



INTERNATIONAL ASSOCIATION FOR THE ADVANCEMENT OF SPACE SAFETY



**INFORMATION FOR
PROSPECTIVE CORPORATE
AND INSTITUTIONAL MEMBERS**



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1.0 INTRODUCTION

1.1 WHY TO BECOME A CORPORATE OR INSTITUTIONAL MEMBER?

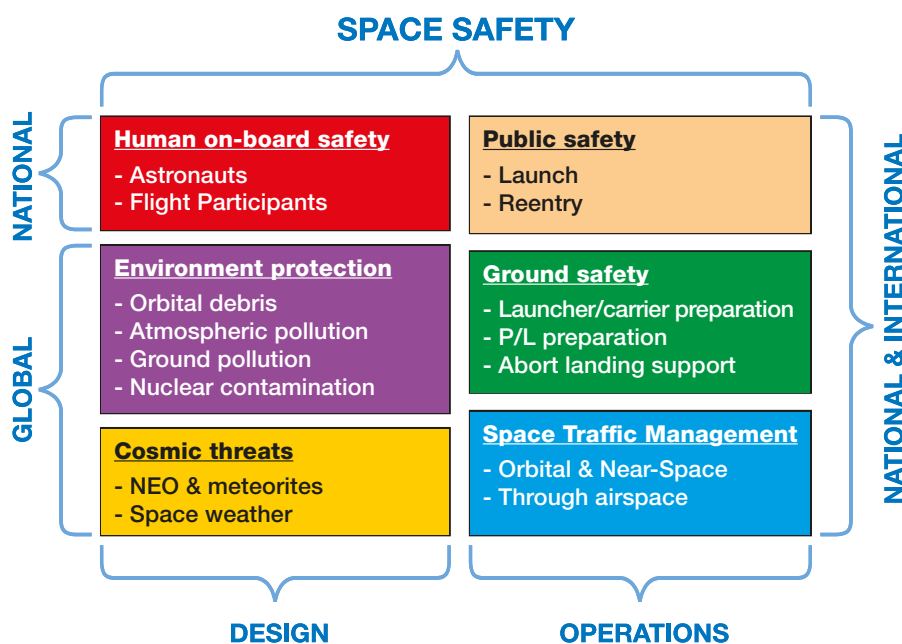
The space industry is expanding worldwide and with it the safety risk because of poor attention, lack of technical progress in the field, cumulative effects, and weak or non-existent international rules. Eventually the prospect for industry growth will be badly hurt if the necessary course of corrective actions is delayed.

Safety risk in space missions refers to the exposure of the general public (on ground, traveling by air, or at sea) to launch and re-entry hazards, to the exposure of spaceport personnel to a variety of hazards during ground processing, and to the exposure of humans on-board to space operations hazards. Space safety is also defined in a

wider sense as encompassing the protection of space and Earth environment during space missions, and of ground and space infrastructure (launch pads, flight systems, global utilities, space stations, Moon bases, etc.)

The International Association for the Advancement of Space Safety (IAASS) is the premiere association of professionals working in space safety and related engineering and management fields. Currently the association counts about 300 individual members from 27 countries. Because of the very specialized field of interest, the growth potential of the association in the foreseeable future is up to a maximum of about 500 individual members. This means that the IAASS is and will remain a numerically small group of professionals yet a unique think-tank with a great potential for shaping attitude and culture of the wider space programs community.

Because numerically small, the IAASS is unable to financially support all its initiatives solely through individual membership fees, but it needs additional income and the support of institutional and corporate members as sponsors and donors.





Currently the IAASS sustains itself through the organization of conferences (every 18 months) and professional training activities. The relevant income covers internal administrative costs, including a part-time salaried Administration Manager, events advertisement and expenses, newsletter, magazine, journal, website, awards as well as the cost associated with travel of IAASS representatives at official gatherings (e.g., UN COPUOS where IAASS is an Official Observer). However, the IAASS goals go well beyond sustaining the current activities and include among others the promotion of independent space safety research and specialized academic education.

