



Defence
Safety Authority

DSA 03-OME Part 1 (JSP 520)- Defence Code of Practice (DCOP) and Guidance Notes for OME Acquisition

Defence OME Safety Regulator

DOSR



DSA VISION

Protecting Defence personnel and operational capability through effective and independent HS&EP regulation, assurance, enforcement and investigation.

PREFACE

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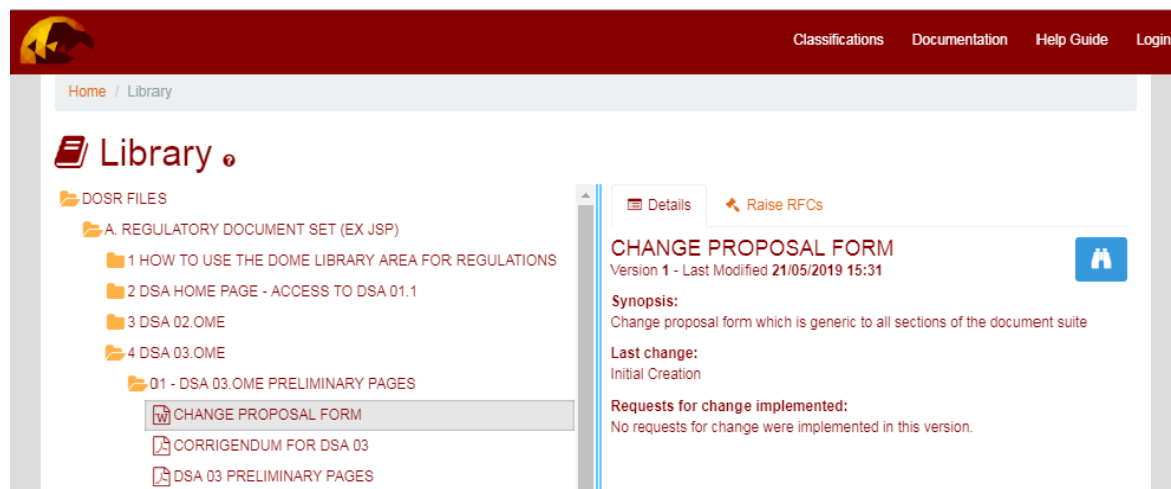


Figure 1. Change Proposal Form (Word version) Location

4. Any post and grammar change proposals can be approved or rejected by the DOSR PRG Authors without involvement of the associated Working Group.
5. Technical change proposals will need to be submitted to the associated Working Group for review and approval or rejection.
6. When incorporating changes care is to be taken to maintain coherence across regulations.
7. Changes effecting Risk to Life will be published immediately.
8. Other changes will be incorporated as part of routine reviews.

REVIEW PROCESS

9. The DOSR PRG team will ensure these OME Regulations remain fit for purpose by conducting reviews through the DOSR Governance Committees, involving all Stakeholders.

FURTHER ADVICE AND FEEDBACK

10. The document owner is the DOSR. For further information about any aspect of this document, or questions not answered within the subsequent sections, or to provide feedback on the content, contact:

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1 Overview

1. The Ministry of Defence (MOD) is required to fulfil its statutory obligations and its common-law duty of care whilst maintaining Defence capability. Requirements have been placed on Project Team Leaders (PTL) to:
 - a. Generate Safety and Environmental Cases.
 - b. Establish Safety and Environmental Management Systems (SEMS).
 - c. Reduce risk to a level that is either Broadly Acceptable or Tolerable and As Low As Reasonably Practicable (ALARP).
 - d. Ensure residual risk is adequately controlled.
 - e. Ensure environmental features of the Ordnance, Munitions and Explosives (OME) system are compliant with Joint Service Publication (JSP) 418¹.
2. These requirements are published in domain-specific publications, for example OME (DSA 03.OME), Land (DSA03.DLSR.LSSR), Maritime (DSA03.DMR) and Air (Military Aviation Authority Regulatory Policy (MRP)²). Although, wherever practicable, there should be common processes selected regardless of the domain in which the equipment will operate.
3. Before discussing specific DSA 03.OME policy interfaces with other functional policy documents, first there is a need to understand the hierarchy of MOD safety documentation as shown within Figure 1.

