# TDI R4 Neg

# 1NC

### 1

#### Interpretation: “appropriation of outer space” as a term of art by private entities refers to the exercise of exclusive and permanent control of space.

TIMOTHY JUSTIN TRAPP, JD Candidate @ UIUC Law, ’13, TAKING UP SPACE BY ANY OTHER MEANS: COMING TO TERMS WITH THE NONAPPROPRIATION ARTICLE OF THE OUTER SPACE TREATY UNIVERSITY OF ILLINOIS LAW REVIEW [Vol. 2013 No. 4]

The issues presented in relation to the nonappropriation article of the Outer Space Treaty should be clear.214 The ITU has, quite blatantly, created something akin to “property interests in outer space.”215 It allows nations to exclude others from their orbital slots, even when the nation is not currently using that slot.216 This is directly in line with at least one definition of outer-space appropriation.217 [\*\*Start Footnote 217\*\*Id. at 236 (“Appropriation of outer space, therefore, is ‘the exercise of exclusive control or exclusive use’ with a sense of permanence, which limits other nations’ access to it.”) (quoting Milton L. Smith, The Role of the ITU in the Development of Space Law, 17 ANNALS AIR & SPACE L. 157, 165 (1992)). \*\*End Footnote 217\*\*]The ITU even allows nations with unused slots to devise them to other entities, creating a market for the property rights set up by this regulation.218 In some aspects, this seems to effect exactly what those signatory nations of the Bogotá Declaration were trying to accomplish, albeit through different means.219

#### Common usage also concludes appropriation is the taking of or exercise of control over property

Bohm 13 [JEFF BOHM, Chief Judge. In re Cowin, 492 B.R. 858 (Bankr. S.D. Tex. 2013).] TDI

1. Application of the Facts in the Instant Disputes to Embezzlement under Section 523(a)(4)

(i) "The Debtor appropriated funds." "Appropriation" is defined as "the exercise of control over property; a taking of possession." BLACK'S LAW DICTIONARY 98 (7th ed. 1999). In connection with its analysis under the TTLA in section C.2.b., supra, this Court has determined that the Debtor appropriated the excess proceeds from the foreclosure sales of the Countrywide Property, the Chase Property, and the WMC Property that rightfully belonged to the Plaintiffs. Not only did the Debtor control the disposition of the excess proceeds via the WCL and Dampkring Deeds of Trust, but he ensured that the proceeds were deposited to Perc and TRH, entities controlled by his co-conspirator Allan Groves. Thus, the first element is satisfied.

(ii) "The appropriation was for the Debtor's use or benefit." This element does not require a showing that the Debtor himself personally benefitted by the amounts that the Plaintiffs were damaged. For example, in affirming a bankruptcy court's decision that a debt was nondischargeable due to embezzlement under section 523(a)(4), the Sixth Circuit stated:

#### Court precedent affirms appropriation is permanent occupation not temporary use

Marshall 82 [JUSTICE MARSHALL delivered the opinion of the Court. Loretto v. Teleprompter Manhattan CATV Corp., 458 US 419 - Supreme Court 1982] TDI

Since these early cases, this Court has consistently distinguished between flooding cases involving a permanent physical occupation, on the one hand, and cases involving a more temporary invasion, or government action outside the owner's property that causes consequential damages within, on the other. A taking has always been found only in the former situation. See United States v. Lynah, 188 U. S. 445, 468-470 (1903); Bedford v. United States, 192 U. S. 217, 225 (1904); United States v. Cress, 243 U. S. 316, 327-328 (1917); Sanguinetti v. United States, 264 U. S. 146, 149 (1924) (to be a taking, flooding must "constitute an actual, permanent invasion of the land, amounting to an appropriation of, and not merely an injury to, the property"); United States v. Kansas City Life Ins. Co., 339 U. S. 799, 809-810 (1950). In St. Louis v. Western Union Telegraph Co., 148 U. S. 92 (1893), the Court applied the principles enunciated in Pumpelly to a situation closely analogous to the one presented today. In that case, the Court held that the city of St. Louis could exact reasonable compensation for a telegraph company's placement of telegraph poles on the city's public streets. The Court reasoned: "The use which the [company] makes of the streets is an exclusive and permanent one, and not one temporary, shifting and in common with the general public. The ordinary traveler, whether on foot or in a vehicle, passes to and fro along the streets, and his use and occupation 429\*429 thereof are temporary and shifting. The space he occupies one moment he abandons the next to be occupied by any other traveller. . . . But the use made by the telegraph company is, in respect to so much of the space as it occupies with its poles, permanent and exclusive. It as effectually and permanently dispossesses the general public as if it had destroyed that amount of ground. Whatever benefit the public may receive in the way of transportation of messages, that space is, so far as respects its actual use for purposes of highway and personal travel, wholly lost to the public. . . . ..... ". . . It matters not for what that exclusive appropriation is taken, whether for steam railroads or street railroads, telegraphs or telephones, the state may if it chooses exact from the party or corporation given such exclusive use pecuniary compensation to the general public for being deprived of the common use of the portion thus appropriated." Id., at 98-99, 101-102 (emphasis added).[6] Similarly, in Western Union Telegraph Co. v. Pennsylvania R. Co., 195 U. S. 540 (1904), a telegraph company constructed and operated telegraph lines over a railroad's right of way. In holding that federal law did not grant the company the right of eminent domain or the right to operate the lines absent the railroad's consent, the Court assumed that 430\*430 the invasion of the telephone lines would be a compensable taking. Id., at 570 (the right-of-way "cannot be appropriated in whole or in part except upon the payment of compensation"). Later cases, relying on the character of a physical occupation, clearly establish that permanent occupations of land by such installations as telegraph and telephone lines, rails, and underground pipes or wires are takings even if they occupy only relatively insubstantial amounts of space and do not seriously interfere with the landowner's use of the rest of his land. See, e. g., Lovett v. West Va. Central Gas Co., 65 W. Va. 739, 65 S. E. 196 (1909); Southwestern Bell Telephone Co. v. Webb, 393 S. W. 2d 117, 121 (Mo. App. 1965). Cf. Portsmouth Harbor Land & Hotel Co. v. United States, 260 U. S. 327 (1922). See generally 2 J. Sackman, Nichols' Law of Eminent Domain § 6.21 (rev. 3d ed. 1980).[7] More recent cases confirm the distinction between a permanent physical occupation, a physical invasion short of an occupation, and a regulation that merely restricts the use of property. In United States v. Causby, 328 U. S. 256 (1946), the Court ruled that frequent flights immediately above a landowner's property constituted a taking, comparing such overflights to the quintessential form of a taking: "If, by reason of the frequency and altitude of the flights, respondents could not use this land for any purpose, their loss would be complete. It would be as complete as if the United States had entered upon the surface of the land and taken exclusive possession of it." Id., at 261 (footnote omitted). 431\*431 As the Court further explained, "We would not doubt that, if the United States erected an elevated railway over respondents' land at the precise altitude where its planes now fly, there would be a partial taking, even though none of the supports of the structure rested on the land. The reason is that there would be an intrusion so immediate and direct as to subtract from the owner's full enjoyment of the property and to limit his exploitation of it." Id., at 264-265. The Court concluded that the damages to the respondents "were not merely consequential. They were the product of a direct invasion of respondents' domain." Id., at 265-266. See also Griggs v. Allegheny County, 369 U. S. 84 (1962). Two wartime takings cases are also instructive. In United States v. Pewee Coal Co., 341 U. S. 114 (1951), the Court unanimously held that the Government's seizure and direction of operation of a coal mine to prevent a national strike of coal miners constituted a taking, though members of the Court differed over which losses suffered during the period of Government control were compensable. The plurality had little difficulty concluding that because there had been an "actual taking of possession and control," the taking was as clear as if the Government held full title and ownership. Id., at 116 (plurality opinion of Black, J., with whom Frankfurter, Douglas, and Jackson, JJ., joined; no other Justice challenged this portion of the opinion). In United States v. Central Eureka Mining Co., 357 U. S. 155 (1958), by contrast, the Court found no taking where the Government had issued a wartime order requiring nonessential gold mines to cease operations for the purpose of conserving equipment and manpower for use in mines more essential to the war effort. Over dissenting Justice Harlan's complaint that "as a practical matter the Order led to consequences no different from those that would have followed the temporary acquisition of physical possession of these mines by the United States," id., at 181, the Court reasoned that "the Government did not occupy, 432\*432 use, or in any manner take physical possession of the gold mines or of the equipment connected with them." Id., at 165-166. The Court concluded that the temporary though severe restriction on use of the mines was justified by the exigency of war.[8] Cf. YMCA v. United States, 395 U. S. 85, 92 (1969) ("Ordinarily, of course, government occupation of private property deprives the private owner of his use of the property, and it is this deprivation for which the Constitution requires compensation").

