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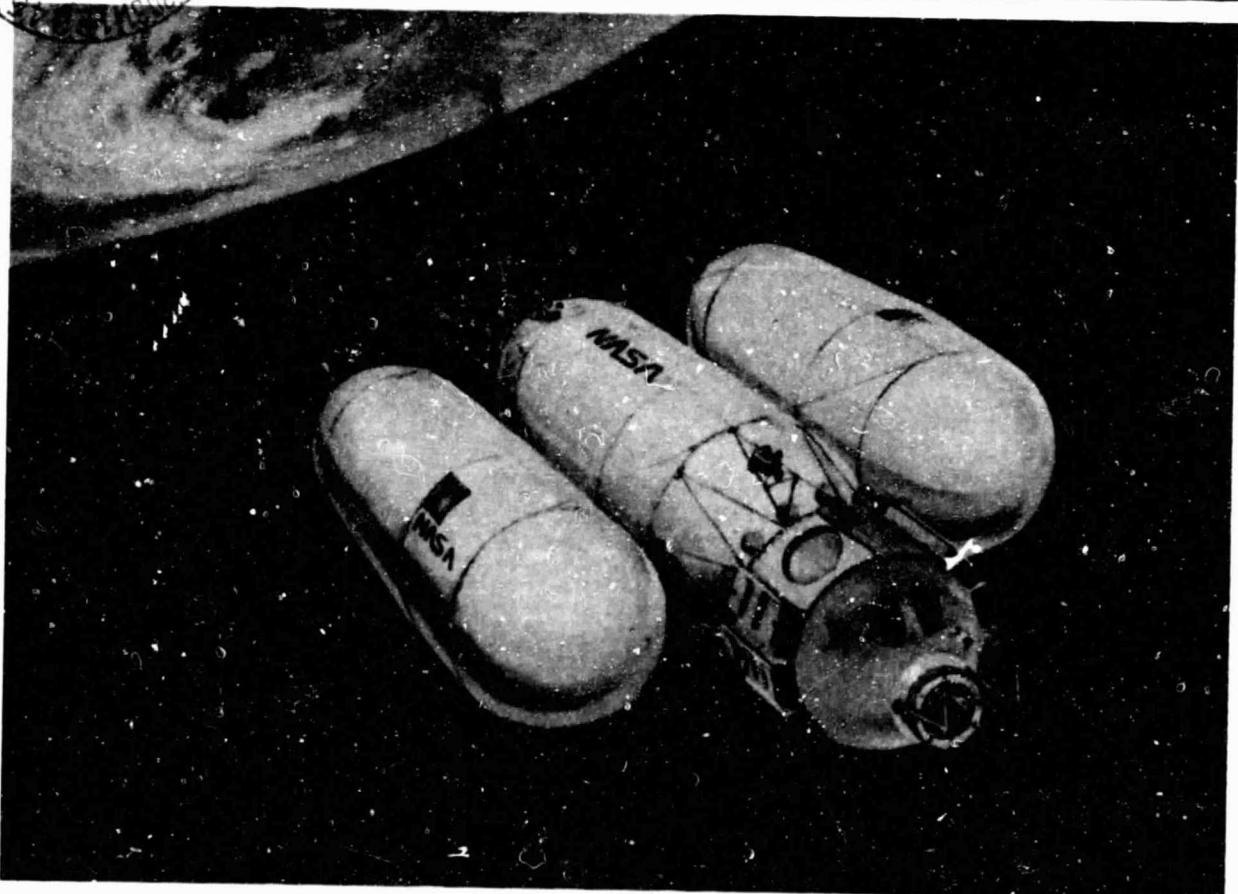
(NASA-CR-160956) MANNED GEOSYNCHRONOUS
MISSION REQUIREMENTS AND SYSTEM ANALYSIS
STUDY EXTENSION. MANNED ORBITAL TRANSFER
VEHICLE (MOTV) CAPABILITIES HANDBOOK AND
USER GUIDE Final Report (Grumman Aerospace G3/18 25757

N81-24165

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**MANNED ORBITAL
TRANSFER VEHICLE (MOTV)
CAPABILITIES HANDBOOK
AND
USER GUIDE**



GRUMMAN AEROSPACE CORPORATION

MANNED GEOSYNCHRONOUS MISSION REQUIREMENTS & SYSTEMS ANALYSIS STUDY EXTENSION

**MOTV capabilities handbook
and user guide**

prepared for
**National Aeronautics and Space Administration
Johnson Space Center
Houston, Texas**

prepared by
**Grumman Aerospace Corporation
Bethpage, New York 11714**

February 1981

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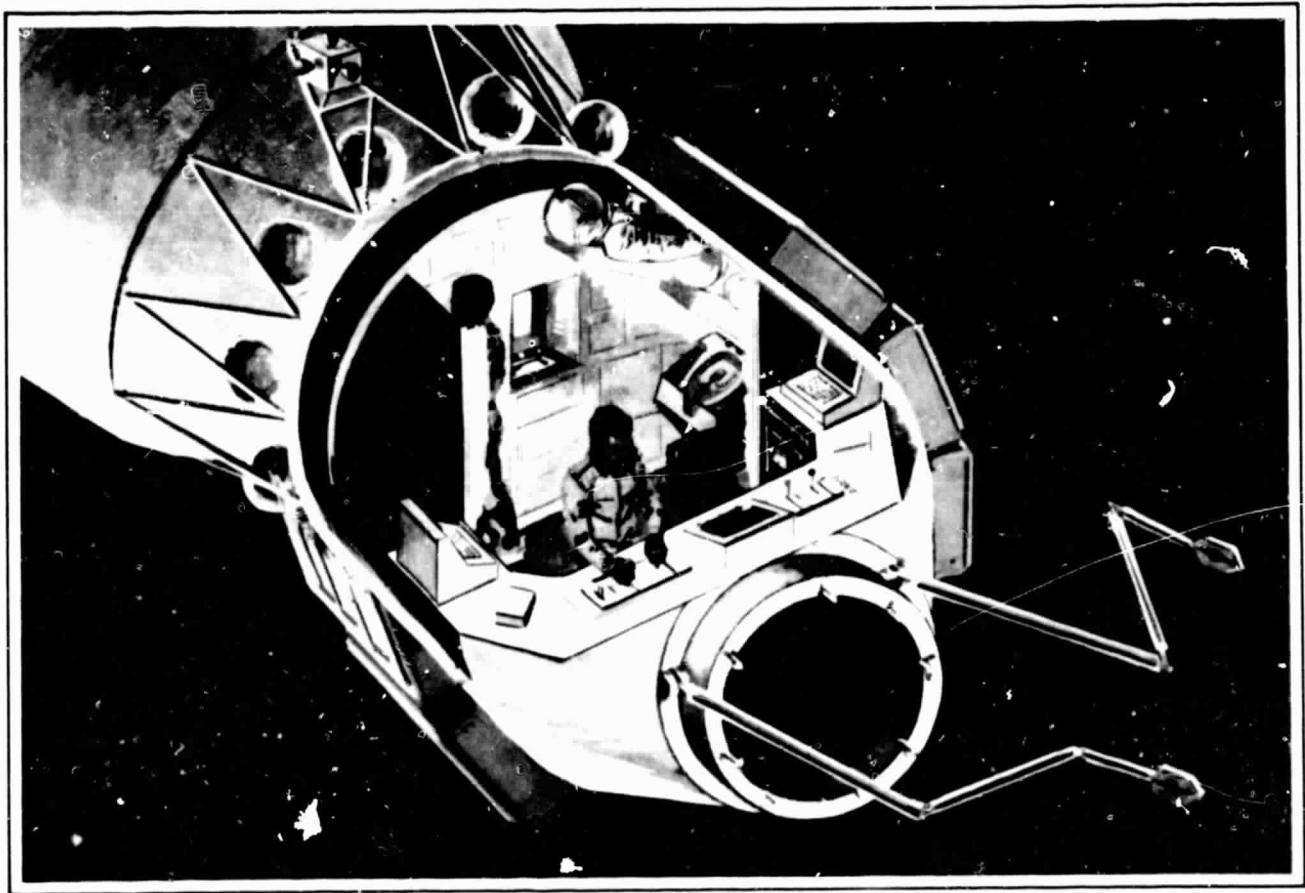
INTRODUCTION

This handbook is intended to provide the user with a comprehensive definition of a baseline MOTV crew capsule, and its capabilities in performing manned missions to geosynchronous or other high energy orbits. This document supplements and updates previously published reports issued as part of the MGMRSAS Phase 2 MOTV Final Report, e.g., Mission Handbook, Program Requirements Document and Turn-around Analysis.

The primary change in crew capsule definition from the Phase 2 final report is a smaller MOTV crew capsule, switching from a 3-man capsule to a 2-man capsule. A second change permitted crew accommodations for sleeping and privacy to be combined with the flight station.

The previous 3-man crew capsule was designed around a design reference mission (DRM), S1, which serviced four MMS-type satellites in GEO and required 19 days to complete with a rather large amount of mission-dedicated hardware. The current baseline DRM, ER1, is much less ambitious, requiring 2 men for 3 to 4 days to repair a multi-disciplined GEO Platform and a modest amount of mission-dedicated hardware.

The sections that follow describe in detail a 2-man MOTV crew capsule to be used as a design reference point for the OTV, and its interfaces between the STS and other associated equipment or facilities. The functional capabilities of the 2-man capsule, as well as its application to a wide range of generic missions, is also presented. The last section of this report addresses MOTV turnaround and identifies significant requirements for both space-based and ground-based scenarios.



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1 - CREW CAPSULE BASELINE CONFIGURATION DEFINITION

To establish MOTV mission requirements at the beginning of this study, a broad range of generic missions was identified, as shown in Fig. 1.1. This was an unmanageable number for detailed study and so five of them (S1:ER1:ER2:DR1:C3) were selected as Design Reference Missions (DRMs). During the study extension, it was determined that a crew of two could perform these five DRMs. Therefore, a two man crew capsule is baselined.

Earlier considerations in the study gave separate, private quarters to each man. However, each kilogram transported round trip to GEO costs in the order of \$10,000. It was decided, therefore, that in the study extension, weight should be minimized by combining crew relaxation/sleeping functions with the work stations, thus eliminating the separate quarters. Furthermore, just adequate facilities would be provided for other crew comforts and for subsystems stowage. The resultant configuration is a functionally adequate layout with minimum frills.

1.1 DESIGN REQUIREMENTS

This subsection defines the main requirements for a manned capsule to house a crew of 2 and to perform the design reference missions. The requirements are extracted mainly from the Program Requirements Document issued at the end of the Manned Geosynchronous Mission Requirements and Systems Analysis Study (MGMRSAS), NASA Contract NAS9-15770. That document, which identifies rationale and source, is more comprehensive and should be consulted if more detail is required. The MGMRSAS study extension has modified or augmented some of the earlier requirements and these are included here:

The requirements fall into five categories:

- Crew capsule general requirements
- Crew support requirements
- Subsystems requirements
- Mission Equipments
- Interfaces

GENERIC MISSION		SCENARIO CHARACTERISTICS					SYMBOLS
		ORBIT	MISSION DOWN, Kg	CREW*	DURATION, DAYS	DESCRIPTION	
CATEGORY	SYMBOL						
INSPECTION SERVICE & REPAIR	M1	GEO	510	2	6	SCIENTIFIC SATELLITE REVISIT	M - INSPECTION
	S1	GEO	1000	2	10	MODULAR LEVEL SERVICE	S - SERVICE
	S2	GEO	2000	2	27	COMPONENT LEVEL SERVICE & UPDATE	ER - EMERG. REPAIR
	S3W	GEO	2000	2	21	SErv & UPGrADe NUCLEAR FUSION SATS	ER - RETRIEVAL
	S3M	GEO	2000	2	3	REPLACE NUC. REACTOR	OP - OPER. LG SPACE SYSTEM
	E1	GEO	400	2	6	EMERGENCY REPAIR (GEO)	P - PASS. TRANSPORT
	E1.1	12 HR/G3	272	2	4	EMERGENCY REPAIR (HEO)	DR - DEBRIS REMOVAL
	R1	12 HR/G3	6100	2	2	FAILED SATELLITE	C - CONST
OPERATION OF LARGE SPACE SYSTEM	OPI	GEO	400	2	16	TENDED STD	UC - UNMAN. CARGO
	P1	GEO	1000	2	4	3 MAN CREW ROTATION/RESUPPLY	DESIGN REFERENCE MISSIONS
	P2	GEO	4000	2	4	10 MAN CREW ROTATION/RESUPPLY	* MNR. TO PERFORM TASKS IVA
	P3	GEO	10,010	2	4	30 MAN CREW ROTATION/RESUPPLY	
	P4	DEEP SPACE	2304	2	30	6 MAN CREW ROTATION/RESUPPLY	
DEBRIS REMOVAL	DRI	GEO	550	2	9	REMOVE DEBRIS FROM 45° SECTOR OF GEO	
CONSTRUCTION	C1		10,000	2	3	UNFOLD WIRE WHEEL ANTENNA	
	C2		10,000	2	6	UNFOLD COMMUN PLATFORM	
	C3	GEO	17,000	2	6	PAEFAB COMMUN PLATFORM	
	C4		10,000	2	7	AUTOFAB COMMUN PLATFORM	
	C5		110,535	3	14/5/5/6	AUTOFAB SPA	
	C6			2	17	MODULAR ASSY SPA	
UNMANNED CARGO 2267-002B	UC	VARIOUS	15,000 55,000	NONE		SECONDARY ROLE	

Fig. 1.1 Generic Mission Summary

1.1.1 Crew Capsule

1.1.1.1 Design life shall be 30 missions, based on 3 missions per year for 10 years.

1.1.1.2 A two-gas (oxygen and nitrogen) atmosphere shall be provided with internal pressure at 5.52N/m^2 (8.0psi).

1.1.1.3 There shall be two ingress/egress latches, each 1m diameter, in the pressure shell.

1.1.1.4 Windows shall be provided to permit viewing of docking aids, grappling operations and manipulator assembly tasks. Size shall be minimized.

1.1.1.5 Mounts shall be provided for mission equipments, outboard of the pressure shell, in areas not required for subsystems, ingress/egress and for viewing from capsule windows.

1.1.1.6 Externally mounted subsystems or equipments shall not inhibit ingress/egress from the capsule, mission abort, or transportation in the orbiter cargo bay.

1.1.1.7 Cabin design shall accommodate EVA operations.

1.1.1.8 Crew transfer between Orbiter or other habitable modules and the crew capsule shall be in a shirt sleeve pressurized environment.

1.1.1.9 Docking and berthing shall provide equipment to interface with the Orbiter docking module and withstand load of TBD.

1.1.1.10 Safety

- Distribution of overall failure probability among critical subsystems shall be as given below. The percentage column shows the proportion of catastrophic failure "allowed" for each subsystem. The final column shows the same distribution in terms of the mean number of missions between fatal failures scaled to match an overall safety level of one fatal MOTV failure in 1000 missions.
- No single malfunction or reasonable combination of malfunctions shall result in the potential of injury to MOTV, Orbiter and ground personnel.

CRITICAL SUBSYSTEM	% ALLOCATION	MISSIONS PER CATAST FAILURE
EPS	8	12,000
AVIONICS	7	14,000
ECLS	10	10,000
RADIATION PROTECTION	12	8,000
CREW TRANSFER	3	30,000
FOOD/WATER	0	
OVERALL STRUCTURE	0	
2267-003B		

MOTV Man Rating – Preliminary Allocation of Catastrophic Failure Likelihood

1.1.1.11 Radiation Protection

- Allowable crew dosage shall be based on STS limits. If greater or lesser levels of risk are acceptable, these limits shall be adjusted accordingly.

- The system shall provide the following for GEO & 12 Hour Orbit:
 - Warning of any event predicted to reach or exceed 10^8 p/cm² total event flux of protons \geq 30 MEV.
 - Deorbit capability to return to an altitude less than 3 earth radii within 6 hours
 - Crew shielding sufficient to survive a solar event of 10^9 p/cm² total event flux of protons \geq 30 MEV.
- Since timely deorbit is impractical for deep space orbits the system shall provide crew shielding sufficient to survive a solar flare event of 10^{10} p/cm² total event flux of protons \geq 30 MEV.
- Personal active/passive dosimetry and other onboard radiation instrumentation shall be such that depth-dose information is provided in realtime. Also it shall be able to identify the portion of the total dose attributable to radiation components with differing LET. The need to monitor exposure to high energy Z particles will be required.
- The combined exposures for the total mission shall include accumulated doses during orbital transfer, possible EVA, IVA operations, and other possible unscheduled radiation environment.
- To minimize radiation hazards the following telemetry/caution and warning displays shall be provided:
 - Early warning (minimum 2 days) advanced warning of an anomalously large solar flare event.
 - Continuous monitoring of dose rate limits.
 - Spacecraft charging monitoring.
- Deterministic capability (i.e., 100% probability) of long term solar flare prediction of at least TBD days "before" flare occurrence, shall be developed.

1.1.1.12 Reliability

- Subsystem or component failures shall not propagate sequentially. Equipment shall be designed, as a minimum, to be fail-operational/failsafe.

- All critical life limited components and subsystems shall be designed to facilitate inspection. Redundant paths shall be located so that an event which damages one path is not likely to damage the other.
- The capsule shall provide the capability for performing critical functions at a nominal level with any single component failed and at a reduced level with any credible combination of two component failures.

1.1.1.13 Maintainability

- The capsule shall be designed to provide access to equipment interfaces, equipment installations, and service umbilicals requiring inspection, servicing or verification during scheduled ground maintenance and prelaunch operations.

1.1.2 Crew Support

1.1.2.1 Habitability shall cater to mixed gender crews by providing privacy for bodily functions and for relaxation. It shall also provide an active waste management system, a personal hygiene station to support hand and body washing, a gallery with heating for food and water.

1.1.2.2 Health diagnostics/monitoring shall be provided for all crew critical functions with adequate data warning for the crew and ground personnel.

1.1.2.3 In case of serious illness or accident, the MOTV shall have the capability to return to the Orbiter within 24 hours and to the ground within an additional 24 hours.

1.1.3 Subsystem

1.1.3.1 Warning of subsystem malfunctions shall be given to the "on" and "off duty" MOTV crew, the ground support personnel and the orbiter crew (when in the mated configuration).

1.1.3.2 When the functional system failure results in the significant depletion of a critical consumable (power, life support, etc.) reserve shall be provided for TBD hours.

1.1.3.3 All subsystem equipment which does not require manned interface in the pressurized cabin shall be mounted externally.

1.1.3.4 Subsystems shall adequately support the mission plus a contingency reserve of 4 days for 2 crew.

.1.3.5 Structure

- Cabin pressure structure shall be designed for 5.52 N/M² (8.0 psi) nominal pressure with an ultimate strength factor of 2.0X maximum relief valve pressure.
- Windows shall have an ultimate strength of 3.0X maximum relief valve pressure.
- The capsule shall be designed to withstand berthing and docking loads of TBD.
- The structure shall be designed to withstand Orbiter launch and landing loads specified in JSC-07700, Vol. XIV.

.1.3.6 Avionics

- Displays and controls shall:
 - Provide sufficient duplication to permit the vehicle to be piloted from either the pilot or mission operations stations.
 - Display caution and warning data obtained from Data Management for malfunction identification.
 - Display Closed Circuit TV (CCTV) during IVA and provide controls to operate the manipulators.
 - Supply dedicated switches, controls and instruments to monitor, command and control all vehicle subsystems during operation of the MOTV.
 - Display the range and bearing information from the passive and cooperative targets during rendezvous operations.
- Data management shall:
 - Accept status inputs from the various electronic subsystems, main engine, ACPS, fuel distribution system and the drop tanks.
 - Utilize conditioned status inputs so that the Caution and Warning Electronics can drive the crew displays of caution and warning data on the vehicle.
 - Accept Bio-Med Inputs from the crew for transmission to the ground regarding the health status of the crew members.

- Accept ECS and Life Support inputs for display in the capsule and transmission to the ground.
- Attitude control shall:
 - Provide attitude and velocity change information from the inertial measuring unit.
 - Provide automatic and manual control capability for all mission phases except docking, which is manual only.
 - Provide attitude and steering displays for the crew.
- Tracking, Telemetry and Communications shall:
 - Provide voice communication between crew stations and between the MOTV and the ground stations and Shuttle.
 - Provide voice synthesis and recognition for EVA command and control of the vehicle.
 - Generate, transmit and distribute closed-circuit television (CCTV) in the capsule.
 - Transmit MOTV status and crew health to the ground via RF Link.

1.1.3.7 Electrical Power

- All prime power generation, storage, control and conditioning functions shall be located on the propulsion module and be capable of autonomous operation. Capsule electrical power requirements shall be provided via a remote load control and distribution center, located within the capsule.
- The maximum power to be made available to MOTV user loads shall be 5.0 kW.
- The maximum energy requirement will be 3000 kW-hr for missions up to 30 days in duration.
- A minimum of 50 kW-hr of emergency energy shall be continuously held in reserve during a mission.
- The MOTV shall be capable of receiving up to 2.0 kW of Orbiter power. The interface shall include provisions for monitoring and control of critical MOTV EPS functions.

1.1.3.8 Environmental Control and Life Support shall:

- Provide a shirtsleeve environment with the following conditions:

- Temperature: Normal 18°C - 24°C 62°-75°F
Emergency 10°C - 32°C 50°-90°F
- Humidity Dew Point 10°C - 16°C 50°-60°F
- Pressure (O₂/N₂) 0.5 bar - 0.6 bar 7.5 - 8.5 psia
- CO₂ partial pressure 3-5 mmHg.
- Cabin Leakage 1 Kg/Day 2.2 lb/Day

- Provide for the following metabolic values:

- Avg Metabolic Rate 11,200 Btu/Man Day
- CO₂ Produced 0.96 kg/Man Day
- Condensate 1.58 kg/Man Day
- O₂ Required 0.83 kg/Man Day
- Potable Water Req'd 2.35 kg/Man Day
- Urine Produced 2.06 kg/Man Day

- Be designed to be fail safe with at least 96 hours survival provisions.
- Have emergency pressurization to maintain the cabin at 8 ± 0.5 psia for 1/2 hour with leakage equivalent to 1/4 inch diameter hole.

1.1.3.9 Thermal Control shall:

- Provide thermal heat rejection system to maintain/remove capsule heat and electrical/electronic equipment heat.

Provisional loads to be used are:

- ECLS 655W (2235.5 Btu/hr)
- Metabolic/Man 137W (467 Btu/hr)
- Avionics 800W (2760 Btu/hr)

- Not require selected capsule orientation in orbit to maintain its thermal control function.

1.1.3.10 Crew Accommodations shall:

- Provide free volume per man to give Celetano 'tolerance' comfort level for a 27 days mission (3.0m^3).
- Accommodate male and female operators in the 5th to 95th percentile anthropometric range.
- Keep continuous noise levels to below 50 dB in the 600 to 4800 Hz range and 70 dB above 4800 Hz.

1.1.3.11 Guidance, Navigation and Control shall:

- Permit manned docking/berthing of the MOTV to the Orbiter and to other spacecraft.
- Provide control authority for:
 - Rotational Acceleration of $10^\circ/\text{sec}^2$
 - Translation of 0.3 ft/sec^2
- Limit Attitude deadband to $\pm 0.1^\circ$

1.1.4 Mission Requirements

Major support equipment for the baseline mission shall be:

- Remotely operated manipulators -
2 required: 2.5m reach: 7 DOF
- Berthing stabilizer
1 required: 2.0M reach: 4 DOF
- Berthing ring
- EVA Suits
2 required: GEO type: 2 contingency +1 emergency EVA of 6 hours each.
- Equipment stowage racks
- Check out and calibration equipment
These equipments are of general use for 80% of the generic missions.

1.1.5 Interfaces

1.1.5.1 Shuttle

The crew capsule shall:

- Not degrade STS integrity/safety

- Fit within the Orbiter payload bay and be compatible with STS structural, dynamic, mechanical, electrical, fluid and operational requirements.
- Provide a berthing/docking system compatible with the Orbiter.

The Orbiter shall provide at least the following non-standard support, changeable to the payload:

- Orbiter crew accommodations, in addition to the Standard 28 man days, of TBD.
- Transfer tunnel connecting crew capsule to Orbiter cabin for shirt sleeve transfer of MOTV crew.
- Electrical power of TBD kwh in support of activities while the MOTV is attached to the Orbiter.

1.1.5.2 Launch Facilities

The crew capsule shall be compatible with launch site facilities used for turn-around operations.

1.1.5.3 Communications

Uplink and downlink shall be compatible with the Orbiter, MSFN, STDN, TDRSS and SOC.

