

**SUBORBITAL AND SPECIAL ORBITAL PROJECTS DIRECTORATE**

---

**Wallops Flight Facility  
Range User's Handbook**

**Version I  
Effective March 17, 2008  
Expiration March 17, 2013**

*Original Signed by*

---

Thomas J. Pittman, Chief  
Range and Mission Management Office (Code 840)



National Aeronautics and  
Space Administration

**Goddard Space Flight Center**

Wallops Flight Facility  
Wallops Island, Virginia 23337

---

## Change History Log

| <b>Revision</b> | <b>Effective Date</b> | <b>Description of Changes</b>   |
|-----------------|-----------------------|---|
| 1               | 11/1996               | Rewrite of all sections in handbook.  |
| 2               | 04/2000               | Rewrite of all sections in handbook.  |
| C               | 03/10/2003            | Rewrite of all sections in handbook; added Appendix B.<br>Replaces previous Range Users Handbook, 840-RUH-1996, Revision 2. |
| D               | 04/21/2003            | Corrected beam widths in Table 3-3 for Radar 2, 8, 10, and 11.  |
| E               | 05/23/2003            | Corrected antenna size in Table 3-3 for Radar 2 and Radar 8.  |
| F               | 06/23/2003            | Corrected paragraph 2.2.2.  |
| G               | 12/01/2003            | Rewrite of all sections in handbook.  |
| H               | 10/01/2007            | Revised all sections of handbook.   |
| I               | 03/17/2008            | Revised all sections of the handbook  |
|                 |                       |   |
|                 |                       |   |
|                 |                       |   |
|                 |                       |   |

Check the On-line Applications Menu (Centralized Configuration Management System) at <http://gdms.gsfc.nasa.gov> to verify correct version prior to use.

## Preface

The NASA/Goddard Space Flight Center (GSFC) operates the Wallops Flight Facility (WFF) located on the Eastern Shore of Virginia. NASA supports space and Earth science technology and aeronautical research aircraft. In support of these activities, WFF operates a research range consisting of a rocket range and research airport. Because of unique scientific requirements, WFF also maintains capabilities to conduct mobile launch activities. Wallops users represent NASA, other United States Government agencies, and foreign and commercial organizations. The *Wallops Flight Facility Range User's Handbook* summarizes Wallops' policies and procedures for facility use and provides a description of general capabilities.

The *Wallops Flight Facility Range User's Handbook* can be viewed online at <http://sites.wff.nasa.gov/multimedia/docs/wffruh.pdf>. The most recent versions of other documents referenced within this handbook can be found on the Goddard Directives Management System at <http://gdms.gsfc.nasa.gov/gdmsnew/home.jsp>.

Abbreviations and acronyms in the handbook are listed in Appendix A. References are listed in Appendix B.

Neither the United States Government nor any person acting on behalf of the United States Government assumes any liability resulting from the use of information contained in this document, or warrants that such use will be free from privately owned rights. Use of a company product name does not imply approval or recommendation of the product to the exclusion of others that may also be suitable.

This version of the *Wallops Flight Facility Range User's Handbook* replaces all previous versions of this document.



## Table of Contents

|   | Page |
|---|------|
| Change History Log .....  | 2    |
| Preface.....  | 3    |
| 1.1 Purpose.....  | 9    |
| 1.2 Geography.....  | 9    |
| 1.3 Wallops Research Range .....  | 9    |
| 1.4 Operational History .....   | 10   |
| 1.5 GSFC/WFF Missions.....  | 10   |
| 1.6 GSFC at WFF .....   | 11   |
| 1.7 Mid-Atlantic Regional Spaceport .....   | 12   |
| 1.8 Other Wallops Organizations .....   | 12   |
| 2.1 Introduction.....   | 14   |
| 2.2 Key Range Personnel.....  | 14   |
| 2.2.1 WFF Test Director .....   | 14   |
| 2.2.2 Project Manager .....   | 14   |
| 2.2.3 Range Safety Officer (RSO) .....  | 14   |
| 2.2.4 Operations Safety Supervisor (OSS) .....  | 14   |
| 2.3 Policies.....   | 15   |
| 2.3.1 Safety, Reliability and Quality Assurance Policy.....                             | 15   |
| 2.3.2 Frequency Utilization and Management.....   | 15   |
| 2.3.3 Scheduling .....  | 15   |
| 2.3.4 Environmental Requirements.....   | 15   |
| 2.4 Project Approval and Interface Procedures .....                                     | 16   |
| 2.4.1 United States Government Agencies .....   | 16   |
| 2.4.2 Commercial Organizations and Foreign Governments .....                            | 16   |
| 2.4.3 Commercial Space Launch Act (CSLA) Organizations .....                            | 16   |
| 2.4.4 Operational Interface .....   | 16   |
| 2.5 Technical Data Requirements.....  | 17   |
| 2.5.1 Program Requirements Document (PRD).....  | 17   |
| 2.5.2 Safety Data .....   | 17   |
| 2.5.3 Operations and Safety Directive (OSD)/Mission Operations Directive<br>(MOD) ..... | 17   |
| 2.5.4 Documentation Schedule.....   | 17   |
| 2.5.5 Operational Reviews.....  | 18   |
| 2.6 Funding Information.....  | 18   |
| 3.1 Introduction.....   | 19   |
| 3.1.1 Wallops Main Base .....   | 19   |
| 3.1.2 Mainland .....  | 19   |
| 3.1.3 Wallops Island .....  | 19   |
| 3.1.4 Authorized Space .....  | 20   |
| 3.1.5 Trajectory Options .....  | 20   |
| 3.1.6 Wallops Weather .....   | 22   |
| 3.2 Research Range Facilities .....   | 24   |
| 3.2.1 Launch Facilities .....   | 24   |
| 3.2.2 Liquid Fueling Facilities.....  | 28   |

Check the On-line Applications Menu (Centralized Configuration Management System) at  
<http://gdms.gsfc.nasa.gov> to verify correct version prior to use.

|  |   |    |
|--|---|----|
| 3.2.3  | Radar Systems Facilities .....                        | 29 |
| 3.2.4  | Telemetry Facilities .....                            | 34 |
| 3.2.5  | Command, Control, and Communications Facilities ..... | 38 |
| 3.2.6  | Data Systems .....                                    | 39 |
| 3.2.7  | Command Systems .....                                 | 40 |
| 3.2.8  | Frequency Monitoring .....                            | 42 |
| 3.2.9  | Timing .....  | 42 |
| 3.2.10                                       | Research Airport .....                                | 42 |
| 3.2.11                                       | Range Control Center (RCC) .....                      | 44 |
| 3.2.12                                       | Meteorological Facilities .....                       | 48 |
| 3.2.13                                       | Wallops Geophysical Observatory (WGO) .....           | 48 |
| 3.2.15                                       | Recovery Facilities .....                             | 52 |
| 3.2.16                                       | Unmanned Aerial Vehicles (UAVs) .....                 | 53 |
| 3.2.17                                       | Fabrication Facilities .....                          | 53 |
| 3.2.18                                       | Environmental Testing Facilities .....                | 54 |
| 3.2.19                                       | Metrology .....                                       | 54 |
| 3.2.20                                       | Hazardous Material Storage .....                      | 54 |
| 3.2.21                                       | Mobile Range Systems .....                            | 55 |
| Section Four: Wallops Research Range .....   |   | 56 |
| Administration and Logistics .....           |   | 56 |
| 4.1  | General .....   | 56 |
| 4.1.1  | Access .....  | 56 |
| 4.1.2  | Working Hours .....                                   | 56 |
| 4.1.3  | Visiting Aircraft .....                               | 56 |
| 4.1.4  | Cafeteria and Dormitories .....                       | 56 |
| 4.1.5  | Communication Services .....                          | 56 |
| 4.1.6  | Smoking .....   | 57 |
| 4.1.7  | Industrial Safety .....                               | 57 |
| 4.1.8  | Fire Protection .....                                 | 57 |
| 4.1.9  | Medical Facilities .....                              | 57 |
| 4.1.10                                       | Shipping .....  | 57 |
| 4.1.11                                       | Motor Freight Truck Service .....                     | 58 |
| 4.1.12                                       | Air Cargo .....                                       | 58 |
| 4.1.13                                       | Airfreight Services .....                             | 58 |
| 4.1.14                                       | Hazardous Material .....                              | 58 |
| 4.1.15                                       | Material Handling Equipment .....                     | 59 |
| 4.1.16                                       | Customs .....   | 59 |
| 4.1.17                                       | Post Office .....                                     | 59 |
| 4.2  | Foreign Nationals .....                               | 59 |
| 4.3  | Public Affairs Support .....                          | 59 |
| 4.4  | NASA Visitors Center .....                            | 60 |
| 5.1  | Range Safety Organization .....                       | 61 |
| 5.2  | Ranger User's Pre-arrival Requirements .....          | 61 |
| 5.3  | Ground Safety .....                                   | 61 |
| 5.4  | Flight Safety .....                                   | 62 |
| Appendix A: Abbreviations and Acronyms ..... |   | 63 |

Check the On-line Applications Menu (Centralized Configuration Management System) at  
<http://gdms.gsfc.nasa.gov> to verify correct version prior to use.

Appendix B: References..... 67

### List of Figures

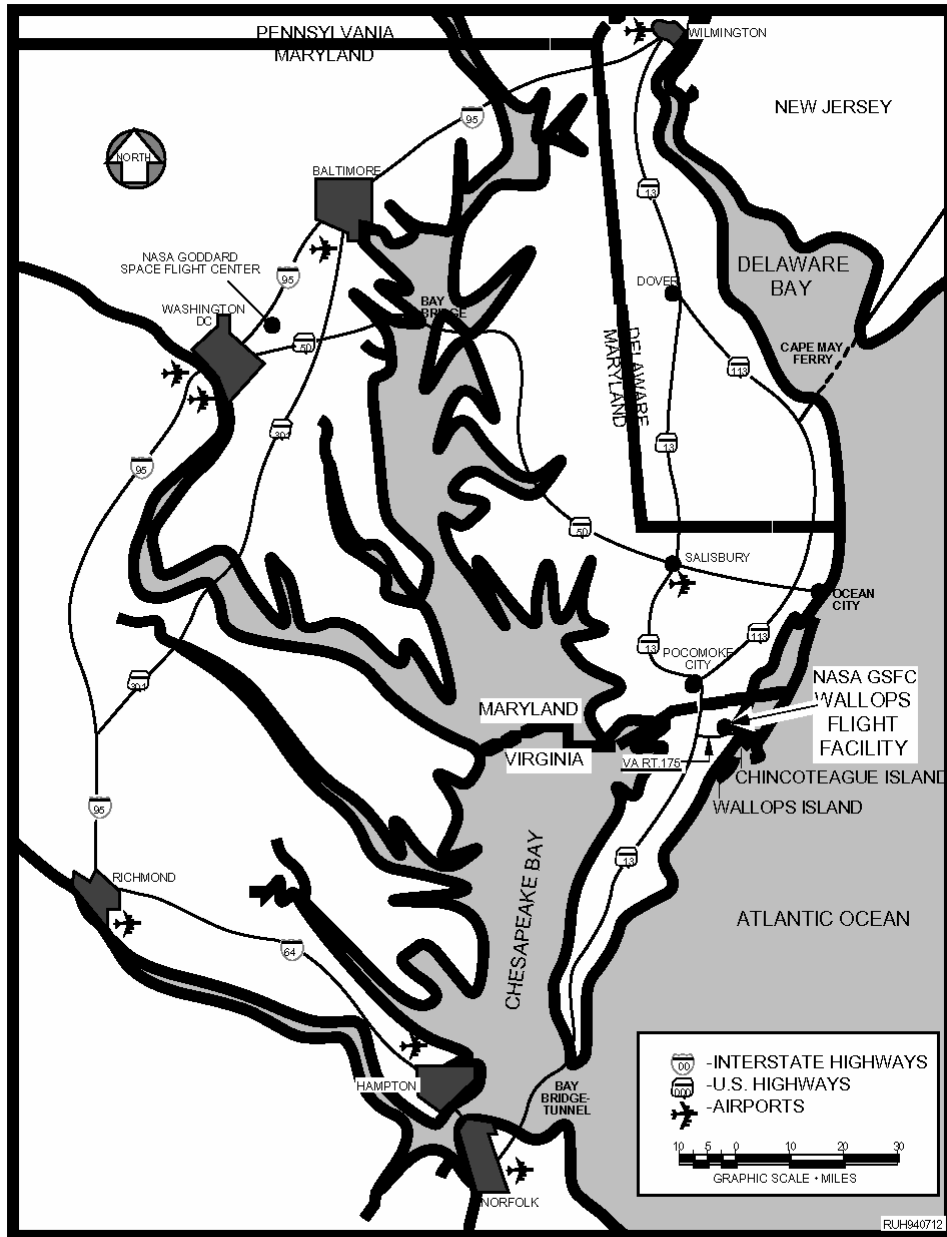
Road Map to NASA/GSFC/Wallops Flight Facility ..... 8  
 Figure 1-1. Wallops Flight Facility ..... 9  
 Figure 3-1. Aerial View of Wallops Main Base ..... 19  
 Figure 3-2. Aerial View of the Wallops Mainland ..... 19  
 Figure 3-3. Aerial View of Wallops Island ..... 20  
 Figure 3-4. Wallops Research Range Authorized Space ..... 21  
 Figure 3-5. Operational Impact Area ..... 21  
 Figure 3-6. Orbital Trajectories ..... 21  
 Figure 3-7. Annual Precipitation and Temperature Plot for Wallops Flight Facility ..... 22  
 Figure 3-8. Average Surface Wind Speed at Wallops Flight Facility ..... 23  
 Figure 3-9. Wind Roses for Wallops Flight Facility by Month, All Speeds Inclusive ..... 23  
 Figure 3-10. Wallops Mainland and Island Research Range Launch Facilities ..... 24  
 Figure 3-11. Payload Processing Facility ..... 24  
 Figure 3-12. Multi-Payload Processing Facility ..... 25  
 Figure 3-13. Clean Room in MPPF ..... 25  
 Figure 3-14. RIR-706 Radar ..... 29  
 Figure 3-15. NPOL ..... 29  
 Figure 3-16. TOGA ..... 30  
 Figure 3-17. Transponder Test Facility Block Diagram ..... 33  
 Figure 3-18. Range TM Facility and WOTS ..... 34  
 Figure 3-19. TOTS ..... 34  
 Figure 3-20. WFF Research Airport with Associated Facilities ..... 43  
 Figure 3-21. RCC MCR ..... 45  
 Figure 3-22. Layout of RCC Mission Control Room ..... 45  
 Figure 3-23. Mission Controller Station ..... 45  
 Figure 3-24. Data Interfaces ..... 45  
 Figure 3-25. RCC 4<sup>th</sup> Floor Aeronautical Projects Control Room ..... 46  
 Figure 3-26. ASRF and SPANDAR ..... 49  
 Figure 3-27. Optical Tracking Stations ..... 50  
 Figure 3-28. UAV Runway on Wallops Island ..... 53  
 Figure 3-29. Range Equipment at Woomera, Australia ..... 55  
 Figure 4-1. Wallops Visitor Center and Gift Shop ..... 60

### List of Tables

Table 3-1. Assembly and Payload Processing Facilities ..... 26  
 Table 3-2. Launch Systems ..... 27  
 Table 3-3. Wallops Flight Facility and Airborne Radar Systems ..... 31  
 Table 3-4. Range Telemetry Systems ..... 35  
 Table 3-5. Wallops Orbital Tracking Station ..... 36  
 Table 3-6. Transportable Telemetry Systems ..... 37  
 Table 3-7. Transportable Van Summary ..... 38

Check the On-line Applications Menu (Centralized Configuration Management System) at <http://gdms.gsfc.nasa.gov> to verify correct version prior to use.

|  |    |
|--|----|
| Table 3-8. Fixed Command Systems .....           | 41 |
| Table 3-9. Mobile Command Systems .....          | 41 |
| Table 3-10. GSFC/WFF Photo Optical Systems ..... | 51 |
| Table 4-1. Material Handling Equipment .....     | 59 |



Road Map to NASA/GSFC/Wallops Flight Facility

Check the On-line Applications Menu (Centralized Configuration Management System) at <http://gdms.gsfc.nasa.gov> to verify correct version prior to use.



## Section One: Introduction

### 1.1 Purpose

The *Wallops Flight Facility Range User's Handbook* is a guide for planning operations at the Wallops Research Range. It provides a summary of the policies, procedures, and capabilities of the range. Included are procedures for obtaining authorization for range use and for efficient project coordination between the range user and Wallops personnel.

This handbook prescribes the information to be provided by the range user that will enable the Research Range to effectively plan for and support the range user's project. In addition, this handbook describes the facilities and systems available at WFF for supporting aeronautical research, balloons, and suborbital and orbital research projects.

Visit the WFF home page at <http://www.nasa.gov/centers/wallops/home/index.html> for additional information.

### 1.2 Geography

The WFF Main Base is located on Virginia's Eastern Shore 5 miles west of Chincoteague, Virginia, approximately 90 miles north of Norfolk, Virginia, and 40 miles southeast of Salisbury, Maryland. See previous page for a road map to the Wallops Flight Facility.

WFF consists of three separate parcels of real property: the Main Base, the Mainland, and the Wallops Island Launch Site. The Mainland and the Wallops Island Launch Site are approximately 7 miles southeast of the Main Base. Figure 1-1 shows WFF and the relationship of the three properties.

### 1.3 Wallops Research Range

The Wallops Research Range is part of WFF and is managed by GSFC Suborbital and Special Orbital Projects Directorate. The range consists of a launch range, an aeronautical research airport, and associated tracking, data acquisition, and control instrumentation systems. The range includes authorized operating space, primarily over the Atlantic Ocean, and authorized frequency spectrum. Scientists and engineers from NASA, other United States Government agencies, colleges and universities, commercial organizations, and the worldwide scientific community have conducted experiments at the range.

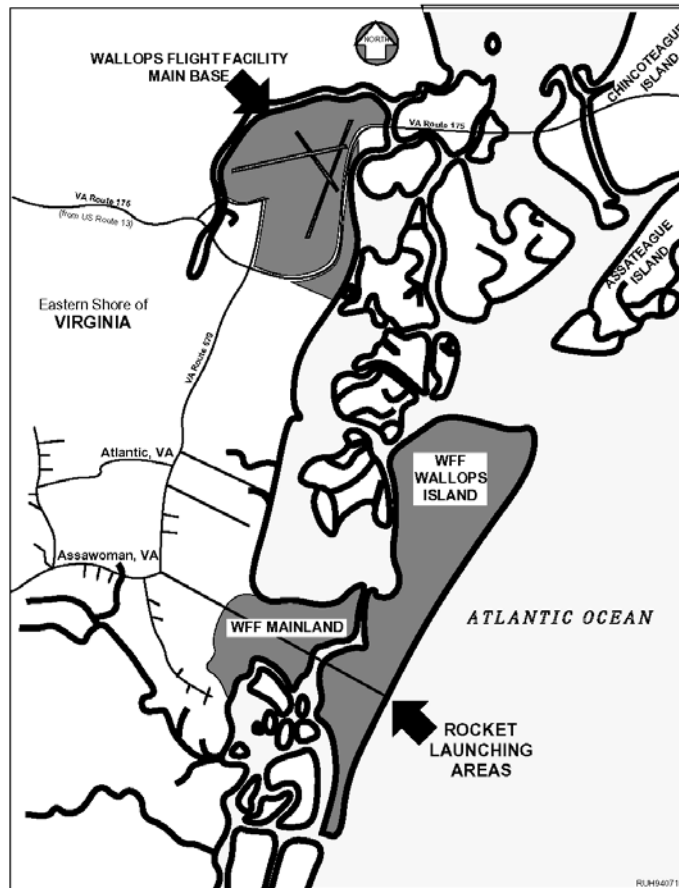


Figure 1-1. Wallops Flight Facility

## 1.4 Operational History

In 1945, NASA's predecessor agency, the National Advisory Committee for Aeronautics (NACA), established a launch site on Wallops Island under the direction of the Langley Research Center. This site was designated the Pilotless Aircraft Research Station and conducted high-speed aerodynamic research to supplement wind tunnel and laboratory investigations into the problems of flight.