The IAASS is currently seeking financial support by high-profile corporations, government organizations, and private entities as crucial for the realization of the association research and educational programs. In consideration that the IAASS legal seat is in Europe while the main support is in the United States, a sister organization called International Space Safety Foundation (ISSF) has been established in the U.S. to centralize the raising of funds and the management of grants.

Then the question of what the IAASS added value is, and why should a corporation or government organization sponsor the IAASS. There are multiple reasons, however the main one is that the development of commercial space requires the collective focus of industry on safety matters, from technical advancement to modern regulations, and as prerequisite for market development, and that the IAASS can help developing a relevant strategic vision and pursuing the associated research and educational initiatives.

The IAASS offers additional, neutral, opportunities for international communication, informal data exchange and common progress in the field of space safety risk management. Space safety, from launch and re-entry safety to space debris control, to human exploration safety is by his very nature a matter of global interest, which involves many actors often well beyond the contacts that a single corporation or government organization may be maintaining. Furthermore, space safety is a common key interest of the three space communities: **civil**, **military** and **commercial**. There is no other interest which is so binding and unifying for all three communities as space safety. Individual and institutional/corporate members from the three communities are well represented and equally welcome in the IAASS.

Developing and maintaining a solid space safety culture is a common interest of “old” and “new” space industry. The “new space” industry is concerned about establishing a steady safety culture in their organizations that provides assurance to customers on their safety performance. Instead, the “old” space industry is interested to develop a cost-competitiveness awareness in their programs but without compromising their safety performance. In both cases the IAASS educational activities (conferences,

workshops and professional training) provide opportunities for developing and maintaining all key elements of a sound safety culture:

- a) An overall set up which allows an adequate system of checks-and-balances.
- b) A core of highly competent professionals in safety and related disciplines,
- c) A diffuse knowledge of key safety principles and practices throughout the ranks of the organization, and
- d) A general safety-minded attitude.

The IAASS research activities, studies, conferences, seminars and training programs represent additional available resources in support of corporations and government institutions efforts to develop, expand and maintain a robust “safety culture” and knowledge management in their organizations. Furthermore, the Association provides valuable opportunities for contacts and for building of personal ties worldwide that could be of great benefit in view of future co-operations, as well as for promoting the coordination of safety policies (development of voluntary international standards, analytical methods benchmarking, etc.)

Last but not least, safety is a strategic business development driver in many advanced industries and in space industry as well. Safety advancement remains one of the key prerequisites for the success and expansion of many businesses (commercial aviation, high speed trains, etc.) Sometimes continuous safe performance is even critical for company, program or sector survival. The faulty design of a single product can kill or greatly jeopardize a manufacturer, as it happened in aviation to McDonnell Douglas with the DC-10 and more recently to Boeing with the B-737 MAX). An unsafe design may kill (sooner or later) a unique design and operational concept (e.g., Space Shuttle, and supersonic Concorde). A single major disaster can endanger an entire industrial sector (e.g., nuclear power generation after Fukushima).

Any support to safety initiatives is a positive contribution to the well being, progress and expansion of the entire space sector.

1.2

DONATING FOR SAFETY FOR INDUSTRY GROWTH: THE AVIATION PRECEDENT

The Guggenheims were a wealthy family who had made the bulk of their money from the mining industry. They believed they had an obligation to return to society some of





the benefits they had reaped, so in 1924 they established the Daniel and Florence Guggenheim Foundation to promote a variety of charitable and benevolent causes.