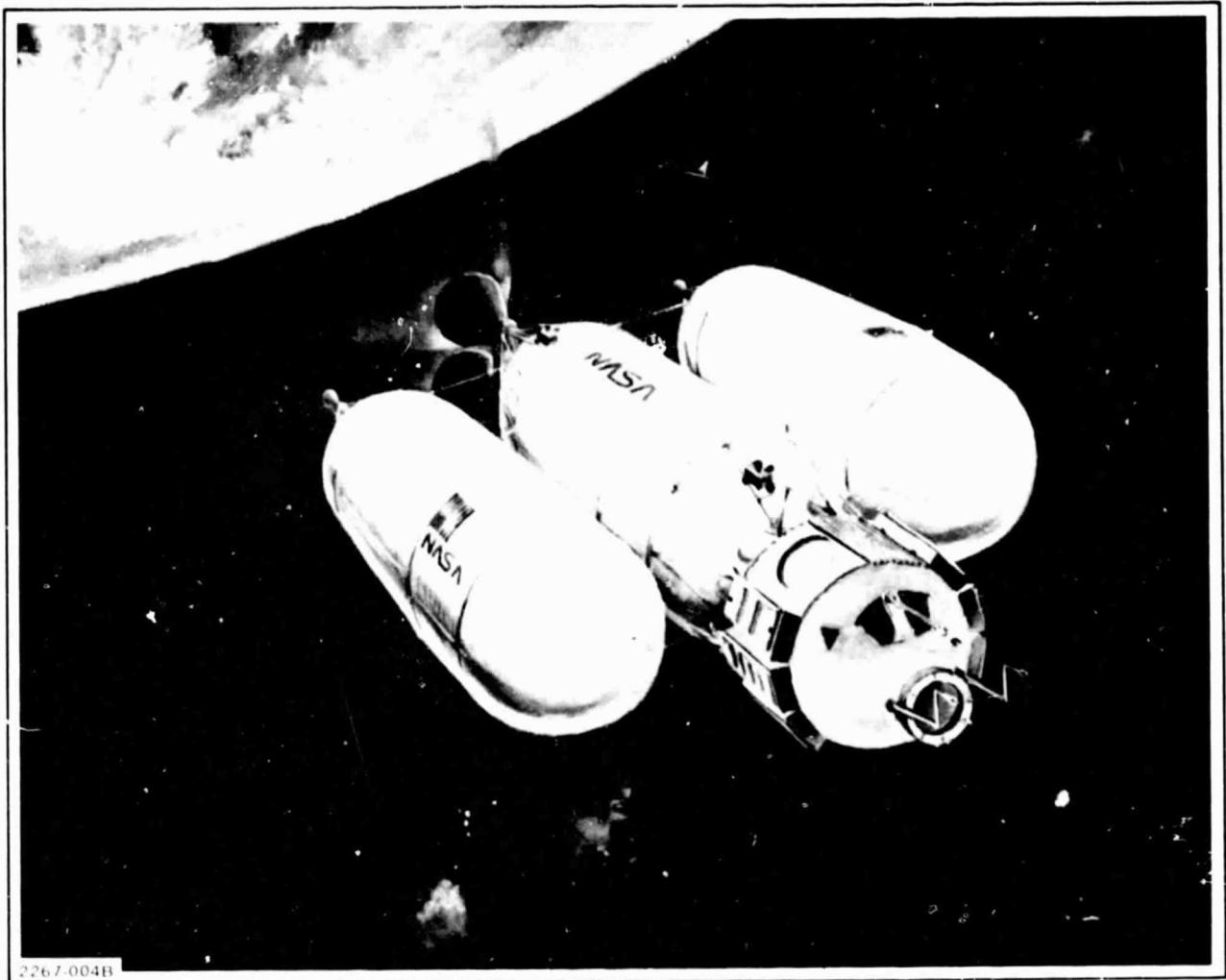
1.2 CREW CAPSULE LAYOUT

The MOTV configuration presented in Fig. 1.2.1 shows a 1-1/2 stage, all propulsive, orbital transfer vehicle leaving LEO on a manned mission. A crew capsule mounts to the front of a propulsion core which is surrounded by jettisonable tanks containing propellant.

1.2.1 Crew Capsule External Arrangement

The crew capsule outboard profile shows a truss structure mounting the capsule to the propulsion core. Within this structure, those subsystems components which do not require on orbit access or which are a safety hazard, can be stowed. Thermal control radiator panels are mounted, and mission equipments may be mounted, external to the capsule along its cylindrical section. These mountings must not inhibit ingress/egress through the EVA hatch located in the capsule shell.

Looking at the forward end of the capsule, a berthing or a docking ring, dependent upon the mission, is mounted to the capsule boarding hatch for mating



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Fig. 1.2.1 One-and-One-Half Stage, All Propulsive, MOTV

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the MTOV to the shuttle or to an orbiting pressurized body requiring manned shirt sleeve transfer. For mating to an orbiting satellite which does not require manned shirt sleeve transfer, a grappling stabilizer is mounted to the capsule between the viewing windows. It has four degrees of freedom and has an end effector which grabs a fitting on the satellite and joins the two bodies. On those missions requiring work external to the crew capsule, such as servicing and construction, it may be performed by operators working from within the capsule using two master/slave manipulator systems. The slave manipulators are mounted, as shown, to the structure supporting berthing and docking. They have seven degrees of freedom.

Other sections of this report quantify the facilities discussed here.

1.2.2 Crew Capsule Internal Arrangement

Figure 1.2.2 shows the internal configuration of a 2 man 'functional minimum' crew capsule whose objective is to provide functionally adequate, but no more, living facilities, subsystems storage and free volume necessary for crew movement and EVA suit donning. The free volume is about 3.0m^3 per man.

At the forward end, two crew stations for flight and mission operations provide the necessary controls, displays and subsystems. Windows provide viewing of docking/berthing and work zones. Off duty, the crewman can pivot in his seat for about 180° from his work position. Privacy is obtained by drawing curtains around his territory. Aft of this compartment, a galley and a waste management system cater to crew comforts. A curtain can be drawn to give privacy when using waste management or when washing the body at the personal hygiene facility located inside the rear dome. Subsystems are located under the floor and inside the rear dome as well as surrounding the flight/mission stations.

EVA suits are stored above the waste management facility and can be donned, in turn, in a $1.12\text{m} \times 1.12\text{m}$ area bounded by galley, waste management, aft subsystems and the work station zone. A hatch for EVA ingress/egress is located above this area.

Other sections of this report quantify facilities discussed here.

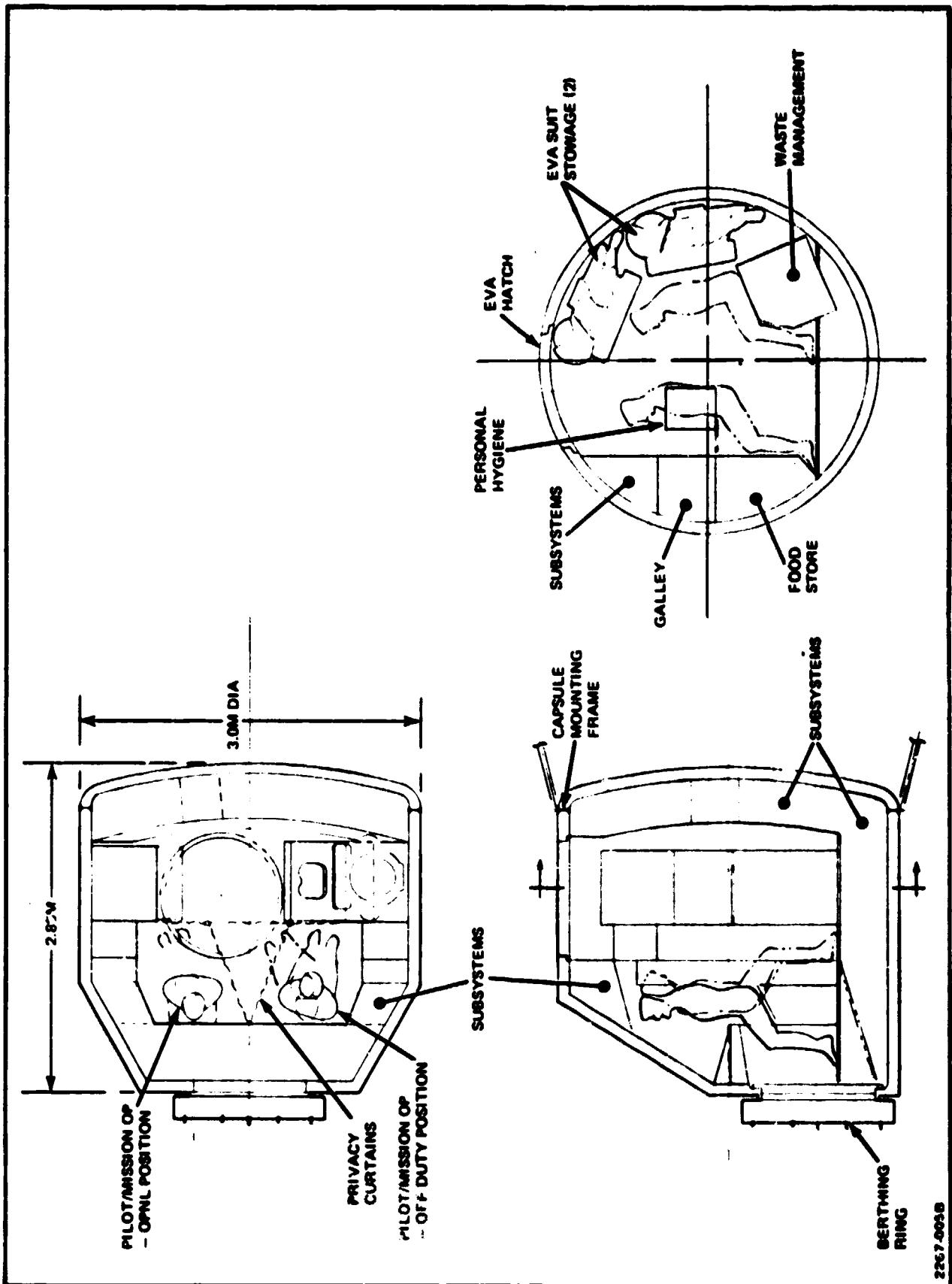


Fig. 1.2.2 Two-Man "Functional Minimum" Crew Capsule - Internal Arrangement

1.3 MASS PROPERTIES

1.3.1 Crew Capsule Related Weights

For each of the five (5) Design Reference Missions (DRM) Fig. 1.3.1 gives preliminary weights for the 'functional minimum' crew capsule and its associated subsystems carried in the propulsion core. These weights, plus the general purpose and dedicated mission equipments defined elsewhere in this report, are the OTV payload for each mission. Throughout the main study and this extension, a contingency of 25% has been added to capsule weights and 15% to the propulsion module weights.

The crew capsule structure reflects radiation requirements and its shell thickness is equivalent to 1.2 cm of aluminum. Allowance is made for hatches, windows, decks, berthing ring, etc. Capsule EPS weight estimate is for power distribution and control only. The ECLS subsystem includes equipment and plumbing for CO₂ removal and humidity control, temperature control, pressure control, and avionics cooling. Tanks are included for oxygen, nitrogen, potable water and emergency oxygen. Crew accommodations include weight for two EMUs, equipment for food preparation and stowage, waste management, personal hygiene, housekeeping, and lockers. Entertainment devices are also included. Consumables include potable water, nitrogen and oxygen, emergency oxygen, food, personal hygiene, and waste management. The propulsion core houses all subsystems necessary for unmanned flights (i.e. no crew capsule). When a manned flight is scheduled and the crew capsule added to the configuration, then relevant propulsion core subsystems are augmented to satisfy the increased requirements. These delta weights are shown here for the DRMs.

1.3.2 Balance and Moments of Inertia about CG

For mounting the crew capsule to the propulsion core and for overall vehicle control, it is necessary to know not only the mass but also location of the center of gravity (cg) and the moments of inertia about that cg. We show these parameters in Figure 1.3.2 for the heaviest of the DRM's, S1. They may be taken as typical for a crew capsule with no mission equipment mounted to it. Mass and location of these equipments will vary greatly from mission to mission and their effect on cg and inertias must be examined for each mission!

	S1	ER1/2	DR1	C3
• CREW CAPSULE				
STRUCTURE	1,113	1,113	1,113	1,113
THERMAL PROTECTION	33	33	33	33
EPS DISTRIBUTION	37	37	37	37
AVIONICS: COMMAND & DISPLAY	128	128	128	128
ECLS	298	298	298	298
CREW ACCOMMODATIONS	610	610	610	610
PROPULSION CONTROL	6	6	6	6
CONTINGENCY (25%)	666	666	666	666
TOTAL DRY WEIGHT	2,775	2,775	2,775	2,775
CREW (2)	163	163	163	163
CONSUMABLES	265	114	161	133
BURNOUT WEIGHT	3,193	3,052	3,090	3,071
• PROPN CORE: CAPSULE ASSOCIATED SUBSYS				
FUEL CELLS/TANKS/LINES	404	341	341	341
SOLAR ARRAY	183	-	-	-
CONVERSION/DISTRIBUTION	120	40	40	40
AVIONICS	30	30	30	30
RADIATOR FOR FUEL CELL A	8	8	8	8
CONTINGENCY (15% OF ABOVE)	113	63	63	63
FUEL CELL REACTANTS	370	175	323	244
TOTAL CAPSULE & RELATED WEIGHT	4,431	3,709	3,904	3,797
NOTE: EXCLUDES MANIPULATORS, ETC: CHARGED TO GENERAL PURPOSE MISSION EQUIPMENT				
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Fig. 1.3.1 Two-Man "Functional Minimum" Crew Capsule - Related Weights (kg) for Design Reference Missions

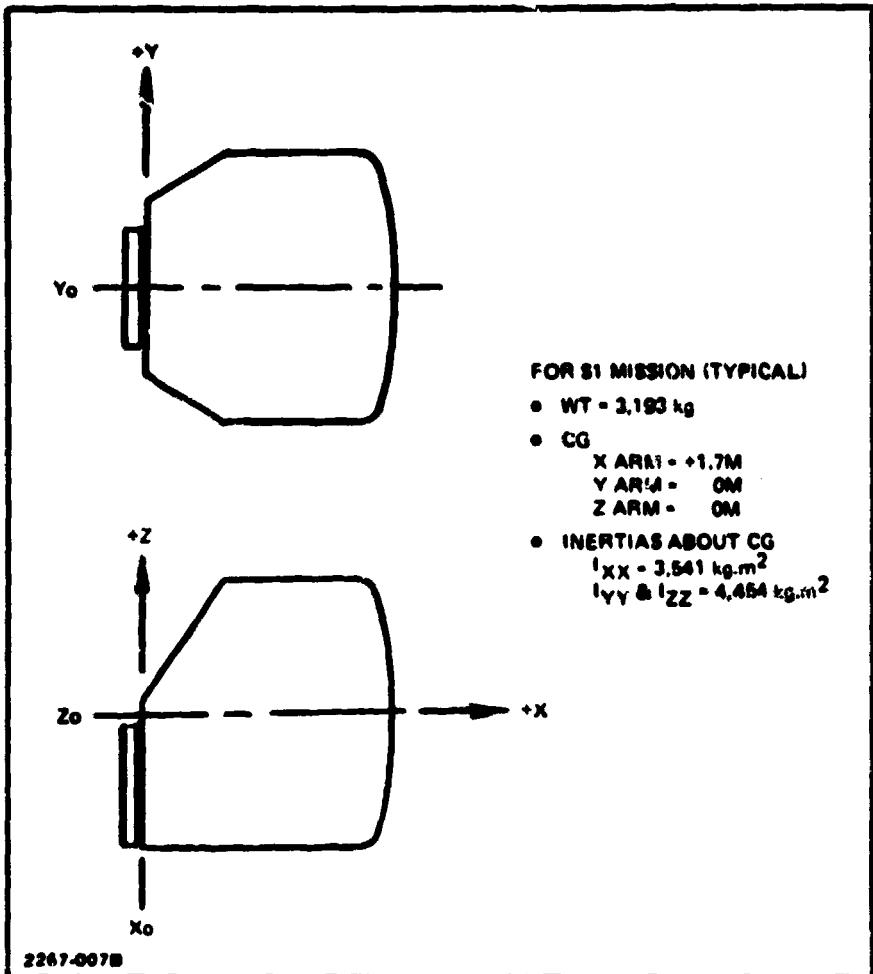


Fig. 1.3.2 Two-Man "Functional Minimum" Crew Capsule - Balance & Moments of Inertia About CG.

1.4 FLIGHT STATIONS

There are two flight stations, side by side, at the forward end of the crew capsule. These two stations can be seen in Fig. 1.2.2. As presently defined, one station controls the flight of the MOTV when docking or when using the stabilizer to berth. The same station also controls movement of the workpiece relative to the MOTV by articulating the stabilizer. The second station has, as its main function, control of the manipulator system when performing mission tasks using IVA. There will also be a back-up control at this station for docking or berthing in the event that the primary flight control station, or its operator, cannot perform its function. Necessary subsystems, controls and displays surround the two stations. Windows are located in front of each operator for viewing the workpiece or the docking/berthing target.

1.4.1 Window Viewing

For crew operated flight control, i.e., rendezvous, docking or berthing, direct viewing of the target is provided by the window. Similarly, the work area is viewed directly by the manipulator operator, through his window. To date, the study has not required comprehensive evaluation of view angles necessary to perform all the mission tasks for, say, the DRMs. Until that is done, the view angles shown in Fig. 1.4.1 should be used.

As an objective, window size will be kept to a minimum because of thermal considerations and the loss of area for mounting controls and displays.

1.4.2 Flight Control Station

One of the two flight stations controls MOTV flight for rendezvous with an orbiting body, target docking and for berthing using the stabilizer. It can control the firing of main and RCS engines. Once berthed, the stabilizer can be articulated so that actuation of its joints moves the workpiece relative to the MOTV to position the work zone as required for viewing and for manipulator access. This operation is also controlled from this station. Detailed layout of this station has not been required to date in this study but preliminary investigation into the mounting of necessary controls, displays and subsystems, so far defined, shows adequate room.

1.4.3 Manipulator Control Station

The other flight station controls the two manipulator arms used for IVA mission tasks. Being a master/slave system, the two masters are located at this work station. Figure 1.4.2 shows an operator using an 'over the shoulder' master control. This

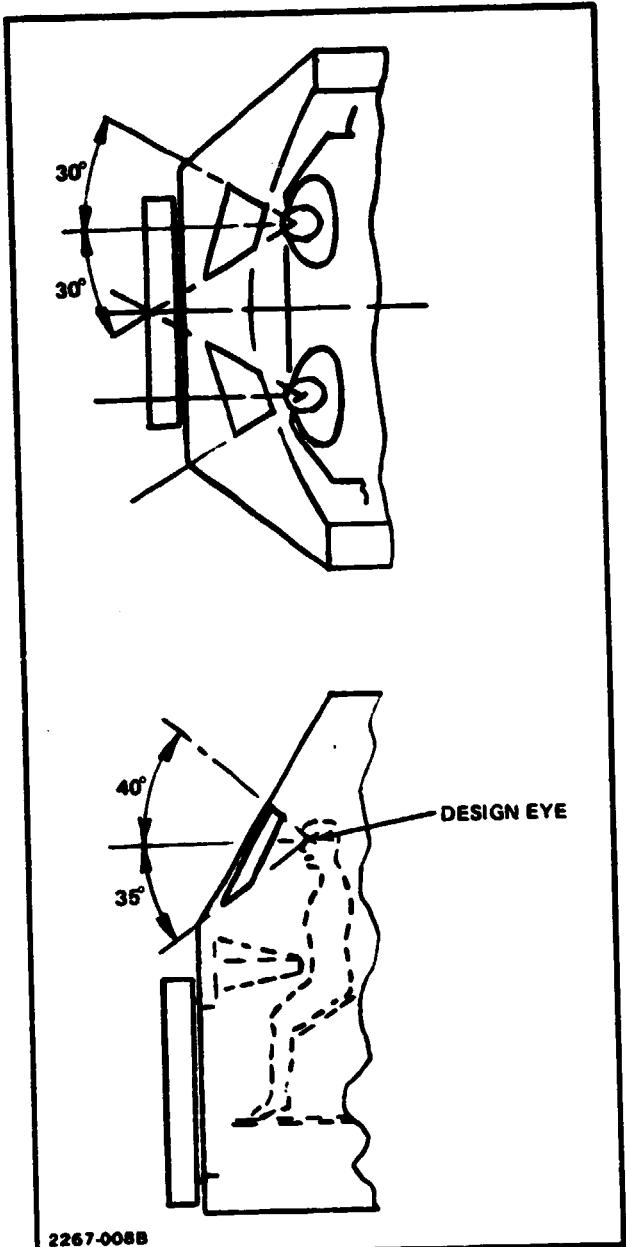


Fig. 1.4.1 Work Station Viewing-Typical

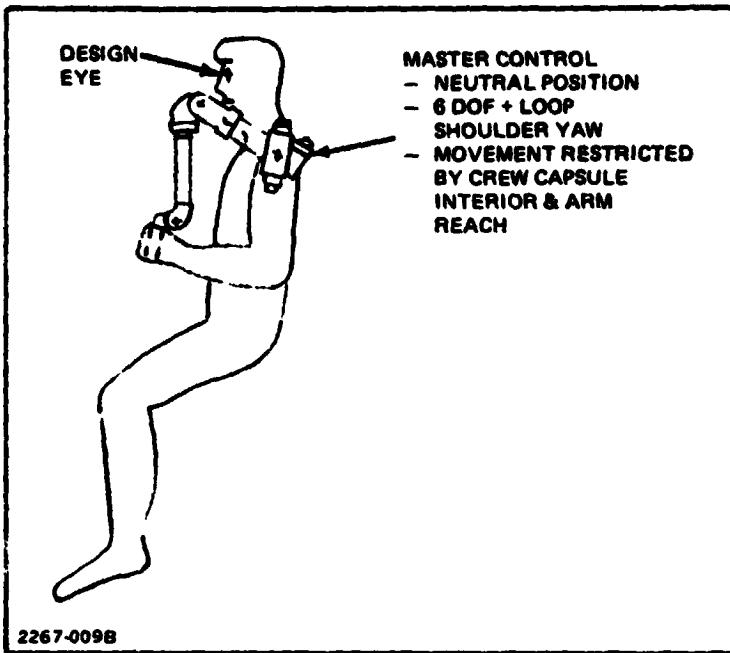


Fig. 1.4.2 Candidate Master Control for Slave Manipulator

control can be switched 180° and be operated in the attitude shown in Fig. 1.5.3. A preferred position to suit MOTV operations would be determined by demonstration, using a flight stations mock-up and the manipulator test articles being developed for the MRWS program. This station also has back-up controls for rendezvous, docking and berthing the MOTV.

Here again, layouts have not been made for this station but preliminary investigation shows adequate room to mount necessary controls, displays and subsystems.

1.5 MISSION TASK PERFORMANCE

Two options are available for performing those on orbit tasks requiring activity external to the crew capsule. They are Intra Vehicular Activity (IVA) where all work is controlled from within the crew capsule by crewmen operating remotely controlled devices, such as manipulators and T.V. cameras; Extra Vehicular Activity (EVA) where crewmen, clad in pressure suits, go outside the capsule to perform the tasks. They may have work platforms such as MRWS, to support them.

1.5.1 IVA

This is the preferred method for performing external tasks. Studies performed under this contract show that productivity is higher with IVA than with EVA, that the weight penalty is less and that it is less hazardous for the crewman. A typical scenario, illustrating mission tasks performed IVA, is shown in Fig. 1.5.1 where a satellite has MMS modules replaced. The first two steps show the change out of two MMS modules using two manipulators to perform the changeouts and a stabilizer to hold, control and move the satellite. Changing the third and last module requires either releasing the satellite and reberthing to it in a more convenient location or the satellite may be juggled by the stabilizer and the manipulators to bring the third module within view of the operator and reach of the manipulators.

If this last task could be performed by one of the manipulators, then the second manipulator could hold a TV camera for remote viewing by the operator. This would obviate the need for reberthing or juggling the satellite. This option is not shown on the sketch.

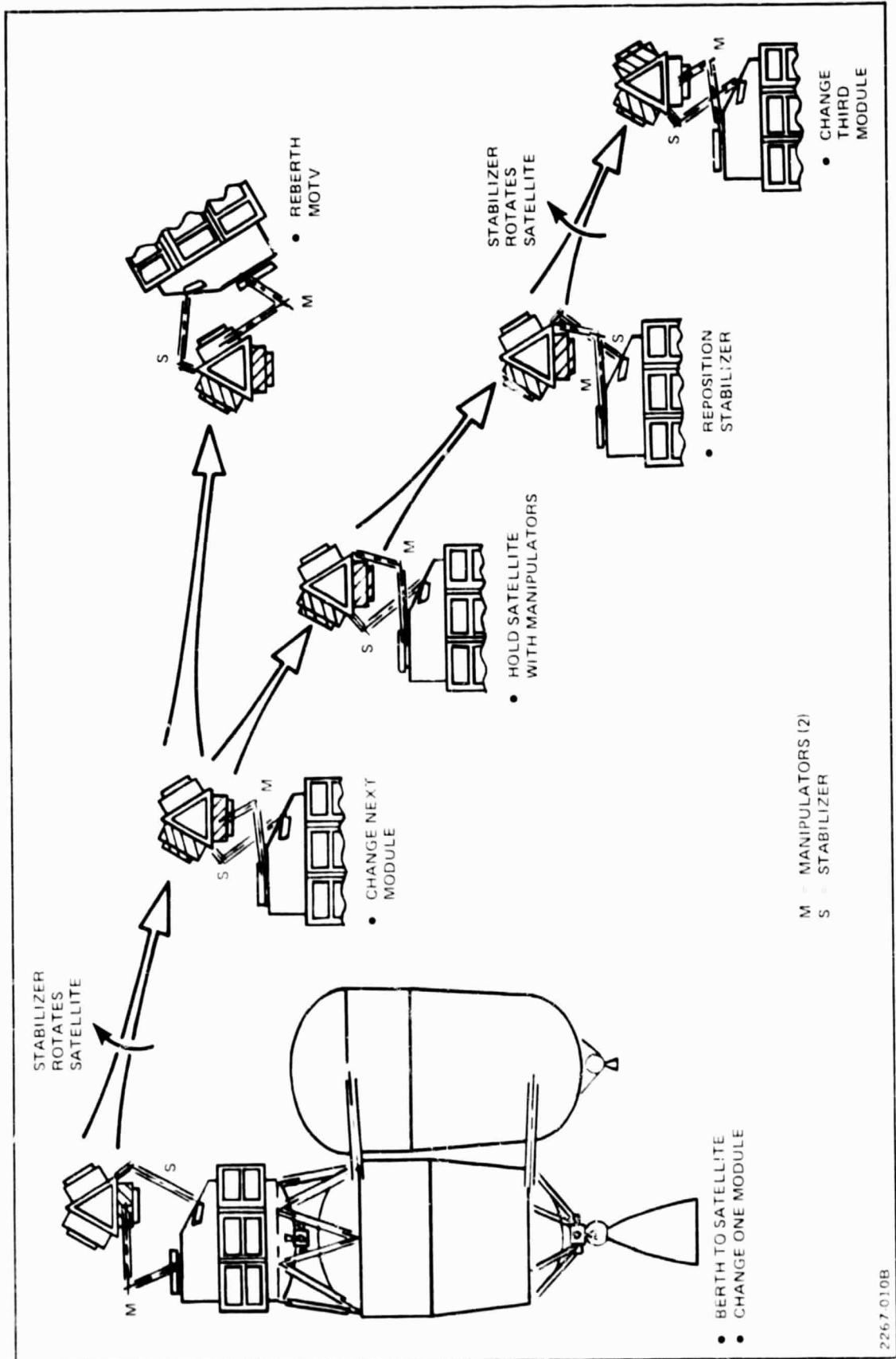


Fig. 1.5.1 Typical Scenario – IVA Servicing of Satellite

1.5.1.1 Equipments and facilities. The items available for IVA are:

- **Stabilizer**

This is a device for berthing to a workpiece, for holding it in a preferred position to be worked on and for moving the workpiece relative to the MOTV. It is an articulated arm, mounted to the forward end of the crew capsule, between windows. Its length can be varied to suit a mission by adding or subtracting one of the articulating segments. At its tip is an end effector to grasp a fitting on the workpiece, thus mating the MOTV to the workpiece. Figure 1.5.1 shows typical application of the stabilizer.

