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APPLYING FAA GUIDELINES TO SHAPE REGULATIONS FOR SPACEPORT DEVELOPMENT IN
EUROPE

Abstract

The European juridical landscape is changing. In its beginnings, Roman Law reached as high as the tallest tree or building. Today, new types of technology allow for innovative ways to send passengers and payload to space. Sub-orbital launch services provide an inexpensive method for scientists to carry out microgravity experiments in space. In addition to this, the technique also holds the possibility to carry payload into orbit at a fraction of what the current business model dictates.

Most sub-orbital vehicles are being developed in the US under prohibitive International Traffic in Arms Regulations. Despite strict ITAR export provisions, these vehicles will be launched from spaceports in jurisdictions other than the US. These spaceports would then need to be certified by the FAA in addition to their national certifying bodies or agencies in order to satisfy regulatory requirements of export compliance issues related to goods, services or data.

This paper examines the manner in which a European spaceport should obtain dual certification from the FAA and EASA in order to accommodate US-built sub-orbital vehicles.