Democrats offered additional suggestions earlier this year when the Subcommittee on Communications and Technology considered this and other bills aimed at FCC process reform. The ideas of subcommittee members CLARKE, LOEBSACK, and MATSUI furthered our goal to help make the FCC fast, efficient, and transparent.

The simple suggestions were to, one, require the FCC to provide quarterly reports on pending items with the agency to ensure accountability and timely responses; two, require, the FCC to coordinate with the Small Business Administration to improve small-business participation in FCC proceedings; and, third, require the FCC Chairman to publicly post the agency's internal policies and procedures for greater transparency.

Although we could not agree on the policies offered by the Republicans and dissented from the version of the bill that was favorably reported from the Energy and Commerce Committee in June, we worked in a bipartisan manner to craft the language that we take up today. This version of the bill takes the bipartisan language from last Congress and includes most of the Democratic suggestions that improve the bill.

I appreciate Chairman UPTON and Chairman WALDEN's willingness to listen to our concerns and work with us to achieve a bipartisan result. It is a stronger bill because of it.

I also want to thank Communications and Technology Subcommittee Ranking Member ANNA ESHOO for her leadership on these issues, as well as Representatives CLARKE, LOEBSACK, and MATSUI, for their thoughtful considerations. I look forward to continuing to work with our Republican and Democratic colleagues in the Senate to help this bill become law. Again, I urge its passage.

Mr. Speaker, I reserve the balance of my time.

Mr. WALDEN. Mr. Speaker, I yield myself such time as I may consume.

I want to thank my colleague from New Jersey and his staff for the great work on this legislation. I also meant to thank Mr. KINZINGER from Illinois as well, who has been very active on our subcommittee. He has done great work on this measure and some of its very important provisions. I left him out earlier today. I want to thank him as well. I also thank the staff and my colleagues. I urge passage in the House.

Mr. Speaker, I reserve the balance of my time.

Mr. PALLONE. Mr. Speaker, I urge passage of the bill.

Mr. Speaker, I yield back the balance of my time.

Mr. WALDEN. Mr. Speaker, I yield myself the balance of my time.

Mr. Speaker, again, I think this is a fine piece of work. I think it will result in the Federal Communications Commission being even better and more transparent as it conducts the public's business. I look forward to this bill moving on across the Chamber and to the Senate where, hopefully, this year they will take it up. So I ask for its approval.

Mr. Speaker, I yield back the balance of my time.

Ms. ESHOO. Mr. Speaker, I rise today in support of H.R. 2583, the Federal Communications Commission Process Reform Act of 2015, a bipartisan bill aimed at giving the FCC flexibility while promoting openness, transparency and accountability.

In the 113th Congress, the House of Representatives considered and passed similar legislation by voice vote. The bill before us adds to the previously included reforms by including three legislative proposals offered during the Energy & Commerce Committee's debate.

First, a proposal offered by Rep. CLARKE would require the FCC to report quarterly to Congress and to post, on its website, data on the total number of decisions pending, categorized by bureau, the type of request, the length of time pending, as well as a list of pending Congressional investigations and their costs to the agency.

Second, a proposal by Rep. LOEBSACK would require the Chairman to post the Commission's internal procedures on the FCC website and update the website when the Chairman makes any changes.

Third, the underlying bill includes a proposal offered by Rep. MATSUI which would require the FCC to coordinate with the Small Business Administration and issue recommendations to improve small business participation in FCC proceedings.

Collectively the proposals by Reps. CLARKE, LOEBSACK and MATSUI would modernize and enhance transparency at the FCC without jeopardizing regulatory certainty or opening the Commission to legal challenges on every agency action.

I'm also pleased that the bill incorporates the FCC Collaboration Act of 2015, a bipartisan bill I introduced earlier this year with Reps. SHIMKUS and DOYLE. For years, current and former FCC Commissioners have called on Congress to pass 'sunshine reform,' so that three or more Commissioners can hold non-public collaborative discussions, as long as no agency action is taken. While I remain disappointed that this provision will not take effect immediately upon enactment, I've concluded that any further delay in implementation is the unnecessary delay of a much needed reform.

I thank Chairman WALDEN for working with me and my staff to put forward a bipartisan bill and I urge my colleagues to support H.R. 2583.

The SPEAKER pro tempore. The question is on the motion offered by the gentleman from Oregon (Mr. WALDEN) that the House suspend the rules and pass the bill, H.R. 2583, as amended.

The question was taken; and (two-thirds being in the affirmative) the rules were suspended and the bill, as amended, was passed.

A motion to reconsider was laid on the table.

SPURRING PRIVATE AEROSPACE COMPETITIVENESS AND ENTREPRENEURSHIP ACT OF 2015

Mr. MCCARTHY. Mr. Speaker, I move to suspend the rules and concur in the Senate amendment to the bill (H.R. 2262) to facilitate a pro-growth environment for the developing commercial space industry by encouraging private sector investment and creating more stable and predictable regulatory conditions, and for other purposes.

The Clerk read the title of the bill.

The text of the Senate amendment is as follows:

Senate amendment:

Strike all after the enacting clause and insert the following:

SECTION 1. SHORT TITLE; TABLE OF CONTENTS; REFERENCES.

(a) SHORT TITLE.—This Act may be cited as the ''U.S. Commercial Space Launch Competitiveness Act''.

(b) TABLE OF CONTENTS.—The table of contents of this Act is as follows:

(c) REFERENCES TO TITLE 51, UNITED STATES CODE.—Except as otherwise expressly provided, wherever in this Act an amendment or repeal is expressed in terms of an amendment to, or repeal of, a section or other provision, the reference shall be considered to be made to a section or other provision of title 51, United States Code.

TITLE I—SPURRING PRIVATE AEROSPACE COMPETITIVENESS AND ENTREPRENEURSHIP

SEC. 101. SHORT TITLE.

This title may be cited as the ''Spurring Private Aerospace Competitiveness and Entrepreneurship Act of 2015'' or ''SPACE Act of 2015''.

SEC. 102. INTERNATIONAL LAUNCH COMPETITIVENESS.

(a) SENSE OF CONGRESS.—It is the sense of Congress that it is in the public interest to update the methodology used to calculate the maximum probable loss from claims under section

50914 of title 51, United States Code, with a validated risk profile approach in order to consistently compute valid and reasonable maximum probable loss values.

(b) IMPLEMENTATION.—Not later than 180 days after the date of enactment of this Act, the Secretary of Transportation, in consultation with the commercial space sector and insurance providers, shall—

(1) evaluate the methodology used to calculate the maximum probable loss from claims under section 50914 of title 51, United States Code, and, if necessary, develop a plan to update that methodology;

(2) in evaluating or developing a plan under paragraph (1)—

(A) ensure that the Federal Government is not exposed to greater costs than intended and that launch companies are not required to purchase more insurance coverage than necessary; and

(B) consider the impact of the cost to both the industry and the Government of implementing an updated methodology; and

(3) submit the evaluation, and any plan, to the Committee on Commerce, Science, and Transportation of the Senate and the Committee on Science, Space, and Technology of the House of Representatives.

(c) INDEPENDENT ASSESSMENT.—Not later than 270 days after the date the evaluation is submitted under subsection (b)(3), the Comptroller General shall submit to the Committee on Commerce, Science, and Transportation of the Senate and the Committee on Science, Space, and Technology of the House of Representatives an assessment of—

(1) the analysis and conclusions provided by the Secretary of Transportation in the evaluation, and any plan, under subsection (b);

(2) the implementation schedule proposed by the Secretary in the plan described in paragraph (1);

(3) the suitability of the plan described in paragraph (1) for implementation; and

(4) any further actions needed to implement the plan described in paragraph (1) or otherwise accomplish the purpose of this section.

(d) LAUNCH LIABILITY EXTENSION.—Section 50915(f) is amended by striking ''December 31, 2016'' and inserting ''September 30, 2025''.

SEC. 103. INDEMNIFICATION FOR SPACE FLIGHT PARTICIPANTS.

(a) IN GENERAL.—Chapter 509 is amended—

(1) in section 50914(a)—

(A) in paragraph (4), by adding at the end the following:

''(E) space flight participants.''; and

(B) by adding at the end the following:

''(5) Subparagraph (E) of paragraph (4) ceases to be effective September 30, 2025.''; and

(2) in section 50915(a)—

(A) in paragraph (1), by striking ''a licensee or transferee under this chapter, a contractor, subcontractor, or customer of the licensee or transferee, or a contractor or subcontractor of a customer, but not against a space flight participant,'' and inserting ''a person described in paragraph (3)(A)''; and

(B) by adding at the end the following:

''(3)(A) A person described in this subparagraph is—

''(i) a licensee or transferee under this chapter;

''(ii) a contractor, subcontractor, or customer of the licensee or transferee;

''(iii) a contractor or subcontractor of a customer; or

''(iv) a space flight participant.

''(B) Clause (iv) of subparagraph (A) ceases to be effective September 30, 2025.''.

SEC. 104. LAUNCH LICENSE FLEXIBILITY.

Section 50906 is amended—

(1) in subsection (d)—

(A) in the matter preceding paragraph (1), by striking ''that will be launched or reentered'' and inserting ''or reusable launch vehicles that will be launched into a suborbital trajectory or reentered under that permit'';

(B) by amending paragraph (1) to read as follows:

''(1) research and development to test design concepts, equipment, or operating techniques;''; and

(C) in paragraph (3)—

(i) by striking ''prior to obtaining a license''; and

(ii) by inserting ''or vehicle'' after ''design of the rocket'';

(2) in subsection (e)—

(A) in paragraph (1), by striking ''suborbital rocket design'' and inserting ''suborbital rocket or suborbital rocket design, or for a particular reusable launch vehicle or reusable launch vehicle design,''; and

(B) in paragraph (2), by inserting ''or launch vehicle'' after ''the suborbital rocket'';

(3) by amending subsection (g) to read as follows:

''(g) The Secretary may issue a permit under this section notwithstanding any license issued under this chapter. The issuance of a license under this chapter may not invalidate a permit issued under this section.''; and

(4) in subsection (h), by inserting ''or reusable launch vehicle'' after ''suborbital rocket''.

SEC. 105. LICENSING REPORT.

Not later than 120 days after the date of enactment of this Act, the Secretary of Transportation shall submit to the Committee on Commerce, Science, and Transportation of the Senate and the Committee on Science, Space, and Technology of the House of Representatives a report on approaches for streamlining the licensing and permitting process of launch vehicles, reentry vehicles, or components of launch or reentry vehicles, to enable non-launch flight operations related to space transportation. The report shall include approaches to improve efficiency, reduce unnecessary costs, resolve inconsistencies, remove duplication, and minimize unwarranted constraints. The report shall also include an assessment of existing private and government infrastructure, as appropriate, in future licensing activities.

SEC. 106. FEDERAL JURISDICTION.

Section 50914 is amended by adding at the end the following:

''(g) FEDERAL JURISDICTION.—Any claim by a third party or space flight participant for death, bodily injury, or property damage or loss resulting from an activity carried out under the license shall be the exclusive jurisdiction of the Federal courts.''.

SEC. 107. CROSS WAIVERS.

Section 50914(b)(1) is amended to read as follows:

''(1)(A) A launch or reentry license issued or transferred under this chapter shall contain a provision requiring the licensee or transferee to make a reciprocal waiver of claims with applicable parties involved in launch services or reentry services under which each party to the waiver agrees to be responsible for personal injury to, death of, or property damage or loss sustained by it or its own employees resulting from an activity carried out under the applicable license.

''(B) In this paragraph, the term 'applicable parties' means—

''(i) contractors, subcontractors, and customers of the licensee or transferee;

''(ii) contractors and subcontractors of the customers; and

''(iii) space flight participants.