#### Violation ­– the aff bans commercial tourism by private entities, which both fails to establish sovereign possession over regions that are toured and fails to establish permanent appropriation since tours enter and leave regions in outer space

#### Vote neg:

#### Limits – their interp explodes the topic to include affs about using space for any single purpose, like space-based solar power, helium and REMs on the Moon, military deployments, and climate adaptation satellites – this is unpredictable because topic lit is concerned with sovereignty over space and space colonization broadly, privileges the aff by stretching pre-tournament neg prep too thin and precludes nuanced case negs that rigorously test the aff

#### Precision first – Justifies the aff arbitrarily doing away with words in the resolution which gives way to affs about anything from public appropriation affs to air space affs and many more which obliterates negative prep.

#### Ground – allowing debates about extracting any space resource denies the neg links to core generics like space col good, which only answers affs that broadly prohibit states from using space – this kills testing and forces negatives to the fringes of argumentation like generic Ks that are stale and vulnerable to aff prep-outs

#### Fairness and education are voters – debate’s a game that needs rules to evaluate it and education gives us portable skills for life like research and thinking.

#### No RVIs – a) illogical – you shouldn’t win for being fair – it’s a litmus test for engaging in substance, b) norming – I can’t concede the counterinterp if I realize I’m wrong which forces me to argue for bad norms, c) baiting – incentivizes good debaters to be abusive, bait theory, then collapse to the 1AR RVI, d) topic ed – prevents 1AR blipstorm scripts and allows us to get back to substance after resolving theory

### 2

#### CP text: The United States federal government should:

#### Fund a public-private partnership for deep space exploration

#### Triple NASA’s budget and earmark increased funding for cooperative deep space exploration

Galeon 17 [(Dom, writer for Futurism), “SpaceX Asks the U.S. To Fund a Public-Private Partnership for Deep Space Exploration,” July 14, 2017, <https://futurism.com/spacex-asks-the-u-s-to-fund-a-public-private-partnership-for-deep-space-exploration>] TDI

SpaceX Asks the U.S. To Fund a Public-Private Partnership for Deep Space Exploration The best chance of success could come from pooling our resources. / Off World/ Deep Space Exploration/ NASA/ Public Private Partnerships SpaceX/Flickr Image by SpaceX/Flickr WORKING TOGETHER Some 10 years back now, the National Aeronautics and Space Administration (NASA) decided to work with private space companies to ferry people and cargo to the International Space Station (ISS). At the time, the space agency perhaps didn’t expect that it was heralding in a new era in space exploration. Both NASA and private agencies like SpaceX and Blue Origin have benefited from the collaboration. The former is able to save on costs, while the latter get to pursue their own individual programs, such as perfecting their reusable rocket technologies for commercial use. Without this partnership, these companies would not have been able to grow and develop at the same rate. Thus far, the joint missions have been limited to just orbital and near-orbit launches, like the Commercial Orbital Transportation Services (COTS) program, but SpaceX wants that to change. At a hearing of the U.S. Senate’s Subcommittee on Space, Science, and Competitiveness on Thursday, SpaceX’s senior vice president for global business and government affairs Tim Hughes asked the U.S. government to open up deep space exploration for similar public-private partnerships. “The principles applied in past programs for low Earth orbit capability can and should be applied to deep space exploration,” he said, referencing the COTS program. ADVERTISEMENT A DEEP SPACE FUTURE In order for the U.S. and for humankind to establish a more permanent presence in space, Hughes asserts that the government should fund a COTS-like program for deep space. It won’t really be a matter of funding the competition, he argued, because the program could run parallel to NASA’s existing deep space exploration plans, such as the Space Launch System (SLS) and the Orion spacecraft. Living Off The Land: A Guide To Settling Mars [Infographic] Click to View Full Infographic “I think [these] can be readily supplemented with public-private partnerships to allow us to sustain a permanent presence in space,” said Hughes. NASA could impose “high level requirements” for this deep space partnership, just like it does with COTS, Hughes added. The partnership could prove particularly beneficial for NASA right now given the recent reports saying it doesn’t have the funding needed for its Mars mission. Of course, as with any change, push back is to be expected. For one, more established aerospace firms that already work with NASA — Lockheed Martin and Boeing, among others — might not be in favor of this idea. The important thing, however, is to realize that deep space exploration is an entirely different ballgame than missions in near-Earth orbit, and the best chance of success may come from pooling our resources.

#### The CP turns the aff and prevents stifling of innovation – k2 climate tech.

Van Burken 20 [(Rebecca, technology policy analyst at Reason Foundation) “Biden Can Utilize Space Companies and Public-Private Partnerships,” December 14, 2020 https://reason.org/commentary/biden-can-utilize-space-companies-and-public-private-partnerships/] TDI