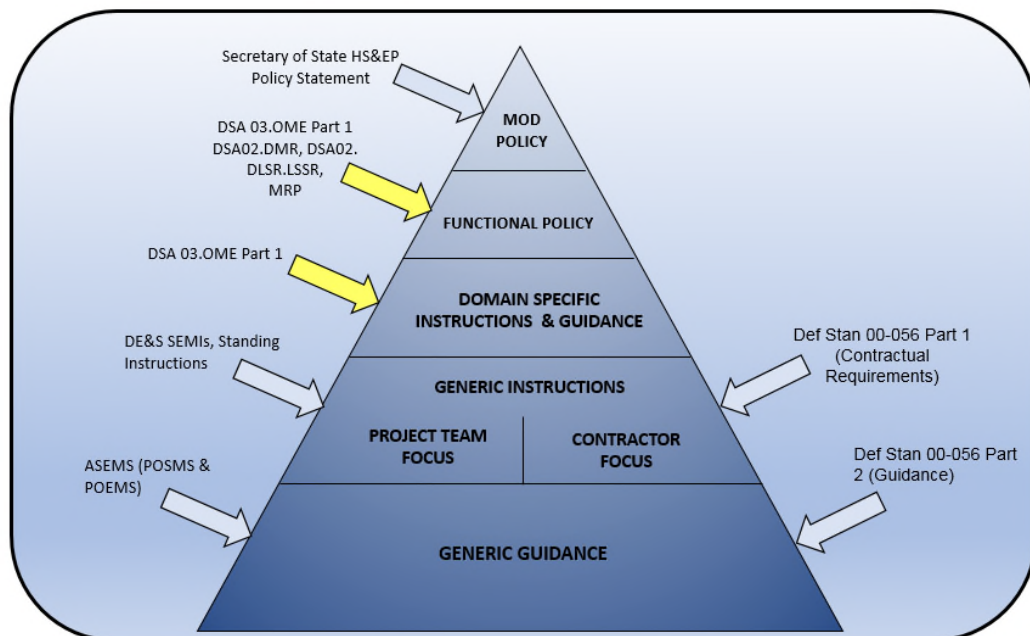


Figure 1: Hierarchy of MOD Safety Documentation

¹ JSP418 MOD Corporate Environmental Protection Manual.

² MAA01 Military Aviation Authority Regulatory Policy.

4. DSA01.1 contains the Secretary of State (SofS) policy statement and describes in high-level terms the corporate system for the management of environmental protection and safety in the MOD. It also provides strategic direction to Defence Safety Authority (DSA) charged with developing environment and safety policy and regulations, and to Top Level Budget (TLB) holders and Trading Fund Agency (TFA) Chief Executives responsible for implementing it.

5. Functional Safety and Environmental Protection Regulatory documents are Level 2 Publications and include DSA 03.OME, DSA03.DMR, DSA03.DLSR.LSSR and Military Aviation Authority Regulatory Policy (MRP) MAA 01³. These MOD wide, domain specific documents expand upon the requirements of DSA01.1 to enable the MOD, and those responsible for safety, to demonstrate that sustainable levels of personnel safety and environmental protection are being achieved consistent with best modern practice.

6. Domain specific instructions (DSA 03.OME) provide guidance about what actions are required to meet the DSA 02.OME Regulations. DSA 03.OME also contains MOD Code of Practice (COP), where identified.

³ MAA 01 Military Aviation Authority Regulatory Policy.

Interfaces With Other Functional Regulatory Documents

7. DSA 03.OME interfaces with the following domain specific publications:
 - a. DSA03.DMR - Management of Ship Safety and Environmental Protection.
 - b. DSA03.DLSR.LSSR - Land Systems Safety and Environmental Protection.
 - c. MAA 01 - Military Aviation Authority Regulatory Policy.

