

[Virtual Library] ホームページ <http://www.space-library.com> ミルスペースのアーカイブ, Virtual 書架 他

[What's New] 他 新着/旧着 ファイル・アップ

**アップデート:**

Space Observer 紙, Satellite Flyer 紙, Military Technology 誌, Space Flight 誌, 他

**新規アップ:**

AIRFORCE Magazine, National Security Strategy 2005; 宇宙関連条約登録国表, 宇宙関連条約概要 (by IISL), 他

**下記寄贈、感謝:**

2006.5 ISAS ニュース

2006年6月8日 5:02 June Friends of Futron Reports



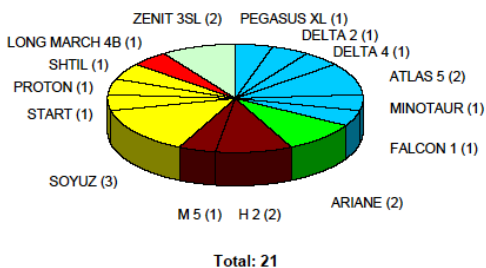
# Launch Report

June 2006

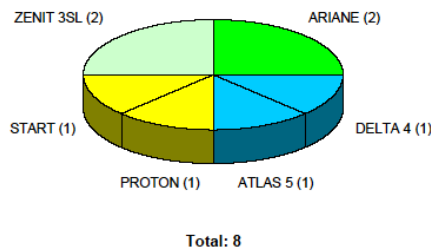
Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday
May 24 – July 5			24 CCAFS GOES N (Meteorology) Delta 4 Medium	25 Barents Sea Kompass 2 (Scientific) Shtil	26	27 Kourou Satmex 6 and Thaicom 5 (Communications) Ariane 5G
28	29	30	31	1	2	3
4	5	6	7	8	9	10
11	12	13	14	15 Baikonur Resurs DK 1 (Remote Sensing) Soyuz	16	17 Sea Launch Galaxy 15 (Comm.) Zenit 3SL
18 Baikonur Kazsat 1 (Comm.) Proton	19 CCAFS MITEX (Science) Delta 2 7925	20	21	22 Baikonur Kosmos TBA (Military) Cyclone 2	23	24 Baikonur Progress ISS 22P (ISS) Soyuz
25	26	27 VAFB NRO L-22 (Intelligence) Delta 4 Medium	28 Baikonur Belka and Cubesats (Dev.) Dnepr 1	29	30	1 KSC STS 121 (ISS) Shuttle Discovery
2	3	4	5			

Legend: USA (Blue) Russia (Yellow) Japan (Brown) Europe (Green) Success (Green checkmark) Failure (Red X) Partial Failure (Red P)  
 Multinational (Light Green) China (Red) India (Purple) Commercial (Grey)

2006 Orbital Launches by Launch Vehicle Family



2006 Orbital Commercial Launches by Launch Vehicle Family

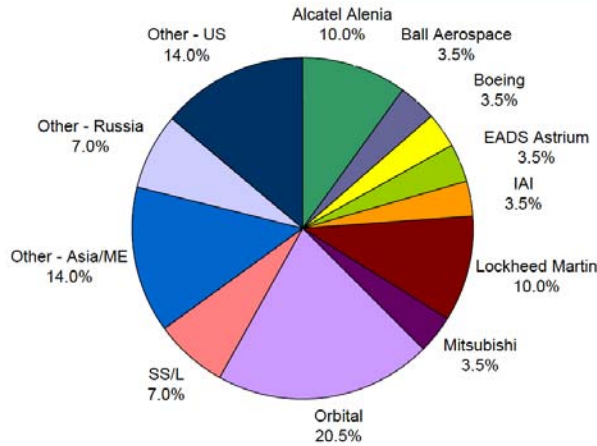


Effective January 1, 2006, commercial launches include launches where at least one payload procured launch services commercially. This definition differs from the standard used by the Federal Aviation Administration's Office of Commercial Space Transportation.

This document currently does not include suborbital launches.

2006年6月8日 5:02 June Friends of Futron Reports

## Manufacturer Market Share of Satellites Launched Through May 31, 2006



Manufacturer	Number	Share
Alcatel Alenia	3	10.0%
Ball Aerospace	1	3.5%
Boeing	1	3.5%
EADS Astrium	1	3.5%
IAI	1	3.5%
Lockheed Martin	3	10.0%
Mitsubishi	1	3.5%
Orbital	6	20.5%
SS/L	2	7.0%
Other - Asia/ME	4	14.0%
Other - Russia	2	7.0%
Other - US	4	14.0%
<b>Total</b>	<b>29</b>	<b>100%</b>

IISL of the IAF, Standing Committee on the Status of International Agreements Relating to Activities in Outer Space

宇宙関連条約/協定の批准等状況 [Annual Report 2005](#)

個々の国の状況、下記(1)-(15)の条約/協定の概要等については、<http://www.space-library.com>にアップしてある  
ファイルをダウンロード参照下さい。

## Treaty Status Table as of January 1, 2005 ~ Totals for 178 States ~

TREATY --- STATE	(1) 1963 NTBT	(2) 1967 OST	(3) 1968 ARRA	(4) 1972 LIAB	(5) 1975 REG	(6) 1979 MOON	(7) 1971 ITSO	(8) 1976 IMSO	(9) 1971 INTR	(10) 1976 INTC	(11) 1976 ARBS	(12) 1975 ESA	(13) 1982 EUTL	(14) 1983 EUMT	(15) 1974 BRUS
"Old" Ratifications	124	97	88	82	45	11	148	88	24	10	20	15	49	18	26
"New" Ratifications									1			2			1
<b>Total Ratifications</b>	<b>124</b>	<b>97</b>	<b>88</b>	<b>82</b>	<b>45</b>	<b>11</b>	<b>148</b>	<b>88</b>	<b>25</b>	<b>10</b>	<b>20</b>	<b>17</b>	<b>49</b>	<b>18</b>	<b>27</b>
"Old" Signatures	10	27	24	25	4	5	1								10
"New" Signatures															
<b>Total Signatures</b>	<b>10</b>	<b>27</b>	<b>24</b>	<b>25</b>	<b>4</b>	<b>5</b>	<b>1</b>								<b>10</b>
<b>~ Changes in status since the 2004 Report ~</b>															
<b>Agreements for which status has changed:</b>									(9) 1971 INTR			(12) 1975 ESA			(15) 1974 BRUS
Azerbaijan							R		*R*				R		
Greece	R	R	R	R	R		R	R				*R*	R	R	R
Luxembourg	R	S	S	R			R					*R*	R	R	
Singapore	R	R	R	R	S		R	R							*R*

