

Madam Speaker, I rise in support of H.R. 2247, the Airmen Certificate Accessibility Act, as amended.

Current law requires airmen to carry physical versions of their pilot license in case a representative of the FAA ever needs to verify the airman's status. This is despite other important paper documents pilots are required to carry, such as their flight bags or flight books, now being allowed to be carried in a digitized form.

The option for airmen to now carry their certificate in a readily accessible digital format is a priority for the aviation community. We have heard them on this issue.

H.R. 2247, as amended, combines the necessary safeguards to provide the option for a digital airmen certificate that is issued by the FAA so long as that certificate can be authenticated and verified by an inspector.

This digital certificate may be uploaded to a device on the airman's person or, if in the presence of a stable internet connection, be stored and accessed through the cloud.

This bill would direct the FAA into rulemaking to ensure these digital certificates are just as secure as their physical originals and establish guidelines for their authentication and verification. By allowing airmen to use a digital certificate in this way, we will continue our efforts to safely and securely modernize the FAA.

Madam Speaker, I support this legislation. I thank the gentleman from Tennessee (Mr. BURCHETT) for his leadership here, and I urge my colleagues to support this, as well. I reserve the balance of my time.

Mr. TAYLOR. Madam Speaker, I yield 5 minutes to the gentleman from Tennessee (Mr. BURCHETT), the author of this legislation.

Mr. BURCHETT. Madam Speaker, dadgum, if I need 5 minutes, pull me off on this one, okay?

First and foremost, I express my deepest sympathies to those good folks who lost their lives at LaGuardia Airport in New York, and I hope we all remember them and their families in our prayers.

I rise today in support of H.R. 2247, the Airmen Certificate Accessibility Act. I guess it should be air people technically. My mama flew an airplane during the Second World War, so I would be remiss if I didn't say that.

Pilots are still required to carry paper copies of their original medical certificates and licenses. The FAA says that this requirement exists mainly because of concerns about forgery, but the FAA already keeps secure electronic records of these certificates.

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The Airmen Certificate Accessibility Act would allow pilots to present digital certificates issued by the FAA administrator during inspections.

Now, dadgummit, Madam Speaker, it is ridiculous that Congress has to digitize pilot documentation because

unelected bureaucrats decided to invent some unnecessary rules. To me, we shouldn't have to be on the floor of the Congress to do that, but this bill would allow airmen to continue to present physical certificates if they choose, providing flexibility while ensuring security and compliance.

The aviation sector remains burdened by outdated practices in an era of rapid technological advancement.

This commonsense legislation helps modernize the industry, enhances convenience for airmen, and aligns FAA procedures with 21st century standards.

Madam Speaker, I urge my colleagues to support this important piece of legislation. I will also thank Noah Hooton in my office who did all of the heavy lifting on that. I appreciate the support from across the aisle.

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

Madam Speaker, I agree with my colleague from Tennessee. This should not take an act of Congress to do, but nevertheless, we are here and we have to do it.

I appreciate his work on this issue in making sure that we can balance a long-asked-for convenience to our pilots with the necessary safeguards. That is why I support H.R. 2247, as amended, and urge my colleagues to do the same.

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

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

Madam Speaker, in closing, I thank Representative BURCHETT again for his leadership in introducing this commonsense legislation.

For decades, pilots have been required to carry physical copies of their certificates, even as aviation has entered the digital age. Allowing pilots the option to carry digital certificates is a simple, safe, and practical step that reduces unnecessary barriers and makes it easier to exercise the freedom to fly.

This legislation represents a reasonable, incremental move toward fully digitized systems that benefit all users.

Madam 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. 2247, 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.

#### SUPERSONIC AVIATION MODERNIZATION ACT

Mr. TAYLOR. Madam Speaker, I move to suspend the rules and pass the bill (H.R. 3410) to allow for the operation of civil supersonic flight in the

national airspace system under certain conditions, and for other purposes, as amended.

The Clerk read the title of the bill.