DSA03.DMR Management Of Ship Safety And Environmental Protection

8. DSA03.DMR defines the safety management requirements for all MOD Shipping, systems and all equipment in the maritime operating environment, throughout the acquisition cycle. The Maritime Platform's PTL is ultimately responsible for the integration of the Safety and Environmental Cases of all equipment fitted to the vessels for which they are responsible.
9. DSA03.DMR describes the process that will be followed to attain the appropriate certification for OME to be embarked, handled, stored and used on platforms governed by DSA03.DMR. The demonstration of compliance with DSA02.OME assures the inherent safety of munitions and is a key component of the Platform Duty Holder in producing a Certificate of Safety – Explosives (CSE) submission. This will be reviewed by the Naval Authority Explosives (NA EXP) to determine whether an environment suitable for the embarkation, handling, stowage and use of the ships outfit of explosive stores has been established.
10. The Defence Maritime Regulator (DMR) is the MOD's safety regulator for OME embarked, stowed and used in MOD Maritime platforms. NA EXP is the certifying authority and provides policy, advice and guidance within the regulatory functions whilst monitoring departmental performance to provide assurance of OME safety to the Secretary of State (SofS) through the DMR.
11. The outputs of DSA 03.OME that feed into the DSA03.DMR system are:
 - a. OSRP Assurance Statement.
 - b. OME's Safety and Environmental Case Report.
 - c. OME Safety Instruction (Annex B contains the OMESI Template) and relevant data, as agreed with Platform Project Team (PT)⁴.

⁴ Section 2: Managing the Interfaces.

12. DSA03.DLSR.LSSR defines the safety management requirements for all land systems through life. For OME used:

- a. On, or fitted to land platforms.
- b. By the User, i.e., the Solider.

13. The inherent OME safety will be assessed against DSA 02.OME as part of the System Acceptance. The Land Systems PTL is ultimately responsible for the integration of the Safety and Environmental Cases of all equipment fitted to its vehicle / land-based system / weapon / solider, including all OME fitted or carried as cargo.

14. The outputs of DSA 03.OME that feed into the system are:

- a. OSRP Assurance Statement
- b. OME's Safety and Environmental Case Report.
- c. Relevant data, as agreed with the User / Platform PT⁵.

Military Aviation Authority Regulatory Policy (MRP)

15. MRP defines the safety management requirements for all platforms, systems and equipment used in the Air Operating environment, through life. The Platform's PTL is ultimately responsible for the integration of the Safety and Environmental Cases of all equipment fitted to its Manned / Unmanned Air Vehicles.

16. The Air Launched Weapon Release Certificate (ALWRC) is the formal certification, by the OME PTL, that an Air Launch Weapon (ALW) meets the criteria for safety and airworthiness throughout the weapon life cycle from delivery (from manufacture) to target and / or disposal (including carriage and release). The ALWRC informs the host platform's Release To Service (RTS) of the ALW's limitations and is subordinate to that RTS whilst the weapon is fitted to an aircraft. It is supported by a Safety and Environmental Case and Certificates of Design for ALW⁶. Additional advice on the preparation of an ALWRC and its relationship with a platform RTS is given in MRP RA1350⁷.

17. Although the OSRP Assurance Statement is not a prerequisite to obtaining an ALWRC for an OME, the evidence gathered to achieve an OSRP Assurance Statement, will form part of the ALW's body of evidence. The outputs of DSA 03.OME that feed into the MRP system are:

- a. OSRP Assurance Statement.

⁵ Section 2: Managing the Interfaces.

⁶ MAA RA5103: Certification of Design.

⁷ MAA RA1350: The Air Launched Weapon Release.

- b. OME's Safety and Environmental Case Report.
- c. Relevent data as agreed with the User / Platform PT⁸.

⁸ Section 2: Managing the Interfaces.

2 Interfaces

1. The following sections present the interfaces with other documents, throughout the OME's Manufacture to Target or Disposal Sequence (MTDS), as illustrated Annex A.

Managing the Interfaces

2. The effective management of the interfaces between the PT and its stakeholders (internally and externally to the MOD which includes the User) helps to ensure that all elements of the system work together to achieve the system's safety requirements and continues to operate together as changes are made during the system's lifecycle.

3. The Project's Stakeholder interfaces will be defined, agreed and controlled, as part of the Through-Life Management of the OME. Guidance regarding identifying and recording the PT's stakeholders is presented within Project Orientated Safety Management System⁹ (POSMS) manual.

4. For each stakeholder, the following aspects should be defined:

- a. Roles and responsibilities.
- b. How the agreement with the stakeholder will be formalised and controlled for example:
 - 1) Customer Supplier Agreement (CSA).
 - 2) Joint Business Agreement (JBA).
 - 3) Service Level Agreement (SLA).
 - 4) Internal Business Agreement (IBA).
 - 5) External Business Agreement (EBA).
- c. Reference to the relevant agreement and where to find it.
- d. How the relationship or interface with the Stakeholder is managed - with reference to the relevant project meeting, review or reporting processes.
- e. What are project dependencies, risks or issues associated with this stakeholder, including assumptions, constraints, risk information and configuration management.

