

# AMERICAN LEADERSHIP IN SPACE TECHNOLOGY AND ADVANCED ROCKETRY ACT

Mr. BROOKS of Alabama. Mr. Speaker, I move to suspend the rules and pass the bill (H.R. 5345) to designate the Marshall Space Flight Center of the National Aeronautics and Space Administration to provide leadership for the U.S. rocket propulsion industrial base, and for other purposes, as amended.

The Clerk read the title of the bill.

The text of the bill is as follows:

H.R. 5345

*Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled,*

## SECTION 1. SHORT TITLE.

This Act may be cited as the “American Leadership in Space Technology and Advanced Rocketry Act” or the “ALSTAR Act”.

## SEC. 2. FINDINGS.

Congress finds the following:

(1) Non-military rocket propulsion is an enabling technology for our Nation’s future prosperous way of life.

(2) Non-military rocket propulsion technologies are critical to national security, intelligence gathering, communications, weather forecasting, navigation, communications, entertainment, land use, Earth observation, and scientific exploration.

(3) The non-military rocket propulsion industry is a source of high-quality jobs.

(4) Multiple Federal agencies and companies are involved in non-military rocket propulsion research, development, and manufacturing.

(5) Integration, coordination, and cooperation would strengthen the United States non-military rocket propulsion industrial base.

(6) Erosion of the non-military rocket propulsion industrial base would seriously impact national security, space exploration potential, and economic growth.

(7) The Marshall Space Flight Center has decades of experience working with other Government agencies and industry partners to study and coordinate these capabilities.

(8) The Marshall Space Flight Center has made historic and unique contributions—

(A) by bringing stakeholders together to work on non-military rocket propulsion industrial base sustainment;

(B) of technical expertise to key studies and review boards; and

(C) by consistently participating in interagency working groups to address non-military rocket propulsion issues.

## SEC. 3. NON-MILITARY ROCKET PROPULSION LEADERSHIP.

(a) SENSE OF CONGRESS.—It is the sense of Congress that the Marshall Space Flight Center is the National Aeronautics and Space Administration’s lead center for non-military rocket propulsion and is essential to sustaining and promoting U.S. leadership in non-military rocket propulsion and developing the next generation of non-military rocket propulsion capabilities.

(b) LEADERSHIP IN NON-MILITARY ROCKET PROPULSION.—The Marshall Space Flight Center shall provide national leadership in NASA in non-military rocket propulsion by—

(1) contributing to interagency coordination for the preservation of critical national non-military rocket propulsion capabilities;

(2) collaborating with industry, academia, and professional organizations to most effectively use national capabilities and resources;

(3) monitoring public- and private-sector non-military rocket propulsion activities to develop and promote a strong, healthy non-military rocket propulsion industrial base;

(4) facilitating technical solutions for existing and emerging non-military rocket propulsion challenges;

(5) supporting the development and refinement of non-military rocket propulsion for small satellites;

(6) evaluating and recommending, as appropriate, new non-military rocket propulsion technologies for further development; and

(7) providing information required by national decisionmakers so that policies and other instruments of the Government support the development and strengthening of the Nation’s non-military rocket propulsion capabilities throughout the 21st century.

The SPEAKER pro tempore. Pursuant to the rule, the gentleman from Alabama (Mr. BROOKS) and the gentleman from Texas (Mr. VEASEY) each will control 20 minutes.

The Chair recognizes the gentleman from Alabama.

### GENERAL LEAVE

Mr. BROOKS of Alabama. Mr. Speaker, I ask unanimous consent that all Members have 5 legislative days to revise and extend their remarks and to include extraneous material on H.R. 5345, the bill now under consideration.

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

There was no objection.

Mr. BROOKS of Alabama. Mr. Speaker, I yield myself such time as I may consume.

Mr. Speaker, as the Congressman for the Tennessee Valley of the State of Alabama, I am uniquely situated to appreciate the valuable contribution the Marshall Space Flight Center has made and continues to make to America’s rocket propulsion capabilities.

As a child growing up in Huntsville, Alabama, I well remember the 1960s as nearby Saturn V rocket engine tests shook the ground and rattled the windows. I also remember the great pride in America I felt the moment Neil Armstrong stepped on the Moon after leaving the Earth on one of our Saturn V rockets.

No doubt about it, developing and improving rocket propulsion is essential to America’s leadership in space exploration and national security.

It has been the Marshall Space Flight Center that has provided and continues to provide the cutting-edge expertise America needs in both solid and liquid rocket propulsion.

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Over the last several years, Americans have witnessed a resurgence in the rocket propulsion industry. As traditional and emerging actors move forward, it is important that the Federal Government minimize expensive duplication and support healthy cooperation and communication between the private sector and the Federal Government to promote America’s robust rocket propulsion industry.