''(C) Clause (iii) of subparagraph (B) ceases to be effective September 30, 2025.''.

SEC. 108. SPACE AUTHORITY.

(a) IN GENERAL.—Not later than 120 days after the date of enactment of this Act, the Director of the Office of Science and Technology Policy, in consultation with the Secretary of State, the Secretary of Transportation, the Administrator of the National Aeronautics and Space Administration, the heads of other relevant Federal agencies, and the commercial space sector, shall—

(1) assess current, and proposed near-term, commercial non-governmental activities conducted in space;

(2) identify appropriate authorization and supervision authorities for the activities described in paragraph (1);

(3) recommend an authorization and supervision approach that would prioritize safety, utilize existing authorities, minimize burdens to the industry, promote the U.S. commercial space sector, and meet the United States obligations under international treaties; and

(4) submit to the Committee on Commerce, Science, and Transportation of the Senate and the Committee on Science, Space, and Technology of the House of Representatives a report on the activities described in paragraphs (1), (2), and (3).

(b) EXCEPTION.—Nothing in this section shall apply to the activities of the ISS national laboratory as described in section 504 of the National Aeronautics and Space Administration Authorization Act of 2010 (42 U.S.C. 18354), including any research or development projects utilizing the ISS national laboratory.

SEC. 109. ORBITAL TRAFFIC MANAGEMENT.

(a) SENSE OF CONGRESS.—It is the sense of the Congress that an improved framework may be necessary for space traffic management of United States Government assets and United States private sector assets in outer space and orbital debris mitigation.

(b) STUDY.—Not later than 90 days after the date of enactment of this Act, the Administrator of the National Aeronautics and Space Administration, in consultation with the Secretary of Transportation, the Chair of the Federal Communications Commission, the Secretary of Commerce, and the Secretary of Defense, shall enter into an arrangement with an independent systems engineering and technical assistance organization to study alternate frameworks for the management of space traffic and orbital activities.

(c) CONTENTS.—The study shall include the following:

(1) An assessment of current regulations, best practices, and industry standards that apply to space traffic management and orbital debris mitigation.

(2) An assessment of current statutory authorities granted to the Federal Communications Commission, the Department of Transportation, and the Department of Commerce that apply to space traffic management and orbital debris mitigation and how those agencies utilize and coordinate those authorities.

(3) A review of all space traffic management and orbital debris requirements under treaties and other international agreements to which the United States is a signatory, and other nonbinding international arrangements in which the United States participates, and the manner and extent to which the Federal Government complies with those requirements and arrangements.

(4) An assessment of existing Federal Government assets used to conduct space traffic management and space situational awareness.

(5) An assessment of the risk to space traffic management associated with smallsats and any necessary Government coordination for their launch and utilization to avoid congestion of the orbital environment and improve space situational awareness.

(6) An assessment of existing private sector information sharing activities associated with space situational awareness and space traffic management.

(7) Recommendations related to the appropriate framework for the protection of the health, safety, and welfare of the public and economic vitality of the space industry.

(d) REPORT.—Not later than 1 year after the date of enactment of this Act, the Administrator shall submit to the Committee on Commerce, Science, and Transportation of the Senate and

the Committee on Science, Space, and Technology of the House of Representatives the study required in subsection (b).

(e) DEPARTMENT OF DEFENSE AUTHORITIES.—

(1) SENSE OF CONGRESS.—It is the sense of Congress that the Department of Defense plays a vital and unique role in protecting national security assets in space.

(2) RULE OF CONSTRUCTION.—Nothing in this section may be construed to affect the authority of the Secretary of Defense as it relates to safeguarding the national security.

SEC. 110. SPACE SURVEILLANCE AND SITUATIONAL AWARENESS DATA.

Not later than 120 days after the date of enactment of this Act, the Secretary of Transportation in concurrence with the Secretary of Defense shall—

(1) in consultation with the heads of other relevant Federal agencies, study the feasibility of processing and releasing safety-related space situational awareness data and information to any entity consistent with national security interests and public safety obligations of the United States; and

(2) submit a report on the feasibility study to the Committee on Commerce, Science, and Transportation of the Senate and the Committee on Science, Space, and Technology of the House of Representatives.

SEC. 111. CONSENSUS STANDARDS AND EXTENSION OF CERTAIN SAFETY REGULATION REQUIREMENTS.

Section 50905(c) is amended—

(1) in paragraph (1), by inserting ''IN GENERAL.—'' before ''The Secretary'';

(2) in paragraph (2), by inserting ''REGULATIONS.—'' before ''Regulations'';

(3) by striking paragraph (3);

(4) by redesignating paragraph (4) as paragraph (10);

(5) by inserting after paragraph (2) the following:

''(3) FACILITATION OF STANDARDS.—The Secretary shall continue to work with the commercial space sector, including the Commercial Space Transportation Advisory Committee, or its successor organization, to facilitate the development of voluntary industry consensus standards based on recommended best practices to improve the safety of crew, government astronauts, and space flight participants as the commercial space sector continues to mature.

''(4) COMMUNICATION AND TRANSPARENCY.—Nothing in this subsection shall be construed to limit the authority of the Secretary to discuss potential regulatory approaches, potential performance standards, or any other topic related to this subsection with the commercial space industry, including observations, findings, and recommendations from the Commercial Space Transportation Advisory Committee, or its successor organization, prior to the issuance of a notice of proposed rulemaking. Such discussions shall not be construed to permit the Secretary to promulgate industry regulations except as otherwise provided in this section.

''(5) INTERIM VOLUNTARY INDUSTRY CONSENSUS STANDARDS REPORTS.—

''(A) IN GENERAL.—Not later than December 31, 2016, and every 30 months thereafter until December 31, 2021, the Secretary, in consultation and coordination with the commercial space sector, including the Commercial Space Transportation Advisory Committee, or its successor organization, shall submit to the Committee on Commerce, Science, and Transportation of the Senate and the Committee on Science, Space, and Technology of the House of Representatives a report on the progress of the commercial space transportation industry in developing voluntary industry consensus standards that promote best practices to improve industry safety.

''(B) CONTENTS.—The report shall include, at a minimum—

''(i) any voluntary industry consensus standards that have been accepted by the industry at large;

''(ii) the identification of areas that have the potential to become voluntary industry consensus standards that are currently under consideration by the industry at large;

''(iii) an assessment from the Secretary on the general progress of the industry in adopting voluntary industry consensus standards;

''(iv) any lessons learned about voluntary industry consensus standards, best practices, and commercial space launch operations;

''(v) any lessons learned associated with the development, potential application, and acceptance of voluntary industry consensus standards, best practices, and commercial space launch operations; and

''(vi) recommendations, findings, or observations from the Commercial Space Transportation Advisory Committee, or its successor organization, on the progress of the industry in developing voluntary industry consensus standards that promote best practices to improve industry safety.

''(6) REPORT.—Not later than 270 days after the date of enactment of the SPACE Act of 2015, the Secretary, in consultation and coordination with the commercial space sector, including the Commercial Space Transportation Advisory Committee, or its successor organization, shall submit to the Committee on Commerce, Science, and Transportation of the Senate and the Committee on Science, Space, and Technology of the House of Representatives a report specifying key industry metrics that might indicate readiness of the commercial space sector and the Department of Transportation to transition to a safety framework that may include regulations under paragraph (9) that considers space flight participant, government astronaut, and crew safety.

''(7) REPORTS.—Not later than March 31 of each of 2018 and 2022, the Secretary, in consultation and coordination with the commercial space sector, including the Commercial Space Transportation Advisory Committee, or its successor organization, shall submit to the Committee on Commerce, Science, and Transportation of the Senate and the Committee on Science, Space, and Technology of the House of Representatives a report that identifies the activities, described in this subsection and subsection (d) most appropriate for a new safety framework that may include regulatory action, if any, and a proposed transition plan for such safety framework.

''(8) INDEPENDENT REVIEW.—Not later than December 31, 2022, an independent systems engineering and technical assistance organization or standards development organization contracted by the Secretary shall submit to the Committee on Commerce, Science, and Transportation of the Senate and the Committee on Science, Space, and Technology of the House of Representatives an assessment of the readiness of the commercial space industry and the Federal Government to transition to a safety framework that may include regulations. As part of the review, the contracted organization shall evaluate—

''(A) the progress of the commercial space industry in adopting voluntary industry consensus standards as reported by the Secretary in the interim assessments included in the reports under paragraph (5);

''(B) the progress of the commercial space industry toward meeting the key industry metrics identified by the report under paragraph (6), including the knowledge and operational experience obtained by the commercial space industry while providing services for compensation or hire; and

''(C) whether the areas identified in the reports under paragraph (5) are appropriate for regulatory action, or further development of voluntary industry consensus standards, considering the progress evaluated in subparagraphs (A) and (B) of this paragraph.

''(9) LEARNING PERIOD.—Beginning on October 1, 2023, the Secretary may propose regulations under this subsection without regard to subparagraphs (C) and (D) of paragraph (2). The development of any such regulations shall take into consideration the evolving standards of the commercial space flight industry as identified in the reports published under paragraphs (5), (6), and (7).''; and

(6) in paragraph (10), as redesignated, by inserting ''RULE OF CONSTRUCTION.—'' before ''Nothing''.

SEC. 112. GOVERNMENT ASTRONAUTS.

(a) FINDINGS AND PURPOSE.—Section 50901(15) is amended by inserting '', government astronauts,'' after ''crew'' each place it appears.

(b) SENSE OF CONGRESS.—The National Aeronautics and Space Administration has a need to fly government astronauts (as defined in section 50902 of title 51, United States Code, as amended) within commercial launch vehicles and reentry vehicles under chapter 509 of that title. This need was identified by the Secretary of Transportation and the Administrator of the National Aeronautics and Space Administration due to the intended use of commercial launch vehicles and reentry vehicles developed under the Commercial Crew Development Program, authorized in section 402 of the National Aeronautics and Space Administration Authorization Act of 2010 (124 Stat. 2820; Public Law 111–267). It is the sense of Congress that the authority delegated to the Administration by the amendment made by subsection (d) of this section should be used for that purpose.

(c) DEFINITION OF GOVERNMENT ASTRONAUT.—Section 50902 is amended—

(1) by redesignating paragraphs (4) through (22) as paragraphs (7) through (25), respectively; and

(2) by inserting after paragraph (3) the following:

''(4) 'government astronaut' means an individual who—

''(A) is designated by the National Aeronautics and Space Administration under section 20113(n);

''(B) is carried within a launch vehicle or reentry vehicle in the course of his or her employment, which may include performance of activities directly relating to the launch, reentry, or other operation of the launch vehicle or reentry vehicle; and

''(C) is either—

''(i) an employee of the United States Government, including the uniformed services, engaged in the performance of a Federal function under authority of law or an Executive act; or

''(ii) an international partner astronaut.

''(5) 'international partner astronaut' means an individual designated under Article 11 of the International Space Station Intergovernmental Agreement, by a partner to that agreement other than the United States, as qualified to serve as an International Space Station crew member.

''(6) 'International Space Station Intergovernmental Agreement' means the Agreement Concerning Cooperation on the International Space Station, signed at Washington January 29, 1998 (TIAS 12927).''.

(d) POWERS OF THE NATIONAL AERONAUTICS AND SPACE ADMINISTRATION IN PERFORMANCE OF FUNCTIONS.—Section 20113 is amended by adding at the end the following:

''(n) IDENTIFICATION OF GOVERNMENT ASTRONAUTS.—For purposes of a license issued or transferred by the Secretary of Transportation under chapter 509 to launch a launch vehicle or to reenter a reentry vehicle carrying a government astronaut (as defined in section 50902), the Administration shall designate a government astronaut in accordance with requirements prescribed by the Administration.''.

