**DRP EXAMPLE**

The following document is provided as an example of possible layout for a Debris Recovery Plan (DRP). Specific details on required content are included in USSFMAN 91-710 Volume 6, Section 4.7. The Range User has the flexibility to decide on document layout and format.

As described in Volume 6, Section 4.7, the DRP provides a detailed description needed to address any inadvertent vehicle impact on land or near shore. This includes all prelaunch, launch, landing activities, and any unmanned aerial system (UAS) operations. It is one of the media through which missile system prelaunch safety package approval is obtained.

If the Range User chooses to use this template as a deliverable format, it is recommended that Volume 6, Section 4.7 be used as a checklist for populating the existing sections and subsections, or adding new sections or subsections to the document, as needed. This DRP example is by no means complete; therefore the Range User should use the Volume 6, Section 4.7 as the driver for document completion.

[*Guidance*: *The DRP addresses how the Range User will respond to a land or shallow water impact and how the Range User will investigate the incident, participate with Government and local agencies, address impact area hazards, and communications, and debris recovery.*]

[*Guidance: Note: It is recommended that the term Accident Investigation Board (AIB) not be used to describe the Range User accident investigation body, as the term is a formal Air Force and Federal Aviation Administration term describing the entity that is formed following a Class A aircraft or space mishap. Use of the term may create confusion if used in association with a commercial launch anomaly*.]

**<Company Name>**

DRAFT

**DEBRIS RECOVERY PLAN (DRP)**

**FOR THE**

**<Title> PROGRAM**

Document Number: XXXXX

Revision X, 15 Sep 2020

\*\*\*\*\*\*\*\*\*\*\*\*\*\*\*\*\*\*\*\*\*\*\*\*\*\*\*

This document is meant as an example only. Detailed requirements

are included in USSFMAN 91-710 Vol 6, Section 4.7

\*\*\*\*\*\*\*\*\*\*\*\*\*\*\*\*\*\*\*\*\*\*\*\*\*\*\*

<Company Name>

102 Maybury Gardens

## Isle of Avalon, FL 32145

Prepared by:

\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_

John Doe

<Company Name> System Safety Manager

Approved by:

\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_ \_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_

Adam Smith Date

### <Company Name> Program Manager

**Document Change History:**

|  |  |  |  |
| --- | --- | --- | --- |
| **Revision****Identification** | **Revision****Date** | **Pages Affected** | **Change Description** |
| Initial Release | 18 Sep 19 | N/A | N/A |
| A | 15 Sep 20 |  |  |
|  |  |  |  |
|  |  |  |  |

[*Guidance*: *The “change” section contains a summary of all changes to the latest edition of the DRP. All changes shall be highlighted using change bars or similar means of identification*.]

**PREFACE**

This document establishes and defines the <Company Name> CorporationDebris Recovery Plan (DRP) and its elements as required by AFSPCMAN 91-710 [T] for the <Title> Program at Vandenberg Air Force Base (VAFB).

<Company Name> Corporation, located at Isle of Avalon, Florida, has contracted with the USSF to launch < Title > launch vehicles from the Western Range. The < Title > launch vehicle consists of two stages. The first and second stage propellants are RP-1 and LOX.

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## GLOSSARY OF ACRONYMS AND DEFINITIONS

# SLD 30 Space Launch Delta 30

**SLD 45** Space Launch Delta 45

# A&V Activation & Validation

**AFSPCMAN** Air Force Space Command Manual

**C&C** Command & Control

**CC** Computer Console

**GN2** Gaseous Nitrogen

**LN2** Liquid Nitrogen

**LO2** Liquid Oxygen

**N/A** Not Applicable

**SLC** Space Launch Complex

**TBD** To Be Determined

**Temp** Temperature

**VSFB** Vandenberg Space Force Base

**1. INTRODUCTION**

**1.1. Scope**

This document presents the plan for specific immediate action that the <Company Name> will take in response to a launch vehicle land impact or shallow water impact. Recovery of Launch Vehicle (LV) and Spacecraft (SC) debris will not be conducted unless an anomaly occurs over land or in recoverable water area. This document defines the responsibilities and procedures to be followed for recovery after a launch anomaly.

