



# Mid-Atlantic Regional Spaceport

## Facility Access Plan

NASA/GSFC/WFF Bldg. N-134  
Wallops Island, VA 23337

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Revision Sheet

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# FACILITY ACCESS PLAN

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Appendix A Supervisory Roles and Responsibilities

## FACILITY ACCESS PLAN

### ACRONYMS and ABBREVIATIONS

CFR	Code of Federal Regulations
EEBD	Emergency Escape Breathing Device
FTS	Flight Termination System
GSO	Ground Safety Officer
IHBD	Inhabited Building Distance
LAM	Launch Area Manager
LPM	Launch Pad Manager
MARS	Mid-Atlantic Regional Spaceport
NASA	National Aeronautics and Space Administration
OSS	Operational Safety Supervisor
PAO	Public Affairs Office
PLDA	Pre-Launch Danger Area
POC	Point of Contact
RMMO	Range and Mission Management Office
RSO	Range Safety Officer
SSO	Site Safety Officer
VCSFA	Virginia Commercial Space Flight Authority
WFF	Wallops Flight Facility

**1.0 GENERAL INFORMATION**

## 1.0 GENERAL INFORMATION

### 1.1 Purpose

This plan outlines the process for obtaining authorization to access facilities of the Mid-Atlantic Regional Spaceport (MARS) and procedures for positive control of associated hazard or danger areas. This plan is intended to work in concert with applicable ground safety, security plans and standards approved or acknowledged by the Spaceport.

### 1.2 Background

The Federal Aviation Administration granted the Virginia Commercial Space Flight Authority a Commercial Space Transportation License, license number LSO 02-007 to operate the Mid-Atlantic Regional Spaceport located at NASA Wallops Flight Facility. The Virginia Commercial Space Flight Authority is subject to the provisions of 49 USC Subtitle IX, chapter 701, and the orders rules and regulations issued under it, to operate a launch site. The Commercial Space Transportation License, regulatory rules and provisions apply to the operation of the launch complex for all operations.

#### 1.2.1 Tenant Organization

The Virginia Commercial Space Flight Authority (Authority) is a private commercial tenant owning and operating facilities at NASA Wallops Flight Facility under authorization of a Reimbursable Space Act Agreement between NASA and the Authority, a Facility Access and Support Sub-agreement, and subordinate support annexes. Under these agreements, the Authority as any tenant, including tenants where the Federal Government is the landlord, is entitled to the covenant of quiet enjoyment within the provisions of the Reimbursable Space Act Agreement.

#### 1.2.2 Facilities and Boundaries

Operating under the name Mid-Atlantic Regional Spaceport (MARS) the Authority provides facilities and services on a commercial basis to both the US Government and the private sector. Facilities owned by the Authority and operated by MARS include, but are not necessarily limited to Launch Complex 0 consisting of launch pads 0A and 0B. Other facilities operated by MARS may be expanded through construction of new facilities by the Authority, or through short or long term support annex or facility use agreements entered into between NASA WFF and the Authority.

The hazard area associated with a specific activity is not always coincident with the physical or descriptive boundary of the facility contained in use agreements. The hazard area for a specific activity, hazard, or mission conducted in, from, or on a MARS operated facility shall be defined and managed in accordance with applicable safety standard(s), and/or ground safety plan(s).

In general, access to a hazard, danger, or restricted area is limited to essential personnel during periods of specific hazardous operations. The process and procedure for granting access to MARS operated facilities shall in accordance with this plan be managed by MARS and is discussed in Section 2.0 of this plan.

Example: Hazard area not coincident with the physical or descriptive boundary of a facility:

Inhabited building distance (IHBD) describes the restricted area around a facility containing explosive materials. NASA Safety Standard 1740.12 section 805 states that controlled Public Traffic Routes may be within an inhabited building distance (at 60% of the incremental IHBD). A Public Traffic Route may be under the control of, but is clearly outside the physical and by definition (as a Public Traffic Route) the descriptive boundary of the facility managed by the facility operator.