In 1958, Congress established the National Aeronautics and Space Administration (NASA), which absorbed Langley Research Center and other NACA field centers and research facilities. At that time, the Pilotless Aircraft Research Station became a separate facility - Wallops Station - operating directly under NASA Headquarters in Washington, D.C.

In 1959, NASA acquired the former Chincoteague Naval Air Station, and engineering and administrative activities were moved to this location. In 1974, the Wallops Station was named Wallops Flight Center. The name was changed to Wallops Flight Facility in 1981, when it became part of Goddard Space Flight Center, Greenbelt, Maryland.

In the early years, research at Wallops was concentrated on obtaining aerodynamic data at transonic and low supersonic speeds. Between 1959 and 1961, Project Mercury capsules were tested at Wallops in support of NASA's manned space flight program before the astronauts were launched from Cape Canaveral, Florida. Some of these tests using the Little Joe Booster were designed to flight-qualify components of the Mercury spacecraft, including the escape and recovery systems and some of the life support systems. Two rhesus monkeys, Sam and Miss Sam, were sent aloft, acting as pioneers for the astronauts; both were recovered safely.

Since 1945, the Wallops Research Range has launched thousands of research vehicles in the quest for information on the flight characteristics of airplanes, launch vehicles, and spacecraft, and to increase the knowledge of the Earth's upper atmosphere and the near space environment. The launch vehicles vary in size and power from the small Super Loki meteorological rockets to orbital class vehicles.

Wallops Flight Facility continues to be a small, fast response, matrix organization that can accomplish rocket and balloon projects, spacecraft orbital tracking, airborne science support, and aeronautical research.

## 1.5 GSFC/WFF Missions

Wallops' key mission elements support all NASA centers and science and technology focuses.

- **Suborbital Flight Projects**—Wallops manages and implements NASA's sounding rocket, balloon, and scientific aircraft programs. New technologies, such as the ultra-long duration balloons, are integrated into the program.
- **Low-Cost Orbital Missions**— Wallops manages and provides technical support for small spacecraft carriers.
- **Mission Operations**— Wallops provides fixed and mobile launch ranges and a research airport. The range provides the services necessary for a wide variety of research, development, and operational missions, including rocket, balloon, and aerial vehicle flights. Wallops also manages and operates satellite

tracking stations locally. The Research Range supports NASA, Department of Defense (DoD), commercial, and academic organizations.

- **Science and Technology**—Wallops Earth scientists research global climate change. Wallops engineers develop new technologies that improve capabilities of flight projects or lower costs of access to space.
- **Educational Outreach**—Partnerships formed with industry and academia foster educational outreach programs. Wallops also carries out a wide array of education and outreach programs that support the development of future engineers and scientists.

This handbook addresses only those missions related to the Wallops Research Range.

## 1.6 GSFC at WFF

There are seven GSFC directorates located wholly or in part at WFF. These organizational elements combine to form the Wallops Flight Facility and perform all the functions for the operation of the facility.

- Suborbital and Special Orbital Projects Directorate (Code 800). Code 800 elements supporting the range include:
  - Resources Management Office (Code 801), which plans and monitors execution of all budgets including research and development (R&D), institutional, reimbursable, manpower, and travel.
  - Advanced Projects Office (Code 802), which plans and manages space launch commercialization activities.
  - Safety Office (Code 803), which develops and monitors ground and flight safety procedures for all launches managed by Code 800.

Other offices associated with Code 800 are the Sounding Rockets Program (Code 810), Balloon Program (Code 820), Aircraft (Code 830), and Range and Mission Management (Code 840).

- Office of the Director (Code 100). Human Capital Management (Code 110), Talent Cultivation (Code 114), Equal Opportunity Programs (Code 120), Wallops Public Affairs (Code 130.4), and Wallops Fiscal Operations (Code 157) maintain facilities at Wallops.
- Management Operations Directorate (Code 200). Code 200 elements that maintain offices at Wallops include Procurement (Code 218), Facilities Management (Code 228), Logistics (Code 231), Security (Code 240), Environmental (Code 250), Technical Information and Management Services (Code 271), and Knowledge Management and Library Services (Code 272).

Check the On-line Applications Menu (Centralized Configuration Management System) at <http://gdms.gsfc.nasa.gov> to verify correct version prior to use.

- Flight Programs and Projects Directorate (Code 400). Mission Services Program Office (Code 450) is located at GSFC in Greenbelt, MD. The Ground Network Project Office (Code 453), collocated at Greenbelt and Wallops Island, monitors the Ground Network services under the Near Earth Networks Services (NENS) contract.
- Applied Engineering and Technology Directorate (Code 500). Code 500 maintains several branches at Wallops:
  - Mechanical Systems Branch (Code 548)
  - Wallops Electrical Engineering Branch (Code 569)
  - Wallops System Software Engineering Branch (Code 589)
  - Guidance, Navigation & Control and Mission Systems Engineering Branch (Code 598)
- Sciences and Exploration Directorate (Code 600). Hydrospheric and Biospheric Sciences Laboratory (Code 614) maintains three branches at Wallops: Cryospheric Sciences (Code 614.1), Ocean Sciences (Code 614.2), and Instrumentation Sciences (Code 614.6).
- Information Technology and Communications Directorate (Code 700). Wallops Information Technology and Communications (Code 708).

WFF supports the Poker Flat Research Range (PFRR) in Alaska and the Columbia Scientific Balloon Facility (CSBF) in Palestine, Texas, with contract management, instrumentation, and other range support as required. PFRR is maintained and operated by The Geophysical Institute at the University of Alaska in Fairbanks. The CSBF is maintained and operated by the Physical Science Laboratory at New Mexico State University in Las Cruces.

## 1.7 Mid-Atlantic Regional Spaceport

The Mid-Atlantic Regional Spaceport (MARS) is an enterprise of the Virginia Commercial Space Flight Authority (VCSFA) under joint governance by the States of Maryland and Virginia. MARS operates the commercial spaceport on Wallops Island and markets the NASA Wallops Research Range. MARS offers a “one-stop shopping” place for low-cost, safe, reliable, user-friendly space launch facilities and services for commercial, Government, and scientific/academic users, both foreign and domestic, who want to purchase launch range services through a commercial spaceport. VCSFA has established commercial launch facilities and often serves to broker NASA-supplied range services through a Space Act Agreement or contractual relationship, thereby allowing multiple approaches to integrated WFF range services. See additional information on MARS facilities and services at <http://marsspaceport.com/index.htm>.

## 1.8 Other Wallops Organizations

Several organizations maintain facilities at Wallops:

**United States Navy (USN)** Surface Combat Systems Center (SCSC) provides facilities that replicate USN fleet ships for purposes of training and technology validation. The

Check the On-line Applications Menu (Centralized Configuration Management System) at <http://gdms.gsfc.nasa.gov> to verify correct version prior to use.

Naval Air Warfare Center (NAWCAD) from Patuxent River, Maryland, also maintains facilities and personnel at Wallops. NAWCAD makes regular use of the Research Range for missile launches and aircraft development testing. Main Base facilities include housing for personnel and dependents, food services, medical clinic, and Base Exchange.

**United States Coast Guard (USCG)** is represented by Station Chincoteague on Chincoteague Island. Dependent housing occupies several acres on the Wallops Main Base. USCG search and rescue helicopters and other aircraft use the airport as a base of operations.

**National Oceanic and Atmospheric Administration (NOAA)** operates a field site of the National Environmental Satellite, Data, and Information Service (NESDIS), which produces multidimensional imagery from polar orbiting and geostationary satellites operated by NOAA.

**Marine Science Consortium (MSC)** is a non-profit corporation dedicated to promoting teaching and research in the marine sciences. Founded in 1968, the MSC established operations at Wallops Flight Facility in 1971. The MSC is a cooperative educational venture, where 16 member institutions pool resources to offer courses and to provide residential and laboratory facilities to students from all member institutions. For more information, visit the MSC Web site at <http://www.msconsortium.org>.

## **Section Two: Wallops Research Range Support Policies and Procedures**

### **2.1 Introduction**

The National Aeronautics and Space Act of 1958 (Space Act), as amended, charters NASA to plan, direct, and conduct space activities. The Space Act authorizes NASA field installations to establish policies and operational interface procedures for users of NASA resources. Activities under the Space Act are to be conducted to optimize America's scientific and engineering resources. NASA is authorized to enter into contracts, leases, cooperative agreements, and other transactions on such terms as it may deem appropriate with any person, firm, association, or corporation. NASA is also authorized to cooperate with public and private agencies in the use of Government-provided launch support, services, equipment, and facilities.

For policies and procedures specific to Wallops, please see 802-HDBK-0001, *Doing Business at Wallops Flight Facility: A Customer Guide*, available at <http://sites.wff.nasa.gov/multimedia/docs/CG2007.pdf>.

### **2.2 Key Range Personnel**

All operations at the Wallops Research Range are conducted under NASA control. The following paragraphs define the functions, responsibilities, and authority of key range personnel.

#### **2.2.1 WFF Test Director**

The WFF Test Director has authority over all operations conducted on the Wallops Research Range. The Test Director is responsible for ensuring that all range policy, criteria, and external agreements are satisfied during the operations.

#### **2.2.2 Project Manager**

The Project Manager is the primary point of contact for the range user. The designated WFF Project Manager has the authority to plan, coordinate, and direct operational support for assigned projects conducted at the Wallops Research Range. The Project Manager also serves as Assistant Test Director.

#### **2.2.3 Range Safety Officer (RSO)**

The WFF RSO is responsible for assuring the Wallops Research Range safety policy, criteria, and procedures are not violated during operations and to ensure that risks are understood and are within acceptable limits. The RSO has authority to stop work, hold a launch, or terminate a mission in flight if necessary.

#### **2.2.4 Operations Safety Supervisor (OSS)**

The OSS is responsible for supervising all assigned potentially hazardous operations. The OSS is also responsible for implementation of ground safety plans and operating procedures. In some instances, the OSS may delegate responsibilities to other qualified personnel for specific operations.



## 2.3 Policies

### 2.3.1 Safety, Reliability and Quality Assurance Policy

WFF safety personnel will review all activities conducted on the Wallops Research Range. All range activities will be conducted in accordance with safety policy and criteria established in NPR 8715.3B, *NASA General Safety Program Requirements*, NPR 8715.5, *Range Safety Program* and RSM-2002, *Range Safety Manual for Goddard Space Flight Center (GSFC)/Wallops Flight Facility (WFF)*. NASA's Online Directives Information Systems contains links to NPR 8715.3B and NPR 8715.5 ([http://nodis3.gsfc.nasa.gov/main\\_lib.cfm](http://nodis3.gsfc.nasa.gov/main_lib.cfm)), and RSM-2002 can be found on the Range and Mission Management Office's operations page (<http://sites.wff.nasa.gov/code840/operations.html>). Reliability and Quality Assurance reviews may be required on a case-by-case basis.

### 2.3.2 Frequency Utilization and Management

The WFF Test Director is responsible for the operational control of the radio frequency (RF) spectrum at Wallops. Frequency utilization and management policies and procedures applicable to all range user activities at Wallops are detailed in 800-HDBK-0001, *Wallops Flight Facility Frequency Utilization Management Handbook* which is located at [http://sites.wff.nasa.gov/multimedia/docs/WFF\\_FUM04.pdf](http://sites.wff.nasa.gov/multimedia/docs/WFF_FUM04.pdf).

### 2.3.3 Scheduling

The Office of the Test Director is responsible for establishing and maintaining the schedule of range activities. This includes publishing schedules and summaries, resolving scheduling conflicts between project requirements and resources, and acquiring required clearances from external organizations for programs conducted at the range.

The range user submits project scheduling information to the Project Manager, who relays potential conflicts as they are identified. Every effort is made to resolve conflicts between programs in a manner that permits each program to be successfully completed on an acceptable schedule.

Scheduling meetings are held monthly. As new information becomes available, activity schedules are updated and maintained on a computer database, which is accessible through remote terminals. The daily schedule is announced on the WFF paging system at 0830 and 1600 local time and is available online at <http://sched.wff.nasa.gov/wffsched/>.

The Test Director acquires clearances required for airspace and oceanic impact areas from the Federal Aviation Administration (FAA), North American Aerospace Defense Command (NORAD), Fleet Area Control and Surveillance Facility (FACSFAC), and the U.S. Coast Guard. The range user must submit launch/activity dates to the Project Manager at least 3 weeks in advance of the required time to facilitate approval and scheduling.

### 2.3.4 Environmental Requirements

The Wallops Environmental Office serves as the clearinghouse for National Environmental Policy Act (NEPA) compliance at Wallops. In most cases, Wallops has approved environmental documentation covering range users' activities at WFF. The *Site-Wide Environmental Assessment, Wallops Flight Facility*, dated January 2005, provides the required environmental documentation for all Wallops "in-house" activities and also provides the required documentation for many range users' activities. Early in the project, the Project Manager will

discuss environmental requirements with the range user to identify potential environmental issues. Wallops Environmental Office personnel will make a determination of any formal documentation required. The site-wide environmental assessment is available at <http://sites.wff.nasa.gov/code250/>.

## **2.4 Project Approval and Interface Procedures**

The range user should confer with Wallops personnel prior to the submission of a formal request to determine the feasibility of conducting the proposed mission/project at the Wallops Research Range. The first point of contact can be the Advanced Projects Office (APO) (Code 802); any of the Suborbital and Special Orbital Projects Directorate offices, including the Range and Mission Management Office (Code 840); or MARS, especially for commercial customers.

The initial contact will normally lead to a meeting between the range user and WFF technical personnel to exchange preliminary information and to reach a tentative position on the feasibility of conducting the mission or project at the range. The procedures to be followed subsequent to establishing feasibility depend on the range user's organizational affiliation as noted in the following paragraphs.

### **2.4.1 United States Government Agencies**

After agreement on the feasibility of a project, the range user should send a letter requesting support to the Director, Suborbital and Special Orbital Projects Directorate (Code 800). The formal request should provide a brief overview of the support required, the safety aspects of the project, and the operation requirements.

WFF acceptance will normally take the form of a letter from the Director, Code 800, to the range user. The letter of approval will identify the Project Manager, project support conditions, and the estimated project support cost. Other documentation requirements are listed in 2.5 below.

Projects that require long-term user presence at WFF, multiple support efforts, or user-constructed facilities at WFF may require more formal documentation such as a Memorandum of Agreement (MOA).

### **2.4.2 Commercial Organizations and Foreign Governments**

Procedures are similar to U.S. Government users, except that a MOA is always required.

### **2.4.3 Commercial Space Launch Act (CSLA) Organizations**

NASA can agree to support commercial launch service providers through a series of CSLA documents. The first is an agreement established with NASA Headquarters. This is followed by a sub-agreement with the Goddard Space Flight Center. Once these general agreements are in place, project-specific Individual Support Annexes (ISAs) can be established with WFF. The multi-tiered agreements are required because the CSLA requires federal agencies to set aside some expenses that would otherwise be passed along to the customer.

The first contact for potential CSLA range users desiring access to the Wallops Research Range is the APO. Alternatively, CSLA customers may opt to contract with MARS, which has the required agreements established with NASA.

### **2.4.4 Operational Interface**

After the necessary agreements are established, the primary interface between the range user and the Wallops Research Range will be the assigned Project Manager.



## 2.5 Technical Data Requirements

### 2.5.1 Program Requirements Document (PRD)

The range user's project description and technical requirements are often conveyed to the Wallops Research Range through use of a Program Requirements Document (PRD).

WFF accepts many different PRD formats from the Universal Documentation System (UDS), which is the standardized documentation system accepted and used at ranges operated by the DoD, to any other format that describes the requirements of the project.. The primary UDS reference is RCC 501-97, *Universal Documentation System*, which can be found online at <https://wsmrc2vger.wsmr.army.mil/rcc/PUBS/pubs.htm>.

Projects at the Research Range span a broad spectrum of complexity, and some flexibility in the application of PRD standards is necessary. However, the PRD provides an excellent checklist of information needed for projects conducted at the range. The PRD will normally contain all of the information needed.

### 2.5.2 Safety Data

The range user must provide a safety data package with ground and flight safety information, specifications, performance, and procedures for safety related items. The detailed information that must be included in the safety data package is identified in RSM-2002, which can be found online at <http://sites.wff.nasa.gov/multimedia/docs/RangeSafetyManual.pdf>.

### 2.5.3 Operations and Safety Directive (OSD)/Mission Operations Directive (MOD)

The OSD or MOD is prepared by the Project Manager and is NASA's response to the range user's requirements. Both documents provide a description of the project and the detailed support configuration for all Wallops equipment, instrumentation, and facilities. A ground safety plan, flight safety plan, countdown, and special procedures, as appropriate, are included in the OSD. The flight safety plan and ground safety plan are attached to the MOD rather than included.

### 2.5.4 Documentation Schedule

WFF attempts to avoid excessive documentation wherever possible. Range users are required to provide a PRD or comparable document to aid WFF in defining support requirements. Only applicable sections need be provided. Required documentation with generalized publication dates for first-time projects are listed below:

- |   |                                 |
|---|---------------------------------|
| • Program Requirements Document (PRD)   | 90 days prior to arrival at WFF |
| • Preliminary Range Safety Data Package | T-120 days                      |
| • Final Range Safety Data Package       | T-90 days                       |
| • Hazardous Procedures                  | T-60 days                       |
| • Trajectory Simulation Data            | T-60 days                       |
| • OSD or MOD                            | T-21 days                       |

Timelines can be compressed for small projects or expanded for orbital launch vehicles. Exact data requirements will be determined during the planning process based on schedule and project-unique details. Earlier dates may be required if the range user begins processing at WFF earlier than 30 days prior to launch.

WFF encourages range users to provide documentation as early as possible to assure adequate time for review and approval. Failure to do so could require unnecessary redesigns or delays in schedule.

### **2.5.5 Operational Reviews**

WFF conducts pre-mission reviews for all projects in order to assure that personnel are briefed on requirements and responsibilities and to assure that all necessary preparations have been satisfactorily completed. A synopsis of WFF reviews is included below:

- Range Readiness Review – Conducted for all major operations. A panel is established to review the WFF support preparations.
- Pre-mission Briefing – A mandatory briefing that serves to assure all key personnel are prepared to support the operation and that participants understand roles, responsibilities, and operational details.
- Operation Debriefing – A post-operation meeting intended to evaluate the operation and identify items requiring action prior to future operations.

Additional reviews may be required for large projects. In addition, it is highly recommended that range operations and safety personnel be invited to participate in project design reviews and technical interchange meetings to assure concerns are addressed early in the planning process.

## **2.6 Funding Information**

Research Range facilities and operational support are available to support NASA projects, other U.S. Government agencies, CSLA projects, commercial organizations, and, under certain circumstances, foreign governments. WFF staff will provide a project cost estimate for requested support. The user will be required to pay actual costs. Funding should be received by WFF at least 6 weeks prior to start of work on the project. Work cannot proceed until funding has been processed. Charges are established by means of the full recovery of cost incurred for items such as materials, personnel, equipment, and facilities utilized. These charges can vary depending upon the work requested.

## Section Three: Wallops Flight Facility and Research Range

### 3.1 Introduction

Wallops Flight Facility includes three areas on the Eastern Shore of Virginia as shown in Figure 1-1. These are the Main Base, the Mainland, and the Wallops Island Launch Site. The Research Range is located across all three land parcels and is composed of the Wallops Island launch facilities, the Research Airport, supporting instrumentation, authorized space, authorized frequency spectrum, and operations and support personnel.

