



Image credit: NASA

## WELCOME

*Dear <<First Name>>,*

Our September Board and Member's Meeting generated fantastic momentum and CFS entered October with great excitement. We were lucky to hear from many engaging speakers: Laguduva "LK" Kubendran of NASA's Flight Opportunities Program; *Paul Shawcross*, chief of the Science and Space Programs Branch at the OMB; George Nield, the FAA's associate administrator for Commercial Space Transportation; and New Horizons Principal Investigator Alan Stern. We look forward to continuing our work and building upon fresh ideas, which the meeting here in D.C. fostered.

First and foremost, CSF continues to advocate a Commercial Space Launch Act that benefits our country and our industry. Separate versions of the bill passed the House and Senate. And now we monitor the bill's status in the conference committee. We are

optimistic and confident that the resulting bill will strengthen the commercial space industry. This month's policy section is an overview of export control in regards to the commercial spaceflight industry as this is a topic that CSF and the industry is currently focused on in an attempt to foster economic and technological growth.

In addition, CSF is continuing its work on the development of industry standards and is looking to incorporate suggestions from the Board Meeting that are aimed at increasing the efficiency of the process. Our team is also looking to help update US export control laws and to find more ways to engage with our REM affiliates.

As always, feel free to reach out if you have any questions.

Warmest regards,  
Eric

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## ABOUT US

The [Commercial Spaceflight Federation](#) (CSF) is the industry organization of leading businesses and organizations working to make commercial human spaceflight a reality. Our mission is to promote the development of commercial human spaceflight, pursue ever higher levels of safety, and share best practices and expertise throughout the industry.

Currently, [60 businesses and organizations](#) are CSF members. Executive Members

include commercial spaceflight developers, operators, and spaceports. Associate Members include suppliers supporting commercial spaceflight, with recent members including suppliers of mission support services and suppliers of training, medical, and life-support products and services.

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## POLICY HIGHLIGHT

As is the case with other high-tech and potentially militarily-cross applicable hardware, the products produced by the United States' commercial spaceflight industry are subject to a wide array of export controls, key among them the ITAR (International Traffic in Arms Regulations) and MTCR (Missile Technology Control Regime). While the restrictions and limitations imposed by these export control regimes help ensure that sensitive technologies don't fall in the wrong hands, they also make it difficult for our industry to maintain competitiveness and growth in light of evolving capabilities and international markets. To that end, the Commercial Spaceflight Federation has been making an effort to collaborate with and provide industry input to key players responsible for the export control regimes, so as to rationalize the regimes in such a way that fosters industry growth.

As it stands today, nearly every iteration of man-rated orbital and suborbital spacecraft is restricted per the ITAR and MTCR regimes. As such, the foreign export and sale of vehicles such as SpaceX's *Dragon*, Sierra Nevada Corporation's *Dream Chaser*, XCOR's *Lynx*, and Virgin Galactic's *SpaceShip 2*, as well as the utilization of these vehicles by foreign or domestic actors on foreign soil, is subject to the demanding licensing requirements of the ITAR, which are appropriate for real "defense articles" but not spacecraft that are capable only for civilian and commercial applications.

This poses a number of issues for the commercial spaceflight industry: first, especially for the spaceflight operators whose primary products are these vehicles, these restrictions raise major and unnecessary obstacles to operations outside U.S. territory, which will significantly limit their ability to compete against foreign spaceflight companies. At a time when other countries are developing in part or in full their own commercial spaceflight technologies, the restrictions imposed by the ITAR and MTCR will do little to inhibit the spread of these technologies in other countries. Second, the restrictions imposed by these export control regimes, which restrict the utilization of these vehicles on foreign soil, will limit the ability of commercial spaceflight operators to access launch azimuths or conditions more favorable to their mission.

An applicable parallel to the current status of man-rated spacecraft and CSF's envisioned changes to the export control regime can be found in the commercial satellite industry.

Until last year, nearly every form of satellite, be it military, commercial, or remote-sensing, was subject to ITAR and MTCR controls. In response to arguments that such restrictions on commercial satellites seriously damaged the American commercial satellite industry, especially as foreign satellite producers were beginning to capture larger shares of the global market. In 2014, as part of the US Export Control Reform Initiative, most commercial satellites have moved from the export control jurisdiction of the ITAR to the Commerce Department's Export Administration Regulations (EAR). The same has not been true, however, for commercial spacecraft other than satellites, which remain subject to the ITAR.