### 1.2.3 Safety Plans

Currently, it is understood and expected that ground safety plans for hazardous operations to be conducted in MARS operated facilities will be issued by the NASA WFF Ground Safety Office. If for any reason a different ground safety organization was engaged to generate ground safety plans where the applicable hazard extended beyond the physical boundary of the MARS operated facility, MARS would engage the NASA WFF Ground Safety Office and any other applicable stake holders for approval.

All safety plans applicable to MARS operated facilities, regardless of who issues them, shall be approved or acknowledged by MARS.

## 1.3 MARS Role and Responsibilities

In accordance with Section 7.2 of the MARS' Launch Site Safety Operations Document (LSSOD), a part of the FAA Launch Site Operator's License for MARS, the Spaceport Manager is responsible for access, authorization of access, safety and use of MARS operated facilities.

It is expected that missions/projects conducted in MARS operated facilities will involve hazardous operations and/or materials. Mission/Project specific access shall be coordinated with the Spaceport Manager to:

- a) develop a plan that satisfies User and MARS responsibilities for access
- b) establish access authorization for the Mission/Project
- c) implement mission specific ground safety and security requirements

The Spaceport Manager shall approve and issue a facility access list and accompanying directions in accordance with the objectives of this facility access plan.

## 1.4 MARS Project Support

During active missions, a MARS representative will be available on site during core or scheduled work hours and otherwise available 24 hours daily to coordinate and facilitate site access, services and support. All issues and concerns regarding facility access should be addressed to either the Spaceport Manager or to the assigned MARS Project Support person. MARS project support personnel will maintain communications with the Range, MARS Launch Pad Supervisor, Ground Safety Officer and Security as appropriate. The MARS project support personnel should be utilized as a source of general information including the schedule of activities and authorized facility access.

## 1.5 MARS Points of Contact

In accordance with the MARS Launch Site Operator's License, the primary point of contact for all Spaceport related issues is the Spaceport Manager.

### 1.5.1 Contact Information

Mr. Rick Baldwin, Spaceport Manager  
(757) 824-2336 MARS Office  
(410) 430-3088 Cell  
(757) 824-2332 MARS Fax

Dr. Billie Reed, Executive Director  
Virginia Commercial Space Flight Authority  
(757) 440-4020 Norfolk Office  
(757) 285-4020 Cell  
(757) 440-4023 Norfolk Fax

Mrs. Michelle Marshall, Project Support  
(757) 824-2336 MARS Office  
(757) 894-0129 Cell  
(757) 824-2332 MARS Fax

MARS Project Support On-Site Office  
(757) 824-XXXX

**2.0 ACCESS to MARS OPERATED FACILITIES**

## 2.0 ACCESS TO MARS OPERATED FACILITIES

### 2.1 Emergency Responders

**When responding to an emergency situation, Emergency/First Responders are authorized to proceed as required without delay.**

When responding to an incident at a MARS Operated facility, Emergency/First Responders shall include the Spaceport Manager in both written and verbal status and incident reports.

### 2.2 Operating Condition Definitions

Access to MARS operated facilities will be determined based on the current operating condition at the facility as described in the categories below:

#### 2.2.1 General Access; No Hazard Present

General access for on site work and inspection of MARS operated facilities during periods when there is no Mission/Project activity, hazardous or explosive material or activity at the facility requires only coordination with MARS support personnel and a basic facility safety briefing by a MARS designated person.

As a provision of its FAA Launch Site Operators License, MARS maintains records of individuals who visit a MARS operated facility and have received the facility safety briefing.

#### 2.2.2 Restricted Access

Access to MARS operated facilities shall be restricted in accordance with the applicable safety standard(s), and/or ground safety plan beginning with the arrival of the material giving rise to the hazard.