#### 3.1.1 Wallops Main Base

Figure 3-1 is an aerial view of Wallops Main Base, looking south. The Main Base is the location of many of the major functions and activities supporting the Research Range, including Research Airport; Range Control Center; Telecommunications Center; Wallops Orbital Tracking Station (WOTS); administrative offices; engineering support; technical service support shops; rocket inspection and storage area; and telemetry facility.

The Main Base also supports several other organizations (see 1.8).



Figure 3-1. Aerial View of Wallops Main Base

#### 3.1.2 Mainland

The Mainland site is a strip of land located west of Wallops Island and is the location for radar, optical, communications, and command transmitter facilities. The Wallops Geophysical Observatory (WGO), including the Atmospheric Sciences Research Facility (ASRF), is located on the Mainland. Figure 3-2 is an aerial view of the Wallops Mainland, looking west.



Figure 3-2. Aerial View of the Wallops Mainland

#### 3.1.3 Wallops Island

Wallops Island, named for John Wallops, a 17<sup>th</sup> Century surveyor, is an Atlantic Ocean barrier island off the coast of Virginia approximately 7 miles southeast of the Main Base. The island is roughly 6 miles long and about one-half mile at its widest point. It is separated from the mainland by 2 miles of marsh and water. A causeway and bridge connect the island with the Wallops Mainland. Facilities located on Wallops Island include launch sites; assembly shops;



Figure 3-3. Aerial View of Wallops Island

blockhouses; dynamic balance facilities; radar facilities; rocket storage buildings; payload processing facilities; and the USN Surface Combat Systems Center.

Figure 3-3 is a northward view of Wallops Island with commercial launch facilities in the foreground.

### 3.1.4 Authorized Space

The authorized space includes the following restricted areas:

- The GSFC/WFF Airport Control Zone: Airspace vertically to 2,500 feet in a 5-statute mile radius of the airport. The Control Zone has an arrival and departure corridor.
- Restricted Area R-6604: Restricted airspace connecting WFF and offshore warning areas (Figure 3-4) is available 24 hours a day, 7 days a week (24/7) unconditionally to unlimited altitude.
- VACAPES WARNING AREAS and International Waters: Mission/project activity requiring surface area and restricted airspace extending outside of R-6604 into the warning areas and international waters are available 24/7 unconditionally to unlimited altitude with clearance and approval by responsible agencies, e.g., the FAA and USN FACSFAC.

### 3.1.5 Trajectory Options

WFF offers a wide array of launch vehicle trajectory options. The coastline of Wallops Island is oriented such that a launch azimuth of  $135^\circ$  is perpendicular to the shoreline. In general, launch azimuths between  $90^\circ$  and  $160^\circ$  can be accommodated depending on impact locations. For most orbital vehicles, this translates into orbital inclinations between  $38^\circ$  and approximately  $60^\circ$ .

Trajectory options outside of these launch azimuths, including polar and sun-synchronous orbits, can be achieved by in-flight azimuth maneuvers. For example, wider northerly options are possible by maneuver around Assateague Island after passing 5 nautical miles (nmi) downrange. The North Carolina Outer Banks are generally the restricting landmass for southern launch azimuths. Specific trajectory options are determined through consultation with the Flight Safety Group. The operational impact area is shown in Figure 3-5, and trajectory options are illustrated in Figure 3-6.

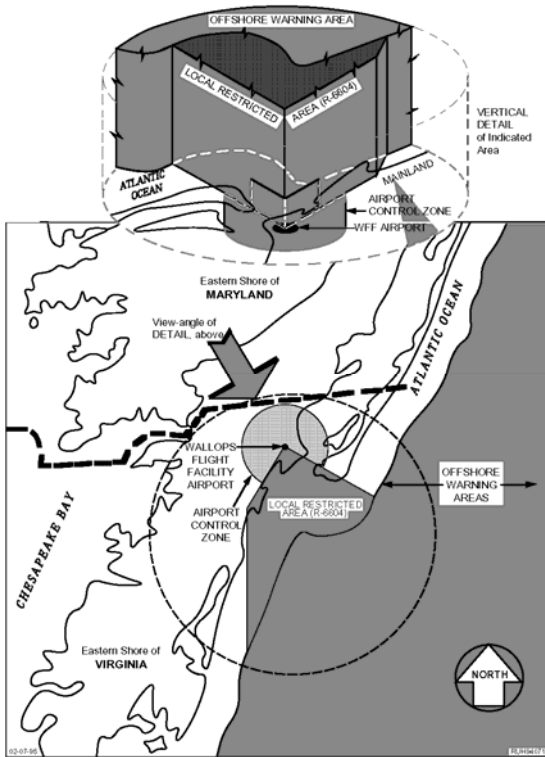


Figure 3-4. Wallops Research Range Authorized Space

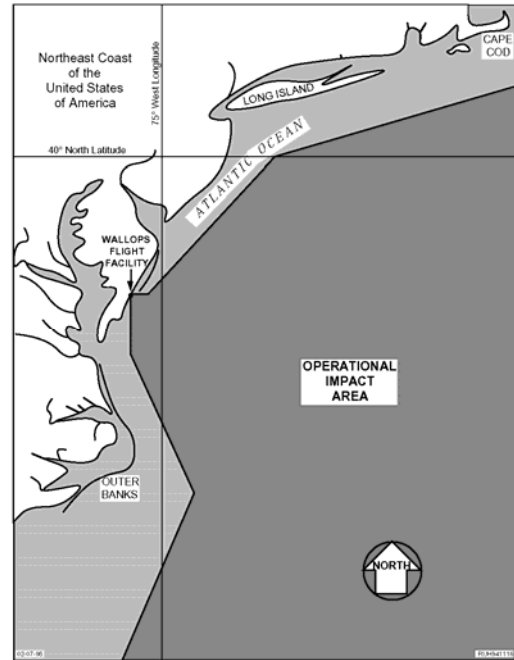


Figure 3-5. Operational Impact Area

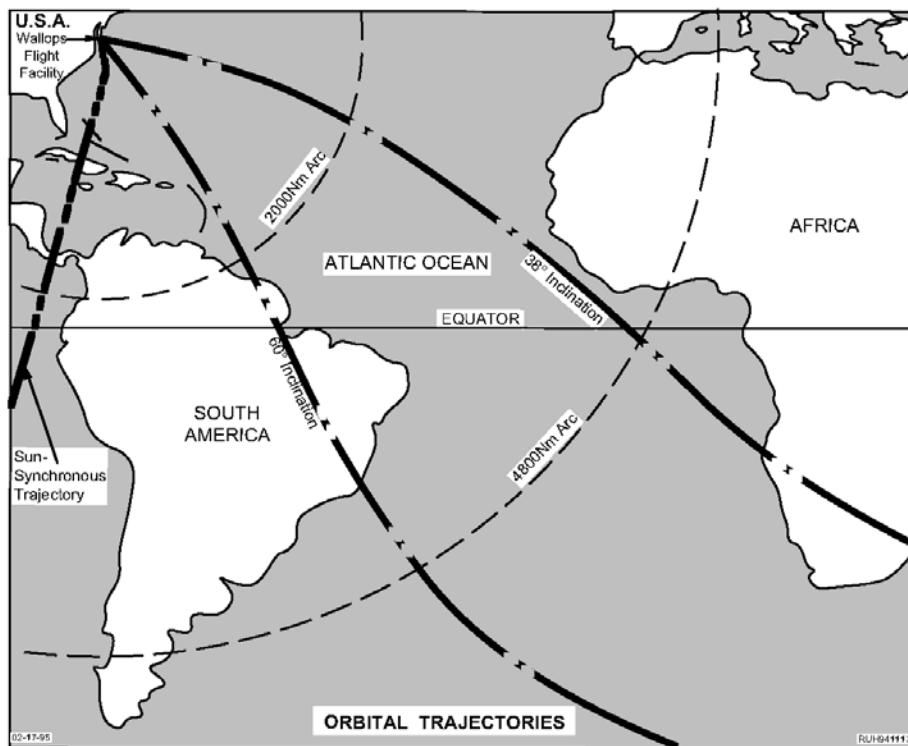


Figure 3-6. Orbital Trajectories



### 3.1.6 Wallops Weather

Wallops enjoys a temperate climate, and weather seldom interferes with launch and aeronautical operations. There are only a few months annually when cold weather can be a concern. In winter months, measures are taken to protect launch vehicles. As in most coastal regions, humidity can be relatively high; however, humidity is controlled in work areas and does not significantly affect operations at the Research Range.

Figure 3-7 shows annual temperatures and precipitation at WFF on a month-to-month basis. There are plots for mean high and mean low temperatures and annual variation. Extreme high and extreme low temperatures are noted, as are average precipitation days and precipitation inches per month, including snow averages.

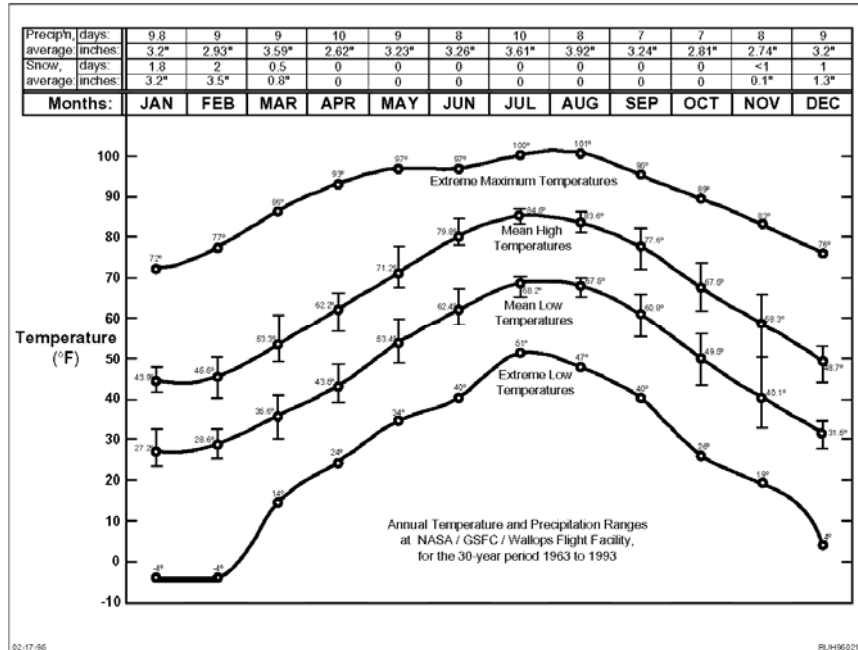


Figure 3-7. Annual Precipitation and Temperature Plot for Wallops Flight Facility

There are two figures depicting surface wind conditions at WFF. Figure 3-8 shows average surface wind speed by month and notes the predominately northwest winds between October and April and the predominately southerly winds between April and October. Figure 3-9 shows monthly wind roses depicting the various directions of the surface winds within concentric circles indicating occurrences at 5 percent, 10 percent, and 15 percent of the time.

The Research Range is supported by meteorological and weather data and forecasting capabilities from the Weather Forecast Office, Meteorological Facilities, and the ASRF at the WGO (see 3.2.11, 3.2.12, 3.2.13).

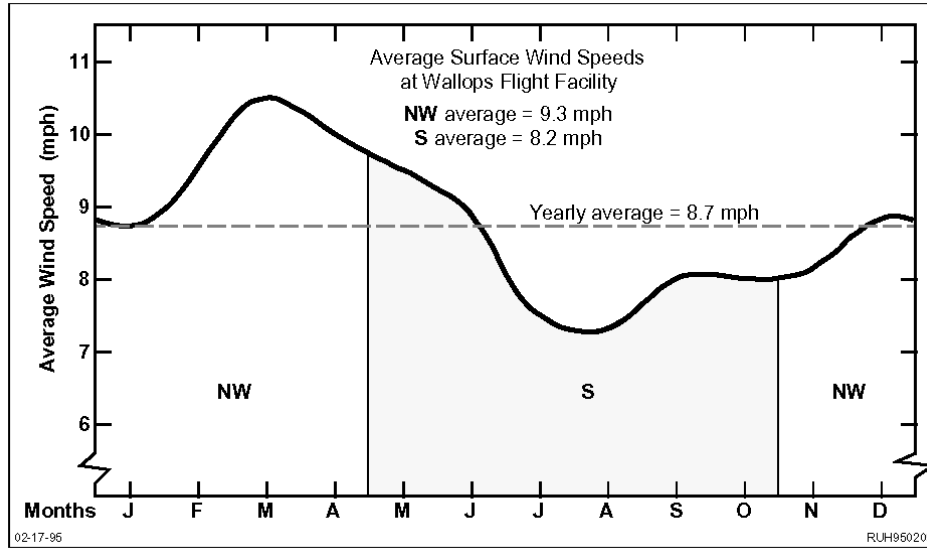


Figure 3-8. Average Surface Wind Speed at Wallops Flight Facility

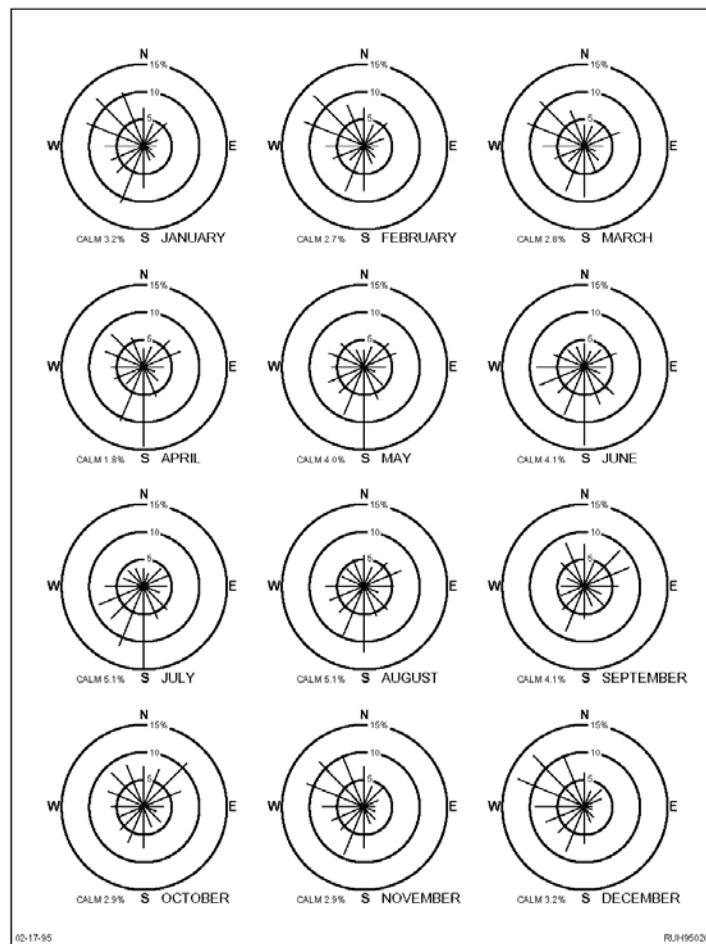


Figure 3-9. Wind Roses for Wallops Flight Facility by Month, All Speeds Inclusive

### 3.2 Research Range Facilities

The Wallops Research Range has a variety of facilities supporting its operations. The major facilities are described in the following paragraphs.

#### 3.2.1 Launch Facilities

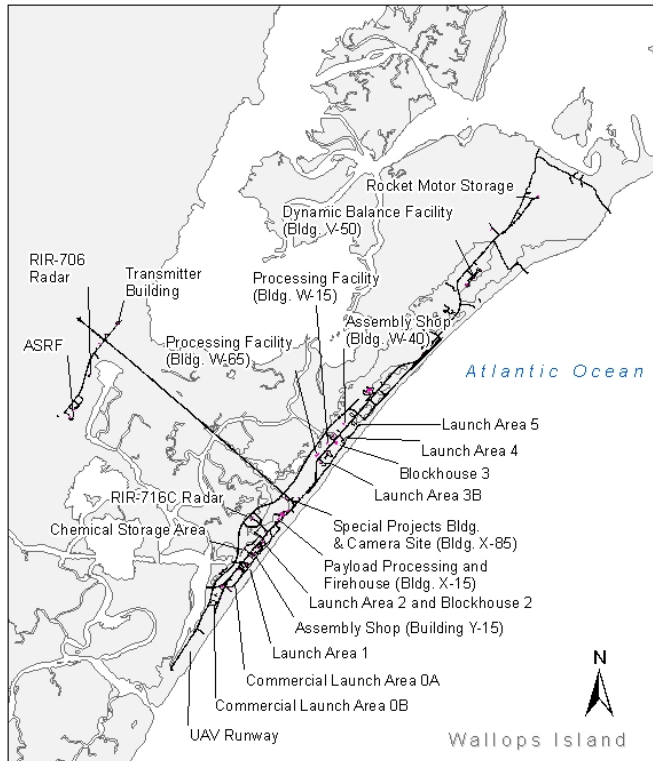


Figure 3-10. Wallops Mainland and Island Research Range Launch Facilities

WFF has facilities for the receipt, inspection, assembly, checkout, and storage of rocket motors and other pyrotechnic devices. The Wallops Island Launch Site is comprised of six launch pads, three blockhouses for launch control, and assembly buildings to support the preparation and launching of suborbital and orbital launch systems. Figure 3-10 is an annotated drawing of Wallops Mainland and Wallops Island showing the location of support facilities and launch pads.

Table 3-1 shows vehicle and payload processing facilities and some of their major features.

Launcher capacities listed in Table 3-2 indicate the maximum design loads under ideal circumstances. User-provided launch systems can be accommodated. WFF also has the capability to support launch operations worldwide with mobile range instrumentation and equipment (see 3.2.20).



Figure 3-11. Payload Processing Facility (PPF/H-100)

The Payload Processing Facility is shown in Figure 3-11. Located outside Wallops Main Gate behind the MSC, the facility has a high bay that measures 80 feet long by 40 feet wide by 62 feet high; a Class 100K clean room; lifting devices; personnel workspace and conference room; ground support equipment rooms; storage; visitor area; staging pad; and other support amenities.





Figure 3-12. Multi-Payload Processing Facility (MPPF/F-7)

The Multi-Payload Processing Facility (MPPF), Figure 3-12, houses multiple areas for scientific balloon and small spacecraft payload processing, as well as off-line subsystem and experimenter

integration activities. Two high bays at the east and west ends of the building are available for payload processing. The West High Bay (60'L x 30'W x 40'H) has dual trolley cranes and is primarily used for balloon payload integration; a roof-top platform can be used for antenna testing. The East High Bay (60'L x 40'W x 30'H), Figure 3-13, is designed as a Class 100,000 clean room and is equipped with a bridge crane and ESD floor. The building also houses several specialized work areas: a thermal vacuum test area, a materials testing lab, a small prototyping machine shop, hardware storage, small ESD electronics labs, and a "battery lab" equipped with a fume hood and freezer.



