

AMENDMENT TO RULES COMM. PRINT 119–8

OFFERED BY MR. BEYER OF VIRGINIA

Add at the end of division E the following:

1 **TITLE LII—STUDY ON**
2 **AERONAUTICAL STANDARDS**

3 **SEC. 5201. STUDY ON AERONAUTICAL STANDARDS.**

4 (a) STUDY REQUIRED.—The Administrator of the
5 National Aeronautics and Space Administration, in con-
6 sultation with the Secretary of Defense, the Administrator
7 of the Federal Aviation Administration, and the Adminis-
8 trator of the National Oceanic and Atmospheric Adminis-
9 tration, shall conduct a study on the modernization of
10 aeronautical standards.

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

14 (c) ELEMENTS.—The study conducted under sub-
15 section (a) shall include the following:

16 (1) An assessment of differences between cur-
17 rent atmospheric conditions and baseline atmos-
18 pheric conditions, including both mean and extreme
19 values.

1 (2) An analysis of the impacts to operation,
2 maintenance, and sustainment costs of covered com-
3 mercial aircraft due to the differences identified
4 under paragraph (1).

5 (3) An estimation of the number of weight re-
6 striction hours for covered commercial aircraft at
7 covered commercial airports under baseline, current,
8 and projected atmospheric conditions.

9 (4) An assessment of required infrastructure in-
10 vestment at covered commercial airports such that
11 the number of weight restriction hours under pro-
12 jected atmospheric conditions is equivalent to the
13 number of weight restriction hours with current in-
14 frastructure and route structure under baseline and
15 current atmospheric conditions.

16 (5) An analysis of impacts to operation, mainte-
17 nance, and sustainment costs and aircraft perform-
18 ance of military aircraft due to the differences iden-
19 tified under paragraph (1).

20 (6) Atmospheric and climatic design require-
21 ments for military aircraft, or other equipment,
22 which should be updated to account for current and
23 projected atmospheric conditions.

24 (7) Recommendations for atmospheric and cli-
25 matic design requirements for future commercial air-

1 craft to account for projected atmospheric condi-
2 tions.

3 (8) An analysis of impacts to operation, mainte-
4 nance, and sustainment costs and aircraft perform-
5 ance of aircraft due to the differences identified
6 under paragraph (1).

7 (9) Atmospheric and climatic design require-
8 ments for aircraft owned by the Federal Govern-
9 ment, or other equipment, which should be updated
10 to account for current and projected atmospheric
11 conditions.

12 (10) Recommended updates or supplements to
13 atmospheric standards due to current atmospheric
14 conditions.

15 (11) Criteria under which future updates or
16 supplements to atmospheric standards should be
17 made.

18 (d) TRANSMITTAL.—Not later than 18 months after
19 the date of the enactment of this Act, the Administrator
20 of the National Aeronautics and Space Administration
21 shall transmit the results of the study to the congressional
22 defense committees, the Committee on Science, Space, and
23 Technology and the Committee on Transportation and In-
24 frastructure of the House of Representatives, and the

1 Committee on Commerce, Science, and Transportation of
2 the Senate.

3 (e) DEFINITIONS.—In this section:

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

6 (A) Range.

7 (B) Payload capacity.

8 (C) Runway length requirement.

9 (D) Climb rate.

10 (E) Turn rate.

11 (F) Operating altitude.

12 (G) Acceleration.

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

15 (A) The United States Standard Atmos-
16 phere of 1976.

17 (B) MIL-HDBK-310, Climatic Informa-
18 tion to Determine Design and Test Require-
19 ments for Military Systems and Equipment.

20 (C) Any other standard as determined by
21 the Administrator of the National Aeronautics
22 and Space Administration.

23 (3) BASELINE ATMOSPHERIC CONDITIONS.—
24 The term “baseline atmospheric conditions” means

1 the atmospheric conditions referred to in the most
2 recent release of an atmospheric standard.

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

6 (A) The 30 commercial service airports (as
7 such term is defined in section 47102(7) of title
8 49, United States Code) with the most pas-
9 senger boardings in the most recent calendar
10 year ending before the date of the enactment of
11 this Act.

12 (B) The five public airports (as such term
13 is defined in section 47102(21) of title 49,
14 United States Code) not described in clause (i)
15 with the highest all-cargo landed weight in the
16 most recent calendar year ending before the
17 date of the enactment of this Act.

18 (5) COVERED COMMERCIAL AIRCRAFT.—The
19 term “covered commercial aircraft” means the ten
20 aircraft types still in production with the highest
21 number of operations at covered commercial airports
22 in the most recent calendar year ending before the
23 date of the enactment of this Act.

24 (6) COMMERCIAL AIRCRAFT.—The term “com-
25 mercial aircraft” means an air carrier operating

1 under part 121 of title 14, Code of Federal Regula-
2 tions.

3 (7) CURRENT ATMOSPHERIC CONDITIONS.—The
4 term “current atmospheric conditions” means the
5 atmospheric conditions observed in the five most re-
6 cent calendar years ending before the date of the en-
7 actment of this Act.

8 (8) MILITARY AIRCRAFT.—The term “military
9 aircraft” means an aircraft that satisfies the fol-
10 lowing:

11 (A) Is currently being developed, procured,
12 or operated by the Department of Defense.

13 (B) Is a bomber, fighter, attack helicopter,
14 transport helicopter, strategic transport, tac-
15 tical transport, or surveillance aircraft.

16 (9) PROJECTED ATMOSPHERIC CONDITIONS.—
17 The term “projected atmospheric conditions” means
18 the mean atmospheric conditions projected by the
19 International Panel on Climate Change under the
20 Sixth Assessment Report in scenarios—

21 (A) SSP1–1.9;

22 (B) SSP1–2.6;

23 (C) SSP2–4.5;

24 (D) SSP3–7.0; and

25 (E) SSP5–8.5.

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

4 (11) WEIGHT RESTRICTION HOUR.—The term
5 “weight restriction hour” means an hour when the
6 maximum temperature for that hour matches or ex-
7 ceeds the weight-restriction temperature threshold
8 for a specific aircraft.

