYLOR. Madam Speaker, I move to suspend the rules and pass the bill (H.R. 6427) to amend title 49, United States Code, to permit the use of State highway standards for airfield pavement construction and improve-

ment under certain circumstances, and for other purposes, as amended.

The Clerk read the title of the bill.

The text of the bill is as follows:

H.R. 6427

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 "Airport Regulatory Relief Act of 2025".

SEC. 2. USE OF STATE HIGHWAY STANDARDS.

Section 47114(d)(4) of title 49, United States Code, is amended to read as follows:

"(4) USE OF STATE HIGHWAY SPECIFICATIONS.—

"(A) IN GENERAL.—The Secretary shall use the highway specifications of a State for airfield pavement construction and improvement using funds made available under this subsection or subsection (c)(1)(D) at nonprimary airports serving aircraft that do not exceed 60,000 pounds gross weight if—

"(i) such State provides notice to the Secretary that nonprimary airports in the State intend to use such highway specifications; and

"(ii) the Secretary determines that such specifications will not negatively affect safety.

"(B) DEADLINE.—The Secretary shall make a determination described in subparagraph (A)(ii) not later than 6 months after a State provides notice to the Secretary under subparagraph (A)(i).

"(C) EXTENSION.—If the Secretary determines that the time provided under subparagraph (B) is insufficient to make a determination, the Secretary may extend the determination period by 6 months, so long as the Secretary—

"(i) notifies the State that provided notice pursuant to subparagraph (A)(i) of the extension; and

"(ii) provides justification for the extension to such State.

"(D) ADDITIONAL EXTENSIONS.—The Secretary may authorize additional extensions under subparagraph (C)."

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. Madam 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. 6427.

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

There was no objection.

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

Madam Speaker, H.R. 6427, the Airport Regulatory Relief Act of 2025, is a commonsense piece of legislation that reduces the burden on States seeking to use State highway specifications for airfield projects at nonprimary airports serving smaller aircraft.

Our Nation's small and general aviation airports are vital links for rural communities, connecting them to essential services, supporting local jobs, and strengthening the national aviation system.

Under current law, States seeking to use State highway pavement standards

for airfield projects must formally request approval from the Secretary of Transportation.

This legislation cuts unnecessary red tape by allowing States to notify the Secretary, rather than navigate a lengthy approval process. At the same time, the bill preserves safety by maintaining the requirement that the Secretary determine that such standards will not negatively affect aviation safety.

By streamlining the process while upholding safety, this legislation will help deliver airfield improvements faster and more efficiently to the communities that need them most.

Madam Speaker, I thank Representative BEGICH for his leadership on this issue. 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.

Madam Speaker, I rise in support of H.R. 6427, the Airport Regulatory Relief Act, as amended, introduced by my colleague from Alaska, Representative BEGICH.

Current law provides small, general aviation nonprimary airports flexibility in how they construct runways by granting them the choice of using either Federal aviation paving standards or State highway paving standards. These options come with stipulations that the runways only service small planes, A, and, B, the DOT determines that it would not decrease aviation safety.

Unfortunately, local and rural airports are having trouble with the time it takes the DOT to make these determinations.

H.R. 6427 would allow small airports to be more agile in their project planning by changing the requirement for States to formally request permission from the Department of Transportation in order to use State highway specifications.

By allowing States to simply notify the Department of Transportation of their intention to use the State highway specifications rather than formally request permission, critical airfield pavement construction projects will no longer be subject to lengthy and bureaucratic delays.

For oversight, the bill maintains the requirement that the Department of Transportation make a determination on whether the use of such State highway standards would negatively affect aviation safety.

If more time is needed to conduct the safety review, the DOT may take successive 6-month extensions, so long as the DOT also notifies the airport and provides such airport with justification.

This deadline and extension process will help increase transparency for airport applicants, who will now be more regularly updated, and ensure accountability by requiring justification to come from the Department of Transportation.

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

Mr. TAYLOR. Madam Speaker, I yield 5 minutes to the gentleman from Alaska (Mr. BEGICH), who is the author of this legislation.

Mr. BEGICH. Madam Speaker, I rise today in support of H.R. 6427, the Airport Regulatory Relief Act of 2025, a bill I introduced to cut unnecessary Federal red tape and deliver real cost savings to America's small, rural airports, especially those across my home State of Alaska.

For Alaska, maintaining our small airports is essential to keeping people, goods, and services moving, ensuring that supplies can reach even the most remote communities, and preserving access to lifesaving medical care, reliable mail service, and economic opportunity.