The control point and hazard area for a specific activity or mission conducted at a MARS operated facility shall be established upon the arrival of the material giving rise to the hazard as defined by the applicable safety standard(s), and/or ground safety plan.

The facility User shall be responsible for informing the Spaceport Manager of the schedule for the arrival of materials that give rise to a hazard.

#### 2.2.3 Restricted Access; Hazard(s) Present — NO HAZARDOUS Operation

Access to MARS operated facilities during periods of Mission/Project activity, when hazardous or explosive materials are present, shall be controlled by the applicable Facility Access List approved and issued by the Spaceport Manager.

NOTE: Restricted Access; Hazard(s) Present — NO HAZARDOUS Operation (Hazard Area) may be traversed using a specifically identified traffic corridor deemed to be acceptable by the Ground Safety Officer and defined in the Mission/Project Ground Safety Plan in accordance with the following Site Traversal: Hazard Present—No Hazardous Operation Procedure:

*Site Traversal: Hazard Present – NO HAZARDOUS Operation Procedure*

*The hazard area for a specific activity or mission conducted from a MARS operated facility as defined by the applicable safety standard(s), and/or ground safety plan shall be established upon the arrival of the material giving rise to the hazard. During periods when the hazard is present, but no hazardous operation is being conducted, access to the restricted area shall be limited to those personnel authorized access and listed on the facility access list issued by the Spaceport Manager.*

*When a designated hazard or restricted area encompasses the only means of ingress and egress to adjacent facilities, a designated traffic corridor may be used to ingress and egress adjacent facilities under the following conditions unless specifically prohibited by applicable safety standards, or ground safety plan. During periods when a hazard is present, but no hazardous operation is underway, traversal of the hazard or restricted area may be permitted following coordination with the MARS Spaceport Manager or MARS Project Support person who shall:*

- *assure compliance with applicable safety plans and requirements*
- *avoid breach of a restricted or hazard area during a hazardous operation*
- *coordinate ingress/egress to minimize impact to hazardous operation schedules*
- *provide personnel accountability and avoid stranding personnel*

*Permission to traverse a hazard area by a designated traffic route shall:*

- *not be unreasonably withheld*
- *not require traversing persons to be on the Facility Access List*
- *be granted within a few minutes of request or cessation of hazardous operations*
- *be implemented by the active personnel assigned to the applicable control point as instructed by the Spaceport Manager or MARS Project Support person*
- *be restricted beginning one half hour prior to commencement of hazardous operations*

*Personnel traversing a hazard or restricted area shall:*

- *travel by motor vehicle*
- *not slow down, loiter or stop in the traffic corridor*

*These conditions may be further restricted or defined by approved mission/project specific security requirements.*

#### **2.2.4 Restricted Access; HAZARD(s) Present — HAZARDOUS Operation**

During hazardous operations, access to the designated hazard area shall, without exception, be limited to essential personnel as defined by the applicable ground safety plan and/or approved hazardous procedure.

#### **2.2.5 Restricted Area — Immediate DANGER**

The red warning light will be illuminated during this condition indicating Restricted Area, Immediate DANGER and no personnel are allowed to be in the area.

## 2.3 Facility Access Process

### 2.3.1 Facility User and User Support Organization Responsibilities

Each facility user and user support organization requiring access to a MARS operated facility for Mission/Project related tasks and activities shall designate a single point of contact (POC) responsible for submitting a list of their personnel requiring access. The User and User Support POC's shall be responsible for certifying that the required training and security requirements have been met for each individual requested to have access for the level of access being requested.

The User and User Support POC's shall submit a spreadsheet containing the following information to the MARS Spaceport Manager at least one week prior to arrival at the MARS operated facilities:

- date of request
- name(s) of personnel requiring access
- primary and alternate contact information for each person
- type of facility access required
- dates of required access
- applicable (safety) training with dates of completion

MARS support personnel will provide a standard template upon request. MARS will designate a location where Facility Access Lists may be reviewed for completeness and accuracy. The Facility Access List will be updated as often as necessary to reflect changes or additions. Changes or additions to the Facility Access List are requested 72 hours in advance, but no less than 24 hours in advance of the required access. Contact the Spaceport Manager or MARS Project Support person for problems or emergencies.

