



INTERNATIONAL SPACE POLICY WORKING GROUP

OBSERVATIONS, FINDINGS, AND RECOMMENDATIONS

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INTERNATIONAL STANDARDS ORGANIZATION

Observation

National and international standards initiatives are of material interest to COMSTAC members and industry. Although all such standards are developed as voluntary documents, U.S. federal, state, or local bodies are increasingly referring to them for regulatory or procurement purposes.

INTERNATIONAL STANDARDS ORGANIZATION

Observation

To further the FAA AST's mission of safety and industry promotion, it would be beneficial to directly monitor the activities of the Technical Advisory Group (TAG) for the ISO Technical Committee 20 (Aircraft and Space Vehicles) and communicate to the COMSTAC and the broader industry any relevant national and international "consensus" standards that are or might be adopted as early as possible in the development process.

INTERNATIONAL STANDARDS ORGANIZATION

Recommendation

The FAA AST should work with the COMSTAC to influence the formulation of new standards that are beneficial to U.S. industry and to oppose the development of standards that are detrimental.

INTERNATIONAL STANDARDS ORGANIZATION

Recommendation

The COMSTAC recommends that the FAA AST engage with ANSI as a government member and proactively monitor and/or participate on Technical Committee 20 as a Technical Advisory Group (TAG) member.

FOREIGN REGULATION OF HUMAN SPACEFLIGHT

Recommendation

The COMSTAC recommends that the FAA AST work with foreign legislative bodies and regulatory agencies to reduce the aggregate regulatory burden on space transportation operators.

PROPERTY RIGHTS AND NON-INTERFERENCE

Recommendation

The COMSTAC recommends that the FAA AST work to build consensus abroad regarding the right of private entities to operate without interference on celestial bodies and to assert ownership over extracted natural resources.

EXPORT CONTROLS

Recommendation

The COMSTAC recommends that in its communications with the Administration and Congress, the FAA AST emphasize that human-rating should not be used as a metric for export controls. Instead, export control regulations should focus on the nature of specific systems and subsystems, not on whether a spacecraft has been human-rated.