Figure 3-13. 100K Clean Room in MPPF (East High Bay)

**Table 3-1. Assembly and Payload Processing Facilities**

**Wallops Island**







| <b>Building</b> | <b>Function</b>           | <b>Sq.Ft.</b>                    | <b>Special Features</b>   |            |                  |                                  |       |                           |                          |       |                     |                             |       |                           |  |       |                           |                              |       |                           |      |       |                          |                                |       |                           |                           |       |                           |                             |
|-----------------|---------------------------|----------------------------------|---|------------|------------------|----------------------------------|-------|---------------------------|--------------------------|-------|---------------------|-----------------------------|-------|---------------------------|--|-------|---------------------------|------------------------------|-------|---------------------------|------|-------|--------------------------|--------------------------------|-------|---------------------------|---------------------------|-------|---------------------------|-----------------------------|
| V-45            | assembly                  | 4,933                            | <ul style="list-style-type: none"> <li>• 10-ton bridge crane – non-critical</li> </ul>  |            |                  |                                  |       |                           |                          |       |                     |                             |       |                           |  |       |                           |                              |       |                           |      |       |                          |                                |       |                           |                           |       |                           |                             |
| V-55            | assembly                  | 2495                             | <ul style="list-style-type: none"> <li>• 20-ton bridge crane – critical</li> </ul>  |            |                  |                                  |       |                           |                          |       |                     |                             |       |                           |  |       |                           |                              |       |                           |      |       |                          |                                |       |                           |                           |       |                           |                             |
| W-15            | assembly                  | 5,165                            | <ul style="list-style-type: none"> <li>• one 3,936 sq. ft. bay</li> <li>• door 13 ft high x 12 ft wide</li> <li>• 3-ton overhead crane with 10-ft hook height</li> <li>• approved for explosives</li> <li>• 6-ton bridge crane – non-critical</li> </ul>  |            |                  |                                  |       |                           |                          |       |                     |                             |       |                           |  |       |                           |                              |       |                           |      |       |                          |                                |       |                           |                           |       |                           |                             |
| W-40            | assembly                  | 5,255                            | <ul style="list-style-type: none"> <li>• Currently supports Vandal Program</li> <li>• 6-ton bridge crane (dual 3-ton trolleys) – non-critical</li> </ul>  |            |                  |                                  |       |                           |                          |       |                     |                             |       |                           |  |       |                           |                              |       |                           |      |       |                          |                                |       |                           |                           |       |                           |                             |
| W-65            | assembly                  | 13,255                           | <ul style="list-style-type: none"> <li>• 6 bays</li> <li>•• 6 assembly bays</li> <li>• pyrotechnic storage rooms</li> <li>• approved for explosives</li> </ul> <table border="1"> <thead> <tr> <th><u>Bay</u></th> <th><u>Doors HxW</u></th> <th><u>Crane(s) hook height (hh)</u></th> </tr> </thead> <tbody> <tr> <td>Bay 1</td> <td>17 ft 10 in x 23 ft 11 in</td> <td>2x10 ton bridge/20 ft hh</td> </tr> <tr> <td>Bay 2</td> <td>18 ft x 23 ft 11 in</td> <td>2x7.5 ton monorail/18 ft hh</td> </tr> <tr> <td></td> <td>17 ft 10 in x 23 ft 11 in</td> <td></td> </tr> <tr> <td>Bay 3</td> <td>17 ft 10 in x 18 ft 11 in</td> <td>2x3 ton monorail/19 ft hh</td> </tr> <tr> <td>Bay 4</td> <td>14 ft 11 in x 15 ft 11 in</td> <td>none</td> </tr> <tr> <td>Bay 5</td> <td>14 ft 11 in x 15 ft 1 in</td> <td>2x3 ton monorail/16 ft 5 in hh</td> </tr> <tr> <td>Bay 6</td> <td>14 ft 11 in x 23 ft 11 in</td> <td>2x3 ton monorail/16 ft hh</td> </tr> <tr> <td></td> <td>14 ft 11 in x 23 ft 11 in</td> <td></td> </tr> </tbody> </table> | <u>Bay</u> | <u>Doors HxW</u> | <u>Crane(s) hook height (hh)</u> | Bay 1 | 17 ft 10 in x 23 ft 11 in | 2x10 ton bridge/20 ft hh | Bay 2 | 18 ft x 23 ft 11 in | 2x7.5 ton monorail/18 ft hh |       | 17 ft 10 in x 23 ft 11 in |  | Bay 3 | 17 ft 10 in x 18 ft 11 in | 2x3 ton monorail/19 ft hh    | Bay 4 | 14 ft 11 in x 15 ft 11 in | none | Bay 5 | 14 ft 11 in x 15 ft 1 in | 2x3 ton monorail/16 ft 5 in hh | Bay 6 | 14 ft 11 in x 23 ft 11 in | 2x3 ton monorail/16 ft hh |       | 14 ft 11 in x 23 ft 11 in |                             |
| <u>Bay</u>      | <u>Doors HxW</u>          | <u>Crane(s) hook height (hh)</u> |   |            |                  |                                  |       |                           |                          |       |                     |                             |       |                           |  |       |                           |                              |       |                           |      |       |                          |                                |       |                           |                           |       |                           |                             |
| Bay 1           | 17 ft 10 in x 23 ft 11 in | 2x10 ton bridge/20 ft hh         |   |            |                  |                                  |       |                           |                          |       |                     |                             |       |                           |  |       |                           |                              |       |                           |      |       |                          |                                |       |                           |                           |       |                           |                             |
| Bay 2           | 18 ft x 23 ft 11 in       | 2x7.5 ton monorail/18 ft hh      |   |            |                  |                                  |       |                           |                          |       |                     |                             |       |                           |  |       |                           |                              |       |                           |      |       |                          |                                |       |                           |                           |       |                           |                             |
|                 | 17 ft 10 in x 23 ft 11 in |                                  |   |            |                  |                                  |       |                           |                          |       |                     |                             |       |                           |  |       |                           |                              |       |                           |      |       |                          |                                |       |                           |                           |       |                           |                             |
| Bay 3           | 17 ft 10 in x 18 ft 11 in | 2x3 ton monorail/19 ft hh        |   |            |                  |                                  |       |                           |                          |       |                     |                             |       |                           |  |       |                           |                              |       |                           |      |       |                          |                                |       |                           |                           |       |                           |                             |
| Bay 4           | 14 ft 11 in x 15 ft 11 in | none                             |   |            |                  |                                  |       |                           |                          |       |                     |                             |       |                           |  |       |                           |                              |       |                           |      |       |                          |                                |       |                           |                           |       |                           |                             |
| Bay 5           | 14 ft 11 in x 15 ft 1 in  | 2x3 ton monorail/16 ft 5 in hh   |   |            |                  |                                  |       |                           |                          |       |                     |                             |       |                           |  |       |                           |                              |       |                           |      |       |                          |                                |       |                           |                           |       |                           |                             |
| Bay 6           | 14 ft 11 in x 23 ft 11 in | 2x3 ton monorail/16 ft hh        |   |            |                  |                                  |       |                           |                          |       |                     |                             |       |                           |  |       |                           |                              |       |                           |      |       |                          |                                |       |                           |                           |       |                           |                             |
|                 | 14 ft 11 in x 23 ft 11 in |                                  |   |            |                  |                                  |       |                           |                          |       |                     |                             |       |                           |  |       |                           |                              |       |                           |      |       |                          |                                |       |                           |                           |       |                           |                             |
| X-15            | payload processing        | 5,740                            | <ul style="list-style-type: none"> <li>• collocated optical and crash/fire/rescue facilities</li> <li>• door 19 ft 10 in high and 18 ft 10 in wide</li> <li>• 3-ton overhead crane with 19-ft hook height</li> <li>• laboratory and office space</li> <li>• 1-ton stationary electric chain hoist – non-critical</li> <li>• 1-ton electric chain hoist – non-critical</li> <li>• 5-ton bridge crane – non-critical</li> </ul>   |            |                  |                                  |       |                           |                          |       |                     |                             |       |                           |  |       |                           |                              |       |                           |      |       |                          |                                |       |                           |                           |       |                           |                             |
| Y-15            | assembly                  | 8,240                            | <ul style="list-style-type: none"> <li>• one high bay (Bay 8)</li> <li>• seven other bays</li> <li>• approved for explosives</li> </ul> <table border="1"> <thead> <tr> <th><u>Bay</u></th> <th><u>Doors HxW</u></th> <th><u>Crane(s) hook height (hh)</u></th> </tr> </thead> <tbody> <tr> <td>Bay 1</td> <td>9 ft 6 in x 17 ft 6 in</td> <td></td> </tr> <tr> <td>Bay 2</td> <td>6 ft 10 in x 8 ft</td> <td></td> </tr> <tr> <td>Bay 3</td> <td>6 ft 10 in x 8 ft</td> <td></td> </tr> <tr> <td>Bay 4</td> <td>6 ft 10 in x 8 ft</td> <td>3-ton monorail/7 ft 10 in hh</td> </tr> <tr> <td>Bay 5</td> <td>6 ft 10 in x 8 ft</td> <td></td> </tr> <tr> <td>Bay 6</td> <td>6 ft 10 in x 8 ft</td> <td>3-ton monorail/7 ft 10 in hh</td> </tr> <tr> <td>Bay 7</td> <td>6 ft 10 in x 8 ft</td> <td></td> </tr> <tr> <td>Bay 8</td> <td>13 ft 7 in x 10 ft 10 in</td> <td>2-ton bridge/15 ft 10 in hh</td> </tr> </tbody> </table>   | <u>Bay</u> | <u>Doors HxW</u> | <u>Crane(s) hook height (hh)</u> | Bay 1 | 9 ft 6 in x 17 ft 6 in    |                          | Bay 2 | 6 ft 10 in x 8 ft   |                             | Bay 3 | 6 ft 10 in x 8 ft         |  | Bay 4 | 6 ft 10 in x 8 ft         | 3-ton monorail/7 ft 10 in hh | Bay 5 | 6 ft 10 in x 8 ft         |      | Bay 6 | 6 ft 10 in x 8 ft        | 3-ton monorail/7 ft 10 in hh   | Bay 7 | 6 ft 10 in x 8 ft         |                           | Bay 8 | 13 ft 7 in x 10 ft 10 in  | 2-ton bridge/15 ft 10 in hh |
| <u>Bay</u>      | <u>Doors HxW</u>          | <u>Crane(s) hook height (hh)</u> |   |            |                  |                                  |       |                           |                          |       |                     |                             |       |                           |  |       |                           |                              |       |                           |      |       |                          |                                |       |                           |                           |       |                           |                             |
| Bay 1           | 9 ft 6 in x 17 ft 6 in    |                                  |   |            |                  |                                  |       |                           |                          |       |                     |                             |       |                           |  |       |                           |                              |       |                           |      |       |                          |                                |       |                           |                           |       |                           |                             |
| Bay 2           | 6 ft 10 in x 8 ft         |                                  |   |            |                  |                                  |       |                           |                          |       |                     |                             |       |                           |  |       |                           |                              |       |                           |      |       |                          |                                |       |                           |                           |       |                           |                             |
| Bay 3           | 6 ft 10 in x 8 ft         |                                  |   |            |                  |                                  |       |                           |                          |       |                     |                             |       |                           |  |       |                           |                              |       |                           |      |       |                          |                                |       |                           |                           |       |                           |                             |
| Bay 4           | 6 ft 10 in x 8 ft         | 3-ton monorail/7 ft 10 in hh     |   |            |                  |                                  |       |                           |                          |       |                     |                             |       |                           |  |       |                           |                              |       |                           |      |       |                          |                                |       |                           |                           |       |                           |                             |
| Bay 5           | 6 ft 10 in x 8 ft         |                                  |   |            |                  |                                  |       |                           |                          |       |                     |                             |       |                           |  |       |                           |                              |       |                           |      |       |                          |                                |       |                           |                           |       |                           |                             |
| Bay 6           | 6 ft 10 in x 8 ft         | 3-ton monorail/7 ft 10 in hh     |   |            |                  |                                  |       |                           |                          |       |                     |                             |       |                           |  |       |                           |                              |       |                           |      |       |                          |                                |       |                           |                           |       |                           |                             |
| Bay 7           | 6 ft 10 in x 8 ft         |                                  |   |            |                  |                                  |       |                           |                          |       |                     |                             |       |                           |  |       |                           |                              |       |                           |      |       |                          |                                |       |                           |                           |       |                           |                             |
| Bay 8           | 13 ft 7 in x 10 ft 10 in  | 2-ton bridge/15 ft 10 in hh      |   |            |                  |                                  |       |                           |                          |       |                     |                             |       |                           |  |       |                           |                              |       |                           |      |       |                          |                                |       |                           |                           |       |                           |                             |


**Wallops Main Base**

| <b>Building</b> | <b>Function</b>    | <b>Sq.Ft.</b> | <b>Special Features</b>   |
|-----------------|--------------------|---------------|---|
| M-16            | payload processing | 19,290        | <ul style="list-style-type: none"> <li>• two bays 38 ft deep x 35 ft wide x 14 ft high</li> <li>• both are Class 100,000 clean rooms</li> <li>• each has Class 10,000 clean tent 23 ft x 19 ft x 12 ft high</li> <li>• door 12 ft high and 25 ft wide</li> <li>• 2x 1-ton electric chain hoists</li> <li>• manual trolley gantries</li> </ul> |

|       |                    |        |   |
|-------|--------------------|--------|---|
| M-20  | assembly           | 11,585 | <ul style="list-style-type: none"> <li>• single bay</li> <li>• end door 15 ft high and 25 ft wide</li> <li>• side door 13 ft high and 25 ft wide</li> <li>• approved for explosives</li> </ul>  |
| F-7   | Payload processing | 17,100 | <ul style="list-style-type: none"> <li>• 1&amp;1/2 ton manual chain hoist - critical</li> <li>• high bay 60 ft long x 30 ft wide x 40 ft high</li> <li>• high bay 60 ft long x 40 ft wide x 30 ft high (100K Clean room and Truck Lock)</li> <li>• other lab and office space</li> </ul>  |
| H-100 | payload processing | 14,400 | <ul style="list-style-type: none"> <li>• high bay 80 ft long x 40 ft wide x 62 ft high</li> <li>• intermediate bay 80 ft long x 40 ft wide x 40 ft high</li> <li>• end door into high bay 60 ft high x 20 ft wide</li> <li>• end door into intermediate bay 42 ft high x 40 ft wide</li> <li>• side door between the two bays 42 ft high x 45 ft wide</li> <li>• laboratory and office space</li> <li>• 20-ton bridge crane - critical</li> </ul> |

**Table 3-2. Launch Systems**

| Pad Number<br>Launcher Name                                       |   | Description  |
|---|---|--|
| <b>Pad 0A<br/>Commercial</b>                                      |   | The multilevel Conestoga launch complex for a commercial ELV can also support other launch vehicles up to 200,000 pounds maximum load.   |
| <b>Pad 0B<br/>MARS Launch Complex</b>                             |  | Designed for small to medium class ELVs up to 500,000 pounds maximum load.   |
| <b>Pad 1<br/>50K Launcher</b>                                     |  | The 50K launcher is rated as a 50,000-pound maximum design load launcher. It has a movable environmental shelter and a 45-foot, 6-inch overall boom length. It is shown with a base ring for the ARIES sounding rocket mounted under the rail. |
| <b>Pad 2<br/>Atlantic Research Corporation (ARC)<br/>Launcher</b> |  | The ARC launcher is rated as a 20,000-pound maximum design load launcher. It has a movable environmental shelter and a 38-foot overall boom length.  |
| <b>Pad 3B</b>   |  | Currently supporting the USN Coyote Program.   |
| <b>Storage<br/>Astro Met Launcher<br/>(AML)</b>                   |  | Rated as a 4,000-pound maximum design load launcher, the AML has a twin boom to accommodate single and multi-stage vehicles with an 18-foot, 8-inch overall boom length. Can be installed on Pad 2.  |

|  |   |  |
|--|---|--|
| <p><b>Storage<br/>20K Launcher<br/>(AML)</b></p> |  | <p>Rated as a 20,000-pound maximum design load launcher, it has a movable environmental shelter and a 37-foot overall boom length. Here the launcher is shown with the rail mounted environmental shelter pulled away. A launcher ring for the ARIES sounding rocket is mounted on the launcher.</p> |
|--|---|--|

### 3.2.2 Liquid Fueling Facilities

Wallops Research Range is fully capable of supporting spacecraft operations using monopropellant hydrazine. SCAPE<sup>1</sup> suits are available for hydrazine fueling operations. The suits are certified and come equipped with all hardware, air lines, communications, and portable, hand-held monitors. A cart is available for fuel transfer and contains a catch tank for inline waste product and a scrubber.

The WFF Liquid Fueling Facility (LFF) was conceived as a flexible, expandable, modular, and transportable launch service to accommodate emerging launch companies (ELCs) utilizing the MARS launch infrastructure on Wallops Island. Initial operating capability supports liquid oxygen/kerosene, hybrid suborbital, and small orbital vehicles. The system includes a flexible and expandable helium gas delivery system that can respond to a broad range of pressure feed system requirements. Commodity delivery and control systems have standard interfaces and can support distinct fueling functions presented by various vehicles. The LFF is designed to operate at different locations on Wallops Island and other launch sites as defined by NASA. Figure 3-12 depicts the LFF process flow.

---

<sup>1</sup> Self-Contained Atmospheric Protective Ensemble.

### 3.2.3 Radar Systems Facilities



Figure 3-14. RIR-706 Radar

Radar systems perform tracking and surveillance functions. Table 3-3 lists the significant characteristics of tracking radar systems and ground-based and airborne surveillance radar systems.

#### **Tracking Radar Systems**

Tracking radar systems provide accurate velocity and positional data of launch vehicles, balloons, satellites, and aircraft. The Research Range has three fixed (permanently installed) and four mobile (2 mobile systems where no concrete pad is required, and 2 transportable systems which do require a concrete pad) tracking radar systems. The fixed radar systems are the RIR-716C (Research Airport), RIR-706 (Mainland), and RIR-716C (Wallops Island). Figure 3-13 shows the RIR-706 radar system installed on the Mainland.

#### **Surveillance Radars**

Surveillance radars support the detection and tracking of surface and air targets operating on the Wallops range. These radar systems provide critical data required to assure the safety of public and non-participating aircraft and surface vessels operating in the vicinity of the Wallops range. In addition, these radars are necessary to perform safe and efficient control of range aircraft and surface vessels that support Research Range operations. The Mariners Pathfinder surface surveillance radar on Wallops Island and the ASR-7 air surveillance radar on the Wallops Main Base are fixed NASA owned systems that support these operations. The ASR-8 (owned by the United States Navy, and operated in partnership with NASA-Wallops) is an FAA-certified air surveillance radar located on Wallops Island. This radar system provides a shared air surveillance dataset to the Navy's Chesapeake Test Range at Patuxent River, and the Wallops Range Control Center, in addition to other users on the FAA National Air Space network. The AN/APS-143 is a state-of-the-art NASA owned airborne surface surveillance radar system that operates on an aircraft contracted by the US Naval Air Warfare Center – Aircraft Division at Patuxent River, MD.

#### **Weather Radars**



Figure 3-15. NPOL

The NASA Polarimetric Radar (NPOL), developed by a research team from Wallops Flight Facility, is an ultra-modern flat panel radar antenna that is fully portable and self-contained. Hexagonal in shape and 18 feet (5.5 meters) across, it requires no special site preparation and can be set up on a generally flat area anywhere in the world. The system can operate continuously, 24 hours a day, 7 days a week, measuring both rainfall amounts and physical characteristics of raindrops, such as size (see Figure 3-14).

Another weather radar, the TOGA (Tropical Ocean-Global Atmosphere) radar (Figure 3-15), is used by NASA's Tropical Rain Measuring Mission (TRMM) to provide ground validation data for the TRMM satellite. The TOGA radar has also been deployed in a variety of experiments, including installation on research ships in the mid-Pacific Ocean and South China Sea, collecting data on severe storms and tornadoes in Texas, the TRMM-LBA experiment in the Brazilian rainforest, and tracking migratory birds.



Figure 3-16. TOGA

The Hydrospheric and Biospheric Sciences Laboratory at Wallops provides more information on the NPOL and TOGA radars at <http://science.wff.nasa.gov/>.