Biden Can Utilize Space Companies and Public-Private Partnerships The commercial space industry is making NASA's operations more cost-effective and encouraging innovation. By Rebecca van Burken December 14, 2020 President-elect Joe Biden will predictably distance himself from many of the Trump administration’s policies and positions, but its openness to commercial space partnerships should not be among them. The expansion of public-private space partnerships that began during the Obama administration has continued during the Trump administration. These public-private partnerships have helped lead to many major space successes, including crewed-launches returning to American soil through SpaceX and the first-ever civilian passenger on a private suborbital spaceflight as part of Virgin Galactic’s 2019 VSS Unity SpaceShipTwo launch. These successes, and others, reflect positively on the U.S. space sector. However, they would not have happened without the entrepreneurial nature of commercial space. Unlike government engineers and scientists, commercial space operations are not constrained by government bureaucracy nor reliant on taxpayer funding. This allows commercial space companies to explore some seemingly far-fetched ideas, like 3D printing of small rockets, a concept being pioneered by the small start-up Relativity. Commercial space companies must also develop and maintain a competitive edge to survive in the market. Significant competition ultimately creates less-costly services that give NASA more bang for its buck when developing new technology. Competitive market pressures have created inspiring innovation exemplified by SpaceX’s reusable rocket technology and proposals for recycling and turning discarded orbiting tanks into space stations. Without the federal government’s continued openness to commercial space, innovation, and invention in the U.S. space industry could be stifled. Commercial space continues to show up when the government needs new services. Over the last few years, we have seen amazing new technologies developed to track environmental and climate concerns. This is, in part, because NASA has entered into deals with private companies like Planet that are able to analyze data collected by satellite imagery. Planet has stakes in defense satellite imagery but has expanded its portfolio to collect data for climate scientists and researchers to use. Its constellation of 120 satellites is at work photographing every portion of the world at least once a day, which provides constant and up-to-date environmental information. By maintaining deals like that with commercial satellite companies, NASA can avoid the costs of creating its own satellite constellation and other remote sensing technology. Additionally, NASA does not need to focus its energies on updating technologies to keep up with new software and technological capabilities. Companies that worry about competition in the market naturally reassess their services and the burden of doing this should be put on private industry, not on the government. Biden’s team should seek out the most effective private partners, hiring new talent in civil programs to use these systems. This would also free up funding for crewed space exploration. In addition to looking to develop new partnerships for space-related efforts, a Biden administration should reassess the government’s old partnerships. Prior to the election, Reuters reported that some Biden associates believe he may try to continue funding the International Space Station (ISS) beyond its planned termination in 2025. Reuters reported: …Biden, on the other hand, would likely call for a delayed moonshot and propose a funding extension for the International Space Station if he wins the White House, according to people familiar with the fledging Biden space agenda.Pushing back the moon mission could cast more doubt on the long-term fate of Boeing Co’s Space Launch System (SLS) rocket, just as Elon Musk’s SpaceX and Jeff Bezos’ Blue Origin scramble to bring rival rockets to market as soon as next year. Extending support for the space station for a decade would also be a major boost for Boeing, whose $225 million annual ISS operations contract is set to expire in 2024 and is at the depths of a financial crisis caused by the COVID-19 pandemic and the 737 MAX grounding after fatal crashes. This directly contradicts the Trump administration’s efforts to cease funding for the archaic space station by 2025. If Biden were to continue funding this aging facility via NASA it would drain funds that could be used for more important space activities, including manned missions. Commercial companies are primed and ready to take over the space station’s functions, and NASA should allow them to do so. If Biden has taxpayers and NASA continue to fund the ISS, it would most likely continue to contract with a company that famous for draining government money—Boeing. The partnerships with Boeing are the types of space policies the incoming Biden administration should be reviewing. It should ask Congress for a Government Accountability Office audit of Boeing’s work on the Space Launch System (SLS). The contract is for the development of a rocket with heavy-lift capacities that is designed to bring humans and cargo to the moon and back. Unfortunately, it has had numerous delays and cost overruns and is still not ready for a test flight, as Bloomberg reported in August: Boeing Co.’s Space Launch System, the largest rocket in NASA’s history, will carry a price tag of at least $9.1 billion — or 30% more than the previous estimate for a key element in the agency’s plan to return to the moon. Additionally, the costs for new ground infrastructure at Florida’s Kennedy Space Center to support the deep-space exploration program has jumped to $2.4 billion, Kathy Lueders, NASA’s associate administrator for human spaceflight, said in a blog post Wednesday. That’s also a 30% increase, the National Aeronautics and Space Administration said in an email Thursday. While we wait for Boeing to reuse obsolete space shuttle hardware on SLS, companies like Blue Origin and SpaceX are continually reusing entire launch boosters. Biden’s administration needs a real review of whether it would be more cost and time effective to work with companies like SpaceX or Blue Origin. SLS is estimated to cost NASA $1 billion or more for each launch, after having already consumed $18.3 billion since 2010. By contrast, SpaceX has had its self-funded heavy-lift rocket Starship in development since 2012 and has been doing successful prototype tests since 2019. Another space entity that will be a key issue for the Biden administration is the military agency, U.S. Space Force, created by President Trump. Reason magazine had detailed the numerous reasons a Space Force should not have been created. Now that it does exist, the Space Force should be viewed as an agency that does not need to spend taxpayers’ money to create its own technology for its missions. Instead, it should use the readily available market of commercial partners ready to contract services. Space News recently reported that Space Force is just now learning of the private sector’s capabilities: [Gen. John “Jay”] Raymond said in years past the only commercially viable services have been space launch and communications provided by geosynchronous satellites. But the Space Force is now becoming aware of other capabilities that are being offered commercially such as space tracking data, weather data and on-orbit satellite servicing. Raymond, chief of operations for Space Force, has previously committed to working closely with commercial satellite companies for space-related missions. Col. Michael “Hopper” Hopkins, commander of NASA’s SpaceX Crew-1 mission, was commissioned into the Space Force and began a new line of Space Force officers expected to launch to the ISS. To facilitate continued partnerships between Space Force and private enterprise, the Biden administration could back an initiative currently proposed to Congress that Space Force acquisitions be “speedy and agile.” Flexibility for Space Force would include pushing acquisition power to the lowest level of management and removing bureaucracy to make its programs more efficient. We are at a pivotal moment in the space industry’s history. The federal government has the opportunity to partner with space industry innovators like Elon Musk, Jeff Bezos, and Richard Branson, and ensure there’s the opportunity for new space startups to emerge and add value to the market. The other path, a government and NASA-centric approach to space, would likely stifle technological developments and breakthroughs by private companies, cost taxpayers a lot more money, and cause the United States to fall behind other nations in a number of key areas.

## Case

### Russia

#### 1] AC Weir makes a severe uniqueness claim that paints the US Russia relationship as close to fucked – gut check their solvency argument and ask yourself if you really think a few cooperating astronauts and rocket booster sales can overcome extreme military, economic, and ideological opposition – the kind of space coop that’s replaced by the private sector is a drop in the bucket

#### 2] No Russia war—no motivation for Russian aggression.

Trenin 18 [Dmitri Trenin is director of the Carnegie Moscow Center. Fears of World War III are overblown. July 20, 2018. https://www.politico.eu/article/donald-trump-vladimir-putin-nato-crimea-fears-of-world-war-iii-are-overblown/]

Europeans fretted about the end of NATO. But seen from Moscow, the military alliance still appears to be very much alive. Trump's harsh words to his allies on spending haven't changed that. Russia is all too aware that the alliance is focused on its eastern flank, and not only rhetorically. Since it rediscovered Russia as a threat in 2014, there have been new deployments, a higher degree of mobility, and more military exercises along the Russian border, from the Barents to the Black Seas. Hardly a boon for Russia.

It was clear at last week's NATO summit that allies agree on the need to upgrade the bloc’s military efforts. Germany, Italy, France, the U.S. — they all agree members’ defense spending should go up. Whether by 2 percent of GDP as agreed in Wales, or by 4 percent as now demanded by Trump, is, of course, important. However, with Russia’s GDP often likened to that of Spain, or the state of New York, either figure is considered significant in Moscow, given that the money will be spent with Russia in mind.

NATO allies also worry about Trump’s comment this week that it is problematic for the U.S. to come to the defense of smaller NATO allies such as Montenegro. But let’s not forget that at the height of the Cold War it was never 100 percent certain what the U.S. would do in case of an attack on West Germany. Former Chancellor Helmut Schmidt would not have asked for U.S. medium-range missiles in Europe in the 1970s had he had full confidence in NATO's largest member. Nor is NATO enlargement off the table completely. Macedonia has just crossed a major hurdle in its push for membership.

Predictions that Trump would recognize Crimea at the Helsinki meeting were also overblown. There was never any question of the U.S. accepting Crimea’s status as part of Russia, or Washington leaning on Kiev to fulfill its side of the Minsk II accords. In Helsinki, Trump and Putin simply acknowledged the issue, and moved on. The U.S. continues to support both Ukraine and Georgia in their conflicts with Russia and to promote their eventual membership in NATO, which most in the West privately regard as increasingly dangerous.

NATO is still very much exerting pressure on Russia. It's considered more of an annoyance than an immediate threat in Moscow, but also keeps the country in permanent "war mode" vis-à-vis the U.S. Because Moscow is focused on Washington, this means Europeans usually get a pass.

As for Russia’s own intentions, two things are clear. There is no interest in Moscow in attacking the Baltic states or Poland. These countries are as safe now as they were before 2014. Suggestions otherwise simply point to the deep wounds in both nations' psyche, which will not be healed for many decades.

