

nisms to ensure the privacy and confidentiality of those medical records; and

(D) the identification and referral of the pregnant woman to appropriate public and private nonprofit entities that provide intervention services, accompaniment, and supportive social services.

**(4) Eligible pregnant woman**

In this subsection, the term “eligible pregnant woman” means any woman who is pregnant on the date on which such woman becomes a victim of domestic violence, sexual violence, sexual assault, or stalking or who was pregnant during the one-year period before such date.

**(e) Public awareness and education**

A State may use amounts received under a grant under section 18202 of this title to make funding available to increase public awareness and education concerning any services available to pregnant and parenting teens and women under this chapter, or any other resources available to pregnant and parenting women in keeping with the intent and purposes of this chapter. The State shall be responsible for setting guidelines or limits as to how much of funding may be utilized for public awareness and education in any funding award.

(Pub. L. 111–148, title X, § 10213, Mar. 23, 2010, 124 Stat. 932.)

**§ 18204. Appropriations**

There is authorized to be appropriated, and there are appropriated, \$25,000,000 for each of fiscal years 2010 through 2019, to carry out this chapter.

(Pub. L. 111–148, title X, § 10214, Mar. 23, 2010, 124 Stat. 935.)

**CHAPTER 159—SPACE EXPLORATION,  
TECHNOLOGY, AND SCIENCE**

<p>Sec. 18301. Findings. 18302. Definitions.</p> <p>SUBCHAPTER I—POLICY, GOALS, AND OBJECTIVES FOR HUMAN SPACE FLIGHT AND EXPLORATION</p> <p>18311. United States human space flight policy. 18312. Goals and objectives. 18313. Assurance of core capabilities.</p> <p>SUBCHAPTER II—EXPANSION OF HUMAN SPACE FLIGHT BEYOND THE INTERNATIONAL SPACE STATION AND LOW-EARTH ORBIT</p> <p>18321. Human space flight beyond low-Earth orbit. 18322. Space Launch System as follow-on launch vehicle to the Space Shuttle. 18323. Multi-purpose crew vehicle. 18324. Utilization of existing workforce and assets in development of Space Launch System and multi-purpose crew vehicle. 18325. NASA launch support and infrastructure modernization program. 18326. Development of technologies and in-space capabilities for beyond near-Earth space missions. 18327. Report requirement.</p> <p>SUBCHAPTER III—DEVELOPMENT AND USE OF COMMERCIAL CREW AND CARGO TRANSPORTATION CAPABILITIES</p> <p>18341. Commercial Cargo Development program.</p>	<p>Sec. 18342. Requirements applicable to development of commercial crew transportation capabilities and services.</p> <p>SUBCHAPTER IV—CONTINUATION, SUPPORT, AND EVOLUTION OF THE INTERNATIONAL SPACE STATION</p> <p>18351. Continuation of the International Space Station. 18352. Maximum utilization of the International Space Station. 18353. Maintenance of the United States segment and assurance of continued operations of the International Space Station. 18354. Management of the ISS national laboratory.</p> <p>SUBCHAPTER V—SPACE SHUTTLE RETIREMENT AND TRANSITION</p> <p>18361. Sense of Congress on the Space Shuttle program. 18362. Retirement of Space Shuttle orbiters and transition of Space Shuttle program. 18363. Disposition of orbiter vehicles.</p> <p>SUBCHAPTER VI—EARTH SCIENCE</p> <p>18371. Interagency collaboration implementation approach. 18372. Transitioning experimental research to operations. 18373. Decadal Survey missions implementation for Earth observation. 18374. Instrument test-beds and venture class missions.</p> <p>SUBCHAPTER VII—SPACE SCIENCE</p> <p>18381. Technology development. 18382. Suborbital research activities. 18383. In-space servicing. 18384. Decadal results. 18385. On-going restoration of radioisotope thermoelectric generator material production. 18386. Collaboration with ESMD and SOMD on robotic missions. 18387. Near-Earth object survey and policy with respect to threats posed. 18388. Repealed.</p> <p>SUBCHAPTER VIII—AERONAUTICS AND SPACE TECHNOLOGY</p> <p>18401. Aeronautics research goals. 18402. Research collaboration. 18403. Goal for Agency space technology. 18404. National space technology policy. 18405. Commercial Reusable Suborbital Research Program.</p> <p>SUBCHAPTER IX—EDUCATION</p> <p>18421. Study of potential commercial orbital platform program impact on science, technology, engineering, and mathematics.</p> <p>SUBCHAPTER X—RE-SCOPING AND REVITALIZING INSTITUTIONAL CAPABILITIES</p> <p>18431. Workforce stabilization and critical skills preservation.</p> <p>SUBCHAPTER XI—OTHER MATTERS</p> <p>18441. National and international orbital debris mitigation. 18442. Reports on program and cost assessment and control assessment. 18443. Eligibility for service of individual currently serving as Administrator of NASA. 18444. Counterfeit parts. 18445. Information security.</p> <p><b>§ 18301. Findings</b></p> <p>Congress makes the following findings:</p>
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(1) The United States human space flight program has, since the first Mercury flight on May 5, 1961, been a source of pride and inspiration for the Nation.