IISL = INTERNATIONAL INSTITUTE OF SPACE LAW

IAF = INTERNATIONAL ASTRONAUTICAL FEDERATION

06.05.25 Satellite Flyer, Shriever AFB

[編注] 下記記事によると Space Aggressor Squadron = 宇宙アグレッサ (侵

略者) 大隊は、GPS に妨害を与え、一時的に GPS を使えなくする。そのよう

な状況でも運用にパニックを起こさないための訓練が、日常業務の一貫で行なわれている。従来、脅威となる航空機を模擬する機体との戦技訓練は

### C-130E aircrews 'feel' Space Aggressor training

Capt. Chris Todd, 527th Space Aggressor Squadron

In a recent sortie, students with the 29th Weapons Squadron at Little Rock Air Force Base, Ark., flew C-130E aircraft from Peterson Air Force Base to the Pinon Canyon Maneuver Site, a Fort Carson range 150 miles southeast of the installation. Their inertial navigation systems, fed by navigation and timing signals from Global Positioning System satellites, help aircrews navigate from the runway to the drop zone.

Little did the students know: **Schriever's space aggressors** were waiting.

The 26th and 527th *Space Aggressor Squadrons negated the aircrew's GPS systems to inject chaos* into one of the 29th WPS' recent C-130E airdrop training sorties in Southern Colorado.

The 29th WPS is part of the Air Mobility Weapons School at Little Rock AFB. The school's curriculum involves a steady dose of academics on various system capabilities and limitations, aircraft employment considerations and tactics. The student pilots and navigators endure more than five months of tactical mission planning, execution and debriefing, only to learn how to better fly the C-130.

In deployed environments, aircrews have to deal with the chance that the drop zone is hostile. They must be vigilant for indications of surface-to-air missiles, anti-aircraft artillery or small-arms fire. GPS denial only adds to their "four-alarm helmet fire" by adding another source of confusion.

In a situation like this, who really has time to worry if his GPS receiver is unusable?

The 29th WPS students had to make time—and they had to do it while the joint terminal attack controller on the ground was grading their airdrops.

Although the **space aggressors** interfered with the aircraft's GPS capabilities, the students accomplished their mission.

In this case, the C-130E aircrew had to recognize the interference and react accordingly. Loss of a GPS signal should rarely be a reason to scrub an airdrop mission—or many other types of combat or training missions, for that matter. However, the aircrew's ability to determine whether the GPS signal is unreliable and required actions are reasons the 29th WPS cadre asked the **space aggressors** to participate.

Airlift, fighter and bomber assets all need to train in **GPS-denied environments** or **with GPS disabled** in their aircraft, so their aircrews learn how to fly without GPS capability. They must also

Aggressor Squadronを編成して行なわれてきた。が、このようなGPSに妨害を与えるような脅威の想定と訓練について日本はどうか？

learn how to deal with situations where GPS solutions are limited or absent.

Pilots and navigators with thousands of hours in the air airplane know how to fly without GPS because they grew up as young aviators before GPS was available. Junior flyers, however, have grown accustomed to the luxury of always flying with GPS-aided navigation and unfortunately, use it as a crutch.

The learning opportunities didn't stop there. The final bit of training occurred during the debrief. The C-130 students briefed the **space aggressors** on how they tackled an intricate tactical airlift problem and came up with solutions to achieve their objective.

Conversely, the **space aggressors** educated the 29<sup>th</sup> WPS instructors and students on threats to GPS, concerns regarding GPS-dependent systems and possible mitigation techniques. Both parties left the debrief a little wiser.

Similar to the 57th Adversary Tactics Group's air aggressors, the **space aggressors** teach combat forces how to detect, mitigate and neutralize real-world or near-term space threats by replicating those threats in a training environment.

Maneuvering in an actual **GPS-denied environment** removes the asymmetrical advantage we gain by having this space-based asset at our fingertips and allows the training audience to "feel" training that cannot be simulated with "white cards." This particular event offers a glimpse at the opportunities to prepare future air, space and cyberspace war fighters for possible real-world situations.



Tech. Sgt. Ted Meinert, 527th Space Aggressor Squadron technical lead, configures a scanner while Capt. Chris Todd, 527th SAS mission commander, verifies frequencies. The 527th SAS recently trained C-130 aircrews from the 29th Weapons Squadron at Little Rock Air Force Base, Ark., on reacting to enemies' negation of Global Positioning System capabilities.

06.05.11 Satellite Flyer

### AFSPC は MSX Midcourse Space Experiment 衛星の 10 周年を祝う

ミサイル防衛用に打上げられた衛星は SSA(Space Situation Awareness)の向上のみならず科学研究に寄与

### AFSPC celebrates 10 years of MSX

Capt. Joe Macri Air Force Space Command Public Affairs

PETERSON AIR FORCE BASE, Colo. — Air Force Space Command celebrated the 10th anniversary of the **Midcourse Space Experiment satellite** April 24 at affiliated locations around the nation.

“(AFSPC) is able to provide a direct benefit to the war fighter

through the **MSX** system. This is a testament to the amazing team that conceived, designed, built and operates this amazing spacecraft,” said Col. Joe Squatrito, chief of AFSPC's **space superiority division**.