MARS project support personnel will provide the Facility Access List approved by the Spaceport Manager to personnel controlling facility access at the facility Control Point (s). No one will be granted access under Restricted Access conditions unless they are granted the appropriate level of access on the approved Facility Access List in accordance with the provisions of this facility access plan.

The facility User and User Support organizations must remain cognizant of the schedule and activities at the MARS operated facility in order to anticipate the establishing of Restricted Access conditions in order to ensure their personnel are have been granted access for required tasking and activities. Cooperation and participation in reviews and scheduling meetings will facilitate responsiveness and required access to facilities.

### 2.3.2 Individual User Responsibilities

Individuals are encouraged to check with their organization/company POC or verify the posted access list prior to arrival at the Control Point for a MARS operated facility. If an individual requiring access arrives at a facility control point and their name is not on the approved Facility Access List, contact MARS Project Support person or the Spaceport Manager for resolution. Access will not be granted to an unlisted individual until the need for access and verification of required training and security certifications with the individuals Organization/Company POC as described in this facility access plan.,

### 2.3.3 Badging and Site Access Log

Once authorization to access MARS operated facilities has been granted for a specific Mission/Project, a numbered badge specific to the Mission/Project will be issued by MARS. Control Point personnel will verify possession of a Mission/Project specific badge and will require that personnel log in at the time of facility access. The Mission/Project specific badges are to be retained by the individual and visible at all times while in the MARS operated facility for identification and security purposes.

### 2.4 Visitor Access

Arrival of escorted visitors shall be coordinated with the Spaceport Manager or the MARS Project Support person. All visitors visiting MARS operated facilities shall be escorted. All visitors will assemble to receive any necessary briefings or instructions prior to entering the facility. Following confirmation of appropriate safety conditions, visitors will be assigned a visitor badge, sign-in at the Control Point and be escorted to the MARS operated facility. The visitors will remain with an escort while in the MARS operated facility and will sign out at the Control Point returning their visitor badge at the Control Point as they egress. Visitors will not be granted access to MARS operated facilities during hazardous operations.

Unless otherwise noted in an applicable safety or security plan, personnel with a valid facility access badge are authorized at appropriate times to escort visitors.

### 2.5 Media Access

The NASA WFF PAO office schedules and coordinates media access. Remote camera requests must be coordinated with the MARS Spaceport Manager prior to emplacement. Interviews with MARS personnel and tours of the MARS operated facilities can be scheduled by contacting MARS. Photography in MARS operated facilities requires approval of the Spaceport Manager.

### 2.6 Parking

The Spaceport does not restrict parking of personal vehicles at MARS operated facilities. Parking is limited to designated areas and is controlled to minimize fire and explosion hazards and prevent congestion in event of an emergency. The Authority and MARS assumes no risk or liability for damages to personal vehicles while at MARS operated facilities.

## 3.0 SAFETY

## 3.0 SAFETY

This facility access plan is to be implemented in conjunction with the applicable mission/project safety plans.

### 3.1 Safety Briefings

All personnel accessing MARS operated facilities shall have the applicable and appropriate Mission/Project safety briefings meeting the requirements of the Code of Federal Regulations Title 29 paragraph g (29 CFR, Part 1910.xxxx)

A typical suite of safety briefings required for access to MARS operated facilities for mission activities/projects include:

- NASA WFF Ground Safety, Range Safety Orientation briefing
- MARS Safety Brief
- Applicable mission/project specific ground safety briefing and/or training.

### 3.2 MARS Operated Facility Hazard Areas

The hazard, danger or restricted area associated with a specific activity, hazard or mission is not always or necessarily coincident with the physical or descriptive boundary of the facility as discussed in paragraph 1.2.2 above.

