DEPARTMENT OF THE AIR FORCE
UNITED STATES SPACE FORCE
SPACE LAUNCH DELTA 30

SLD 30 SAFETY SUBSECTIONS ROLES & RESPONSIBILITIES

INTRODUCTION – The responsibility to ensure compliance with safety requirements falls under the Safety Department of each base/launch facility. Military bases will have safety departments such as weapons, occupational, or aviation. Sites hosting launch pads will have an additional department that handles the following launch safety requirements: SSCMAN 91-710, RCC 319, and RCC 324. Each base is unique in its subdepartment organization. SLD 30 consists of six subsections: SEAE, SEAT, SEAL, SEAP, SELF, SELR. SEAE, SELF, and SELR are the three primary offices pertaining to the Test and Evaluation of the AFTS. Occupation Safety, Flight Safety, and Weapons Safety are not discussed here.

1 SEAE – Safety Assessment FTS Engineering (SEAE) is responsible for the design and testing of the autonomous flight termination system, range tracking system, and the telemetry data transmitting system. SEAE ensures the reliability and effectiveness of these systems to safeguard the public and government assets in the event of a launch vehicle anomaly. SEAE is the point of contact for SSCMAN 91-710 Volume 4, RCC 319, and RCC 324.

2 SELF – Flight Analysis within Launch Safety (SELF) is the range safety office responsible for developing the mission rules that ensure that an anomalous vehicle is terminated when flight constraints are violated. SELF will develop the digital version of the mission rules, while working with the Range User to ensure an error-free solution. SELF requires a number of deliverables from the Range User prior to launch. SELF is the point of contact for SSCMAN 91-710 Volume 2. SELF uses a Range User's Preliminary Flight Data Package to determine whether a Range User's application will need a termination system. It is vital they receive the Preliminary Flight Data Package as soon as possible.

3 SELR – Risk Analysis within Launch Safety (SELR) develops processes, data, and criteria to evaluate launch risks. This section conducts special studies to analyze hazards, risks, potential launch logistics issues relating to risk, and actions to mitigate risk. Related to autonomous flight termination systems, SELR provides day of launch risk analysis to ensure public risk criteria is met for both commercial and government launches. SELR is the POC for SSCMAN 91-710 Volume 2 Attachment 4. They also abide by RCC 319.

4 SEAL – Safety Assessment Launch Vehicle (SEAL) is responsible for determining launch service provider adherence to system safety requirements as specified in SSCMAN 91-710 Volumes 1, 3, 5, and 6. Capturing design, testing, qualification, verification and validation for ground processing of Launch Vehicles, Payloads, Launch Complex, Facilities, and support equipment systems, from concept to launch operations.

5 SEAP – Safety Assessment Pad Safety (SEAP) functions as the 'boots on the ground' for SEAT, SEAL, and SEAE. The section witnesses key rocket component installations, performs launch pad inspections, and even lift operations during rocket assembly. Day of launch, this team accounts for and verifies the exact number of essential and non-essential personnel inside the Impact Limit Line (ILL). They escort non-essential personnel, clear areas, and lockdown highest risk areas near the launch site. They assist the incident commander in emergency operations. SSCMAN 91-710, Volume 6 lists out their roles in further detail.

6 SEAT – Safety Assessment Ballistics and Instrumentation (SEAT) focus on the systems safety of ballistics and reliability of range instrumentation. This section works to mitigate hazards related to material handling, RF radiation, high pressure systems, ordnance, electrical controls, and other matters related to the test, evaluation, and handling of the ballistic missile on the range. This section also ensures reliable communication and tracking systems and instrumentation on the range. SEAT is the POC for SSCMAN 91-710 Volume 1,3,5 and 6. They also abide by RCC 324 and SSCMAN 91-701.

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