The text of the bill is as follows:

H.R. 3410

*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 "Supersonic Aviation Modernization Act".*

#### SEC. 2. ALLOWING FOR THE OPERATION OF CIVIL SUPERSONIC FLIGHT.

(a) *IN GENERAL.*—Not later than 1 year after the date of enactment of this section, the Administrator of the Federal Aviation Administration shall issue or revise such regulations, such as section 91.817 of part 14, Code of Federal Regulations, as are necessary to allow for the operation of civil aircraft (as defined in section 40102(16) of title 49, United States Code) without special authorization within the national airspace system at a Mach number greater than 1 so long as the aircraft is operated in such a manner that no sonic boom reaches the ground in the United States.

(b) *COMPLIANCE WITH NOISE STANDARDS.*—Not later than April 1, 2027, the Administrator shall issue a final rule establishing noise standards under part 36 of title 14, Code of Federal Regulations, requiring civil aircraft granted authority to operate pursuant to subsection (a) not to exceed the most recent takeoff and landing noise levels required for subsonic aircraft currently in operation on the date of enactment.

(c) *PERIODIC REVIEW.*—In issuing the final rule issued under subsection (b), the Administrator shall further specify a process for periodic review and update of the rule to reflect future advances in aircraft noise reduction technology and relevant regulatory changes, as determined by the Administrator.

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 all Members may have 5 legislative days in which to revise and extend their remarks and include extraneous material into the RECORD on H.R. 3410.

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. 3410, the Supersonic Aviation Modernization Act, or the SAM Act, lays the preliminary framework for a return to civil supersonic aircraft operations in the United States.

The SAM Act directs the administrator of the Federal Aviation Administration to issue or revise current regulations that are outdated and, in some cases, to create an artificial speed limit that hampers American innovation.

Despite these restrictions, engine technology has continued to mature and successfully demonstrate that it is feasible to conduct supersonic operations in the National Airspace System

without generating a sonic boom that reaches the ground.

Furthermore, the SAM Act builds on key work done in the FAA Reauthorization Act of 2024 to usher in a new age of American innovation in the skies.

President Trump's executive order titled: "Leading the World in Supersonic Flight" documented the importance of American leadership in this re-emerging sector of aviation.

To that end, the time is now. Let's come together and support American business and innovation.

Madam Speaker, I urge support for 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. 3410, the Supersonic Aviation Modernization Act, as amended, bipartisan legislation introduced by Representative NEHLS and Representative DAVIDS.

One of the priorities of the Transportation and Infrastructure Committee, which I have the privilege of sitting on with my colleague from Ohio, Representative TAYLOR, is to look for new ways to help our constituents have a better flying experience.

Supersonic flight is poised to be another paradigm shift in the aviation industry, especially if it can be done in ways that maintain safety and limit noise and sonic booms.

However, currently supersonic aircraft are prohibited from operating in the U.S. without a special authorization from the FAA.

H.R. 3410, as amended, is the first step to eventually allowing Americans to safely travel across the country at almost half the time it takes now, providing more time for being productive or spending the time with family and not on a plane.

The bill would require the FAA to revise current regulations to ensure supersonic aircraft could fly in the U.S. as long as these operations do not create a supersonic boom that reaches the ground.

It would also help ensure these aircraft would not create noise levels any higher than traditional aircraft that are currently in operation.

This bipartisan bill also calls for future updates to the standard by the FAA to ensure supersonic aircraft become even quieter in the future.

Furthermore, the bill ensures that these noise standards are periodically reviewed and further updated to reflect the latest advances in aircraft technology.

While Congress and the FAA should continue working to make supersonic flight more sustainable, I am greatly encouraged that the industry stakeholders are designing their supersonic aircraft to fly completely on sustainable aviation fuel.

The potential benefits to consumers are promising: less time on the aircraft

and more time building that new business or spending time with friends and family.

Madam Speaker, I thank the Aviation Subcommittee Chairman NEHLS and Representative DAVIDS from Kansas for their leadership on this legislation. I support this legislation and urge my colleagues to do the same.

Madam Speaker, in closing we should have been here a long time ago in terms of being able to build on the supersonic technology that has been out for years. It has been over two decades now since a supersonic aircraft has been used in a commercial context, and we have the technological advances to be able to do so and do so safely and efficiently.