The hazard area for a specific activity, hazard, or mission conducted in, from, or on a MARS operated facility shall be defined and managed in accordance with applicable safety standard(s), and/or ground safety plan(s). While this hazard area may not necessarily be coincident with the physical or descriptive boundary of the MARS operated facility, for the duration of any hazard area associated with a specific mission or activity conducted at a MARS operated facility, access to that facility and associated hazard area shall be managed by MARS in accordance with this plan.

Access to a hazard, danger, or restricted area is limited to essential personnel during periods of specific hazardous operations. MARS intends to provide support, communications and control of MARS operated facilities to the extent that it does not threaten National Security or public safety. Accordingly, MARS will retain and execute the functions of Launch Pad Manager as described in NASA's Role Discussion shown in Appendix A with the understanding that the chain of command/communications shall be the Operations Safety Supervisor (OSS) reports to Launch Pad Manager (LPM) who reports to the Launch Area Manager (typically the TD) for safety related issues. The chain of command/communications for mission related tasking, scheduling, and setting control areas shall flow from LAM to LPM to OSS. The Launch Pad Manager shall be considered essential personnel during periods of specific hazardous operations at MARS operated facilities.

### 3.3 Assembly and Accountability

In the event of an emergency situation, personnel evacuating a MARS operated facility will be instructed to assemble at a location designated in the mission specific ground safety plan. When accountability is necessary, the access log maintained at the Control Point for a Restricted Access area will provide the

basis for accounting for the number of souls in the Restricted Access Area at any given time and the location of their general work area.

## 3.4 WARNING SIGNALS

### 3.4.1 Lights

When necessary a Control Point will be established to restrict unauthorized personnel from entering a Restricted Access area or facility. Active Control Areas will be clearly delineated and appropriately marked. Personnel granted the appropriate level of access on the Facility Access List may enter the Control Area during the following operating conditions:

No Light – General Access: Normal Operating Procedures in effect.

**Green** – Possible Hazards Present: access restricted to Mission/Project Specific on the Facility Access List and authorized and escorted visitors only

**Amber** – Caution Hazardous Operations: access restricted to Hazardous Procedure Essential Personnel Only

**Red Strobe** – Danger: No personnel Allowed

### 3.4.2 Aural

The following audible signals shall be used to indicate a change in (hazard status) operating condition.

Signal Horn:

- Three short blasts identify increasing operating condition level from Green to Amber.
- A 10 second blast signifies DANGER. All personnel are to immediately pull back to the designated safety area defined in Mission/Project Specific Ground Safety Plan.

### 3.4.3 Verbal

In addition to Lights and Sound, changes in operating conditions will be announced audibly.

The Ground Safety Officer or his designated representative will notify MARS support personnel when Hazardous Conditions are to be elevated or reduced. MARS support personnel will activate warning signals as appropriate and notify the Control Point.

## 3.5 Restrictions

Cellular phone use, matches, lighters and smoking is prohibited within the Control Area and/or as specified in the Mission/Project ground safety plan for the existing operational condition at the MARS operated facility.

**4.0 SECURITY and CONTROL**

## 4.0 Security and Control

### 4.1 Control Area

Commencing with the arrival of hazardous or explosive material or the conduct of an activity contributing to the establishment of hazard, danger, restricted, or Pre-Launch Danger Area (PLDA) , a Control Area shall be established at the MARS operated facility in accordance with the applicable Ground Safety Plan. For the duration that a Control Area is required to exist, access to MARS operated facilities shall be granted and administered as specified by this facility access plan.

### 4.2 Control Point

A Control Point will be established at the perimeter of a Control Area to control access to the associated Restricted Access area required for hazardous, safety or security purposes. The Control Area and Control Point for a specific activity or mission conducted from a MARS operated shall be as defined by the applicable safety standard(s), and/or ground safety plan for the Mission/Project activity. The Control Point shall be established upon the arrival of the material giving rise to the hazard.