(2) The establishment of and commitment to human exploration goals is essential for providing the necessary long term focus and programmatic consistency and robustness of the United States civilian space program.

(3) The National Aeronautics and Space Administration is and should remain a multi-mission agency with a balanced and robust set of core missions in science, aeronautics, and human space flight and exploration.

(4) In the 50 years since the establishment of NASA, the arena of space has evolved substantially. As the uses and users of space continue to expand, the issues and operations in the regions closest to Earth have become increasingly complex, with a growing number of overlaps between civil, commercial and national security activities. These developments present opportunities and challenges to the space activities of NASA and the United States.

(5) The extraordinary challenges of achieving access to space both motivated and accelerated the development of technologies and industrial capabilities that have had widespread applications which have contributed to the technological excellence of the United States. It is essential to tie space activity to human challenges ranging from enhancing the influence, relationships, security, economic development, and commerce of the United States to improving the overall human condition.

(6) It is essential to the economic well-being of the United States that the aerospace industrial capacity, highly skilled workforce, and embedded expertise remain engaged in demanding, challenging, and exciting efforts that ensure United States leadership in space exploration and related activities.

(7) Crewmembers provide the essential component to ensure the return on investment from and the growth and safe operation of the ISS. The Russian Soyuz vehicle has allowed continued human presence on the ISS for United States crewmembers with its ability to serve as both a routine and backup capability for crew delivery, rescue, and return. With the impending retirement of the Space Shuttle, the United States will find itself with no national crew delivery and return system. Without any other system, the United States and all the ISS partners will have no redundant system for human access to and from the ISS. It is therefore essential that a United States capability be developed as soon as possible.

(8) Existing and emerging United States commercial launch capabilities and emerging launch capabilities offer the potential for providing crew support assets. New capabilities for human crew access to the ISS should be developed in a manner that ensures ISS mission assurance and safety. Commercial services offer the potential to broaden the availability and access to space at lower costs.

(9) While commercial transportation systems have the promise to contribute valuable services, it is in the United States national in-

terest to maintain a government operated space transportation system for crew and cargo delivery to space.

(10) Congress restates its commitment, expressed in the National Aeronautics and Space Administration Authorization Act of 2005<sup>1</sup> (Public Law 109-155) and the National Aeronautics and Space Administration Authorization Act of 2008<sup>1</sup> (Public Law 110-422), to the development of commercially developed launch and delivery systems to the ISS for crew and cargo missions. Congress reaffirms that NASA shall make use of United States commercially provided ISS crew transfer and crew rescue services to the maximum extent practicable.

(11) It is critical to identify an appropriate combination of NASA and related United States Government programs, while providing a framework that allows partnering, leveraging and stimulation of the existing and emerging commercial and international efforts in both near Earth space and the regions beyond.

(12) The designation of the United States segment of the ISS as a National Laboratory, as provided by the National Aeronautics and Space Administration Authorization Act of 2005<sup>1</sup> and the National Aeronautics and Space Administration Authorization Act of 2008,<sup>1</sup> provides an opportunity for multiple United States Government agencies, university-based researchers, research organizations, and others to utilize the unique environment of microgravity for fundamental scientific research and potential economic development.

(13) For some potential replacement elements necessary for ISS sustainability, the Space Shuttle may represent the only vehicle, existing or planned, capable of carrying those elements to the ISS in the near term. Additional or alternative transportation capabilities must be identified as contingency delivery options, and accompanied by an independent analysis of projected availability of such capabilities.

(14) The United States must develop, as rapidly as possible, replacement vehicles capable of providing both human and cargo launch capability to low-Earth orbit and to destinations beyond low-Earth orbit.

(15) There is a need for national space and export control policies that protect the national security of the United States while also enabling the United States and its aerospace industry to undertake cooperative programs in science and human space flight in an effective and efficient manner and to compete effectively in the global market place.

(Pub. L. 111-267, §2, Oct. 11, 2010, 124 Stat. 2807.)

#### Editorial Notes

##### REFERENCES IN TEXT

The National Aeronautics and Space Administration Authorization Act of 2005, referred to in pars. (10) and (12), is Pub. L. 109-155, Dec. 30, 2005, 119 Stat. 2895, which was classified principally to chapter 150 (§16601 et seq.) of this title, and was substantially repealed and re-

<sup>1</sup> See References in Text note below.

stated in chapters 305 (§30501 et seq.), 401 (§40101 et seq.), 603 (§60301 et seq.) and 707 (§70701 et seq.) and sections 20301, 20302, 30103(a), (b), 30104, 30306, 30703, 30704, 30902, 31301, 31501, 40701, 40904 to 40909, 50505, 50116, 60505, 70501 to 70503, and 70902 to 70905 of Title 51, National and Commercial Space Programs, by Pub. L. 111-314, §§ 3, 6, Dec. 18, 2010, 124 Stat. 3328, 3444. For complete classification of this Act to the Code, see Short Title of 2005 Act note set out under section 10101 of Title 51 and Tables.

