

AMENDMENT TO RULES COMM. PRINT 118-36
OFFERED BY MR. BEYER OF VIRGINIA

Add at the end of subtitle C of title XVII the following:

1 **SEC. 1748. STUDY ON AERONAUTICAL STANDARDS.**

2 (a) **STUDY REQUIRED.**—The Administrator of the
3 National Aeronautics and Space Administration, in con-
4 sultation with the Administrator of the Federal Aviation
5 Administration and the Administrator of the National
6 Oceanic and Atmospheric Administration, shall conduct a
7 study on the modernization of aeronautical standards.

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

11 (c) **ELEMENTS.**—The study conducted under sub-
12 section (a) shall include the following:

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

17 (2) An analysis of the impacts to operation,
18 maintenance, and sustainment costs of covered com-

1 mercial aircraft due to the differences identified
2 under paragraph (1).

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

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

14 (5) Recommendations for atmospheric and cli-
15 matic design requirements for future commercial air-
16 craft to account for projected atmospheric condi-
17 tions.

18 (6) An analysis of impacts to operation, mainte-
19 nance, and sustainment costs and aircraft perform-
20 ance of aircraft due to the differences identified
21 under paragraph (1).

22 (7) Atmospheric and climatic design require-
23 ments for aircraft owned by the Federal Govern-
24 ment, or other equipment, which should be updated

1 to account for current and projected atmospheric
2 conditions.

3 (8) Recommended updates or supplements to
4 atmospheric standards due to current atmospheric
5 conditions.

6 (9) Criteria under which future updates or sup-
7 plements to atmospheric standards should be made.

8 (d) TRANSMITTAL.—The Administrator of the Na-
9 tional Aeronautics and Space Administration shall trans-
10 mit the results of the study to the Committee on Science,
11 Space, and Technology and the Committee on Transpor-
12 tation and Infrastructure of the House of Representatives
13 and the Committee on Commerce, Science, and Transpor-
14 tation of the Senate not later than 18 months after the
15 date of the enactment of this Act.

16 (e) DEFINITIONS.—In this section:

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

19 (A) Range.

20 (B) Payload capacity.

21 (C) Runway length requirement.

22 (D) Climb rate.

23 (E) Turn rate.

24 (F) Operating altitude.

25 (G) Acceleration.

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

3 (A) The United States Standard Atmos-
4 phere of 1976.

5 (B) Any other standard as determined by
6 the Administrator of the National Aeronautics
7 and Space Administration.

8 (3) BASELINE ATMOSPHERIC CONDITIONS.—
9 The term “baseline atmospheric conditions” means
10 the atmospheric conditions referred to in the most
11 recent release of an atmospheric standard.

12 (4) 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 (5) 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 (6) 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 (7) CURRENT ATMOSPHERIC CONDITIONS.—The
14 term “current atmospheric conditions” means the
15 atmospheric conditions observed in the five most re-
16 cent calendar years ending before the date of the en-
17 actment of this Act.

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

23 (A) SSP1–1.9;

24 (B) SSP1–2.6;

25 (C) SSP2–4.5;

1 (D) SSP3–7.0; and

2 (E) SSP5–8.5.

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

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

