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Members of Commercial Spaceflight Federation Provide Policy Input to White House Panel on Human Spaceflight

Washington, DC – Monday, June 29, 2009 – Enabling the development of commercial crew and cargo transportation to the International Space Station is the central recommendation of a policy paper submitted by members of the Commercial Spaceflight Federation to the Review of U.S. Human Space Flight Plans Committee, also known as the Augustine Committee.

“In less than 18 months, when the space shuttle is planned for retirement, the United States will become solely dependent on Russia to send our astronauts to the Space Station,” said Bretton Alexander, President of the Commercial Spaceflight Federation. “By leveraging the private sector, America can maximize our utilization of the Space Station and ensure that NASA has more resources available for robust exploration of the Moon and beyond.”

Titled “Commercial Spaceflight in Low Earth Orbit is the Key to Affordable and Sustainable Exploration Beyond,” the policy paper makes the following major points:

- The key to full utilization of the Space Station and sustainable exploration beyond low Earth orbit (LEO) is to turn LEO over to the private sector, thereby allowing NASA to focus its resources and expertise on exploration of the Moon and beyond.
- By making a series of careful, targeted investments, NASA can affordably and quickly enable the development of commercial spaceflight capabilities for both people and cargo to the International Space Station.
- To do so, NASA should create a Commercial Crew Program based on NASA’s existing Commercial Orbital Transportation Services (COTS) program for cargo to the Station.
- To maximize benefits to NASA and the taxpayer, NASA should fund multiple fixed-price, milestone-based Space Act Agreements for development of commercial crew capabilities, leveraging capital from the private sector.
- Regardless of the exploration architecture chosen, government and commercial spaceflight are not a “zero-sum game” – they are complementary, not competitive.

The white paper, available to the public at www.commercialspaceflight.org, was delivered to the Augustine Committee on behalf of the following member companies of the Commercial Spaceflight Federation:

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| Armadillo Aerospace | <i>Caddo Mills, Texas</i> |
| Blue Origin | <i>Kent, Washington</i> |
| Masten Space Systems | <i>Mojave, California</i> |
| Mojave Air and Space Port | <i>Mojave, California</i> |
| NASTAR Center | <i>Southampton, Pennsylvania</i> |
| Oklahoma Spaceport | <i>Burns Flat, Oklahoma</i> |
| Orbital Outfitters | <i>North Hollywood, California</i> |
| Scaled Composites | <i>Mojave, California</i> |
| Sierra Nevada Corporation | <i>Sparks, Nevada</i> |
| Space Adventures | <i>Vienna, Virginia</i> |
| Space Florida | <i>Kennedy Space Center, Florida</i> |
| Spaceport America | <i>Upham, New Mexico</i> |
| SpaceX | <i>Hawthorne, California</i> |
| Virgin Galactic | <i>Mojave, California & Upham, New Mexico</i> |
| X PRIZE Foundation | <i>Santa Monica, California</i> |

About the Commercial Spaceflight Federation

The mission of the Commercial Spaceflight Federation (CSF) is to promote the development of commercial human spaceflight, pursue ever higher levels of safety, and share best practices and expertise throughout the industry. Commercial Spaceflight Federation member organizations include commercial spaceflight developers, operators, and spaceports. The Commercial Spaceflight Federation is governed by a board of directors, composed of the member companies' CEO-level officers and entrepreneurs. For more information please contact Executive Director John Gedmark at 202.349.1121 or visit www.commercialspaceflight.org.