(e) DEFINITION OF LAUNCH.—Paragraph (7) of section 50902, as redesignated, is amended by striking ''and any payload, crew, or space flight participant'' and inserting ''and any payload or human being''.

(f) DEFINITION OF LAUNCH SERVICES.—Paragraph (9) of section 50902, as redesignated, is

amended by striking ''payload, crew (including crew training), or space flight participant'' and inserting ''payload, crew (including crew training), government astronaut, or space flight participant''.

(g) DEFINITION OF REENTER AND REENTRY.—Paragraph (16) of section 50902, as redesignated, is amended by striking ''and its payload, crew, or space flight participants, if any,'' and inserting ''and its payload or human beings, if any,''.

(h) DEFINITION OF REENTRY SERVICES.—Paragraph (17) of section 50902, as redesignated, is amended by striking ''payload, crew (including crew training), or space flight participant, if any,'' and inserting ''payload, crew (including crew training), government astronaut, or space flight participant, if any,''.

(i) DEFINITION OF SPACE FLIGHT PARTICIPANT.—Paragraph (20) of section 50902, as redesignated, is amended to read as follows:

''(20) 'space flight participant' means an individual, who is not crew or a government astronaut, carried within a launch vehicle or reentry vehicle.''.

(j) DEFINITION OF THIRD PARTY.—Paragraph (24)(E) of section 50902, as redesignated, is amended by inserting '', government astronauts,'' after ''crew''.

(k) RESTRICTIONS ON LAUNCHES, OPERATIONS, AND REENTRIES; SINGLE LICENSE OR PERMIT.—Section 50904(d) is amended by striking ''activities involving crew or space flight participants'' and inserting ''activities involving crew, government astronauts, or space flight participants''.

(l) LICENSE APPLICATIONS AND REQUIREMENTS; APPLICATIONS.—Section 50905 is amended—

(1) in subsection (a)(2), by striking ''crews and space flight participants'' and inserting ''crew, government astronauts, and space flight participants'';

(2) in subsection (b)(2)(D), by striking ''crew or space flight participants'' and inserting ''crew, government astronauts, or space flight participants''; and

(3) in subsection (c)—

(A) in paragraph (1), by striking ''crew and space flight participants'' and inserting ''crew, government astronauts, and space flight participants''; and

(B) in paragraph (2), by striking ''to crew or space flight participants'' each place it appears and inserting ''to crew, government astronauts, or space flight participants''.

(m) MONITORING ACTIVITIES.—Section 50907(a) is amended by striking ''at a site used for crew or space flight participant training'' and inserting ''at a site not owned or operated by the Federal Government or a foreign government used for crew, government astronaut, or space flight participant training''.

(n) ADDITIONAL SUSPENSIONS.—Section 50908(d)(1) is amended by striking ''to crew or space flight participants'' each place it appears and inserting ''to any human being''.

(o) RELATIONSHIP TO OTHER EXECUTIVE AGENCIES, LAWS, AND INTERNATIONAL OBLIGATIONS; NONAPPLICATION.—Section 50919(g) is amended to read as follows:

''(g) NONAPPLICATION.—

''(1) IN GENERAL.—This chapter does not apply to—

''(A) a launch, reentry, operation of a launch vehicle or reentry vehicle, operation of a launch site or reentry site, or other space activity the Government carries out for the Government; or

''(B) planning or policies related to the launch, reentry, operation, or activity under subparagraph (A).

''(2) RULE OF CONSTRUCTION.—The following activities are not space activities the Government carries out for the Government under paragraph (1):

''(A) A government astronaut being carried within a launch vehicle or reentry vehicle under this chapter.

''(B) A government astronaut performing activities directly relating to the launch, reentry, or other operation of the launch vehicle or reentry vehicle under this chapter.''.

SEC. 113. STREAMLINE COMMERCIAL SPACE LAUNCH ACTIVITIES.

(a) SENSE OF CONGRESS.—It is the sense of Congress that eliminating duplicative requirements and approvals for commercial launch and reentry operations will promote and encourage the development of the commercial space sector.

(b) REAFFIRMATION OF POLICY.—Congress reaffirms that the Secretary of Transportation, in overseeing and coordinating commercial launch and reentry operations, should—

(1) promote commercial space launches and reentries by the private sector;

(2) facilitate Government, State, and private sector involvement in enhancing U.S. launch sites and facilities;

(3) protect public health and safety, safety of property, national security interests, and foreign policy interests of the United States; and

(4) consult with the head of another executive agency, including the Secretary of Defense or the Administrator of the National Aeronautics and Space Administration, as necessary to provide consistent application of licensing requirements under chapter 509 of title 51, United States Code.

(c) REQUIREMENTS.—

(1) IN GENERAL.—The Secretary of Transportation under section 50918 of title 51, United States Code, and subject to section 50905(b)(2)(C) of that title, shall consult with the Secretary of Defense, the Administrator of the National Aeronautics and Space Administration, and the heads of other executive agencies, as appropriate—

(A) to identify all requirements that are imposed to protect the public health and safety, safety of property, national security interests, and foreign policy interests of the United States relevant to any commercial launch of a launch vehicle or commercial reentry of a reentry vehicle; and

(B) to evaluate the requirements identified in subparagraph (A) and, in coordination with the licensee or transferee and the heads of the relevant executive agencies—

(i) determine whether the satisfaction of a requirement of one agency could result in the satisfaction of a requirement of another agency; and

(ii) resolve any inconsistencies and remove any outmoded or duplicative requirements or approvals of the Federal Government relevant to any commercial launch of a launch vehicle or commercial reentry of a reentry vehicle.

(2) REPORTS.—Not later than 180 days after the date of enactment of this Act, and annually thereafter until the Secretary of Transportation determines no outmoded or duplicative requirements or approvals of the Federal Government exist, the Secretary of Transportation, in consultation with the Secretary of Defense, the Administrator of the National Aeronautics and Space Administration, the commercial space sector, and the heads of other executive agencies, as appropriate, shall submit to the Committee on Commerce, Science, and Transportation of the Senate, the Committee on Science, Space, and Technology of the House of Representatives, and the congressional defense committees a report that includes the following:

(A) A description of the process for the application for and approval of a permit or license under chapter 509 of title 51, United States Code, for the commercial launch of a launch vehicle or commercial reentry of a reentry vehicle, including the identification of—

(i) any unique requirements for operating on a United States Government launch site, reentry site, or launch property; and

(ii) any inconsistent, outmoded, or duplicative requirements or approvals.

(B) A description of current efforts, if any, to coordinate and work across executive agencies to define interagency processes and procedures for sharing information, avoiding duplication of effort, and resolving common agency requirements.

(C) Recommendations for legislation that may further—

(i) streamline requirements in order to improve efficiency, reduce unnecessary costs, resolve inconsistencies, remove duplication, and minimize unwarranted constraints; and

(ii) consolidate or modify requirements across affected agencies into a single application set that satisfies the requirements identified in paragraph (1)(A).

(3) DEFINITIONS.—For purposes of this subsection—

(A) any applicable definitions set forth in section 50902 of title 51, United States Code, shall apply;

(B) the terms ''launch'', ''reenter'', and ''reentry'' include landing of a launch vehicle or reentry vehicle; and

(C) the terms ''United States Government launch site'' and ''United States Government reentry site'' include any necessary facility, at that location, that is commercially operated on United States Government property.

SEC. 114. OPERATION AND UTILIZATION OF THE ISS.

(a) SENSE OF CONGRESS.—It is the sense of Congress that—

(1) maximum utilization of partnerships, scientific research, commercial applications, and exploration test bed capabilities of the ISS is essential to ensuring the greatest return on investments made by the United States and its international partners in the development, assembly, and operations of that unique facility; and

(2) every effort should be made to ensure that decisions regarding the service life of the ISS are based on the station's projected capability to continue providing effective and productive research and exploration test bed capabilities.

(b) CONTINUATION OF THE INTERNATIONAL SPACE STATION.—

(1) IN GENERAL.—Section 501 of the National Aeronautics and Space Administration Authorization Act of 2010 (42 U.S.C. 18351) is amended—

*(A) in the heading, by striking ''**THROUGH 2020**''; and*

(B) in subsection (a), by striking ''through at least 2020'' and inserting ''through at least 2024''.

(2) MAINTENANCE OF THE UNITED STATES SEGMENT AND ASSURANCE OF CONTINUED OPERATIONS OF THE INTERNATIONAL SPACE STATION.—Section 503 of the National Aeronautics and Space Administration Authorization Act of 2010 (42 U.S.C. 18353) is amended—

(A) in subsection (a), by striking ''through at least September 30, 2020'' and inserting ''through at least September 30, 2024''; and

(B) in subsection (b)(1), by striking ''In carrying out subsection (a), the Administrator'' and inserting ''The Administrator''.

(3) RESEARCH CAPACITY ALLOCATION AND INTEGRATION OF RESEARCH PAYLOADS.—Section 504(d) of the National Aeronautics and Space Administration Authorization Act of 2010 (42 U.S.C. 18354(d)) is amended by striking ''September 30, 2020'' each place it appears and inserting ''at least September 30, 2024''.

(4) MAINTAINING USE THROUGH AT LEAST 2024.—Section 70907 is amended to read as follows:

''§ 70907. Maintaining use through at least 2024

''(a) POLICY.—The Administrator shall take all necessary steps to ensure that the International Space Station remains a viable and productive facility capable of potential United States utilization through at least September 30, 2024.

''(b) NASA ACTIONS.—In furtherance of the policy under subsection (a), the Administrator shall ensure, to the extent practicable, that the International Space Station, as a designated national laboratory—

''(1) remains viable as an element of overall exploration and partnership strategies and approaches;

''(2) is considered for use by all NASA mission directorates, as appropriate, for technically appropriate scientific data gathering or technology risk reduction demonstrations; and

''(3) remains an effective, functional vehicle providing research and test bed capabilities for the United States through at least September 30, 2024.''.

(5) TECHNICAL AND CONFORMING AMENDMENTS.—

(A) TABLE OF CONTENTS OF 2010 ACT.—The item relating to section 501 in the table of contents in section 1(b) of the National Aeronautics and Space Administration Authorization Act of 2010 (124 Stat. 2806) is amended by striking ''through 2020''.

(B) TABLE OF CONTENTS OF CHAPTER 709.—The table of contents for chapter 709 is amended by amending the item relating to section 70907 to read as follows:

''70907. Maintaining use through at least 2024.''.

SEC. 115. STATE COMMERCIAL LAUNCH FACILITIES.

(a) SENSE OF CONGRESS.—It is the sense of Congress that—

(1) State involvement, development, ownership, and operation of launch facilities can enable growth of the Nation's commercial suborbital and orbital space endeavors and support both commercial and Government space programs;

(2) State launch facilities and the people and property in the affected launch areas of those facilities may be subject to risks resulting from an activity carried out under a license under chapter 509 of title 51, United States Code; and

(3) to ensure the success of the commercial launch industry and the safety of the people and property in the affected launch areas of those facilities, States and State launch facilities should seek to take proper measures to protect themselves, to the extent of their potential liability for involvement in launch services or reentry services, and compensate third parties for possible death, bodily injury, or property damage or loss resulting from an activity carried out under a license under chapter 509 of title 51, United States Code, to which the State or State launch facility is involved in the launch services or reentry services.