**1.2 Applicable Documents**

1.2.1 <Company Name> Documents

1.2.1.1 Accident Investigation Plan XXX.XXX

1.2.1.2 Emergency Action Plan XXX.XXX

1.2.1.3 [*Guidance: Any other <Company Name> applicable documents*]

1.2.2 Government Documents

1.2.2.1. AFI 91-204: Safety Investigation and Reports

1.2.2.2 30 SW Investigation of Mishaps Response Plan 91-204 (30 SW Plan 91-204)

1.2.2.3. AFMAN 91-222: Space Safety Investigations and Reports

1.2.2.4. AFI 10-1212: Space Launch Vehicle Return to Flight

1.2.2.5. 30 SW Installation Emergency Management Plan (IEMP) 10-2

1.2.2.6. 30th Range Squadron Operations Directive 5134, Errant Missile Search and Recovery, Section I and II-Pre-launch

1.2.2.7. AFPAM 91-206: Participation in Military or Civil Aircraft or Space Safety Investigations.

**1.3. Potential Hazards**

*[Guidance: Potential hazards will be vehicle and mission specific. Those included below are only examples. These should be tailored to mission specific requirements. This section is revised to mission specific hazards, as a preface to Section 4.]*

In the event of a launch vehicle land impact or shallow water impact, potential hazards will be encountered. Examples include, but are not limited to: solid propellants, lithium ion batteries, bolt cutters, pressure vessels, flexible confined detonation cord (FCDC) and Safe & Arm devices. In addition, potential landscape hazards in the general area of <launch pad X> include, but are not limited to: unexploded ordnance and unstable shoreline cliffs.

Detailed safing and hazard and instructions for mishap/emergency response are included in Section 4.

**2. RESPONSIBILITIES**

**2.1. General**

<Company Name> Corporation will be responsible for the investigation of a launch vehicle accident and will act in accordance US Space Force requirements. The investigation will be conducted in accordance with the <Company Name> Launch Vehicle Accident Investigation Plan, <Doc XXXXX>, and any mission specific contingency action plans. The Space Force, Federal Aviation Administration (FAA) and the National Transportation Safety Board (NTSB) may also participate in the investigation or conduct an independent inquiry.

**2.2.** <Company Name> **Program Manger**

*[Guidance*: *In this paragraph (and subsequent paragraphs) there is a reference to a contingency response plan, which is not a Space Force requirement, but is referenced to inform the Range User that such a plan should be included in the Range User’s policies.]*

The <Company Name> Program Manager will serve as the primary point of contact with the Space Launch Delta 30 (SLD30) and other appropriate agencies (such as FAA and NTSB) and will direct the immediate post-contingency activities of <Company Name> Corporation. An Accident Investigation Team (AIT) will be formed in the event of a launch vehicle land impact or shallow water impact. The Contingency Response Plan will identify the individual who will serve as the Chair of the AIT.

**2.3. <Company Name>, Launch Contractor**

<Company Name> Corporation will serve as the primary agency to support recovery operations. <Company Name> will serve as the primary agency to supply the technical experts to aid in the identification of, and provide safing of, LV and/or SC components. <Company Name> will be supported by SC, as required.

**2.4. Space Launch Delta 30**

As the government range operator, the SLD30 may be required to investigate launch accidents and launch incidents that occur within its jurisdiction. The U.S. Space Force (USSF) will support investigation efforts as deemed necessary by Headquarters (HQ) USSF and the SLD30 Commander. The level of investigation is determined by the severity of the mishap. HQ USSF and SLD30 may form a Space Force Safety Investigation Board, support the <Company Name> AIT, or require the range user to perform the investigation and report its findings to HQ USSF and the SLD30.

The EOC Director will support the Incident Commander (IC), who will take appropriate actions necessary to preserve life, security, safety, and control the mishap site and surrounding area in accordance with 30 SW Plan 91-204 and 30 SW IEMP 10-2. The SLD30 may provide an Interim Safety Board (ISB) President and initiate the investigation for launch anomalies and launch incidents that occur within its jurisdiction until relieved by the formal investigation authority.

**2.5. Spacecraft Customer**

Spacecraft Customer will provide the technical experts to aid in the identification of spacecraft components.

