



FISCAL YEAR 2024 FAA REAUTHORIZATION -- SPACE

The Aerospace Industries Association (AIA) represents more than 300 aerospace and defense companies, from America’s leading manufacturers of commercial aircraft, engines, satellites, and launch vehicles, to family-owned businesses comprising our supply chain. Aerospace is a major driver of the U.S. economy, employing more than two million people across all 50 states and the District of Columbia and contributed \$396 billion to the nation’s GDP. The innovations and technologies designed and deployed by our industry enable and empower modern life. Upcoming reauthorization of the Federal Aviation Administration (FAA) provides Congress with a unique opportunity to develop a strong policy framework aligned with federal investment and incentives to help propel these advancements even further.

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I. Office of Commercial Space Transportation

Congress should authorize an increase in funding for the Office of Commercial Space Transportation

The growth of the commercial space industry has outpaced the funding level increases Congress has appropriated to the Office of Commercial Space Transportation. Congress should reaffirm its commitment to safeguarding America's leadership in commercial space launch and authorize the funding of the Office of Commercial Space Transportation at the level necessary to successfully fulfil their mission.

II. FAA Launch and Reentry Mishap Investigations

Congress Should Reaffirm the Statutory Authority of AST in Mishap Investigations

Given the unique characteristics and variables of space launch and reentry operations, the FAA should maintain primary authority for regulating and investigating commercial space activities under the expertise of the Office of Commercial Space Transportation.

III. Responsive Launch and Reentry Licensing

Congress Should Direct the FAA to Develop Responsive Launch and Reentry Licenses

The Department of Defense and Intelligence Communities are seeking tactically responsive launch capabilities from industry. This capability may include the launch and reentry of a payload with limited advanced notice of launch location, timing, and payload type. FAA's current licensing process is not currently equipped to support the timeframe and cadence required. FAA licensing may be a limiting factor in providing the national security community this capability. As rapid launch and reentry demonstrations continue and this capability becomes operational, Congress should authorize the FAA to develop a responsive launch and reentry licensing process as well as require the completion of any required agreements between FAA and stakeholders, including the DOD and Intelligence Community.

IV. Reciprocal International Agreements

Congress Should Authorize FAA to Use Their Title 51 Authorities to enter into Reciprocal International Agreements

As the industry continues to export launch capabilities and expand into international operations, the reciprocity of foreign licenses would eliminate barriers to entry and streamline American enterprise. FAA should be instructed to implement lessons learned from their past Aircraft licensing reciprocity efforts and communicate with industry as they seek to enter into agreements with foreign countries.

V. Reaffirm FAA's Dual Mandate to Regulate and Promote the U.S. Space Industry

Congress should reaffirm FAA's dual mandate to regulate and promote the U.S. space industry

America's aerospace industry benefits from FAA's efforts to proactively engage with countries American launch providers are interested in launching from. This engagement helps those nations to understand and establish launch licensing regimes that are understandable and familiar to American launch operators resulting in a proliferation of lessons learned and encourages these emerging space launch countries to model their system off of the FAA licensing process already familiar to American industry.

VI. Methane Equivalency Standards

Congress should direct the FAA to update TNT equivalency standards in coordination with industry

There are numerous methane propelled launch vehicles under development across the space launch industry and current equivalency standards are not appropriately tailored to the technology requirements. This issue needs to be addressed to increase the acceptable proximity of launch operations. Data from industry-conducted testing supports 24-25% TNT equivalency as appropriate for LOX/LNG and should be implemented immediately for ground safety. Additionally, the USG should expedite development and implementation of an integrated plan to understand the appropriate TNT equivalency for explosions of LOX/LNG vehicles during flight. These test plans should be coordinated with industry.

VII. Airspace Integration Capabilities

Congress should authorize increased investment in FAA's development and adoption of Space Integration Capabilities

These capabilities allow for the more seamless integration of aviation and commercial space activities, minimizing airspace closures and impacts while prioritizing the safety of flights and commercial space activities.