Should Ukraine's leaders decide to repeat Mikheil Saakashvili’s mistake in 2008 and launch a major offensive to retake Donbas — however unlikely — the Russian response could indeed be devastating and lead to Ukraine's loss of sovereignty, as Putin recently stated. But does this mean Russia will move on Ukraine unprovoked? Most certainly not.

Putin's main concerns are largely domestic. He has an ambitious program that logically calls for more economic ties with the West. To move forward, he is looking to ease tensions with the EU and the U.S. What Putin wanted to get out of Helsinki was mainly to start a dialogue with Washington.

Those hopes are now visibly going up in smoke. It is safe to bet that Russia will continue to face the same opposition from a coalition of U.S. and EU interests.

The first détente in the hybrid war between Russia and the West was indeed nipped in the bud by Trump's behavior and the vehemence of his domestic critics. So be it.

Moscow will not capitulate, and will indeed push back. But it's not likely to take the form of an aggressive, overt military attack. Fears of new wars are far from accurate.

#### 3] No war—deterrence makes Russia war impossible.

Alexander Lanoszka 20. Lanoszka is an Assistant Professor of International Relations at the University of Waterloo. “Thank goodness for NATO enlargement.” https://link.springer.com/article/10.1057/s41311-020-00234-8

Pessimism regarding the defensibility of NATO’s so-called northeastern flank is also unwarranted. To begin with, much of the policy literature on this region concentrates on Russia’s strengths while ignoring its key weaknesses. The Baltic countries would almost surely lose set piece battles against Russia, but deterrence ultimately hinges less on being victorious in a potential war than on imposing unacceptable costs on the adversary. The Baltic states have already begun embracing unconventional strategies intended to boost national resiliency and make occupation difficult (Collins and Beehner 2019). Guerrilla tactics and territorial defense serve to augment their denial capabilities that in turn would complicate Russian efforts to hold territory and pacify the local population. Moreover, Russia may have local escalation dominance, but it does not have global escalation dominance, given the forces that NATO members possess. A large-scale land grab made at the expense of any of the Baltic countries might precipitate escalatory dynamics that it could not control. Nuclear war may be a remote possibility, but it cannot be discounted altogether. One reason why Russia has resorted to so-called hybrid tactics against the Baltic countries—such as political subversion and eforts to foment unrest—is that it does not wish to provoke a reaction that it cannot handle (Lanoszka 2016). Put simply, Russia may believe in NATO’s Article Five collective defense commitment more than NATO members themselves do. Russia’s ability to mount a major assault on the Baltic littoral region should not be exaggerated either. Strategic assets that Russia supposedly has at its disposal can become liabilities. Its one formal defense partner—Belarus—has proved reluctant to accept additional forward deployed military assets and to provide diplomatic support in Russia’s territorial disputes with its neighbors. Because Belarus has potentially much to lose from getting involved in any sort of military confrontation between Russia and NATO, its leaders will be hesitant to offer material support to Russia, especially if they fear becoming the target of NATO countermeasures. Moreover, any massive assault on Poland and the Baltic countries would require extensive stockpiling of military hardware, ammunition, medical equipment, and other supplies, which would provide NATO defense planners with early warning. The Russian exclave of Kaliningrad might also be vulnerable. Swedish researchers have called into question Russian A2/AD capabilities located in Kaliningrad and elsewhere, alleging that its missile systems have much shorter ranges than commonly presumed and may be vulnerable to countermeasures (Dalsjö et al. 2019). NATO militaries like the Polish Armed Forces could hold at risk Kaliningrad. The question should not necessarily be whether the United States would trade ‘Toledo for Tallinn’ but whether Russia would trade Kaliningrad for Vilnius. And indeed, Russia would need the Suwałki Gap as much as NATO would because the area provides a bridge between Belarus and Kaliningrad. Attempts to close it necessarily involve violating Poland’s territorial integrity and would provide justification for NATO to escalate. Partly because of these difficulties associated with a major conventional attack, regional experts and government officials judge the probability of something of this sort happening to be low (Lanoszka and Hunzeker 2019, 29–30, 79). That is not to say Russia is weak; for example, its widening missile advantages still create gaps in NATO’s deterrence posture. But Russia is not a military juggernaut either. Even the use of so-called hybrid tactics may have limited efficacy in the Baltic region. The three Baltic countries have been subject to an intense Russian disinformation campaign since at least 2014. Nevertheless, local public opinion remains largely supportive of NATO and other defense policy measures aimed at boosting deterrence. One reason why these societies may be inoculated against Russian disinformation is that they have grown accustomed to seeing Russia in adversarial terms, thus making average citizens critical of pro-Kremlin narratives (Lanoszka 2019). In addition, the Baltic states have integrated their minority populations far better than is often assumed. Although many Russophones may still lack citizenship rights in Estonia and Latvia and so are more likely to experience political discrimination and economic hardship, they nevertheless retain key benefits associated with living in the European Union (Trimbach and O’Lear 2015). They may have sympathies for aspects of Russian foreign policy, but these sympathies do not translate into a preference to be reunited with Russia (Kallas 2016). Accordingly, Russia faces serious obstacles replicating what it did in Crimea. Russians living in Crimea were generally sympathetic to being part of Russkiy Mir (‘Russian World’), making them more willing to be the objects of an annexation efort (O’Loughlin, Toal, and Kolosov 2016, 761). Further, Russia does not have an existing military presence in the Baltic countries—as it did with the Black Sea Fleet stationed in Sevastopol—that it could leverage to achieve easy faits accomplis and dissuade potential challengers from organizing. In sum, NATO does not need to have a heavy footprint in the Baltic region to deter Russian aggression. Russia would have to overcome major operational challenges if it wished to undertake a successful conquest of the Baltic countries. Of course, none of this is to invite complacency about Baltic security. The Baltic states and Poland should deepen regional cooperation in order to ensure that no key policy differences exist between them (Jermalavicius et al. 2018). They also face potential vulnerabilities at sea and so need to improve the resilience of their undersea and maritime infrastructure (Schaub et al. 2017). Still, the defensibility of the Baltic region helps illuminate why Russia resorts to disinformation campaigns, airspace incursions, vague nuclear threats, and other attempts at subversion. It cannot do much more lest it would provoke an unwanted response.

#### 4] Alt cause—relations irreparable.

Nikolas K. GVOSDEV 17, contributing editor at the National Interest, senior fellow at the Foreign Policy Research Institute [“Damage Done: How Russia Hysteria Has Hurt U.S.-Russia Relations,” *The National Interest*, March 6 17, http://nationalinterest.org/feature/damage-done-how-russia-hysteria-has-hurt-us-russia-relations-19687]

But we should also recognize that the damage is done. The current political climate now guarantees that any sort of pragmatic approach to settling the disputes between the United States and Russia is off the table. There seems no way that U.S.-Russia relations can be easily extracted from the hole in which they currently reside. In turn, those in Russia who were cautiously advocating for exploring areas where Moscow and Washington might cooperate are seeing that position being discredited.

Over the past few years, a number of analysts have warned about the creeping strategic partnership between Moscow and Beijing and how closer Russia-China relations create real problems for the United States. The window of opportunity to nudge the Kremlin to adopt a much more equidistant posture between the two—despite all of the slings and arrows Moscow has cast our way—is closing. Getting the U.S.-Russia relationship back to some semblance of a normal bilateral encounter was already going to be difficult, but it now may prove to be nearly impossible.

### Debris

#### 1] Climate scenario isn’t reverse causal—no evidence that they will actual pass anything proven by McConnell’s stubbornness, rejection of the GND and infrastructure bills, etc.