**3. INITIAL RESPONSE**

In the event of a major launch anomaly with land impact, the Launch Support Team (LST) will initiate the Anomaly Checklist of the mission-specific Launch Support Plan (LSP) and support the IC with personnel accountability and evacuations. The EOC Director will support the IC who will take appropriate actions necessary to preserve life, security, safety, and control the mishap site and surrounding area in accordance with 30 SW Plan 91-204 and 30 SW IEMP 10-2. The EOC Director will ensure 30SLD assets assist in assessment of hazards at the impact site and coordinate with appropriate representatives from the launch provider <Company Name>. Once the area is declared safe, the IC will inform the EOC Director to transfer command of the incident to the Interim Safety Board (ISB) President or the FAA representative, as applicable. The ISB President and/or the FAA representative will maintain control of areas containing launch debris until relieved by the acknowledged formal investigation authority.

The IC will take the appropriate actions necessary to preserve life, secure and safe the mishap site and surrounding area in accordance with 30 SW Plan 91-204 and 30 SW IEMP 10-2. <Company Name> Corporation will ensure a technical team is available to assist in safing and securing the impact site. The IC will control the impact area until safing operations are complete. Once these operations are complete, the IC will transfer command to the appropriate Accident Investigation Team Chair, or Space Force Investigation Authority. Recovery teams will not be allowed to search independently until all safety concerns have been satisfied and control of the area is released by the IC or investigating authority.

**4. SYSTEM SAFING**

*[Guidance: Following example uses solid rocket motor, hydrazine, and specific pressurized tanks as examples of system safing hazards. Actual safing hazards may vary for each program and include unexploded ordnance, composite fibers, toxic component residue, exotic fuels, etc. This section should be specific to the mission hazards.]*

Initially, The EOC Director will support the IC who will take appropriate actions necessary to preserve life, security, safety, and control the mishap site and surrounding area and surrounding area due to potential hazards from launch vehicle, payload and payload section. These hazards include emissions from the Solid Rocket motors and the spacecraft liquid fuel hydrazine propulsion system, if applicable. These hazardous emissions include hydrazine, aluminum oxide, hydrochloric acid, and nitrogen oxides. Portable toxic gas monitors provided by <Company Name> may be used to determine the presence and concentration of hydrazine fumes. Once the area is determined safe for entry, <Company Name> may, in coordination with the Space Force Interim Response Team, request contracted explosive ordnance disposal services, to destroy ordnance devices and pressure vessels. A total of <X quantity> of <GN2/LOX/GHE/LHE/etc.> pressure tanks are located on the <Program Name> interstage. <X quantity> titanium propellant tank are located on the spacecraft. The On-Scene EOD representative will advise as to how this will be accomplished based upon the geometry of the debris. Upon completion of this task, any remaining solid propellants will be removed and hazardous waste cleanup will begin.

The total of initial liquid, pressurant and solid rocket fuel capacities, and ordnance are shown in Table 4-1.

**Table 4-1. Hazardous Commodities and Ordnance**

|  |  |  |  |
| --- | --- | --- | --- |
|  | **Hazard** | **Quantity** | **Location** |
| First Stage | LOx | xx lbm |   |
| RP | xx lbm |   |
| He | xx lbm | COPVs Interstage |
| GN2 | xx lbm | COPVs Aft Skirt |
| Ordnance, Flight Termination | xx gr | LOx Fwd Dome/Interstage |
| Ordnance, Stage Separation | xx gr | Interstage |
| Second Stage | LOx | xx lbm |   |
| RP | xx lbm |   |
| He | xx lbm | LOx/RP Tank Interface |
| GN2 | xx lbm | COPVs Aft Skirt |
| TEA/TEB | xx gal | Aft Skirt |
| Ordnance, Flight Termination | xx gr | LOx Fwd Dome/Interstage |
| Ordnance, S/C Separation | xx gr | S/C Separation Ring |
| S/C | Hydrazine | xx lbm |   |

[*Guidance*: *This table should reflect any and all hazardous commodities present on the launch vehicle and space craft*.]

<Company Name> will provide a detailed information on hazardous systems to first responders prior to launch. The detailed information can be in the form of a hazardous systems book, or power point presentation, and include training given to the Red Team. Information must contain clear color photographs of systems and subsystems.