After World War I, aviation in the United States was in a depressed state. Not only had the surplus of planes from the war eliminated the market for new aircraft, but also the majority of the American public had little interest in flying, largely because of its risky nature. Flying at the time was extremely risky and plagued by continuous accidents and fatalities. Because there was no pool of trained aeronautical engineers to improve the design and construction of aircraft, the Guggenheims set out to establish aeronautical schools and research centers at universities around the country. They also set about to make air travel safer by using their fund to pay directly for aviation research. This research contributed to the development of more reliable aircraft engines and instruments, and eventually, public acceptance of aviation as a safe and fast method of transportation.

In the early times of aviation improvements in instrumentation were needed. Airplane pilots all knew that weather greatly affected flight safety, particularly when it reduced visibility. Probably the most serious condition that pilots faced was fog, which could reduce visibility to nothing. Pilots who encountered fog, quickly became disoriented and often crashed into the ground. The Guggenheim foundation paid for studies of “fog flying” and improved navigation by means of better instruments that would give pilots the information they needed to fly safely even if they couldn’t see where they were going.

Aircraft could be made safer also by improving their aerodynamic characteristics. In 1927, the Guggenheim announced the Safe Aircraft Competition, offering a \$100,000 prize and five \$10,000 secondary awards for the safest aircraft that could be built.

The Guggenheim fund also created a “Model Airway” between San Francisco and Los Angeles that was operated by Western Air Express. This demonstration helped convince the American public that commercial passenger service could be safe, dependable, and comfortable and could exist apart from the airmail business. The service began on May 26, 1928, flying a Fokker F-10 Super Trimotor that Guggenheim provided. The scheduled flights gradually became part of Western’s regular service. The flights did not prove financially profitable, but they were heavily used and demonstrated that regular, safe passenger service was a reality.

The Guggenheim Foundation educational activities began in 1925 with a grant for the establishment of a school of aeronautical engineering at New York University. Over the next four years, the fund would make grants that established Guggenheim schools or research centers at the California Institute of Technology, Stanford University, the University of Michigan, the Massachusetts Institute of Technology, the University of Washington, Georgia School (later Institute) of Technology, Harvard University, Syracuse University, Northwestern University, and the University of Akron.

Between 1925 and 1930, the Guggenheim family invested more than \$2.6 million in a series of aviation-related programs. In 1947 the Guggenheim financially supported the establishment of the Flight Safety Foundation (FSF) of Jerome Lederer, which remains still today the leading worldwide non-profit independent organization in aviation safety research and education. In 1950 the Daniel and Florence Guggenheim Foundation created the Cornell-Guggenheim Aviation Safety Center at Cornell University, where research was carried out in collision avoidance, crash fire protection, human factors, instrumentation error prevention, prevention of in-flight explosions. Eventually the center was closed in 1967 when the original foundation goal was achieved of making transportation by air as safe as trains.



Guggenheim Aerospace Building on the Main campus of the Georgia Institute of Technology.



The Daniel Guggenheim Medal.



2.0 AN ASSOCIATION TO ADVANCE SPACE SAFETY

Although the risks of space missions are often intrinsic to the extreme of the space environment and to technology limits, it is a fact that as of today all space accidents were caused by design, manufacturing, operational, or organizational deficiencies which were well within the knowledge and capability of the time to control and prevent.

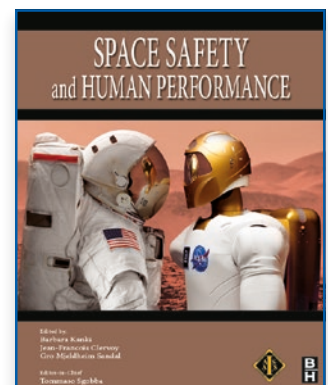
The main causes of failures and malfunctions are design errors and manufacturing errors. Catastrophic design errors in space projects can be tracked essentially to a difficult balance between on one side the complexity of the space systems, and the relative ease by which failures or malfunction of highly energetic systems can propagate to catastrophic consequences, and on the other side to the limited systems safety engineering culture of the design teams as a whole. Manufacturing errors result in product nonconformities which may go undetected thus causing all kinds of consequences.