**MSX** was originally a **Ballistic Missile Defense Organization**

(now the **Missile Defense Agency**) experiment with a design life of four years. Command leadership realized the potential of the space surveillance capabilities inherent with the **Space Based Visible sensor** and assumed ownership from BMDO Oct. 2, 2000.

The organizations that participated in the celebration were those engaged in the delivery and operation of the satellite and include AFSPC, the MDA, the **Applied Physics Lab at Johns Hopkins University** who built the spacecraft and some of the instruments on it, the primary sensor builder at the **Massachusetts Institute of Technology Lincoln Laboratory** and the **Utah State University Space Dynamics Laboratory**.

The **MSX** is the only satellite that can “**see space from space**,” enabling the command to track and catalog objects in space to provide U.S. Strategic Command with increased **space situation awareness**. *The satellite has tracked more than 4,800 objects since its initial launch.*

**MSX** contributed to multiple scientific research efforts to include experiments on global change of atmospheric gases, studies of the chemistry and physics over the poles, gathering data on space contamination and debris, and looking at astronomical phenomena such as the Hale-Bopp comet.

“Under the guidance of (AFSPC), the **MSX** team has continued to keep the satellite operations a vital part of the command’s **space situational awareness** mission, while also significantly contributing to the advancement of science,” said retired Brig. Gen. Duane Deal, Director of **National Security Space Programs** at the **Applied Physics Laboratory, Johns Hopkins University**. “Few teams and satellites can proudly point to making critical contributions to meet both national security and scientific needs.” The exact lifespan of **MSX** remains unknown, but all involved in the project express a desire to see it continue operations for many years to come.

平成 18 年 7 月 4 日 (火) 10:00～17:00, 5 日 (水) 10:00～15:30 平成 18 年度 NEDO 研究助成事業報告会

#### 産業技術研究助成事業

##### A. バイオテクノロジー

[http://www.nedo.go.jp/itd/teian/ann-mtg/fy18/project\\_sangi/id\\_a.html](http://www.nedo.go.jp/itd/teian/ann-mtg/fy18/project_sangi/id_a.html)

##### B. 情報通信技術

[http://www.nedo.go.jp/itd/teian/ann-mtg/fy18/project\\_sangi/id\\_b.html](http://www.nedo.go.jp/itd/teian/ann-mtg/fy18/project_sangi/id_b.html)

##### C. 環境対策・資源利用技術

[http://www.nedo.go.jp/itd/teian/ann-mtg/fy18/project\\_sangi/id\\_c.html](http://www.nedo.go.jp/itd/teian/ann-mtg/fy18/project_sangi/id_c.html)

##### D. 材料・プロセス技術

[http://www.nedo.go.jp/itd/teian/ann-mtg/fy18/project\\_sangi/id\\_d.html](http://www.nedo.go.jp/itd/teian/ann-mtg/fy18/project_sangi/id_d.html)

##### E. 融合・横断・統合的・新分野における革新的技術

[http://www.nedo.go.jp/itd/teian/ann-mtg/fy18/project\\_sangi/id\\_e.html](http://www.nedo.go.jp/itd/teian/ann-mtg/fy18/project_sangi/id_e.html)

##### F. 製造技術

[http://www.nedo.go.jp/itd/teian/ann-mtg/fy18/project\\_sangi/id\\_f.html](http://www.nedo.go.jp/itd/teian/ann-mtg/fy18/project_sangi/id_f.html)

##### G. エネルギー・環境技術

[http://www.nedo.go.jp/itd/teian/ann-mtg/fy18/project\\_sangi/id\\_g.html](http://www.nedo.go.jp/itd/teian/ann-mtg/fy18/project_sangi/id_g.html)

#### 国際共同研究助成事業 (NEDO グラント)

##### 基礎研究

[http://www.nedo.go.jp/itd/teian/ann-mtg/fy18/project\\_grant/id\\_h.html#01](http://www.nedo.go.jp/itd/teian/ann-mtg/fy18/project_grant/id_h.html#01)

##### 地球環境

[http://www.nedo.go.jp/itd/teian/ann-mtg/fy18/project\\_grant/id\\_h.html#02](http://www.nedo.go.jp/itd/teian/ann-mtg/fy18/project_grant/id_h.html#02)

2006 年 6 月 7 日 8:00 【CNET Japan 2006 年 06 月 07 日】

ウェブベースの表計算プログラム「Google Spreadsheet」、まもなく登場へ

<http://japan.cnet.com/svc/nlt2?id=20131568>

インテルがコミュニケーションズ部門の売却を検討か? --米紙報道

<http://japan.cnet.com/svc/nlt2?id=20131887>

村上代表逮捕 全面降伏で引退宣言

<http://japan.cnet.com/svc/nlt2?id=20131407>

英国企業 Qinetiq、ワイヤレス対応自動車向け技術を開発へ

<http://japan.cnet.com/svc/nlt2?id=20132067>

ロンドン爆弾テロ事件調査報告:「通信技術の不備が救助活動を阻害」

<http://japan.cnet.com/svc/nlt2?id=20131747>

NEC、低コストで高品質な映像配信が可能なマルチキャスト通信方式を開発

<http://japan.cnet.com/svc/nt2?id=20132047>

無線 LAN で約 80Mbps の実効速度--バッファロー、IEEE802.11n ドラフト版標準拠ルータ発表

<http://japan.cnet.com/svc/nt2?id=20131347>

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2006 年 6 月 6 日 7:56 【CNET Japan 2006 年 06 月 06 日】

MS:「欧州での訴訟も覚悟」--PDF を巡りアドビと衝突

<http://japan.cnet.com/svc/nt2?id=20130410>

アップルのジョブズ氏に続き、ヤフー CEO も給与は 1 ドル

<http://japan.cnet.com/svc/nt2?id=20130687>

東芝、200G バイトの 2.5 インチ HDD を発表--面記録密度の最高記録を更新

<http://japan.cnet.com/svc/nt2?id=20131008>

デル、無料のオンラインサポートサービスを提供開始--遠隔からトラブルシューティング

<http://japan.cnet.com/svc/nt2?id=20130527>

日本旅行業協会など、旅行業界の EC 推進を狙い、標準規格を公開

<http://japan.cnet.com/svc/nt2?id=20130409>

米司法省とネット企業らが「データ保存」で会合--議論は平行線のまま

<http://japan.cnet.com/svc/nt2?id=20130567>

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2006 年 6 月 6 日 6:07 [standards@aiaa.org](mailto:standards@aiaa.org)

**AIAA 標準、パブリック・レビュー：衛星コントロール・ネットワーク・データ転送**

### **Public Review of AIAA Standards for Satellite Control Network Data Transmission**

Two new AIAA Standards documents dealing with satellite control network data transfer are currently available for public review and comment. The documents were developed by the AIAA Satellite Control Network Data Transfer Committee on Standards and are based on current CCSDS recommended standards.