- **Manipulator System**

It is a master/slave manipulator system comprising two external slave arms, each operated from a master control within the cabin. The manipulators are bi-lateral force reflecting and they can be moved independently and concurrently. Each slave arm has seven degrees of freedom (DOF), these and the limits of motion are displayed in Fig. 1.5.2.

Figure 1.5.3 shows a typical dexterous manipulator arrangement for both master and slave units. Overall length of the slave is provisionally set at 2.5M. The end effector design will be dependent upon the mission.

The two slave manipulators are mounted to the structure which supports berthing/docking ring. A typical application for the manipulator system is shown in Fig. 1.5.1.

- **Viewing Window**

It is intended that the work area shall be viewed directly by the manipulator operator and by the stabilizer operator whenever possible. Viewing angles, relative to the design eye, are shown on Fig. 1.4.1

- **T.V. Camera**

If required, a TV camera may be mounted to the tip of one manipulator to examine something not easily seen by direct viewing.

1.5.1.2 Contingency EVA. It is recognized that unforeseen difficulties may arise to prevent completion of a task planned for IVA. Consequently two contingency EVAs are catered for one each IVA mission. Pressure suits are provided for both crewmen and, with no airlock, cabin atmosphere is pumped down and stored. In addition to these contingency EVAs, one emergency EVA is provided so that if both contingencies

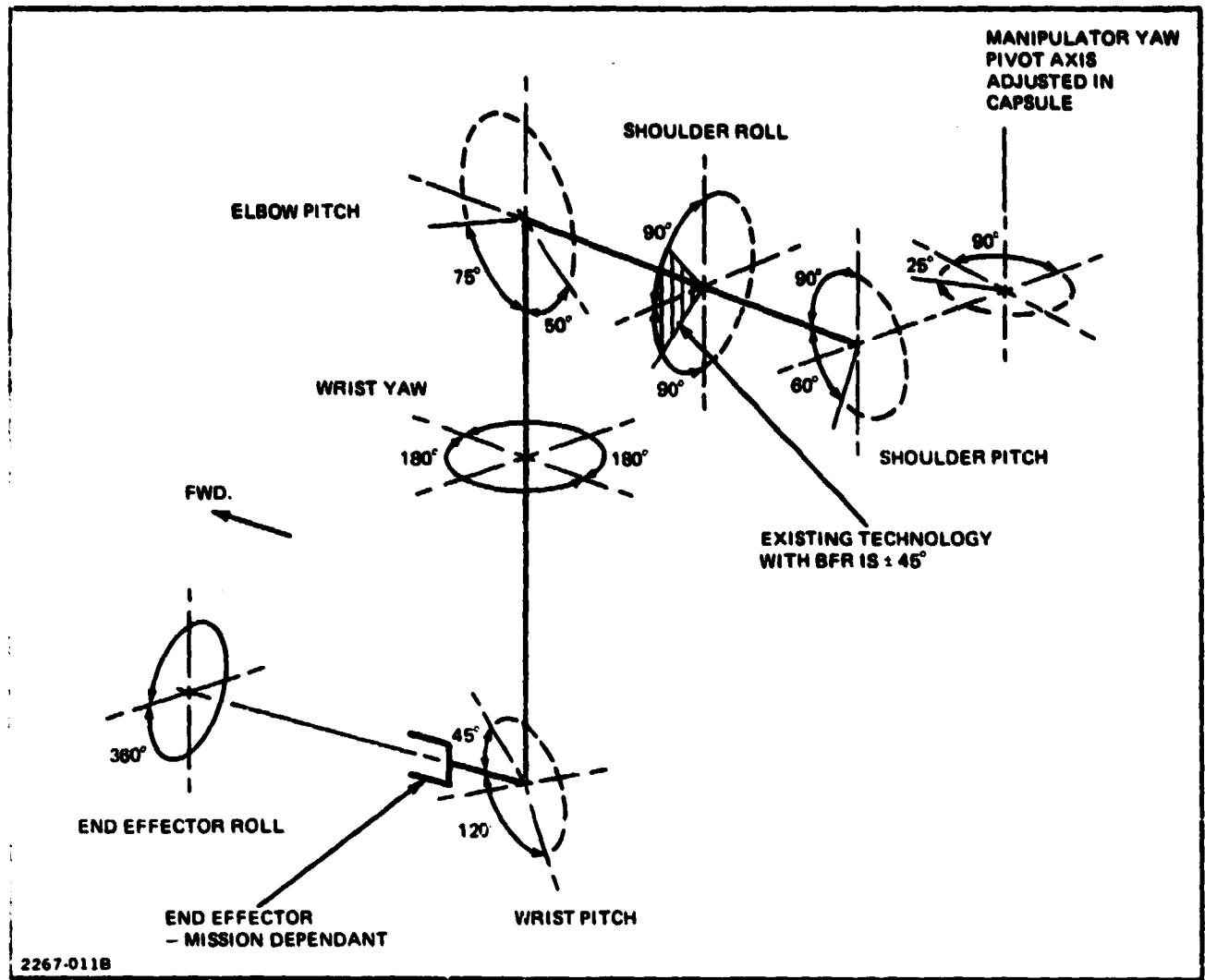


Fig. 1.5.2 Recommended Slave Arm Kinematics

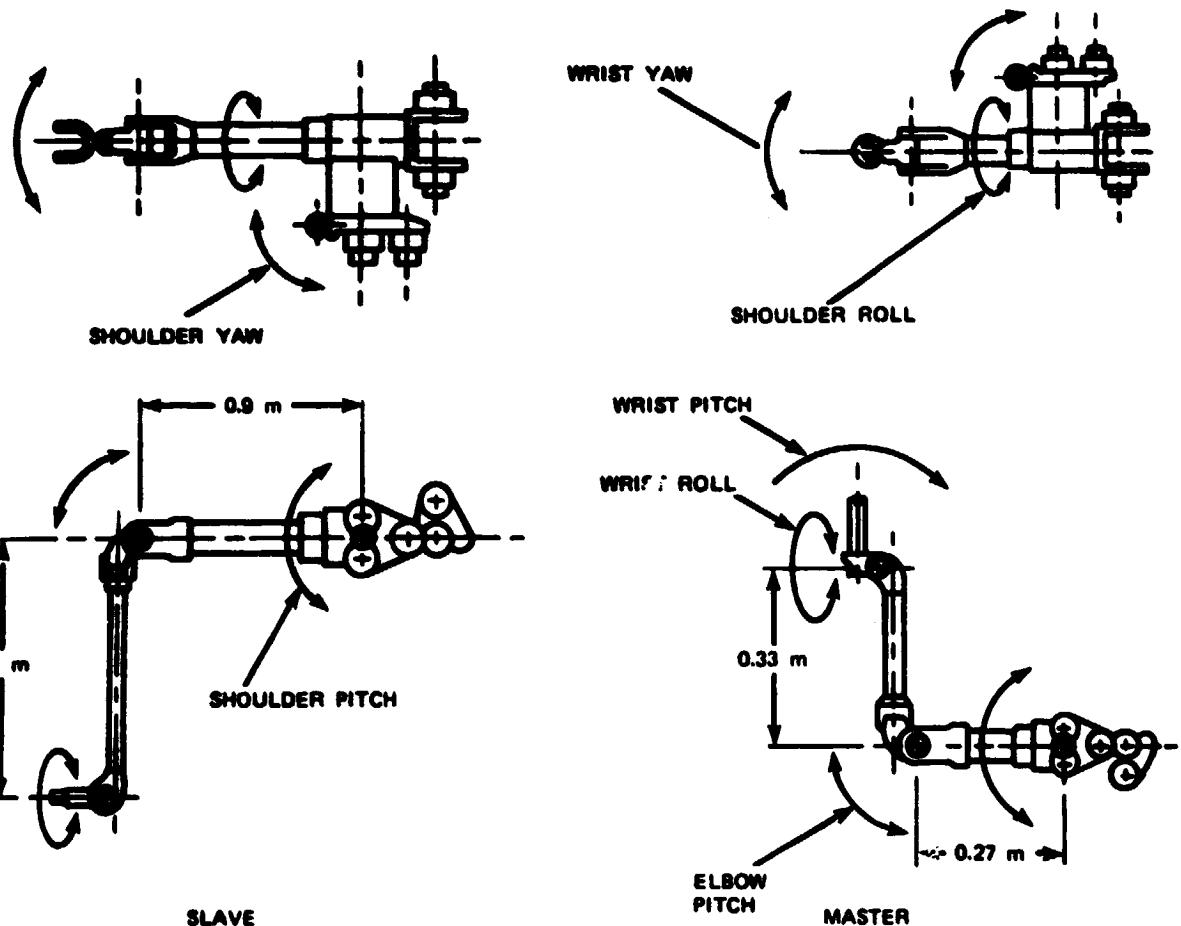


Fig. 1.5.3 Dexterous Manipulator Arrangement

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are used on orbit, then there is always one EVA available for use in emergency during transfer to LEO.

1.5.1.3 IVA Productivity. Preliminary timeline studies of typical missions conclude that:

- Work periods of 9 hours per 24 hours are feasible.
- IVA performance times are
 - o 40% EVA times for short duration tasks
 - o 36% of EVA times for tasks requiring more than 1 work day

1.5.1.4 IVA Weight Penalty. To provide the IVA capability discussed in the preceding paragraphs, including one emergency and two contingency EVAs, the following items with their associated weight penalties are required on each mission.

Equipment

Manipulator system (2)	390 Kg
Stabilizer	50 Kg
GEO Pressure Suit (2) and support	295 Kg
Atmosphere pump down equipment	40 Kg
Atmosphere emergency tank	5 Kg
△ Electronics	25 Kg

Consumables

Pressure suits	59 Kg
Atmosphere make-up	3 Kg
	<hr/> 867 Kg

1.5.2 EVA

The preferred method for performing mission tasks external to the capsule is to use IVA. Reasons for this preference are discussed in subsection 1.5.1. It is realized, however, that missions may arise where inaccessibility to the worksite or dexterity requirements mean that IVA cannot adequately perform the mission. It may require man's presence at the worksite to work directly on the task. EVA is, therefore, a method which must be made available to users of the MOTV.

The IVA mode recognizes this and provides for 2 contingency plus 1 emergency EVA on each of the missions planned to be all IVA (see subsection 1.5.1). Those EVAs will be performed with the participants tethered to the MOTV crew capsule which holds the workpiece in its stabilizer.

1.5.2.1 Tethered EVA. Missions requiring planned EVA activity can use tethered EVA for tasks which are within the capabilities of a tethered astronaut. Options for so performing EVA with a total crew of two are, firstly, one man goes out while the other remains in the capsule, but suited, ready to go to the assistance of his mate if needed, and secondly, both men go out to provide the full buddy system. They can control the capsule subsystems by voice recognition and synthesis.

An airlock will not be provided, therefore capsule atmosphere will be pumped down and stored for each EVA.

Weight penalties are given below for a 'mainly IVA' mission with some additional 'planned EVAs', over and above the 2 'contingency EVAs' discussed in subsection 1.5.2. Weights are also given for an 'all planned EVA' mission with no IVA. This latter mission has a tantalum shield lining the crew capsule wall to help compensate for the additional rem count expected when an EVA crewman is outside, not protected by the crew capsule. GEO EVA suit protection is limited by the need to provide adequate movement for performing mission tasks.

Weight penalties are:-

● Planned tethered EVA + IVA:

IVA weight penalty (Section 1.4.1)	867 Kg
Each planned EVA, over and above two	21 Kg

● All planned tethered EVA:

Stabilizer	50 Kg
Tantalum shield	340 Kg
GEO pressure suit (2) and support	295 Kg
Atmosphere pump down equipmt	40 Kg
Atmosphere emergency tank	5 Kg
Electronics	35 Kg
Consumables for 1 emergency EVA	21 Kg

Consumables for each planned EVA	21 Kg
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- Mission charged weight penalty for additional crew

Added 'EVA' man = 137 Kg + 21 Kg per EVA

Added 'Non-EVA' man = 8 Kg + 21 Kg per EVA

1.5.2.2 EVA Stabilized by Work Platform. Some mission tasks planned for EVA performance, may not be within the capabilities of an EVA crewman who is restrained by a flexible tether and, therefore, cannot react loads. A work platform, termed 'open cherry picker' (OCP), is proposed for these missions and is shown in Fig. 1.5.4. The OCP is supported by an articulated arm, perhaps an IVA manipulator, mounted to the crew capsule. The arm places the OCP into the work zone, as illustrated in Fig.

1.5.5.

The operational sequence is that, having berthed the MOTV to the workpiece by using the crew capsule stabilizer, the EVA man exits the crew capsule and boards the OCP, which is stowed close by the EVA hatch. He then operates OCP controls to guide and place himself where he wants to be for the mission task. As shown in Fig. Fig. 1.5.5, an OCP stabilizer mates the platform to the workpiece by a locking mechanism and, once that joint is rigidized, the joint between OCP and its support arm is softened so that the OCP is rigidly mated directly to the workpiece. He can now perform his task.

OCP facilities are called out in Fig. 1.5.4.

Weight penalties for this EVA mode are:-

Stabilizer	50 Kg
Open Cherry Picker	227 Kg
Tantalum Shield	340 Kg
GEO Pressure Suit (2) and support	295 Kg
Atmosphere Pump down equipment	40 Kg
Atmosphere Emergency Tank	5 Kg
Electronics	35 Kg
Consumables for 1 emergency EVA	21 Kg
<hr/>	
Consumables for each planned EVA	21 Kg

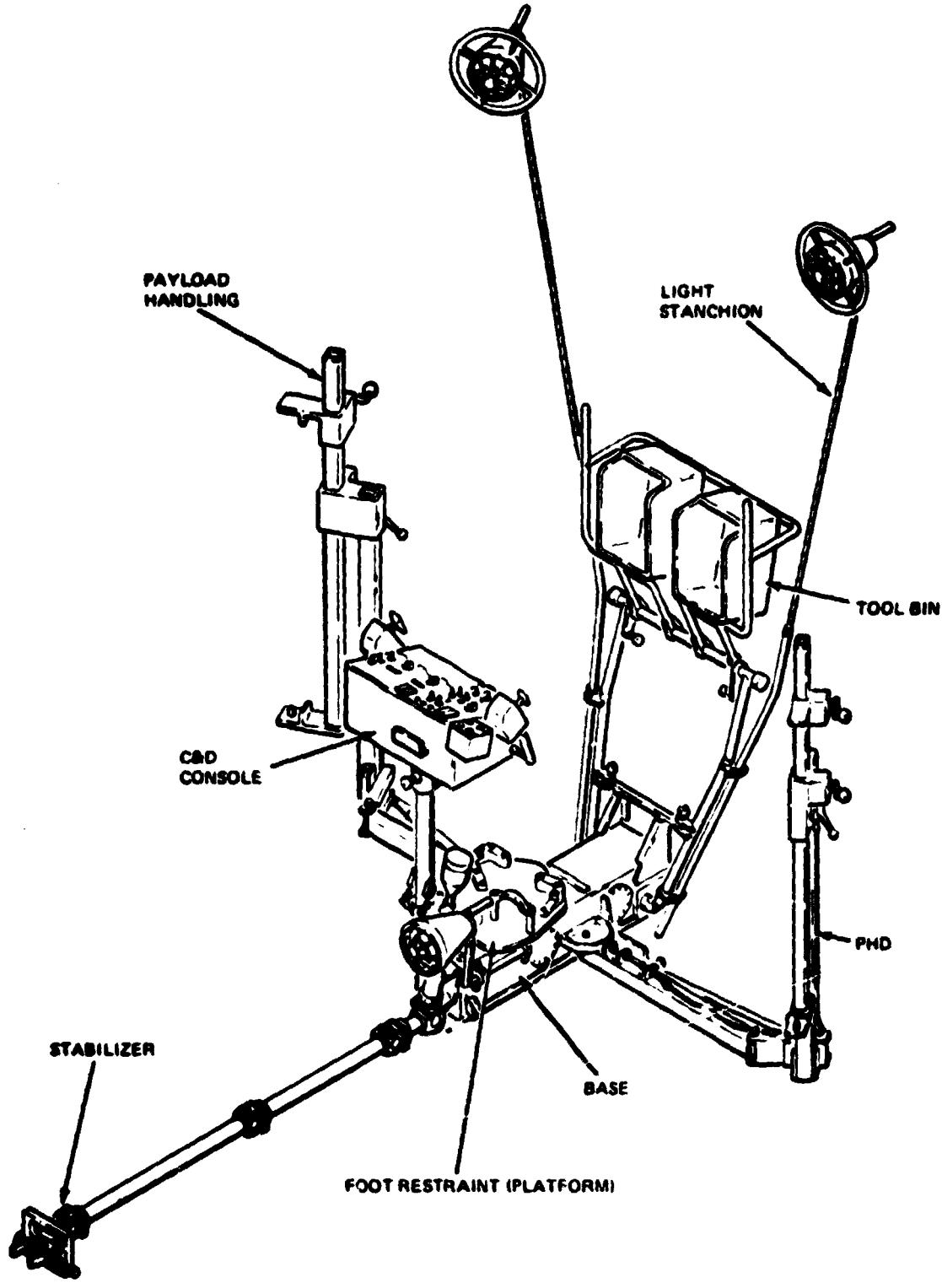


Fig. 1.5.4 Open Cherry Picker (OCP) Work Platform

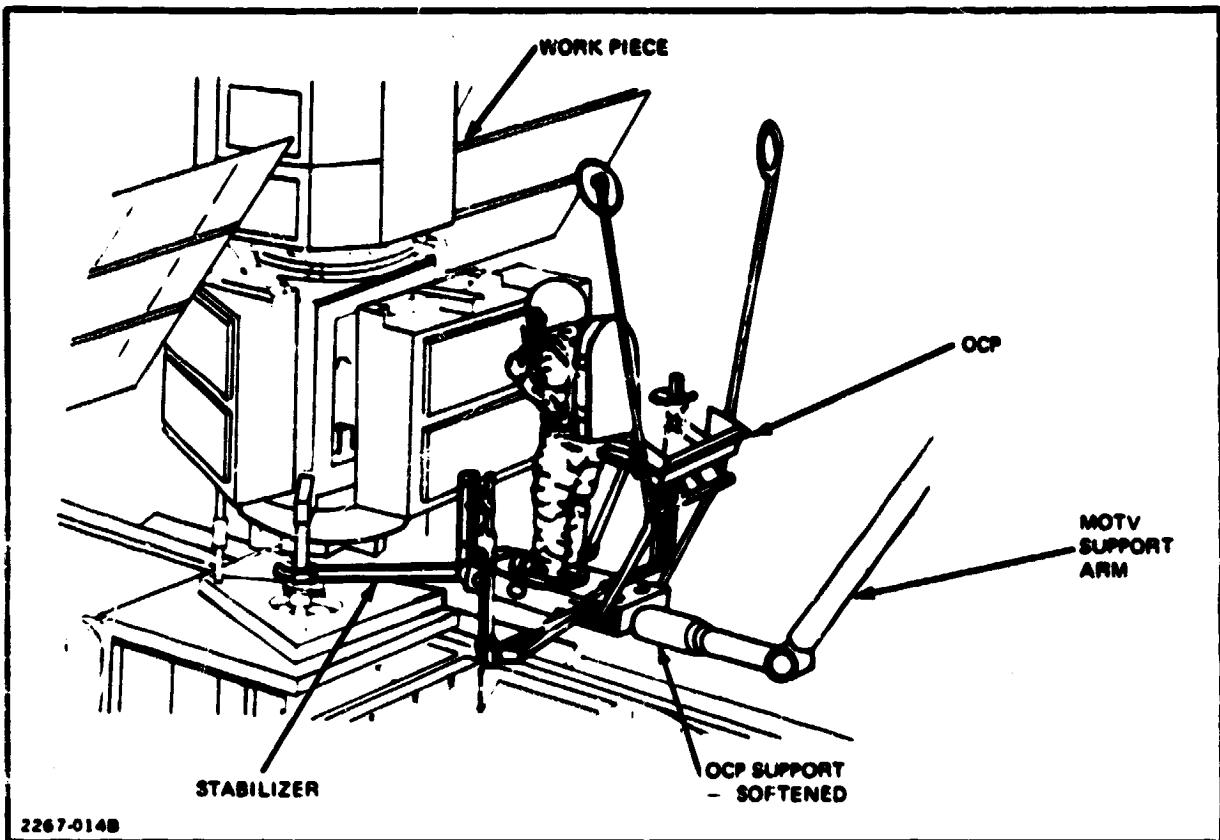


Fig. 1.5.5 EVA Performed Using OCP

Should an additional crewman be required on a particular mission, the weight penalty is:

Added 'EVA' man = 137 Kg + 21 Kg per EVA

Added 'Non-EVA' man = 8 Kg + 21 Kg per EVA

1.6 RADIATION PROTECTION

To satisfy requirements for protection of the crew from solar radiation during a GEO mission, the crew capsule and the GEO EVA suit are designed to provide the protection defined below. The dose rates are for conditions where flux per solar event does not exceed 1×10^9 protons (protons ≥ 30 mev). They apply to the skin, which is considered critical since bone marrow is somewhat protected by soft flesh, and the eyes and testes can have dedicated protection. The crew capsule and the GEO EVA suit are designed to provide the following protection:-

- Crew capsule restricts dose to:**

**5 rem for one outward and one inward passage through Van Allen belts.
0.4 rem per day on orbit at GEO.**

- GEO EVA suit restricts dose to:**

14 rem for each 6 hour EVA at GEO, under '24 hour averaged' conditions.

For missions employing IVA as the method for performing external tasks, the crew capsule has outer epoxy tiles for the first barrier to inhibit proton production, then the aluminum pressure shell and, finally, an inner shield of tantalum which is efficient at blocking bremsstrahlung. The total wall has an effective equivalent thickness of 1.2 cm of aluminum.

With EVA, the pressure suit must be flexible enough to permit the performance of mission tasks. This dictates the materials, thicknesses and, consequently, the radiation protection it affords. To compensate in some measure for the radiation dosage that an EVA man will get while outside the capsule, an additional thickness of titanium shielding is provided in the crew capsule so that the astronauts career dose limitation is not reached too quickly.

Crew radiation limits for the MOTV use the permitted dosages currently defined for the shuttle crew.

With the crew capsule designed to provide protection for any event up to 1×10^9 protons/cm², a solar flux in excess of that level requires abandoning the mission and descent to below an altitude equal to three earth radii. To provide some margin of safety, a solar event forecast system is suggested and when a flux level of 1×10^8 protons/cm² is reached, the MOTV will retreat from geosynchronous orbit.

Missions may arise where this philosophy cannot apply. Firstly, a deep space crew rotation mission of about 14 days duration each way, where the vehicle can be too far out to retreat to a safe orbit. Secondly there are those missions with highly elliptic, 12 hour orbits which entail passing through the Van Allen Belts four times a day. The deep space mission will, and the 12 hour orbit may, require a heavier cabin wall or a storm shelter.

1.7 SUBSYSTEMS

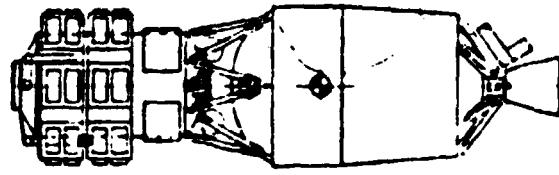
The main general objective for MOTV subsystems design is to support the crew adequately and to provide as much autonomy as practical to minimize dependence on mission control. The approach for the latter is to use advanced aircraft displays and controls concepts to read out vital parameters as a function of flight phase, to diagnose subsystem failure, to provide fault isolation and, finally, automatic switching to back-up operation modes for time critical functions.

Starting with unmanned missions, the vehicle (OTV) has subsystems necessary for its autonomous operations. When a manned mission is called for, a crew capsule is added to the configuration, together with necessary subsystems equipment, to make up the MOTV. In general this added equipment is located in and around the crew capsule but some of it, such as additional fuel cell propellants or a solar array, is added to the propulsion core where most of the OTV subsystems are located.

Figure 1.7.1 shows the subsystems added when converting from OTV to MOTV and their location. All are crew capsule related and are chargeable to crew capsule weight, as identified in Fig. 1.3.1.

When positioning these subsystem equipments on the crew capsule or on the propulsion core, there are certain considerations to be borne in mind: -

- a) The vehicle c.g. should be located to minimize MOTV engine gimbal requirements and to suit the Orbiter c.g. envelope when MOTV components are launched to, or deorbited from, LEO.