The space systems complexity as well the complexity of the overall organization involved in their realization and operation, requires a substantial advancement of the science of spaceflight hazards mitigation and control, and of risk assessment techniques. Furthermore, it is necessary that project teams maintain a safety culture based on a widespread knowledge of key principles and techniques of design for safety, and on a multidisciplinary

awareness of hazards and potential vulnerabilities in design, manufacturing and operations. Unfortunately, safety design methods and hazard analyses techniques are not currently taught in space engineering school. Some on the job training in systems safety is usually reserved to small groups of safety engineers, which often lack the necessary in-depth system knowledge to become integral part of the design teams.

The safety risk level currently achieved in space mission is inadequate. Without a “quantum leap” in safety engineering and management any further expansion of the space industry may become heavily constrained. At current state-of-art, human spaceflight may not be commercially viable in the long run as accidents keep occurring.

Advancing space safety is within our reach and it is not only a moral duty but the key for expanding space programs and making them commercially viable. To advance space safety, improved education, exchange of knowledge, and focused studies are needed. The final goal of the IAASS is to promote such advancement by identifying related programs, raising funds from sponsors and private donors, and making them available to qualified universities, colleges, researchers and professional organizations. Sponsors and donors may choose to support the overall Association efforts, or have their support linked to one or more programs, or even to a specific project.



IAASS has published four unique textbooks in the field of space safety.



3.0 ASSOCIATION PROGRAMS AND THEIR MANAGEMENT

3.1 MANAGEMENT

The IAASS is dedicated to the advancement of space safety through international cooperation in research/studies activities, development of space safety standards, establishment of academic and training programs, motivational campaigns including recognition of outstanding contributions to space safety, and assistance to young people and professionals to acquire or further develop the necessary knowledge. In order to achieve these goals, the IAASS needs adequate funds and professional management. This involves maintaining active liaison with space agencies, corporations, and individuals in the space safety field, as well developing effective communication (websites, newsletters, magazines, and scientific journal). Such professional management, based on our own experience and that of similar institution, consumes about 20% of the association budget.

3.2 PROGRAM OF ACTIVITIES AND FUNDING ALLOCATION

The association general programs are based on mission goals, strategic drivers, and areas of interest, therefore remaining valid over the long period. However, they are periodically reviewed, modified and updated by the IAASS Board as needed.

The programs are executed through the selection and completion of projects which are part of multi-year planning. The Association financial resources are allocated to the programs on the basis of pre-defined fixed percentages which take into account the relevant expected effectiveness in supporting the association goals. The further allocation of program funds to detailed projects is performed in the course of the project's evaluation.

3.2.1 Research and Development Program

Currently space agencies and industry contractors invest very little or nothing in general space safety research and tend to focus on specific product development issues. In any case they look into safety matters primarily from a national perspective even when the risk is global. In the past, when the space projects were all managed by space agencies, a certain openness in public dissemination of safety related data and experience was maintained. Nowadays with the emergence of commercial spaceflight, safety information and lessons learned are kept confidential. While such attitude may seem justified by the need to protect the economic interests of the companies, they are highly detrimental to the overall advancement of safety and are a sign of immaturity. There is no substantial academic research in the space safety field, and no internationally coordinated global space safety research agenda. Research in space safety matters is practically non-existent.

The IAASS research program aims to initiate innovative research projects in the field of space safety and to pursue whenever possible those study topics which may benefit from international exchange and cooperation. The IAASS research and development program aims to stimulate the expansion of government and contractors space safety research efforts by undertaking precursor studies and publishing results. The IAASS research initiatives will include funding for general studies in support of global risk management, conceptual studies of innovative systems, development of dedicated safety equipment, as well as performance of detailed studies on specific topics. Particular attention is paid to studies about risk for the public, including environmental impact, and studies of space systems interoperability, which would pave the way for the establishment of standard interfaces to allow mutual assistance in case of emergency.

