hanced-use lease provides better economic value to the Government than other options, such as—

(A) Federal financing through appropriations; or

(B) sale of the property.

(2) SECURITY AND ACCESS.—Requirement for the identification of proposed physical and procedural changes needed to ensure security and restrict access to specified areas, coordination of proposed changes with existing site tenants, and development of estimated costs of such changes.

(3) MEASURES OF EFFECTIVENESS.—Measures of effectiveness for the enhanced-use lease program.

(4) ACCOUNTING CONTROLS.—Accounting controls and procedures to ensure accountability, such as an audit trail and documentation to readily support financial transactions.

(Pub. L. 111–314, § 3, Dec. 18, 2010, 124 Stat. 3377.)

HISTORICAL AND REVISION NOTES

Revised Section	*Source (U.S. Code)*	*Source (Statutes at Large)*
31505	42 U.S.C. 17829.	Pub. L. 110–422, title XI, § 1117, Oct. 15, 2008, 122 Stat. 4813.

Subtitle IV—Aeronautics and Space Research and Education

CHAPTER 401—AERONAUTICS

SUBCHAPTER I—GENERAL

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

Revised Section	*Source (U.S. Code)*	*Source (Statutes at Large)*
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

Revised Section	*Source (U.S. Code)*	*Source (Statutes at Large)*
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.—