For years, the FAA has required even our smallest nonprimary airports, those serving aircraft under 60,000 pounds gross weight, to follow the same costly, one-size-fits-all Federal pavement standards written for the Nation's largest international hubs. These rigid mandates and bureaucratic approval processes drive up construction costs, create lengthy delays, and stall critical runway repairs.

H.R. 6427 fixes exactly that problem. It allows States to use their own proven highway construction standards for airfield pavement projects at these nonprimary airports.

The process is simple and safe: The State simply notifies the Secretary of its intent, and the FAA must determine that the specifications will not negatively affect safety in any way. There is no new Federal spending and no lowering of standards, just commonsense flexibility that gets work done faster and cheaper for the airports that need it most.

This legislation has strong bipartisan support because it helps rural airports in every corner of the country without ever compromising the safety of the traveling public.

Madam Speaker, in Alaska, our airports are lifelines. Passing H.R. 6427 will empower States and local communities to maintain those lifelines more efficiently and affordably.

Madam Speaker, I urge my colleagues to join me in supporting this commonsense measure.

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

Madam Speaker, our local and rural airports are the backbone of general aviation in the United States, and they need Congress' help to remain cost competitive. This is a commonsense piece of legislation that removes the Federal Government.

This is not a situation where the Federal Government knows what is best. Many States have been doing this much longer than the Federal Government.

My State of Alabama is not often thought of as one in the lens of avia-

tion history, but the Wright brothers, whom we have spoken about today at length, were from Ohio and flew in North Carolina. When it came time to open their first civilian flight school, a little-known fact is that they opened it in Montgomery County, Alabama, which I now have the privilege of representing.

They did that in 1910. The FAA wasn't founded until 1958, so the State of Alabama has been dealing with how to land aircraft on small airfields for nearly 50 years before the Federal Government was. They know how to get the job done, and this bill allows them to do just that.

Madam Speaker, that is why I support H.R. 6427, and I urge my colleagues to do the same. I yield back the balance of my time.

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

Madam Speaker, nonprimary airports play a vital role in connecting rural and underserved communities like mine to essential services, sustaining local jobs, and enabling emergency response capabilities. Cutting red tape helps reduce project delays, lower construction costs, and gives communities faster access to modern, safe airfield infrastructure, allowing limited dollars to stretch further and deliver greater value to passengers and local economies.

This commonsense measure reduces the burden on smaller airports seeking to use State highway pavement standards for airfield construction projects.

Madam Speaker, I was cosponsor of this legislation. 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. 6427, 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.

RECREATIONAL DRONE EMPOWERMENT ACT

Mr. TAYLOR. Madam Speaker, I move to suspend the rules and pass the bill (H.R. 6460) to amend title 49, United States Code, to clarify exceptions for limited recreational operations of unmanned aircraft, and for other purposes.

The Clerk read the title of the bill.

The text of the bill is as follows:

H.R. 6460

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 "Recreational Drone Empowerment Act".

SEC. 2. CLARIFYING RECREATIONAL OPERATIONS OF DRONE SYSTEMS.

Section 44809(c)(2)(C) of title 49, United States Code, is amended—

(1) in the heading by inserting "AND CLASS E" after "UNCONTROLLED"; and

(2) by inserting "Class E airspace above Class G airspace, or a Class E airspace designated as an extension to a Class B, Class C, Class D, or Class E surface area" after "Class G airspace".

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. Madam 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. 6460.

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

There was no objection.

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

Madam Speaker, I thank the gentleman from Kansas (Mr. MANN) for his initiative and leadership on this issue.

General aviation, including recreational drone operations, are the lifeblood of the American aviation ecosystem. As such, it is of the utmost importance that we protect their access to the sky.

Section 928 of the FAA Reauthorization Act of 2024 established a novel process by which community-based organizations could seek administrative approval from the FAA to conduct recreational unmanned aircraft systems operations in controlled airspace from a fixed site.

If approved, the community-based organization would then work with the appropriate air traffic control facility to establish mutually agreed-upon operating procedures.

Unfortunately, when it came to implementing the law, the FAA's interpretation was at odds with congressional intent, and that resulted in recreational UAS clubs being unable to legally fly in certain sectors of class E airspace.

H.R. 6460, the Recreational Drone Empowerment Act, represents a commonsense solution to ensure community-based organizations can seek authorization from the FAA to operate legally in all types of class E airspace, as Congress intended.

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

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

Madam Speaker, I rise in support of H.R. 6460, bipartisan legislation introduced by the gentleman from Kansas (Mr. MANN) and the gentlewoman from Kansas (Ms. DAVIDS).

The FAA reports there are more than 370,000 registered recreational drones in