The standards are as follows:

**AIAA S-123 - Adaptations and Conversions of CCSDS Space**

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### **AIAA Draft Documents Available for Public Review**

In compliance with its ANSI-accredited Standards Program Procedures, AIAA provides this public forum for review and comment on draft standards currently under development. The documents listed below are available as read-only PDF files to be used strictly for the purpose of review and comment. These documents are still in the development process and are subject to change at any time without notice as a result of comments received.

**Comments on the documents below must be submitted using the AIAA Comment Template.** The use of this form will increase the efficiency and effectiveness of the comment resolution process and will ensure that your comments are handled appropriately. If you have problems using the form, [contact us](#) for

**Link Extension Forward Communications Link Transmission Unit Transfer Service**

**AIAA S-124 - Adaptations and Conversions of CCSDS Space Link Extension Return All Frames Transfer Service**

If interested in reviewing any of these AIAA Standards Documents currently open for public comment, please click the "more info" link below. Please note the review instructions on the page.

assistance. Please do not submit comments in a different format.

[Download the form>](#)

[http://aiaa.kavi.com/public/pub\\_rev/](http://aiaa.kavi.com/public/pub_rev/)

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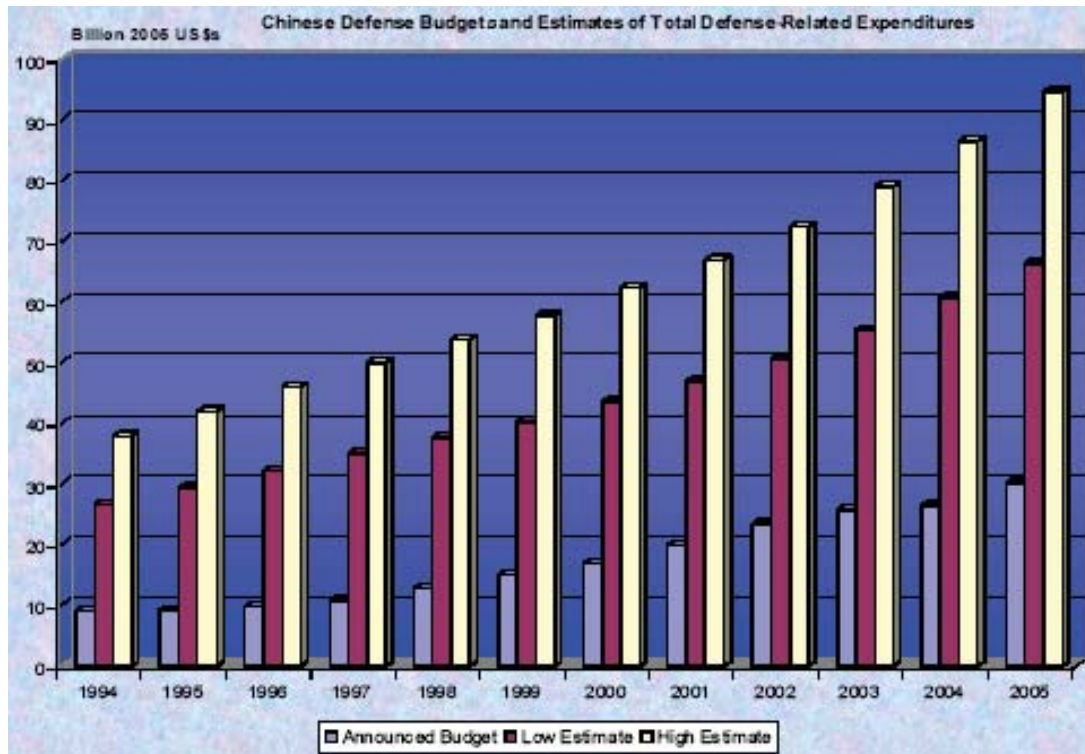
## STANDARDS PROGRAM PROCEDURES

<http://www.aiaa.org/pdf/publications/stdprocedures.pdf>

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Aerospace Daily & Defense Report Jun 6, 2006

中国の軍事予算の推移



source: Office of Secretary of Defense

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Aerospace Daily & Defense Report Jun 6, 2006

NASA は宇宙探査計画における NASA のセンターの役割を公表

*NASA announces center roles in space exploration*

NASA on June 5 announced the roles that its field centers will play in the agency's space exploration plans, which keep most of the centers' traditional human spaceflight duties intact while finding additional work for other centers to get them more involved in sending astronauts into space.

The centers most heavily involved in the shuttle program - Johnson Space Center, Stennis Space Center, Marshall Space Flight Center and Kennedy Space Center - will remain central as NASA develops and flies the Crew Exploration Vehicle (CEV), Administrator Michael Griffin said during a press conference in Washington on June 5.

At the same time, "we are proactively moving several of our centers back into the space business," Griffin said. "We are, very clearly, adding on work at Ames [Research Center], work at Glenn [Research Center]. We are involving Goddard [Space Flight Center] in a more robust way than has been done in the past, and [the Jet

Propulsion Laboratory] in a more robust way." Jobs will neither be added nor subtracted at any of the centers, he said.

