

# Congressional Brief

- Space Debris Funding Issues
- How to safeguard forecasted \$3T space economy
- A Bill “Space Debris Act of 2021”

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    - NASA Office of Inspector General, January 27, 2021

# Reference to online version

Link to collection of digital documents in this booklet

- [www.orbitguardians.com/learn](http://www.orbitguardians.com/learn)
- Scroll down to Congressional Brief

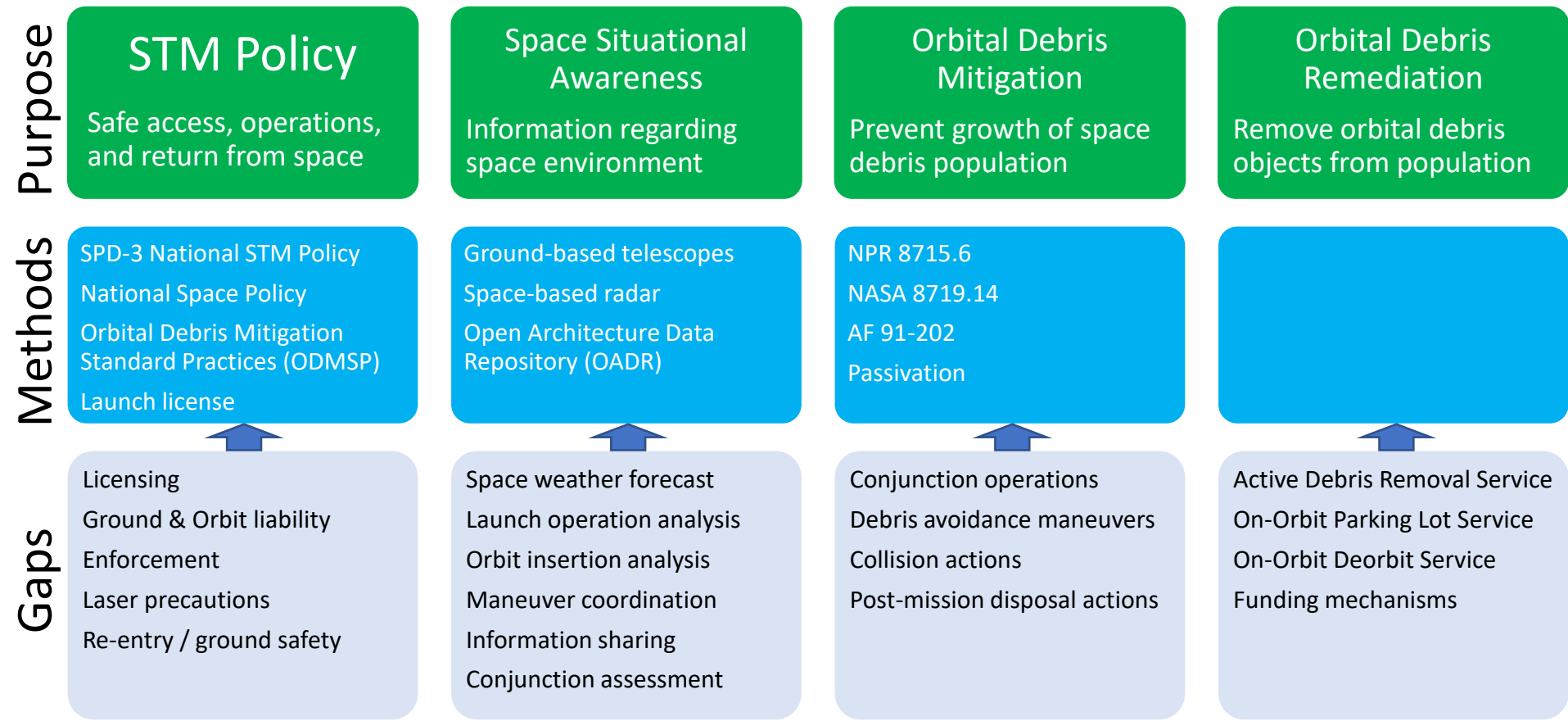
Online documents  
contain links to  
information sources

