

119TH CONGRESS
1ST SESSION

H. R. 4012

To direct the Administrator of the Federal Aviation Administration to conduct a study on the readiness of certain airports to accommodate high-speed air travel, and for other purposes.

IN THE HOUSE OF REPRESENTATIVES

JUNE 13, 2025

Mr. MOORE of North Carolina introduced the following bill; which was referred to the Committee on Transportation and Infrastructure

A BILL

To direct the Administrator of the Federal Aviation Administration to conduct a study on the readiness of certain airports to accommodate high-speed air travel, and for other purposes.

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 “National Airport Su-
5 personic Readiness Act of 2025”.

6 **SEC. 2. FINDINGS.**

7 Congress finds the following:

1 (1) Supersonic and hypersonic commercial air-
2 liners have the potential to transform air travel by
3 reducing long-haul flight times significantly.

4 (2) Existing airport infrastructure may not be
5 fully equipped to handle the unique requirements of
6 such aircraft, including runway length, ground
7 equipment, noise regulations, and fuel supply.

8 (3) A comprehensive study is necessary to
9 evaluate the ability of major United States airports
10 to accommodate these aircraft safely and efficiently.

11 **SEC. 3. HIGH-SPEED AIR TRAVEL READINESS STUDY.**

12 (a) IN GENERAL.—The Administrator of the Federal
13 Aviation Administration, in consultation with the Adminis-
14 trator of the National Aeronautics and Space Administra-
15 tion and any other relevant stakeholders the Adminis-
16 trator determines appropriate, including industry and aca-
17 demia, shall conduct a study to assess the capability of
18 large hub airports, including the largest airports in the
19 United States, to accommodate high-speed aircraft.

20 (b) CONSIDERATIONS.—In conducting the study re-
21 quired under subsection (a), the Administrator shall evalu-
22 ate—

23 (1) runway length and structural integrity;

24 (2) ground equipment compatibility, including
25 fueling and maintenance facilities;

1 (3) air traffic control systems and procedures;

2 (4) environmental regulations that may prevent
3 the use of high-speed aircraft at an airport described
4 in subsection (a), including any such regulation re-
5 lating to noise pollution or emissions; and

6 (5) potential economic benefits and challenges
7 relating to accommodating high-speed aircraft at
8 any such airport.

9 (c) REPORT.—Not later than 1 year after the date
10 of enactment of this Act, the Administrator shall submit
11 to the appropriate committees of Congress a report that
12 includes—

13 (1) the results of the study required under sub-
14 section (a);

15 (2) recommendations for policy changes and in-
16 frastructure improvements necessary to facilitate the
17 use of high-speed aircraft at the airports described
18 in subsection (a); and

19 (3) estimated costs and a projected timeline for
20 any such improvement.

21 (d) DEFINITIONS.—In this Act:

22 (1) APPROPRIATE COMMITTEES OF CON-
23 GRESS.—The term “appropriate committees of Con-
24 gress” means the Committee on Transportation and

1 Infrastructure and the Committee on Science, Space,
2 and Technology of the House of Representatives.

3 (2) HIGH-SPEED AIRCRAFT.—The term “high-
4 speed aircraft” means an aircraft operating at
5 speeds in excess of Mach 1, including supersonic and
6 hypersonic aircraft.

7 (3) HYPERSONIC.—The term “hypersonic”
8 means flights operating at speeds that exceed Mach
9 5.

10 (4) LARGE HUB AIRPORT.—The term “large
11 hub airport” has the meaning given that term in
12 section 40102 of title 49, United States Code.

13 (5) SUPERSONIC.—The term “supersonic”
14 means flights operating at speeds in excess of Mach
15 1 but less than Mach 5.

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