Dryden Flight Research Center in Edwards, Calif., home to much of the agency's aeronautical flight-testing, will lead flight-testing for the CEV's launch abort system. An abort test could take place at Dryden or possibly at White Sands Missile Range, N.M., Constellation Program Manager Jeff Hanley said.

Langley Research Center in Hampton, Va., will lead the integration of Launch Abort systems and oversee the CEV prime contractor's work on the system. Langley also leads the CEV Command Module Landing System Advanced Development Project.

Glenn Research Center in Cleveland will lead the CEV Service Module and Spacecraft Adapter integration.

Goddard Space Flight Center in Greenbelt, Md., will co-lead the Constellation Program's System Engineering and Integration navigation team and software and avionics team. The Jet Propulsion

Laboratory in Pasadena, Calif., home to much of the agency's planetary landing expertise, will lead a multicenter effort to plan systems engineering processes related to operations development and preparation, NASA said.

Johnson Space Center in Houston remains the headquarters for the Constellation Program, the CEV Project and the Mission Operations Project. Kennedy Space Center in Florida will continue to manage and host launches and landings. Marshall Space Flight Center will host the Constellation Launch Vehicle (CLV) projects, and Stennis Space Center will retain its role in rocket testing.

Griffin maintained that none of the center assignments were politically motivated - a charge leveled by some in the wake of NASA's recent decision to relocate the project office for robotic lunar exploration from Ames in Moffett Field, Calif., to Marshall in Huntsville, Ala.

"No political figures were involved in any of the discussion around that, nor the decision," Griffin said of the office relocation. "We

gave the [political] delegations involved the courtesy of letting them know, half an hour or so before we let the NASA employees know, that we were going to be moving the program office."

Given its propulsion system experience and its overall role in the Constellation program, Marshall is the "logical" place for the office, Griffin said, and his earlier decision to place it at Ames was "not optimal." Associate Administrator for Exploration Scott Horowitz echoed Griffin's comments. "We have a lot of work to do," Horowitz said. "We have a lot of talent across NASA, and we are continually looking at ways to optimize the use of all that talent to accomplish all of these tasks. None of the assignments were driven by political interest. These were assignments to help us get the job done, and that's what we're all about." - Jefferson Morris (jeff\_morris@AviationNow.com)

### 海軍はソフトウェアの楽観主義を抑えることを目指す

#### Navy looks to 'curb' software 'optimism'

Assistant Secretary of the Navy for Research, Development and Acquisition (RD&A) Delores Etter has signed into effect a new

policy that will try to "curb" contractors' and . . .

### ボーイングは ATD(Adv.Tech.Develop.)に関し ScanEagle UAV にバイオエージェント検出器を搭載する予定

#### Boeing to equip ScanEagle UAV with bio agent detectors for ATD

Boeing Phantom Works will equip the ScanEagle unmanned aerial vehicle (UAV) to look for released biological agents in the wake of

U.S. military strikes under an \$8.2 . . .

### Accurate Automation 社が海軍に USV 無人海上艦を5隻提供予定

#### Accurate Automation offering five USVs to Navy

The market for U.S. Navy unmanned surface vehicles (USVs) is heating up as Chattanooga, Tenn.-based Accurate Automation Corp.

is under a technology demonstration contract to provide five

### Teledyne Benthos 社は海底ワイヤレス・ネットワークを試験

#### Teledyne Benthos tests undersea wireless network

Teledyne Benthos Inc. recently completed a "very successful" test of an underwater wireless communications system via an

underwater glider off the coast of Hawaii, Regional Sales Manager

### Aurora 社は Eagle Eye の機体を製造する予定

#### Aurora to build Eagle Eye airframes

Bell Helicopter Textron has selected Aurora Flight Sciences of Manassas, Va., to provide the airframe for its small Eagle Eye

unmanned aerial vehicles, which will be used . . .

BAE Systems 社はイラク軽装甲車輛を製造する\$180M の契約を獲得

**BAE Systems wins \$180M contract to build Iraqi Light Armored Vehicles**

ARMORED VEHICLES: BAE Systems will produce 378 Iraqi Light Armored Vehicles under a \$180 million Foreign Military

Sales contract, the company said June 5. Prime contractor BAE

Marshall Aerospace 社は英空軍の Hercules のサポートを提供予定

**Marshall Aerospace to provide Hercules support for RAF**

Britain-based Marshall Aerospace has been awarded a 1.52 billion pound (\$1.94 billion) contract to provide support for the British air

force's Hercules transport aircraft, the U.K. defense

韓国政府は\$6-8B のヘリの契約を行なう

**South Korean government awards \$6-8B helo contract**

The South Korean government has awarded Eurocopter and the Korea Aerospace Industry a \$6 billion-\$8 billion contract to provide

the country with 245 new KHP military transport ...

Physical Science 社は USV 無人海上艦のランプにもっと資金が必要

**Physical Science needs more funding for USV conveyor ramp**

CONFORMING CONVEYOR: Physical Science Inc. of Andover, Mass., is proposing a hull-conforming, conveyor ramp,

launch-and-recovery system for the U.S. Navy's Littoral Combat Ship (LCS) program, but needs ...

Latvia は AgustaWestland 社から 2 機の A109 Power ヘリを受領予定

**Latvia to receive two A109 Power helos from AgustaWestland**

HELOS FOR LATVIA: AgustaWestland said June 2 that Latvia's interior ministry has awarded it a contract to provide the country's

boarder guard with two A109 Power helicopters. ...

国防総省は Nunn-McCurdy 審査後、NPOESS, Global Hawk の計画を承認

**Pentagon recertifies NPOESS, Global Hawk after Nunn-McCurdy breaches**

*In Brief* RECERTIFIED: The Pentagon and the Air Force announced June 5 that both the National Polar-orbiting Operational Environmental Satellite system (NPOESS) program and the Global Hawk unmanned aircraft program have been recertified after breaching Nunn-McCurdy cost growth caps last year. The

restructured NPOESS plan provides for two satellites with the option of buying two more in fiscal 2010. Global Hawk production will temporarily be limited to no more than five Low Rate Initial Production aircraft per year.