	CREW CAPSULE	PROPULSION CORE
AVIONICS	DISPLAYS & CONTROLS DATA MGT TRACKING/TELE/COMM. NAV & GUIDANCE	RENDEZVOUS RADAR
POWER	CONV/DISTRIB	SOLAR ARRAY (SOME MISSIONS) FUEL CELLS & TANKS CONV/DISTRIB
THERMAL CONTROL	RADIATORS	FUEL CELL RADIATORS
ECLS	TEMP/HUMIDITY CONTROL CO_2 REMOVAL	
CREW ACCOM.	PERSONAL HYGIENE WASTE MGT FOOD PREPN	
EXPENDABLES	LIFE SUPPORT	FUEL CELL REACTANTS

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Fig. 1.7.1 MOTV "Crew Capsule Related" Subsystems Locations

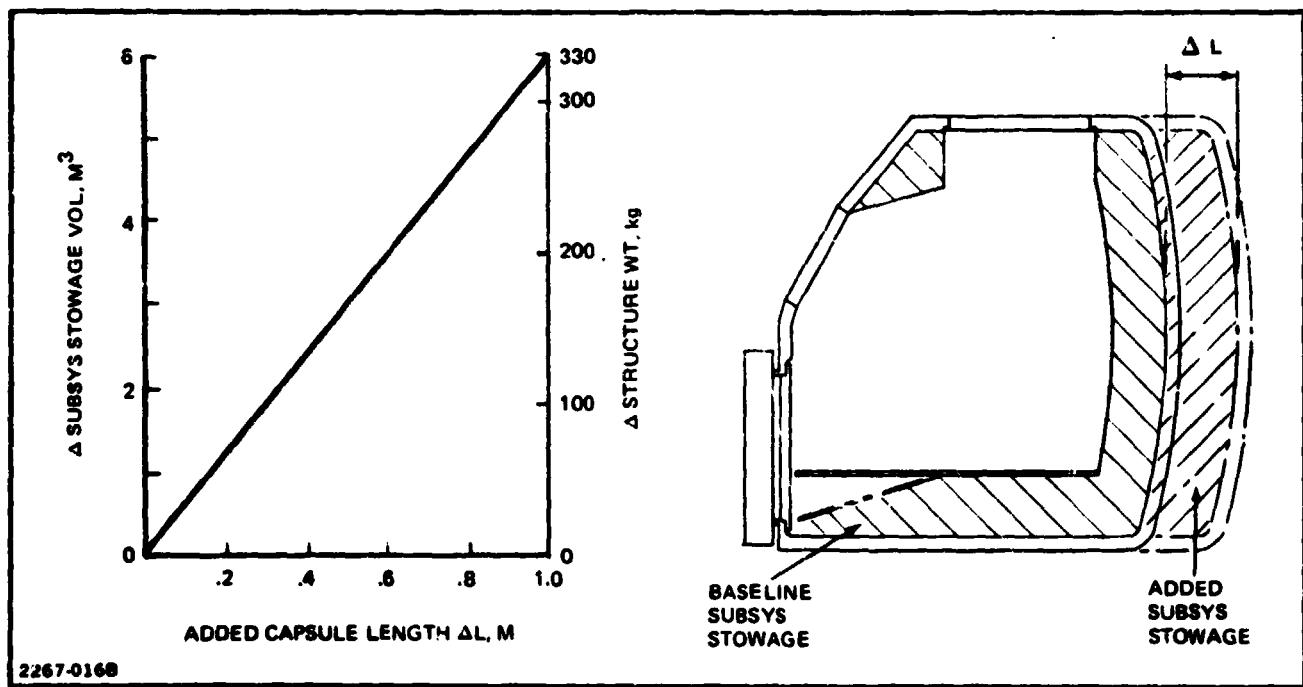


Fig. 1.7.2 Crew Capsule – Penalties for Providing Additional Subsystems Stowage

- b) Subsystems should be accessible for on-orbit emergency repair/service and for ground maintenance to allow minimum turnaround times.
- c) It is desirable to minimize the relocation of subsystems when going from OTV to MOTV and vice versa.
- d) Safety dictates that, for instance, high pressure bottles should be mounted external to the crew capsule and, if possible, away from other vital areas.

Subsystem equipments mounted external to the crew capsule must not inhibit EVA ingress/egress from the capsule, nor must they obstruct the operation of the thermal control radiators or access by manipulators to mission equipments. Subsystem equipments mounted inside the crew capsule require a stowage volume of about 3m^3 . As these equipments are defined further, the volume may increase. Figure 1.7.2 shows the penalties for providing additional volume in the bank of subsystems located inside the aft dome (Fig. 1.2.2). To double the existing available volume, by adding 3m^3 , means an additional 0.5M of capsule length and an increase of 165 kg in structure weight.

1.7.1 Avionics

Overall command and control for a manned mission is shown in the schematic of Fig. 1.7.3. Inter-relationship of the various avionics subsystems is shown here.

The equipment, designed to monitor and control, consists of distributed microprocessors integrated with each remote terminal (RT) located with the subsystem hardware. Subsystem information is converted, and scaled, formatted and tested by the remote terminal before being sent to one of two redundant Central Processing Units (only one shown). Subsystem failures are sensed by the microprocessors, and alarm flags are set whenever an associated failure exists. Backup modes of operation can be easily preprogrammed into the RTS. All information transferred between the RT's and central processors is accomplished via a quad redundant Mux Bus. The prime advantage of this type of distributed system for MOTV is the future off-line development of each subsystem without the problems normally associated with subsystem integration into a centralized system. Subsystem changes and growth are easily accommodated.

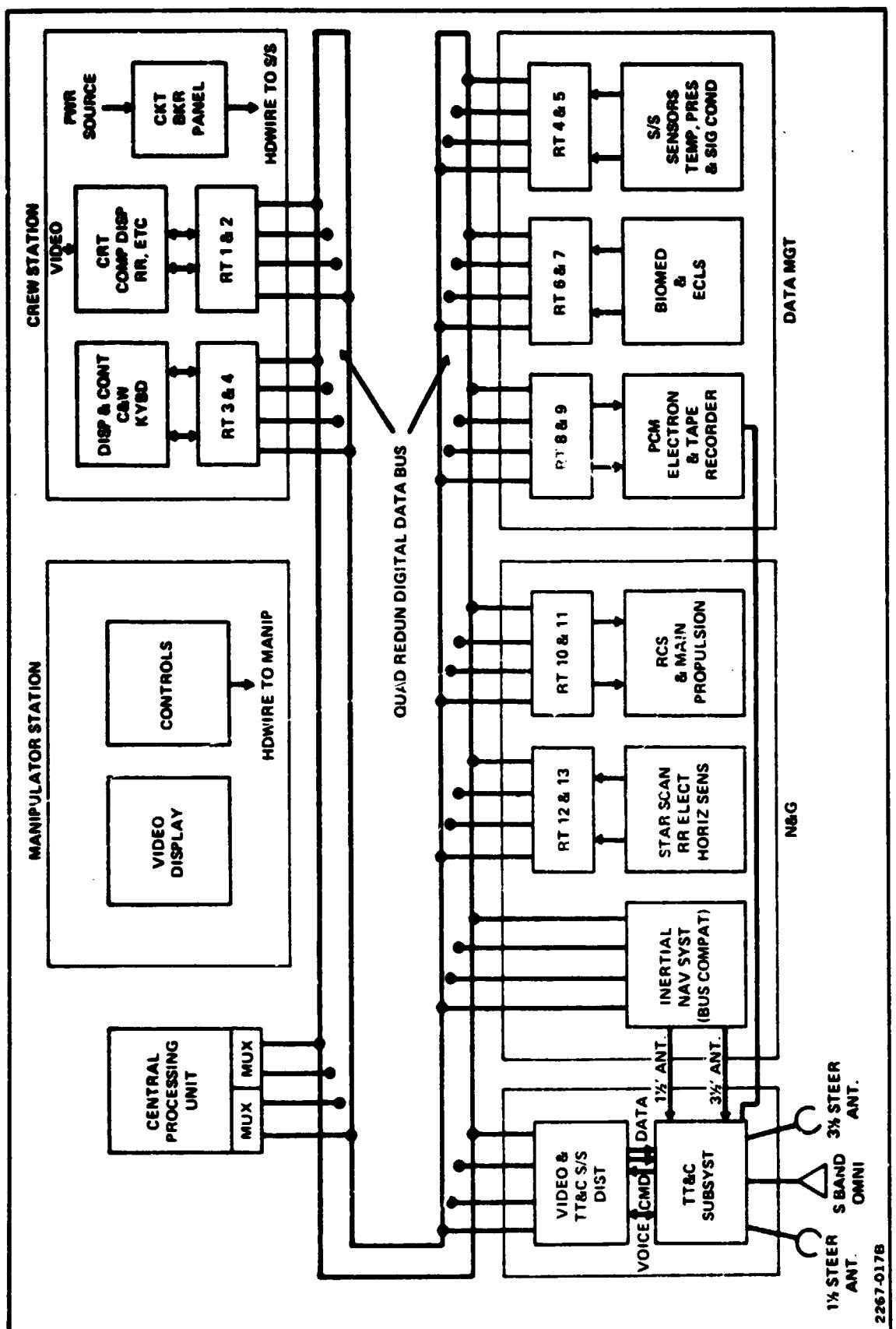


Fig. 1.7.3 MOTV Overall Command and Control System Schematic

1.7.1.1 Displays and Controls. This subsystem is added to the OTV for manned missions. A block diagram for this subsystem is shown in Fig. 1.7.4 The diagram shows the various controls and displays used in the capsule. Circuit breaker panels control DC and AC power. A display showing the output of the Caution and Warning Electronics will be used by the crew for malfunction identification. Closed Circuit T.V. (CCTV) Display is provided for IVA and the controls to operate the manipulators. A Computer CRT Display is used by the crew, along with a keyboard for calling up data stored in the CPU. A Data Distribution Center is provided for routing and switching the various electrical signals throughout the MOTV. Color T.V. is available from a hand held camera during EVA for display in the cabin, and for transmission to the ground along with CCTV pictures. A rendezvous radar display is used to show the range and bearing data from targets during the rendezvous operation.

1.7.1.2 Data Management. Adds to an existing OTV system to cater to manned missions. The additions are shown in the block diagram for a typical DM subsystem, Figure 1.7.5. This overall subsystem accepts status inputs from the various other subsystems, then signal conditions and converts them from analog to digital read-outs. These inputs are electronically sampled and converted to a data stream by the PCM Electronics. This data stream is sent to Telemetry, Tracking and Command Subsystem via the data distribution center for transmission to the ground. Caution and Warning Electronics is used to derive the Crew Caution and Warning (C & W) Display in the cabin. Bio-Med and ECLSS inputs are also displayed and transmitted to the ground. A tape recorder is provided to work in conjunction with the data distribution center for recording data and voice, and to playback to the ground as required.

1.7.1.3 Tracking, Telemetry and Command. For manned missions, adds little to the equipments required for OTV. The additions provide voice communication between crew stations in the MOTV and to outside manned activities. Equipments for this are radiated power indicators, a speaker and crew microphones.

1.7.1.4 Navigation and Guidance. Adds to an existing OTV System to cater to manned missions. Figure 1.7.6 shows a typical N & G subsystem block diagram and identifies equipment to be added for a manned mission. The overall subsystem shows the IMU providing attitude information to the CPU via the DIU. The Star Scanners are used to provide star-angle measurements for alignment of the IMU. A Horizon Sensor is used to provide redundant attitude information to the CPU. Crew Navigation displays

• FOR MANNED MISSIONS: MOUNTED IN CREW CAPSULE

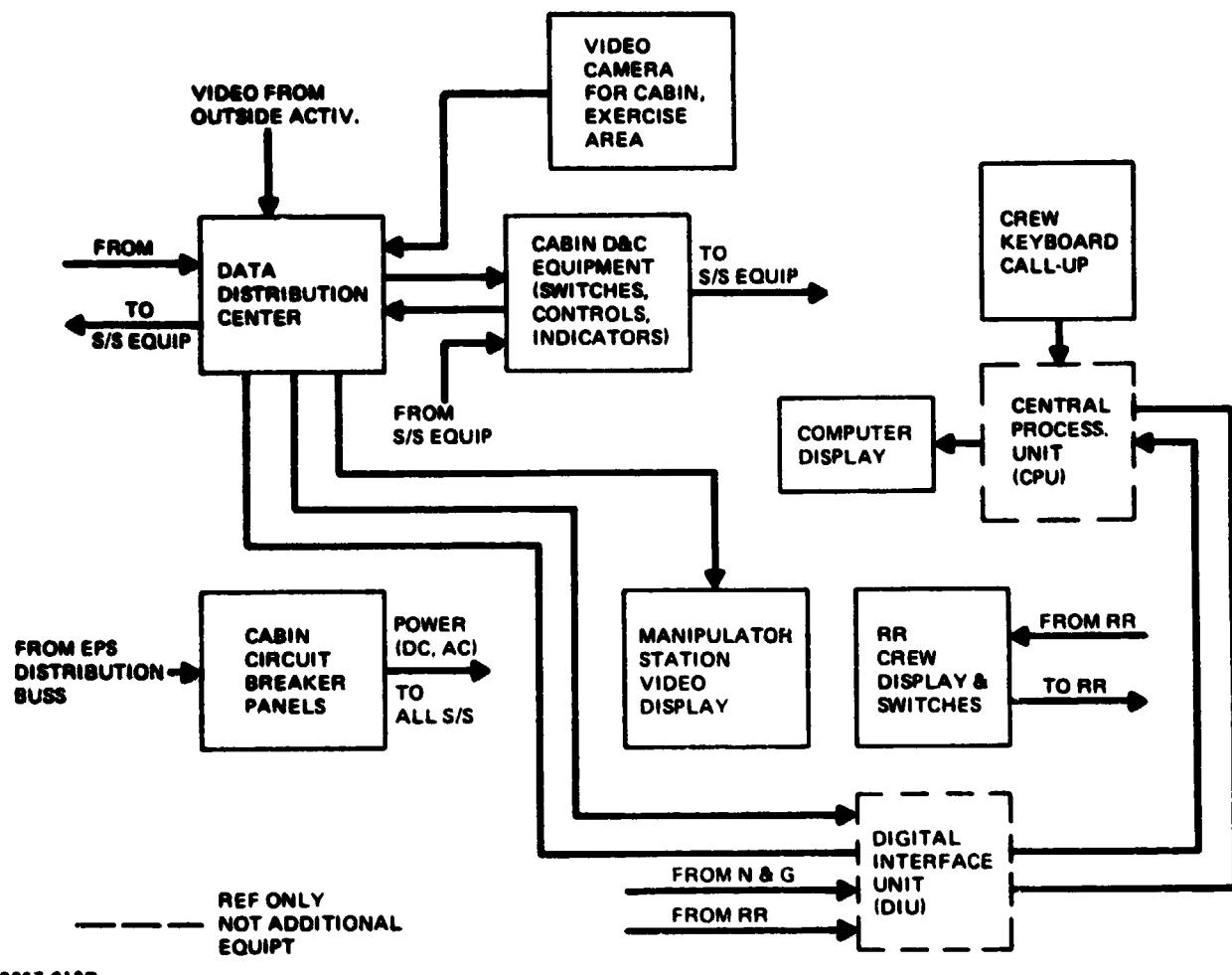


Fig. 1.7.4 MOTV Display and Control Subsystem

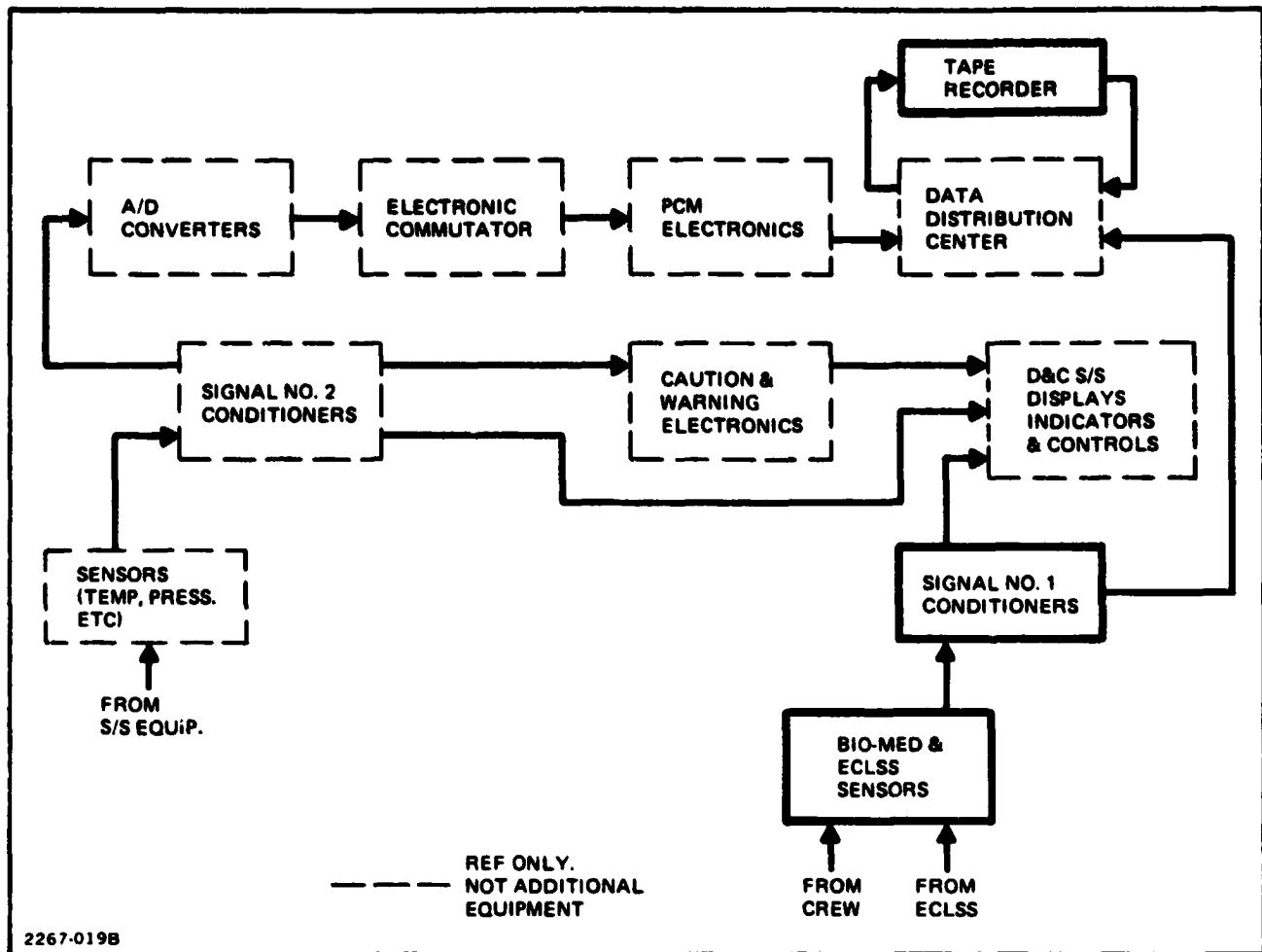


Fig. 1.7.5 MOTV Data Management Subsystem – Added Equipment

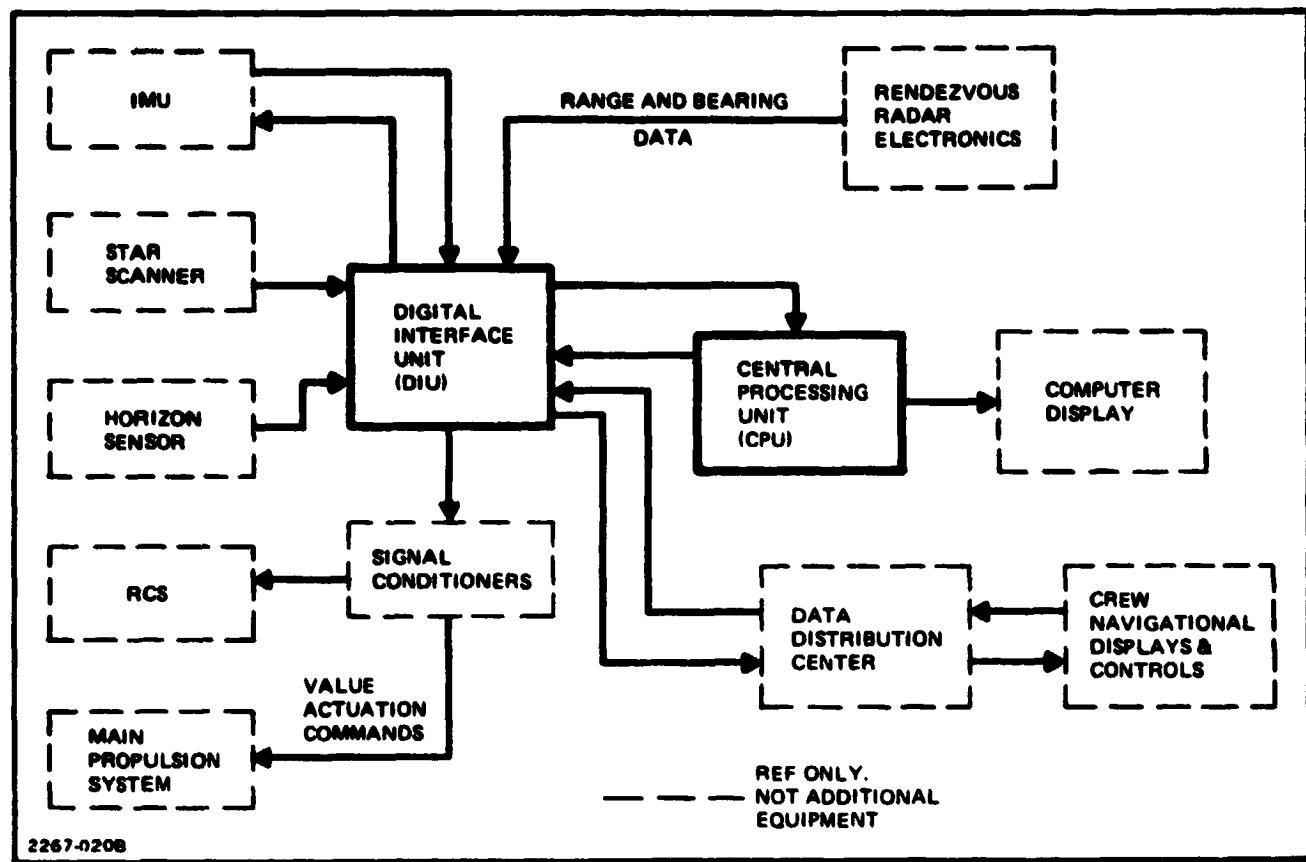


Fig. 1.7.6 MOTV Navigation and Guidance Subsystem – Added Equipment

and controls are used for automatic and manual control capability for all mission phases. Guidance commands that drive control loops are generated to actuate valves in the main propulsion system and the RCS.

1.7.2 Electrical Power

The subsystem to provide this power is located entirely in the propulsion core. The crew capsule, when it is added for manned missions, has only the electrical interface with the core and its own distribution network.

The range of mission electrical energy requirements for the 5 design reference missions, varies from 350 KW hr. for a 4 day mission to 1274 KW hr. for a 19 day mission to 2000 KW hr. for a 26 day working mission. These energy levels each includes a 4 day reserve.

Since a manned mission uses the EPS provided by the OTV, manned subsystems requirements should be borne in mind when considering candidates for that system. As an input to that evaluation, a trade was performed to consider combinations of EPS and ECLSS weights for various options to determine the lightest combination. These two subsystems are inter-dependant in as much as they share a common interest in the use of water from fuel cells for life support and the sharing of oxygen. It was found that, for most prospective missions, the lightest combination was open subsystems of the type used on the shuttle. That is, open fuel cells for EPS and oxygen and potable water supply to the ECLSS. CO₂ removal from the ECLSS uses LiOH. For missions with power requirements beyond the capability of the baseline fuel cell system, a solar array is added to provide half the on-orbit power requirements. The array is mounted on the propulsion core, close to the rest of the EPS equipment.

1.7.3 Environmental Control and Life Support

As discussed in section 1.7.2, this is an open type subsystem using LiOH for CO₂ removal. Since the primary electric power source is fuel cells, water produced by the cells is used for drinking and breathing oxygen is carried as part of the fuel cell supply. A schematic of this subsystem is shown in Fig. 1.7.7.