Additional details about hazards, mitigations, and precautions are available in:

1. <Title> Program Missile System Prelaunch Safety Package (MSPSP);
2. applicable payload procedures; and
3. Safety Data Sheets (SDS) including those for all hazardous materials associated with the payload and launch vehicle.

**2.1 Hazard and Instructions for Mishap/Emergency Response**

Table A1 in Attachment A identifies the primary hazards associated with <Title> Program flight hardware along with instructions or precautions for emergency response that should be carried out prior to entry into a mishap area.

**2.2 Safety Data Sheets Locations**

SDSs are located in electronic format on File Server XXXX, a list of SDS is included in Attachment B, which can be made available upon request.

**5. NOTIFICATION**

In the event of a launch anomaly, the <Company Name> Program Manager, in coordination with SLD30 representatives, will assure that the appropriate agencies are notified and the <Company Name> Accident Investigation Plan is initiated. (30SLD notifications will be made via the SLD30 Interim Safety Board (ISB) Launch Mishap Key Personnel Matrix (Attachment B).) Under certain conditions, reporting is also required to the Federal Aviation Administration (FAA) and/or local range safety authorities within pre-defined times. Table 5-1 lists types of mishaps or accidents, and what reporting is required in each case. If launch is in support of Government mission safety reporting, if necessary, will be in accordance with AFI 91-204. If the anomaly results in a chemical release to the environment, the SLD30 SW Environmental Office will make the appropriate notifications to the cognizant regulatory agencies.

The Range User, during the operation and after the occurrence of an anomaly, will channel all communications through the Range Operations Commander (ROC) as required by Range operating protocol. Once the Range User determines that the scheduled launch operation has ended (range assets have been called off), then individual notifications can be made using the ISB Launch Mishap Key Personnel Contact Matrix.

**Table 5-1. Reporting Requirements**

[*Guidance*: *Include table here, which identifies the type of event, the required reporting, and the time interval to report. If commercial only launch this will be the reporting requirements of 14 CFR 401.5*.]

**6. DATA IMPOUNDMENT**

The AIT, and its designated representatives will impound all processing data and information generated at the <Company Name> Building XXX, The Launch Support Van (LSV), and the launch site XXX, and will also impound all processing data and information generated at the Space Force Range facilities. <Company Name> will designate, through the Contingency Response Plan, personnel to control the impounding and release of this data. The Space Force will release this data at the discretion of the AIT Chair and the SLD30 Commander.

Requests for the impoundment, duplication and release of all range data and information from the subject launch will be the responsibility of the investigative authority.

Data to be impounded includes, but not limited to the following: mission records, mission and launch readiness data packages, launch team personnel records, all assembly, integration, and operational procedures that were used, instrument/telemetry data, audio/visual media that recorded the events, weather data, launch vehicle wreckage where and when possible to locate.

**7. DEBRIS RECOVERY**

**7.1. Responsibility**

Debris recovery efforts will be determined by the AIT in consultation with the SLD30, and spacecraft customer.

**7.2. Debris Landing Within <Company Name> Facilities, Other Land Areas, or Recoverable Water**

**WARNING**

**LAND OR WATER DEBRIS RECOVERY ON OR NEAR VANDENBERG AFB MAY LEAD TO PERSONAL INJURY OR DEATH.**

**NOTE**

**A safety briefing will be provided to personnel prior to debris recovery to include, but not limited to, identification of all known hazards and risks associated with the booster, payload section, terrain, EOD support, Personal Protective Equipment (PPE) requirements and personnel monitoring (e.g., toxic vapors). The safety briefing will be conducted at each shift change and will be updated to include new information regarding potential hazards.**

**7.2.1. Land Debris Recovery**

In the event of debris landing within Vandenberg Space Force Base (VSFB), the affected area shall be secured as directed by the On-Scene Commander. The On-Scene Commander will declare when, as determined by SLD30 Security Forces, and until the SLD30 and investigative authorities have determined the area is safe and all ordnance devices and hazardous systems are secured. On direction from the On-Scene commander, the <Company Name> Program Manager may initiate recovery operations to contain and minimize the consequences of the mishap. When the area has been declared safe and secured, the On-Scene Commander will release control of the affected area to the AIT Chair.