2006 年 6 月 4 日 人民網日本語版

**米国防長官「中国は非常に重要な利益関係者」**

米のラムズフェルド国防長官は 3 日、シンガポールで開催されているアジア安全保障会議席上で、「米政府は中国を世界のシステムにおける非常に重要な利益関係者と考えている。米中両国は終始、政治や経済、軍事における協力を強めており、互いの理解を深めている」と述べた。

ラムズフェルド長官はさらに、「中国は大きな潜在力を秘めた国で

あり、強力な経済成長率と勤勉な労働力を持つ」と指摘した。

米とアジアの安全保障関係については「米は現在も、今後も、永遠に太平洋の国だ。米は、アジア地域に重点を置き、同地域との密接な関係を保つことを必要としており、また、そうするだろう」と表明。さらに「米はこの地域の各国間の二国間、多国間の安全協力ネットワークが拡大することを願う」とした。(編集 UM)



### 中国数学者、難問「ポアンカレ予想」を証明

広東省中山大学の朱熹平教授と米リーハイ大学の曹懐東教授による論文「ポアンカレ予想と幾何化予想の完全な証明:ハミルトン・ペレルマンのリッチ・フロー理論の応用」が、専門誌「The Asian Journal of Mathematics」6月号に掲載された。両教授は米の数学者ハミルトンと露の数学者ペレルマンの理論を用い、世界的な数学の難問「ポアンカレ予想」を完全に証明。

フィールズ賞受賞者でもある在米中国系数学者・丘成桐教授は「ポアンカレ予想を最終的に解き明かすもの」と同論文を評価。「ポアンカレ予想はトポロジーと幾何の中心であり、世界の多くの数学者が注目し研究に尽力してきた」と述べ、その解明の大きな意義を指摘した。

丘教授はさらに「両中国人教授の研究成果は、基礎研究分野で世界をリードするもの。ポアンカレ予想の証明は、科学者がわれわれの生きる空間への認識を深める助けとなり、物理学や工学の発展に重要な影響をもたらすだろう」と指摘。

#### ▽ポアンカレ予想

写真:朱教授(左)と曹教授(右)。

1904年に仏の数学者アンリ・ポアンカレが提出した「単連結な3次元閉多様体は3次元球面に同相である」という仮説。世界の数学界が長年注目してきた重大な難問で、「数学の世紀の7大難問」の1つ。この100年余り、多くの傑出した数学者がその研究に力を注いできた。(編集 NA)



2006年 6月 8日 16:28 時事通信社「世界週報」6月20日号 [目次抜粋]

米中台関係／ブッシュ政権の言動に一喜一憂する台湾(本田善彦)  
インド大潮流／若者の怒り呼んだ下層カーストの入学優先枠(鷹山操)  
<シリーズ>

今週の軍事情報／情報操作と世論形成の微妙な差に苦悶する米軍(江畑 謙介)  
日本と世界の安全保障／「変質」するロシアとG8サミット(兵藤長雄)  
躍動アジア ウランめぐる米中印の動き(山田雪乃)  
宇宙よもやま話／赤外線天文衛星「あかり」の初成果(的川泰宣)

[平山ニュース2006年5月25, 29日] <http://www.wikihouse.com/space/>

#### [NEWS]

6/7 日本人3人が米 Rocketplane 社のチャーター飛行で宇宙ビジネスを計画(共,読)

#### [予定]

#### [EVENT]

7/8 県民カレッジ連携講座・会津大学公開講座  
はやぶさプロジェクト一般講演会「はやぶさが見た小惑星イトカワ」  
7/8 第3回小惑星ライトカーブ研究会,国立天文台,三鷹  
招待講演「はやぶさ探査機による小惑星イトカワ近傍観測の科学成果」  
ISAS 安部正真氏&はやぶさサイエンスチーム

## [学会]

7/9-12 42nd AIAA/ASME/SAE/ASEE Joint Propulsion Conference & Exhibit, Sacramento, California

6/11-15 San Diego, California

•24th AIAA International Communications Satellite Systems Conference

•4th Annual International Satellite & Communications Conference and Expo

[T V] ディスカバリ・チャンネル

6/12 2230-2300 ディスカバリ・チャンネル 究極の建造技術:宇宙船

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[宇宙開発] [http://dailynews.yahoo.co.jp/fc/science/space\\_exploration/](http://dailynews.yahoo.co.jp/fc/science/space_exploration/)

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- 宇宙センタでもトラブル シンドラーエレベータ(共同通信) (9日10時58分)
  - 7月2日に打上げへ=米シャトル(時事通信) (9日9時0分)
  - 「思い出」宇宙旅行1億円 アストロリサーチ、個人向け衛星ビジネス(フジサンケイ ビジネスアイ) (9日8時32分)
  - 思い出を宇宙に運びます 5キロ1億円、遺灰も可(共同通信) (8日19時16分)
  - “夫も宇宙遊泳”米の宇宙旅客機に邦人3人の搭乗決定(読売新聞) (7日22時42分)
  - 宇宙飛行でビジネスを 日本人3人もチャータ(共同通信) (7日20時5分)

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[米軍動向] [http://dailynews.yahoo.co.jp/fc/world/us\\_armed\\_forces/](http://dailynews.yahoo.co.jp/fc/world/us_armed_forces/)

