

119TH CONGRESS
1ST SESSION

H. R. 6012

To prohibit the restriction of commercial flights before the restriction of private flights during a lapse in appropriations.

IN THE HOUSE OF REPRESENTATIVES

NOVEMBER 10, 2025

Mr. MOULTON introduced the following bill; which was referred to the Committee on Transportation and Infrastructure

A BILL

To prohibit the restriction of commercial flights before the restriction of private flights during a lapse in appropriations.

1 *Be it enacted by the Senate and House of Representa-*
2 *tives of the United States of America in Congress assembled,*

3 **SECTION 1. SHORT TITLE.**

4 This Act may be cited as the “Fair Aviation in Re-
5 strictions and Emergencies Act” or the “FARE Act”.

6 **SEC. 2. DEFINITIONS.**

7 In this Act:

8 (1) **COMMERCIAL FLIGHT.**—The term “commer-
9 cial flight” means a flight that is operated as a reg-
10 ularly scheduled flight by a passenger common car-

1 rier subject to Part 121 of Title 14, Code of Federal
2 Regulations.

3 (2) PRIVATE AIRCRAFT FLIGHT.—The term
4 “private aircraft flight” means a flight that is made
5 using an aircraft equipped with 1 or more jet en-
6 gines and that is not operated as a regularly sched-
7 uled flight by a passenger common carrier subject to
8 Part 121 of Title 14, Code of Federal Regulations.

9 **SEC. 3. PROHIBITION ON RESTRICTION OF COMMERCIAL**
10 **FLIGHT OPERATIONS DURING A LAPSE IN AP-**
11 **PROPRIATIONS.**

12 (a) IN GENERAL.—The Federal Aviation Administra-
13 tion may not reduce or temporarily prohibit a commercial
14 flight in the navigable airspace of the National Airspace
15 System due to a lapse of appropriations, unless it has pro-
16 hibited all private aircraft flights within the same geo-
17 graphical area for the same period of time.

18 (b) EXCEPTIONS.—The limitation in subsection (a)
19 shall not apply to a private aircraft flight that is exclu-
20 sively flown for—

- 21 (1) a public safety purpose;
- 22 (2) government business;
- 23 (3) a military or diplomatic purpose;
- 24 (4) a medical reason;
- 25 (5) an agricultural purpose;

1 (6) a meteorological or scientific purpose;

2 (7) the provision of humanitarian, nutritional,
3 or emergency relief, including in response to a nat-
4 ural disaster; or

5 (8) the purpose of carrying cargo.

6 (c) IN GENERAL.—The Federal Aviation Administra-
7 tion may enforce this section through an enforcement ac-
8 tion seeking a civil penalty under section 46301(a) of title
9 49, United States Code, or through a civil action in United
10 States District Court seeking to enjoin any air carrier
11 from violating this section.

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