For more than two years, CSF, in close collaboration with its members, has been working with the Departments of State, Defense and Commerce to help the US Government define a "bright line" between those spacecraft technologies that need to be controlled under the ITAR and those that can be safely transferred to Commerce control. In May, CSF submitted recommendations to the government agencies for how to draw this "bright line" for suborbital and orbital spacecraft. CSF has been assured that these recommendations are under serious review. We will remain in close contact with these agencies until they reach a decision.

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## CSF UPDATES

**Sept. 22-23:** Our September Members Meeting took place in Washington, D.C., and proved to be very productive. Frank DiBello was reelected as chairman of the board. Steve Howard, project leader of Spaceport Camden, was brought on as a board member. Sean Mahoney became the CSF treasurer, and both Alan Stern and Jeff Greason were elected to be officers of the CSF board.

In addition, CSF brought on new members. Spaceport Camden joined as an Executive Member. Several companies — Analytical Graphics Inc. (AGI), Kimley-Horn & Associates, MLA Space, Made in Space, Vulcan Aerospace and the Center for the Advancement of Science in Space (CASIS) — will join as Associate Members. Space Adventures will be renewing its commitment to CSF as an Associate Member.

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## RECENT INDUSTRY NEWS

**September 1:** [SpaceX announced](#) that the return to flight of its upgraded Falcon 9 rocket

is still a “couple of months” away.

**September 4:** ARCA Space Corporation [plans to carry out tests of high-altitude drones and suborbital rockets](#) at New Mexico’s Spaceport America.

**September 11:** Senator Nelson says he will seek to [swiftly hammer out a compromise](#) between versions of a commercial launch bill passed by the House and Senate.

**September 15:** [Blue Origin announced](#) it will establish a manufacturing facility and launch site in Cape Canaveral, Florida for its planned orbital launch vehicle, which the company expects to start launching by 2020.

**September 24:** Two U.S. lawmakers in key space oversight positions [blasted the U.S. National Oceanic and Atmospheric Administration](#) for fighting a rear guard battle against companies seeking to commercialize satellite-based weather data products.

**September 28:** [Virgin Galactic announced](#) Sept. 28 that it has made “significant progress” on the engines that it will use on its LauncherOne small satellite launch vehicle, two weeks after the company said it was increasing the vehicle’s performance.

**September 29:** Congress passed a bill that [will extend by six months](#) the current restriction on the FAA’s ability to regulate the safety of people flying on commercial spacecraft, as House and Senate members reconcile bills that would provide for a longer extension.

**September 29:** *SpaceNews* profiled CSF Chairman and Space Florida President and Chief Executive [Frank DiBello](#).

**September 30:** [Blue Origin announced](#) the completion of more than 100 staged-combustion tests in development of the American-made BE-4 engine. The test provides measurable performance data in advance of the upcoming Critical Design Review.

**September 30:** [Spaceflight Industries acquired a SpaceX Falcon 9](#) for its first dedicated launch in 2017. It will fly more than 20 satellites to sun-synchronous orbits on a mission called “2017 Sun Synch Express” scheduled to launch in the second half of 2017.

**October 1:** [The U.S. Air Force awarded orbit-modeling software provider AGI](#) a contract valued at \$8.4 million for a subscription service for data from the company’s Commercial Space Operations Center, or ComSpOC.

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## RESOURCES

Consult the following resources for the most up-to-date news and information about the commercial space industry!

### **Commercial Spaceflight Federation**

Visit the [Commercial Spaceflight Federation homepage](#) for the most recent press releases and news stories featuring CSF member organizations.

### **Spaceflight Now Launch Tracker**

Check out the [Spaceflight Now Launch Tracker](#) for the most up-to-date schedule of U.S. government, commercial, and foreign space launches.

### **SpacePolicyOnline.com**

Go to [SpacePolicyOnline](#) for recent news and analysis as well as a comprehensive list of space-related hearings, briefings, and events in the Washington, DC area.

### **NASA Procurement Information**

Consult the [NASA procurement page](#) for a breakdown of NASA spending by state and Congressional district; details include information about SBIR awards, grants, and contracts with universities and businesses.

### **FAA Office of Commercial Space Transportation (AST)**

Head to the [FAA AST website](#) to view launch licenses and procedures as well as relevant legislation governing commercial space.



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Commercial Spaceflight Federation  
500 New Jersey Avenue NW, Suite 400  
Washington, DC 20001  
(202) 715-2928

[www.commercialspaceflight.org](http://www.commercialspaceflight.org)