



500 New Jersey Avenue NW, Suite 400
Washington, DC 20001
12 May 2015

The Honorable Kevin McCarthy
Majority Leader
U.S. House of Representatives
H-107, The Capitol
Washington, DC 20515

The Honorable Lamar Smith
Chair, House Committee on Science,
Space & Technology
2321 Rayburn House Office Building
Washington, DC 20515

The Honorable Steven Palazzo
Chair, Subcommittee on Space
331 Cannon House Office Building
Washington, DC 20515

Dear Majority Leader McCarthy and Chairman Smith:

I am writing to offer the Commercial Spaceflight Federation's strong endorsement of the *Spurring Private Aerospace Competitiveness and Entrepreneurship Act of 2015*, which you have both introduced along with Space Subcommittee Chairman Steven Palazzo.

This bill, the SPACE Act of 2015, represents the culmination of many years of bipartisan oversight and study by the House, spanning multiple congresses, on matters related to U.S. commercial space transportation. It responds to input from a diverse set of experts in industry, government, academia and the nonprofit organizations, communicated through a multitude of democratic mediums, including Congressional oversight hearings, briefings, and reports. The result of this work has led to one clear conclusion: the organic law needs to be comprehensively updated to keep up with and continue to foster a dynamic space transportation sector.

Together you have crafted strong legislation that addresses many of the major policy issues currently facing the commercial spaceflight industry relating to the Commercial Space Launch Act of 1984. If adopted by the House and enacted into law, it will be the most significant updating of the CSLA since 2004.

Many of the policy challenges impeding our sector's continued emergence are addressed in this bill and we strongly support the SPACE Act of 2015's inclusion of these top industry priorities:

- Long-term extension and modernization of the third party loss risk-sharing regime.
- Restoration of the originally-intended eight year learning period for early commercial operations of human spaceflight vehicles before facing preemptive regulation.
- Full inclusion of spaceflight participants in the launch liability regime, including indemnification.
- Federal preemption of the conflicting patchwork of state liability laws regarding commercial human spaceflight.
- License-permit flexibility.

- A formal statutory role for industry consensus standards in promoting continuously higher levels of occupant safety for spaceflight vehicles.
- A recognition that a “safety framework” is much more than just regulation, and may not even need to include preemptive regulation at this stage of the industry’s development.

Additionally, we commend the attention given to these additional issues in the bill:

- Updating the Maximum Probable Loss calculation methodology, while considering the cost-benefit to industry and the government of that update.
- Acknowledging the unique role of government astronauts vis-à-vis the CSLA.
- Requiring a broad study of potential framework for managing space traffic and related commercial orbital activities.
- Stating the sense of Congress that States and State-run launch facilities should take measures to protect the substantial investments they have made and continue to make in support of America’s space transportation infrastructure.

We thank you for the hard work you and your staff have put into developing this bill and the policies that will ensure the continued growth of the commercial spaceflight sector at this inflection point. We look forward to continuing to work with you as this bill progresses through the legislative process.

Sincerely,



Eric W. Stallmer
President

cc: The Honorable Steven Palazzo