COMMERCIAL SPACE TRANSPORTATION

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Symposium to Strengthen the Partnership with Industry
Vienna
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RECOMMENDATION:
The COMSTAC recommends that the FAA AST advocate for unarmed, commercial suborbital spacecraft, particularly if controlled by an onboard pilot, to be transferred to the CCL if such spacecraft is covered by an FAA AST license or a permit.
NON-INTERFERENCE

OBSERVATION: Past COMSTAC recommendations and Congressional report language have referenced the importance of providing non-interference for private sector activities taking place on celestial bodies.

RECOMMENDATION: The COMSTAC recommends that the FAA AST provide more detail to the COMSTAC and broader industry regarding the definition of non-interference via a dialogue with industry.
In the FAA AST's March 12, 2015 response to the COMSTAC's recommendation that the FAA AST oppose the proliferation of standards following the approach ... AST requested clarification regarding the specific aspects of the IAASS's approach that the COMSTAC finds objectionable.
FINDING:
The International Standards Committee (ISO) Technical Committee 20 is undergoing a business plan review that will have an effect on Subcommittee 14 concerning Space Systems and Operations (TC20/SC14), which should be monitored by the FAA AST.

FINDING:
The ISO will be seeking an organization to serve as a Secretariat for a new subcommittee within TC20 regarding standards for human spaceflight. It would be beneficial for the U.S. spaceflight industry for a U.S. organization to serve as the Secretariat in order to ensure the participation of U.S. industry in the standards setting process.
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FINDING:
The COMSTAC finds the approach taken by the IAASS in its Human Spaceflight Standards objectionable due to (1) the lack of sufficient industry input during the development of the standards and (2) the inclusion of metrics in the standards that are not based on sufficient data from the operation of the vehicles intended to be subject to the standards.
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