



The Space Congress® Proceedings

1995 (32nd) People and Technology - The Case For
Space

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Paper Session I-B - From Space to 911- The Peace Dividend for Public Safety

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FROM SPACE TO 911 - THE PEACE DIVIDEND FOR PUBLIC SAFETY

Scott R. Johnson

**Rockwell
Advance Engineering**

Public Safety Systems are our first line of reaction and response for any emergency, whether personal, local or regional. Described are ways in which we are applying military and space technology to improve the capability and efficiency of our Public Safety Systems community. Law Enforcement, Firefighters and Emergency Medical Services provide us with safety, security and help as well as our first line of response to major disasters, such as hurricanes, floods, earthquakes and civil disorder. However, as economic realities act to reduce the amount of money available for these essential services, the Public Safety Systems community is forced to operate with less and less money. Yet, the jobs they perform, and the disasters to which they respond, will continue to occur. Affordable solutions to this looming crisis are available by exploiting the significant investments we as a nation have already made in our defense and space programs. Examples include the application of Global Positioning Satellites, Infrared Night Vision, Virtual Reality, Distributed Integrated Simulations, Battle Management and Command, Control, Communications and Intelligence. We propose the initial elements of an evolutionary, national, integrated safety system that uses proven DoD and NASA derived technology.

U.S. EXPENDABLE LAUNCH VEHICLES

VEHICLE	PERFORMANCE (LBS)			PAYLOAD FAIRING	LAUNCH SITES	
	LEO (I = 28.5°) 100 NM CIRC	GTO 100 x 19,323 NM	POLAR (I = 90°) 100 NM CIRC			
PEGASUS	PEGASUS (STANDARD)	810	—	610	4.2 FT	VAFB, WFF
	PEGASUS-XL	1,010	—/—	730	4.2 FT	
TAURUS	TAURUS (STANDARD)	3,100	980	2,200	4.5 FT	VAFB
	TAURUS-XL	3,450	1,140	2,550	4.5 FT	
DELTA II	MODEL 7320	6,420	—/—	4,700	9.5 FT	CCAFS (2 Pads) VAFB (1 Pad)
	MODEL 7320	6,100	—/—	4,460	10 FT	
	MODEL 7920	11,200	—/—	8,600	9.5 FT	
	MODEL 7920	10,700	—/—	8,220	10 FT	
	MODEL 7925	—/—	4,060	—/—	9.5 FT	
	MODEL 7925	—/—	3,860	—/—	10 FT	
ATLAS	ATLAS II	14,700	6,300	12,300	11 FT	CCAFS (2 Pads) VAFB (1 Pad Under Construction)
		14,150	6,000	11,900	14 FT	
	ATLAS IIA	16,450	7,000	14,000	11 FT	
		15,900	6,700	13,500	14 FT	
	ATLAS IIAS	19,450	8,250	16,500	11 FT	
	18,850	8,150	16,000	14 FT		
TITAN	ATLAS II	—	—	4,750	9.5 FT	VAFB (2 Pads) CCAFS (2 T-IV Pads)
	ATLAS II	38,100	—/—	31,100	16.7 FT	
	TITAN IV / NUS	SRM 47,160	—/—	38,800	(56 ft length)	
	TITAN IV / IUS	SRM —/—	—/—	—/—	16.7 FT	
	TITAN IV / IUS	SRMU —/—	—/—	—/—	(56 ft length)	
	TITAN IV / CENTAUR	SRM —/—	—/—	—/—	16.7 FT	
	SRMU —/—	—/—	—/—	(86 ft length)		

1/ CONFIGURATION NOT NORMALLY USED FOR THIS MISSION PROFILE

2/ WITH ADDED UPPER STAGE

3/ NOT COMMERCIALY AVAILABLE

4/ ALL ATLAS I / II VEHICLES ASSIGNED

5/ TITAN IV / CENTAUR STRUCTURALLY LIMITED