This legislation is common sense. It pushes back or guards against the things that had the most worries in previous iterations of this type of technology, particularly sonic booms reaching the ground and noise levels.

The flying public deserves a better flying experience, and this bill is a step in the right direction of being able to provide that. That is why I support it, 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 the balance of my time.

Madam Speaker, in closing, I thank Aviation Subcommittee Chairman Representative NEHLS for their leadership on this issue.

A return of civil supersonic operations within the National Airspace System will reimagine how Americans travel and commute, opening new possibilities for people and commerce to traverse this great Nation.

Think of the possibilities: DC to Los Angeles in just 2 hours. While this may seem far-fetched, it is closer to reality than many would believe. In fact, several U.S. airlines already have preorders of supersonic jets.

To reiterate, the SAM Act will revise current outdated regulations and place the United States in a prime position to be the global leader in civil supersonic technologies.

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

Mr. NEHLS. Madam Speaker, I rise in strong support of H.R. 3410, the Supersonic Aviation Modernization Act, which will help unlock the next era of American aviation innovation.

My bill directs the Federal Aviation Administration (FAA) to update its regulations to allow civil supersonic flight within the National Airspace System, provided that no audible sonic boom reaches the ground. It is a balanced, commonsense approach that prioritizes both technological advancement and the protection of communities on the ground.

Current FAA restrictions, which have remained unchanged since 1973, broadly prohibit commercial supersonic flight over land without special authorization. While these rules were appropriate for their time, they no longer reflect the state of modern aerospace technology.

Today, advancements in engine design, aerodynamics, and materials have made it possible to achieve speeds above Mach 1 without generating audible sonic booms at ground level. American companies are already demonstrating that quieter supersonic flight is not only feasible, but safe and reliable.

It is essential that the FAA modernize its regulatory framework to reflect these technological realities. By establishing clear, science and evidence-based standards, we can provide certainty to innovations while ensuring the highest safety standards.

This legislation also reinforces key provisions outlined in President Trump's executive order aimed at ensuring U.S. leadership in civil supersonic aviation, making clear that outdated regulations should not stand in the way of American ingenuity.

H.R. 3410 represents an opportunity for the United States to reclaim and strengthen its leadership in global aviation. By embracing innovation while maintaining rigorous safety and noise standards, we can accelerate the development of future-generation air travel, create high-skilled jobs, and ensure that American companies, not foreign competitors, set the pace for the future of flight.

I urge my colleagues to support this legislation and help usher in a new era of quiet, efficient, and transformative supersonic travel.

The SPEAKER pro tempore (Mrs. CAMMACK). 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. 3410, 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.

#### AMERICAN WATER STEWARDSHIP ACT

Mr. TAYLOR. Madam Speaker, I move to suspend the rules and pass the bill (H.R. 6422) to amend the Federal Water Pollution Control Act to reauthorize certain EPA geographic programs, and for other purposes, as amended.

The Clerk read the title of the bill.

The text of the bill is as follows:

H.R. 6422

*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 "American Water Stewardship Act".*

##### SEC. 2. GREAT LAKES RESTORATION INITIATIVE.

*Section 118(c)(7)(J)(i)(VI) of the Federal Water Pollution Control Act (33 U.S.C. 1268(c)(7)(J)(i)(VI)) is amended by striking "fiscal year 2026" and inserting "each of fiscal years 2026 through 2031".*

##### SEC. 3. LONG ISLAND SOUND.

*Section 119(h) of the Federal Water Pollution Control Act (33 U.S.C. 1269(h)) is amended by striking "2023" and inserting "2031".*

##### SEC. 4. COLUMBIA RIVER BASIN RESTORATION.

*Section 123(d)(6) of the Federal Water Pollution Control Act (33 U.S.C. 1275(d)(6)) is amended by striking "and 2021" and inserting "through 2031".*

##### SEC. 5. SAN FRANCISCO BAY RESTORATION PROGRAM.

*Section 125 of the Federal Water Pollution Control Act (33 U.S.C. 1276a) is amended—*