5. Further guidance is presented within the Through-Life Management aspects of the POSMS and Project Orientated Environmental Management System¹⁰ (POEMS) manuals.

⁹ See Acquisition System Guidance (ASG)

¹⁰ See Acquisition System Guidance (ASG)

Safety And Environmental Case Hierarchy

6. The safety requirements for OME, Ship, Land and Air are similar in that each stipulates the need for a single comprehensive, credible and robust Safety and Environmental Case (SEC) for each system or sub-system. However, each will vary to reflect the different hazards presented within its respective domains. In the majority of instances, there will be a hierarchy of SECs, each authority is required to manage the interface between its own responsibilities and those of other related systems through a proportionate, risk-based approach to safety management.

7. The top level SEC will be for the Land, Maritime or Air platform as described in the domain-specific safety publications. This platform SEC is dependent on inputs from all lower level systems, one example being a weapon system of which OME is a sub-part. Integration of a weapon system and its associated risks onto platforms is a platform responsibility. At the platform level there is a responsibility to define the SEC levels.

8. Figure 2 illustrates an example of the typical relationship between a Naval Gun system (ordnance-level SEC) together with its munitions and explosive components, and in turn its relationship with the Platform. The shaded areas within the example provided demonstrate a typical interface between an OME system and the wider system or platform SEC, irrespective of service domain and Operating Environments.

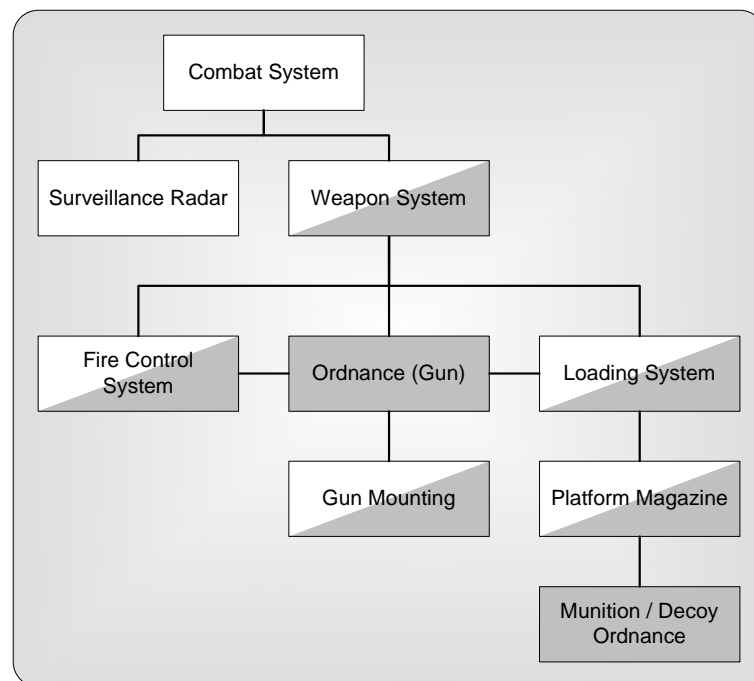


Figure 2: Illustrates an example of the Hierarchical Equipment Structure for Safety and Environmental Case Construction

9. The OME PT prepares a SEC for its system or equipment that complements the higher-level systems or platform SEC. The aim is to have a seamless flow of safety information between SEC at successive levels, be it equipment, system or platform.
10. The SEC(s) will define the system, its boundaries and its operating environment, with all interfaces clearly identified and effectively managed. In order to achieve that, interfaces will be clearly established, and the requirements of the different safety policy documents understood.
11. The existing OME SEC will be reviewed when changes occur to the modification state; operating environment; or the role of the subject equipment, and the existing arguments justifying the safety claims reassessed.
12. Where no SEC has yet been produced to satisfy the requirements of a domain specific safety document, the scope and primacy of the SEC should be agreed between authorities. It will state any assumptions regarding the boundaries of the SEC. In general, the detail within the SEC should align with and be proportional to:
 - a. The scope of the work being carried out.
 - b. The levels of management control and influence.
 - c. Levels of risk.