With President Trump’s establishment of Space Force as an independent

branch of the military, rocket propulsion is recognized as even more important to securing America’s future than ever before because America’s military relies heavily on its space assets—global positioning satellites being but one example—to protect our national security.

As Congress guides America’s national space policy, we must promote the robust rocket propulsion industrial base that is essential to our space presence.

My bill, H.R. 5345, the American Leadership in Space Technology and Advanced Rocketry Act of 2018, commonly known as the ALSTAR Act, helps ensure the long-term stability of the rocket propulsion industry through better coordination and collaboration between all relevant stakeholders, public and private.

Specifically, the ALSTAR Act formally designates Marshall Space Flight Center as NASA’s current and future lead center for rocket propulsion.

In addition, the ALSTAR Act directs Marshall to explore, develop, and mature new rocket propulsion technology in cooperation with partners across and outside of government. This new emphasis, while building on a strong foundation, helps to ensure that America remains at the forefront of space exploration.

Mr. Speaker, in the 1940s and 1950s, voyages to the Moon were thought impossible, but America rose to the challenge and overcame the impossible. Today, America must, once again, challenge itself to reach far beyond its limits.

Through our increased attention, focus, and support of utilization of space and the exploration of deep space, we too can overcome the impossible and help inspire the next generation of Americans to look to the stars and go where no one has gone before.

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

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

Mr. Speaker, I support a robust and innovative space industry. I also believe that it is very important that we leverage the investment taxpayers have allowed the Nation to make in its facilities and workforce.

The bill before us today that is known as H.R. 5345, also known as the American Leadership in Space Technology and Advanced Rocketry Act, recognizes the rocket propulsion work of the Marshall Space Flight Center and that center’s role in helping to develop the next generation of rocket propulsion capabilities. The Marshall Space Flight Center has a long and storied history in rocket development dating back to the huge Saturn V rockets that powered our astronauts to the Moon. That tradition continues to this day.

Mr. Speaker, I support moving this bill out of the House floor, and I reserve the balance of my time.

Mr. BROOKS of Alabama. Mr. Speaker, I yield 3 minutes to the gentleman from Texas (Mr. SMITH).

Mr. SMITH of Texas. Mr. Speaker, I thank the vice chairman of the Space Subcommittee for yielding me time, and I appreciate all that Mr. BROOKS, the gentleman from Alabama, has done for space exploration and for spaceflight.

The House Science, Space, and Technology Committee has demonstrated time and again that U.S. leadership in space is a bipartisan priority. The scientists, engineers, and technicians at the Marshall Space Flight Center in Huntsville, Alabama, have, for more than half a century, led the world in the development of rocket propulsion.

H.R. 5345, the American Leadership in Space Technology and Advanced Rocketry Act, recognizes the impressive accomplishments of Marshall as well as vital, ongoing work they continue to do to ensure continued American leadership in space technology and rocketry capabilities.

As our future in space looks bolder, bigger, and brighter, I am confident that Marshall will continue to be a reliable, powerful, and dependable team player in moving this Nation forward.

Mr. Speaker, Vice Chairman BROOKS has always been a strong and effective advocate for space initiatives and Marshall Space Flight Center. I appreciate all he has done on the subject, and I very much appreciate his being such a leader on the Science, Space, and Technology Committee.

Mr. BROOKS of Alabama. Mr. Speaker, I yield 3 minutes to the gentleman from Texas (Mr. BABIN).

Mr. BABIN. Mr. Speaker, it is an honor and it is a privilege to work with Representative MO BROOKS on the Space Subcommittee advancing our Nation's priorities and doing our part to ensure strong leadership in America's space program.

Mr. Speaker, I want to thank the gentleman for this important bill. He is a true champion of Marshall Space Flight Center, the center's employees, and the important work they do every day to keep America first in space.

The excitement and enthusiasm about our Government and private space activities have been building toward a fever pitch. The fine scientists, engineers, and technicians at Marshall Space Flight Center have for more than half a century led the world in the development of rocket propulsion.

This bill recognizes the impressive accomplishments of Marshall as well as the vital, ongoing work they continue to do to ensure continued American leadership in space.

Mr. Speaker, I am very proud to have worked on and cosponsored this legislation with my colleague, Mr. BROOKS. As our future in space looks bolder and brighter, I am confident that the Marshall Space Flight Center will continue to be a reliable, powerful, and dependable team player moving this Nation forward.

Mr. VEASEY. Mr. Speaker, I have no further requests for time, and I yield back the balance of my time.