The National Aeronautics and Space Administration Authorization Act of 2008, referred to in pars. (10) and (12), is Pub. L. 110-422, Oct. 15, 2008, 122 Stat. 4779, which was classified principally to chapter 155 (§17701 et seq.) of this title, and was substantially repealed and restated as chapters 711 (§71101 et seq.) and 713 (§71301 et seq.) and sections 20305, 30305, 30310, 31302, 31502 to 31505, 40104, 40311, 40702 to 40704, 40903(d), 50111(b), 60501 to 60504, 60506, 70504 to 70508, 70906, and 70907 of Title 51, National and Commercial Space Programs, by Pub. L. 111-314, §§ 3, 6, Dec. 18, 2010, 124 Stat. 3328, 3444. For complete classification of this Act to the Code, see Short Title of 2008 Act note set out under section 10101 of Title 51 and Tables.

#### Statutory Notes and Related Subsidiaries

##### SHORT TITLE

Pub. L. 111-267, §1(a), Oct. 11, 2010, 124 Stat. 2805, provided that: “This Act [enacting this chapter] may be cited as the ‘National Aeronautics and Space Administration Authorization Act of 2010’.”

#### § 18302. Definitions

In this chapter:

##### (1) Administrator

The term “Administrator” means the Administrator of the National Aeronautics and Space Administration.

##### (2) Appropriate committees of Congress

The term “appropriate committees of Congress” means—

- (A) the Committee on Commerce, Science, and Transportation of the Senate; and
- (B) the Committee on Science<sup>1</sup> of the House of Representatives.

##### (3) Cis-lunar space

The term “cis-lunar space” means the region of space from the Earth out to and including the region around the surface of the Moon.

##### (4) Deep space

The term “deep space” means the region of space beyond cis-lunar space.

##### (5) ISS

The term “ISS” means the International Space Station.

##### (6) NASA

The term “NASA” means the National Aeronautics and Space Administration.

##### (7) Near-Earth space

The term “near-Earth space” means the region of space that includes low-Earth orbit and extends out to and includes geo-synchronous orbit.

##### (8) NOAA

The term “NOAA” means the National Oceanic and Atmospheric Administration.

<sup>1</sup>So in original. Probably should be followed by “and Technology”.

##### (9) OSTP

The term “OSTP” means the Office of Science and Technology Policy.

##### (10) Space Launch System

The term “Space Launch System” means the follow-on government-owned civil launch system developed, managed, and operated by NASA to serve as a key component to expand human presence beyond low-Earth orbit.

(Pub. L. 111-267, §3, Oct. 11, 2010, 124 Stat. 2808.)

#### SUBCHAPTER I—POLICY, GOALS, AND OBJECTIVES FOR HUMAN SPACE FLIGHT AND EXPLORATION

#### § 18311. United States human space flight policy

##### (a) Use of non-United States human space flight transportation services

###### (1) In general

The Federal Government may not acquire human space flight transportation services from a foreign entity unless—

- (A) no United States Government-operated human space flight capability is available;
- (B) no United States commercial provider is available; and
- (C) it is a qualified foreign entity.

###### (2) Definitions

In this subsection:

###### (A) Commercial provider

The term “commercial provider” means any person providing human space flight transportation services, primary control of which is held by persons other than the Federal Government, a State or local government, or a foreign government.

###### (B) Qualified foreign entity

The term “qualified foreign entity” means a foreign entity that is in compliance with all applicable safety standards and is not prohibited from providing space transportation services under other law.

###### (C) United States commercial provider

The term “United States commercial provider” means a commercial provider, organized under the laws of the United States or of a State, that is more than 50 percent owned by United States nationals.

###### (3) Arrangements with foreign entities

Nothing in this subsection shall prevent the Administrator from negotiating or entering into human space flight transportation arrangements with foreign entities to ensure safety of flight and continued ISS operations.

##### (b) United States human space flight capabilities

Congress reaffirms the policy stated in section 70501(a) of title 51, that the United States shall maintain an uninterrupted capability for human space flight and operations in low-Earth orbit, and beyond, as an essential instrument of national security and of the capacity to ensure continued United States participation and leadership in the exploration and utilization of space.

(Pub. L. 111-267, title II, §201, Oct. 11, 2010, 124 Stat. 2811; Pub. L. 115-10, title III, §302(d), Mar. 21, 2017, 131 Stat. 25.)