The IAASS research program places emphasis on the involvement of academia and on synergies with industry. The IAASS studies will also aim to develop an international





space safety culture by encouraging the setting up whenever possible of international studies teams to compare, discuss and bridge differences.

3.2.2

Standardization and Independent Safety Certification Program

Space up to and including geostationary orbits has become as international sea waters and airspace another realm where it is in the interest of the global community to operate in accordance with common international safety standards instead of vague principles. Voluntary consensus technical safety standards need to be agreed internationally by industrial and institutional stakeholders as reference for the design and operations of space systems, to support the implementation of internationally agreed and nationally enforced space safety policies.

The IAASS promotes the incremental development of international voluntary space safety policies and technical standards in four main directions:

- a) public risk and protection of assets on orbit;
- b) development of minimum safety standards for commercial human spaceflight;
- c) easing of barriers that different national safety regulations may create to international commerce, while preventing distortion of commercial competition due to substandard safety practices;
- d) development of space missions search-and-rescue interoperability capabilities.

The IAASS seeks to support the development and establishment of independent commercially based support services for flight safety certification and testing on the model of well-established successful practices in other industrial branches. The IAASS would support the studying and developing of the concept and of initiating such services until they become self-sustained on a commercial basis.

3.2.3

Educational Program

The effective education of professionals in the space safety field depends on the availability of relevant and up-to-date academic courses in all areas related to space safety. The association will undertake surveys of university officials and professors to determine what courses are already available and to seek to initiate wider

and more comprehensive academic programs in space safety worldwide. The association will also seek to endow fellowships, scholarship, study grants for students as well as endow professorships in the field of space safety. The publication of university textbooks and scientific journals is an integral part of the IAASS educational program.

Furthermore, the key to effective space safety is the availability of well-trained and current professionals in the space industry that have the right skills and current knowledge of the latest space and safety technologies. The IAASS will further develop its offer of the best, most current training courses in the space safety field. Although on-site training with quality instructors is a key element of such programs, the association will also seek to further develop effective and interactive e-learning courses that can allow professionals worldwide to obtain just-in-time, affordable training that meet their individual needs.

3.2.4

Conferences and Workshops Program

Critical to the success of progress in space safety around the world is the collaboration and exchange of ideas among professionals and academic, governmental and industrial researchers in the field. Conferences and workshops are aimed to the exchange of ideas, question new findings, and learn of critical experience and new data in the field. The Association will make use of the additional funds provided by sponsors and donors to maintain and expand its leading role in organizing and conducting conferences, workshops and seminars in the field of space safety.

3.2.5

Motivational Program

Another aspect of innovation and progress in the field of space safety is the stimulation as well as recognition of outstanding contributions to the field that move or have moved the state of the art forward. There are a number of strategies as to how such progress can best be achieved. These include lifetime achievement awards, innovation awards, design challenges, and prizes and awards for student researchers. The Association will make use of the additional funds provided by sponsors and donors to establish new endowments to support such awards and recognitions and challenges, in particular prizes for original research work.





4.0 FUNDS RAISING AND SPENDING

4.1 FUNDS RAISING

Funds to IAASS programs/projects are provided by *Corporate/Institutional Members* and by *Exceptional Donors*, which having recognized the importance of IAASS goals for the human progress in space are willing to financially contribute to their achievement on a philanthropic basis.

Corporate and Institutional Members are those corporations or institutions which volunteer to make annual donations and receive in exchange certain services like access and use of IAASS studies results or discounts for their employees' attendance to conferences, seminars, workshop and training events organized by IAASS (see Annex 1).

Membership fees depends on size/importance of the organizations:

- Space Agencies and Top Organizations: \$15,000
- Large Organizations: \$7,500
- Small-Medium Enterprise: \$3,000
- University and Associations: \$750

Conference and Awards Sponsors are those institutions or corporations which make substantial grants to IAASS at the time of the main international conference (every 18 months) to support the conference and/or the awards. For related opportunities, benefits, and conditions refer to Annex 2.

