

Subtitle IV—Aeronautics and Space Research and Education

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SUBCHAPTER I—GENERAL

§ 40101. Definition of institution of higher education

In this chapter, the term “institution of higher education” has the meaning given the term by section 101 of the Higher Education Act of 1965 (20 U.S.C. 1001).

(Pub. L. 111–314, § 3, Dec. 18, 2010, 124 Stat. 3378.)

HISTORICAL AND REVISION NOTES

| <i>Revised Section</i> | <i>Source (U.S. Code)</i> | <i>Source (Statutes at Large)</i> |
|------------------------|---------------------------|--|
| 40101 | 42 U.S.C. 16701. | Pub. L. 109–155, title IV, § 401, Dec. 30, 2005, 119 Stat. 2923. |

§ 40102. Governmental interest in aeronautics research and development

Congress reaffirms the national commitment to aeronautics research made in chapter 201 of this title. Aeronautics research and development remains a core mission of the Administration. The Administration is the lead agency for civil aeronautics research. Further, the government of the United States shall promote aeronautics research and development that will expand the capacity, ensure the safety, and increase the efficiency of the Nation’s air transportation system, promote the security of the Nation, protect the environment, and retain the leadership of the United States in global aviation.

(Pub. L. 111–314, § 3, Dec. 18, 2010, 124 Stat. 3379.)

HISTORICAL AND REVISION NOTES

| <i>Revised Section</i> | <i>Source (U.S. Code)</i> | <i>Source (Statutes at Large)</i> |
|------------------------|---------------------------|--|
| 40102 | 42 U.S.C. 16711. | Pub. L. 109–155, title IV, § 411, Dec. 30, 2005, 119 Stat. 2923. |

Statutory Notes and Related Subsidiaries

EXPERIMENTAL AIRCRAFT PROJECTS

Pub. L. 117–167, div. B, title VII, § 10831, Aug. 9, 2022, 136 Stat. 1746, provided that:

“(a) SENSE OF CONGRESS.—It is the sense of Congress that—

“(1) developing high-risk, precompetitive aerospace technologies for which there is not yet a profit rationale is a fundamental role of the [National Aeronautics and Space] Administration;

“(2) large-scale flight test experimentation and validation are necessary for—

“(A) transitioning new technologies and materials, including associated manufacturing processes, for aviation and aeronautics use; and

“(B) capturing the full extent of benefits from investments made by the Aeronautics Research Mission Directorate; and

“(3) a level of funding that adequately supports large-scale flight test experimentation and validation, including related infrastructure, should be ensured over a sustained period of time to restore the capacity of the Administration—

“(A) to see legacy priority programs through to completion; and

“(B) to achieve national economic and security objectives.

“(b) STATEMENT OF POLICY.—It is the policy of the United States—

“(1) to maintain world leadership in—

“(A) civilian aeronautical science and technology; and

“(B) aerospace industrialization; and

“(2) to maintain as a fundamental objective of the aeronautics research of the Administration the steady progression and expansion of flight research and capabilities, including the science and technology of critical underlying disciplines and competencies, such as—

“(A) computational-based analytical and predictive tools and methodologies;

“(B) aerothermodynamics;

“(C) propulsion;

“(D) advanced materials and manufacturing processes;

“(E) high-temperature structures and materials; and

“(F) guidance, navigation, and flight controls.

“(c) EXPERIMENTAL AIRCRAFT FLIGHT DEMONSTRATIONS.—

“(1) IN GENERAL.—In meeting the objectives described in subsection (b), the Administrator [of the National Aeronautics and Space Administration] shall carry out experimental aircraft demonstrations, including—

“(A) a subsonic demonstrator to demonstrate the performance and feasibility of advanced, ultra-efficient, and low emissions subsonic flight demonstrator configurations;

“(B) a low boom flight demonstrator to validate design tools and technologies that can be applied to low sonic boom commercial supersonic aircraft and support the development of a noise-based standard for supersonic overland flight; and

“(C) a flight research demonstrator to test the performance and feasibility of advanced, ultra-efficient and net-zero emissions aircraft concepts and configurations.

“(2) ELEMENTS.—For each demonstration under paragraph (1), the Administrator shall—

“(A) include the development of experimental aircraft and all necessary supporting flight test assets;

“(B) pursue a robust technology maturation and flight test validation effort;

“(C) improve necessary facilities, flight testing capabilities, and computational tools to support the demonstration;

“(D) award any primary contracts for design, procurement, and manufacturing to United States per-