Transportation Of OME

13. DSA03.DLSR.LSSR Movement and Transport Safety Regulations, Dangerous Goods Manual (DGM). is issued under the direction of the Defence Movements and Transport Management Committee (DMTMC). The document sets out the policy, guidance and criteria for the movement of Dangerous Goods (DG).
14. All military ammunition and explosives belonging to, or in support of a contract with the MOD will be classified by the Defence Ordnance Munitions and Explosives Regulator (DOSR). DOSR classifies military explosives in accordance with DSA 02.OME Classification of Military Explosives for Storage and Transport.
15. The DOSR classification alone may not infer that the OME item is cleared for carriage, for additional requirements refer to the domain specific documentation, i.e. Land¹¹, Maritime¹², and Air¹³.

Range Safety

¹¹ DSA 03.DLSR.LSSR Land Systems Safety and Environmental Protection.

¹² DSA02-DMR-Defence Maritime Regulations for Health, Safety and Environmental Protection

¹³ MAA01 Military Aviation Authority Regulatory Policy.

16. There is no UK government legislation dealing specifically with the safe operation and use of live firing ranges. In the absence of statutory regulation, this document has been developed to provide the MOD general policy, regulations and best practice guidance for the safety of land ranges. For additional requirements refer to the domain specific documentation, i.e. Land DSA03.DLSR.LSSR, Maritime DSA03.DMR, and Air MAA01.

Disposal, Handling, Storage and Processing Of The OME System

17. To support the introduction of an OME system into the custody of Defence Munitions (DM), PTs are required to supply DM with relevant information. This information enables the development of safe systems of work to support the handling, storage and processing of the OME system. PTs are required to ensure that any information passed onto DM remains valid throughout the life of the system, i.e., up to the point of the disposal of the OME system. Examples of information required, as described in JSP762¹⁴, include:

- a. Casualty Weapon procedure (JSP862¹⁵).
- b. Safe Life definition.
- c. Configuration management of the weapon system, (e.g. Software, hardware, publications – build standard of the weapon).

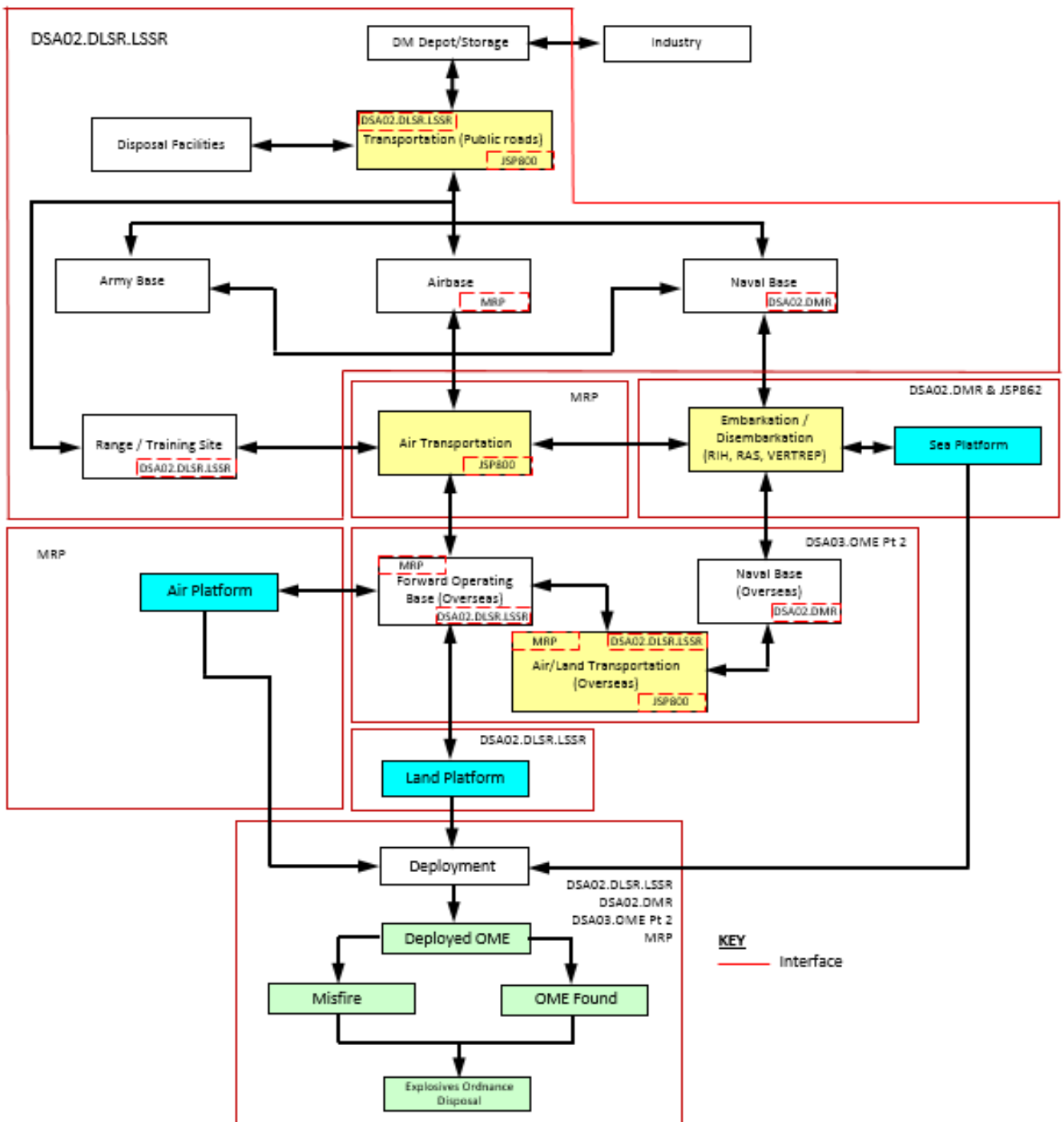
18. Further detail on DM requirements are presented within DSA03.OME (JSP482), JSP762 and JSP862. A summary of each of these documents is presented below:

- a. DSA03.OME (JSP482) is produced for the guidance and instruction of all personnel, both Service personnel and MOD employed civilians (including supporting contracted staff), who are concerned with the management, storage, maintenance, inspection, processing, handling and disposal of explosives and explosives storage facilities within the MOD.
- b. JSP762 is designed to provide technical information that can be used to provide Through–Life support for Weapons and Munitions and maximise its contribution to Joint Capability. It will assist in optimising Through–Life management behaviour and ensure the best guidance is available to Weapons and Munitions technical support staff working in Land, Maritime and Air domains.
- c. JSP862 is mandatory for regulating the safe embarkation, stowage, handling and use of OME in ships, owned by, operated by and operated on behalf of the MOD (DSA03.DMR Ships), i.e. HM Surface Ships, HM Submarines, Royal Fleet Auxiliary (RFA), Government Owned Contractor Operated (GOCO) vessels, Contractor Owned Contractor Operated (COCO) vessels and ships on MOD / DSCOM charter.

¹⁴ JSP762 Weapons and Munitions Through Life Capability.

¹⁵ JSP862 MOD Maritime Explosives Regulations.

Annex A: Illustration of the Primary Interfaces



Annex B: OMESI Template

1. OME SAFETY INSTRUCTION

NOTES:

This Safety Instruction is intended to act as a guide to aid the production of a (tri-service) user safety instruction. It should describe all those aspects of use, for OME systems, which inform its inherent safety. It is the responsibility of the OME PT to provide the information where applicable. Where headings are 'Not Applicable' to the OME system, insert 'N/A'.

FULL TITLE To identify the OME system, munition or family of munitions. Not each variant.

VARIANTS Where applicable, to list the full title of each variant, including specification e.g. HE/Inert/Drill - by Full NSN and/or ADAC etc.

0101 TECHNICAL DESCRIPTION

1. To provide a brief description of the OME System, including:
 - a. an overview of its purpose (design intention),
 - b. the main components and assemblies, and
 - c. operation / means of initiation.

If relevant, a brief summary of the background/ history of the system is to be described. Ideally the system technical description should be no more than 2 paragraphs; full detail is not required.

0102 APPLICATION

1. To describe the application for which the OME System is intended as well as the environment(s) within and/or the platform types on which it will be used. Include:
 - a. **Purpose:** Brief statement on modus operandi of OME.
 - b. **Preparation for Firing:** As applicable or 'None'.