(b) REPORT.—Not later than 1 year after the date of enactment of this Act, the Comptroller General shall submit to the Committee on Commerce, Science, and Transportation of the Senate and the Committee on Science, Space, and Technology of the House of Representatives a report on the potential inclusion of all government property, including State and municipal property, in the existing indemnification regime established under section 50914 of title 51, United States Code.

SEC. 116. SPACE SUPPORT VEHICLES STUDY.

(a) IN GENERAL.—Not later than 1 year after the date of enactment of this Act, the Comptroller General shall submit to the Committee on Commerce, Science, and Transportation of the Senate and the Committee on Science, Space, and Technology of the House of Representatives a report on the use of space support vehicle services in the commercial space industry.

(b) CONTENTS.—This report shall include—

(1) the extent to which launch providers rely on such services as part of their business models;

(2) the statutory, regulatory, and market barriers to the use of such services; and

(3) recommendations for legislative or regulatory action that may be needed to ensure reduced barriers to the use of such services if such use is a requirement of the industry.

SEC. 117. SPACE LAUNCH SYSTEM UPDATE.

(a) IN GENERAL.—Chapter 701 is amended—

(1) in the heading by striking ''**SPACE SHUTTLE**'' and inserting ''**SPACE LAUNCH SYSTEM**'';

(2) in section 70101—

(A) in the heading, by striking ''**space shuttle**'' and inserting ''**space launch system**''; and

(B) by striking ''space shuttle'' and inserting ''space launch system'';

(3) by amending section 70102 to read as follows:

''§ 70102. Space launch system use policy

''(a) IN GENERAL.—The Space Launch System may be used for the following circumstances:

''(1) Payloads and missions that contribute to extending human presence beyond low-Earth orbit and substantially benefit from the unique capabilities of the Space Launch System.

''(2) Other payloads and missions that substantially benefit from the unique capabilities of the Space Launch System.

''(3) On a space available basis, Federal Government or educational payloads that are consistent with NASA's mission for exploration beyond low-Earth orbit.

''(4) Compelling circumstances, as determined by the Administrator.

''(b) AGREEMENTS WITH FOREIGN ENTITIES.—The Administrator may plan, negotiate, or implement agreements with foreign entities for the launch of payloads for international collaborative efforts relating to science and technology using the Space Launch System.

''(c) COMPELLING CIRCUMSTANCES.—Not later than 30 days after the date the Administrator makes a determination under subsection (a)(4), the Administrator shall transmit to the Committee on Commerce, Science, and Transportation of the Senate and the Committee on Science of the House of Representatives written notification of the Administrator's intent to select the Space Launch System for a specific mission under that subsection, including justification for the determination.'';

(4) in section 70103—

(A) in the heading, by striking ''**SPACE SHUTTLE**'' and inserting ''**SPACE LAUNCH SYSTEM**''; and

(B) in subsection (b), by striking ''space shuttle'' each place it appears and inserting ''space launch system''; and

(5) by adding at the end the following:

''§ 70104. Definition of Space Launch System

''In this chapter, the term 'Space Launch System' means the Space Launch System authorized under section 302 of the National Aeronautics and Space Administration Authorization Act of 2010 (42 U.S.C. 18322).''.

(b) TECHNICAL AND CONFORMING AMENDMENTS.—

(1) TABLE OF CHAPTERS.—The table of chapters of title 51 is amended by amending the item relating to chapter 701 to read as follows:

''701. Use of space launch system or alternatives ..... 70101''.

(2) TABLE OF CONTENTS OF CHAPTER 701.—The table of contents of chapter 701 is amended—

(A) in the item relating to section 70101, by striking ''space shuttle'' and inserting ''space launch system'';

(B) in the item relating to section 70102, by striking ''Space shuttle'' and inserting ''Space launch system'';

(C) in the item relating to section 70103, by striking ''space shuttle'' and inserting ''space launch system''; and

(D) by adding at the end the following:

''70104. Definition of Space Launch System.''.

(3) REQUIREMENT TO PROCURE COMMERCIAL SPACE TRANSPORTATION SERVICES.—Section 50131(a) of chapter 51 is amended by inserting ''or in section 70102'' after ''in this section''.

TITLE II—COMMERCIAL REMOTE SENSING

SEC. 201. ANNUAL REPORTS.

(a) IN GENERAL.—Subchapter III of chapter 601 is amended by adding at the end the following:

''§ 60126. Annual reports

''(a) IN GENERAL.—The Secretary shall submit a report to the Committee on Commerce, Science, and Transportation of the Senate and the Committee on Science, Space, and Technology of the House of Representatives not later than 180 days after the date of enactment of the U.S. Commercial Space Launch Competitiveness Act, and annually thereafter, on—

''(1) the Secretary's implementation of section 60121, including—

''(A) a list of all applications received in the previous calendar year;

''(B) a list of all applications that resulted in a license under section 60121;

''(C) a list of all applications denied and an explanation of why each application was denied, including any information relevant to the interagency adjudication process of a licensing request;

''(D) a list of all applications that required additional information; and

''(E) a list of all applications whose disposition exceeded the 120 day deadline established in section 60121(c), the total days overdue for each application that exceeded such deadline, and an explanation for the delay;

''(2) all notifications and information provided to the Secretary under section 60122; and

''(3) a description of all actions taken by the Secretary under the administrative authority granted by paragraphs (4), (5), and (6) of section 60123(a).

''(b) CLASSIFIED ANNEXES.—Each report under subsection (a) may include classified annexes as necessary to protect the disclosure of sensitive or classified information.

''(c) SUNSET.—The reporting requirement under this section terminates effective September 30, 2020.''.

(b) TABLE OF CONTENTS.—The table of contents of chapter 601 is amended by inserting after the item relating to section 60125 the following:

''60126. Annual reports.''.

SEC. 202. STATUTORY UPDATE REPORT.

Not later than 1 year after the date of enactment of this Act, the Secretary of Commerce, in consultation with the heads of other appropriate Federal agencies and the National Oceanic and Atmospheric Administration's Advisory Committee on Commercial Remote Sensing, shall submit to the Committee on Commerce, Science, and Transportation of the Senate and the Committee on Science, Space, and Technology of the House of Representatives a report on statutory updates necessary to license private remote sensing space systems. In preparing the report, the Secretary shall take into account the need to protect national security while maintaining United States private sector leadership in the field, and reflect the current state of the art of remote sensing systems, instruments, or technologies.

TITLE III—OFFICE OF SPACE COMMERCE

SEC. 301. RENAMING OF OFFICE OF SPACE COMMERCIALIZATION.

(a) CHAPTER HEADING.—

(1) AMENDMENT.—The heading for chapter 507 is amended by striking ''**COMMERCIALIZATION**'' and inserting ''**COMMERCE**''.

(2) CONFORMING AMENDMENT.—The item relating to chapter 507 in the table of chapters for title 51 is amended by striking ''Commercialization'' and inserting ''Commerce''.

(b) DEFINITION OF OFFICE.—Section 50701 is amended by striking ''Commercialization'' and inserting ''Commerce''.

(c) RENAMING.—Section 50702(a) is amended by striking ''Commercialization'' and inserting ''Commerce''.

SEC. 302. FUNCTIONS OF THE OFFICE OF SPACE COMMERCE.

Section 50702(c) is amended by striking ''Commerce.'' and inserting ''Commerce, including—

''(1) to foster the conditions for the economic growth and technological advancement of the United States space commerce industry;

''(2) to coordinate space commerce policy issues and actions within the Department of Commerce;

''(3) to represent the Department of Commerce in the development of United States policies and

in negotiations with foreign countries to promote United States space commerce;

''(4) to promote the advancement of United States geospatial technologies related to space commerce, in cooperation with relevant interagency working groups; and

''(5) to provide support to Federal Government organizations working on Space-Based Positioning Navigation, and Timing policy, including the National Coordination Office for Space-Based Position, Navigation, and Timing.''.

TITLE IV—SPACE RESOURCE EXPLORATION AND UTILIZATION

SEC. 401. SHORT TITLE.

This title may be cited as the ''Space Resource Exploration and Utilization Act of 2015''.

SEC. 402. TITLE 51 AMENDMENT.

(a) IN GENERAL.—Subtitle V is amended by adding at the end the following:

''CHAPTER 513—SPACE RESOURCE COMMERCIAL EXPLORATION AND UTILIZATION

''§ 51301. Definitions

''In this chapter:

''(1) ASTEROID RESOURCE.—The term 'asteroid resource' means a space resource found on or within a single asteroid.

''(2) SPACE RESOURCE.—

''(A) IN GENERAL.—The term 'space resource' means an abiotic resource in situ in outer space.

''(B) INCLUSIONS.—The term 'space resource' includes water and minerals.

''(3) UNITED STATES CITIZEN.—The term 'United States citizen' has the meaning given the term 'citizen of the United States' in section 50902.

''§ 51302. Commercial exploration and commercial recovery

''(a) IN GENERAL.—The President, acting through appropriate Federal agencies, shall—

''(1) facilitate commercial exploration for and commercial recovery of space resources by United States citizens;

''(2) discourage government barriers to the development in the United States of economically viable, safe, and stable industries for commercial exploration for and commercial recovery of space resources in manners consistent with the international obligations of the United States; and

''(3) promote the right of United States citizens to engage in commercial exploration for and commercial recovery of space resources free from harmful interference, in accordance with the international obligations of the United States and subject to authorization and continuing supervision by the Federal Government.

''(b) REPORT.—Not later than 180 days after the date of enactment of this section, the President shall submit to Congress a report on commercial exploration for and commercial recovery of space resources by United States citizens that specifies—

''(1) the authorities necessary to meet the international obligations of the United States, including authorization and continuing supervision by the Federal Government; and

''(2) recommendations for the allocation of responsibilities among Federal agencies for the activities described in paragraph (1).

''§ 51303. Asteroid resource and space resource rights

''A United States citizen engaged in commercial recovery of an asteroid resource or a space resource under this chapter shall be entitled to any asteroid resource or space resource obtained, including to possess, own, transport, use, and sell the asteroid resource or space resource obtained in accordance with applicable law, including the international obligations of the United States.''.

(b) TABLE OF CHAPTERS.—The table of chapters for title 51 is amended by adding at the end of the items for subtitle V the following:

SEC. 403. DISCLAIMER OF EXTRATERRITORIAL SOVEREIGNTY.

It is the sense of Congress that by the enactment of this Act, the United States does not thereby assert sovereignty or sovereign or exclusive rights or jurisdiction over, or the ownership of, any celestial body.

The SPEAKER pro tempore. Pursuant to the rule, the gentleman from California (Mr. MCCARTHY) and the gentlewoman from Maryland (Ms. EDWARDS) each will control 20 minutes.

The Chair recognizes the gentleman from California.

GENERAL LEAVE

Mr. MCCARTHY. Mr. Speaker, I ask unanimous consent that all Members may have 5 legislative days to revise and extend their remarks and to include extraneous material on the bill under consideration.

The SPEAKER pro tempore. Is there objection to the request of the gentleman from California?

There was no objection.

Mr. MCCARTHY. Mr. Speaker, I yield myself such time as I may consume.

America is a Nation uniquely called to explore the final frontier. We are born adventurers with a spirit of freedom and curiosity unmatched in human history. And that spirit is aided by the wealth of intelligence so deep that we continue to lead the world in advancement of technology and science.

□ 1800

When the Wright brothers flew over the beaches of Kitty Hawk and Chuck Yeager broke the sound barrier, they were supported by the spirit of freedom and a structure of laws that urged them to realize their dreams and change the world at the same time.

But the work of realizing our full potential is only just beginning. We are still paying Russia $70 million every time we send one of our astronauts to the Space Station. Our commercial pioneers can and want to fulfill this role, but they need our help.