The facility User shall be responsible for informing the Spaceport Manager of schedule and arrival of materials that give rise to a hazard.

During normal or designated working hours when hazardous operations are underway or are to begin, the Control Point will verify authorized access of personnel present, logging personnel ingress and egress. Staffing of the control point at other times will be determined by Mission/Project specific requirements. (The Control Point may not be staffed when Restricted Access; Hazard(s) Present –No HAZARDOUS Operation conditions exist as provided for in the Mission/Project specific Ground Safety Plan and Security Plan). The access log shall record name, organization, contact information, general work area on pad and times entered/exited any time a Restricted Access area is established. During hazardous operations, personnel at the facility will be limited to essential personnel (those directly involved in the operation). Personnel not directly involved will fall back to the designated area as delineated in the Ground Safety Plan.

<p><b>WARNING – NEVER DRIVE AROUND OR CROSS A CONTROL AREA ROADBLOCK OR BARRIER WITHOUT PRIOR APPROVAL FROM THE CONTROL POINT OR FROM THE LAUNCH AREA MANAGER (TEST DIRECTOR) WHEN THE CONTROL POINT IS NOT MANNED</b></p>
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### 4.3 Security

This facility access plan is to be implemented in conjunction with the applicable mission/project security plans.

#### 4.3.1 24/7 Security

For projects that require or provide 24 hour security daily, a security guard will be on duty at the Control Point to verify authorized access and log personnel ingress and egress. Some projects may require additional Control Points be established. In addition to the Control Point, saw horses and cattle gates will be used to restrict entry to Control Areas established in accordance with the Mission/Project specific Ground Safety and Security Plans. When access to MARS operated facilities within a Control Area is required, access is controlled using the Facility Access List for the existing operational condition (hazard condition) in the facility as transmitted to the Control Point by the MARS Launch Pad Manager or MARS support personnel as appropriate. When Control Area roadblocks and barriers are set, personnel desiring access to the facility in the Control Area must proceed to the Control Point to receive authorization to enter the Control Area/facility. NEVER drive around a roadblock or cross a barrier without prior approval from the Control Point. The Control Point will have a valid list of authorized personnel for gaining access to Spaceport facilities.

#### 4.3.2 Roving Security

For projects that do not require or provide 24/7 security but where a Control Area is established in accordance with a Mission/Project specific Ground Safety or Security Plan, Roving Security will be instructed to escort any personnel not on the Facility Access List out of the Control Area or MARS operated facilities. Any incidents where unauthorized persons are discovered in a posted Control Area at a MARS operated facility must be immediately reported to the Spaceport Manager.

## 5.0 MARS FACILITIES

## 5.0 MARS FACILITIES

### 5.1 Pad 0B

#### 5.1.1 Access to West Side Pad 0B

Once a road block/barricade has been established for Pad 0B, access through the road block on the back side (west side, bayside) of Pad 0B shall be restricted. The process for access through the back side road block (see section 2.2.3; Site Traversal) shall be implemented by personnel staffing the Control Point and coordinated with the Spaceport Manager, MARS Project Support person, or MARS Launch Pad Manager if on the Pad. A sign will be posted on the back side road block directing authorized personnel to the Control Point. See area map below:



#### 5.1.2 Wind Direction Indicator

A 15 knot calibrated wind direction indicator (orange airport type wind sock) has been mounted on the southwest corner of Pad 0B for use in the case of a toxic emergency. Should there be a toxic leak observe the wind sock and proceed in the upwind direction of the leak location.

#### 5.1.3 Parking

Parking of personal vehicles is permitted at the pad for pre-launch operations for essential personnel only. There will be two rows of 10 spaces allocated for parking on the East side of Pad 0B. Fourteen parking spaces are also allocated for use along the cable tray between Z-40 and Pad 0B. There will be no parking on the west side of the launch complex.

