

REMARKS BY

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PUBLIC MEETING

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Good morning. I want to welcome you all here this morning. I have to say that getting to this point has been a long and rather challenging process. But our end goal – having a clearly documented set of common safety standards for expendable launch vehicles at federal and non-federal ranges, is now within sight. Our primary mission in AST is to protect public safety, and we have no intention of compromising that. But we are also charged to encourage, facilitate, and promote the commercial space transportation industry, so we want to be very careful that our regulations are not unnecessarily burdensome to launch operators.

Before I go any further, I would like to thank you all for being here. This is your meeting, and we want to hear from you. Your input is critical to the success this effort. In addition to the public meeting this week, the docket will be open for your comments on the draft regulatory language until May 2. We truly value your input, and I hope that you have seen in our most recent draft that we have made every effort to make these requirements transparent. We have been listening to you during our development of these requirements. And together, the FAA and the Air Force have done our best to capture current practice at the launch ranges. We have made a sincere effort to minimize the burden on you, the range users. I urge you to review

and use the Traceability Matrix that we have provided to see the commonalities across the FAA and Air Force requirements.

I'd also like to thank Major General Burg and his staff for being here to support us today and for the Air Force's support throughout this process and especially for the professional relationship of more than 100 technical types and engineers assigned to the Common Standards Working Group. Our "joint" team with extensive experience in launch safety, has developed these national standards that will increase launch safety and efficiency, and reduce administrative burdens for users at ranges where both the FAA and the Air Force have responsibilities to maintain public safety. This partnership and the resulting national standards for launch safety are part of an evolutionary process. For years, the Air Force has protected the safety of the uninvolved public at federal ranges. The FAA's responsibility to maintain public safety during commercial launches has amplified the need for FAA/Air Force cooperation at the federal ranges. More recently, the rising interest and growth in non-federal launch sites calls for the same approach to public safety that currently exists at federal sites. These common safety standards will increase efficiency in safety-related activities, ultimately drive down costs and improve responsiveness. We have an impeccable safety record for commercial launches. We don't ever want to

see that change. I am confident these standards – and our partnership with the Air Force – fully support that goal. Together we take this first step in creating an integrated space launch regulatory structure for the nation.

Looking down the road, the evolutionary process that led to these standards for ELV launches will continue in the RLV arena. In the future, we will coordinate more with the emerging commercial human space flight industry. We will be able to use what we have learned from licensing SpaceShipOne launches last year, and from other RLVs in the coming years to create a seamless safety environment for RLV operators, whether they are at federal or non-federal launch sites.

We are very fortunate to have Ms. Nancy Kalinowski with us today to facilitate this public meeting. Nancy is the Director of Flight Services Communications in the FAA's Air Traffic Organization. Prior to this assignment, she was the Air Traffic Airspace Manager with responsibility for airspace procedures. In that role, she worked closely with AST in the establishment of new non-federal space launch sites. She is straightforward, has many years of experience working with the FAA and with the public, and we will benefit greatly from her assistance during this public meeting. I am very grateful for your participation, Nancy.

In order to highlight the significance of this public meeting and the way ahead after this meeting, let me give you a little history of where we've been with this rulemaking.

- On Oct. 25, 2000, we published in the Federal Register a Notice of Proposed Rulemaking on Licensing and Safety Requirements for Launch, which was the result of a more than two-year effort.
- The FAA encouraged industry to provide comments on the NPRM, and extended the original comment period.
- On January 16, 2001, the FAA and the Air Force signed a Memorandum of Agreement that laid out how the agencies would work together to develop common requirements and processes for interagency coordination on interpretation and implementation of the common launch safety requirements.
- At the end of the 180-day comment period, the FAA received significant joint industry comments.
- In May 2001, AST and the Air Force co-hosted a meeting of the Common Standards Working Group, which outlined plans for resolving issues on the NPRM and the Air Force's revised range safety requirements. The two agencies made a commitment to

develop the FAA final rule and the AF's revised requirements in parallel, creating a single set of requirements.

- Later that month, I announced the FAA's decision to publish a Supplemental Notice of Proposed Rulemaking (SNPRM).
- In July 2002, we published the SNPRM with a 90-day comment period for industry, and subsequently held a public meeting to walk through the SNPRM, clarify its contents and answer questions.
- Over the next several months, we worked with the Air Force and industry to resolve cost and implementation issues with the rule.
- In early 2003, we set out to provide the public another opportunity to comment by publishing a revised rule. During development of a Second Supplemental NPRM, we decided to move ahead with the development of a final rule – the subject of this meeting over the next three days.
- In preparing the latest regulatory language that we are here to discuss today – the draft proposed final rule – we created the Traceability Matrix to help clarify that these truly are a single set of performance requirements for industry.

- After review of your comments, we will publish the final rule before the end of this year.

In developing this rule, I met personally with many of you in industry and in government. We have made every effort to listen to your concerns, to respond to and accommodate your concerns, and we will review those changes with you throughout the next three days. I think we have made great progress in documenting requirements that will not change the way you operate at the ranges. We will be listening to you to see if there is anything we have missed. Please ask questions and we invite and encourage you to actively engage in dialogue with us. The time has come to move this rule forward and work under a set of national standards.

I would now like to introduce Gen. Burg, who has brought the Air Force to the table as an enthusiastic partner in this effort. Gen. Burg is Director of Strategic Security in the Office of the Deputy Chief of Staff for Air and Space Operations, where he provides policy guidance, expertise and oversight to the Air Force nuclear, space, force protection and homeland defense programs. Throughout his career, Gen. Burg has commanded an ICBM squadron, an operations group and a space wing, among other assignments. His experience has served us well as we sought to document

common safety standards for expendable launch vehicles. He has also taken our partnership very seriously, and as a result it has grown ever stronger since we started this effort in 1997. He is a partner in every sense of the word. Thank you for supporting us today, General.

Ladies and gentlemen, Major General Burg.