

[DISCUSSION DRAFT]

119TH CONGRESS
2^D SESSION

H. R. _____

To require NASA to conduct a study on the modernization of aeronautical standards, and for other purposes.

IN THE HOUSE OF REPRESENTATIVES

Mr. BEYER introduced the following bill; which was referred to the Committee on _____

A BILL

To require NASA to conduct a study on the modernization of aeronautical standards, 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 “Modernizing Aero-
5 nautical Standards Act”.

6 **SEC. 2. STUDY ON AERONAUTICAL STANDARDS.**

7 (a) **STUDY REQUIRED.**—The Administrator of the
8 National Aeronautics and Space Administration (NASA),
9 in consultation with the Administrator of the Federal

1 Aviation Administration, the Administrator of the Na-
2 tional Oceanic and Atmospheric Administration, and rep-
3 resentatives of relevant academic, industry, nonprofit, or
4 standards organizations as the Administrator of NASA
5 determines appropriate, shall conduct a study on the mod-
6 ernization of aeronautical standards.

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

11 (c) ELEMENTS.—The study may include the fol-
12 lowing:

13 (1) An assessment of—

14 (A) current atmospheric conditions, and

15 (B) corresponding atmospheric conditions

16 over the immediately preceding 50 years,

17 including an assessment of significant variations be-

18 tween the conditions specified in subparagraphs (A)

19 and (B).

20 (2) An assessment of the state of current pre-

21 dictions for, or mapping of, future trends or vari-

22 ations in atmospheric conditions in the 50 years be-

23 ginning after the date of the enactment of this Act.

24 (3) An analysis of the impacts to operation,

25 maintenance, and sustainment costs of covered com-

1 mercial aircraft as a result of any significant vari-
2 ations related to atmospheric conditions assessed
3 pursuant to paragraph (1).

4 (4) An estimation of the number of weight re-
5 striction hours for covered commercial aircraft at
6 covered commercial airports as a consequence of the
7 assessment of atmospheric conditions pursuant to
8 paragraph (1).

9 (5) An assessment of required infrastructure in-
10 vestment at covered commercial airports as a result
11 of the assessments of atmospheric conditions pursu-
12 ant to paragraphs (1) and (2).

13 (6) An assessment of recommended consider-
14 ations for design modifications for future aircraft to
15 account for the assessments of atmospheric condi-
16 tions pursuant to paragraphs (1) and (2).

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

21 (8) Design requirements for aircraft owned by
22 the Federal Government, or other equipment, which
23 should be updated to account for atmospheric condi-
24 tions.

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

5 (10) Criteria under which future updates or
6 supplements to atmospheric standards should be
7 made.

8 (d) TRANSMITTAL.—The Administrator NASA may
9 transmit the results of the study to the Committee on
10 Science, Space, and Technology of the House of Rep-
11 resentatives and the Committee on Commerce, Science,
12 and Transportation of the Senate not later than 18
13 months after the date of the enactment of this Act.

14 (e) DEFINITIONS.—In this section:

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

17 (A) Range.

18 (B) Payload capacity.

19 (C) Runway length requirement.

20 (D) Climb rate.

21 (E) Turn rate.

22 (F) Operating altitude.

23 (G) Acceleration.

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

1 (A) The United States Standard Atmos-
2 phere of 1976.

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

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

9 (A) The 30 commercial service airports (as
10 such term is defined in section 47102(7) of title
11 49, United States Code) with the most pas-
12 senger boardings (as such term is defined in
13 section 47102(15) of title 49, United States
14 Code) in the most recent calendar year ending
15 before the date of the enactment of this Act.

16 (B) The five public airports (as such term
17 is defined in section 47102(21) of title 49,
18 United States Code) not described in subpara-
19 graph (A) with the highest all-cargo landed
20 weight in the most recent calendar year ending
21 before the date of the enactment of this Act.

22 (4) COVERED COMMERCIAL AIRCRAFT.—The
23 term “covered commercial aircraft” means the ten
24 aircraft types still in production with the highest
25 number of operations at covered commercial airports

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

3 **[(5) COMMERCIAL AIRCRAFT.—**The term “com-
4 mercial aircraft” means an air carrier operating
5 under part 121 of title 14, Code of Federal Regula-
6 tions. **[NOTE:** this doesn’t quite work, because this
7 term isn’t used by itself anywhere in your bill - when
8 it’s used, it’s always qualified by “covered”, and we
9 do have a def of that term (see paragraph (4)); if
10 you want to retain this def, we need to edit/tweak
11 the def in paragraph (4), but it’s not necessary at
12 law, as the def in paragraph (4) does all the legal
13 work for us in your bill, and there does not appear
14 to be any need to retain this def of “commercial air-
15 craft”**]]**

16 **(6) 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.