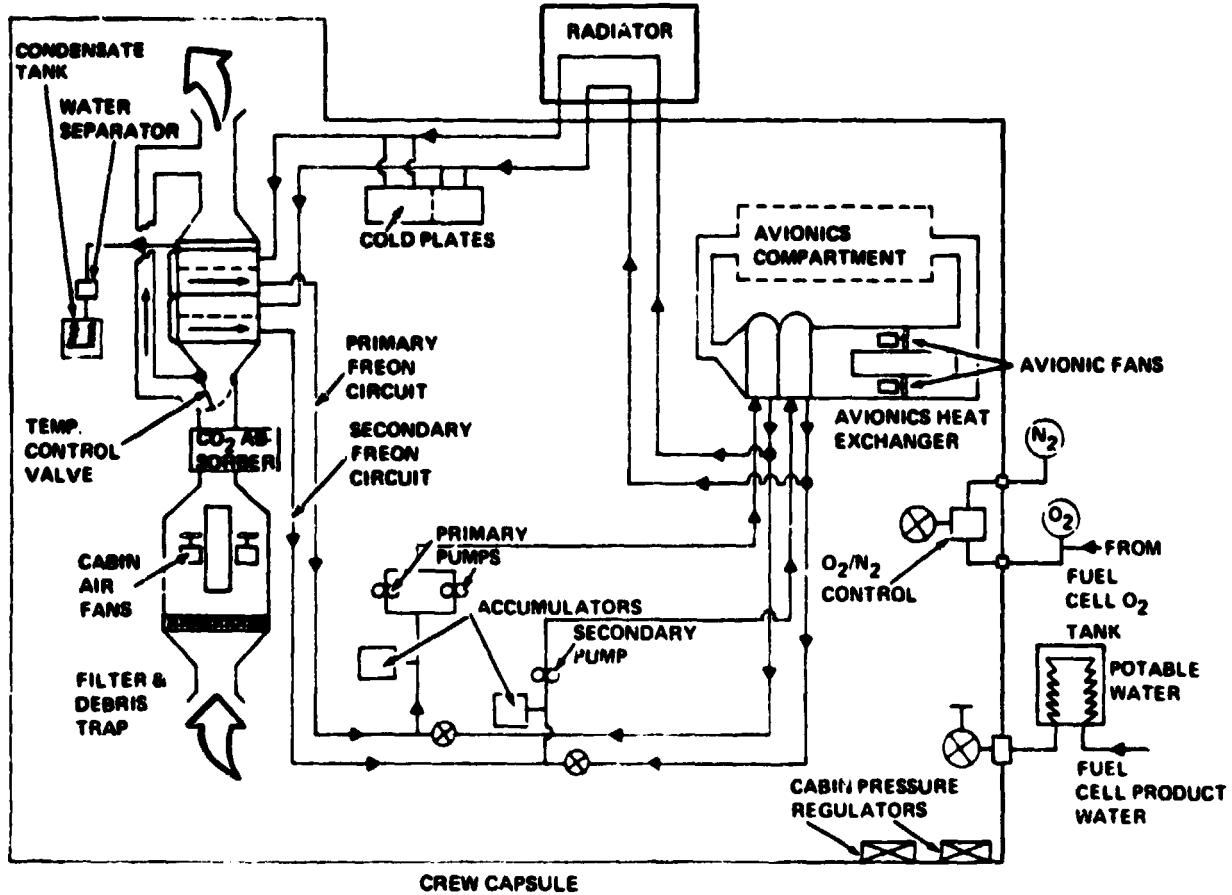


Fig. 1.7.7 MOTV ECLS Baseline Schematic

	HEAT LOAD	
	MAX	MIN
AVIONICS	800 W	300 W
ECLS	570 W	570 W
METABOLIC	273 W	140 W
STRUCTURE	-41 W	-41 W
NET LOAD	1602 W	969 W
TEMP LIMITS		
INLET	66°C	30°C
OUTLET	16°C	10°C

RADIATING AREA - 1.26 M²

- ONE VARIABLE CONDUCTANCE HEAT PIPE RADIATOR
- RADIATOR CAPACITY LOSS PER METEORITE STRIKE > 10%
- FREEZING TEMP BELOW -130°C (-202°F)
- STRIP HEATERS FOR THAW OUT - THAT OUT TIME NOT TO EXCEED 1 HR

2267-0228

Fig. 1.7.8 Crew Capsule Radiator Sizing

1.7.4 Thermal Control

The radiator for dissipating heat loads from avionics, ECLS and metabolic heat is sized to reject the required 1.6 KWh irrespective of crew capsule orientation. A breakdown of this load is given in Fig. 1.7.8. Radiating area is 7.25M^2 .

1.7.5 Crew Accommodation

The crew capsule provides 3.0M^3 of free volume for each crew member in a single deck layout, see Fig. 1.2.2. Each crew member has an adjustable restraint at his work station. This restraint also supports him when resting in his curtain enclosed area. Storage volume of 0.2M^3 is provided in that area for his personal belongings.

The galley is capable of storing and heating foods as well as heating water. It is the unit supplied for shuttle operations.

Personal hygiene provides a unit containing his personal grooming aids and a body washing station, such as that proposed for the space shuttle.

Body waste collection uses the facility proposed for the space shuttle.

Off duty equipments include audio/visual systems, books and for longer missions, exercising equipment.

EVA suits are donned in the $1.12 \text{ m} \times 1.12\text{m}$ area bounded by galley, waste management, aft subsystems and the work stations. This is ample area for the suits to be donned one at a time. The hard upper torso of the two suits are stored as shown in Fig. 1.2.2. The suit drying and servicing equipment is located with the rear subsystems.

1.7.6 Consumables

Consumables related to manned missions are stored mainly in and around the crew capsule. Those which do not require access during a mission, in particular high pressure bottles and other safety influenced items, are stored external to the capsule within the interface structure mounting capsule to propulsion core. A four (4) day reserve is carried on all missions.

Additional fuel cell reactants attributable to the manned mission electrical power requirements are carried in the propulsion core, close to the fuel cells.

A breakdown of consumables to be carried for a manned mission is: -

● Atmosphere leakage make up	1.0 Kg/day
● Oxygen usage	0.84 Kg/Man day
● Emergency oxygen	10 Kg
● EMU expandables	6 Kg /Man/EVA
● LiOH	1.2 Kg/day
● Food	1.45 Kg/Man day
● Clothing	0.8 Kg /Man /Day
● Personal hygiene materials	0.5 Kg/Man /Day
● Fuel Cell reactants	Mission dependant
● Reserves	For 4 days

1.8 EXTERNAL STOWAGE PROVISIONS

The crew capsule package for performing mission tasks by using IVA includes equipments and facilities mounted external to the capsule, together with some subsystems equipments. Equipments for the DRMs are listed in Section 3 and Fig. 1.2.1 shows the external equipments and their locations. The capsule directly mounts slave manipulators, stabilizer, docking/ berthing, EVA hatch and such necessary subsystems equipment as radiators and high pressure bottles. Where there is room, without impairing viewing or operation of facilities, mission equipment is also mounted to the crew capsule.

With ground turnaround of MOTV missions, the shuttle transports the vehicle to and from LEO. It follows, therefore, that equipment mounted to the crew capsule must not inhibit stowage and deployment from the orbiter cargo bay.

1.8.1 Stabilizer and Manipulator

Subsections 1.2.1, 1.4.2. 1.4.3 and 1.5.1 describe the manipulator system and the stabilizer within the context of vehicle configuration and IVA mission performance.

The stabilizer, mounted to the capsule between viewing windows, berths the MOTV to its target work piece and holds the two bodies for the manipulators to perform their tasks. It can also maneuver the workpiece to assist with the mission task.

The two slave arms of the manipulator system, Fig. 1.5.3, are mounted to structure at the forward end of the crew capsule. This structure also supports MOTV docking. The manipulators reach back along the crew capsule body to pick up mission equipments and to transfer them to their installation/assembly/replacement location on the work piece. They then perform the task.

During MOTV transport to LEO in the orbiter cargo bay, the stabilizer and manipulator arms are stowed in positions which do not add to vehicle overall length.

1.8.2 Berthing and Docking

Figure 1.8.1 illustrates alternate methods for mating the MOTV to the orbiter and to other orbiting bodies.

Considering berthing, this is defined as a mating operation where a manipulator on one body captures the other body, then gently mates them. A manipulator is always flown on the shuttle, therefore berthing is available for that mating. With MOV mating to another body, if there is no crew transfer between them, then berthing can use the MOTV grapples to capture the other body and hold it. When crew are to be transferred and the target has a manipulator, then the target captures the MOTV and berths the two bodies at a sealed interface. This interface is a berthing ring on each vehicle and it is shown in Fig. 1.8.2. It is mounted to the forward end of the crew capsule to give unobstructed approach and mating. If the target does not have a manipulator and berthing is proposed for mating the two bodies, then the MTOV flies the manipulator and is active in the berthing.

The alternative to berthing is docking. Here, one vehicle flies into the other vehicle until mechanisms latch and hold the vehicles together. If the mission requires docking to the target, then the orbiter must carry a docking ring to match that on the MOTV. They may, however, be berthed together, using the RMS, rather than hard docked. The docking operation is only used for crew transfer and when there is no manipulator available on the orbiting target or the MOTV. Either the target is active and flies into the MOTV or vice versa. A typical docking ring is shown in Fig. 1.8.3. Its mounting is interchangeable with that of the berthing ring.

The docking ring is heavier than the berthing ring because it is more robust since it must take impact loads, its mechanisms for latching and pull up are more complex and it has attenuation in its mounting/support struts. Weights allocated to the two rings are: -

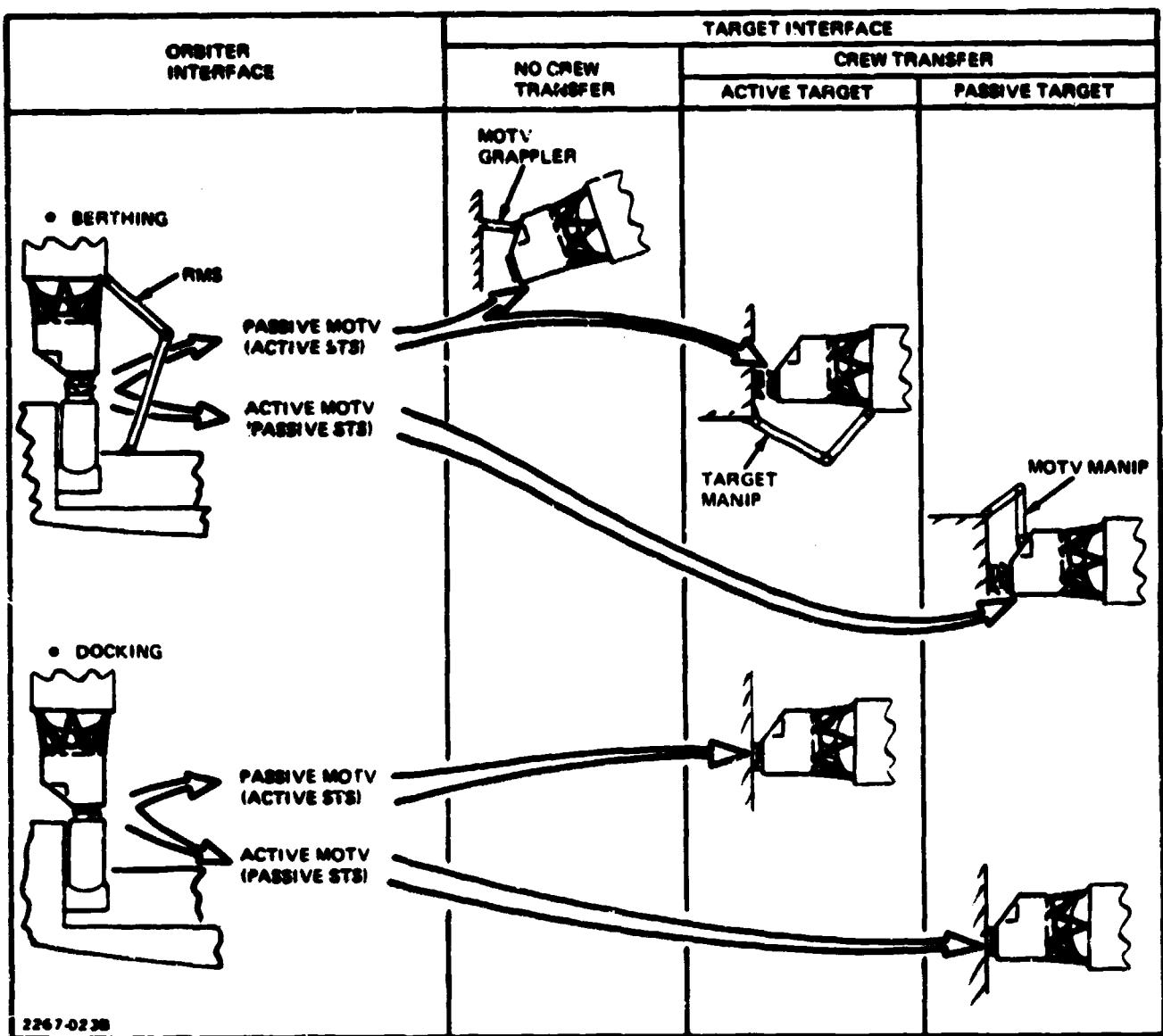


Fig. 1.B.1 Berthing/Docking Options

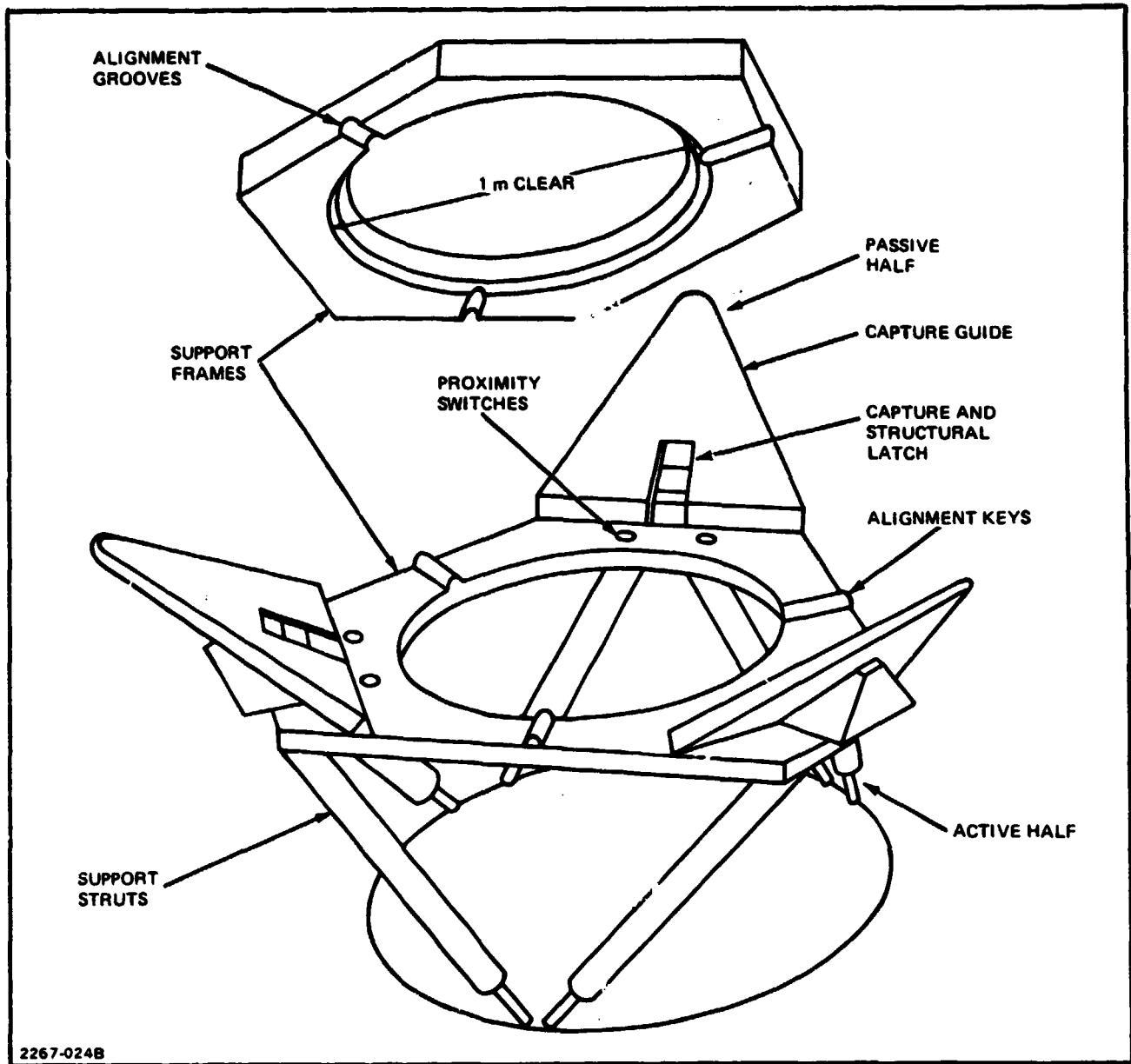


Fig. 1.8.2 Berthing Ring Configuration Interface Mechanism (BRIM) – McDonnell Douglas Configuration

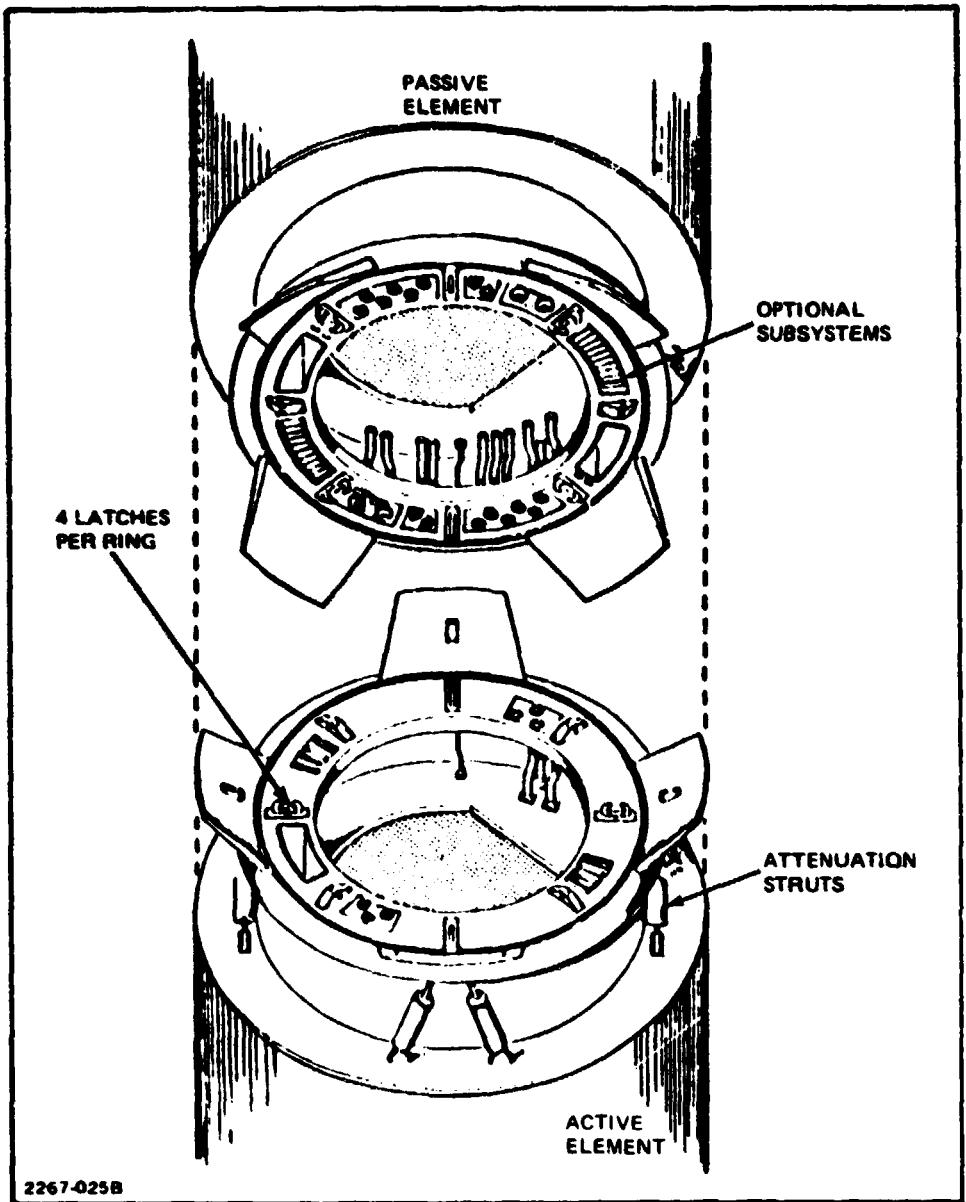


Fig. 1.8.3 Docking Interface – Rockwell Configuration

- Berthing ring = 110 kg
- Docking ring = 408 kg

The appropriate weight is included in "structure" weight, Fig. 1.3.1.

1.8.3 Subsystems External Equipment

These mountings have been discussed in subsections 1.2 and 1.7. In general they are the thermal control radiator which must radiate directly to space, the EVA hatch for EVA ingress and egress and the subsystems equipment, such as high pressure bottles, stored externally for reasons of safety. The radiator may be deployable if insufficient area is available to mount it directly to the capsule shell as a single sided radiator. The EVA hatch is in the cylindrical section of the crew capsule. Other subsystems equipment is mounted to the interface structure between crew capsule and propulsion core.

1.8.4 Mission Equipment

These equipments are included in the listings of Section 3. They fall into one of two categories, General Purpose Mission Equipment (GPME), which is of use on more than one mission, and Dedicated Mission Equipment (DME), which is peculiar to one mission.

GPME mounted external to the crew capsules covers such items as manipulator end effectors; EVA tools; diagnostic, calibration and check-out equipments. These items occupy little volume and for now, it is assumed that they will be stowed in spare pockets between larger equipments.

DME, on the other hand, includes the components for assembly, construction, replacement or servicing of a satellite, and the structures on which the components are mounted for transportation. It also includes, for want of a classification, RCS replacement propellant. For many missions, all of the DME can be attached to rails attached to the crew capsule shell. Figure 1.8.4 shows the volumes available, external to the crew capsule, for direct mounting of mission equipment. Subsection 1.9.2, MOTV/Orbiter interfaces, and the associated Fig. 1.9.4, discusses the mounting of mission equipments within the context of their effect on MOTV stowage in the orbiter cargo bay.

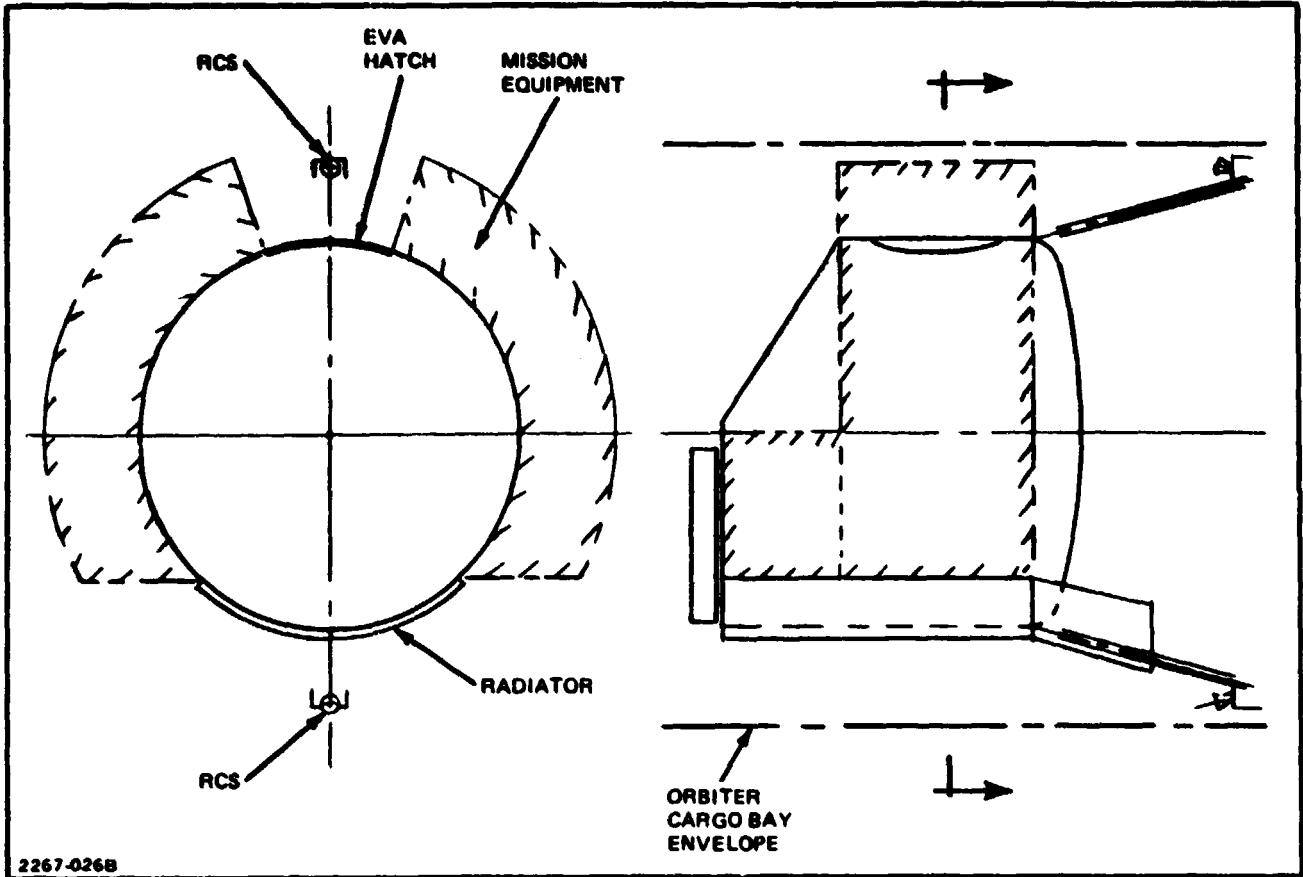


Fig. 1.8.4 Mission Equipment External Stowage

Other missions have too much DME for it all to be attached directly to the crew capsule. These extra equipments require separate support in the orbiter cargo bay during launch to LEO. In that orbit, they will be transferred by the orbiter RMS to their stowage on the MOTV. These stowage mounts will vary from mission to mission and, therefore, have not been defined. Again, reference should be made to subsection 1.9.2 and to Fig. 1.9.4.

1.9 INTERFACES

Physical interfaces occur between the crew capsule and the propulsion core, between the MOTV and the orbiter and between the MOTV and an orbiting satellite to which it is berthed or docked. Other interfaces are, typically, data transmissions to Mission Control on the ground (or SOC) and tracking signals between ground stations and MOTV.

1.9.1 Crew Capsule/Propulsion Core

Unmanned missions mount an inert payload to the propulsion core (OTV) which has an autonomous capability for performing the mission. When a crew capsule is added for a manned mission, the interfaces include structural support and hard wires for electrical power and manned mission related avionics, (see Fig. 1.9.1).

Structural interface is presently envisioned as being a truss structure, designed to support the crew capsule with its mounted equipments as a cantilever from the propulsion core. Since this configuration is the structural support system during "Shuttle transport to and from LEO as well as during orbital operations, then the design case for the truss structure is to satisfy the requirements of "Space Shuttle System Payload Accommodations" document JSC07700 Vol. XIV.

Electrical power is generated entirely in the propulsion core, then routed to the crew capsule via hard wire interface.

Avionics subsystems are necessary for the OTV unmanned missions but they have additional equipment in the crew capsule for manned missions. In general, these subsystems interfaces carry signals both ways, hence the two headed arrows in Fig. 1.9.1. Rendezvous radar is mounted in the propulsion core and provides a read out in the crew capsule. Data management reports subsystems status to the propulsion core for transmittal to Mission Control Monitoring.

