

## Space Traffic Management

In what ways would space debris be collected and disposed of for a sustainable space traffic environment?

What role does/should the commercial spaceflight industry have in self-regulation?

What recommendations would you give parents and educators to better prepare our generation?

Dr. Nield: if DoD retains space traffic management to protect NSS assets, how can they do so without tracking everything? And wouldn't the civil traffic management apparatus be redundant?

Private companies have spent billions to deploy and hide assets in space. How can a publicly shared access to space objects allow for that investment to retain its value?

How will FAA develop expertise to evaluate license for new space activities, given their technical complexity and diversity?

How does the FAA plan to maintain national sovereignty with sub-orbital flight without defining limit of space vs. airspace?

Who's responsibility is it to address the space debris problem and what to do?

Does the FAA plan to issue more spaceport licenses? Is there a concern over saturation of the market?

How do we coordinate with international space missions to provide an overall regulatory framework?

Has an FAA staffing been drafted to support the proposed expansion of responsibilities yet?

What is the main priority? Defense, development, national pride, STEM education, or settlement of space.

How does the JICSPOC differ from the JSPOC in mission or responsibilities?

How does US statcomm work with the commercial crew transport providers to determine how best to recover astronauts?

As we develop a US framework for management of space debris and traffic, how will a trend toward needing international cooperation be accommodated?

How do we regulate SmallSats without placing an undue burden on these small low cost missions?

Much of the SSA data comes from classified sources and many objects are classified themselves. How do you share that data?

Can Strategic Space Command assist in responding to commercial human spaceflight needs?

What is the FAA's primary concern when considering granting a spaceport license? Will spaceports become as routinely accepted as airports with the lowering costs of space flight?

What is the role of US regulatory agencies in dealing with international space traffic management?

What is the outlook with a new administration in place? Do you think it will be different depending on who and how different?

Would FAA AST hire a huge workforce or leverage existing resources and just have a handful of government supervisors?

How can private companies work with the government to create legislation that "enables" them?

If FAA takes over JSPOC activities, given the flexibility granted to FAA to reallocate resources, how is funding protected?

Does the FAA plan to maintain a corridor to accommodate LEO/GEO launches and orbital insertion?

Where would the DoD like the lower limit of space to be defined to provide necessary legal protections for national security?

Should the FAA have its own space object catalog to meet its mission and space traffic management needs?

NRL has created a propulsion testbed for ISS. Can we get it installed on ISS to push ISS to a much higher orbit?

Does reliability and reusability in rocket based spaceflight have an upper limit? Can rocket based flight ever achieve the same reliability as aviation given the significant complexity of launching rockets?

DOD was actually involved with the shuttle program since about 1968 when the orbiter grew wings to satisfy once around from VAFB.

Do you see certificate programs for spacecraft operators as creating a tradecraft of the future?