The SPACE Act will help. This bill will unite law with innovation, allowing the next generation of pioneers to experiment, learn, and succeed without being constrained by premature regulatory action. It ensures that anyone or anything impacted by flight or flight experiments are protected, and it keeps us competitive by providing much needed flexibility in permitting and licensing, facilitating an environment that allows for swift and effective improvements in safety and reliability.

With this law, I have great hope for the future of space exploration. Whenever I visit the Mojave Air and Space Port, where so many of our advancements are happening, I am overwhelmed by the feeling that the future is now.

Upon the firm foundation of the SPACE Act, I know they and others will lead us far and that our limits are only bounded by what we can imagine as we continue our journey to the stars.

I reserve the balance of my time.

Ms. EDWARDS. Mr. Speaker, I yield myself such time as I may consume.

Mr. Speaker, I support the growing commercial space transportation industry, and I support the stated goal of the SPACE Act, to ''encourage private sector investment and create more stable and predictable regulatory conditions.''

The commercial space industry is emerging, it is growing, it is preparing for the 21st century and research and technology and entrepreneurship and exploration. It employs thousands of workers.

The bill does some useful things. It extends the life of the International Space Station at least through 2024, giving us a springboard for a pathway to Mars.

It provides for a clear definition of government astronauts as separate from crew and other spaceflight participants, recognizing the historic and unique and necessary place in the spectrum for government astronauts.

But I must also point out my concerns that we support policies that consider the safety of those who will use the commercial services we are seeking to encourage, especially commercial human spaceflight services.

I am concerned that the length of the moratorium, 8 years, on FAA's ability to even start proposing regulations for human occupants on commercial human spaceflight systems, the so-called learning period, is longer than it needs to be for an industry that, as has been described, is moving at quite a rapid pace.

I am concerned that this bill requires spaceflight participants, those who will buy tickets to fly on commercial and human spaceflight systems, to waive their rights to sue the launch provider and related parties for claims.

It is unclear, for example, what the parameters are for instances of negligence and gross negligence or malfeasance, and we needed the bill to clarify these issues.

I am concerned that we are rushing to establish policy on space resource mining and utilization without having vetted the range of issues associated with it and without having carried out the necessary due diligence to inform legislation that relates to our international treaty obligations with our international partners.

Mr. Speaker, I supported the original Senate-passed bill, S. 1297, which includes a 5-year learning period and 4-year extension of commercial launch indemnification. A formal conference would have, of course, allowed Members the opportunity to fully explore and discuss the issues that I have described and resolve most, if not all, of our differences. Unfortunately, such a

process was not followed in this case, and so we are left with a bill that I believe exceeds its risks.

That said, I believe that we should continue to support the emerging commercial space industry, though we must do so with an eye toward protecting all those who use it.

Mr. Speaker, I reserve the balance of my time.

Mr. MCCARTHY. Mr. Speaker, I yield 6 minutes to the gentleman from Texas (Mr. SMITH), the esteemed chairman of the Science, Space, and Technology Committee.

Mr. SMITH of Texas. Mr. Speaker, I thank the majority leader for yielding me time. And I also want to thank the majority leader, KEVIN MCCARTHY, an honorary member of the Science, Space, and Technology Committee, for sponsoring this important legislation.

This bill encourages the private sector to launch rockets, take risks, and shoot for the stars. H.R. 2262, the SPACE Act, facilitates a pro-growth environment for the developing commercial space sector.

It creates more stable regulatory conditions and improves safety, which, in turn, attracts private investment.

This bill secures American leadership in space and fosters the development of advanced space technologies.

It preserves the Federal Aviation Administration's ability to regulate commercial human spaceflight in order to protect national security, public health, and safety. It also preserves the FAA's ability to regulate spaceflight participants and crew safety in the event of an accident.

The SPACE Act allows the commercial space industry to develop standards and coordinate with the FAA so the industry can grow in a stable regulatory environment without the threat of arbitrary regulations that would adversely impact their ability to innovate.

International law places liability for damages that result from space accidents on the launching country. All spacefaring nations require some form of third-party liability insurance for launching entities.

The current U.S. risk-sharing structure expires in 2016. This act extends indemnification to 2025, and this provision prevents U.S. space companies from going overseas where other nations have much more favorable liability protection.

The SPACE Act also closes a statutory loophole that negates an experimental permit once a launch license is issued for the same vehicle design. This fosters greater innovation and allows an experimental permit holder to continue its tests while a license holder conducts operations.

Current law only allows for two categories of individuals carried on a spacecraft: crew and spaceflight participants. Now that NASA allows other astronauts to travel to the International Space Station, a new category is necessary to outline the roles, responsibilities, and protections for astronauts on a commercial human spaceflight launch.

This bill closes a loophole that carved out an exception for spaceflight participants from indemnification coverage. By including these individuals in the indemnification provision, spaceflight participants who participate in a launch as a result of a contest or for other reasons are not exposed to liability more than anyone else involved in the launch.

Current law requires that all parties involved in a launch waive claims against each other. This bill adds spaceflight participants to the cross-waiver requirement to ensure consistency and reinforce the informed consent requirements.

Many bipartisan provisions recently considered by the Science, Space, and Technology Committee are included in this legislation. These provisions establish in United States domestic law that U.S. citizens are entitled to explore, use, and take possession of space resources. They also streamline the regulatory process for commercial remote sensing and update the Office of Space Commerce.

Numerous space companies have expressed support for this bill. They include SpaceX; Virgin Galactic; Blue Origin; World View Enterprises; XCOR Aerospace; Mojave Air and Space Port; Planetary Resources; Moon Express; Spaceport America; Spaceport Camden, Georgia; Midland Development Corporation; Masten Space Systems; the Satellite Industry Association; and the Commercial Spaceflight Federation, which represents more than 50 commercial space companies across the United States.

This bill is the product of over 3 years of work, 14 committee hearings, multiple markups, a rule on the House floor that allowed amendments, and input from industry, education groups, and grassroots citizen advocacy groups. Virtually every space stakeholder group supports this bill. And, in fact, it passed the Senate unanimously last week.

H.R. 2262 keeps America at the forefront of the aerospace technology, promotes American jobs, reduces red tape, promotes safety, and inspires the next generation of explorers. It provides the boost America's private space partners need as they lead the world into the future.

Mr. Speaker, we have reached this point because of the persistence, over many weeks, of very able staff members. I especially thank the Space Subcommittee Staff Director, Tom Hammond; Science Committee Senior Adviser and Legislative Director, Chris Wydler; and Chief of Staff Jennifer Brown for their work on this legislation.

I also want to thank Majority Leader MCCARTHY again, for his initiative on this bill, and I encourage my colleagues to support it.

Ms. EDWARDS. Mr. Speaker, I yield such time as she may consume to the gentlewoman from Texas (Ms. EDDIE BERNICE JOHNSON), the ranking member of the Science, Space, and Technology Committee.

Ms. EDDIE BERNICE JOHNSON of Texas. Mr. Speaker, nothing excites me more than to discuss and to have witnessed much of the space exploration research.

The bill we are considering today is a missed opportunity to enact sensible policies. It is a bill that, if enacted, will do harm to American taxpayers, to the long-term interests of the commercial space industry itself.

It is a bill that displays the inconsistent and contradictory approach that this Congress has taken toward this industry. On the one hand, Congress and the industry has been saying that the commercial launch industry is so mature that we are ready to send our NASA astronauts on the International Space Station as passengers on commercial spacecraft.

On the other hand, the bill before us today says that the industry is still so immature that the FAA shouldn't be allowed to impose any safety regulations to protect passengers who fly on any of the commercial spacecraft until well into the next decade; this, despite the fact that our country has more than a half century of experience in human spaceflight, and we understand very well what is needed to maintain passenger safety.

This contradictory posture makes no sense to me. NASA will insist on the insight and oversight necessary to be convinced that the vehicles its astronauts fly on will be as safe as they can be. However, with this bill, ordinary citizens who fly on commercial spacecraft won't have any similar protections.

I must point out that I am not talking in the abstraction. In just this past 13 months, we have witnessed three different commercial launch providers experience catastrophic failures. One of those failures resulted in the death of a test pilot. Another caused millions of dollars of damage to the launch facility.

With these major accidents as a backdrop, I think it is unconscionable that we are here today moving this bill in its current form.

The bill before us also goes against the interests of the American taxpayer. By extending the current licensing and indemnification regime without any updating of its provisions, it shifts more and more of the third-party liability financial risk in the event of an accident, and we know there will be accidents, from the companies to the taxpayers.

Each year that the current, outdated indemnification regime is extended, the financial exposure of the taxpayer grows, and that of the companies are reduced. I can think of no other industry where we are willing to have the government—and ultimately the American taxpayer—assume an increasing share of the financial risk of an industry as it matures.

Of course, some of my majority colleagues will argue that we have to provide that preferential treatment to our domestic commercial space transportation industry because foreign governments are providing it to theirs. Yet I would note that many of those same Members rejected that same argument when it was applied to the renewal of the Ex-Im Bank. I guess consistency is not always seen as a virtue in this party.

Mr. Speaker, I will not belabor the point. I opposed this bill when an earlier version passed the House. Unfortunately, negotiations with the Senate did not result in any significant improvements.

That is not to say there are no good provisions in the bill. There are.

□ 1815

But they are outweighed by the provisions that in one way or another say that we as a Congress are concerned with protecting the interests of the commercial space transportation industry but not the safety of the Americans who will fly on their commercial spacecraft.

Mr. Speaker, when the inevitable accident with significant loss of life occurs, whether it is 1 year from now or 5 years from now, the American public will look back at what we are doing today and ask how we could be so shortsighted. I would urge my colleagues to take a step back from this path that we are on so that we can take the time to craft legislation that will help this industry grow in a responsible manner while still protecting our citizens.

Mr. MCCARTHY. Mr. Speaker, I yield 2½ minutes to the gentleman from Texas (Mr. BABIN), the chairman of the Space Subcommittee.

Mr. BABIN. Mr. Speaker, I rise today in support of the amendment in the nature of a substitute to H.R. 2262. This bill is the result of bipartisan negotiations with our Senate colleagues over the last several months. Just last week, the Senate passed this bill unanimously.

Over the last 3 years, the House Science, Space, and Technology Committee has held 14 hearings on issues related to commercial space, with dozens of witnesses from government, industry, academia, and grassroots organizations. We have met with countless stakeholders and considered this bill in committee with markups, on the House floor under a rule that allowed for amendments, and successfully negotiated a bipartisan, bicameral bill with the Senate. By all measures, this is how the legislative process should work. I commend my colleagues both in this House and in the Senate on a job well done.

That isn't to say that this is a perfect bill, but in some instances I don't think the bill goes quite far enough. But that is the nature of our legislative process, and the bill before us moves the ball down the field in the right direction, enabling a strong American commercial space industry to flourish. This bill reflects the most significant piece of legislation relating to commercial space since 1988.

I am also very proud that our final product looks remarkably similar to the bill we approved in the House, with strong bipartisan support, earlier. We were able to convince our Senate colleagues of the importance of extending the regulatory learning period beyond 5 years to 8 years; we were able to extend indemnification to 10 years as opposed to 5 years as called for in the Senate bill; and we were able to include many additional launch provisions from the original House bill. These are important provisions that will build a strong American space industry.

I am also very pleased that the Senate agreed to include three other critical titles in this bill that were introduced and advanced by members of the committee. These include the Commercial Remote Sensing Act, sponsored by Representative BRIDENSTINE; the Office of Space Commerce Act, sponsored by Representative ROHRABACHER; and the Space Resource Exploration and Utilization Act, sponsored by Representative POSEY. Their tireless advocacy ensured these provisions stayed in the bill. These provisions will pave the way for new industries to blossom in the United States, allowing our Nation to remain the world leader in space. We want the United States to be the place where the world comes for space.