**Table 3-3. Wallops Flight Facility and Airborne Radar Systems**

| WFF ID No. | Radar                                   | Wave Length Band | Peak Power Output (Watts) | Pulse Rate Frequency (pps)  | Beam-width (deg.)                 | Antenna Size (Meters) | Antenna Gain (dB) | Max-Range (KM) | 1-m <sup>2</sup> Skin Track (KM) | Range Precision (Meters) (rms) | Angle Precision (mils rms) | Tracking Velocity (deg/sec) |     |
|------------|---|------------------|---------------------------|-----------------------------|-----------------------------------|-----------------------|-------------------|----------------|----------------------------------|--------------------------------|----------------------------|-----------------------------|-----|
|            |   |                  |                           |                             |                                   |                       |                   |                |                                  |                                |                            | AZ                          | EL  |
| UHF        | ASRF                                    | UHF              | 1M                        | 320-960                     | 2.9                               | 18.29                 | 36                | n/a            | 1480                             | n/a                            | 2.0                        | 8                           | 8   |
| 4          | ASRF (SPANDAR)                          | S                | 1M                        | 160, 320, 640, 960          | 0.39                              | 18.29                 | 52.8              | 480 K          | 2200                             | 5                              | 1.0                        | 15                          | 15  |
| n/a        | ASR-7                                   | S                | 400 K                     | 713, 1200, others available | 1.5 (AZ)<br>csc <sup>2</sup> (EL) | 5.33 x<br>2.74        | 34                | 110 K          | 75<br>(Aircraft)                 | 1%                             | n/a                        | n/a                         | n/a |
|            | AN/TPX-42 <sup>2</sup>                  | L                | 2 K                       | 4:1 countdown to ASR-7      | 2.4 (AZ)<br>csc <sup>2</sup> (EL) | 8.33 x<br>0.46        | 21                | 463 K          | n/a                              | 1%                             | n/a                        | n/a                         | n/a |
| 5          | RIR-706 (Mainland)                      | C                | 3 M                       | 160,320,640,1280            | 0.39                              | 8.84                  | 51                | 60 K           | 1496                             | 3                              | 0.05                       | 20                          | 20  |
| 3          | RIR-716 (Island)                        | C                | 1 M                       | 160,320,640                 | 1.23                              | 3.66                  | 43                | 60 K           | 473                              | 3                              | 0.15                       | 45                          | 28  |
| 18         | RIR-716 (Airport)                       | C                | 1 M                       | 160,320,640                 | 0.71                              | 4.88                  | 46                | 60 K           | 630                              | 3                              | 0.1                        | 31                          | 28  |
| 2          | RIR-778C (mobile)                       | C                | 1 M                       | 160, 320, 640               | 1.5                               | 2.38                  | 38                | 60 K           | 251                              | 5                              | 0.24                       | 34                          | 34  |
| 8          | RIR-778C (mobile)                       | C                | 1 M                       | 160, 320, 640               | 1.5                               | 2.38                  | 38                | 60 K           | 251                              | 5                              | 0.24                       | 34                          | 34  |
| 10         | RIR-778C (transportable)                | C                | 1 M                       | 160, 320, 640               | 1.0                               | 3.66                  | 43                | 60 K           | 473                              | 3                              | 0.15                       | 34                          | 34  |
| 11         | RIR-778C (transportable)                | C                | 1 M                       | 160,320,640                 | 1.0                               | 3.66                  | 43                | 60 K           | 473                              | 3                              | 0.15                       | 34                          | 34  |
| n/a        | Mariners Pathfinder                     | X                | 20 K                      | 900, 1800, 3600             | 0.9@<br>3 dB (H)                  | 3.67 x<br>0.15        | 32                | 118            | n/a                              | n/a                            | n/a                        | n/a                         | n/a |
| n/a        | AN/APS-143B(V)3 <sup>3</sup> (airborne) | X                | 8 K (min.)                | 395, 750, 1513, 2491        | 3.1 (H)<br>7.0 (V)                | .635 x<br>0.305       | 31                | 250            | n/a                              | 1% max. range                  | n/a                        | n/a                         | n/a |

<sup>2</sup> A subsystem of the ASR-7.<sup>3</sup> This airborne surveillance radar is available through AirTec, Inc., at NAS Patuxent River.



### **Transponder Test Facilities**

The Transponder Test Facility is located in the Engineering Support Building, Radar Engineering Lab, E109 room 275. This is an automated test set, designed to measure the tolerances to which flight transponders have been set. This is a mobile test set-up that allows the equipment to be used at assembly buildings on the island as well as at E109 TTF. There are several test procedures which can be run to assure the reliability of the flight transponder. The test equipment meets NASA ESD requirements as per NASA Standard 8739.7 and all equipment calibration is kept current. Approximately 232 man hours per year is spent on flight transponder certification, recertification and equipment calibration each year dependent upon the number of projects.

**Electrical Performance Test** is designed to step the flight transponder through various combinations of performance, such as varying and measuring the interrogate frequency and at the same time looking at tuning tolerances and the point at which the reply pulse ceases. Other measurements include: Transmit frequency, code spacing, delay pulse, power, Current, PRF, Receiver Sensitivity and pulse jitter and others.

**Electrical Stress Test** is identical to the Performance Test with the exception that more data points are stepped through which results in a longer testing period, thus testing the stress (Electrical and Thermal) the flight transponder might experience in flight.

Transponder Set-up, is also performed at this facility. Some launches require multiple vehicles to be launched at close intervals. Thus, different codes are used to differentiate between vehicles and sometimes the different stages of vehicles. Generally, we set Interrogate and Reply frequencies, Delay, and Codes. These criteria are set to specifications set by the Range Commander Council. For example the Interrogate frequency is set to 5690 MHz, plus or minus 2 MHz.

**Transponder Test Set** is a bank of equipment set up to perform the various test criteria. Currently, it is made up of the following:

HP 5359A Time Synthesizer  
HP 54200 Digital Storage Scope  
HP 5370B Time Interval Counter  
HP 8673E Synthesized Signal Generator  
HP 437B Power Meter  
HP 8481A Power Sensor  
HP 5361B Microwave Frequency Counter  
Wavetek 859 Programmable Signal Generator  
Assorted attenuators, circulators and directional couplers.



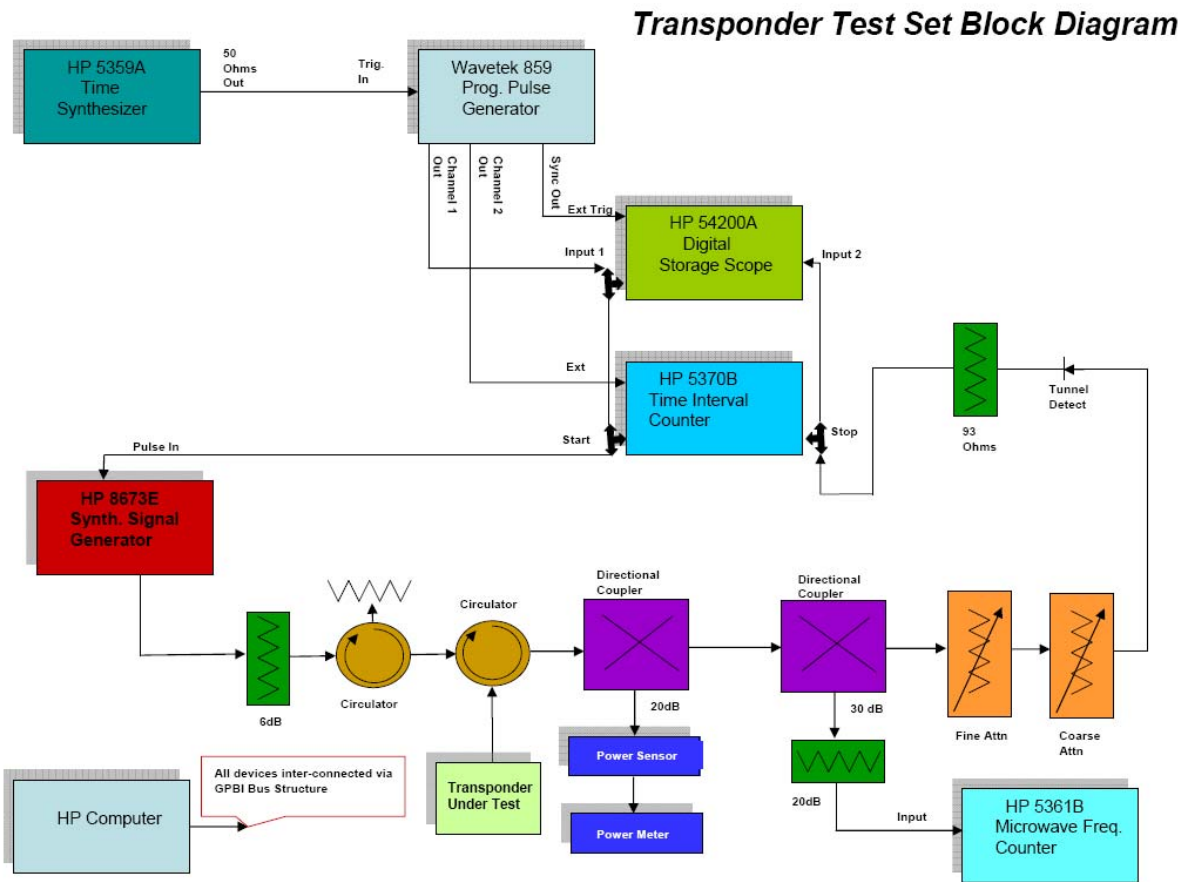


Figure 3-17. Transponder Test Facility Block Diagram

### 3.2.4 Telemetry Facilities

Telemetry (TM) facilities at the Research Range include a variety of antennas, receivers, and display instrumentation systems. Command uplink and metric tracking capabilities are also available.

Post-flight telemetry data can be distributed via magnetic tape, CD-ROM, and magneto-optical disks.

#### **Fixed Telemetry Systems**



Figure 3-18. Range TM Facility and WOTS

Telemetry systems consist of fixed range TM facilities and the WOTS (Wallops Orbital Tracking Station) collocated on Wallops Main Base. Figure 3-16 is a view of the fixed TM facilities, including the WOTS.

The WOTS primarily supports low-Earth orbit spacecraft; however, the WOTS facilities are flexible and can be used for range TM and share resources with the range TM systems. The WOTS has metric tracking and command uplink.

Tables 3-4 and 3-5 list the technical characteristics of the fixed TM systems.

#### **Transportable Telemetry Facilities**

WFF has transportable TM capabilities for use at other locations. Tables 3-6 through 3-8 list the technical characteristics of transportable TM systems available at Wallops (see following pages).

The Transportable Orbital Tracking Station (TOTS) was developed to provide a multi-mission transportable low-Earth orbit spacecraft tracking capability. The TOTS can also support vehicle and payload telemetry. The TOTS is S-band but could be upgraded to support X-band. The Research Range owns two TOTS. One system is located at WFF and the other is located at Poker Flat Research Range near Fairbanks, Alaska (Figure 3-17).



Figure 3-19. TOTS

**Table 3-4. Range Telemetry Systems****Receiving Characteristics**

| <b>Antenna Diameter/Type</b>                              | <b>Frequency Range</b>                          | <b>Polarization</b> | <b>G/T* (Minimum)</b>  | <b>Noise Temp. @ Degrees K</b>         |  | <b>Gain</b>   | <b>Tracking Modes</b>              | <b>Pedestal Type</b> |
|---|---|---------------------|--|--|--|---|------------------------------------|----------------------|
| LGTAS<br>2.4M/8 ft<br>2 Parabolic <sup>4</sup>            | 1435-1540 MHz<br>1650-1710 MHz<br>2200-2300 MHz | RHC/LHC             | 5.18 dB/K<br>@ 2.25 GHz  | 400 @ S-Band                           |  | L-Band: 28 dBi<br>1680 Band: 29 dBi<br>S-Band: 32 dBi | Auto<br>Slave<br>Manual<br>Program | AZ/EL                |
| MGTAS<br>7.3M/24 ft<br>2 Parabolic                        | 1400-2400 MHz                                   | RHC/LHC             | 13.5 dB/K @<br>2.2 - 2.4 GHz<br>11 dB/K @<br>1.4 – 1.75 GHz          | 200 @ 1.4-2.1 GHz<br>250 @ 2.2-2.3 GHz |  | 39 dBi @ 2250 MHz                                     | Auto<br>Slave<br>Manual<br>Program | AZ/EL                |
| 9M Parabolic  | 2.2-2.3 GHz                                     | RHC/LHC div         | 24 dB/K @ 2250<br>MHz  | 100 K                                  |  | 44 dBi @ 2250MHz                                      | Auto<br>Slave<br>Manual<br>Program | X-Y                  |
| 8M (TOTS)   | 2200-2400 MHz                                   | RHC/LHC div         | Tracking<br>>18db/K @ 2250<br>MHz<br>Data<br>>20.5db/K @<br>2250 MHz | 150 K                                  |  | 42.8 dBi @ 2250MHz                                    | Auto<br>Slave<br>Manual<br>Program | AZ/EL                |
| 8M (TOTS) at Poker<br>Flat, Alaska                        | 2200-2400 MHz                                   | RHC/LHC div         | Tracking<br>>18db/K @ 2250<br>MHz<br>Data<br>>21.5db/K @<br>2250 MHz | 140 K @ 2.25 GHz                       |  | 42.9 dB & 2.25 GHz                                    | Auto<br>Slave<br>Program           | AZ/EL                |
| 9M Redstone at Poker<br>Flat, Alaska                      | 2200-2400 MHz                                   | RHC/LHC div         | 19 dB/K  | 170 K @ 2.25 GHz                       |  | 40.3 dBi & 2.25GHz                                    | Auto<br>Slave<br>Manual            | AZ/EL                |
| 4.8M/16 ft<br>Parabolic Reflector                         | 1435-2300 MHz<br>(includes 1680)                | RHC/LHC div         | 11.0 dB/K<br>@ 2.25 GHz  | 300 K                                  |  | 34 dB   | Auto<br>Slave<br>Manual            | AZ/EL                |
| * G/T - Gain/System Noise Temperature or Figure of Merit. |   |                     |  |  |  |   |                                    |                      |

<sup>4</sup> The LGTAS (Low Gain Telemetry Antenna System) antennas reside atop building N-162.

**Table 3-5. Wallops Orbital Tracking Station****Receiving Characteristics**

| <b>Antenna Diameter/Type</b> | <b>Frequency Range</b>     | <b>Polarizations</b> | <b>G/T (Minimum)</b>                     | <b>Receiver Type</b> | <b>Up/Down Con. Freq.</b> | <b>Tracking Modes</b>                  | <b>Pedestal Type</b> |
|------------------------------|----------------------------|----------------------|--|----------------------|---------------------------|--|----------------------|
| 11M                          | 2.2-2.4 GHz<br>8.0-9.0 GHz | RHC/LHC div          | 23 dB/K @ 2300 MHz<br>35 dB/K @ 8500 MHz | SA-930               | P-Band<br>375 MHz         | Auto, Program,<br>Slave<br>(TOTS/7.3M) | AZ/EL<br>Train       |
| 5M<br>LEO-T                  | 2200-2300<br>MHz           | RHC/LHC div          | 16.7 dB/K @ 2250<br>MHz                  | 700-MR               | N/A                       | Program                                | AZ/EL<br>Train       |

**Transmitting Characteristics:**

| <b>Antenna Diameter/Type</b> | <b>Frequency Range</b> | <b>Polarizations</b> | <b>Transmitter Type</b> | <b>Power</b> | <b>EIRP</b> | <b>Tracking Modes</b>    | <b>Pedestal Type</b> |
|------------------------------|------------------------|----------------------|-------------------------|--------------|-------------|--------------------------|----------------------|
| 11M                          | 2025-2120<br>Mhz       | RHC/LHC              | Solid State Amplifier   | 200 W        | 97 dBmi     | Auto, Program,<br>Manual | AZ/EL                |
| 5M<br>LEO-T                  | 2025-2120<br>MHz       | RHC/LHC              | Solid State Amplifier   | 200 W        | 89 dBmi     | Program                  | AZ/EL Train          |

Check the On-line Applications Menu (Centralized Configuration Management System) at <http://gdms.gsfc.nasa.gov> to verify correct version prior to use.

**Table 3-6. Transportable Telemetry Systems**

| <b>Antenna Diameter/Type</b>   | <b>Frequency Range</b>                          | <b>G/T (Minimum)</b>                               | <b>Tracking Modes</b>   | <b>Pedestal Type</b> | <b>Trailer</b>                          | <b>Van</b>             | <b>Remarks</b>  |
|--|---|--|-------------------------|----------------------|---|------------------------|---|
| Antenna #1<br>3 M/10 ft<br>4 Section Parabolic   | 1435–1540 MHz<br>1650–1710 MHz<br>2200–2300 MHz | 7.1 dB/K<br>@ 2.25 GHz                             | Auto<br>Slave<br>Manual | AZ/EL                | n/a                                     | SVAN1<br>or 7M Van     | Skid-mounted with 20-ft. Condex   |
| Antenna #9<br>6.1M/20 ft<br>12 Section Mesh Parabolic; Wide band and Narrow band   | 1435–1540 MHz<br>2200–2300 MHz<br>2300-2400 MHz | >11.0 dB/K<br>@ 1.49GHz<br>>17.5dB/K<br>@ 2.25 GHz | Auto<br>Slave<br>Manual | AZ/EL                | 12.8M/42 ft flatbed w/ enclosed shelter | n/a                    | Antenna #9 can be shipped in a C-141 aircraft.  |
| Two 7-meter systems<br>7M/23 ft<br>12 Section Fiberglass Parabolic (rad-scan prime focus feed); 2 systems, Wide band and Narrow band | 1435–1540 MHz<br>2200–2300 MHz<br>2300-2400 MHz | >11.0dB/K<br>@ 1.49GHz<br>>18.5dB/K<br>@ 2.25 GHz  | Auto<br>Slave<br>Manual | AZ/EL                | 40-ft flatbed                           | 7M control van or SVAN | One 7M system can be deployed with 7M control van or two systems can be deployed simultaneous with the SVAN |

Check the On-line Applications Menu (Centralized Configuration Management System) at <http://gdms.gsfc.nasa.gov> to verify correct version prior to use.

**Table 3-7. Transportable Van Summary**

| <b>Van</b>                               | <b>Size</b>            | <b>Function</b>  |
|--|------------------------|--|
| Super Van<br>SVAN1                       | 14.8 meter<br>(48 ft.) | Multipurpose telemetry van equipped to support 3 antenna systems individually and simultaneously.                  |
| ANT #9 Van                               | 12.2 meter<br>(40 ft.) | 40-foot flatbed trailer with hydraulic erected 6.2-meter (20-ft.) tracker and 20-ft. long instrumentation shelter. |
| 40-ft ISO Hauler and TOTS<br>Control Van | 12.2 meter<br>(40 ft.) | Equipped to support pad-mounted 8-meter (26-ft.) TM antenna.   |

### 3.2.5 Command, Control, and Communications Facilities

The communications systems at the Research Range consist of the following components:

- HF/VHF/UHF radios
- Local area network (LAN), Internet, E-mail
- Telephone
- Frequency shift tone keying
- Technical Control<sup>5</sup> network terminal
- Cable plant
- High-speed data circuits
- Data transmission systems
- 12-channel intercom
- 40-channel intercom in the Range Control Center (RCC)
- Closed-circuit television systems
- Administrative Message Service (AMS)

#### Central Network Environment (CNE) / Guest Wireless Network Services (CNE-Guest)

Wallops Flight Facility has campus modern robust administrative and guest network services supporting popular network communication protocols such as E-mail, WWW, VPN and more. The CNE and CNE-Guest resources are available at nearly every location on the mainland and island facilities. These services support daily NASA and NASA contractors business activities. Visiting projects and their support personnel have convenient access to the CNE-Guest Wireless network services while conducting business at WFF

#### Wallops Range Ethernet Network (WREN)

Wallops Flight Facility is a pioneer in operational usage of state-of-the-art, high-speed, secure, and redundant enterprise network communication resources. The Wallops Range Ethernet Network, or WREN, supports mainland and island projects and inter-system communications. Likewise, the mobile WFF range assets are field deployable with modern communication capabilities suitable to meet mission requirements with ease. Typical day-to-day operational support of the WREN entails communication of Ethernet based LTAS and MDDF, E-LTAS/E-MDDF, radar and telemetry tracking data, RADAC, Stratum 1 NTP time servers, command and control of GPS Radio Sonde receivers, remote control over RADAR assets, Wind Weighting

<sup>5</sup> Formerly known as NASCOM (NASA Communications), Technical Control is the main RCC entry/exit point for processed and unprocessed data external to the RCC.



sensing and data processing, and secure data distribution to external customers.