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- <イラク>情報提供者の認定できず ザルカウィ容疑者殺害(毎日新聞) (10日17時47分)
  - 撤退時期は不透明 イラク駐留米軍 大統領「統治が不安定」(西日本新聞) (10日17時7分)
  - アルカイダのザルカウィ容疑者、即死ではなかった=米軍(ロイター) (10日15時52分)
  - 米軍撤退はイラク政府による統治確立後=ブッシュ大統領(ロイター) (10日13時29分)
  - 米大統領、「イラク勝利まで撤退せず」(時事通信) (10日13時18分)
  - イラク米軍削減「年内に10万人規模」断念(読売新聞) (10日12時32分)
  - イエメン人を国外追放 米とNZで操縦訓練(共同通信) (10日12時12分)
  - <ザルカウィ容疑者死亡>爆撃後も短時間生存 米軍明らかに(毎日新聞) (10日10時24分)
  - 年末に10万人へ削減は困難 イラク駐留米軍で米紙(共同通信) (10日10時8分)
  - イラク勝利まで撤退せず=ザルカウィ容疑者死亡でも戦争続く=米大統領(時事通信) (10日9時0分)
  - 「5年以内に戦時作戦統制権を行使」盧武鉉大統領(YONHAP NEWS) (9日23時53分)

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[核兵器] [http://dailynews.yahoo.co.jp/fc/world/nuclear\\_weapons/](http://dailynews.yahoo.co.jp/fc/world/nuclear_weapons/)

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- 核安全保障局にハッカー 米、個人情報またも流出(共同通信) (10日11時35分)
  - 核開発機関の個人情報盗難=入館許可番号など 1500人分=米(時事通信) (10日11時0分)
  - 「発射の兆候強い」北のミサイル実験で韓国(共同通信) (10日0時43分)
  - イランで新たに高濃縮ウラン検出=濃縮活動の継続確認-IAEA報告(時事通信) (9日7時0分)
  - 石油を切り札にする事態にならないこと期待=イラン石油相(ロイター) (8日10時10分)
  - 包括的見返り案、イランが検討中にウラン濃縮停止すると想定=ロシア外相(ロイター) (7日20時15分)
  - 「核189発で西欧攻撃」冷戦下の戦争計画判明(共同通信) (7日19時16分)
  - アフガン外相 イラン核に理解示す 交渉での解決求める(毎日新聞) (7日17時17分)
  - 開館30年で特別展 福竜丸の保存運動伝える(共同通信) (7日16時42分)

- 米、イランを評価 「6カ国見返り案に前向き」(産経新聞) (7日16時5分)
- 北朝鮮ミサイル発射兆候を韓米ともに懸念、潘長官(YONHAP NEWS) (7日15時45分)
- 「北朝鮮政策で韓米の協力を」米国防務省元韓国部長(YONHAP NEWS) (7日13時49分)
- イラン核問題、ロシア政府内で意見分かれる=ボルトン米国連大使(ロイター) (7日13時2分)

[ASAGUMO NEWS] 朝雲新聞社 <http://www.asagumo-news.com/>

6/8 「コラム」更新。

・朝雲寸言 /// ・どうなる「安福対決」/// ・韓国の統一地方選挙

6/6 「ニュース」更新。

ジャワ島(インドネシア)で大地震 /// 自衛隊国緊隊を派遣へ

日印防衛首脳会談 /// 「緊密な協力」で一致

防衛3法一部改正案が成立

「コブラ・ゴールド」終わる

在日米軍再編 /// 実施方針を閣議決定

米「中国の軍事力」06公表 /// 地域バランス変える増強 ///

台湾海峡・米介入に備え

「ホーク」後継の低空ミサイル /// 「中 SAM」戦力化へ 集合教

育 急ピッチ /// 陸自高射学校

<イラク支援群> /// イラク・ドキュメント(2006.5.23~5.29)

[民間航空機関連 (ex-SJAC 三輪さん)]

2006年6月7日 0:00 AIA dailyLead June 6, 2006 -

「笑いは インスタント ヴァケーション (つかの間の休暇)である。」

コメディアン、ミルトン パール

**"Laughter is an instant vacation."**

--Milton Berle, comedian, actor

2006年6月6日 0:28 AIA dailyLead June 5, 2006 -

「もうちょっと」が、欠けているために、多くの良い仕事(=鉄道の事業にからんだ仕事か)がなくなってしまった。(編注)

『「もう少し」が無くて「よい仕事」が失われてしまう事が多くある。』

鉄道経営者 エドワード ハリマン

**"Much good work is lost for the lack of a little more."**

--Edward H. Harriman, railroad executive

2006年6月7日 0:00 AIA dailyLead June 6, 2006 -

イランとの通商交渉 ボーイング機の部品も検討対象

**Iran trade deal includes Boeing aircraft parts**

An incentive package to resolve the nuclear dispute with Iran includes allowing Tehran to buy aircraft parts from **Boeing**. The five members of the United

Nations Security Council agreed to the proposal last week. [The New York Times](#) (6/6)

報告:コンチネンタル航空 787(10機)、737(34機)等15億ドル相当発注

**Report: Continental to order 787s, 737s**

**Continental** ordered 10 additional **Boeing** 787 jetliners and 34 737s, the Seattle Post-Intelligencer

reported, quoting unnamed sources. The 787 order is worth \$1.5 billion. It is expected to be announced

today. [Seattle Post-Intelligencer](#) (6/6)

### 北米エアラインは、新規発注を見合わせる傾向

#### North American carriers postpone aircraft orders

Many North American airlines have postponed placing orders for jetliners as they focus on restoring profits. The bulk of the orders placed with [Airbus](#) and

[Boeing](#) have come from Asia and Europe. [Seattle Post-Intelligencer](#) (6/6)

### FAAと航空管制官とのあいだの交渉再開

#### FAA imposes contract proposal on controllers

The Federal Aviation Administration on Monday said it would start imposing its contract proposal on air traffic controllers. Talks broke down two months ago. The proposed contract would reduce pay for new controllers by 30%. Congress made no changes during a 60-day period for review, but a separate

legislative proposal in the House of Representatives to push disputed areas of the contract to arbitration could be voted on as early as Tuesday. [The Washington Post](#) (6/6), [The Wall Street Journal/Dow Jones Newswires/Associated Press](#) (6/5), [Bloomberg](#) (6/5), [The New York Times](#) (6/6)

### エアライン ウィングレット(翼端小翼)セットを購入

#### Airlines order more winglets

Commercial airlines will receive 530 sets of winglets in 2006 from Aviation Partners [Boeing](#). That is a 51% increase from last year, the company said.