0103 REFERENCE BOOKS

1. A list of any relevant system reference handbooks.

0104 STATUS OF CERTIFICATION

1. OSRP Assurance Statement: To reference/state the latest issue of OSRP Assurance Statement, which is applicable to the system, including where appropriate any case where an OSRP Assurance Statement has either time expired or is no longer valid. The issue and review dates, and any other relevant remarks are to be stated.

0105 CLASSIFICATION

1. As applicable/not applicable to include:
 - a. Hazard Classification Code.
 - b. UN Serial No.
 - c. DOSR Reference / IMAP Reference (where available).

0106 NET EXPLOSIVE QUANTITY (NEQ)

1. As applicable/not applicable to include:
 - a. **Total:** As an all-up store.
 - b. **Sub-Assemblies:** Where the system is handled as a sub-assembly.
 - c. **Effective NEQ:** Based on munition characteristics.

0107 CONTROL OF SUBSTANCES HAZARDOUS TO HEALTH (COSHH)

1. Where applicable, give an overview of each hazardous material or substance contained within, or used in the maintenance of, the system.

Any precautions, procedures or practices to take/apply are also to be summarised. In the instance of there being no such hazardous substances the statement 'There are no hazards beyond those normally associated with explosive stores' should be made.

0108 TRANSPORT / HANDLING / MOVEMENT / REPLENISHMENT

1. Provide a short description/overview of the general way in which the system is transported, handled, moved and/or replenished, including any specific precautions that must be taken or procedures that must be followed. Also, state whether the system is cleared for transportation in the air, land and/or maritime environments. Where applicable, address the following:
 - a. **Embarkation/Disembarkation:** State any general precautions that are to be observed during the embarkation/disembarkation of the system and include any specific references which detail when and how these are to be applied.
 - b. **Replenishment in Harbour (RIH):** State whether the system is approved or not approved for RIH and summarise any other relevant remarks (information extracted from ASHE – DSA03.OME (JSP482), Chapter 13 Annex A refers).
 - c. **Replenishment at Sea (RAS):** State whether the system is approved or not approved for RAS and summarise any other provisos or limitations e.g. maximum sea state.
 - d. **Air Transportation and Portability** – Dangerous Goods by Air Committee (DGAC) clearance: State whether DGAC clearance has been awarded and include any associated relevant provisos or limitations.
 - e. **Logistic Parachute Delivery:** State if an Air Drop Code has been allocated, promulgated and include any relevant constraints.

- f. **JATE:** To state Underslung Load Clearance reference. AP 101A-1105-1B.

0109 **PACKAGING**

1. **Packaging:** Give a complete description of how the system is packaged for transportation, handling and/or stowage

Where appropriate this should include the full range of packaging that may be used in each relevant environment. Weight and dimensions should also be provided.

2. **Unit Load:** This description is to include the number of items (where applicable) within each standard Unit Load Specification Details of weights and dimensions should also be detailed.

3. **Receipt Checks:** Detail or reference as appropriate for each service environment.

0110 **STORAGE AND OPERATION LIFE**

1. The authorised lives for stores used in the Maritime environment are detailed in the Joint Service Munitions Control Register (JSMCR).

0111 **ENVIRONMENTAL**

1. This is a description of the limiting conditions for the munition/ordnance to remain safe under which there is no detrimental effect on life or property. Where relevant, the following information should be included:

- a. **Temperature Limitations:** Detail or reference as appropriate.
- b. **Humidity Limitations:** Detail or reference as appropriate.
- c. **Moisture Limitations:** Detail or reference as appropriate.
- d. **Decontamination:** Detail or reference as appropriate.

Decontamination procedure from any hazardous substances affecting OME system and/or decontamination of leaks of substances from within the system. State whether there are any standard responses that apply and where they are referenced.

0112 **EXPLOSIVES HAZARDS**

1. The following hazard responses are mandated by IMAP:

- a. **Fast Heating (Fuel Fire):** To include the date and detail of the trial/assessment and consequence

- i. Time to reaction

Hazard Time: (Reaction types – I (detonation), II (partial detonation) or III (explosion)).

Risk Time: (Reaction types – IV (deflagration) or V (burning)).

