

AMENDMENT TO H.R. 7273
OFFERED BY MR. BEYER OF VIRGINIA
[NASA reauthorization]

Add at the end of title V the following:

1 **SEC. 512. STUDY ON AERONAUTICAL STANDARDS.**

2 (a) **STUDY REQUIRED.**—The Administrator of
3 NASA, in consultation with the Administrator of the Fed-
4 eral Aviation Administration, the Administrator of the Na-
5 tional Oceanic and Atmospheric Administration, and rep-
6 resentatives of relevant academic, industry, nonprofit, or
7 standards organizations as the Administrator of NASA
8 determines appropriate, shall conduct a study on the mod-
9 ernization of aeronautical standards.

10 (b) **DESIGNATION.**—The study conducted under sub-
11 section (a) shall be known as the “Modernization of Aero-
12 nautical Standards and Aircraft Performance Study”.

13 (c) **ELEMENTS.**—The study conducted under sub-
14 section (a) may include the following:

- 15 (1) An assessment of—
16 (A) current atmospheric conditions,
17 (B) corresponding atmospheric conditions
18 over the immediately preceding 50 years, and

1 significant variations between the conditions speci-
2 fied in subparagraphs (A) and (B).

3 (2) An assessment of the state of current pre-
4 dictions for, or mapping of, future trends or vari-
5 ations in atmospheric conditions in the 50 years be-
6 ginning after the date of the enactment of this Act.

7 (3) An analysis of the impacts to operation,
8 maintenance, and sustainment costs of covered com-
9 mercial aircraft as a result of any significant vari-
10 ations related to atmospheric conditions assessed
11 pursuant to paragraph (1).

12 (4) An estimation of the number of weight re-
13 striction hours for covered commercial aircraft at
14 covered commercial airports as a consequence of the
15 assessment of atmospheric conditions pursuant to
16 paragraph (1).

17 (5) An assessment of required infrastructure in-
18 vestment at covered commercial airports as a result
19 of the assessments of atmospheric conditions pursu-
20 ant to paragraphs (1) and (2).

21 (6) An assessment of recommended consider-
22 ations for design modifications for future aircraft to
23 account for the assessments of atmospheric condi-
24 tions pursuant to paragraphs (1) and (2).

1 (7) An analysis of impacts to operation, mainte-
2 nance, and sustainment costs and aircraft perform-
3 ance of aircraft as a result of the atmospheric condi-
4 tions assessed pursuant to paragraph (1).

5 (8) Design requirements for aircraft owned by
6 the Federal Government, or other equipment, which
7 should be updated to account for atmospheric condi-
8 tions.

9 (9) Assessments of United States aeronautical
10 and atmospheric standards, as a result of the assess-
11 ments of atmospheric conditions pursuant to para-
12 graphs (1) and (2).

13 (10) Criteria under which future updates or
14 supplements to atmospheric standards should be
15 made.

16 (d) TRANSMITTAL.—The Administrator NASA may
17 transmit the results of the study to the appropriate com-
18 mittees of Congress not later than 18 months after the
19 date of the enactment of this Act.

20 (e) DEFINITIONS.—In this section:

21 (1) AIRCRAFT PERFORMANCE.—The term “air-
22 craft performance” includes the following:

23 (A) Range.

24 (B) Payload capacity.

25 (C) Runway length requirement.

1 (D) Climb rate.

2 (E) Turn rate.

3 (F) Operating altitude.

4 (G) Acceleration.

5 (2) ATMOSPHERIC STANDARDS.—The term “at-
6 mospheric standards” means the following:

7 (A) The United States Standard Atmos-
8 phere of 1976.

9 (B) Any other standard as determined by
10 the Administrator of the National Aeronautics
11 and Space Administration.

12 (3) COVERED COMMERCIAL AIRPORTS.—The
13 term “covered commercial airports” means the fol-
14 lowing:

15 (A) The 30 commercial service airports (as
16 such term is defined in section 47102(7) of title
17 49, United States Code) with the most pas-
18 senger boardings in the most recent calendar
19 year ending before the date of the enactment of
20 this Act.

21 (B) The five public airports (as such term
22 is defined in section 47102(21) of title 49,
23 United States Code) not described in clause (i)
24 with the highest all-cargo landed weight in the

1 most recent calendar year ending before the
2 date of the enactment of this Act.

3 (4) COVERED COMMERCIAL AIRCRAFT.—The
4 term “covered commercial aircraft” means the ten
5 aircraft types still in production with the highest
6 number of operations at covered commercial airports
7 in the most recent calendar year ending before the
8 date of the enactment of this Act.

9 (5) COMMERCIAL AIRCRAFT.—The term “com-
10 mercial aircraft” means an air carrier operating
11 under part 121 of title 14, Code of Federal Regula-
12 tions.

13 (6) PASSENGER BOARDINGS.—The term “pas-
14 senger boardings” has the meaning given such term
15 in section 47102(15) of title 49, United States Code.

16 (7) WEIGHT RESTRICTION HOUR.—The term
17 “weight restriction hour” means an hour when the
18 maximum temperature for that hour matches or ex-
19 ceeds the weight-restriction temperature threshold
20 for a specific aircraft.