Exceptional Donors are individuals, institutions or corporations which make substantial grants to IAASS on extemporary basis (i.e., once or without pre-determination of amount and periodicity). Exceptional donors will belong to one of the following three categories:

- Benefactor: \$50,000 or more
- Patron: \$30,000-49,999
- Contributor: \$20,000-29,999

JSSE Sponsors are, institutions or corporations which make annual donations to support the publication of the Journal of Space Safety Engineering (JSSE):

- Platinum: \$30,000
- Gold: \$15,000
- Silver: \$7,500

JSSE Sponsors Benefits:

- Platinum: [4 inner cover full page b/w ads/year, plus 160 copies/y]
- Gold: [4 half page b/w ads/year, plus 80 copies/y]
- Silver: [4 quarter b/w ads/year, plus 40 copies/y]

4.2 FUNDS SPENDING

4.2.1 R&D Studies Contracts

The association will assign R&D tasks to public or private entities such as universities, research laboratories, firms, and experts. To that end the association will conclude research contracts under which the contractors are bound to make available to the association any resulting invention or technical data under free, non-exclusive and irrevocable license. In other words, inventions or technical data resulting from an IAASS research work are owned by the contractor, who may or may not protect them by registered patent and exploit them. In exchange, the IAASS and its Corporate and Institutional Members may use the inventions or information under free irrevocable and non-exclusive license.

The association R&D program is managed by the IAASS Academic and Research Programs Committee. The R&D program is established and updated every year through a *Call for Ideas*, for the two following years, and it is open to



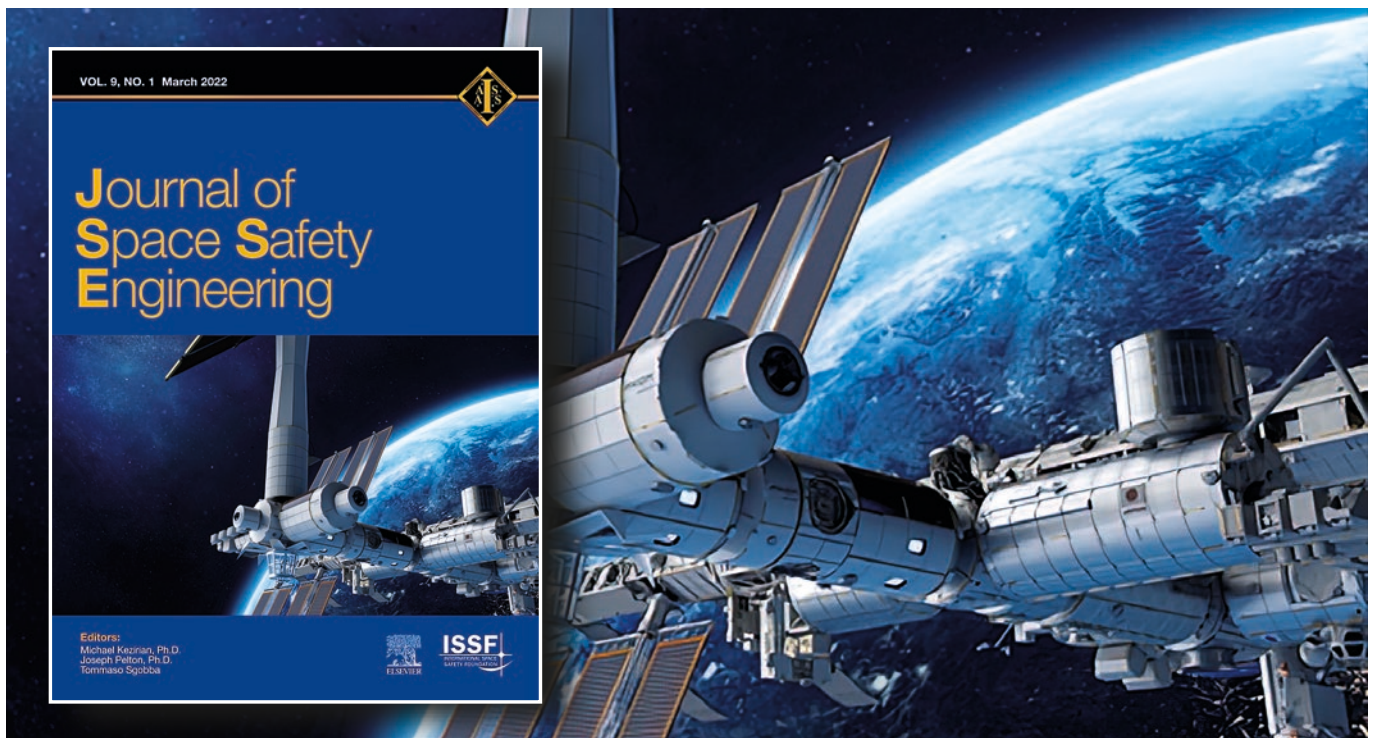
experts and scientists active in space safety and related fields. For the evaluation and rating of the proposed ideas, the IAASS Academic and Research Programs Committee will be supported by the IAASS Technical Director and by the chairpersons of the IAASS Technical Committees.

