

SWG Task #1: Update existing Human Spaceflight Guidance Materials.

There are a number of documents on the AST website providing guidance to applicants on carrying spaceflight participants (see next slide for a list). Most are out of date. Review the documents and recommend updates/revisions to bring them up to date, in anticipation of the commercial human space flight activity increasing. Final recommendation on revisions due at next COMSTAC meeting in Fall 2021.

Website: https://www.faa.gov/space/legislation_regulation_guidance/

Task #1, continued: List of human space flight related documents on the “Guidance” section of the AST website:

- [Human Space Flight Checklist](#) (Jan. 2008)

- [Guidance on Informing Crew and Space Flight Participants of Risk](#) (April 2017)

- [Guidance for Medical Screening of Commercial Aerospace Passengers](#) (March 2003)

- [Draft Guidelines for Commercial Suborbital Reusable Launch Vehicle Operations with Space Flight Participants](#) (Feb 2005)

RWG

Task #1: Regarding Part 440 revisions. COMSTAC has recommended that Part 440 be the next rulemaking effort this office undertakes. Request COMSTAC review and recommend improvements and changes to Part 440. Specifically, provide recommended language on thresholds used to determine MPL, the cost of a casualty, and what alternatives to insurance would industry recommend for operators?

Additionally, time permitting:

- Make a recommendation on how DOT should use maximum probable loss information to comply with the informed consent statutory requirement (U.S.C. §50905(a)(5)(A)).

Final recommendation language due at next COMSTAC meeting in Fall 2021.

Task #2: Propose what industries, organizations, and/or individuals ought to be represented on potential future Aerospace Rulemaking Committees in the following areas:

- Human space flight regulatory reform.
- Launch and reentry financial responsibility (insurance) reform.

Final recommendation due at next COMSTAC meeting in Fall 2021.

IIWG

Task #1: Propose in detail a spaceport grant funding mechanism. Review past and current infrastructure grant funding mechanisms and propose improvements and best practices that will work for the spaceport industry. Final recommendation and proposal due at next COMSTAC meeting in Fall 2021.

Task #2: Examine how a fully electronic license application submission system might work for FAA/AST. Recommend best practices and industry preferences. Final recommendation due by COMSTAC meeting in Fall 2021.

Federal Range Infrastructure Tasker

While DoD continues to meet its national security space launch mission through capabilities at Cape Canaveral Space Force Station (CCSFS) and Vandenberg Air Force Base (VAFB), the DoD is limited in its ability to improve infrastructure and streamline operations to meet the growing commercial demand at these locations. DoD is tasked by statute to provide excess capacity at these locations for commercial launch activities, which are licensed by FAA/AST. When this decision was made years ago DoD operated the majority of launches from these sites, with commercial industry operating relatively few. Those roles have reversed and today commercial industry operates the majority of launches from CCSFS and VAFB. Furthermore, DoD is a consumer of commercial launch providers and is willing to address its role as a launch site operator. This would allow the DoD to contract for the launch and insertion into orbit of satellites by a commercial vendor while not maintaining the launch site infrastructure that they only use occasionally. The DoD postulates that this is in the best interest of national security and their appropriated funds for infrastructure can be used more appropriately for strictly military operations. The DoD identified one possible means of achieving this mission transformation in the form of a new “National Spaceport Development Corporation” (NSDC) governance model for CCSFS and VAFB.

Tasker:

1. **Familiarize yourself with the evolving challenges at CCSFS and VAFB** by reading the applicable reference documents (including the NSDC white paper). Document concerns, if any, on the information and assumptions in the reference documents.

2. **Compose a broad list of commercial space transportation industry stakeholders** that should be included in a discussion involving governance changes resulting from a new National Spaceport Strategy to address these challenges. Maintaining up-to-date infrastructure and efficient operations at these sites is essential to protecting public safety and is in line with FAA’s primary public safety mandate. As a result, FAA plans to facilitate a stakeholder as well as an inter-agency discussion to identify issues surrounding the transfer of oversight of some logistical and administrative functions at CCSFS and VAFB from DoD to a non-DoD entity. From a commercial perspective: who are the right stakeholders to identify the issues that will need to be considered and resolved in any change to the status quo?

3. Broadly define categories of spaceport facilities and services currently provided by DoD to commercial operators at CCSFS, and VAFB. For example, commodities provision, command transmitters, badging, etc.

4. Compile a list of general challenges governance changes at these sites may pose for the broader commercial space transportation industry, as well as for U.S. national security.

5. Consult with COMSTAC stakeholders and collect their feedback on how any governance changes at these sites may positively or negatively affect their operations. Include launch/reentry providers, payload operators, spaceports, industry associations, and any other stakeholder COMSTAC thinks may have an equity in such a concept.

Potential Future Taskers:

- High speed aerospace transportation – Paul Damphousse, Calspan Holdings
- Suggest/drafting additional Part 450 Advisory Circulars.