# Purpose of this Congressional Brief

- POTUS signature on “***Space Debris Act of 2021***” Bill
  - Legislates dollar-for-dollar tax credit law for financial contributions to fix space debris problem
- Summarize space debris funding environment
  - “***ADR Funding: The elephant in the room***” by OrbitGuardians, Inc.
- Exhibits from U.S. Government and space agency:
  - 2018-06-18 Space Traffic Management Policy, SPD-3
  - 2020-12-09 National Space Policy
  - 2021-01-15 National Orbital Debris R&D Plan
  - 2021-01-27 NASA OIG audit findings and advice

# Space Traffic Management Overview

## U.S. Space Traffic Management



“Active Debris Removal  
funding: The elephant  
in the room”

Contents of enclosed paper

- History of orbital debris population
- Lack of NASA and DoD action
- Goals to protect orbital assets
- Recommendations for Congress
  - “Space Debris Act of 2021” tax credit bill
  - Department of Commerce oversight

**How much  
orbital debris  
is out there?**

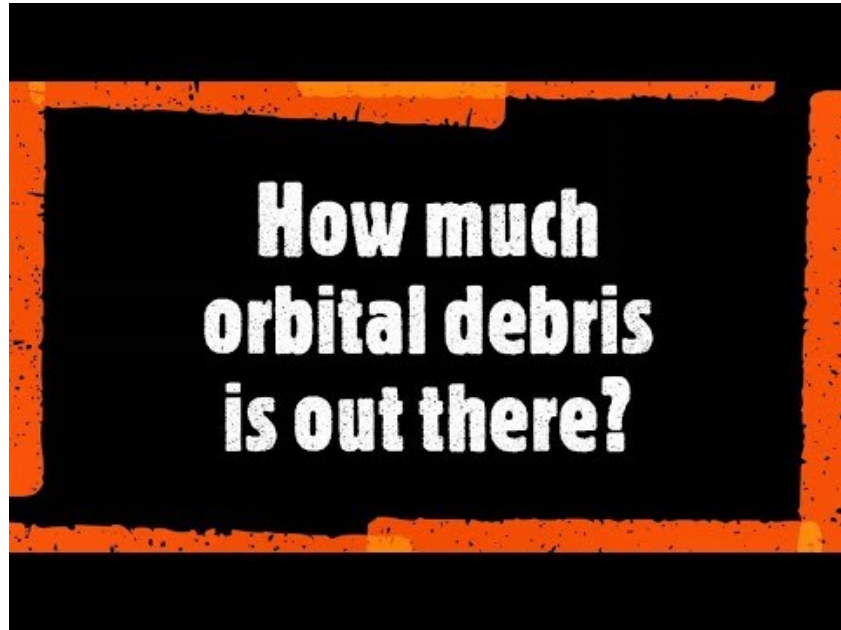
Refer to online version to see  
orbital debris population video

<https://orbitguardians.com/learn>

October 6, 2020

## Active Debris Removal funding: the elephant in the room

For over 60 years the United States has achieved our national defense capabilities and economic growth partly through our extraordinary focus of conquering the high ground of space. For over 40 years we have postulated, studied, characterized, communicated, and slowly established policies, guidelines, and best practices to optimistically control the growth of orbital debris. The orbital debris population has grown significantly during these early years, as shown in Video 1.<sup>1</sup> Most of the federal agencies have expressed interest in Active Debris Removal (ADR) to preserve and enhance our national space interests. However, this interest has not resulted in federal R&D funding being made available for ADR, which is unfortunate for the financial prognosticators who have forecasted a FY2040 space economy of \$3T+. After all, investors abhor risk and orbital debris is the ticking time-bomb of risk.



**Video 1 - Orbital Debris Environment Population**

Our national space administration, who birthed the Kessler Syndrome, has touted the high-risk nature of orbital debris for decades. Sadly, they have merely helped characterize the environment and not moved toward solving the active debris removal problem, which opposes federal law codified in [51 U.S. Code § 31501 Orbital debris](#) (2010) stating that “the (NASA) administrator, in conjunction with the heads of other federal agencies, shall take steps to develop or acquire technologies that will enable the Administration to decrease the risks associated with orbital debris.”

The U.S. Department of Defense has been concerned about replenishing missile warning systems, protecting communications, navigation, national security, and weather satellites, whilst keeping an eye on orbital debris.

- In 2014, two [GSSAP satellites](#) were launched to achieve a space-based situational awareness capability.