#### 2] Miscalc scenario has no internal link—just says that it “might cause armed conflict” which in no way reaches the level of warranting nuclear war—nuclear conflict is something that countries take extremely seriously and 1 satellite going down might but them on edge but it definitely won’t trigger a first strike – past events like the Cuban missile crisis or Chinese attacks on satellites posed similar threats but didn’t escalate

#### 3] Satellites thump – read their Thompson ev every collision and future threat it references is based on satellites

#### 4] Very little of their Tehrani ev is about tourism and it kinda just asserts that more tourist rockets and ships increase the risk of collision – tourist vessels are in orbit for a fraction of the time satellites are because they aren’t making one way trips and there realistically won’t be that many of them because of up front costs until colonization is possible – saying that triggers the Kessler effect is like saying luxury cruise ships are make or break for oceanic debris and pollution –tourism’s obviously a drop in the bucket

**5] Probability – 0.1% chance of a collision.**

Salter 16 [(Alexander William, Economics Professor at Texas Tech) “SPACE DEBRIS: A LAW AND ECONOMICS ANALYSIS OF THE ORBITAL COMMONS” 19 STAN. TECH. L. REV. 221 \*numbers replaced with English words] TDI

The probability of a collision is currently low. Bradley and Wein estimate that the maximum probability in LEO of a collision over the lifetime of a spacecraft remains below one in one thousand, conditional on continued compliance with NASA’s deorbiting guidelines.3 However, the possibility of a future “snowballing” effect, whereby debris collides with other objects, further congesting orbit space, remains a significant concern.4 Levin and Carroll estimate the average immediate destruction of wealth created by a collision to be approximately $30 million, with an additional $200 million in damages to all currently existing space assets from the debris created by the initial collision.5 The expected value of destroyed wealth because of collisions, currently small because of the low probability of a collision, can quickly become significant if future collisions result in runaway debris growth.

**6] Time frame – Kessler effect 200 years away even with generous projections of debris**

**Stubbe 17** [(Peter, PhD in law @ Johann Wolfgang Goethe University Frankfurt) “State Accountability for Space Debris: A Legal Study of Responsibility for Polluting the Space Environment and Liability for Damage Caused by Space Debris,” Koninklijke Brill Publishing, ISBN 978-90-04-31407-8, p. 27-31] TDI

The prediction of possible scenarios of the future evolution of the debris p o p ulation involves many uncertainties. Long-term forecasting means the prediction of the evolution of the future debris environment in time periods of decades or even centuries. Predictions are based on models84 that work with certain assumptions, and altering these parameters significantly influences the outcomes of the predictions. Assumptions on the future space traffic and on the initial object environment are particularly critical to the results of modeling efforts.85 A well-known pattern for the evolution of the debris population is the so-called Kessler effect’, which assumes that there is a certain collision probability among space objects because many satellites operate in similar orbital regions. These collisions create fragments, and thus additional objects in the respective orbits, which in turn enhances the risk of further collisions. Consequently, the number of objects and collisions increases exponentially and eventually results in the formation of a self-sustaining debris belt around the Earth. While it has long been assumed that such a process of collisional cascading is likely to occur only in a very long-term perspective (meaning a time 1 n of several hundred years),87 a consensus has evolved in recent years that an uncontrolled growth of the debris population in certain altitudes could become reality much sooner.88 In fact, a recent cooperative study undertaken by various space agencies in the scope of i a d c shows that the current l e o debris population is unstable, even if current mitigation measures are applied. The study concludes:

Even with a 90% implementation of the commonly-adopted mitigation measures [...] the l e o debris population is expected to increase by an average of 30% in the next 200 years. The population growth is primarily driven by catastrophic collisions between 700 and 1000 km altitudes and such collisions are likely to occur every 5 to 9 years.89

#### 7] AC Webb proves asteroid mining coming now – it says “we have our sites on exploration AND asteroid mining for commercial purposes” – that’s a massive alt cause

Scoles 15 [(Sarah Scoles, freelance science writer, contributor at Wired and Popular Science, author of the books Making Contact and They Are Already Here) “Dust from asteroid mining spells danger for satellites,” New Scientist, May 27, 2015, <https://www.newscientist.com/article/mg22630235-100-dust-from-asteroid-mining-spells-danger-for-satellites/>] TDI

* Study this is citing – Javier Roa, Space Dynamic Group, Applied Physics Department, Technical University of Madrid. Casey J Handmer, Theoretical Astrophysics, California Institute of Technology. Both PhD Candidates. “Quantifying hazards: asteroid disruption in lunar distant retrograde orbits,” arXiv, Cornell University, May 14, 2015, <https://arxiv.org/pdf/1505.03800.pdf>

NASA chose the second option for its [Asteroid Redirect Mission](http://www.nasa.gov/content/what-is-nasa-s-asteroid-redirect-mission/), which aims to [pluck a boulder from an asteroid’s surface](https://www.newscientist.com/article/dn27243-rock-grab-from-asteroid-will-aid-human-mission-to-mars) and relocate it to a stable orbit around the moon. But an asteroid’s gravity is so weak that it’s not hard for surface particles to escape into space. Now a new model warns that debris shed by such transplanted rocks could intrude where many defence and communication satellites live – in geosynchronous orbit.

According to [Casey Handmer](http://www.caseyhandmer.com/) of the California Institute of Technology in Pasadena and Javier Roa of the Technical University of Madrid in Spain, 5 per cent of the escaped debris will end up in regions traversed by satellites. Over 10 years, it would cross geosynchronous orbit 63 times on average. A satellite in the wrong spot at the wrong time will suffer a damaging high-speed collision with that dust.

The study also looks at the “catastrophic disruption” of an asteroid 5 metres across or bigger. Its total break-up into a pile of rubble would increase the risk to satellites by more than 30 per cent ([arxiv.org/abs/1505.03800](http://arxiv.org/abs/1505.03800)).

### Colonization

#### I’ll straight turn this advantage

#### 1] Privatization is key to space exploration and maximizing public sector efficiency.

Houser 17 [(Kristen, staff writer at Freethink, where she covers science and tech. Her written work has appeared in Business Insider, NBC News and Futurimsm), “Private Companies, Not Governments, Are Shaping the Future of Space Exploration,” June 12, 2017, <https://futurism.com/private-companies-not-governments-are-shaping-the-future-of-space-exploration>] TDI