Once hazardous operations are to begin or a hazard is present on the launch pad, Z-40 will be the designated parking area for all non-essential personnel. Park at your own risk; the Spaceport assumes no liability for damages to personal vehicles parked at Pad 0B.

#### 5.1.4 Required Personal Protection Equipment

Hard hats are required on the concrete portion of the pad surface during operations when machinery and/or people are working on the pad surface or overhead on the Movable Service Tower. Steel toe safety shoes or boots are required for work on the launch pad surface or on the Movable Service Tower. Electrostatic dissipating clothing must be worn by all personnel working in the close proximity of explosive ordinance.

Shoes with heels exceeding one inch in height are not permitted on the Movable Service Tower at any time. Gloves are not mandatory but should be worn for your protection when possible.

# Supervisory Roles and Responsibilities

## OSS NASA/Safety

Safety function which controls, oversees, and is responsible for safety of hazardous operations

- Authorizes, oversees, and controls hazardous ops based on safety standards and project safety plans and procedures.
- Reporting status of hazardous operations to LPM and/or Launch Area Manager and to GSO or RSO.
- Ensure compliance with safety standards
- Detection and reporting of industrial or other safety problems within launch area.
- Reporting of observed problems to LPM, LAM, and RSO/GSO.
- Controlling personnel limits during haz ops.
- Declaring caution / danger times as required
- Coordinating with CFR during ops.
- Coordinating with security during ops
- Inspecting destruct initiators
- Monitoring installation/connections of FTSs
- Requesting RF avoidance for hazardous operations.
- Ensuring safe state after MISFIRE.
- Ensuring FTS activation after HANGFIRE
- Assisting CFR during mishaps
- Declaring and enforcing requirements for safe entry or exit of shelters or blockhouses.

## LPM MARS/NSROC/NASA/Othe

Pad management function responsible for pad- or project-specific processing, access, and support.

- Develops, maintains, and implements Pad Project Schedule and Control and Access Plan.
- Control and authorizes access to/from pad area
- Coordinate with Range and/or LAM for scheduling and reporting for pad operations
- Ensure OSS is on site for all hazardous ops
- Verify and report readiness of pad for operations
- Obtain required project-specific equipment
- Operate pad systems and support equipment per requirements as appropriate.
- Oversee, track, and report on non-hazardous operations at pad
- Ensure quality/certification status of pad equipment and systems prior to ops as required.
- Correction of industrial or other safety or operational problems associated with the launch pad or ongoing operations.
- Appraise LAM and Range and support OSS during mishaps or other anomalous events.
- Provision and tracking of pad-specific training to all participants present on the pad.
- Present status of all Pad-related plans, procedures, actions, and issues at regular and special project reviews.
- Maintains current list of pad staffing during hazardous operations.
- Oversee Non-hazardous operations at pad

## LAM RMMO

Range-specific function coordinator of overall island activities with and among projects, range control, facilities, and external or non-project-specific organizations.

- Implements overall control of Island Launch Area & ensures project access to required services.
- Plans and controls access to island and overall Launch Areas and reviews/oversees plans involving hazard areas and roadblocks external to pad.
- Ensures that Launch Area Access training has been delivered to individuals entering the Launch Area.
- Coordinate between LPMs and non-project organizations for scheduling and reporting of Launch Area project status and non-project functions (security, facilities, tenants, other customers, etc).
- Ensure LPM is on site for all pad ops
- Verify readiness of launch area prior to pad operations.
- Report status of Island areas for operations.
- Maintains schedule and ensures availability of required Range equipment and personnel.
- Ensure quality/certification status of island support equipment and systems to support planned ops as required.
- Correction of industrial or other safety or problems associated with the launch area or non-project specific support equipment.
- Oversee pre-launch personnel sweeps of Launch Area.
- Serves as LPM in emergency situations as required or requested.