

Re: Bezos' Blue Origin revealed!

Re: Bezos' Blue Origin revealed!

Source: <http://sci.tech-archive.net/Archive/sci.space.policy/2007-01/msg00203.html>

- *From:* "columbiaaccidentinvestigation" <columbiaaccidentinvestigation@xxxxxxxx>
 - *Date:* 6 Jan 2007 09:45:35 -0800
-

On Jan 6, 9:06 am, simberg.interglo...@xxxxxxxx (Rand Simberg) wrote:

On Sat, 06 Jan 2007 10:52:51 -0600, in a place far, far away, Pat Flannery <flan...@xxxxxxxx> made the phosphor on my monitor glow in such a way as to indicate that:

I never said that the Futron report said there wasn't a space tourist industry, it said there was a space tourist industry. What I was concerned about was Futron's impartiality in regards to this report, and why it generated the report in the first place.

It generated it because it got a contract from that famous booster of space tourism, NASA, to do so.

So when I wrote that the report was done at the request of a space advocacy group....NASA isn't a space advocacy group?No, it's not. Most people would take that phrase to mean the National

Space Society, or the Space Frontier Foundation, or some other non-profit.

Funny, yah could have fooled meNot hard to do that. Even Chomko seems to do so, occasionally.

Re: Bezos' Blue Origin revealed!

I think it's even in their charter.

Yup, look here:<http://www.spaceprojects.com/charter/>

DECLARATION OF POLICY AND PURPOSE

Sec. 102.

"(c) The Congress declares that the general welfare of the United States requires that the National Aeronautics and Space Administration (as established by title II of this Act) seek and encourage, to the maximum extent possible, the fullest commercial use of space." If government agencies ever got in trouble for ignoring their charter,

there'd be few left.

And since space tourism is obviously manned spaceflight, anything that promotes manned spaceflight is in NASA's self interest, in that if public interest in it ever dwindles away, a huge chunk of NASA's budget also dwindles away. Pat, for many years, NASA refused to even use the phrase "space

tourism." They held a workshop on the subject in the nineties, due to great pressure, and they refused to publish the results on the NASA web site. Public space travel is a huge threat to their manned spaceflight program, because once people see that it doesn't have to cost as much as the NASA Way, they'll quickly lose support for boondoggles like Orion.

Here is a link, and the executive summary from a Study of the Liability Risk-Sharing Regime in the United States for Commercial Space Transportation published in August 2006.

[http://www.faa.gov/about/office_org/headquarters_offices/ast/reports_studies/media/Risk_Study\(final\).pdf](http://www.faa.gov/about/office_org/headquarters_offices/ast/reports_studies/media/Risk_Study(final).pdf)

Study of the Liability Risk-Sharing Regime in the United States for Commercial Space

Transportation

1 August 2006

Prepared by J. A. VEDDA

Center for Space Policy and Strategy National Space Systems Engineering

Prepared for

VOLPE NATIONAL TRANSPORTATION SYSTEMS CENTER

U.S. DEPARTMENT OF TRANSPORTATION

Cambridge, MA 02142

Re: Bezos' Blue Origin revealed!

Contract No. DTRT57-05-D-30103, Tasks 3 & 8

Page ix

"Executive Summary

The Commercial Space Launch Amendments Act of 2004 (Public Law 108-492) mandated a study of the U.S. government's risk sharing of third-party liability for commercial space launch providers licensed by the Federal Aviation Administration (FAA). This risk-sharing regime, as described in Title 49, section 70113 of the U.S. Code, was the subject of a previous congressionally directed report issued in April 2002 by the Department of Transportation (DOT) titled "Liability Risk-Sharing Regime for U.S. Commercial Space Transportation: Study and Analysis" (hereafter referred to as DOT/FAA 2002). The current study updates this report for congressional decision-makers who are considering the next steps beyond the current risk-sharing statute, which expires at the end of 2009.

Specifically, this report provides the following:

- An objective assessment of methods by which the current liability risk-sharing regime could be eliminated or modified, including alternative steps needed to maintain a viable and internationally competitive U.S. commercial space transportation industry.
- An evaluation of the direct and indirect impacts that elimination or modification of the regime would have on U.S. competitiveness in the world launch market, and on U.S. assured access to · Examination of liability risk-sharing in other nations with commercial space launch capabilities, including comparisons to the current liability risk-sharing regime in the U.S.

Approach

For purposes of this study, U.S. commercial space launches are defined as those licensed by the FAA and conducted by a competitively selected private-sector launch provider. A large percentage of the world's annual space launches involve payloads that are captives of a particular nation's or region's launch vehicles (nearly 70% in 2005),¹ and therefore are not included in this discussion. To gather a wide perspective on the influence of insurance issues on the future of commercial space transportation, this study 1) conducted interviews with representatives of the commercial space transportation and insurance industries, and 2) collected information from studies, reports, and forecasts of industry advisory groups, trade associations, academic research, and the trade press, including reports and peer-reviewed research of other industries in which government indemnification has played a role, such as the commercial nuclear power industry.

The current third-party liability indemnification regime remains in force until the end of 2009. As a result, this study's analysis considers not only current circumstances but also the business environment that the U.S. launch industry may face in the next decade.

Re: Bezos' Blue Origin revealed!

Many factors that would affect a decision on the future of government indemnification could change:

- International competition could continue to increase.
- The number and characteristics of domestic launch providers could change significantly.
- Domestic launch providers could expand their operations through new technologies (e.g., reusable launch vehicles), new markets (e.g., space tourism), or new government policies (e.g., loosening of export controls, "buy American" laws, or privatization of International Space Station operations).
- A major launch accident or Katrina-like natural disaster could disrupt the liability insurance market."

tom

.