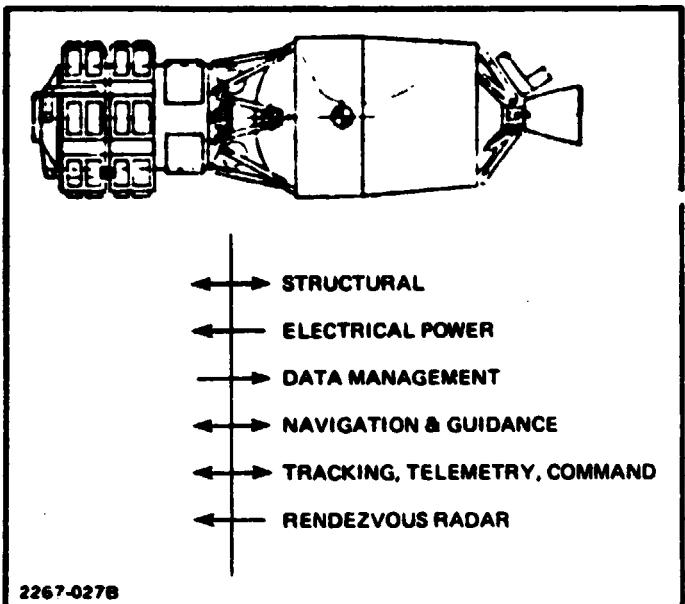


Fig. 1.9.1 Propulsion Core Support of Crew Capsule

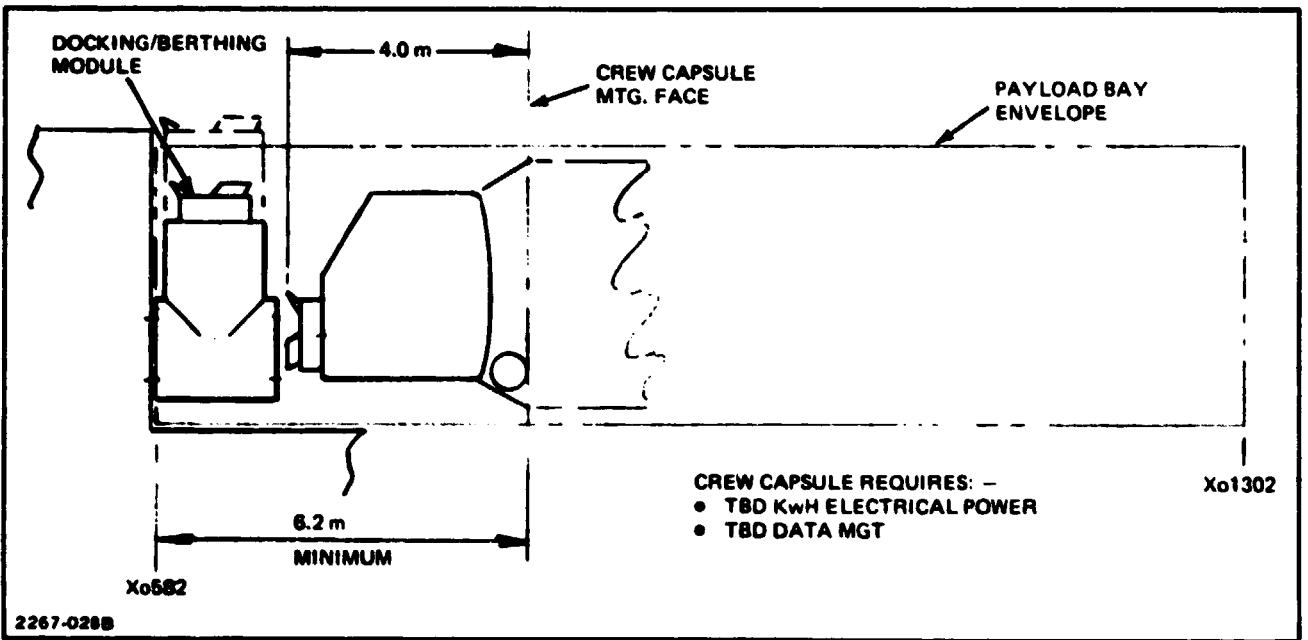


Fig. 1.9.2 Crew Capsule Stowage In Orbiter Cargo Bay – Baseline Concept

1.9.2 MOTV/Orbiter

There are two occasions when the MOTV requires physical support from the orbiter. The first occurs when the MOTV is stowed in the orbiter cargo bay and the second is when MOTV is docked/berthed to the standard docking module.

When in the cargo bay, the crew capsule is structurally supported as discussed in subsection 1.9.1. Baseline configuration for stowage in the cargo bay is shown in Fig. 1.9.2 where the orbiter standard docking module occupies the front of the bay, then comes the crew capsule to make a minimum total length requirement of 6.2M, leaving 12.0m for the propulsion core. This assumes that no cargo bay length is required for stowage of MOTV mission equipment. Other support for the crew capsule from the orbiter is electrical power for heaters, etc. and data management for monitoring MOTV subsystems status.

In this baseline concept, crew transfer to and from the MOTV crew capsule occurs when the MOTV is berthed to the orbiter docking module, as indicated in Fig. 1.8.1. This happens when the MOTV is deployed from the orbiter cargo bay, then berthed, and when MOTV returns to the orbiter from a mission and is berthed. Here, the only interface is that of the mating of the berthing rings. The docking module also serves as an airlock for orbiter crew EVA and for bridging the pressure differential between the orbiter cabin (14.7 psi) and the MOTV crew capsule (8 psi) when MOTV crew transfers in shirtsleeves. No prebreathing is necessary for this pressure differential.

Alternatives to this baseline crew transfer concept are shown in Fig. 1.9.3. The upper concept uses a GFE tunnel adapter for shirtsleeve access to a dedicated tunnel connecting the tunnel adapter to the crew capsule. A GFE external airlock is mounted to the tunnel adapter for orbiter crew EVA and for bridging the pressure differential when transferring shirtsleeve crew between the two bodies. The overall length required for this installation, including crew capsule, is 7.35m. The center concept has a dedicated tunnel which includes an emergency EVA hatch. This tunnel connects the internal orbiter airlock to the crew capsule, the overall length requirement is 6.25m. The lower concept is similar, except that the tunnel has no EVA exit. Instead, if the MOTV is stowed in the orbiter cargo bay, then emergency EVA for orbiter crew is via the MOTV crew capsule EVA hatch. This concept gives the shortest overall length, 5.25m of cargo bay required for crew capsule stowage.

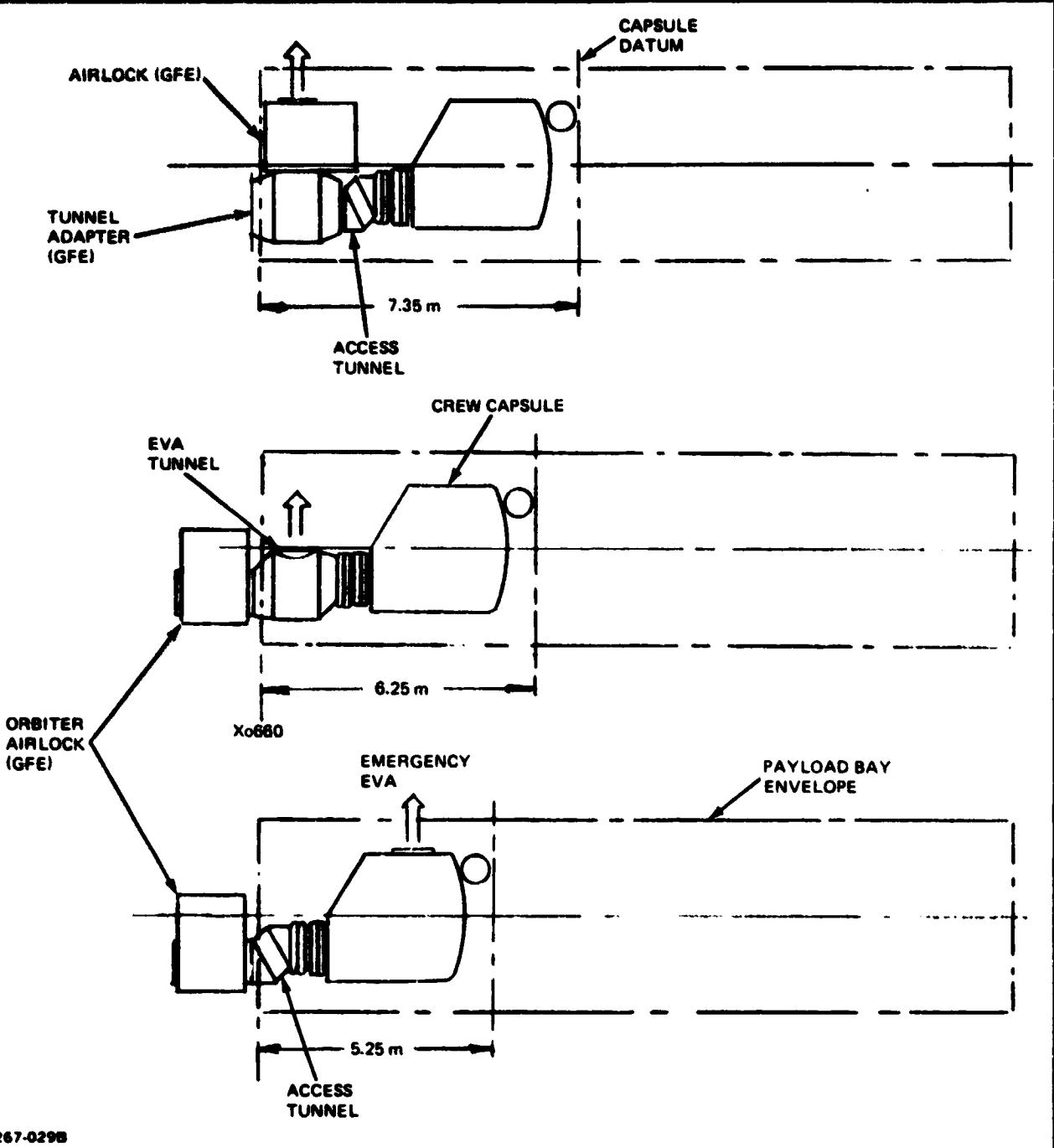


Fig. 1.9.3 Crew Capsule Stowage in Orbiter Cargo Bay – Alternate Concepts

One drawback to the tunnel interface concept is that, when there is a lot of mission equipments or hardware to be carried, then the crew capsule/MOTV may need to be located further aft in the cargo bay to make room for these equipments. The tunnel then will vary in length from mission to mission. Also, the orbiter payload c.g. envelope may require the MOTV to be located aft in the bay, thus leading to a longer tunnel.

MOTV mission equipments and hardware vary from mission to mission and they are discussed in subsection 1.8.4. The sizes of these equipments are restricted mainly by the cargo bay diameter and by the need to conserve bay length. In some cases mission hardware is folded for that very purpose. Figure 1.9.4 shows, for each design reference mission, the length of cargo bay diameter required for these components.

A crew capsule is always mounted forward of the propulsion unit, and with its attachments, a two man capsule takes up 4m of cargo bay length. Some mission equipment and hardware can be mounted around the capsule diameter and, for some missions, all of these items can be so accommodated. Other missions require additional cargo bay length and this is shown as ΔL for which the maximum available is 3.6m. The lengths comprising ΔL cannot be divided further without a lot of on-orbit assembly. To leave sufficient cargo bay length to stow a propulsion core/crew capsule assembly, it will be necessary on mission C3 to launch some mission equipment or hardware with a drop tank launch, then transfer the equipment to its mission mount when assembling the drop tanks to the propulsion core in LEO.

1.9.3 MOTV/Orbiting Satellite

For near term missions, the only interface will be the physical mating described in subsection 1.8.2, berthing and docking, and its accompanying Fig. 1.8.1. Later missions, such as boarding and temporarily operating an untended space station, may require monitoring, data collection, etc. via hard wire.

1.9.4 MOTV/EVA

There will be a tether interface between the crew capsule and an EVA man and perhaps an electrical power flying lead for hand tools.

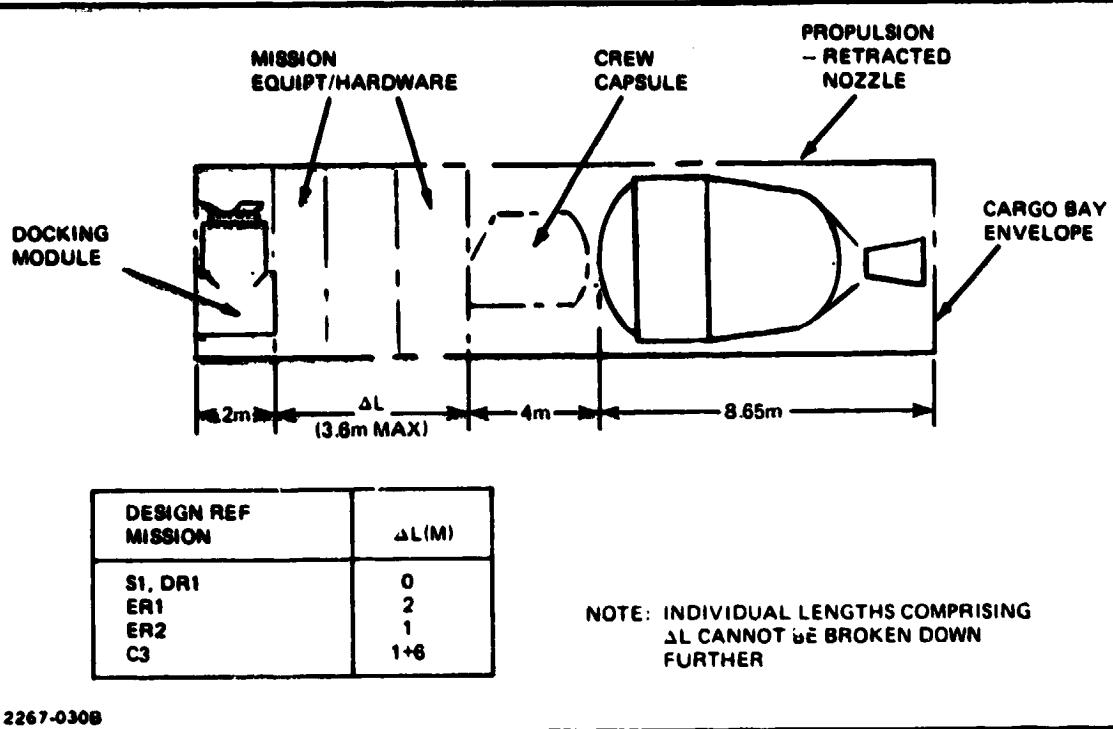


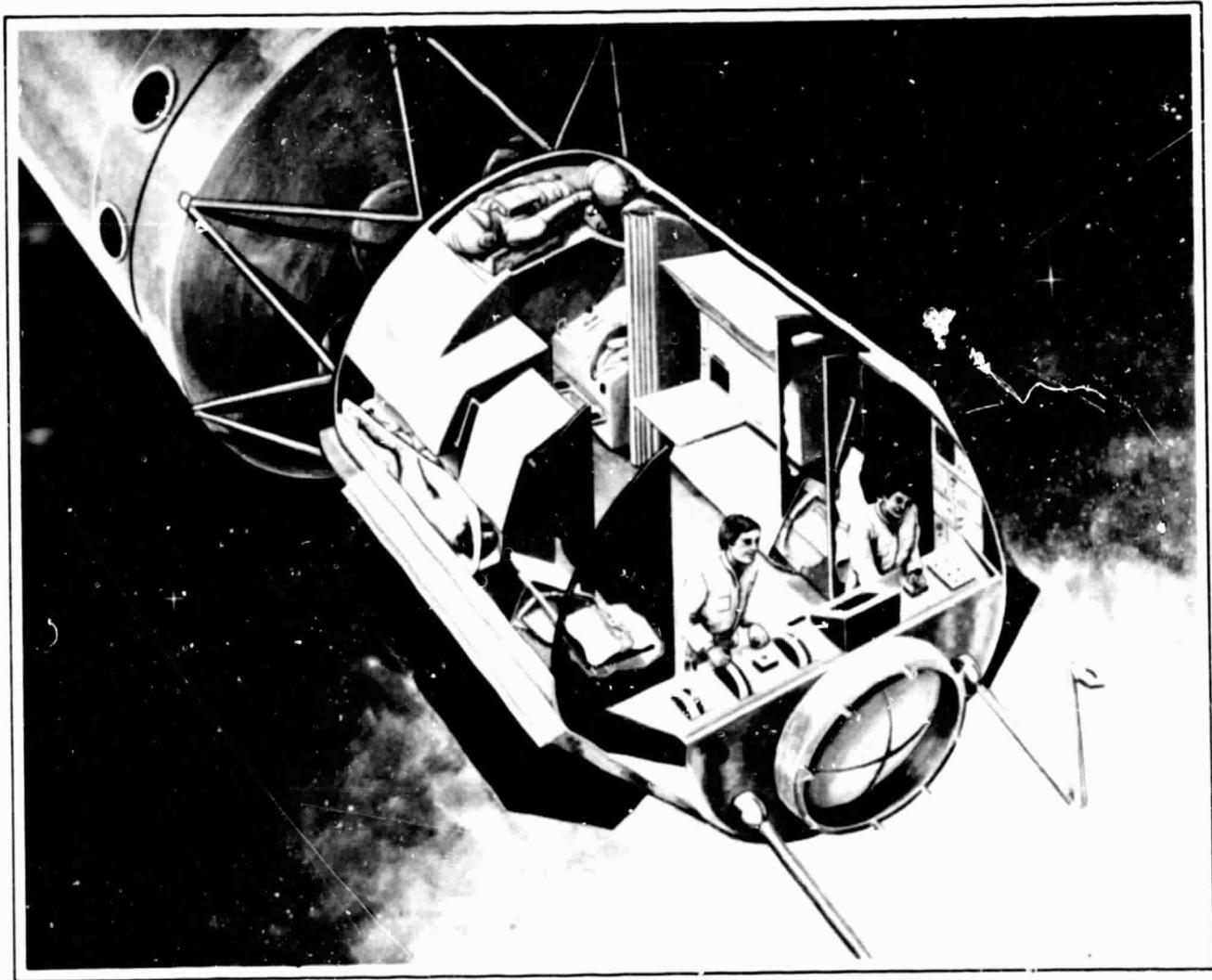
Fig. 1.9.4 MOTV Mission Equipments – STS Launch Requirements

1.9.5 MOTV/Mission Control Center (MCC)

Tracking and space vector update for the OTV/MOTV will be provided by TDRS or GPS in LEO. Introduction of the Space Sextant Autonomous Navigation System (or equivalent) on board the vehicle will relieve MCC entirely from a primary role in these functions. Similarly, MOTV will have autonomous monitoring of subsystems, fault isolation and switching to back up modes. This, again, will not require MCC in a primary role.

The function of MCC, located on the ground for this study, will be to:

- Continuously monitor the mission
- Recieve and store data
- Coordinate communication
- Advise and assist the crew in handling unexpected problems:
 - provide targeting data if MOTV navigation capability is lost
 - provide diagnostic expertise
 - suggest contingency workaround procedures



WINGSPAN
OF A WIDE QUADRATIC

2 - GROWTH EVOLUTION

Although the primary concern of this document is to define a crew capsule to perform five Design Reference Missions, hence the two man baseline capsule, some consideration should be given to capsule growth. As discussed in Section 1.0, about twenty generic missions were identified at the beginning of the study (Fig. 1.1). Taking these missions as being typical of those that may evolve, crew number and type of support will change. Figure 2.1 illustrates how the crew capsule might evolve to accommodate various generic missions. Modularity is the key to simplifying these evolutionary changes.

The two-man baseline capsule lends itself to this concept of modular changes to satisfy changing requirements. The nose section and its internal layout of work stations is basically common for all missions. The cylindrical section shell with its EVA hatch and the rear dome are also common. For a three man capsule, a 1.5m length of cylinder is added to the shell, just aft of the nose section. Internal rearrangement is discussed in Subsection 2.1. This same three man capsule can now have an additional crew quarter added, as shown, to accommodate, say, a specialist for a particular mission; thus making a four-man capsule. The four-man capsule is used for the six-man, P4 mission to deep space. The remaining two men are accommodated in a storm shelter which provides emergency haven for the six crew in the event of an unpredicted solar flare occurring during the 15 days, one way, trip. The storm shelter mates to the EVA hatch provided in the capsule shell. P2 mission transports ten men to GEO. The trip is analogous to a one-day coach trip and calls for that type of facilities. Two of the men are pilot and co-pilot, leaving eight crew to be seated, as shown, in the center section of the capsule. This configuration is discussed more fully in subsection 2.2.

As other missions evolve, they may demand an airlock for multiple EVA operations or an MRWS as a positionable shirtsleeve work station. They can be mated to the capsule EVA hatch.

Apart from generic missions that demand a crew of three and, therefore, a three-man capsule, there is conviction in some quarters that a crew of three should be the minimum for any MOTV mission. One concern with the two man baseline is the acceptability of one man EVA with the other man minding the crew capsule or two men

CREW NO.	2	3	4	6	10	
EXTERNAL CONFIG						
INTERNAL CONFIG						
GENERIC MISSIONS	INIT: S1, S2 ER1: ER2, OP1. DR1: C1, C3, C6		S2: R1, C2, C4, C5, P1	P4	P2	
OTHER EVOLUTION CONCEPTS						

Fig. 2.1 Crew Capable Growth/Evolution/Modularity

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EVA with nobody in the capsule. This is discussed more fully in subsection 1.5.2. Some opinions are that even though two men are adequate for performing the DRMs tasks, the possibility of EVA, be it planned, contingency or emergency, should baseline a minimum crew of three...two men out, one man in the cabin.

In consequence of this, and the fact that three-man missions are proposed in the generic missions listing (Fig. 1.1) a three-man crew capsule is defined in our growth considerations (see subsection 2.1).

To further illustrate growth/evolution/modularity potential, subsection 2.2 takes a closer look at a 10-man crew transport capsule.

Another aspect of growth and evolution is that standards of crew comfort may change. The two-man baseline crew capsule is considered to be about the minimum volume that is functionally adequate for performing mission tasks. Opinion, flight experience, or increased crew activities may require a different length capsule to house the two-man crew. Figure 2.2 shows capsule shell weight and length sensitivity to changes in mission duration and free volume per man criteria as a function of crew comfort level. Crew comfort to be provided is subjective and two authorities are shown in the figure. They are Frazer Tolerance Level, Celantano Performance Level and thirdly, the level to which we have worked, Celantano Tolerance. The baseline crew capsule has 3.0M^3 free volume per man and is good for 27 days at Celantano Tolerance Level.

The three-man capsule is the largest capsule investigated during the study. It is more generous in free volume per man since it was intended for long missions. Figure 2.3 shows sensitivities for the three-man capsule, whose length may be reduced to save weight or to optimize crew comfort for shorter duration missions. The three-man capsule presently provides 4.0M^3 free volume per man.

2.1 THREE-MAN CREW CAPSULE

Groundrules for the main study required a minimum crew of three with each man having separate private quarters for rest and relaxation. This led to the crew capsule configuration shown in Fig. 2.1.1, the largest capsule studied. There are three main functional areas. The flight and mission stations are the same as the two-man baseline capsule, section 1.0. The center section provides crew quarters and equipment for their comfort while the aft compartment houses personal hygiene, waste management and EVA suit storage. Subsystems are stowed over the length of the capsule, under the floor and above the ceiling.

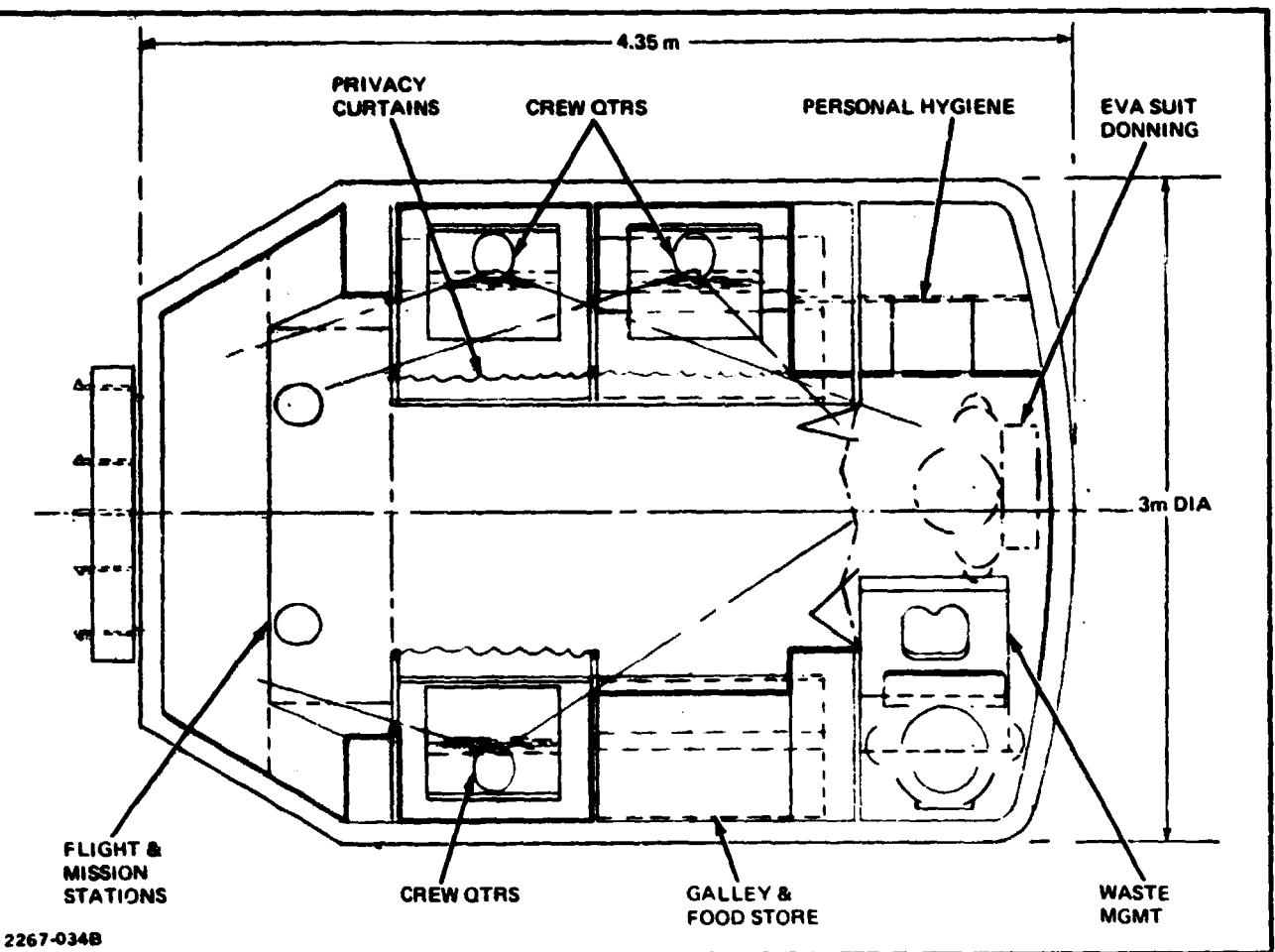


Fig. 2.1.1 Three-Man Crew Capsule Main Study Results

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Being the same diameter as the two-man baseline capsule and having the same front end and rear dome, a 1.5m long cylindrical section can be added to the baseline capsule to provide the shell for this three-man capsule. Some rearrangement of facilities and the addition of crew quarters completes the reconfiguration.