Private Companies, Not Governments, Are Shaping the Future of Space Exploration The power is in our hands. / Off World/ Blue Origin/ NASA/ Space Race 2 0 SpaceX / Flickr Image by SpaceX / Flickr SPACE RACE 2.0 Sixty years ago, the Soviet Union launched the first artificial satellite into orbit. The event served as the starting pistol in what would come to be known as the Space Race, a competition between the U.S.S.R. and the United States for spaceflight supremacy. In the decades that followed, the first human reached space, a man walked on the Moon, and the first space stations were built. The U.S.S.R. and the U.S. were soon joined by other world powers in exploring the final frontier, and by the time the Soviet Union was dissolved in 1991, the contentious Space Race was something of a distant memory. The World’s Top Space Agencies [INFOGRAPHIC] Click to View Full Infographic In recent years, however, a new Space Race has taken shape—Space Race 2.0. Rather than powerful nations guided by presidents and premiers, however, the competitors in this race are tech startups and private businesses spearheaded by billionaire entrepreneurs. And while the current atmosphere is far less contentious than that of the first Space Race (save the odd tweet or two), the competition is just as fierce. A CROWDED FIELD SpaceX, Blue Origin, Bigelow Airspace, Virgin Galactic, Boeing, Lockheed Martin… Not only has the number of private companies engaged in space exploration grown remarkably in recent years, these companies are quickly besting their government-sponsored competitors. ADVERTISEMENT “We’re starting to see advances made by private entities that are more significant than any advances in the last three years that were made by the government,” Chris Lewicki, CEO and President of Planetary Resources, tells Futurism. Amazon CEO Jeff Bezos’s Blue Origin and Tesla CEO Elon Musk’s SpaceX are arguably the two companies that are setting the pace. In November 2015, the former completed the first successful vertical rocket landing after sending their New Shepard 100 kilometers (62 miles) into the air. SpaceX landed its own rocket a month later, only they did so with a craft twice as heavy as Blue Origin’s and traveled all the way into space first. A month after that, in January 2016, Bezos’s company became the first entity to re-launch and re-land a previously used rocket. SpaceX followed suit in 2017. “The government was never able to [build reusable rockets], but now, two private companies within the space of the same year have done that,” points out Lewicki. Not only are private companies already surpassing their government counterparts, several are poised to widen their lead in the coming months and years. ADVERTISEMENT If all goes according to plan, when SpaceX’s Falcon Heavy launches in September, it’ll take the title of the world’s most powerful rocket away from NASA’s Saturn V. Virgin Galactic is already selling tickets for what it expects to be the first private spaceflights, which will take place aboard the sleek VSS Unity. SpaceX plans to send space tourists to the Moon in 2018, and then in 2024, the company hopes to launch a system that will take people all the way to Mars…roughly 5-15 years before NASA expects to do the same. ALL ON THE SAME TEAM Private companies may be in the lead, but the finish line for this Space Race isn’t exactly clear. The first iteration was arguably “won” when Neil Armstrong took his first steps on the Moon, so does this sequel end when we establish the first Moon base? When a human walks on Mars? When we leave the solar system? Truthfully, the likelihood of humanity ever calling it a day on space exploration is slim to none. The universe is huge, with galaxy estimates in the trillions, so the goalpost will continue moving back (to bring another sport into the analogy). Rather than focusing on competing in what is ultimately an unwinnable race, private and government-backed space agencies can actually benefit from collaboration thanks to their inherent differences. “The way that SpaceX, Planetary Resources, or Virgin Galactic approaches space exploration is going to be very different from NASA or the Air Force,” explains Lewicki. Private companies aren’t beholden to the same slow processes that often stall government projects, and they can secure or reallocate funding much more swiftly if need be. However, unlike agencies like NASA, they do have shareholders to keep happy and a need to constantly pursue profitability. ADVERTISEMENT The two sectors, therefore, have a tremendous opportunity to help one another. Private companies can generate revenue through government contracts —for example, NASA has contracted Boeing to transport astronauts to the International Space Station (ISS), and SpaceX just closed a deal with the U.S. Air Force to launch its secretive space drone. This leaves the government agencies free to pursue the kind of forward-thinking, longer-term research that might not immediately generate revenue, but that can be later streamlined and improved upon in the private sector. Ultimately, Space Race 2.0 has no losers. The breakthroughs happening in space exploration benefit us all, and truly, a little friendly competition never hurt anyone (unless you count the egos bruised by those tweets).

#### 2] Space exploration fails without private sector leadership.

WAMU 20 [(interviewing Ariel Ekblaw, founder and lead of MIT Media Lab’s Space Exploration Initiative and Charles Bolden, NASA administrator from 2009-2017) “How Private Companies Are Changing The Future Of Space Exploration,” February 6, 2020, https://wamu.org/story/20/02/06/how-private-companies-are-changing-the-future-of-space-exploration/] TDI

How Private Companies Are Changing The Future Of Space Exploration LISTEN SpaceX founder Elon Musk addresses the media alongside NASA Administrator Jim Bridenstine, and astronauts Doug Hurley and Bob Behnken, during a press conference announcing new developments of the Crew Dragon reusable spacecraft, at SpaceX headquarters in Hawthorne, California on October 10, 2019. (Philip Pacheco / AFP) Private companies like SpaceX are testing vehicles for manned space missions. We’ll peer out into the near future and next steps in human space exploration. Guests Ariel Ekblaw, founder and lead of MIT Media Lab’s Space Exploration Initiative. (@ariel\_ekblaw) Charles Bolden, NASA administrator from 2009-2017, and a former astronaut and Marine Corps general. (@cboldenjr) Interview Highlights American astronaut Christina Koch broke the record for the longest-ever space flight by a woman today. Where is human space exploration going next? Ariel Ekblaw: “It’s a huge milestone. Part of her story around the spacesuit, and the sizing of the spacesuits, and the all-female spacewalk is something that we pay a lot of attention to at our group at M.I.T. And then being able to be in space for that length of time provides an invaluable sense of knowledge of what is the human lived experience of space. “How might we better design for her comfort to delight her in space? To now, thanks to standing on the shoulders of groups like NASA and Charlie’s work, think about not just a survivalist mode for space exploration, but what are the artifacts, and the tools, and the experiences that we could design for Christine in the future? Given her experience of this 300-plus-day journey and stay to really delight her for her experience in space exploration. And in the future, scale that to space tourists and others besides astronauts.” On how close we are to regular space tourism Ariel Ekblaw: “I would say we’re both close — we’re dangerously close — and yet so far away. So companies like Blue Origin and Virgin Galactic are racing to be able to send some of the first space tourists into low Earth orbit on some of their crafts, in either this year, or upcoming years. With Axiom and the announcement from NASA about the first commercial space station to be attached to the International Space Station. “We’re beginning to build up that infrastructure that could support real space tourism. There are still, as I’m sure Charlie can also speak to, large unanswered questions about how do you prepare someone if not off the street — A space enthusiast — for the experience of space when they’re not necessarily going to have the same in-depth, extensive training as a NASA astronaut? How do we keep them safe? How do we handle mental health? How do we prepare them for both the excitement and the responsibility that they might have as a member of a crew in a resource constrained environment?” On whether people who aren’t trained as astronauts should be able to go into space Charles Bolden: “Yes, without a doubt. … They’ve got to have some training. But I would say it depends on what the flight is going to be. I haven’t had a chance to talk to Beth Moses from Virgin Galactic. But Beth would be — she’s not a normal person off the street, because she’s the astronaut training officer at Blue Origin. But Beth had an opportunity to fly, and she didn’t go through years of training. You know, I think there’s some fundamental things that you teach someone about mobility. And, ‘don’t touch that.’ And you let them go.” On whether it’s possible to go to Mars without commercial interest involved Ariel Ekblaw: “I think it’s critical to have both. As Charlie and Dava Newman — another colleague of mine — have shown: the path from moon to Mars is going to be a public-private partnership path. And we need the capability that private brings and the inspiration that NASA and that the governments can still bring to the task.” On what it’s like to go to space Charles Bolden: “It’s much more spectacular than the pictures portray. We have great cameras nowadays. They’re better and better than they ever were before, but they just cannot capture what the human eye sees. God’s camera is pretty awesome. The ability to play around with Newton’s law, the fact that, you know, because gravity is overcome by the speed at which you’re going around the planet allows us to seem like we’re floating. And that’s a lot of fun to get to play with. You know, a body at rest stays at rest, a body in motion stays in motion. And for every action, there’s an equal and opposite reaction. It makes all that stuff that you learned in middle school, if you learned it, or if you avoided it, it brings it to life for you. So that’s incredible.” From The Reading List Wall Street Journal: “Space Is Poised for Explosive Growth. Let’s Get It Right.” — “In the 19th century, urban planners wrangled the chaotic metropolises of Paris and New York into “planned cities,” turning warrens of streets into orderly grids, building sewage systems and transit lines, and allowing for new types of architecture, such as apartment buildings. Today, we face a similar inflection point in developing the nearest reaches of space. “The next decade is set to bring explosive commercial growth and more private industry players to low-earth orbit, the area spanning 100 to 1,240 miles above the planet’s surface. SpaceX has proposed a satellite-based internet, and Planet is growing its fleet of Earth-imaging satellites. NASA plans a transition towards commercial management of the international space station. Several startups are developing low-earth orbit advertisements—logos or other designs, visible in the night sky, made from tiny, reflective satellites. Entrepreneurs are making plans for space hotels. “Before we let rampant development go unchecked, we should consider how these efforts might conflict with or complement each other. We still have the chance to intentionally design humanity’s first ‘planned orbit.’” MIT Media Lab: “Democratizing Access to Space” — “The Space Exploration Initiative’s founding mission is to rigorously, vigorously build out the technologies of our sci-fi space future while keeping our innovations and team as open and accessible as possible. When we say we’re ‘democratizing access to space exploration,’ what do we mean? In the context of our blue sky goal — to realize an inclusive, impactful — we approach democratization in four core ways. We are: “1. Democratizing access by inviting and uniting new disciplines in our creative practice] “2. Democratizing access by designing space tools, products, and experiences for all of us, not just the pinnacle of human talent embodied by astronauts. “3. Democratizing access by developing hands-on, widely accessible opportunities to shape the technologies of our space future. “4. Democratizing access through the celebration of new narratives through which we can tell the story of Space Exploration, writ large.” The Verge: “This was the decade the commercial spaceflight industry leapt forward” — “Two years into the decade, on May 25th, 2012, a small teardrop-shaped capsule arrived at the International Space Station, packed with cargo and supplies for the crew living on board. Its resupply mission at the ISS wasn’t remarkable, but the vehicle itself was unique: it was a Dragon cargo capsule, owned and operated by a private company called SpaceX. “Before 2012, only vehicles operated by governments had ever visited the ISS. The Dragon was the first commercial vehicle to dock with the station. The milestone was a crowning achievement for the commercial industry, which has permanently altered the spaceflight sector over the last 10 years. “This decade, the space industry has seen a shift in the way it does business, with newer players looking to capitalize on different markets and more ambitious projects. The result has been an explosion of growth within the commercial sector. It’s allowing for easier access to space than ever before, with both positive and negative results. Such growth is providing the commercial space industry with lots of momentum coming into the 2020s, but it’s unclear if this pace is something that can be kept up.” Axios: “NASA’s murky commercial space future” — “NASA’s plans to create a robust economy in low-Earth orbit where private spaceflight companies can flourish could eventually leave the agency’s astronauts stranded on Earth with nowhere to go. “Why it matters: NASA hopes to play a lead role in developing a private spaceflight economy, including private sector astronauts. The agency sees this as a way to free it up to focus on farther afield goals like bringing humans back to the Moon and, eventually, to Mars.