- b. **Slow Heating:** To include details of the trial/assessment and any consequence and/or reaction times.

- c. **Fragment Impact:** Details of the trial/assessment and any consequence and/or reaction times.
 - d. **Bullet Impact:** Details of the trial/assessment and any consequence and/or reaction times.
 - e. **Sympathetic Reaction:** Details of any trial/assessment and any consequence and/or reaction times.
 - f. **Shaped Charge Jet Impact:** Details of any trial/assessment and any consequence and/or reaction times.
2. The following hazards should be included as appropriate/directed:
- a. **Wetted Store:** To include any reference to the trial/assessment and any consequence as appropriate. Also, state whether any specified boxed store that has been wetted should be opened and examined.
 - b. **Drop:** Details of the trial/assessment and any consequence and/or reaction times.
 - c. **Non-contact Underwater Shock:** Details of the trial/assessment and any consequence and/or reaction times.
 - d. **Adjacent Weapon Effects:** Details of the trial/assessment and any consequence and/or reaction times.
 - e. **RATTAM Susceptibility:** Details of the A2 threat i.e. 0.5 inch bullet attack trial/assessment and any consequence and/or reaction times.
 - f. **Radiation, Electrical and Magnetic Susceptibility:**
 - i. Radiation Hazard (RADHAZ): 'EED fitted' or 'No EED'. Details of any trial/assessment and any consequence and/or reaction times.
 - ii. Electro-Magnetic Compatibility (EMC): 'EED fitted' or 'No EED'. Details of any trial/assessment and any consequence and/or reaction times.
 - iii. Nuclear Electro-Magnetic Pulse (NEMP): 'EED fitted' or 'No EED'. Details of any trial/assessment and any consequence and/or reaction times.
 - iv. De-Gaussing/De-Perming: To include a statement on the need for removal during specified operations.
 - v. Electrostatic Discharge (ESD): To include a statements on normal handling discharge and any potential threat from a direct/indirect lightning strike.

0113 MAINTENANCE / SERVICING / TESTING

1. With respect to munitions, a description should be given for any routine servicing, maintenance or testing that is required and at which point in the supply chain this is conducted e.g. depot, on board staff, qualified personnel in the field etc.

Reference to the appropriate system handbook may be sufficient.

0114 **WEAPON DANGER AREA / SAFETY TRACE**

1. A statement or template, which describes the danger area/safety trace to be applied when the munition is used on a range during training.

0115 **PREPARATIONS FOR FIRING**

1. Where applicable.

Reference to the appropriate reference or system handbook may be sufficient.

0116 **HAZARD PROCEDURES**

1. Response should include any action(s) to be taken in the normal operating environment as well as any actions to be taken when the munition is being transported or stored. To include the following details as appropriate:

- a. **Defect Procedure:** Detail or reference.
- b. **Incident Procedure:** Detail or reference.
- c. **Misfire:** Detail, reference or 'Not Applicable'.
- d. **Hangfire:** Detail, reference or 'Not Applicable'.
- e. **Hot Gun:** Detail, reference or 'Not Applicable'.
- f. **Stoppage:** Detail, reference or 'Not Applicable'.
- g. **Breech Explosion:** Detail, reference or 'Not Applicable'.

0117 **DISPOSAL**

1. Detailed plans are not required however contingency plans should be in place:

- a. **Routine Disposal:** Detail or reference as appropriate.
- b. **Emergency Disposal:** Detail or reference as appropriate.
- c. **Explosive Ordnance Disposal:** Response should include action to be taken in the normal operating environment and action to be taken when the munition is being stored and/or transported etc.
- d. **Jettison:** Detail, reference or 'Not Applicable' as appropriate.

0118 **OTHER SAFETY CONSIDERATIONS**

1. Include any other relevant safety related issues or concerns that have not been previously addressed or highlighted.

e.g. any peacetime/wartime variations in procedure, any differences in training/operational usage scenarios, the effect of weather conditions (high winds), noise levels during firing, known system shortcomings or restrictions, any specific platform clearances, list of limitations/warnings etc. Where there are none, state 'None'.

0119 **ILLUSTRATIVE DRAWINGS / DIAGRAMS**

This should include, where appropriate, a 'cross section' of the OME showing the location of specific hazards, such as: energetic materials, fuel, pressure vessels etc.