

119TH CONGRESS
2D SESSION

H. R. 9622

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

IN THE HOUSE OF REPRESENTATIVES

JULY 9, 2026

Mr. BEYER introduced the following bill; which was referred to the Committee on Science, Space, and Technology

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
10 Aviation Administration, the Administrator of the Na-

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

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

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

12 (1) An assessment of—

13 (A) current atmospheric conditions, and

14 (B) corresponding atmospheric conditions
15 over the immediately preceding 50 years,

16 including an assessment of significant variations be-
17 tween the conditions specified in subparagraphs (A)
18 and (B).

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

23 (3) An analysis of the impacts to operation,
24 maintenance, and sustainment costs of covered com-
25 mercial aircraft as a result of any significant vari-

1 ations related to atmospheric conditions assessed
2 pursuant to paragraph (1).

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

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

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

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

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

24 (9) Assessments of United States aeronautical
25 and atmospheric standards, as a result of the assess-

1 ments of atmospheric conditions pursuant to para-
2 graphs (1) and (2).

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

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

12 (e) DEFINITIONS.—In this section:

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

15 (A) Range.

16 (B) Payload capacity.

17 (C) Runway length requirement.

18 (D) Climb rate.

19 (E) Turn rate.

20 (F) Operating altitude.

21 (G) Acceleration.

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

24 (A) The United States Standard Atmos-
25 phere of 1976.

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

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

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

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

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

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

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