Figure 2.1.2 gives a weight breakdown of this three-man crew capsule for mission S1. It shows a burn-out weight penalty of 979Kg compared to the two-man baseline capsule weight for S1, Fig. 1.3.1. Figure 2.1.3 shows the three-man crew capsule sensitivity.

CREW CAPSULE	WEIGHT, Kg
STRUCTURE	1,515
THERMAL PROTECTION	48
EPS	44
AVIONICS	149
ECLS	337
CREW ACCOMMODATION	768
PROPULSION CONTROLS	6
CONTINGENCY (25%)	717
TOTAL DRY WEIGHT	3,584
CREW (3) CONSUMABLES (19 DAYS)	245 343
BURN OUT WEIGHT	4,172
NOTES	
<ul style="list-style-type: none"> • MANIPULATORS, ETC., CHARGED TO GEN PURPOSE MISSION EQUIP • EPS SUBSYS IS POWER DISTR ONLY -- REMAINDER OF SUBSYS IN PROP CORE • AVIONICS IS COMMAND/DISPLAY ONLY – REMAINDER OF SUBSYS IN PROP CORE 	
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Fig. 2.1.2 Three-Man Crew Capsule Weight – Mission S1

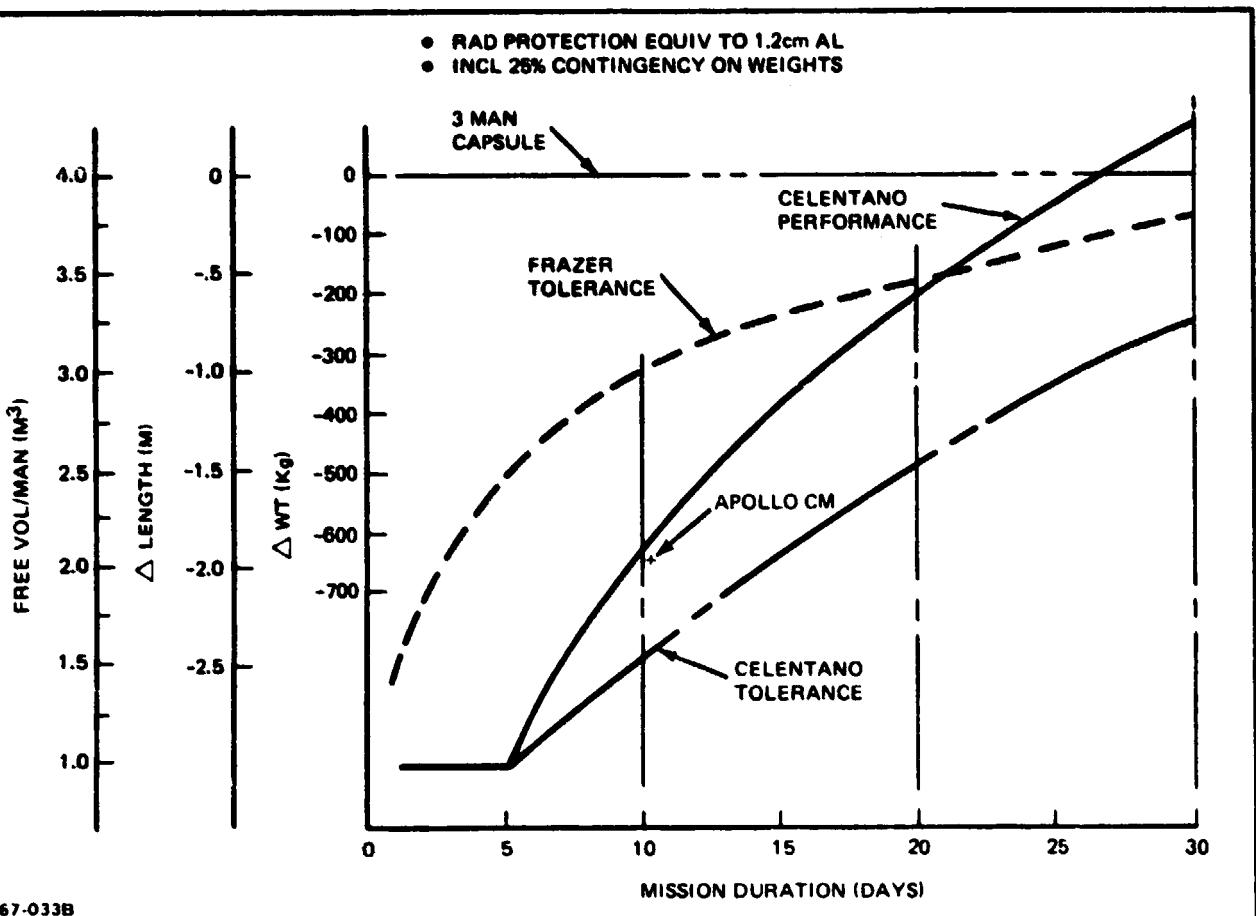


Fig. 2.1.3 Three-Man Crew Capsule Sensitivity – Structure Weight & Free Vol/Man vs Mission Duration

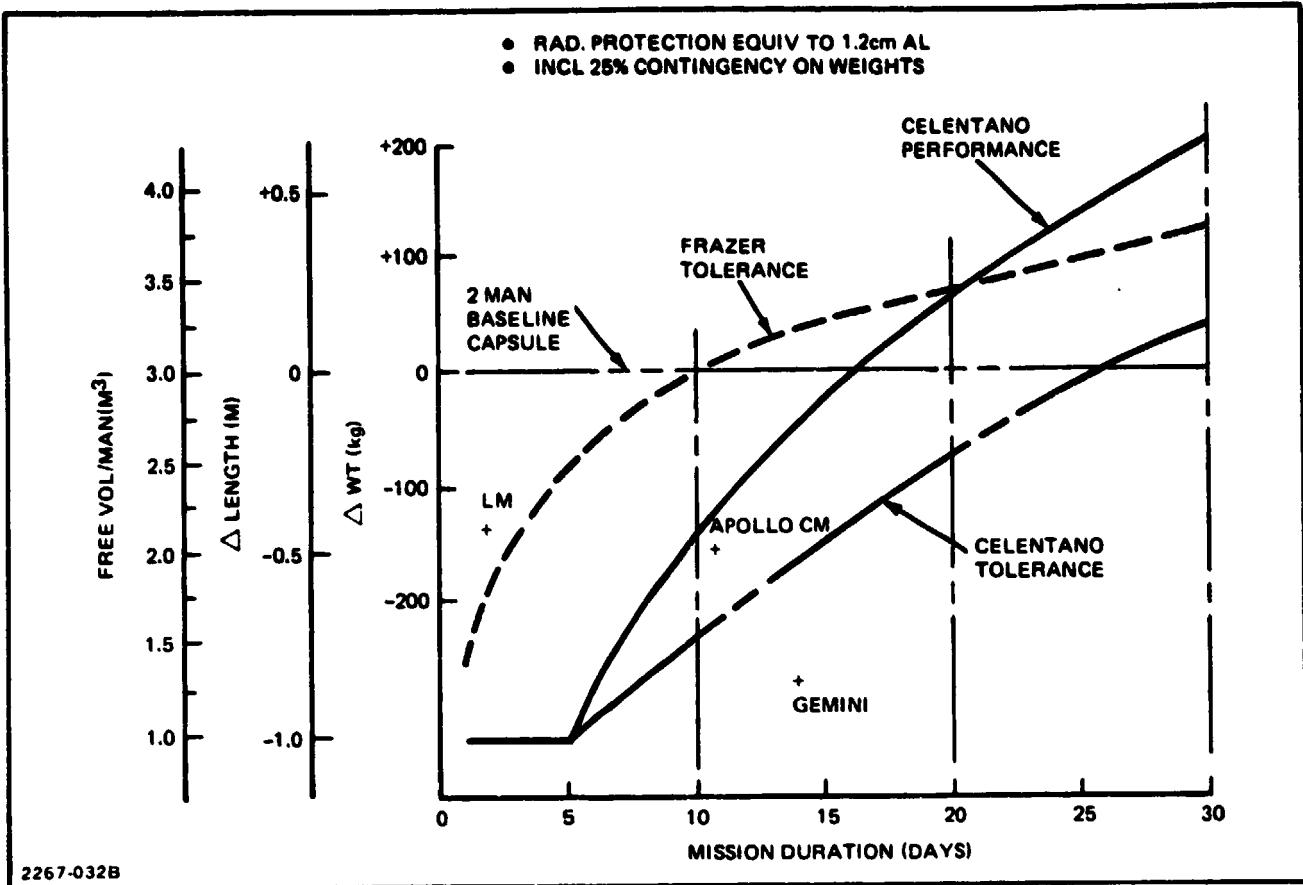
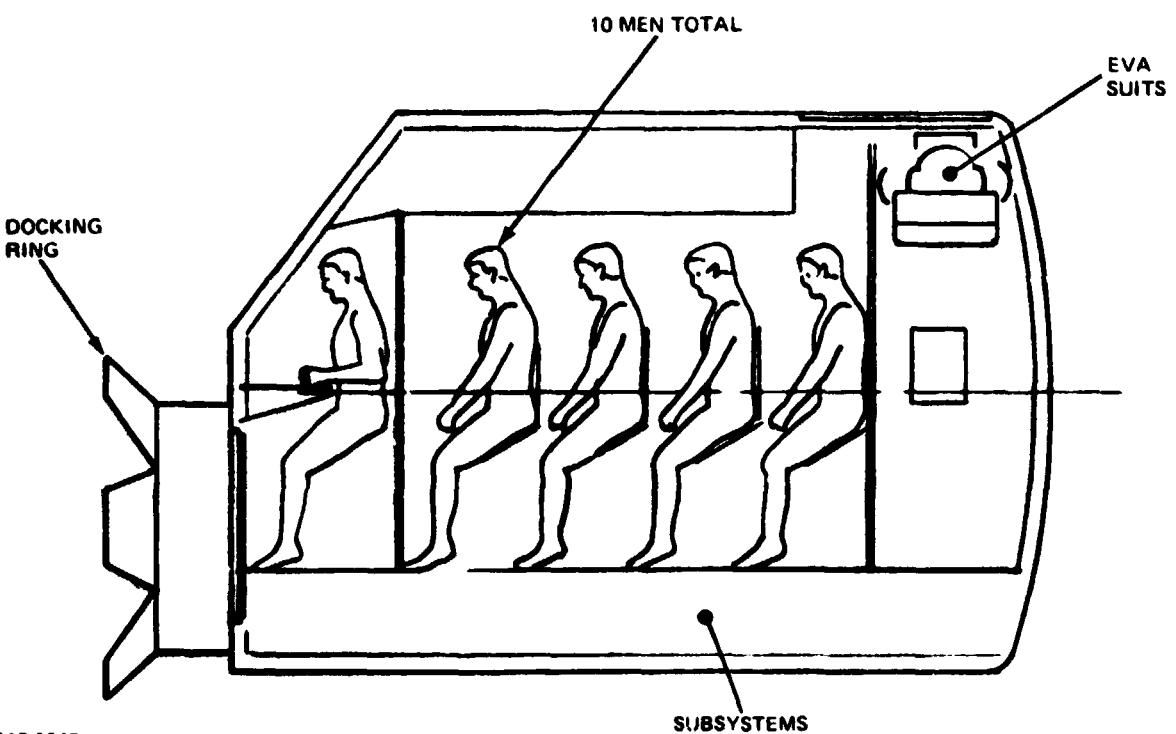
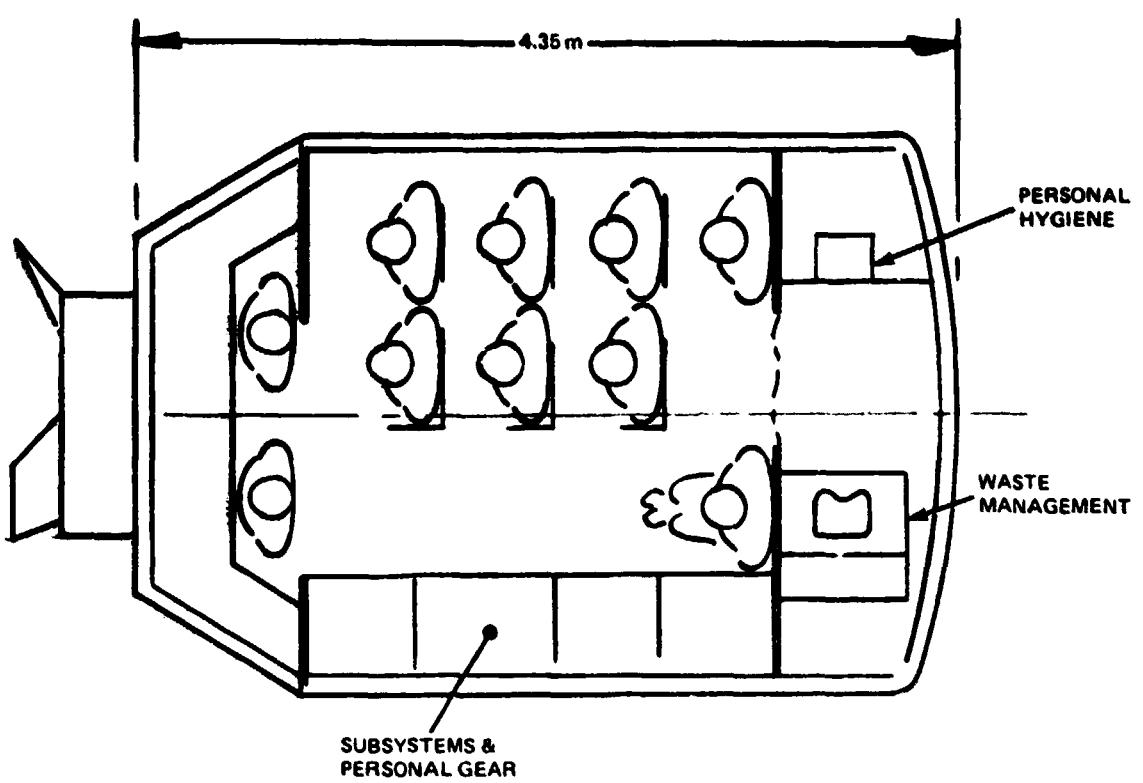


Fig. 2.2 Two-Man Crew Capsule Sensitivity – Structure Weight & Free Vol/Man vs Mission Duration

2.2 10-MAN PASSENGER TRANSPORT CAPSULE

Using the three-man growth capsule shell described in the preceding section, 10 men can be accommodated for a crew rotation mission to GEO. The people are only in the capsule for about a day and do not, therefore, require separate quarters or cooking facilities. The trip is analogous to a one-day coach ride and calls for that type of facilities. Layout of this capsule (Fig. 2.2.1) shows that internal modification to the three-man capsule retains the forward work station, which is occupied by two of the crew, and the aft station for personal hygiene, waste management, and EVA suit stowage/donning. The center section of the capsule is changed by removing crew quarters and the galley, then replacing them with four rows of two seats abreast. Thus, 10 crew are accommodated. Subsystems remain under the floor, but there is some relocation of those subsystems that were above the ceiling. A docking ring replaces the berthing ring.



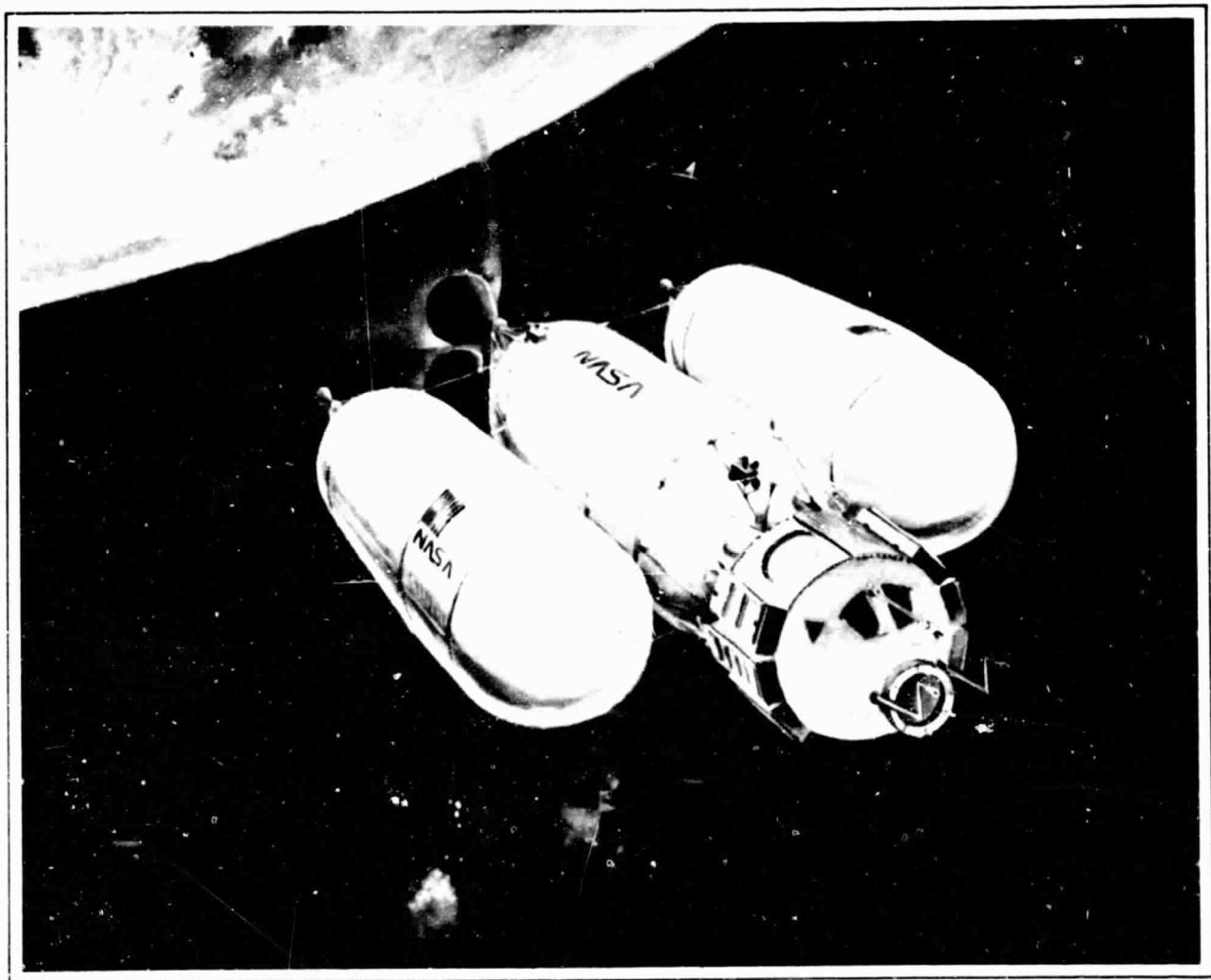
2267-0368

Fig. 2.2.1 10-Man Passenger Transport Crew Capsule – Mission P₂

Figure 2.2.2 gives a dry weight breakdown for this 10-man capsule and shows it to be only about 50 Kg heavier than the 3 man capsule dry weight. Crew quarters and galley weights for the three men have been exchanged for seats and additional ECLS equipment for 10 men.

	WT (Kg)
STRUCTURE	1,515
THERMAL PROTECTION	48
EPS	44
AVIONICS	149
ECLS	611
CREW ACCOM.	533
PROPULSION CONTROLS	6
CONTINGENCY (25%)	727
 TOTAL DRY WEIGHT 2267-037B	 3,633

Fig. 2.2.2 10-Man Passenger Transport Crew Capsule Weight



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3 - POTENTIAL APPLICATIONS

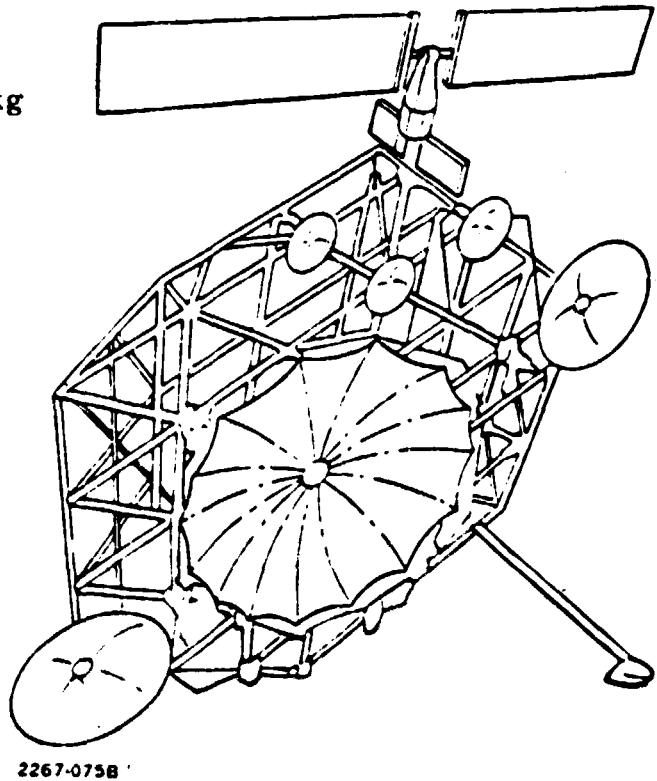
This section illustrates typical applications for the MOTV and it updates the Mission Handbook issued during the previous study. Five design reference missions are described. They cover a broad range of payload requirements, on-orbit mission tasks and mission durations. MOTV support of these missions is described in detail and illustrates the full functional and performance capabilities of the vehicle. Cost data for each mission is given, assuming ground turnaround of the vehicle, which has an all propulsive, 1 1/2 stage (drop tanks) propulsion module. A summary of mission equipment requirements for all generic missions is included in subsection 3.6.

1 DESIGN REFERENCE MISSION ER1 - EMERGENCY REPAIR OF A MULTIDISCIPLINED GEO PLATFORM

Mission Description: This mission is characterized by the unexpected nature of failure incurred. It may be due to electronic component failure or mechanical failure. In either case it is seriousness enough to warrant immediate repair. Furthermore, the total extent of the damage is not entirely known. The MOTV is deployed with spare parts, repair tools, and on-board checkout equipment to determine the full extent of the failure and fix it. In addition, standard servicing of the satellite subsystems such as RCS fluid replenishment would also be done. The figure illustrates the type of satellite needing repair.

Characteristics:

Weight	25,000 kg
Size	80 m
Power	40 kW
Orbit	GEO
Timeframe	1990
Life/Servicing Period . .	30/3 yr



2267-075B

Rationale for MOTV Use:

- Full nature of the failure cannot be determined remotely, and requires man onsite for repair and checkout
- Man's visibility and on-site decision making capability are not easily replaced by remote controlled, automated systems.

The following Figs. 3.1.1 through 3.1.9 reflect the design requirements and performance to achieve the ER1 mission. Similarly, subsection 3.2, 3.3, 3.4 and 3.5 are followed by supporting data.