#### 3] We’ll lbl their defenses of exclusive public sector leadership but as a framing issue – the public vs private debate doesn’t occur in a vacuum and identifying some flaws with profit incentives doesn’t matter unless they can prove how government agencies acquire the resources to innovate and why governments invest in getting off the rock

#### 4] Off AC Phillips 1:

#### A] Private sector hyberbole about the ease of exploration is necessary to build public and shareholder support for that exploration – if Elon was as pessimistic as their evidence, he wouldn’t be getting investors, even if their claims are true BUT since its try or die to get off the rock its preferable to use an actor that’s at least trying

#### B] We’ll concede their Fitzgerald ev – it makes a uq argument that we’re on the cusp of being able to travel off world on a large scale which answers Phillips

#### C] Abandonment of the mars mission 1] only applies to SpaceX and 2] is resolved by advantageous government contracts that require sustaining the mission 3] assumes a lack of profit incentives which only exist because of technological gaps and upfront costs BUT leaps in innovation solve

#### 5] Off AC Phillips 2

#### A] Cross apply earlier answers – there is a profit incentive

#### B] This card just calls Elon Musk an exploitative capitalist and says it would be nice if we got a socialist utopia by defunding the pentagon – obviously that doesn’t indict private sector capacity for exploration and the aff doesn’t fiat any action that would increase NASA’s resources

#### 6] Davenport is a neg card – it concludes NASA-private partnerships are necessary for major innovations and that NASA had a new role in industrial space exploration and won’t go under – citing 2 missions where NASA had minimal say isn’t nearly enough to prove its being pushed out entirely – they also didn’t highlight the 2 solutions posed to brain drain in the agency – Sage/Southlake reads green

Davenport 2/25 [(Christian, Reporter covering NASA and the space industry, Colby College, B.A., American Studies), “As private companies erode government’s hold on space travel, NASA looks to open a new frontier,” February 25, 2021, https://www.washingtonpost.com/technology/2021/02/25/nasa-space-future-private/] TDI