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<sup>1</sup> URL to Video 1: [www.orbitguardians.com/learn](http://www.orbitguardians.com/learn)

- In 2016, retired [U.S. Navy Admiral Cecil Haney](#) told the National Defense University Press that in the prior year there were more than 1.2 million collision warnings sent to satellite operators which resulted in 148 collision avoidance maneuvers, including 4 by the International Space Station.
- In an effort to move from space situational awareness to enhanced battlespace awareness, from FY2015 to FY2020, the [U.S. DoD spent \\$6B](#) to repurpose existing multi-mission sensors, built new sensors to enhance data collection, data processing, and operational systems, including Space Fence, [OrbitOutlook](#), and [DARPA Hallmark](#) decision-making tools.
- In 2019, [U.S. Air Force General John Hyten](#) advocated to the Senate Armed Services committee how the development of norms and behaviors in space should start with debris, because it would limit future generations from accessing space. He also noted that it will become very difficult to launch, place, and operate a satellite without costly maneuvers to avoid debris. With these projects developed and transitioned to operational status, the space community at large has been eagerly awaiting data availability to leverage the data into commercial space situational awareness systems to begin testing space traffic management techniques.
- In August 2020, space traffic management began taking shape when the [NAPA report affirmed](#) the Department of Commerce as the agency ‘best suited’ to handle STM.
- In September 2020, [NASA Administrator Jim Bridenstine tweeted](#) that “The @Space\_Station has maneuvered 3 times in 2020 to avoid debris. In the last two weeks, there have been 3 high concern potential conjunctions. Debris is getting worse!”
- In September 2020, OrbitGuardians discovered that NASA proposal “11-2 T6.02-9880 Active Debris Removal Technologies” was abruptly terminated due to a classified Pentagon decision to protect sensitive space-based asset data.

The key word in ‘active debris removal’ is active, which certainly opposes our current state of ‘paralysis by analysis’ and suggests an opportunity to lubricate the wheels of innovation. All we must do is push the elephant out of the room. Humanity has produced sufficient studies, policies, best practices, guidelines, theatrical movies, and a plethora of articles warning us about the risk of orbital debris collisions. We have the inclination to enable us to take the first steps of vigorously focusing our aim on the problem at hand. Safeguarding our prosperous future should be our 20-year goal, of which ADR should be our 3-year goal.

At OrbitGuardians, we have completed preliminary self-funded R&D that enables hundreds of debris deorbits per launch, drastically reducing the cost per deorbit from billions to thousands of dollars each, once at full scale operation. Our affordable active debris removal technology supports the ‘pursuit of active debris removal’ as defined in SPD-3.

As such, after submitting our pitch decks and proposals, our leadership team has concluded that the federal resources responsible for moving forward the policy and guidelines from the White House has not trickled down to those accountable for availing the RDT&E funds or there exists a barrier preventing such funding. This lack of initiative is an eye-opener, not to mention that it



would have made sense from a program management perspective for the DoD and NASA to develop ADR technologies parallel to SSA to reduce the development schedule.

The defense industry has recently suggested solutions to reduce risks to military space assets. One suggestion gaining traction is to leverage commercial space assets to reduce the burden, thereby blurring the lines of orbital debris responsibility even more. Given the above, and that DoD/NASA lifted most of our orbital assets into space, it is logical that NASA, in cooperation with DoD, initiate specific research topics geared toward the development of ADR technologies.

Our recommendations:

- Congress should legislate the “Space Debris Act of 2021” for POTUS signature to:
  1. minimize taxation for the common good associated with STM / SSA / ADR,
  2. avoid imposing another tax on space operators,
  3. implement government contributions to remedy the problems of space debris,
  4. spur private sector contributions, and
  5. eliminate the typical governmental risk of cost-plus contracts that allow contractors to not incur risks by having all their expenses covered by a space agency or defense department.
- The Department of Commerce / Office of Space Commerce should:
  1. work with the Government Accounting Office to track schedules and budgets,
  2. implement a centralized Open Architecture Data Repository system for SSA data,
  3. simultaneously develop multiple Active Debris Removal concepts,
  4. provide oversight to ensure SBIR funding is available,
  5. provide resident space object prioritization for mission planning,
  6. work with U.S. State Department to deal with ‘ownership’ issues, and
  7. ensure ground segment operations function within STM requirements.

Humanity has reasoned our future orbital debris catastrophe. Orbital collisions are already happening. The time to act is now. The time to safeguard our future prosperity is now.

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