**Q&A Summary of the IAC Special Session “Space Traffic Management: The IAF Initiative”, Dubai, 27 October 2021**

Q, Mark Skinner: How IISL/IAA/IAF work together? It is confusing.

A, Didier Allary (DA): we try to work together on legal chapters. The three groups are not on the same level of maturation. They remain independent. But the end objective is to have a common statement at IAC 2022.

Q, Francesca Letizia: what is the programme to track/catalogue(?) sub 10 cm debris?

A, Darren McKnight (DM): S-band radars can detect down to 2 cm. LeoLabs has started the process with 6 radars and plans to have 16 by the end of 2022 distributed throughout the world.

Q, Myriam Barrow: How international collaboration worked out?

A, DM and Christophe Bonnal (CB): there was a good mix following the IAF 3G guidance. On a particular issue, different approaches gave more strength to the writing and avoiding dominance of the American views (understandable knowing the effort US is doing on the matter compared to other countries).

DM informed about the Kinetic Space Safety Workshop planned to take place in Switzerland , January 2022, looking at all measures to minimize collision risk for current and future space systems.

Q, Dmitriy Grishko: Aren’t global strategies preferable?

A, DA: Every country could generate a tax dedicated to debris mitigation/remediation, but it may be difficult to implement. A tax used to clean space will favor debris remediation, but the harmonization of tax collection is a difficult one. Everything has to be looked at, invented.