Mr. Speaker, this bipartisan, bicameral agreement facilitates a progrowth environment for the developing commercial space sector and creates more stable regulatory conditions.

None of this could have been possible without the tireless leadership of Majority Leader MCCARTHY and Chairman LAMAR SMITH, who sponsored the bill. Throughout the process, they helped navigate and chart a course for our private sector space community. I thank them for their leadership and recommend a yes vote on this important legislation.

PLANETARY RESOURCES,
Richmond,VA, November 15, 2015.

Hon. KEVIN MCCARTHY,
Majority Leader, House of Representatives, Washington, DC.

Hon. LAMAR SMITH,
Chairman, Committee on Science, Space, and Technology, Washington, DC.

DEAR MAJORITY LEADER MCCARTHY AND CHAIRMAN SMITH: I want to thank you for your vision in taking up H.R. 2262, the Commercial Space Launch and Competitiveness Act. Planetary Resources strongly supports H.R. 2262, as amended, and commends you for your leadership in passing this vital legislation.

The bill provides a critically important element of legal certainty regarding property rights in asteroid resources. This will help companies like ours continue to unlock private support for resource exploration in space.

Thank you for your foresight and perseverance.

Sincerely,

CHRIS LEWICKI,
CEO, Planetary Resources.

MIDLAND DEVELOPMENT CORPORATION,
Midland, TX, November 13, 2015.

Hon. LAMAR SMITH,
Committee on Science, Space, and Technology, House of Representatives, Washington, DC.

DEAR CHAIRMAN SMITH: I am writing to express our support for the U.S. Commercial Space Launch Competitiveness Act. We appreciate your leadership in developing this important legislation.

The Midland International Air and Space Port (MAF) received its FAA license last year to operate as a commercial space launch site, also known as a spaceport. Although there are other spaceports in the United States, MAF is the only commercial service airport to have this designation. The Midland Development Corporation has been active in working closely with the City of Midland in making the spaceport successful.

Our initial plans are going well and our long-term vision is to have Midland serve as an important center for the world's growing commercial space industry. Since we are still in the early stages of commercial human spaceflight, the CSLCA is needed to assist the industry in continuing to develop and move forward and we are grateful for your efforts to have this legislation enacted.

We in Midland will continue to do all that we can to ensure that Texas and the United States are at the leading edge of commercial space developments. We look forward to working with you to achieve this goal.

Sincerely,

PAMELA WELCH,
Executive Director.

MOON EXPRESS,
Cape Canaveral, FL, November 16, 2015.

Chairman LAMAR SMITH,
House Science Committee, Washington, DC.

Ranking Member EDDIE BERNICE JOHNSON,
House Science Committee, Washington, DC.

DEAR CHAIRMAN SMITH AND RANKING MEMBER JOHNSON: Moon Express applauds the House and Senate negotiators for the tremendous work and effort put into crafting the bipartisan, bicameral ''U.S. Commercial Space Launch Competitiveness Act'' (CSLCA, or H.R. 2262 as amended). This new legislation sets the stage for the continued growth and expansion of the commercial space industry, and incentivizes further investments in innovation and the development of spaceflight capabilities that will benefit all Americans.

Moon Express wishes to focus particular praise on the House and Senate negotiators for Title IV of CSLCA, the ''Space Resource Exploration and Utilization Act of 2015'', that provides the first ever codification of rights under United States law for the private sector extraction and utilization of space resources obtained from a celestial body. This landmark legislation provides a unified vision for the growth of the private sector space resources industry and will help spur new investments into this bold new field that's vital to America's future competitiveness, prosperity and security.

Moon Express, Bigelow Aerospace, and many other companies are applauding the Senate for supporting the creation of a stable and predictable environment for private sector development while encouraging investments into the bold new field of outer space resource exploration and utilization. This legislation protects and supports U.S. interests as private sector companies expand the economic sphere of Earth to the Moon and beyond.

The opportunities for the private sector to explore and utilize space resources are substantial, and Moon Express welcomes the

CSLCA and particularly the landmark legislation of its Title IV ''Space Resource Exploration and Utilization Act of 2015'' that recognizes and promotes the rights of United States companies to engage in the exploration and extraction of space resources from the Moon and other celestial bodies.

For these reasons, and many more, Moon Express calls on Congress to quickly pass H.R. 2262 as amended, the bipartisan bill that will ensure that America remains the leader in space.

Sincerely,

ROBERT (BOB) RICHARDS,
Founder and CEO.

MASTEN,
Mojave, CA, November 16, 2015.

HONORABLE MEMBERS OF THE UNITED STATES HOUSE OF REPRESENTATIVES: On behalf of Masten Space Systems Inc., an American rocket technology company, we would like to express our sincerest thanks for your continued support in America's continued leadership in space exploration through the development and passing of the CSLCA bill.

Your leadership, unwavering commitment, and forward leaning legislation allows companies like ours to continue safely pursuing the reaches of space while we grow an American space company. Your bi-partisan efforts and work with the Senate has been critical to the maturation the commercial space market.

We look forward to another great year of success with the passing of this legislation and your stanch support in keeping this country on track to remain the trailblazers in the difficult endeavors of exploring this universe.

SEAN MAHONEY,
Chief Executive Officer,
Masten Space Systems Inc.

SPACE EXPLORATION TECHNOLOGIES,
Hawthorne, CA, November 16, 2015.

Hon. LAMAR SMITH,
Chairman, Science, Space & Technology Committee, House of Representatives, Washington, DC.

DEAR CHAIRMAN SMITH: Space Exploration Technologies Corp. (SpaceX) writes to share its support for passing H.R. 2262, the *U.S. Commercial Space Launch Competitiveness Act*, as passed by the U.S. Senate on November 9, 2015.

This bill represents a bipartisan, bicameral effort to update and extend key provisions of the Commercial Space Launch Act (CSLA), which governs the U.S. commercial space launch industry, including SpaceX's operational flights with U.S. astronauts to the Space Station that are scheduled for 2017. Along with a number of beneficial changes, this bill provides an important clarification of the legal framework for flying government astronauts and extends liability and insurance protections for space flight participants.

Thank you, House Majority Leader Kevin McCarthy, and your fellow cosponsors for leading this effort in the House. We also appreciate the hard work by Senate Commerce, Science and Technology Chairman John Thune, Ranking Member Bill Nelson, and Space, Science, and Competitiveness Subcommittee Chairman Ted Cruz and Ranking Member Gary Peters and the Senate cosponsors who contributed to this thoughtful legislation.

We hope H.R. 2262 passes the U.S. House of Representatives and is quickly signed into law. Again, thank you and your colleagues for working together on this significant legislation.

Sincerely,

GWYNNE SHOTWELL,
President.

MOJAVE AIR AND SPACE PORT,
Mojave, CA, November 13, 2015.

Subject: H.R. 2262; Support for passage

Hon. CHAIRMAN SMITH,
House Committee on Science, Space, and Technology, Washington, DC.

CHAIRMAN SMITH: Congratulations on a marvelous demonstration of leadership for our industry!

Today Mojave Air and Space Port rises in support of H.R. 2262 and requests all Members of the United States House of Representatives to join in unanimous support by voting to pass this landmark legislation. H.R. 2262 moves America away from dependence on competitive countries for our space ambitions and returns America to the forefront of space exploration and exploitation.

Again, Mr. Chairman, your personal involvement in this effort made a difference and we cannot thank you enough. Please extend our wishes to all Members of Congress and call upon us anytime as we all work together in a collective effort to return America to greatness.

Very Respectfully,

STUART O. WITT,
CEO.

MOJAVE AIR AND SPACE PORT,
Mojave, California, 13 Nov 2015.

Subject H.R. 2262; Support for passage

Hon. Majority Leader MCCARTHY,
Washington, DC.

LEADER MCCARTHY: Congratulations on an incredible demonstration of technical and political leadership for our industry!

Today Mojave Air and Space Port rises in support of H.R. 2262 and requests all Members of the United States House of Representatives to join in unanimous support by voting to pass this landmark legislation. H.R. 2262 moves America away from dependence on competitive countries for our space ambitions and returns America to the forefront of space exploration and exploitation. Your leadership on creating and moving H.R. 2262 through the legislative process will likely have the most impact on our industry since the original bill of 1984.

Mr. McCarthy, your personal involvement in our industry continues to make a difference and we cannot thank you enough. Please extend our wishes to all Members of Congress and call upon us anytime as we all work together in a collective effort to return America to greatness.

Very Respectfully,

STUART O. WITT,
CEO.

Hon. LAMAR SMITH,
Chairman, House Committee on Science, Space & Technology, Washington, DC.

Hon. EDDIE BERNICE JOHNSON,
Ranking Member, House Committee on Science, Space & Technology, Washington, DC.

DEAR CHAIRMAN SMITH AND RANKING MEMBER JOHNSON: I am writing to offer Virgin Galactic's strong support for H.R. 2262, the U.S. Commercial Space Launch Competitiveness Act. This legislation addresses many of the policy hurdles facing the private space sector since the most recent update of the Commercial Space Launch Amendments Act in 2004, and creates a regulatory environment that continues to support the national objective of expanding human spaceflight.

The commercial spaceflight industry has seen incredible growth in the past few years, as we strive to make access to space ever more safe, reliable, and routine. With the passage of this bill, the industry can continue to innovate and develop the technologies that will take us to the edge of space and beyond. Virgin Galactic thanks you, your staff, and your colleagues on the Committee for your hard work on this legislation, and we look forward to continued collaboration in the future.

Sincerely,

GEORGE T. WHITESIDES,
Chief Executive Officer, Virgin Galactic.

BLUE ORIGIN,
Kent, WA, November 16, 2015.

Hon. KEVIN MCCARTHY,
Majority Leader, House of Representatives, Washington, DC.

Hon. LAMAR SMITH,
Chairman, House Committee on Science, Space and Technology, Washington, DC.

DEAR MAJORITY LEADER MCCARTHY AND CHAIRMAN SMITH: Blue Origin strongly supports the Commercial Space Launch Competitiveness Act (H.R. 2262 as amended) and thanks you both for your steadfast support and efforts leading to the passage of this bill through the House of Representatives. Since its original enactment in 1984 this legislation has shaped the commercial space transportation industry, and this reauthorization paves the way for continued growth and advancement by companies like Blue Origin. This bipartisan bill enables companies like ours to increase the safety of spaceflight while opening the horizons of space to everyone. The expanded protections for spaceflight participants and opportunities for expansion in new commercial space applications guarantees a promising future for this industry. We also applaud the leadership and support of Chairman Brian Babin, and Representatives Steven Palazzo, Jim Bridenstine, Randy Hultgren, Steve Knight, Frank Lucas, Michael McCaul, John Moolenaar, Bill Posey, Dana Rohrabacher and Randy Weber, for their co-sponsorship of this important legislation.

ROBERT MEYERSON,
President, Blue Origin.

SPACEPORT CAMDEN,
Woodbine, GA, November 14, 2015.

Hon. KEVIN MCCARTHY,
Majority Leader, House of Representatives, Washington, DC.

Chairman LAMAR SMITH,
House Committee on Science, Space, and Technology, Washington, DC.

DEAR MAJORITY LEADER MCCARTHY AND CHAIRMAN SMITH: Spaceport Camden County, a proposed spaceport along the south Georgia Coast, is fully supportive of the passage by the House of Representatives of the Commercial Space Launch Act, as recently amended by House and Senate actions.

