of an RLV mission are contained and minimized;
   (2) Ensure data and physical evidence are preserved;
   (3) Require the licensee to report and to cooperate with FAA and the National Transportation Safety Board investigations and designate one or more points of contact for the FAA or NTSB; and;
   (4) Require the licensee to identify and adopt preventive measures for avoiding recurrence of the event.

(d) Investigation plan. A MIP shall contain—
   (1) Procedures for investigating the cause of an event described in paragraph (c)(1) of this section;
   (2) Procedures for reporting investigation results to the FAA;
   (3) Delineated responsibilities, including reporting responsibilities, for personnel assigned to conduct investigations and for any unrelated entities retained by the licensee to conduct or participate in investigations.

(e) Emergency response plan. An ERP shall provide for—
   (1) Notification to local officials in the event of an off-site or unplanned landing so that vehicle recovery can be conducted safely and effectively and with minimal risk to public safety. The plan must provide for the quick dissemination of up to date information to the public, and for doing so in advance of reentry or other landing on Earth to the extent practicable; and
   (2) A public information dissemination plan for informing the potentially affected public, in laymen’s terms and in advance of a planned reentry, of the estimated date, time and landing location for the reentry activity.

§ 431.47 Denial of safety approval.

The FAA notifies an applicant, in writing, if the FAA has denied safety approval for an RLV mission license application. The notice states the reasons for the FAA’s determination. The applicant may respond to the reasons for the determination and request reconsideration.