### HF/VHF/UHF Radio System

The Wallops Range Air to Ground Radio system is comprised of transmitter systems located at U-55 and receiver systems located at N162. The radio system is integrated into the RCC intercom panels allowing users to use the radio system from the RCC. Twelve audio and radio key-line circuits connect the RCC with U-55 Transmitter Site to provide uplink audio for RF transmission to range users such as Aircraft or Ships. RF transmissions from range users is received at N162 Receiver Site, demodulated and the audio is routed to the RCC intercom panels. The system is typically used to support surveillance operations or any voice communications requirements needed in the bands. A bank of low power VHF/UHF transceivers located at the RCC is primarily for use by the Aeronautical Cab. This system is typically used for air field operations requiring low power close n communications. A VHF and UHF radio from this system is also extended to the Surveillance Room for use as a backup to the range radio system. The following table lists the assets available for control from the RCC and Project Aeronautical Control Cab.

| Frequency / Band                               | Modes      | Transmitter Location | Receiver Location | Number of Radios | Power output |
|--|------------|----------------------|-------------------|------------------|--------------|
| <b>Range Radios</b>                            |            |                      |                   |                  |              |
| 2-30 MHZ HF                                    | AM/LSB/USB | U-55                 | N-162             | 1                | 1KW          |
| 2-30 MHZ HF                                    | AM/LSB/USB | U-55                 | N-162             | 2                | 100W         |
| 118-136.975 MHZ VHF                            | AM         | U-55                 | N-162             | 8                | 50W          |
| 225-399.975 MHZ UHF                            | AM         | U-55                 | N162              | 8                | 50W          |
| <b>Project Aeronautical Control Cab Radios</b> |            |                      |                   |                  |              |
| 118-136.975 MHZ VHF                            | AM         | RCC CAB              | RCC CAB           | 3                | 20W          |
| 225-399.975 MHZ UHF                            | AM         | RCC CAB              | RCC CAB           | 2                | 20           |

The cable plant supporting communications systems includes extensive telephone, coaxial cable, and fiber optic cables interconnecting WFF facilities. Varied combinations of multimode and single mode fiber optic cable connect launch pads and blockhouses. Copper twisted pair cable is available for telephone, intercom, timing, and data transfer. All major buildings contain coaxial TV cable for the RF distribution system.

The frequency shift tone keying system provides remote control of events and devices such as cameras and command transmitters.

The communications systems are flexible and can be configured to fit user requirements. These systems provide the means for managing operations at the Research Range and communicating and coordinating with related operations in other geographic areas.

### 3.2.6 Data Systems

Data are acquired during mission operations from radar, telemetry, optical, meteorological, and timing systems. A variety of data systems acquire, record, and display information in real time for science, control, and monitoring flight performance. Wallops has the capability to provide data in processed parameters and formats specified by the user. Data can be recorded on disk and magnetic tape in various formats. Optically derived data are available on videotape and film. Videotapes of real-time displays in the RCC can be provided.

Tracking data can be transmitted to remote locations in two formats: Minimum Delay Data Format (MDDF) and Launch Trajectory Acquisition System (LTAS) format. MDDF data are raw radar data (range azimuth/elevation versus time of day relative to radar pedestal). LTAS data are smooth radar data relative to the center of the Earth.

Inertial Navigation System (INS) and Global Positioning System (GPS) on-board flight system data can be received at Wallops by telemetry and can be converted to LTAS format.

### **3.2.7 Command Systems**

UHF command systems provide control of airborne vehicle (rocket, balloon, or aircraft) functions for on-board experimental devices. The systems also provide flight termination for range safety purposes. There are fixed and mobile system capabilities. Omni and quad-helix antennas are available at the fixed site. The mobile systems utilize single helix antennas. Command systems feature failover redundant transmitters and antennas. A typical configuration has 20 IRIG (Inter-Range Instrumentation Group) tones available for modulation.

The fixed command system at the Research Range can be controlled by the Range Safety Officer in the RCC or from building U-55 on the Mainland (Table 3-9). The Mobile Command System provides the same functionality as U-55 for down-range or off-axis support. The Mobile Range Control System contains all computer systems necessary to act as a stand alone RCC. Additionally, it houses a command destruct system identical to that found in the Mobile and Fixed command systems. The Mobile Command System and the Mobile Range Control System (Table 3-10) also serve as communications hubs for co-located assets such as Radar and Telemetry systems.

Building U-55 houses various systems that support U.S. Air Force Eastern Range (ER) high inclination launches. Among these systems are two 4-kilowatt transmitters that are modulated with SECOM (Secure Command) modulators. The transmitters use WFF quad-helix antennas and are remotely controlled from the ER Range Operations Control Center (ROCC) via two communications links.

**Table 3-8. Fixed Command Systems**

**Fixed Command System (Building U-55)**

| Transmitters                                 |  |  | Antennas   |       |              |
|--|--|--|--|-------|--------------|
| Type   | Frequency                                | Power  | Type/Control   | Gain  | Polarization |
| (2) Ophir RF<br>XRF-232<br>1kW               | 406-450 MHz<br>FM<br>IRIG Tones          | <ul style="list-style-type: none"> <li>Commercial AC</li> <li>2 generators and UPS for redundant system</li> </ul> | (2) Canoga quad-helix; radar slaved or manual control              | 16dB  | LHC          |
|  |  |  | (2) Orbit quad-helix; radar slaved or manual control               | 18dB  | LHC          |
|  |  |  | (2) Omni   | 0 dB  | Vertical     |
| (2) ALEPH<br>CTS-100<br>1 kW                 | 406-450 MHz<br>FM<br>IRIG Tones          | <ul style="list-style-type: none"> <li>Commercial AC</li> <li>2 generators and UPS for redundant system</li> </ul> | (2) Canoga quad-helix radar slaved or manual control               | 16dB  | LHC          |
|  |  |  | (2) Orbit quad-helix; radar slaved or manual control               | 18 dB | LHC          |
|  |  |  | (2) Omni   | 0 dB  | Vertical     |
| (2) Zeta<br>System 1048<br>4 KW <sup>6</sup> | 406-450 MHz<br>FM<br>IRIG Tones<br>SECOM | <ul style="list-style-type: none"> <li>Commercial AC</li> <li>2 generators and UPS for redundant system</li> </ul> | (2) Orbit quad-helix; radar slaved or manual control               | 18 dB | LHC          |
|  |  |  | (2) Canoga quad-helix; radar slaved or manual control <sup>7</sup> | 16dB  | LHC          |

**Table 3-9. Mobile Command Systems**

| Transmitters                          |                                 |       | Antennas  |       |              |
|---------------------------------------|---------------------------------|-------|---|-------|--------------|
| Type                                  | Frequency                       | Power | Type/Control  | Gain  | Polarization |
| <b>Mobile Command System #1A</b>      |                                 |       |   |       |              |
| (2) Ophir RF<br>XRF-232<br>1 kW       | 406-450 MHz<br>FM<br>IRIG Tones | UPS   | (2) Single-helix, pneumatic mast to 45 feet, radar slaved or manual control | 15 dB | LHC          |
| <b>Mobile Range Control Center #2</b> |                                 |       |   |       |              |
| (2) Ophir RF<br>XRF-232<br>1 kW       | 406-450 MHz<br>FM<br>IRIG Tones | UPS   | (2) Single-helix, pneumatic mast to 45 feet, radar slaved or manual control | 15 dB | LHC          |

<sup>6</sup> This system is currently used only to support Eastern Range launches.

<sup>7</sup> Antennas are available, but not Certified by ER.

### 3.2.8 Frequency Monitoring

Communications are supported by frequency monitoring equipment and frequency spectrum allocation management and coordination capabilities. The Frequency Monitoring System is used to monitor the frequency spectrum and for the detection and location of radio-frequency interference (RFI) sources. The Research Range is capable of monitoring frequencies to 22 gigahertz.

### 3.2.9 Timing

The Master Timing Station (MTS) provides time synchronization and coordination of range activities. The system provides for the distribution of time codes, reference signals, and Program Time (countdown) information to all required locations. The Time-of-Year (T.O.Y.) system is synchronized to the GPS constellation of satellites. The GPS time transfer unit is used to synchronize the Master Timing System and its remote sites. The codes are received and amplified at the various remote user sites for a variety of functions, including use with recorders, oscillographs, camera events, and for driving remote timing displays. Program Time provides a visual count status and programmable function control (sequencer) for events. Synchronous generators and translators at sites provide for fail-safe operations, propagation delay correction, and translation of received time codes to other codes (e.g., IRIG-A, IRIG-G) and reference signals.

The following time codes are available:

NASA 28-bit, NASA 36-bit, RIG-B, IRIG-E, IRIG-H, IRIG-A, IRIG-G, Multiplexed Time Code (ASCII).

### 3.2.10 Research Airport

The WFF Research Airport is located on the Main Base. See Figure 3-2 for an aerial view of the Wallops Main Base, including the Research Airport. Figure 3-17 shows the Research Airport and associated facilities. There are three runways, two taxiways, three ramps, and one hazardous cargo loading area in active service. The runway dimensions are

- 10-28 – 8,005 feet by 200 feet
- 04-22 – 8,750 feet by 150 feet
- 17-35 – 4,810 feet by 150 feet

The taxiways that service these runways are parallels of 04-22 and 10-28. Two ramps adjoin the two active hangars. The hazardous cargo loading area adjoins the approach end of runway 17.

All runways, with the exception of 35, are configured with FAA-approved circling and straight-in approaches. Runway 04-22, the primary research runway, has a test section with a variety of surface textures and materials for runway research projects. Runway features include the following:

- A grooved section for runway friction research
- A water test section for aircraft water ingestion tests
- A runway-to-taxiway high speed turnoff
- E-28 arresting gear
- GPS

### **Instrumentation and Facilities**

To provide precision tracking for airborne research programs, a RIR-716C C-band radar (Radar 18) with an integrated laser tracking system (LTS) is located on the airport at the Aeronautical Research Radar Complex. This radar can provide an aircraft with Instrument Landing System (ILS) reference data to any WGS-84 point within 50 nautical miles of the Research Airport. Precision approach path indicators (PAPI) are installed on all runways. Control tower support is available. Annotations on Figure 3-18 indicate the locations of facilities at the Research Airport. For more detailed descriptions, consult 830-AFOH-0001, *Airport Facility and Operations Handbook* at <http://wacop.wff.nasa.gov/AOPub.cfm>.

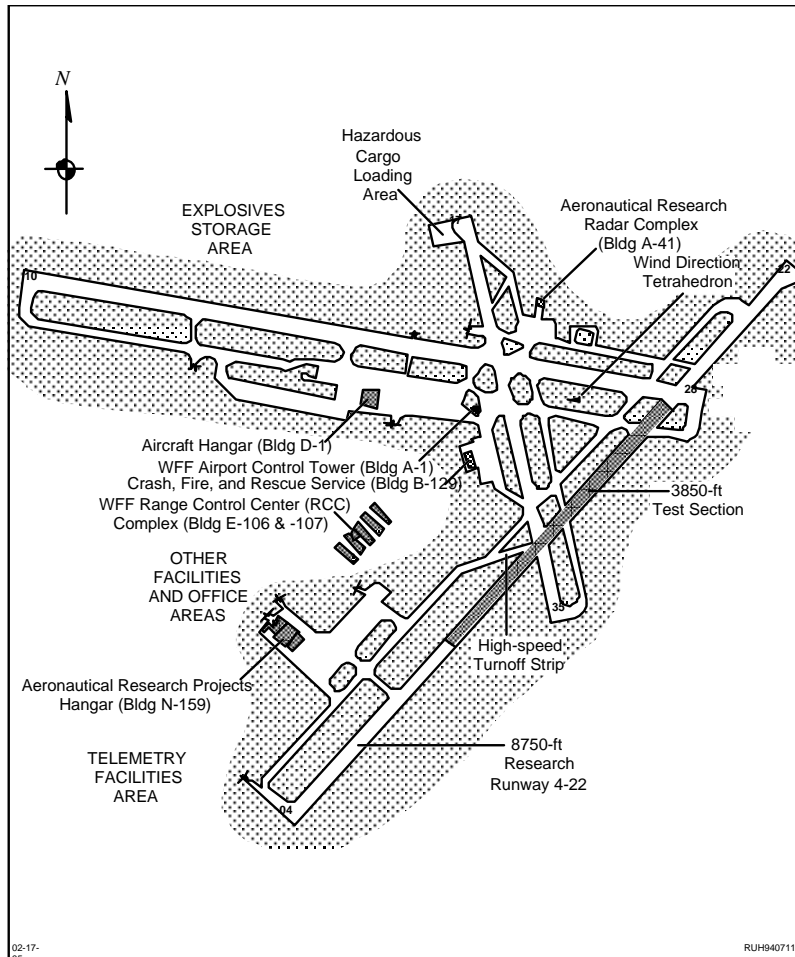


Figure 3-20. WFF Research Airport with Associated Facilities

## **Support and Services**

The following support and services can be provided at the Research Airport with prior arrangement:

- Hangar space
- Minor and temporary repairs
- Fuel services for JP-5
- Ground power units
- Aircraft towing
- Rollaway stairs
- Oxygen service, both liquid and gaseous
- Local and national meteorological information
- Flight planning support
- First aid and emergency treatment
- Hazardous cargo handling
- Night operations support
- Support for aircraft carrying combat ordnance

Hangar, office, and shop space are available for approved aircraft projects and vary in size and location. Since Wallops is equipped to effect only minor or limited repairs to transient aircraft, maintenance personnel should accompany project and R&D aircraft when engaged in flight operations at Wallops. Limited assistance may be provided for minor repairs.

Fuel services are available for U.S. Government program aircraft during normal working hours and at other times by prior arrangement. Fuel is dispensed from trucks equipped with single point refueling fittings.

Additional information regarding airport use is available on the Wallops Web site at <http://wacop.wff.nasa.gov/AOAirport.cfm>.

### **3.2.11 Range Control Center (RCC)**

The focal point for all Research Range operations is the RCC located in building E-106 on the Main Base. Data from the range support instrumentation (e.g., closed circuit TV, radar and TM data) are acquired, processed, and made available for video display throughout the facility. This data assimilation, in conjunction with communications and command links, facilitates the coordination control and safe conduct of WFF missions. The Range Data Acquisition and Computation (RADAC) System supports the RCC with redundant real-time data support, including impact prediction, for range safety and other Research Range requirements. The RADAC System provides a quick and flexible selection of data sources and displays. The video switching network is the primary means of distributing data in the RCC. Critical instrumentation is supported by uninterruptible power supplies (UPS) and a backup power generator.

The RCC is composed of collocated rooms devoted to range control functions:

- Mission Control Room (MCR)
- Data Acquisition and Processing Room
- Range Safety Room
- Secure Room
- Surveillance and Downrange Communications Room
- MCR Observation Areas
- Aeronautical Projects Control Room
- Automatic Data Processing Room
- Instrumentation Room
- Weather Forecast Office

The Project Manager can provide information on the RCC communications, data systems, and other capabilities available to support a project at the Research Range.



### RCC Mission Control Room

The MCR is two stories high and features large screen video displays, eight generic mission controller consoles, a raised Test Director area, and a VIP area. Figure 3-20 is a panoramic view of the MCR from the Test Director's console; Figure 3-21 is the layout of the MCR.

Typically, mission controller stations 1 through 4, 6 and 8 are available to support range user functions. Additional console space can be made available for some missions in the adjacent Surveillance and Downrange Communications Room and/or the RCC Secure Room.



Figure 3-21. RCC MCR

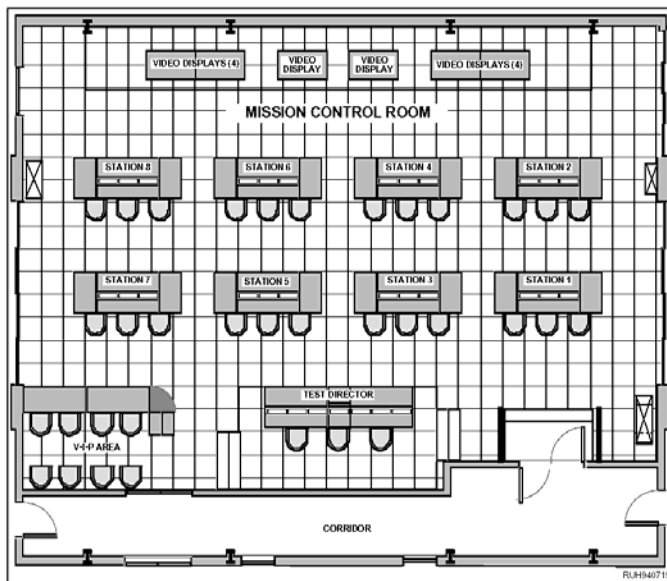


Figure 3-22. Layout of RCC Mission Control Room

The eight mission controller stations have a standard configuration for video and data display; however, the selection of information and data displayed is very flexible. The configuration and selection of the displays and data sources can be pre-selected and changed during an operation, if required. Various consoles have Silicon Graphics workstations and/or PCs to provide additional real-time data displays.

Figure 3-22 is a typical mission controller station with video display and communications and control devices. The video displays are shown in the background.

Figure 3-23 illustrates the data and communications available at each station.



Figure 3-23. Mission Controller Station

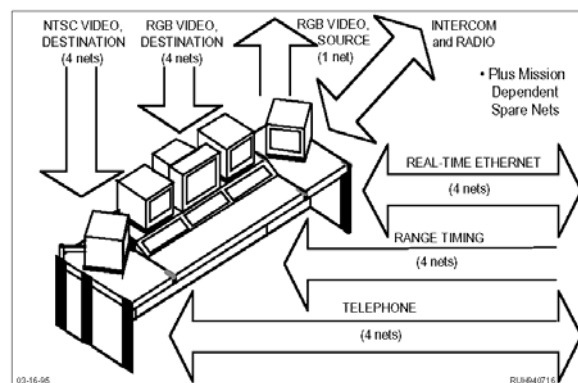


Figure 3-24. Data Interfaces

### **Data Acquisition and Processing Room**

The Data Acquisition and Processing Room is adjacent to the MCR. Radar, TM, and other range data are checked for quality and selected for display from this room. The room is separated from the MCR by a glass wall with sliding glass doors.

### **Range Safety Room**

The Range Safety Room is adjacent to the MCR and is the focal point for ground and flight safety operations. The functions performed in the Range Safety Room are wind weighting, monitoring of preflight and flight parameters, and control of the Flight Termination System. The room is separated from the MCR by a glass wall with sliding glass doors.

### **Secure Room**

The Secure Room is adjacent to the Range Safety Room and the MCR. A secure environment can be established for encrypted communications systems, if required. User-provided equipment can be accommodated.

### **Surveillance and Downrange Communications Room**

This room is adjacent to the Data Acquisition and Processing Room. Surveillance consoles provide communications, computation, and displays for range surveillance and clearance functions. In addition, two remote radar consoles, one for the ASR-7 and one for the Mariners Pathfinder radar, provide radar control and range surveillance information. This room is separated from the MCR by a glass wall and sliding glass door.

### **MCR Observation Areas**

There is a glassed-in balcony on the third floor between buildings E-106 and E-107, which overlooks the MCR. The balcony will accommodate approximately 30 visitors.

### **Aeronautical Projects Control Room (APCR)**

The APCR on the fourth floor between buildings E-106 and E-107 provides visual observation of the Research Airport, including research runway 04-22 and aeronautical project activities in the surrounding area. The APCR has mission controller consoles identical to those in the MCR, which provide communications and data display for monitoring and control of aeronautical projects. Figure 3-24 shows the layout of the APCR.