We note that the CSLA was last updated in 2004, and that initial action created a regulatory framework for commercial human spaceflight that resulted in a wave of investment, innovation, jobs and economic growth for the U.S. Since 2004, there has been numerous successful companies formed (or expanded), citizens employed, revenues generated and significant private risk capital committed and spent to develop new approaches to space technology, utilization, services, and economic development. These developments have also captured the country's attention and spurred a renewed emphasis on the pursuit of science, technology, engineering and mathematics (STEM) studies by students from 5–85 years young.

The new legislation under consideration by the House sets the stage for the continued growth and expansion of the space transportation industry, while enabling rapid advances in safety for spaceflight participants. It also promotes investments in new commercial space applications, promising future spaceflight capabilities that will benefit all Americans. The bill facilitates a pro-growth environment for the developing commercial space industry by encouraging continued and

enhanced private sector investment, creating more stable and predictable regulatory conditions, and improving safety.

We encourage the full House to vote in the affirmative for the new legislation!

Sincerely,

STEVE L. HOWARD, ICMA–CM, CPM, CPPO,
County Administrator.

Ms. EDWARDS. Mr. Speaker, I reserve the balance of my time.

Mr. MCCARTHY. Mr. Speaker, I yield 3 minutes to the gentleman from Oklahoma (Mr. BRIDENSTINE).

Mr. BRIDENSTINE. Mr. Speaker, I am fully convinced of the potential economic growth and innovation the commercial space industry represents. We already rely on commercial space for so much, and in the coming years, we will see this industry continuing to expand worldwide Internet coverage, advanced communication architectures, remote sensing and weather architectures, affordable access to space for science and commerce, permanent habitats in space, utilization of space resources, and the list goes on.

We must make sure that we as members of Congress do not do anything that could stifle this world-changing industry. That is why the U.S. Commercial Space Launch Competitiveness Act is crucial. The most important aspect of this legislation is the extension of the so-called learning period or moratorium on regulations for commercial human spaceflight. We need a learning period so we can eventually create a regulatory environment based on real data, not just speculation.

The bill also extends launch indemnification to keep American space companies competitive against international companies, clarifies that a launch license and experimental permit can be issued for the same design, and enables private companies to explore and mine celestial resources by incorporating the Space Resource Exploration and Utilization Act of 2015 introduced by my friends BILL POSEY and DEREK KILMER here in this body. These provisions will go a long way toward encouraging a continued growth of the commercial space industry.

I would also like to address a few provisions of this bill that I worked to include myself, and I am pleased that we were able to keep them as the Senate worked to keep them in the final bill.

Section 116 of the bill will require a GAO report to capture the role of space support vehicles in the commercial space industry, regulatory and statutory barriers to the services these vehicles offer, and recommendations for updates that will address these barriers. People will need to be trained to fly, and vehicle designs will not remain static, which is why this provision is so important. This section will help us address situations that will become more prevalent as the commercial space industry continues to expand and diversify.

Additionally, title II of this bill incorporates H.R. 2261, the Commercial Remote Sensing Act, bipartisan legislation I introduced with my friend from Colorado, ED PERLMUTTER. This title sets metrics to give Congress a full picture of the workload facing the Department of Commerce when licensing remote-sensing activities and what issues are preventing them from meeting statutory deadlines. Title II also recognizes the importance of seeking input from the Advisory Committee for Commercial Remote Sensing, which is largely made up of industry representatives. This legislation will be crucial as industry expands beyond traditional remote-sensing satellites and activities and as Congress looks to update the statutes governing these activities for the first time since the 1990s.

Mr. Speaker, in conclusion, I would like to thank the majority leader, Mr. MCCARTHY, the sponsor of this legislation, and the Science, Space, and Technology Committee chairman, Mr. SMITH, for their continued leadership on commercial space issues.

Mr. Speaker, H.R. 2262 is critically important to the future of American leadership, and I urge my colleagues to pass the bill.

Ms. EDWARDS. Mr. Speaker, I reserve the balance of my time.

Mr. MCCARTHY. Mr. Speaker, I yield 2½ minutes to the gentleman from Florida (Mr. POSEY).

Mr. POSEY. Mr. Speaker, I thank the majority leader for yielding.

Mr. Speaker, I rise today in support of the historic U.S. Commercial Space Launch Competitiveness Act. This legislation continues to lay the groundwork for a vibrant commercial space industry in the United States of America.

I would like to thank the majority leader, KEVIN MCCARTHY, and Chairman LAMAR SMITH for all their work on the legislation.

I include in the RECORD several items.

SPACEPORT AMERICA,
Las Cruces, NM, November 16, 2015.

Hon. KEVIN MCCARTHY,
Majority Leader, House of Representatives, Washington, DC.

Hon. LAMAR SMITH,
Chair, House Committee on Science, Space & Technology, Washington, DC.

DEAR MAJORITY LEADER MCCARTHY AND CHAIRMAN SMITH: I am writing to offer Spaceport America's strong endorsement of H.R. 2262, as amended, the U.S. Commercial Space Launch Competitiveness Act.

This bill represents one of the most significant modernizations of commercial space policy and regulatory legislation since the original Commercial Space Launch (CSLA) was enacted in 1984. The CSLA was last updated in 2004, creating a regulatory framework for commercial human spaceffight that resulted in a wave of investment, innovation, jobs and economic growth for the U.S. This new legislation sets the stage for the continued growth and expansion of the space transportation industry, while enabling rapid advances in safety for spaceflight participants. It also promotes investments in new commercial space applications, promising future spaceflight capabilities that will benefit all Americans.

This bill is a fair and equitable compromise that resulted from months of hard work and negotiations among Republicans and Democrats in the House and Senate to harmonize language from the House-passed SPACE Act of 2015 with provisions from S. 1297, the Senate's commercial space legislation. It reflects your shared vision for commercial spaceflight, while addressing issues raised by Democratic leaders during deliberations on the bill.

Last week the Senate passed this compromise bill without a single objection, indicating broad support for this legislation across the political spectrum. In May, your original SPACE Act passed the House 284–133—a 68 percent margin that included 236 Republicans and 48 Democrats. Now that the Senate has unanimously supported this bipartisan compromise, we would hope that all 435 House Members could vote in the national interest to approve this historic legislation.

Spaceport America applauds both of you for your leadership and vision in developing and shepherding this much-needed and comprehensive bill through the Congress. We thank you, your colleagues, and all of your staff for the many contributions and the perseverance in advancing this bipartisan legislation that will ensure America remains the leading force in the economic development of space.

Sincerely,

CHRISTINE ANDERSON,
Chief Executive Officer.

COMMERCIAL SPACEFLIGHT FEDERATION,
Washington, DC, November 16, 2015.

Hon. KEVIN MCCARTHY,
Majority Leader, House of Representatives, Washington, DC.

Hon. LAMAR SMITH,
Chair, House Committee on Science, Space & Technology, Washington, DC.

DEAR MAJORITY LEADER MCCARTHY AND CHAIRMAN SMITH: I am writing to offer the Commercial Spaceflight Federation's strong endorsement of H.R. 2262, as amended, the U.S. Commercial Space Launch Competitiveness Act. This bill represents one of the most significant modernizations of commercial space policy and regulatory legislation since the original Commercial Space Launch (CSLA) was enacted in 1984. The CSLA was last updated in 2004, creating a regulatory framework for commercial human spaceflight that resulted in a wave of investment, innovation, jobs and economic growth for the U.S. This new legislation sets the stage for the continued growth and expansion of the space transportation industry, while enabling rapid advances in safety for spaceflight participants. It also promotes investments in new commercial space applications, promising future spaceflight capabilities that will benefit all Americans.

This bill is a fair and equitable compromise that resulted from months of hard work and negotiations among Republicans and Democrats in the House and Senate to harmonize language from the House-passed SPACE Act of 2015 with provisions from S. 1297, the Senate's commercial space legislation. It reflects your shared vision for commercial spaceflight, while addressing issues raised by Democratic leaders during deliberations on the bill.

Last week week the Senate passed this compromise bill without a single objection, indicating broad support for this legislation across the political spectrum. In May, your original SPACE Act passed the House 284–133—a 68 percent margin that included 236 Republicans and 48 Democrats. Now that the Senate has unanimously supported this bipartisan compromise, we would hope that all 435 House Members could vote in the national interest to approve this historic legislation.

CSF's many companies and organizations, and their employees and stakeholders, applaud both of you for your leadership and vision in developing and shepherding this much-needed and comprehensive bill through the Congress. We thank you, your colleagues, and all of your staff for the many contributions and the perseverance in advancing this bipartisan legislation that will ensure America remains the leading force in the economic development of space.

Sincerely,

ERIC W. STALLMER,
President.

SATELLITE INDUSTRY ASSOCIATION APPLAUDS CONGRESS FOR PASSING LONG-TERM EXTENSION OF COMMERCIAL SPACE LAUNCH INDEMNIFICATION

[News: For Immediate Release—November 16, 2015]

WASHINGTON, D.C.—The Satellite Industry Association (SIA) today applauded the passage of a bill by the House of Representatives that will extend the existing commercial space launch indemnification regime through 2025. The indemnification provision was included as a part of the Spurring Private Aerospace Competitiveness and Entrepreneurship (SPACE) Act of 2015. The Senate has already passed identical legislation, so the measure will now be sent to the White House for signature or veto.

''Extending the launch indemnification regime for a further 10 years ensures the continuation of a long-standing provision needed for the global competitiveness of U.S. launch services companies,'' said Tom Stroup, President of SIA. ''SIA applauds this action by Congress. It is an important step to maintaining U.S. innovation and leadership in satellite launch while aiding the broader domestic and global satellite industry.''

SIA has long supported extending commercial space launch indemnification regime, which offers government indemnification for any such damages in excess of the required private launch insurance limits. The regime has never been drawn upon, but allows U.S. commercial launch service providers to compete on a level playing field with foreign providers, all of which enjoy similar indemnification from 3rd party liability damage related to launch failures.

WORLD VIEW,
November 16, 2015.

Hon. LAMAR SMITH,
Chairman, House Committee on Science, Space & Technology, Washington, DC.

HONORABLE LAMAR SMITH AND MEMBERS OF THE COMMITTEE: I am writing to offer World View Enterprise's strong support for the passage of H.R. 2262. The bill is a culmination of bipartisan work that promotes competitiveness of the U.S. commercial space sector.

Under H.R. 2262 innovators such as World View will develop new technologies and strong international markets, creating jobs and growing the economy right here in America. We are a company with a unique mission: to give scientists and non-astronaut spaceflight participants the opportunity to voyage to the edge of space. Our proprietary high-altitude balloons will take Voyagers on a luxury suborbital spaceflight, where they will gently soar in a comfortable, smartly outfitted, specially designed space capsule. Participants will gaze upon the spectacular, even life-changing vistas of the Earth in the vast blackness of space, as they sail along the frontiers of space.

This important policy framework, will help pave the way for American leadership in space exploration, create new opportunities for American businesses, and will help harness the tremendous potential of our space exploration industry. We anticipate significant job growth and the advent of a whole new support industry in the months and years ahead.

Thank you in advance for your support and ongoing leadership to bring this bill to fruition, and for your continued service to our nation.

Sincerely,

JANE POYNTER,
CEO, World View Enterprises.

MOON EXPRESS,
Cape Canaveral, FL, November 16th, 2015.

Chairman LAMAR SMITH,
House Science Committee, Washington, DC.
Ranking Member EDDIE BERNICE JOHNSON,
House Science Committee, Washington, DC.