The pre-selected proposed studies with relevant allocation of funds and justification of proposed type of procurement (open competitive tender, restricted competitive tender and non-competitive tender) and justification, will be submitted to the approval of the IAASS Adjudication Committee, which is the internal IAASS body responsible that proposed procurement actions for R&D studies are in line with the IAASS established rules and policies. The Adjudication Committee is composed by three individuals nominated by the IAASS Board. Following the deliberation of the Adjudication Committee, an Invitation to Tender will be issued for each selected study. The IAASS Tender Evaluation Board, which is nominated annually by the IAASS President, will supervise the preparation of the Invitation to Tender, evaluate the proposal submitted by prospective contractors, and make recommendations to the IAASS President for the approval/disapproval of the draft contract. Finally the IAASS President will sign the contract and authorize spending. The management of the study contract execution and the review and approval of all contractual deliverables at the scheduled progress milestones is responsibility of the IAASS Academic and Research Programs Committee.

As a variation to the above process, for expensive R&D tasks the IAASS may decide to provide only partial funds (co-funding). In such case the procurement process followed is the same as above except that instead of a contract a suitable formal agreement will be established between the funding parties.

4.2.2 Grants

The association will make grants toward the objectives of its programs. The association grants spending is managed by the IAASS Executive Committee in accordance with the annual budget of resources allocated. Grants requests (external) and grants proposals (internal) are compiled and pre-selected by the IAASS Executive Director on a quarterly basis. The candidate grants list will be submitted to the approval of the IAASS Grants Committee, which is the internal IAASS body chaired by the IAASS President responsible for ensuring that pre-selected grants requests and proposals are in line with the IAASS established rules and policies. The Grants Committee is composed by three individuals nominated by the IAASS Board. Following the deliberation of the Grants Committee, the IAASS Executive Director will manage the release of funds via the IAASS Treasurer and will maintain the relevant official documentation.



The Journal of Space Safety Engineering provides an authoritative source of information in the field of space safety design, research and development.



ANNEX 1 INSTITUTIONAL/CORPORATE MEMBERSHIP BENEFITS

VISIBILITY AS SAFETY-MINDED ORGANIZATION

- Your organization's logo and website link on the IAASS website
- Your organization's latest developments and events featured in the IAASS publications
- Visibility at IAASS events and in conference-related publications

INTERNATIONAL SPACE SAFETY & SUSTAINABILITY NETWORKING

- Access to an international network of potential partners, experts and decision-makers
- Opportunity to promote your organization and attract future safety-educated workforce
- Access to IAASS consultation services

PARTICIPATING IN SHAPING SPACE FUTURE GOVERNANCE

- Your experts joining IAASS technical committees (position papers, white books, etc.)
- Eligibility for partnership in organizing and developing IAASS events and projects (books, studies, etc.)