Winglets improve jetliners' fuel efficiency by reducing drag. [USA TODAY](#) (6/6)

### 世界のエアライン 2006年の経営赤字3億ドルに達する見通し

#### Global airline industry may post \$3B loss in 2006

Airlines throughout the world are expected to lose \$3 billion in 2006, according to an industry trade group. Losses related to soaring fuel costs could push some

carriers to cancel aircraft orders. [Seattle Post-Intelligencer](#) (6/6)

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2006年6月6日 0:28 AIA dailyLead June 5, 2006 -

### FAA 双発航空機 安全ルール緩和の方向

現在の緊急着陸3時間半以内のルールが緩和されると双発機777には有利に働く

#### FAA may relax rules for jetliners with two engines

The Federal Aviation Administration may soon conclude that jetliners with two engines should have the same flexibility in long-distance flying as planes with three or four engines. Such a decision would

benefit [Boeing's](#) 777, which currently must stay within 3 1/2 hours of an emergency landing strip. [The Wall Street Journal/Bloomberg](#) (6/4)

### ボーイング 777が20機を含んで新規受注 64億ドル相当を発表(客先は不明)

**Boeing books new orders worth up to \$6.4B:** [Boeing](#) has received new orders for jetliners

worth up to \$6.4 billion, according to its Web site. The orders include 20 777s. The company did not

identify its customers. [Seattle Post-Intelligencer](#) (6/2)

### JSF 採用の9ヶ国が今週にも今年の実験生産高を話し合い

#### Nine countries will discuss JSF this week

Nine countries, including the U.S., will discuss the \$276 million Joint Strike Fighter project this week. The countries hope to generate an agreement by the

end of the year that will indicate how many planes each will buy. [The Wall Street Journal \(free content\)](#) (6/5)

### ユナイテッド航空 更なる運航コスト低減が必要

#### United must continue to lower costs, experts say

[United Airlines](#) has a competitive edge following its reorganization, but it must continue to focus on cost cutting, observers said. [Delta Air Lines](#) and

[Northwest Airlines](#) are also restructuring under the bankruptcy code. [The Boston Globe/Reuters](#) (6/4)

### 航空会社 採算の良い路線運航に傾注

#### Airlines focus on operating profitable flights

Many airlines are posting better financial results after five years of losses. Carriers are now focusing on making each flight profitable by decreasing capacity, boosting revenue and becoming more efficient. The

airlines' combined mainline operating fleet fell 21% in 2005 from 2000. [The Wall Street Journal](#) (6/4), [The Street.com](#) (6/2)

### 航空管制の新ルールにより直行便が増える

#### New ATC system would allow carriers to fly direct routes

A new air traffic control system would allow pilots to fly the most direct route to their destination. "As things stand now, the system will be strained beyond its limits unless we put new technology -- essentially

a new system -- in place," said Marion Blakey, head of the Federal Aviation Administration. [Los Angeles Times](#) (6/3)

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[Late News] 06.04.21 Astro News, Los Angeles AFB

### X-37 試験は終りに近づく

[X-37 testing approaches completion](#) By Dale Shell SMC Det 12

[編注] 民間の Spaceship One 初宇宙飛行の母機に使われた White Knight が再利用される(この設計製造レベルの高さ!)

The Air Force's Space and Missile Systems Center's Detachment 12, Kirtland Air Force Base, N.M., continues its pedigree of support of aerospace vehicle testing with the successful April 7 flight test of the X-37. Det 12's involvement can be traced back to the earliest stages of development for this program, operating within SMC's Test and Evaluation Directorate, prior to even the X-37 designation. The genesis of the NASA X-37 Vehicle Program started in the

1990s with the Air Force X-40A Test Vehicle Program. The X-40A was essentially an 80 percent scale of the X-37 and an Air Force and NASA team was formed to advance common objectives.

The X-37 Approach and Landing Test Vehicle Demonstrator was developed to serve as a method of verifying key technologies for an automated orbital vehicle landing system. In September 2004, NASA stated that the X-37



2nd Lt. Adam Reyes, SMC Detachment 12, standing next to an X-37 during ground tests.

no longer fits in its long term agenda, and control of the **X-37** program was transferred to the Defense Advanced Research Projects Agency.

Originally, the **X-37** ALTV was to be dropped from the NASA Dryden B-52. As a part of DARPA's cost reduction effort upon taking over the program, the project chose to replace the B-52 carrier aircraft with the Scaled Composites **White Knight** aircraft to drop the **X-37** ALTV. The White Knight was the carrier aircraft for the successful launch into space of Space Ship One that allowed Scaled Composites to claim the X-prize. On June 21, 2005, the **X-37** ALTV made its first successful captive flight carried beneath the White Knight launch aircraft. This flight was barely one year after the decision was made to switch from the B-52 launch platform to the **White Knight**.

Since August 2004, SMC Det 12 engineers have been part of a Combined Test Team supporting the integration effort at the Boeing facility in Huntington Beach, Calif., the final **X-37** assembly in Palmdale, Calif., and then the ground and flight test operations site in Mojave, Calif. The Air Force team was originally led by Capt. Bryan Berg who passed the leadership to Capt. Ben Johnson. Capt. Johnson led the team comprised of 2nd Lt. Scott Carstetter and 2nd

Lt. Adan Reyes from Kirtland AFB, N.M., and 2nd Lt. Rebecca Franki from Vandenberg AFB, Calif.

For the last 18 months, the Air Force team has worked with Boeing in early ground testing including verification of navigation, telemetry and communication systems. They also played key roles in low and high speed runway taxi testing, integration testing with **White Knight**, and captive carry testing that has paved the way for the ultimate drop tests from 35,000 feet. The **X-37** ALTV Program will conclude in 2006 with the completion of the three autonomous free-flight landings at Edwards AFB, Calif.



The White Knight carries the X-37 beneath its fuselage.