DEAR CHAIRMAN SMITH AND RANKING MEMBER JOHNSON: Moon Express applauds the House and Senate negotiators for the tremendous work and effort put into crafting the bipartisan, bicameral ''U.S. Commercial Space Launch Competitiveness Act'' (CSLCA, or H.R. 2262 as amended). This new legislation sets the stage for the continued growth and expansion of the commercial space industry, and incentivizes further investments in innovation and the development of spaceflight capabilities that will benefit all Americans.

Moon Express wishes to focus particular praise on the House and Senate negotiators for Title IV of CSLCA, the ''Space Resource Exploration and Utilization Act of 2015'', that provides the first ever codification of rights under United States law for the private sector extraction and utilization of space resources obtained from a celestial body. This landmark legislation provides a unified vision for the growth of the private sector space resources industry and will help spur new investments into this bold new field that's vital to America's future competitiveness, prosperity and security.

Moon Express, Bigelow Aerospace, and many other companies are applauding the Senate for supporting the creation of a stable and predictable environment for private sector development while encouraging investments into the bold new field of outer space resource exploration and utilization. This legislation protects and supports U.S. interests as private sector companies expand the economic sphere of Earth to the Moon and beyond.

The opportunities for the private sector to explore and utilize space resources are substantial, and Moon Express welcomes the CSLCA and particularly the landmark legislation of its Title IV ''Space Resource Exploration and Utilization Act of 2015'' that recognizes and promotes the rights of United States companies to engage in the exploration and extraction of space resources from the Moon and other celestial bodies.

For these reasons, and many more, Moon Express calls on Congress to quickly pass H.R. 2262 as amended, the bipartisan bill that will ensure that America remains the leader in space.

Sincerely,

ROBERT (BOB) RICHARDS,
Founder and CEO.

PLANETARY RESOURCES APPLAUDS U.S. CONGRESS IN RECOGNIZING ASTEROID RESOURCE PROPERTY RIGHTS

REDMOND, WASH.—November 10, 2015—Planetary Resources, Inc., the asteroid mining company, praises the members of Congress who promoted historic legislation (H.R. 2262) that recognizes the right of U.S. citizens to own asteroid resources they obtain as property and encourages the commercial exploration and recovery of resources from asteroids, free from harmful interference.

This legislation creates a pro-growth environment for the development of the commercial space industry by encouraging private sector investment and ensuring a more stable and predictable regulatory regime. This law is important for the industry and is integral to protecting and supporting U.S. interests as the commercial space sector continues to expand.

''We are proud to have the support of Congress. Throughout history, governments have spurred growth in new frontiers by instituting sensible legislation. Long ago, The Homestead Act of 1862 advocated for the search for gold and timber, and today, H.R. 2262 fuels a new economy that will open many avenues for the continual growth and prosperity of humanity. This off-planet economy will forever change our lives for the better here on Earth,'' said Chris Lewicki, President and Chief Engineer, Planetary Resources, Inc.

''Planetary Resources is grateful for the leadership shown by Congress in crafting this legislation and looks forward to President Obama signing the language into law. We applaud the members of Congress who have led this effort and actively sought stakeholder input to ensure a vibrant economy and prosperous way of life now and for centuries to come. Patty Murray (D–WA), Kevin McCarthy (R–CA), Lamar Smith (R–TX), Bill Posey (R–FL) and Derek Kilmer (D–WA) have been unwavering in their support and leadership for the growth of the U.S. economy into the Solar System. Their forward-looking stance and active role in enabling the development of an economically and strategically valuable new marketplace will ensure our country's continued leadership in space,'' said Peter Marquez, Vice President of Global Engagement, Planetary Resources, Inc.

Senator Murray said, ''I am glad that we've taken this important step forward to update our federal policies to make sure they work for innovative businesses creating jobs in Washington state. Washington state leads in so many ways, and I'm proud that local businesses are once again at the forefront of new industries that will help our economy continue to grow.''

Congressman Posey said, ''This bipartisan, bicameral legislation is a landmark for American leadership in space exploration. Recognizing basic legal protections in space will help pave the way for exciting future commercial space endeavors. Asteroids and other objects in space are excellent potential sources of rare minerals and other resources that can be used to manufacture a wide range of products here on Earth and to support future space exploration missions. Americans willing to invest in space mining operations need legal certainty that they can keep the fruits of their labor, and this bill provides that certainty.''

Congressman Kilmer said, ''The commercial space industry in Washington state is leading the way in developing the cutting edge technology necessary to support human space exploration. The U.S. Commercial Space Launch Competitiveness Act will give these ventures the framework they need to continue to innovate, and to keep the United States at the head of this growing, global industry. I congratulate the Senate for taking this step, and I look forward to the House quickly sending this bill to President Obama's desk.''

Eric Anderson, Co-Founder and Co-Chairman, Planetary Resources, Inc., said, ''Many years from now, we will view this pivotal moment in time as a major step toward humanity becoming a multi-planetary species. This legislation establishes the same supportive framework that created the great economies of history, and it will foster the sustained development of space.''

NEW LEGISLATION ENABLES COMMERCIAL EXPLORATION AND USE OF SPACE RESOURCES—DEEP SPACE INDUSTRIES CONGRATULATES U.S. CONGRESS ON LANDMARK LEGISLATION

MOFFETT FIELD, CA—Deep Space Industries (DSI) congratulates the members of the United States Senate for passing legislation that significantly advances the cause of opening space resources to humanity. Title IV of S. 1297, also referred to as the U.S. Commercial Space Launch Competitive Act of 2015, promotes the right of U.S. citizens to engage in commercial exploration for, and commercial recovery of, space resources in accordance with international obligations and subject to supervision by the U.S. government.

''We are pleased to see the beginnings of legal clarity in the field of space resource utilization,'' said Rick Tumlinson, Chair of Deep Space Industries. ''This bill is a historic step forward and demonstrates that Congress can effectively and quickly pass legislation that is important to the country's economic future. The hardworking legislators and their staff on Capitol Hill are to be commended.''

Title IV will spur an influx of capital into the industry and encourage entities to further develop plans and technologies to extract minerals from the vast numbers of asteroids and other resource-rich bodies in the solar system.

Mr. POSEY. Mr. Speaker, title IV of this bill includes language from H.R. 1508, the Space Resource Exploration and Utilization Act. I introduced this bipartisan, bicameral bill with my colleague from the State of Washington, DEREK KILMER, and with support from many members of the Science, Space, and Technology Committee. I appreciate the work and the research of Senators PATTY MURRAY and MARCO RUBIO to introduce identical legislation in the U.S. Senate.

H.R. 1508 provides legal clarity that if a company mines resources from an asteroid in outer space, it has the right of ownership to those resources. It does so consistent with U.S. international obligations.

The right to explore and use outer space is found in article I of the Outer Space Treaty. Article VI of the Outer Space Treaty explicitly recognizes that nongovernmental entities, such as private corporations, may explore and use outer space, including the right to remove, take possession, and use in situ natural resources from celestial bodies.

In drafting and negotiating title IV, there was a challenge in determining the best language to use to recognize this right. The term ''obtain'' was ultimately chosen because it was technically and politically neutral. It is our intention that only through actually physically recovering a resource does a company have the right of ownership of those resources.

In short, Mr. Speaker, the U.S. Commercial Space Launch Competitive Act is a critical piece of legislation to the future of our commercial space industry and space exploration efforts.

Mr. Speaker, I thank my colleagues again for their work on this bill, and I urge passage of this important legislation.

Ms. EDWARDS. Mr. Speaker, I yield myself the balance of my time.

Mr. Speaker, I just want to remind our colleagues because this is really important legislation moving forward, and I think that as the ranking member, Ms. JOHNSON, has indicated and as I have, that it is not for lack of concern and support of the commercial space industry and sector that we raise concerns. This is an industry that is growing by leaps and bounds, that employs thousands of workers all across this country, and that is at the hub of entrepreneurship, research, and exploration.

It really is the 21st century future. It is really a question of what the rules of the game are going to be going forward, how to best protect the interests of taxpayers, how to protect the interests of the industry, and to see it grow in a healthy way. So I would hope that the majority would take into consideration some of the concerns that have been expressed and let's use an opportunity over these next several months and years to make sure that we get it right for the industry that is a part of our future.

I would note that, even with the reservations that have been expressed, we pointed out a number of areas where there is strength in this legislation, but we haven't gotten it all right. I would also remind the majority that, with respect to mining of asteroids, we are not doing that tomorrow, so all the more reason we should pay attention to the international treaties of which we are a part and to the needs and concerns of our international partners as we move forward; that is, we don't have to rush to judgment where it concerns mining asteroids, as we are not doing that tomorrow.

So, Mr. Speaker, I would close by just saying that I believe that there is a great future in this industry, and I am excited about it. But I also know that we have to balance a lot of our interests to make sure that we pay attention, again, to safety and that we do it in the right kind of way.

As I began, I applaud the gentlewoman from Texas for making sure that the points of concern are on the record. I do not intend to oppose the bill, and I hope that we can move forward in the future to make sure that we really can provide for the kind of strength that the industry needs.

I want to take an opportunity to thank the staff: Pam Whitney of our Space Subcommittee, who has put in tireless work on this bill; Allen Li; Russell Norman and John Piazza, our counsel. Dick Obermann, our chief of staff on the committee, has put in tireless hours to try to get it right. I think for all of those who are part of the commercial space industry, we want you to go forward, we want you to succeed, and we want to make sure that the American public, that the American taxpayer, gets the benefit of the bargain.

Mr. Speaker, I yield back the balance of my time.

Mr. MCCARTHY. Mr. Speaker, today America stands at the beginning of a new era of innovation and adventure. Scientists, engineers, astronauts, and entrepreneurs are working in the deserts of California to embark on the next phase of our journey into space, and today we have the opportunity to aid them in that journey. Completing consideration of the SPACE Act in this Chamber today will help ensure America remains the leader in space exploration and innovation in the 21st century.

Mr. Speaker, we are here today thanks to the hard work of Chairman SMITH, his committee and their staff, especially Chris Wydler and Tom Hammond. I want to especially thank George Caram from my staff for his work as well. Because of their commitment after months of negotiations following the House passage of the original bill earlier this year, the SPACE Act passed out of the Senate unanimously. I look forward to the passage of this bill on the House floor today with similarly strong bipartisan support, and I urge my colleagues to vote with me to move America into the future.

Mr. Speaker, I yield back the balance of my time.

□ 1830

The SPEAKER pro tempore. The question is on the motion offered by the gentleman from California (Mr. MCCARTHY) that the House suspend the rules and concur in the Senate amendment to the bill, H.R. 2262.

The question was taken; and (two-thirds being in the affirmative) the rules were suspended and the Senate amendment was concurred in.

A motion to reconsider was laid on the table.

DIRECTING THE SECRETARY OF THE SENATE TO MAKE A TECHNICAL CORRECTION IN THE ENROLLMENT OF S. 1356

Mr. ROGERS of Alabama. Mr. Speaker, I ask unanimous consent to take from the Speaker's table the concurrent resolution (H. Con. Res. 90) directing the Secretary of the Senate to make a technical correction in the enrollment of S. 1356, with the Senate amendment thereto, and concur in the Senate amendment.

The Clerk read the title of the concurrent resolution.

The SPEAKER pro tempore. The Clerk will report the Senate amendment.

The Clerk read as follows:

Senate amendment:

Strike the matter following the resolving clause and insert the following:

That in the enrollment of the bill S. 1356, the Secretary of the Senate shall make the following corrections:

(1) Amend the title so as to read: ''An Act to authorize appropriations for fiscal year 2016 for military activities of the Department of Defense, for military construction, and for defense activities of the Department of Energy, to prescribe military personnel strengths for such fiscal year, and for other purposes.''.