SUPPORTING THE IAASS MISSION

- Eligibility to host an IAASS international space safety conference
- Keynote speakers at plenary sessions of IAASS conferences
- Discounts on exhibition space (when applicable)
- Hosting in-house discounted professional safety courses

RECOGNITION

- Opportunity to nominate candidates for IAASS Safety and Sustainability Awards
- Recognition of organizations' safety and sustainability achievements in IAASS communications





ANNEX 2 CONFERENCE AND AWARDS SPONSORSHIPS

HOST SPONSOR

\$18,000

- Introduction and opportunity for a representative to speak from podium at the Opening Plenary Session
- Signage in panel session rooms, at luncheon and Conference & Awards Gala Dinner
- Premier logo placement in conference program and on IAASS website
- Recognition from podium at Conference & Awards Gala Dinner
- 1 Full page advertisement on printed Journal of Space Safety Engineering
- Logo on conference bags

SPONSOR

\$9,000

- Introduction and opportunity for a representative to speak from podium at a Plenary Session
- Signage in panel session rooms, at luncheon area and at Conference & Awards Gala Dinner venue
- Logo placement in conference program and on IAASS website
- Recognition from podium at Conference & Awards Gala Dinner

SPONSOR "J. LEDERER - SPACE SAFETY PIONEER" AWARD

\$6,000*

- Introduction and opportunity for a representative to speak from podium before presenting together with the IAASS President the Award at the Conference & Awards Gala Dinner
- Name of the sponsor engraved on the base of the award trophy
- Premier logo placement in conference program and on IAASS website
- Recognition from podium at Conference & Awards Gala Dinner

SPONSOR "V. SYROMYATNIKOV - SAFETY BY DESIGN" AWARD

\$6,000*

- Introduction and opportunity for a representative to speak from podium before presenting together with the IAASS President the Award at the Conference & Awards Gala Dinner
- Name of the sponsor engraved on the base of the award trophy
- Premier logo placement in conference program and on IAASS website
- Recognition from podium at Conference & Awards Gala Dinner





SPONSOR "J.P. LOFTUS – SPACE SUSTAINABILITY" AWARD	\$6,000*
<ul style="list-style-type: none">• Introduction and opportunity for a representative to speak from podium before presenting together with the IAASS President the Award at the Conference & Awards Gala Dinner• Name of the sponsor engraved on the base of the award trophy• Premier logo placement in conference program and on IAASS website• Recognition from podium at Conference & Awards Gala Dinner	
SPONSOR "LEONARDO DA VINCI – LIFELONG ACHIEVEMENT" AWARD	\$5,000
<ul style="list-style-type: none">• Recognition from podium at Conference & Awards Gala Dinner before presenting together with the IAASS President the Award at the Conference & Awards Gala• Name of the sponsor engraved on the base of the award trophy• Premier logo placement in conference program and on IAASS website	
SUPPORTING CO-SPONSOR	\$4,500
<ul style="list-style-type: none">• Signage in the luncheon area and at Conference & Awards Gala Dinner venue• Logo placement in conference program and on IAASS website• Recognition from podium at Gala Dinner	
COFFEE BREAK SPONSOR (1 DAY)	\$1,000
<ul style="list-style-type: none">• Signage in coffee break areas• Logo placement in conference program and on IAASS website	
BAGS SPONSOR	\$7,000
<ul style="list-style-type: none">• Logo on Conference Bags• Logo placement in program and on IAASS website• Recognition from podium at Gala Dinner	

* NOTE: The award sponsorship requires concurrently the IAASS Institutional/Corporate Membership