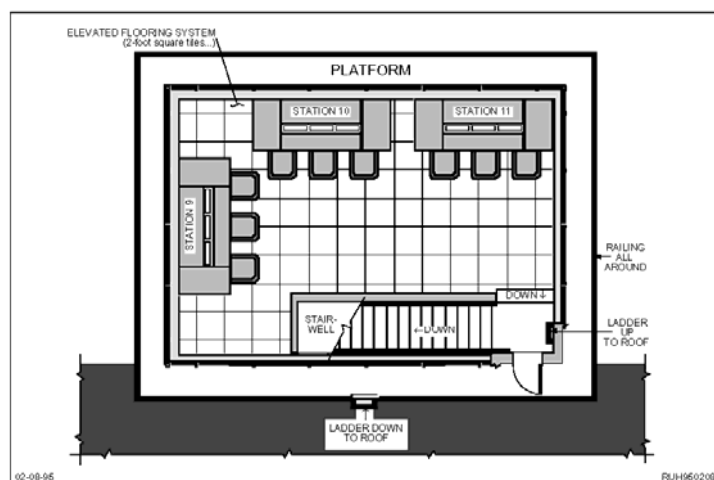


Figure 3-25. RCC 4<sup>th</sup> Floor Aeronautical Projects Control Room

## **Automatic Data Processing (ADP) Room**

The ADP Room contains two Silicon Graphics Inc. Origin 300 computer systems: the Data Quality Computer A (DQCA) and the Data Quality Computer B (DQCB). The DQCA and DQCB compose the RADAC, providing redundant real-time support to the RCC.

These computers provide post-mission data analysis, general data reduction, and range operations support, such as real-time processing, local and remote multi-batch processing, interactive communications, and time-sharing.

The systems use the SGI IRIX Operating System, Release 6.5.20, and a SGI provided C compiler. Command and Control Technologies Inc. provides a toolkit which, combined with the WFF libraries and custom applications, processes user data and provides real-time flight position data to Range Safety displays. The SGI computers are networked to share data with the Iris Mission Graphics Workstations as well as the entire Range Mission Network.

## **RCC Instrumentation Room**

The Instrumentation Room provides the primary interface with internal and external RCC communications, as well as the control for data distribution within the RCC. The primary support instrumentation based in the Instrumentation Room is listed below:

- Frame for twisted pair interface to external points and distribution of RCC data and communications. These pairs support telephone, range intercom, remote radio circuits, command remote, tone keying, timing data, radar data, and Technical Control.
- Fiber optic cable system interface, which supports video, high-speed data, and access to the WFF LAN.
- Video Switching Network, a two-level computer setup and control.
- NRSC: 50-source input by 120 destination output.
- RGB: 50-source input by 100 destination output.
- Technical Control access, which provides real-time voice and data communications with other locations through the Technical Control network.
- Programmable intercom for range communications, which provides patchable radio, telephone, SCAMA (Switching, Conferencing, and Monitoring Arrangement), and range operations channels.

## **Weather Forecast Office**

The Weather Forecast Office provides daily forecasts and other meteorological information in support of all WFF activities, including targeted forecasts upon request. National, regional, and local weather data are available. Data sources include the Leading Environmental Analysis and Display System (LEADS); several lightning detection systems; field mills, which measure lightning potential; and a full complement of local surface instruments to measure wind, temperature, pressure, dew point and cloud height.

A daily forecast briefing covering the upcoming 12 hours is broadcast at 10 a.m. over the WFF closed circuit television. A forecast of the upcoming 36 hours is prepared in the afternoon and is available from the Weather Forecast Office. Weather briefings are available by telephone

upon request, and the daily 12- and 36-hour forecasts are placed on a telephone recording (extension 2291) at 10 a.m. and 2 p.m.

Other weather and video switching network information is available on the WFF closed circuit television network:

- Weather radar display originating from the National Weather Service (NWS) radar.
- Local weather conditions, including upper winds, based on sensors at WFF.
- National Lightning Detection Network displays.

### **3.2.12 Meteorological Facilities**

Various meteorological facilities support launch operations. Fixed, balloon-borne, and optical sensors are available for obtaining atmospheric data. Current weather data from weather sensors on the Main Base and Wallops Island are continuously displayed on the local WFF closed circuit TV system, and the data can be made available remotely via modem interfaces. An Ionosphere Sounding Station provides detailed data on the ionosphere characteristics. Lightning detection systems discussed in 3.2.13 display lightning conditions locally and over the United States.

### **3.2.13 Wallops Geophysical Observatory (WGO)**

The Wallops Geophysical Observatory (WGO) allows scientists, principal investigators, and other experimenters to conduct measurements from ground-based test equipment. The WGO is intended to augment and enhance flight vehicle-based test equipment during scientific missions. Eventually, the facility will include a fully integrated network of devices accessible locally at the Range Control Center and through connectivity to the NASA Intranet and World Wide Web. Additional information on the WGO can be found in 802-HDBK-0002, *Wallops Flight Facility Geophysical Observatory Handbook*. See <http://sites.wff.nasa.gov/multimedia/docs/WGO2007.pdf> to download the WGO Handbook.

### **Atmospheric Sciences Research Facility (ASRF)**

The ASRF houses the atmospheric radar installed on Wallops Mainland. The facility possesses unique capabilities for atmospheric data acquisition, processing, display, and recording. Past studies have contributed to the understanding of atmospheric turbulence, cloud and precipitation development and dynamics, lightning discharge characteristics and distribution patterns, as well as the effects of precipitation on the transmission of electromagnetic radiation. Permanent data acquisition systems available at the ASRF include two high-power radar systems (one S-band and one UHF-band) and an Environmental Data Acquisition and Recording System (EDARS).

The following lightning characterization systems also support range operations:

- Lightning Detection and Ranging (LDAR) System is a time-of-arrival system that measures, locates, and displays intercloud, intracloud, and cloud-to-ground lightning discharges.
- National Lightning Detection Network (NLDN) is a magnetic direction finder antenna network that displays cloud-to-ground lightning strike locations within the continental United States.
- Extremely Low Frequency (ELF) Lightning Measurement System detects lightning activity at very long ranges.

- Electric Field Measurement System aids in determining the probability of and detection of local lightning activity.
- Sferics System measures electromagnetic radiation from lightning discharges at different frequencies.

The ASRF and SPANDAR (S-band space and range radar) are shown in Figure 3-25. Additional information on the ASRF is in *An Experimenter's Guide to the NASA Atmospheric Sciences Research Facility*, March 1994.



Figure 3-26. ASRF and SPANDAR



### 3.2.14 Optical and Television Facilities

The WFF Optical and Television Facilities provide operations and maintenance of photographic, production, and television services and equipment for Wallops Flight Facility and other locations around the world.

#### Optical Section

The Optical group performs these and other functions:

- Still photography using digital media. Controlled-environment photography is accomplished in a studio. Photographers are on call for any reporting or documentary, and photo coverage of range activities.
- Process and Printing Laboratory processes and reproduces black and white and color still photographs using photo editing computers and (ink jet and dye sublimation) printers.
- Tracking and instrumentation operations are based primarily at Wallops Island to support sounding rocket launches, aircraft, UAV, ELV launches, and balloon programs. WFF camera domes enclose fixed and tracking cameras used to photograph and videotape launches and operations from Wallops Island and the Main Base airfield. Mobile equipment, cameras, and lenses are transported to remote sites to track, photograph, and transmit coverage of projects. Digital timing can provide precision timing on data products for range users at Wallops and remote locations. Figure 3-26 shows camera locations on Wallops Island and Mainland. Table 3-11 lists camera capabilities
- Archive is an electronic data management system for all still photographs created for all Wallops partners. Negatives, digital media, and proof prints are stored in-house or in a special records storage area. Retrieval of any image is possible within a short time.

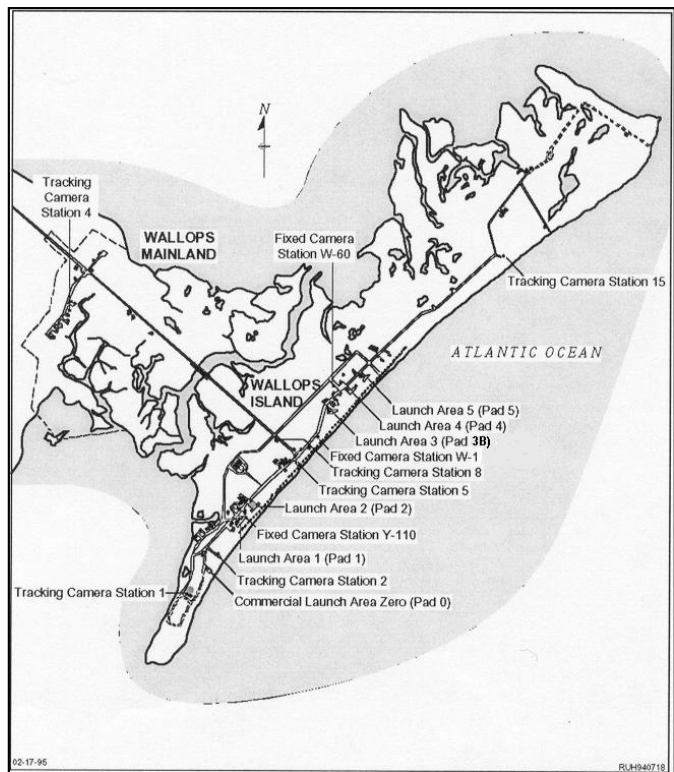


Figure 3-27. Optical Tracking Stations

**Table 3-10. GSFC/WFF Photo Optical Systems**

| <b>I.D. No.</b>      | <b>Station</b>    | <b>System Type</b>  | <b>Track Modes</b> | <b>Tracking Rates</b> | <b>Camera Type</b>                  | <b>Lens Focal Length</b>               | <b>Environmental Control</b> |
|----------------------|-------------------|---------------------|--------------------|-----------------------|-------------------------------------|--|------------------------------|
| #2                   | Tracking          | SOT MK 51           | AZ/EL Manual       | Manual                | Video                               | <u>15-inch</u><br>12-inch              | 10-foot<br>Astrodome shelter |
| #4                   | Tracking          | IFLOT MK 3A         | AZ/EL Manual       | 30°/sec               | Video                               | <u>80-inch</u><br>40-inch              | 12-foot<br>Astrodome shelter |
| #5                   | Tracking          | SOT MK 51           | AZ/EL Manual       | Manual                | Video                               | <u>10 - 20 inch</u><br>ZOOM            | 10-foot<br>shelter           |
| #8                   | Tracking          | IFLOT MK 1          | AZ/EL Manual       | 22°/sec               | Video                               | <u>40-inch</u><br>40-inch              | 12-foot<br>Astrodome shelter |
| #9                   | Tracking          | IFLOT MK 3 (Mobile) | AZ/EL Manual       | 32°/sec               | Video                               | <u>40-inch</u><br>80-inch              | N/A                          |
| #11                  | Tracking          | IFLOT MK 1 (Mobile) | AZ/EL Manual       | 22°/sec               | Video                               | No camera or lens assigned             | N/A                          |
| #15                  | Tracking          | IFLOT MK 3          | AZ/EL Manual       | 32°/sec               | Video                               | <u>80-inch</u><br>80-inch              | 12-foot<br>Fixed Shelter     |
| 1-<br>Mobile<br>Dome | Fixed             | Stationary Mount    | Fixed              | N/A                   | <u>Video</u><br>Sequence<br>Digital | <u>12-mm to 12-in</u><br>6- to 12-inch | 8-foot<br>Mobile Shelter     |
| 2-<br>Mobile<br>Dome | Fixed<br>Tracking | Tracking            | AZ/EL<br>Manual    | N/A                   | <u>Video</u><br>Sequence<br>Digital | <u>12-mm to 12-in</u><br>6- to 12-inch | 10-foot<br>Mobile<br>Shelter |

Check the On-line Applications Menu (Centralized Configuration Management System) at <http://gdms.gsfc.nasa.gov> to verify correct version prior to use.



## **Television Section**

The Television Group performs these and other functions:

- Video capture, editing, and reproduction to produce videotapes and DVDs in support of WFF activities and special projects. The Television Section provides videotaping in four main formats for data capture. A television postproduction facility is available for prompt editing, broadcast, and reproduction of high quality data.
- Video distribution, Two CATV head ends provide the capability for a multi-channel cable television system to distribute video from many diverse sources to Wallops facilities, including the Visitor Center, Management Education Center (MEC), U.S. Navy facilities, and the NOAA Weather Data Acquisition Center. Video sources from satellite, real-time range, or computer generation are directly linked to the cable system and, therefore, instantly available to the network.
- Surveillance cameras are positioned in many areas of the main base and island. These cameras can be remotely controlled. They are used by the Test Director and range users to safely monitor range activities.

## **Production**

The production group performs these and other functions:

- Production of multimedia based products including web page design and maintenance to meet customer request for use in marketing and public relations.

### **3.2.15 Recovery Facilities**

U.S. Government and contractors provide recovery services for ocean surface, subsurface, and land operations. Visual and electronic search techniques are employed to locate objects impacting on the ocean surface and land areas. Electronic search employs aircraft- or ship-mounted beacon receiving (homing) equipment in conjunction with homing transmitters attached to the objects to be recovered.

Subsurface recovery utilizes sonar pinger locating equipment in conjunction with sonar pingers (transmitters) attached to the object to be recovered. Side-scan sonar, underwater TV, and dragline equipment are also employed to locate subsurface objects for recovery. Retrieval of subsurface objects can employ scuba and hardhat divers and underwater remote control retrieval units.

### 3.2.16 Unmanned Aerial Vehicles (UAVs)

The Aircraft Office at Wallops manages NASA's Low Altitude Airborne Science Project, which utilizes different aircraft assets, including UAVs, for science and surveillance projects.



The Range and Mission Management Office (RMMO) manages and conducts all UAV operations.

The Wallops UAV runway is located on the south end of Wallops Island. The runway is 1,500 feet long with 50-foot wide asphalt and 20-foot wide grass landing strips. Commercial UAV manufacturers and other users conduct product trials, pilot training, and science missions from the runway and landing strips. The runway provides immediate ocean access, and saves a 5-mile flight from the Main Base. Power, communications and data network access are available on site.

Figure 3-28. UAV Runway on Wallops Island

The UAV Control Center (CC), located in the Aeronautical Control Cab in Building E-106A is part of WFF's main Range Control Center (RCC). The area has the capability to be configured for multiple RCC functions including a major mission emergency response center and research runway project control site. However, the primary role of this area is in supporting UAV design, testing and flight operations as a UAV CC. Project personnel in the UAV CC can access all the resources of the main RCC to ensure safe operations while conducting a UAV mission.

The UAV Test and Integration Facility is located in hangar N-159. This facility provides an ESD-certified test and integration laboratory accessible directly from the main floor of the hangar. Lab test benches and access to the full range of power and communications services are included. Adjacent office space and conference room facilities are also available to UAV project teams.

For more information on the UAV Program at Wallops, see 840-HDBK-0002, *Wallops Flight Facility Uninhabited Aerial Vehicle (UAV) User's Handbook* which can be found at <http://sites.wff.nasa.gov/multimedia/docs/UAV2005.pdf>.

### 3.2.17 Fabrication Facilities

Wallops has a fully equipped machine shop that can provide electronic, electrical, and mechanical support. The 26,000 square foot machine shop includes a large selection of Computer Numerically Controlled (CNC) mills and lathes, manual machines, sheet metal fabrication, welding, and heat-treating facilities. Capabilities include full CAD/CAM implementation in developing and fabricating mechanical systems, optical instrumentation, and payload components for flight research. The fabrication area performs functions such as sounding rocket launcher refurbishment, and design and fabrication of mobile telemetry and mobile radar support vans and antenna systems. The machine shop includes mechanical technician laboratories for assembly of scientific sounding rocket payloads. While the facility

primarily supports the Sounding Rocket Program, it regularly supports other NASA and reimbursable projects. The facilities are managed through the NASA Sounding Rocket Operations Contract (NSROC). A more comprehensive description of mechanical and electrical fabrication capabilities is available in 810-HB-SRP, *Sounding Rocket Program Handbook*, online at <http://www.nsroc.com>.

The Multi-Payload Processing Facility (MPPF – see Figures 3-12 and 3-13) includes a small project support machine shop that can be utilized by projects during integration and testing activities.

### 3.2.18 Environmental Testing Facilities

Environmental testing of complete payloads, subassemblies, and components verifies flight readiness when exposed to an intended flight environment. Specialized facilities for environmental testing available at Wallops include the following:

- Spin deployment bay
- Static and dynamic balance machines
- Vibration facility
- Thermal-vacuum chambers
- Anechoic chamber
- RFI/EMI chamber
- Bend test apparatus
- Magnetic calibration facility
- Vacuum chamber
- Mass properties apparatus
- Thin film testing facility
- Integration laboratories

For more information on environmental testing facilities, see *Doing Business at Wallops Flight Facility: A Customer Guide* which can be found on the Wallops home page at <http://www.nasa.gov/centers/wallops/home/index.html>. A detailed discussion of environmental testing policies and considerations is included in the *Sounding Rocket Program Handbook*.

### 3.2.19 Metrology

Wallops Flight Facility maintains a Metrology Laboratory equipped to perform repair and calibration of test instruments. Customer-furnished equipment is calibrated and certified at this facility. The equipment in the standards laboratory is traceable to the National Institute of Standards and Testing (NIST). These standards are part of a mandatory recall program for recalibration and certification.

### 3.2.20 Hazardous Material Storage

There are facilities located on Wallops Island for the temporary storage of hazardous liquids, such as propellants and purging gasses. There are also two rocket motor storage facilities on the Island, one for Class 1.1 rocket motor storage and an above ground facility for storage of all classes of rocket motors.

Wallops Main Base has above ground and earthen-covered storage magazines for storage of Class 1.3 and Class 1.4 explosives. There are also facilities for the non-destructive testing of ordnance and rocket motors.

Wallops airfield maintains a Hot Pad at the approach end of runway 17 which is approved for the loading and unloading of hazardous and pyrotechnic materials.

### 3.2.21 Mobile Range Systems

Wallops has developed mobile radar, telemetry, command/control and data systems that can be transported to offsite and remote locations. Campaigns have been conducted in Arctic and Antarctic regions, South America, Africa, Europe, Australia (Figure 3-28), and even at sea. WFF personnel have extensive experience in planning and conducting mobile campaigns and developing equipment and systems to support these operations. Mobile systems include the following:

- C-band radar
- Data acquisition and recording
- Payload processing
- Launchers
- Orbital tracking
- Communications
- Real-time data processing and display
- Range safety
- Flight termination system
- Telemetry
- Meteorology
- Power
- Timing
- Optical tracking
- Command
- Control center
- Recovery
- Wind weighting
- Surveillance radar

Additional information on mobile capabilities can be found in the *Sounding Rocket Program Handbook*.



Figure 3-29. Range Equipment at Woomera, Australia

## Section Four: Wallops Research Range Administration and Logistics

### 4.1 General

This section describes applicable administrative and logistics policy and procedures.

#### 4.1.1 Access

Wallops Flight Facility maintains 24-hour security for all facilities. Personnel without current security badges will not be allowed access to the Main Base, Wallops Island, or the Mainland complex. All visits to WFF should be coordinated with the Project Manager.

#### 4.1.2 Working Hours

The normal workday for WFF is 0800 to 1630 Monday through Friday. There are work limitations established for safety purposes. Coordination of the work schedule with the Project Manager is necessary to ensure access to required facilities and the availability of necessary technical personnel.

#### 4.1.3 Visiting Aircraft

A FAA-certified VFR control tower operates on 126.5/394.3 MHz. The Control Tower is manned from 0700 to 1730 Monday through Friday, excluding holidays, and at other times to support specific missions. Visiting aviators on official U.S. Government business are required to obtain a Prior Permission Request (PPR) number from the Wallops Airport Manager (or in his absence, from an approved Project Manager) prior to flying into WFF. The PPR should be obtained at least 24 hours before the scheduled arrival. Upon arrival in Wallops airspace, the visiting aircraft should contact the Control Tower operator, call sign “Wallops Tower”. The pilot must provide the assigned PPR to the Control Tower operator before permission is given to land.