**7.2.2. Water Debris and Recovery**

Recovery of the missile debris will not be conducted unless an anomaly occurs over land or in recoverable water area. All ordnance items will be treated as hazards. Operations Directive, OD5134, Errant Missile Search & Recovery, may be implemented to assist in the recovery.

**7.3. Classification of Debris**

At a minimum, the debris shall be considered ITAR and proprietary. Depending on payload, the security classification guide shall be used to determine classification.

**7.4 Recovery Team Pre-launch Requirements**

Approximately two (2) weeks prior to a launch, the mission Launch Conductor will assign personnel to the following positions and provide an appointment letter to the SLD30. This Recovery Action Team (RAT) Letter and this Debris Recovery Plan becomes part of the <Company Name> Mission Contingency Plan.

**7.4.1. Recovery Team Composition**

Recovery team members will consist of, <Company Name> Launch Contractor personnel. Composition of the Recovery Team will consist of the following:

* <Include team members here>

**7.4.1.1. Recovery Team Coordinator (RTC)**

RTC is responsible for overall coordination and activities of the entire Recovery Team. <Company Name> Corporation will lead and coordinate the recovery. The RTC point of contact is (<Company Name> Corporation):

John Doe, Jr. 805-537-XXXX

**7.4.1.2. Recovery Team Supervisor (RTS)**

RTS is responsible to the RTC for direct support of recovery operations and on-scene oversight. RTS will coordinate the team’s effort in identification, handling, storage, and disposition of recovered debris with other support agencies. The RTS point of contact is (<Company Name> Corporation):

Adam Smith, Sr. 213-692-XXXX

**7.4.1.3. Recovery Team Security Coordinator (RTSC)**

The RTSC is responsible to Recovery Team Supervisor for physical security of any recovered debris and operational security of the team’s recovery effort. This individual will interface with base security and the On Scene Commander to ensure access to any debris areas is restricted. The Recovery Team Security Coordinator point of contact is (<Company Name>Corporation):

Tom Rolo 805-448-XXXX

**7.4.1.4. Debris Identification Specialists (DIS)**

The Debris Identification Specialists are designated launch vehicle subject matter experts responsible to the Recovery Supervisor for identification and cataloging of launch vehicle debris. <Company Name> Corporation will provide the list of names and contact information for debris identification specialists. The list shall include representative(s) from <Company Name> and the Spacecraft customer, as required.

**7.4.1.5. Debris Custodian (DC)**

The Debris Custodian is responsible to the Recovery Supervisor for logistics and accountability of recovered debris. The Debris Custodian is responsible to direct transportation and storage of debris. The Debris Custodian point of contact is:

John Harker 805-734-XXXX

**7.4.1.6. Other Support**

Additional support may be required to assist in recovery after a launch anomaly. The additional support includes, but is not limited to, photographic support, helicopter surveys, use of mobile cranes, tractor/trailers, dive teams, etc. The RTC will coordinate requests with 30 SW/SEAP.

**8. GOVERNMENT SUPPORT**

Personnel from the USSF and the FAA Commercial Space Transportation (AST) office may monitor or participate in the <Company Name> data impounding and investigation efforts. Officials from the NTSB may also elect to participate in the <Company Name> AIT or establish an independent investigation.

Attachment C includes various USSF organizations and contracted services that detail the level of support that the Government can and cannot provide. Range User can use this list of services to coordinate on-land debris recovery.

**9. CUSTOMER SUPPORT**

The spacecraft operator or manufacturer may monitor or participate in the accident investigation. This support will be restricted where needed due to International Traffic in Arms Regulation (ITAR) limitations.

**10. REMOVAL AND STORAGE OF VEHICLE DEBRIS**

<Company Name> Corporation has coordinated with SLD30 /XP to pre-identify an appropriate facility for storage of debris. Debris will be removed to launch site XXX location to await analysis by the Accident Investigation Team or the appropriate investigative authority.

**11. PUBLIC RELEASE OF INFORMATION**

Release of mishap information to the news media is the responsibility of the <Company Name> Corporation Public Affairs in coordination with SLD30 Public Affairs. No other public release of information is allowed.