Mr. BROOKS of Alabama. Mr. Speaker, I have no further requests for time, and I yield back the balance of my time.

The SPEAKER pro tempore. The question is on the motion offered by the gentleman from Alabama (Mr. BROOKS) that the House suspend the rules and pass the bill, H.R. 5345, 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.

#### COMMERCIAL SPACE SUPPORT VEHICLE ACT

Mr. POSEY. Mr. Speaker, I move to suspend the rules and pass the bill (H.R. 5346) to amend title 51, United States Code, to provide for licenses and experimental permits for space support vehicles, and for other purposes, as amended.

The Clerk read the title of the bill.

The text of the bill is as follows:

H.R. 5346

*Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled,*

##### SECTION 1. SHORT TITLE.

This Act may be cited as the "Commercial Space Support Vehicle Act".

##### SEC. 2. DEFINITIONS.

Section 50902 of title 51, United States Code, is amended—

(1) by redesignating paragraphs (21) through (25) as paragraphs (23) through (27), respectively; and

(2) by inserting after paragraph (20) the following:

"(21) 'space support flight' means a flight in the air that is—

"(A) not a launch or reentry; but

"(B) related to launch or reentry services.

"(22) 'space support vehicle' means a vehicle that is—

"(A) a launch vehicle;

"(B) a reentry vehicle; or

"(C) a component of a launch or reentry vehicle."

##### SEC. 3. LICENSING OF SPACE SUPPORT FLIGHTS.

(a) IN GENERAL.—Section 50904 of title 51, United States Code, is amended by adding at the end the following:

"(e) SPACE SUPPORT FLIGHTS.—

"(1) The Secretary of Transportation may issue or transfer a license for multiple space support flights of a space support vehicle to a citizen of the United States, but only if such citizen holds an operator license issued under this chapter for launch or reentry of such space support vehicle as, or included as a component of, a launch vehicle or reentry vehicle.

"(2) A licensee may only carry out a space support flight of a space support vehicle under a license for carrying a person or property for compensation or hire if such flight lands at the same site from which the vehicle took flight."

(b) LIMITATION ON WAIVER OF REQUIREMENTS.—Section 50905(b)(3) of title 51, United States Code, is amended by inserting ", or the operation of a space support vehicle," after "or a reentry vehicle".

#### SEC. 4. EXPERIMENTAL PERMITS FOR SPACE SUPPORT FLIGHTS.

Section 50906 of title 51, United States Code, is amended—

(1) by striking subsection (d) and inserting the following:

"(d) The Secretary may issue a permit only for—

"(1) reusable suborbital rockets or reusable launch vehicles that will be launched into a suborbital trajectory or reentered under that permit solely for—

"(A) research and development to test design concepts, equipment, or operating techniques;

"(B) showing compliance with requirements as part of the process for obtaining a license for launch or reentry under this chapter; or

"(C) crew training for a launch or reentry using the design of the rocket or vehicle for which the permit would be issued; or

"(2) a space support vehicle, or a vehicle that is in development to become a space support vehicle, operated by a citizen of the United States for space support flights that will be conducted under the permit for, or in support of, the purposes described in subparagraphs (A) through (C) of paragraph (1)."; and

(2) by striking subsection (h) and inserting the following:

"(h) No person may, under a permit, operate a reusable suborbital rocket, reusable launch vehicle, or space support vehicle for carrying any property or human being for compensation or hire."

#### SEC. 5. COMMUNICATION AND TRANSPARENCY.

Nothing in this Act or the amendments made by this Act shall be construed to limit the authority of the Secretary of Transportation to discuss potential regulatory approaches, potential performance standards, or any other topic related to this Act and the amendments made by this Act with the commercial space industry prior to the issuance of a notice of proposed rulemaking.

#### SEC. 6. APPLICABILITY.

(a) IN GENERAL.—The amendments made by this Act shall take effect on March 1, 2019.

(b) REGULATIONS.—The Secretary of Transportation may issue such regulations as are necessary to carry out the amendments made by this Act beginning on the date of enactment of this Act.

The SPEAKER pro tempore. Pursuant to the rule, the gentleman from Florida (Mr. POSEY) and the gentleman from Texas (Mr. VEASEY) each will control 20 minutes.

The Chair recognizes the gentleman from Florida.

#### GENERAL LEAVE

Mr. POSEY. 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 H.R. 5346, the bill now under consideration.

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

There was no objection.

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

Mr. Speaker, H.R. 5346, the Commercial Space Support Vehicle Act, was largely developed with input from a Department of Transportation report on approaches for streamlining the licensing and permitting of hybrid launch vehicles to enable non-launch flight operations. Hybrid launch vehicles are those that have some of the