During non-tower hours, the visiting aviator must contact “Wallops UNICOM” and provide the assigned PPR. Wallops UNICOM is a service that operates on the Control Tower frequencies to provide information, services, and airport lighting to visiting aircraft. Non-FAA-ATC certified contract firefighters and rescue personnel provide this service from a remote location. *Traffic Advisory Practices at Airports without Operating Control Towers (FAA AC No. 90-42)* is in effect during non-tower operating hours because of safety and security considerations.

During tower and non-tower hours, the visiting aviator must contact “Wallops Tower” or “Wallops UNICOM” prior to engine start. All movement on the airfield must be pre-coordinated over the Control Tower frequencies 126.5/394.3 MHz.

#### 4.1.4 Cafeteria and Dormitories

The Wallops Exchange and Morale Association (WEMA) manages the cafeteria and dormitories. The cafeteria serves breakfast and lunch Monday through Friday, except holidays. Dormitory rooms are rented on a space-available basis. Morale activities can be viewed on base at <http://sites.wff.nasa.gov/wemamac/>.

#### 4.1.5 Communication Services

Telephone service is provided through the Federal Telecommunications System (FTS-2000) for official U.S. Government business. Long-distance billing can be supported by

telephone credit cards or prorated FTS accounts for non-Government projects. Fax service is available. Modem support for range user computers may be provided through the digital PBX system. Teleconferencing and video teleconferencing services are available through the customer's sponsor. Portable audio conferencing equipment is also available. There are no restrictions on pagers and cell phones.

The Outsourcing Desktop Initiative for NASA (ODIN) contractor can provide Internet access in three ways: via ODIN, the Guest Network (limited access), and non-ODIN connection (full access). ODIN can be used for long- or short-term access with associated cost. The Guest Network can be used for short-term access via sponsor request with no cost. Non-ODIN full access would require going through the entire computer security process with the sponsor vouching for any individual using full access resources. Several buildings on the Main Base have wireless network coverage.

#### **4.1.6 Smoking**

Smoking is prohibited in all WFF buildings, launch pads, aircraft, and aircraft support areas.

#### **4.1.7 Industrial Safety**

Industrial safety procedures are typical of those enforced at other U.S. Government facilities. In addition, personnel are expected to obey all control signals and roadblocks on the airfield and launch range.

#### **4.1.8 Fire Protection**

There are two fire stations at Wallops, one on the Main Base and one on Wallops Island. Fully trained firefighters and emergency medical technicians man the stations 24 hours a day. Each station is equipped to meet Wallops emergency response requirements.

#### **4.1.9 Medical Facilities**

The Health Unit located on the Main Base is available for limited medical services in the event of an emergency during working hours. Emergency medical technicians from the fire station are available 24 hours a day. Ambulance services are also available. The Northampton-Accomack Memorial Hospital is approximately 40 miles south in Nassawadox, Virginia. The other local hospital is the Peninsula Regional Medical Center located approximately 40 miles north in Salisbury, Maryland.

#### **4.1.10 Shipping**

Various shipping services are available, including United Parcel Service, Federal Express, and the U.S. Postal Service. The range user should use the following information when mailing correspondence or shipping equipment for official project business:

|               |                                  |
|---------------|----------------------------------|
| Mail Address: | Name/GSFC Code Number            |
|               | NASA Goddard Space Flight Center |
|               | Wallops Flight Facility          |
|               | Wallops Island, VA 23337 USA     |



Freight Destination Address:           Name/GSFC Code Number  
  C/O Receiving Officer  
  NASA Goddard Space Flight Center  
  Wallops Flight Facility  
  Wallops Island, VA 23337 USA

#### **4.1.11 Motor Freight Truck Service**

Most cargo and freight are received at WFF Main Base, building F-19; however, construction material is delivered to the site, and commercial shipments may be received directly by commercial users.

Inbound shipments of Class "A" and "B" explosives and other designated hazardous materials require advance notice prior to arrival. The delivering carrier's representative should provide advance notice by telephone to the explosives handling personnel in building M-15 (757-824-1433). The explosives handling personnel will furnish onsite escort, unloading, inspection, and shipment acceptance.

Normal receiving hours are 0800 to 1430 (for truckloads) and 0800 to 1600 (for partial loads), Monday through Friday, excluding holidays.

#### **4.1.12 Air Cargo**

Air cargo deliveries require special consideration and must be discussed with the assigned Project Manager and/or the Airport Manager.

GSFC/WFF Airport Manager  
Phone (757) 824-1654  
Fax (757) 824-1373

#### **4.1.13 Airfreight Services**

The nearest commercial airfreight service is at the Salisbury-Wicomico County Regional Airport, Salisbury, Maryland.

#### **4.1.14 Hazardous Material**

All hazardous material must be packaged to conform to applicable Department of Transportation regulations. A Material Safety Data Sheet (MSDS) must accompany all hazardous materials shipped to WFF.

All hazardous materials shall be disposed of in accordance with the Virginia Department of Environmental Quality Regulations. The range user must provide a "Hazardous Waste Disposal Inventory," NASA Form WI-1550, to the Wallops Environmental Office for disposal of all hazardous material.

Radioactive sources require approval from the Wallops Environmental Office prior to arrival. The range user must provide the proper forms requesting the use of a radioactive material at WFF, including license information, to the Project Manager at least 90 days prior to the shipment/arrival of the source. GPR 1860.1, *Ionizing Radiation Protection*, defines procedures and provides the needed forms.



#### 4.1.15 Material Handling Equipment

A variety of material handling equipment is available. These include forklifts, overhead hoists, and material moving equipment. The range user should provide required information regarding the testing and certification of slings, fixtures, and other user-furnished lifting devices. Table 4-1 lists the primary material handling equipment available at WFF.

**Table 4-1. Material Handling Equipment**

| <b>Quantity</b> | <b>Material Handling Equipment</b>                   |
|-----------------|--|
| 1               | 60-ton hydraulic truck crane with 118-foot main boom |
| 1               | 28-ton hydraulic truck crane with 70-foot main boom  |
| 1               | 95-foot basket truck                                 |
| 1               | 65-foot basket truck                                 |
| Several         | Electric fork lifts                                  |
| Several         | Forklifts under 8,000 pounds                         |
| 6               | 8,000-pound forklifts                                |
| 1               | 10,000-pound forklift                                |
| 2               | 18,000-pound forklifts                               |
| 2               | Stakeside truck with 2,000-pound hydraulic lift gate |
| 1               | Lowboy trailer with hydraulic tail deck              |
| 1               | Van truck  |
| 3               | Truck tractors                                       |
| Several         | Handtrucks   |
| Several         | Pallet jacks   |

#### 4.1.16 Customs

International shipments should clear U.S. Customs before arrival at WFF. Arrangements for shipments directly from overseas into WFF must be coordinated and approved by U.S. Customs prior to shipment.

#### 4.1.17 Post Office

A United States Post Office is located in building E-7 on the Main Base. The address is Wallops Island, VA 23337 USA.

### 4.2 Foreign Nationals

Foreign nationals must obtain prior approval from NASA before a visit. The individual must provide a visit request to the Project Manager at least one calendar month in advance for a visit of 30 days or less and 2 calendar months in advance for an assignment over 30 days. A list of required information to be provided for the visit can be obtained from the Project Manager.

### 4.3 Public Affairs Support

The Wallops Public Affairs Office (PAO) is available to support range users with media and guest relations operations. The PAO can set up Web casts of missions and can accommodate groups that want to transmit broadcasts from Wallops using a small local radio station that provides launch commentary for local listeners. Initial requests for PAO support can be made through the Project Manager.

#### 4.4 NASA Visitors Center

Wallops Flight Facility Visitor Center and Gift Shop are located on Virginia Route 175 about 1 mile east of the Wallops Main Gate. The Visitor Center, Gift Shop, and Teacher Resource Lab are part of the Robert L. Kreiger Education Center (see Figure 4-1). A collection of spacecraft and flight articles as well as exhibits about the United States space flight program are on display. Special movies and video presentations can be viewed, and special events such as model rocket launches are scheduled. There is no admission charge. The Visitor Center auditorium may be used for media and guest relations activities.



Figure 4-1. Wallops Visitor Center and Gift Shop

## Section Five: Range Safety Policies

### 5.1 Range Safety Organization

The Suborbital and Special Orbital Projects Directorate is responsible for implementing safety policies and criteria for the Wallops Research Range as defined in RSM-2002. More information regarding the WFF Range Safety Organization can be found at the following website <http://sites.wff.nasa.gov/code 803/>.

### 5.2 Data Delivery Schedules

Schedules appropriate for delivery of Range User's Inputs to the Range Safety Office are as follows (\*):

- Routine Un-Guided (Sounding Type) Rockets which are designated to be inherently safe by WFF Range Safety Personnel
  - Hazardous Ground Operations: Step by Step Procedures along with supporting data – provided 30 days prior to operation
  - Preliminary Range Safety Data Package – provided 4-6 months prior to launch
  - Final Range Safety Data Package – 1-4 months prior to launch
- Unmanned Aerial Systems (UAS's) Launched from the Unmanned Aerial Vehicle (UAV) Runway
  - Flight Termination System Certification – 6 weeks-15+ months prior to launch
  - Hazardous Ground Operations: Step by Step Procedures along with supporting data – provided 30 days prior to operation
  - Preliminary Range Safety Data Package – provided 2-6 months prior to launch
  - Final Range Safety Data Package – 2-6 weeks prior to launch
- Guided Rockets and larger UAS's launched from the main base
  - Flight Termination System Certification – 6 weeks-15+ months prior to launch
  - Hazardous Ground Operations: Step by Step Procedures along with supporting data – provided 30 days prior to operation
  - Preliminary Range Safety Data Package – provided 5-12 months prior to launch
  - Final Range Safety Data Package – 1-5 months prior to launch

(\*) Note: Programs with unique flight characteristics require earlier delivery dates for the Range Safety Data Package as determined by the Safety Office.

### 5.2 Ranger User's Pre-arrival Requirements

Range users should design vehicle and payload systems to fully implement and conform to the safety policies and criteria established by Wallops Flight Facility.

Range users must identify vehicle or payload systems and/or operational requirements that cannot meet the NASA/GSFC/WFF safety policies and criteria.

Range users must provide a safety data package containing the data defined in RSM-2002, and according to the documentation schedule listed in 2.5.4 of this document.

### 5.3 Ground Safety

Specific policies and criteria, such as radiation exposure limits, power switching, multiple operations, electro-explosive circuit requirements, electrical storm criteria, RF restrictions, personnel requirements, radioactive sources, lifting operations, and pressure vessels, are

provided in RSM-2002. Radiation protection requirements are detailed in GPG 1860.1. All hazardous procedures must certify personnel or approve the certification of range user personnel.

The Ground Safety Group will prepare a ground safety plan and publish it as part of the OSD before any range user operations are conducted at the Research Range.

#### **5.4 Flight Safety**

Specific flight safety policies and criteria for impacts, land overflights, and ship and aircraft hazard areas are also defined in RSM-2002. All flights will be planned to minimize the risks involved while enhancing the probability for attaining mission objectives.

The Flight Safety Group will prepare a flight safety plan and publish it as part of the OSD prior to launch operations. The flight safety plan will include the specific flight limits, impact limits, ship and aircraft hazard areas, and mission-unique requirements.

## APPENDIX A

### Abbreviations and Acronyms

|                |   |
|----------------|---|
| ADP            | Automatic Data Processing                           |
| AML            | Astro Meteorological Launcher                       |
| AMS            | Administrative Message Service                      |
| APCR           | Aeronautical Projects Control Room                  |
| ARC            | Atlantic Research Corporation                       |
| ASRF           | Atmospheric Sciences Research Facility              |
| AWIPS          | Automated Weather Interactive Processing System     |
| AZ             | Azimuth   |
| CAD/CAM        | Computer Aided Design/Computer Aided Manufacture    |
| CD-ROM         | Compact Disk – Read Only Memory                     |
| CNC            | Computer Numerically Controlled                     |
| $\text{csc}^2$ | cosecant <sup>2</sup>                               |
| CSLA           | Commercial Space Launch Act, Public Law 98-575      |
| dB             | decibel   |
| dBmi           | decibels milli-isotropic                            |
| D.C.           | District of Columbia                                |
| DC             | Direct current                                      |
| DoD            | Department of Defense                               |
| DRCS           | Data Reduction Computer System                      |
| DVD            | Digital Video Disc                                  |
| EDARS          | Environmental Data Acquisition and Recording System |
| EIRP           | Effective isotropic radiated power                  |
| EL             | Elevation   |
| ELC            | Emerging launch company                             |
| ELF            | Extremely Low Frequency                             |
| ELV            | Expendable launch vehicle                           |
| ER             | Eastern Range                                       |
| ERD            | Environmental Resources Document                    |
| FAA            | Federal Aviation Administration                     |
| FACSFAC        | Fleet Area Control and Surveillance Facility        |
| Fax            | Facsimile transmission                              |
| FM             | Frequency modulation                                |
| ft             | Foot or feet  |
| FTS            | Federal Telecommunication System                    |
| G/T            | Gain/System Noise Temperature or Figure of Merit    |
| GHz            | Gigahertz   |
| GMI            | Goddard Space Flight Center Management Instruction  |
| GPG            | Goddard Procedures and Guidelines                   |
| GPS            | Global Positioning System                           |
| GSFC           | Goddard Space Flight Center                         |

## Abbreviations and Acronyms (cont.)

|        |  |
|--------|--|
| H      | Height   |
| HAD    | High Altitude Diagnostic (Launcher)                        |
| HF     | High frequency   |
| HH     | Hook height  |
| IIP/CD | Instantaneous Impact Prediction/Command Destruct           |
| ILS    | Instrument Landing System                                  |
| in     | Inch(es)   |
| INS    | Inertial Navigation System                                 |
| IRIG   | Inter-Range Instrumentation Group (U.S. Government Agency) |
| ISA    | Individual Support Annex                                   |
| ISO    | In support of  |
| kg     | Kilogram   |
| kW     | Kilowatt   |
| LAN    | Local area network   |
| lb     | Pound or pounds  |
| LDAR   | Lightning Detection and Ranging System                     |
| LFF    | Liquid Fueling Facility                                    |
| LGTAS  | Low Gain Telemetry Antenna System                          |
| LHC    | Left Hand Circular   |
| LTAS   | Launch Trajectory Acquisition System                       |
| LTS    | Laser tracking system                                      |
| M      | Meter  |
| mm     | Millimeter   |
| MCR    | Mission Control Room                                       |
| MDDF   | Minimum Delay Data Format                                  |
| MEC    | Management Education Center                                |
| MHz    | Megahertz  |
| MOA    | Memorandum of Agreement                                    |
| MSC    | Marine Science Consortium                                  |
| MSDS   | Material Safety Data Sheet                                 |
| MTS    | Master Timing System                                       |
| NACA   | National Advisory Committee for Aeronautics                |
| NASA   | National Aeronautics and Space Administration              |
| NEPA   | National Environmental Policy Act                          |
| NIST   | National Institute of Standards and Testing                |
| NLDN   | National Lightning Detection Network                       |
| nmi    | Nautical mile  |
| NOAA   | National Oceanic and Atmospheric Administration            |
| NORAD  | North American Aerospace Defense Command                   |
| NPG    | NASA Procedures and Guidelines                             |
| NPOL   | NASA Polarimetric Radar                                    |
| NSBF   | National Scientific Balloon Facility                       |
| NSROC  | NASA Sounding Rocket Operations Contract                   |



## Abbreviations and Acronyms (cont.)

|          |  |
|----------|--|
| NWS      | National Weather Service   |
| ODIN     | Outsourcing Desktop Initiative for NASA                                  |
| OSD      | Operations and Safety Directive  |
| OSS      | Operations Safety Supervisor   |
| P&BRO    | Policy and Business Relations Office                                     |
| PAO      | Public Affairs Office  |
| PAPI     | Precision approach path indicators                                       |
| PBX      | Private Branch Exchange  |
| PCM      | Pulse code modulation  |
| PFRR     | Poker Flat Research Range  |
| PPR      | Prior Permission Request   |
| PRD      | Program Requirements Document  |
| R&D      | Research and development   |
| RADAC    | Range Data Acquisition and Computation                                   |
| RCC      | Range Control Center   |
| RCC-DG   | Range Commanders Council-Documentation Group                             |
| RF       | Radio frequency  |
| RFI      | Radio-frequency interference   |
| RHC      | Right Hand Circular  |
| ROCC     | Range Operations Control Center  |
| RSM      | Range Safety Manual  |
| RSO      | Range Safety Officer   |
| RTBS     | Real-Time Backup System  |
| RTCS     | Real-Time Computer System  |
| SCAMA    | Switching, Conferencing and Monitoring Arrangement                       |
| sec      | Second   |
| SECOM    | Secure Command   |
| SPANDAR  | Space and Range Radar  |
| sq       | Square   |
| T.O.Y.   | Time-of-Year   |
| TM       | Telemetry  |
| TOGA     | Tropical Ocean-Global Atmospheric Radar                                  |
| TOTS     | Transportable Orbital Tracking System                                    |
| TRADAT   | Trajectory Data System   |
| TRMM     | Tropical Rainfall Measuring Mission                                      |
| TRMM-LBA | Tropical Rainfall Measuring Mission-Large Scale Biosphere-<br>Atmosphere |
| TV       | Television   |
| UAV      | Unmanned Aerial Vehicle  |
| UDS      | Universal Documentation System   |
| UHF      | Ultra high frequency   |
| UPS      | Uninterruptible Power System   |
| U.S.     | United States  |
| USA      | United States of America   |



## Abbreviations and Acronyms (cont.)

|       |  |
|-------|--|
| USCG  | United States Coast Guard                  |
| USN   | United States Navy                         |
| VA    | Virginia                                   |
| VCSFA | Virginia Commercial Space Flight Authority |
| VFR   | Visual Flight Rules                        |
| VHF   | Very high frequency                        |
| VIP   | Very important person or people            |
| VSFC  | Virginia Space Flight Center               |
| W     | Wide                                       |
| WEMA  | Wallops Employee and Morale Association    |
| WFF   | Wallops Flight Facility                    |
| WGO   | Wallops Geophysical Observatory            |
| WI    | Work Instruction                           |
| WOTS  | Wallops Orbital Tracking Station           |

## APPENDIX B

### References

(Listed in order of appearance.)

1. National Aeronautics and Space Act of 1958 (Space Act)
2. 802-HDBK-0001, *Doing Business at Wallops Flight Facility: A Customer Guide*
3. NPR 8715.3, *NASA Safety Manual*
4. NPR 8115.5, *Range Safety Program*
5. RSM-2002, *Range Safety Manual for Goddard Space Flight Center (GSFC)/Wallops Flight Facility (WFF)*
6. 800-HDBK-0001, *Wallops Flight Facility Frequency Utilization Management Handbook*
7. *Site-Wide Environmental Assessment, Wallops Flight Facility, January 2005*
8. Commercial Space Launch Act, Public Law 98-575
9. 802-HDBK-0002, *Wallops Flight Facility Geophysical Observatory Handbook*
10. *Range Commanders Council Universal Documentation System (UDS) 501-97*
11. *An Experimenter's Guide to the NASA Atmospheric Sciences Research Facility*, March 1994
12. 840-HDBK-0002, *Wallops Flight Facility Uninhabited Aerial Vehicle (UAV) User's Handbook*
13. 830-AOM-0001, *Aircraft Operations Manual*
14. 810-HB-SRP, *Sounding Rocket Program Handbook*
15. *Traffic Advisory Practices at Airports without Operating Control Towers (FAA AC No. 90-42)*
16. GPR 1860.1A, *Ionizing Radiation Protection*