ATTACHMENT A

**Table A1. Hazard and Instructions for Mishap/Emergency Response**

|  |  |  |
| --- | --- | --- |
| **Item** | **Hazard** | **Instructions for Emergency Response** |
| Gaseous nitrogen (GN2) | Oxygen (O2) deficiency | * Monitor area for low oxygen level using portable monitor and do not proceed without breathing apparatus if alarm indicates asphyxiate environment.
* Ensure that personnel evacuate from area to prevent additional potential exposure.
* Secure area from re-entry until clear is given.
 |
| Helium | O2 deficiency  | * Monitor area for low oxygen level using portable monitor and do not proceed without breathing apparatus if alarm indicates asphyxiate environment.
* Ensure that personnel evacuate from area to prevent additional potential exposure.
* Secure area from re-entry until clear is given.
 |
| Fuel: RP-1 |  |  |
| Oxidizer: LOx |  |  |
| TEA\_TEB |  |  |
| BatteriesLithium-Ion | Stored electrical energyLeakage/RuptureElectrical Shock/BurnToxic hazards associatedwith the battery electrolyteElectrolyte: Corrosive,toxic | * Spills/Leaks: Absorb spills with Absorbent (vermiculite, sand, fuller's earth) and place in plastic bags for later disposal.
* PPE: Wear safety goggles, chem resistant gloves and clothing, respirators (if required).
* Fire Fighting Media: Dry Chemical or carbondioxide.
 |
| High Voltage shock/burn(EGSE) | Personnel injury/deathdue to shock/burn | Personnel should be treated for burns and/orelectric shock as necessary. |
| Non-ionizing RadiationX- and S-band | Excessive RF exposure | * For Emergency Response purposes (ifspacecraft power is on refer to the personnelsafe distance)
* X-band - Safe Distance with hat: 39 inches(1 meter); without hat: 75 centimeters
* S-band - Safe Distance with hat: 39 inches(1 meter); without hat: 75 centimeters
 |

ATTACHMENT B

**Table B1. ISB Launch Mishap Key Personnel Contact Matrix**

|  |
| --- |
| **SLD 30 Interim Safety Board (ISB)****Launch Mishap Key Personnel Contact Matrix****<program>, <mission> <WXXXX>** |
| **Launch Date/Window:**  | **Launch Vehicle:**  |
| **Launch Site:**  | **Payload:**  |
| MISSION DESCRIPTION: This is a FAA-Licensed / Civil / Military Mission (select one) |
| **Range Owner/Operator** (POC/Organization/Phone number) |
| Launch Decision Authority (LDA) |  | SLD 30/CC | DSN 276-3000 |
| Program Support Manager (PSM) |  | 2 ROPS/DOF | DSN 276-3962 |
| **Asset Ownership** (POC/Organization/Phone number) |
| Launch Director (LD) |  |  |  |
| Booster |  |  |  |
| Payload |  |  |  |
| **Mishap Investigation Decision Authority** (POC/Organization/Phone number) |
| Prior to Launch |  |  |  |
| Powered Flight to Orbital Insertion |  |  |  |
| Asset Recovery (Booster/Payload) |  |  |  |
| **SLD 30 Interim Safety Board** (POC/Organization/Phone number)(Bldg. 7025, Room 224) Console Numbers Only |
| Interim Safety Board President (ISBP) |  | 2 SLS/DS | DSN 275-4080 |
| ISBP Support |  | SLD 30/SEAP | DSN 275-4362 |
| **SLD 30 Emergency Operations Center (EOC)** (POC/Organization/Phone number)(Bldg. 11165 EOC stands up at T-60 min)  |
| EOC Director |  | SLD 30/CV-S | DSN 275-2181/8972 |
| EOC Manager |  | 30 CES/CEX | DSN 276-4534 |
| ESF-5 |  | 30 CES/CEX | DSN 275-9773 |
| Recovery Chief (SLD30) |  |  |  |
| **Data Impound POCs** (POC/Organization/Phone number) |
| **Bldg 7025/CMC/PSM** |  | 2 ROPS/DOF | DSN 276-3962 |
| **Notes** | Include all mission related contingency plans (i.e. Mission Contingency Plan, Mishap Preparedness Contingency Plan, Accident Investigation Plan, Debris Recovery Plan, etc.) |

ATTACHMENT C

**Table C1. Government and Contracted Services Supporting Debris Recovery**

Attachment will be provided after submission of DRAFT DRP.