The four astronauts who will fly on a SpaceX mission by the end of the year will be a bunch of private citizens with no space experience. One’s a billionaire funding the mission; another is a health care provider. The third will be selected at random through a sweepstakes, and the last seat will go to the winner of a competition. In the new Space Age, you can buy a ticket to orbit — no need to have been a fighter pilot in the military or to compete against thousands of other overachievers for a coveted spot in NASA’s astronaut corps. In fact, for this mission, the first composed entirely of private citizens, NASA is little more than a bystander. It does not own or operate the rocket that will blast the astronauts into space or the capsule they will live in for the few days they are scheduled to circle Earth every 90 minutes. NASA has no say in selecting the astronauts, and it will not train or outfit them — that will all be done by Elon Musk’s SpaceX. The money to pay for the flight also will not come from NASA — or any other government account. The cost of the project is being borne by a billionaire, Jared Isaacman, who has set it up as a fundraiser for St. Jude’s Research Hospital and a promotional device for his business, Shift4Shop, which helps businesses set up websites and process payments. This is the new look of human space exploration as government’s long-held monopoly on space travel continues to erode, redefining not only who owns the vehicles that carry people to space, but also the very nature of what an astronaut is and who gets to be one. And it comes as NASA confronts some of the largest changes it has faced since it was founded in 1958 when the United States’ world standing was challenged by the Soviet Union’s surprise launch of the first Sputnik into orbit. Now it is NASA’s unrivaled primacy in human spaceflight that is under challenge. Thanks to NASA’s investments and guidance, the private space sector has grown tremendously — no entity more than SpaceX, which according to CNBC is now worth $74 billion. The commercial space industry is taking on ever more roles and responsibilities — flying not just cargo and supplies to the International Space Station, but even NASA’s astronauts there. The private sector will launch some of the major components of the space station NASA wants to build in orbit around the moon, and private companies are developing the spacecraft that will fly astronauts to and from the lunar surface. Space enthusiasts, including NASA, see enormous benefit in the shift — a new era of space exploration that will usher in a more capable and efficient space industry. But the changing dynamic also has left NASA, which for decades has set the pace for the American space project, with an uncertain role, a development NASA’s Safety Aerospace Safety Advisory Panel warns could have consequences for years to come. The growth of companies like SpaceX has "tremendous upside potential — and are accompanied by equally tremendous challenges for managing the risk of human space exploration,” it said in its annual report, released last month. “NASA leadership in human space exploration is still preeminent, but the agency’s role is evolving with critical implications for how risk and safety will be managed.” So far, NASA has done well “as it shifts from principally executing its programs and missions to commercially acquiring significant key elements and services,” it said. But as the agency continues to evolve, “NASA must make some strategically critical decisions, based on deliberate and thorough consideration, that are necessary because of their momentous consequences for the future of human space exploration and, in particular, for the management of the attendant risks.” In an interview, Steve Jurczyk, NASA’s acting administrator, said the agency is well aware of how its identity and role are changing, and he likened the agency’s role to how the U.S. government fostered the commercial aviation industry in the early 20th century. NASA’s predecessor, NACA, or the National Advisory Committee for Aeronautics, “did research, technology development to initially support defense … but also later on supporting a burgeoning commercial aircraft industry and aviation industry,” he said. “So that may be how we evolve, moving forward on the space side. We’re going to do the research and the technology development and be the enablers for continuing to support the commercial space sector.” NASA has not ceded all ground. It still leads major exploration and science programs that no company could match. Last week, for example, it landed a rover the size of a car on Mars, hitting a precise landing target after traveling nearly 300 million miles. Later this year, it is scheduled to launch the James Webb telescope, which is designed to look back in time to the origins of the universe. And it also recently snagged a sample of rocks and soil from an asteroid 200 million miles from Earth to return them to Earth for study. “NASA works," Rob Manning, the chief engineer at NASA’s Jet Propulsion Laboratory, said after the Perseverance landed safely on Mars. “When we put our arms together and our hands together and our brains together, we can succeed. This is what NASA does.” Those big, daring, push-the-envelope missions is where NASA’s future lies, agency and industry officials agree. Not in looking for financial gain, but blazing the trail and opening new frontiers, and then allowing private industry to take over in the way homesteaders expanded into the West. Within NASA, there is still some resistance to that paradigm shift. “NASA feels like that’s our domain,” said Phil McAlister, NASA’s director of commercial spaceflight. “And my response is, the solar system is a big place. We at NASA should always be doing the next thing, the thing where the profit motive is not as evident and where the barriers to entry are still too high for the private sector to really make a compelling business case.” Jan Worner, the outgoing general director of the European Space Agency, agrees. “I believe space agencies have to change,” he said in an interview. “If you are fixed permanently to the same thing that you did in the past, you will lose.” But NASA officials are concerned that much of the future workforce is going to be attracted to a growing number of commercial companies doing amazing things. There is Planet, for example, which is putting up constellations of small satellites that take an image of Earth every day. Or Relativity Space, which is 3-D printing entire rockets. Or Axiom Space, which is building a commercial space station. Or Astrobotic, which intends to land a spacecraft on the moon later this year. The question NASA faces, then, is an urgent one: “How do you maintain that NASA technical expertise?” Jurczyk said. The agency does not know. “It may mean people are hiring more midcareer from industry or having people come to NASA, then go to industry, and come back. Or a different model where maybe you’re not coming to NASA and staying for your 35-, 40-year career,” he said. “We’re still thinking through that.” The workforce predicament was not on NASA’s mind when it embarked on this road in 2006. That is when it awarded relatively small contracts to see whether the private sector could develop spacecraft capable of taking cargo to the International Space Station. At the time, SpaceX, which won an award, was largely unknown and on the verge of bankruptcy, with just one successful flight to orbit for its Falcon 1 rocket after three failures. Outside of what Musk once called “the weird rebels within NASA,” few thought the program would work. It was not taken seriously by the mainstream aerospace industry or even by NASA’s leadership. “Let’s just give these annoying commercial people enough money so that they can fail, and we can say, ‘That was dumb. We don’t have to do that again,'” Musk once told The Washington Post. But it did work. And now NASA is relying on the private sector not only to deliver supplies and science experiments to the surface of the moon, but also its most precious cargo — its astronauts — there. Turning over human spaceflight to the private sector was a line many thought NASA would never cross. But last year, SpaceX successfully flew two crewed missions to the space station, and Boeing, the other company with the human spaceflight contract, is hoping to fly its first later this year. NASA has been eager to build on that success and hire private-sector companies to build and operate the spacecraft that would take astronauts to and from the surface of the moon. And while NASA’s flagship rocket, the Space Launch System, would be used to fly astronauts to the moon and be the most powerful ever built, it has suffered all sorts of cost overruns and technical delays. A test of its engines that was supposed to last as long as eight minutes was cut short after just one because of a technical problem. And the redo of the test was recently postponed by NASA, which said it was looking into a problem with one of the valves. Recently, the NASA inspector general said the total cost of the rocket would reach $27 billion through 2025. That enormous cost has outraged critics of the space program, who have derided the effort as little more than a jobs program for select congressional districts and dubbed it the “Senate Launch System.” Recently, the Bloomberg editorial board called for the Biden administration to “scrap the Space Launch System,” asking, “Why is the U.S. government building a space rocket?” “No doubt, the era of government spacefaring had its glories,” the editorial read. “But space is now a $424 billion business, with U.S. companies at its forefront. The new administration should embrace this revolution — and bring the power of private enterprise to bear in crossing the next cosmic frontier.” Some high-level NASA officials, including former NASA Administrator Jim Bridenstine, have indicated that if the commercial sector can develop lower-cost alternatives, the space agency would have no choice but to consider those instead. NASA has already shifted one major mission from SLS — recently it announced that a commercial rocket, and not SLS, as Congress had mandated for years, would launch the Europa Clipper spacecraft that would study Jupiter’s moon. That alone would save NASA “over $1.5 billion compared to using an SLS rocket,” according to NASA’s fiscal year 2021 budget request. NASA has always relied on contractors to build its hardware — from the Apollo lunar module built by Grumman to the space shuttle, built largely by North American Rockwell. But NASA defined the precise requirements, took ownership of the spacecraft and operated them. That is not the case with many of its programs today. It works alongside the companies to validate their rockets and spacecraft and ensure they meet the agency’s safety standards. But the hardware and the launch procedures remain in private hands. The private astronaut mission, dubbed Inspiration4, marks the next iteration in this transition. Isaacman, the billionaire founder and chief executive of Shift4Shop, a payments technology company, paid an undisclosed sum for the SpaceX flight. Isaacman, an accomplished pilot, will occupy one of the four seats. Another will go to Hayley Arceneaux, a 29-year-old physician assistant at St. Jude Children’s Research Hospital. The third is to be raffled off as part of a fundraising effort for the hospital. And the fourth seat will go to the winner of a competition among entrepreneurs who use Shift4Shop’s platform. Isaacman has donated $100 million to St. Jude and hopes the fundraising effort will match that. “We will, of course, coordinate this with NASA,” Musk said on a call with reporters earlier this month to discuss the mission. “NASA has been briefed on this and is supportive.” But it will be SpaceX and the crew that will determine the flight parameters and training requirements, not NASA. “Wherever you want to go, we’ll take you there,” Musk said to Isaacman on the call. Meet the people paying $55 million each to fly to the space station That mission will be followed by a second flight made up entirely of civilians — three wealthy business executives, who are each paying $55 million, in addition to the commander, Michael Lopez-Alegria, a former NASA astronaut who now serves as a vice president at Axiom. Instead of spending a few days inside SpaceX’s Dragon spacecraft, which has about as much interior room as a large SUV, they will fly to the International Space Station. They will spend eight days there before flying back. Ultimately, Axiom’s goal is even bigger — to build a space station of its own. The ISS is getting old and will need to come down at some point. NASA has said that it would eventually get out of the space station business — and outsource that to the private sector as well. Axiom is one of the leading candidates to build the successor. If Axiom is successful, it could then proceed to its ultimate goal: charter missions of private citizens, flying on private rockets to a private space station with little to no involvement from NASA.

#### 7] Off Thompson:

#### A] If government actors ignore regulations that stop their domestic industries from profiting that takes out the aff bc they’ll just ignore the plan

#### B] Their ev says regulation can’t stop companies from exploiting space but the cp encourages them to do just that – public private partnership adheres to exploratory profit incentives but jump starts private sector resources so space colonization has a profit incentive and isn’t checked by upfront costs

#### 8] Haynes doesn’t say public sector solves – “NASA has long term plans for the moon and mars” doesn’t prove NASA has the funding, infrastructure or expertise to carry out those plans