

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

characteristics of aircraft and some of the characteristics of launch vehicles.

Companies would like to utilize space support vehicles to train crews and spaceflight participants by exposing them to the physiological effects encountered in spaceflight or conduct research in reduced gravity environments. Spaceports, like those in Florida and other States, would like to attract those companies to operate out of their facilities.

The DOT report concluded that: “The option of having a single statutory regime and regulatory office oversee a demonstrated commercial space program throughout its operational life cycle would allow consistent application of regulatory philosophy and safety oversight and be more efficient and cost effective for the launch operator as well as the licensing agency. For an evolving industry, a regulatory environment that can adjust to accommodate changes would allow for more flexible and more responsive oversight.”

Additionally, a GAO report issued last year recommended that the FAA examine the FAA’s current regulatory framework for space support vehicles and suggest legislative or regulatory changes as applicable.

I believe H.R. 5346 provides the appropriate regulatory approach by authorizing the Secretary of Transportation to develop the regulations by March 1, 2019, allowing licensed space support flights. The intent of timing is to include the development of regulations in the regulatory reform process that the Vice President and the National Space Council tasked the FAA to complete by that date.

Of course, I want to thank my friend of many, many decades, Congressman LAWSON from the great State of Florida, for his cosponsorship and support of this bill, as well as Chairman LAMAR SMITH and Subcommittee Chairman BRIAN BABIN, both of Texas, for advancing and cosponsoring this great piece of legislation.

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 rise to support a robust and successful commercial space industry. In that regard, I look forward to continuing to work with my colleagues on policies that facilitate the Nation’s continued growth and leadership in space.

The bill before us today, H.R. 5346, known as the Commercial Space Support Vehicle Act, will amend the statute to provide the Secretary of Transportation with authority to license or permit space support vehicles for space support flights such as crew training or research and development that are related to space launch or reentry.

While I am not aware of any pressing need for this amendment at this time, it may provide the industry with some additional flexibility.

In addition, Mr. Speaker, it is very important to point out, too, that the

FAA’s Office of Commercial Space Transportation is sufficiently resourced to accommodate any additional work so that the office can continue to focus on its core responsibilities of licensing and permitting commercial space launch and reentry vehicles.

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

Mr. POSEY. Mr. Speaker, I yield 2 minutes to the gentleman from Texas (Mr. SMITH).

Mr. SMITH of Texas. Mr. Speaker, I appreciate the longtime efforts of the gentleman from Florida (Mr. POSEY) to advance space initiatives. His efforts are reflected in H.R. 5346, the Commercial Space Support Vehicle Act, which he authored and brings to the floor today.

Maintaining and expanding America’s leadership in human space activity, especially in the commercial space sector, is a priority of mine and of paramount importance to Mr. POSEY and the members on the Science, Space, and Technology Committee.

The Commercial Space Support Vehicle Act was developed with input from the Department of Transportation as a new and better approach to streamline the licensing and permitting process of hybrid launch vehicles.

Private companies would like to use space support vehicles to train crews and spaceflight participants by exposing them to the physiological effects and reduced gravity environment encountered in spaceflight, and many spaceports would like to encourage those companies to operate out of their facilities.

H.R. 5346 provides the fairest, most appropriate regulatory approach by authorizing the Secretary of Transportation to develop regulations, according to the requirements of the bill, by March 1, 2019, thereby enabling licensed space support flights.

Mr. Speaker, again, I want to thank Mr. POSEY who is always a leader on space issues for taking the initiative on this bill.

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

Mr. BABIN. Mr. Speaker, I want to thank my colleague, the gentleman from Florida, Mr. BILL POSEY, for his tireless efforts in drafting the Commercial Space Support Vehicle Act and his leadership in the Space Subcommittee in moving this bill to the House floor today. He has always been and continues to be one of the leading champions in Congress for American leadership in space. I am pleased to be a cosponsor of this bill.

Simply said, this bill will create jobs and economic growth in the Nation’s commercial spaceports, and it will streamline licensing requirements so that our innovators in the hybrid launch vehicle market can train future

space flight crews and participants. These innovators are at the forefront of providing aerial platforms for very important microgravity research.

GAO recommended in its report that the FAA examine the FAA’s current regulatory framework for space support vehicles and suggest legislative or regulatory changes as applicable. I believe H.R. 5346 provides the appropriate regulatory approach by authorizing the Secretary of Transportation to develop the regulations by March 1, 2019, which will allow licensed space support flights.

Mr. POSEY. Mr. Speaker, I once again want to thank the cosponsors on both sides of the aisle. This has been about a 9-year journey to make this much-needed change to our laws.

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

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

Mr. POSEY. Mr. Speaker, I have no further speakers, and I yield back the balance of my time.

The SPEAKER pro tempore (Mr. HULTGREN). The question is on the motion offered by the gentleman from Florida (Mr. POSEY) that the House suspend the rules and pass the bill, H.R. 5346.

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

A motion to reconsider was laid on the table.

## DEPARTMENT OF ENERGY SCIENCE AND INNOVATION ACT OF 2018

Mr. WEBER of Texas. Mr. Speaker, I move to suspend the rules and pass the bill (H.R. 5905) to authorize basic research programs in the Department of Energy Office of Science for fiscal years 2018 and 2019, as amended.

The Clerk read the title of the bill.

The text of the bill is as follows:

H.R. 5905

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

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

(a) SHORT TITLE.—This Act may be cited as the “Department of Energy Science and Innovation Act of 2018”.

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

- Sec. 1. Short title; table of contents.
- Sec. 2. Definitions.
- Sec. 3. Mission.
- Sec. 4. Basic energy sciences.
- Sec. 5. Advanced scientific computing research.
- Sec. 6. High energy physics.
- Sec. 7. Biological and environmental research.
- Sec. 8. Fusion energy.
- Sec. 9. Nuclear physics.
- Sec. 10. Science laboratories infrastructure program.
- Sec. 11. Authorization of appropriations.

### SEC. 2. DEFINITIONS.

In this Act:

(1) DEPARTMENT.—The term “Department” means the Department of Energy.