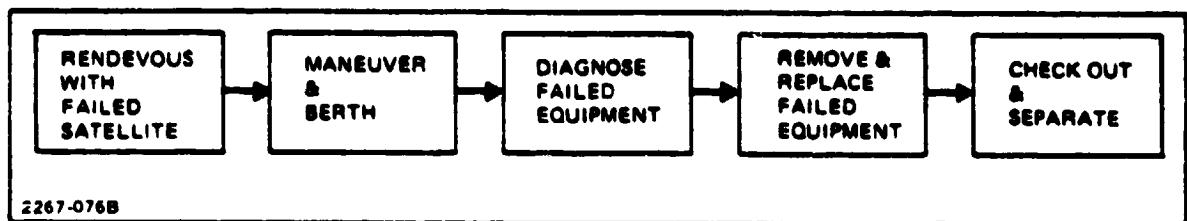


Fig. 3.1.1 ER1 – Emergency Repair (GEO)

ACTIVITY/FUNCTION	TIME HR MIN	CREW MODE	NO. CREW	CREW TASK	REMARKS
• MANEUVER & BERTH	11 00)	IVA			SPACE TUG DATA
- PREPARE FOR FINAL APPROACH	1 45				
- MANEUVER TO INSPECT SATELLITE	.05				
- ACTIVATE & POSITION BERTHING SYS	.10				
- PERFORM CLOSING MANEUVER					
- CAPTURE SATELLITE & SECURE BERTHING					
• DIAGNOSE FAILED EQUIPMENT	(2 45)	IVA			
- ACTIVATE MANIPULATOR SYS	.10				
- SHUTDOWN EJECT SYS AS NEEDED	.05				
- CHECK OUT SATELLITE SUBSYS	.30				
- DETAIL CHECKOUT & FAULT ISOLATION					
- SUPPORT SPACE-GRND SYS TEST AS NEEDED	2 00				
• REMOVE & REPLACE FAILED EQUIP.	(10 45)	IVA			
- REMOVE 30 m ANTENNA	.45				
o FOLD 30 m ANTENNA					
o REMOVE & STOW ANTENNA					
- REPAIR BEAM	.10				
o REMOVE & STOW BEAM SEGMENT					
o REPLACE & LOCK SEGMENT					
- REPLACE ANTENNA	1 05				
o MOUNT NEW ANTENNA					
- DEPLOY ANTENNA					
- SUPPORT SPACE-GROUND CHECKOUT					
- SERVICE RCS UNITS (2)	.20				
o REMOVE & STOW PROP. TANK					
o UNSTOW, INSTALL & C/O PROP. TANK	3 00				
- REBERTH	.45				
o STOW MANIPULATORS					
o RELEASE, MANEUVER & REBERTH					
o REPOSITION MANIPULATOR					
- REPAIR 10 m ANTENNA SYS	1 20				
o REMOVE & STOW COMPONENT					
o REPLACE COMPONENT					
- SUPPORT SPACE-GROUND C/O	.20				
o SERVICE RCS UNITS (2) (AS ABOVE)	3 00				
• SEPARATE & COMPLETE C/O	(1 00)	IVA			
- STOW MANIPULATOR	.15				
- SUPPORT SPACE GROUND C/O	.35				
- MANUOVER TO VERIFY SAT. CONF	.10				
TOTAL	15 30				

Fig. 3.1.2 ER1—Functions, Time and Tasks

2267-077B

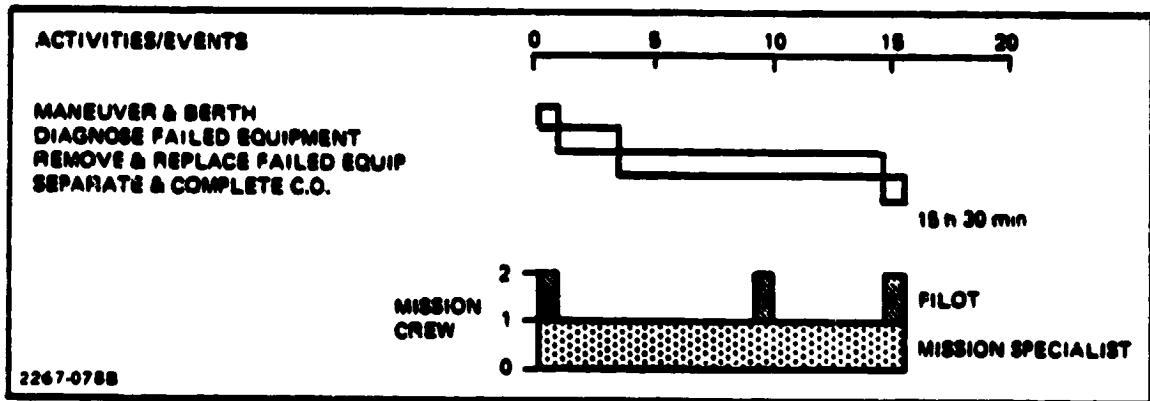


Fig. 3.1.3 ER1- Timeline and Crew Requirements

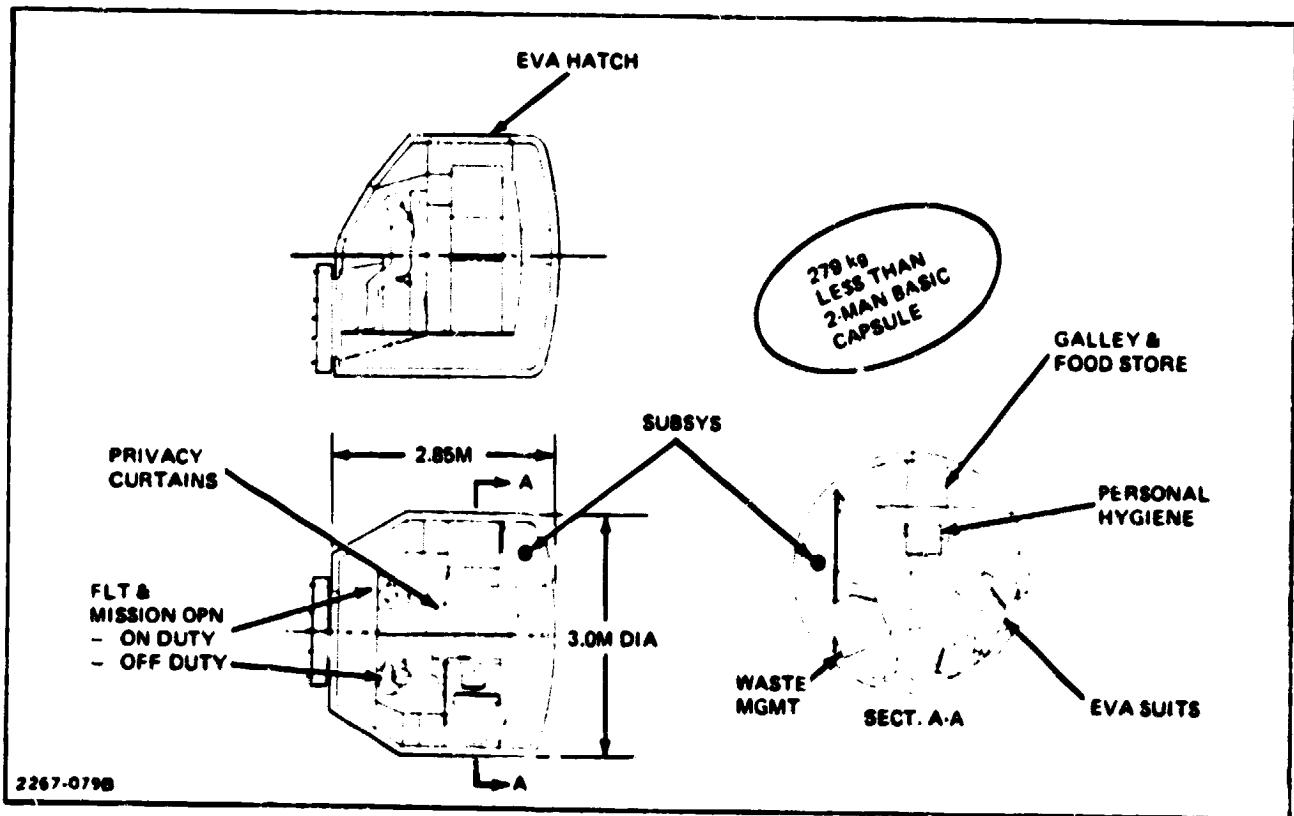


Fig. 3.1.4 Two-Man "Functional Minimum" Crew Capsule-Typical For All DRMs

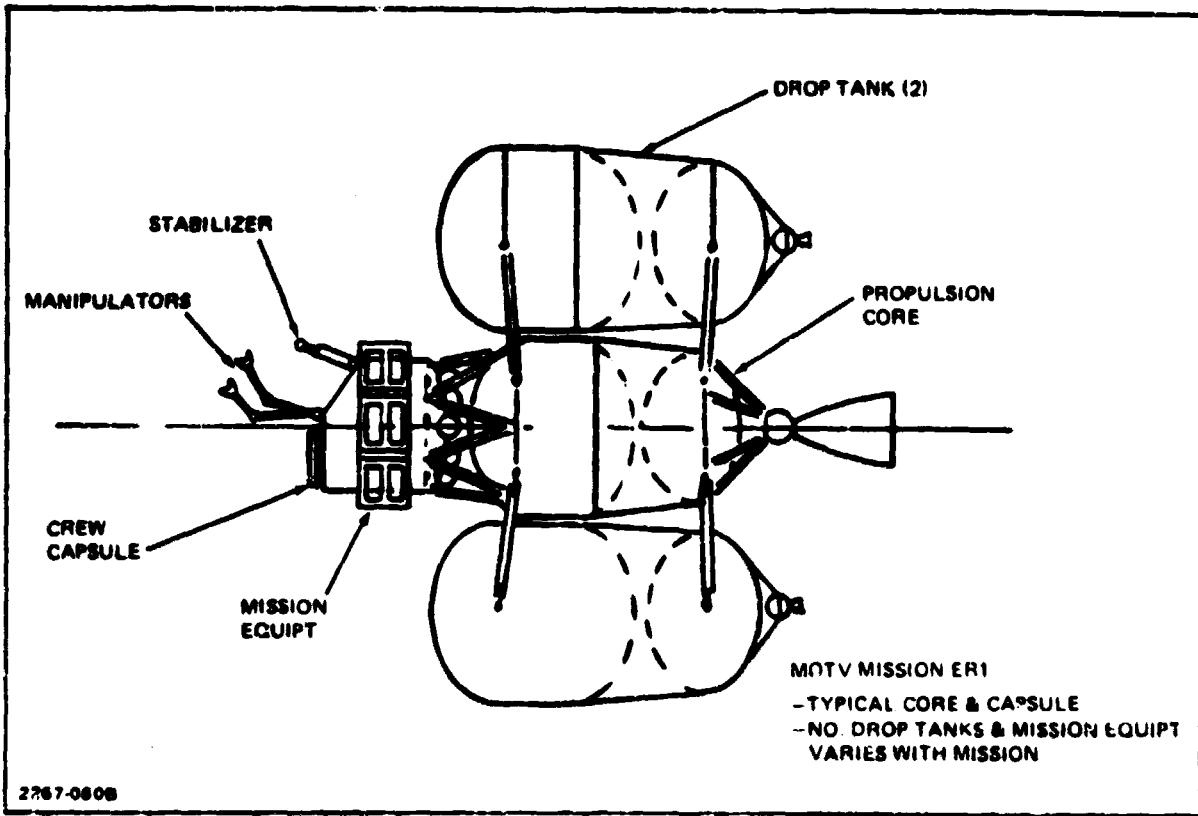


Fig. 3.1.5 MOTV Configuration for Mission ER1

	CREW CAPSULE	PROP'L'S'N CORE	DROP TANKS (2)	MISSION EQUIPT	
				GENERAL PURPOSE	DEDICATED
DRY WEIGHT	2775	3087	2950	631	408
CREW/CONSUMABLES RESERVES/RESIDS	277	175 296	470		
BURNOUT WEIGHT	3052	3558	3420	631	408
MAIN PROP - (CAPACITY) - LOADING		(17,500) 17,500	(54,540) 34,004		
ACPS PROP MISC		675 145			95
MOTV WEIGHT	3052	21,878	37,424	631	503
TOTAL MOTV WEIGHT			63,488		
2267-081B					

Fig. 3.1.6 ER1 Summary Weight Statement, kg

CREW CAPSULE	WEIGHT, kg
STRUCTURE	1113
THERMAL PROT	33
EPS	37
AVIONICS	125
ECLS	296
CREW ACCOM	610
PROPULSION	6
RECOVERY	-
CONTINGENCY (25%)	555
TOTAL DRY WEIGHT	2775
CREW CONSUMABLES (2) (3.4 DAYS)	163 114
BURNOUT WEIGHT	3052
NOTES	
• MANIPULATORS, ETC., CHARGED TO GEN PURPOSE MISSION EQUIP.	
• EPS SUBSYS IS POWER DISTR ONLY - REMAINDER OF SUBSYS IN PROP. CORE	
2267-082B	

Fig. 3.1.7 ER1 Weight Statement (Crew Capsule)

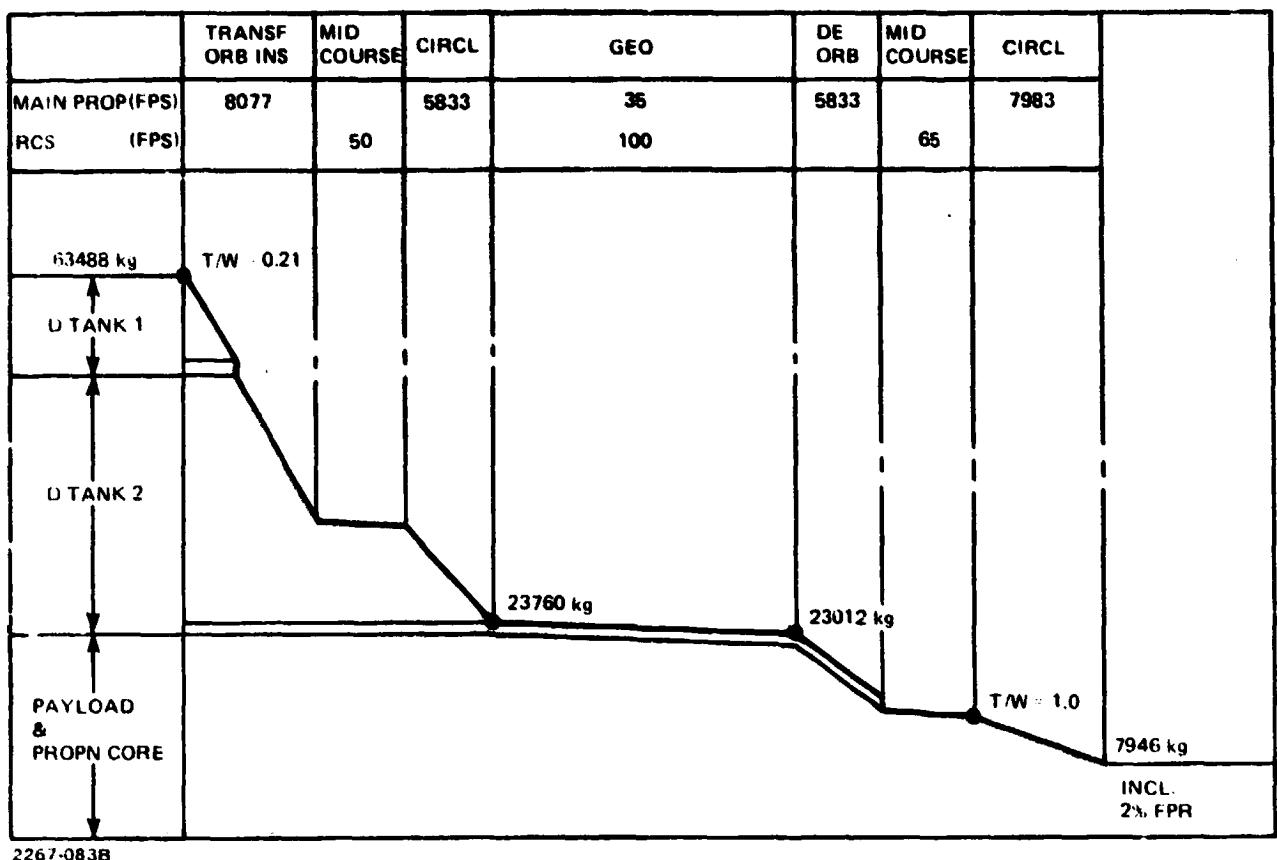


Fig. 3.1.8 Performance Data — Emergency Repair Mission (ER1)

	CREW CAPSULE	PROPULSION CORE	DROP TANKS (2)	TOTALS
MANAGEMENT				0.08
CREW PROVISIONS	0.01			0.01
TURNAROUND				2.20
FUEL		0.03	0.06	0.09
DROP TANKS			3.38	3.38
MISSION OPS				1.80
ORS SPARES	0.60	0.40		1.00
STS OPS				74.40
TOTAL				82.92
2267-084B				

Fig. 3.1.9 Typical Cost per Mission ~ Mission ER1 (Constant '79 \$ M)

3.2 DESIGN REFERENCE MISSION ER2 - EMERGENCY REPAIR OF A SURVEILLANCE SATELLITE IN A 12-HR/63° INCLINED ORBIT

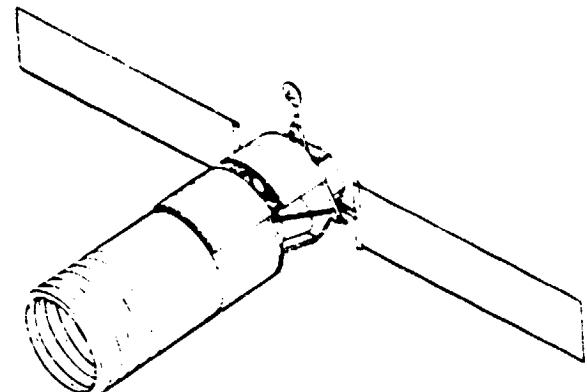
Mission Description: This mission is characterized in the same manner as Generic Mission ER1. In this case, however, the satellite and its orbit are very different. The satellite's electronics, optics or mechanical system may have failed. The MOTV is deployed to rendezvous and dock with the disabled satellite even assuming it has lost its stabilization and control system and is uncontrollably tumbling. The MOTV would stabilize the satellite and perform repairs as required. In addition, standard servicing of the satellite subsystem such as RCS fluid replenishment would also be done. The figure illustrates this mission.

Characteristics:

Weight 4100 kg
Size NA
Power 4.5 kW
Orbit 12 hr/63°
Timeframe 1990s
Life/Servicing Period . . 20/3 yr

Rationale for MOTV Use:

- Same as Generic Mission ER1



2267-0858

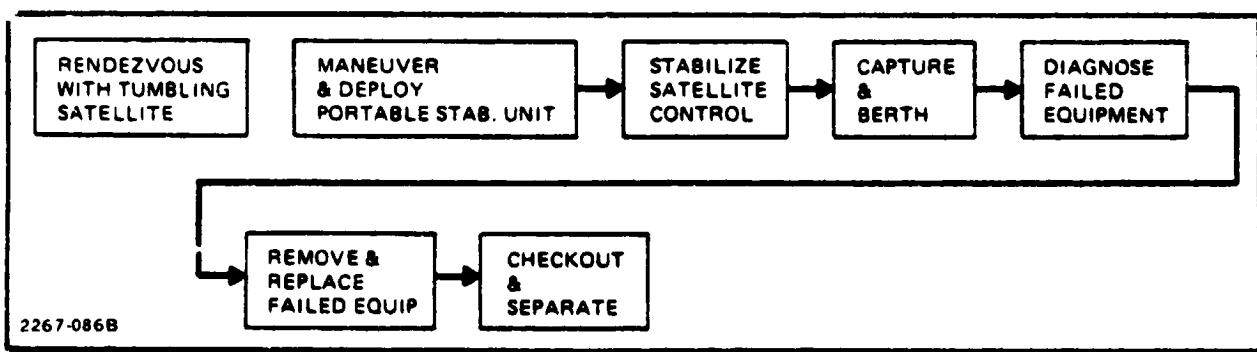


Fig. 3.2.1 ER2-Emergency Repair (HEO)

ACTIVITY/FUNCTION	TIME HR:MIN	CREW MODE	NO. CREW	CREW TASK	REMARKS
• MANEUVER & DEPLOY PSU - PREPARE FOR FINAL APPROACH - MANEUVER TO INSPECT SATELLITE - MANEUVER TOPSU DEPLOYMENT ATTITUDE - C/O, ACTIVATE & DEPLOY PSU	(1:00) .40 20	IVA			
• STABILIZE SATELLITE - MANEUVER PSU TO SATELLITE - MANEUVER PSU TO CAPTURE SATELLITE - STABILIZE SAT. VIA PSU	(1:30) .17 .10 .10	IVA			
• CAPTURE & BERTH - MANEUVER TO INSPECT SATELLITE - MANEUVER TO BERTHING ATTITUDE - ACTIVATE & POSITION BERTH. SYS. - PERFORM CLOSING MANEUVER - CAPTURE & SECURE SAT. BERTH.	(1:45) .20 .10 .05 .10	IVA			
• DIAGNOSE FAILED EQUIPMENT - ACTIVATE MANIPULATOR SYS - SHUTDOWN EJECT. SYSTEM AS NEEDED - CHECK OUT SATELLITE SUBSYS. - DETAIL CHECKOUT & FAULT ISOLATION - SUPPORT SPACE-GROUND SYS TEST AS NEEDED	(2:45) .10 .10 .30 .00	IVA			
• REMOVE & REPLACE FAILED EQUIPMENT - REMOVE & STOW SIGNAL PROCESSOR - REPLACE SIGNAL PROCESSOR - REMOVE & STOW PAYLOAD CONTROLLER - REPLACE PAYLOAD CONTROLLER - REPLENISH CYRO FLUID IN COOLER - C/O COOLER - SERVICE RCS UNITS (2) REMOVE & STOW RCS UNSTOW, INSTALL & C/O RCS	(6:40) .40 .50 .30 .40 .50 .10 -. .10	IVA			
• CHECK OUT & SEPARATE - SUPPORT SPACE-GROUND CHECKOUT - REMOVE & STOW PSU - SAFE & STOW MANIPULATORS - MANEUVER TO VERIFY SAT. CONFIG	.35 .10 .16 .10	IVA			
	TOTAL	12:50			

Fig. 3.2.2 ER2- Functions, Time and Task

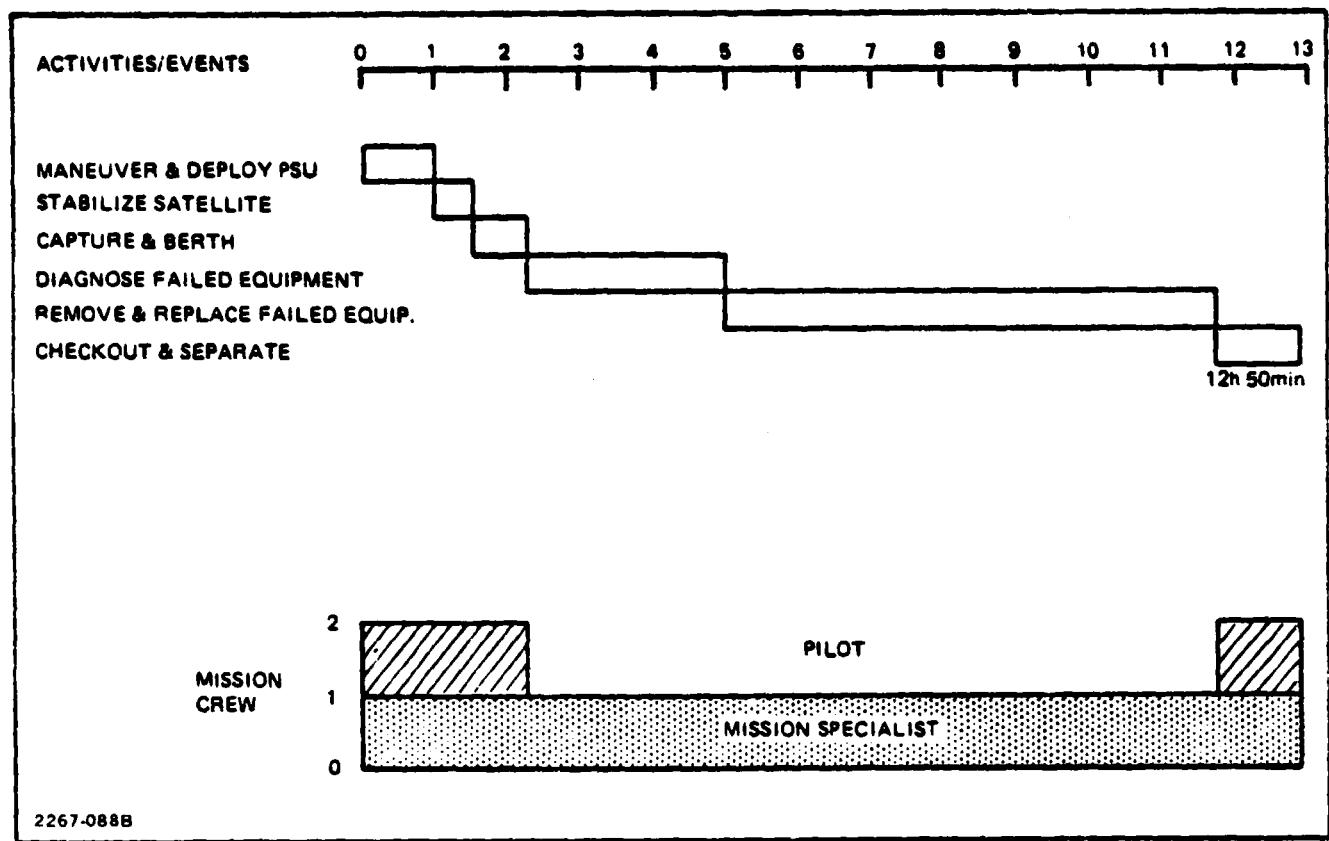


Fig. 3.2.3 ER2-Timeline and Crew Requirements

	CREW CAPSULE	PROP'L'SN CORE	DROP TANKS (1)	MISSION EQUIP'T	
				GENERAL PURPOSE	DEDICATED
DRY WEIGHT	2775	3087	1475	669	1012
CREW/CONSUMABLES RESERVES/RESIDS	277	175 296	235		
BURNOUT WEIGHT	3052	3558	1710	669	1012
MAIN PROP - (CAPACITY) - LOADING		(17,500) 17,500	(27,270) 7,840		
ACPS PROP MISC		483 145			77
MOTV WEIGHT	3052	21,686	9550	669	1089
TOTAL MOTV WEIGHT				36,046	
2267-089B					

Fig. 3.2.4 ER2 Summary Weight Statement, kg

CREW CAPSULE	WEIGHT, kg
STRUCTURE	1113
THERMAL PROT	33
EPS	37
AVIONICS	125
ECLS	296
CREW ACCOM	610
PROPELLION	6
RECOVERY	
CONTINGENCY (25%)	555
TOTAL DRY WEIGHT	2775
CREW (2)	163
CONSUMABLES (3.4 DAYS)	114
BURNOUT WEIGHT	3052
NOTES	
• MANIPULATORS, ETC., CHARGED TO GEN PURPOSE MISSION EQUIP.	
• EPS SUBSYS IS POWER DISTR ONLY - REMAINDER OF SUBSYS IN PROP. CORE	
2267-090B	

Fig. 3.2.5 ER2 Weight Statement (Crew Capsule)

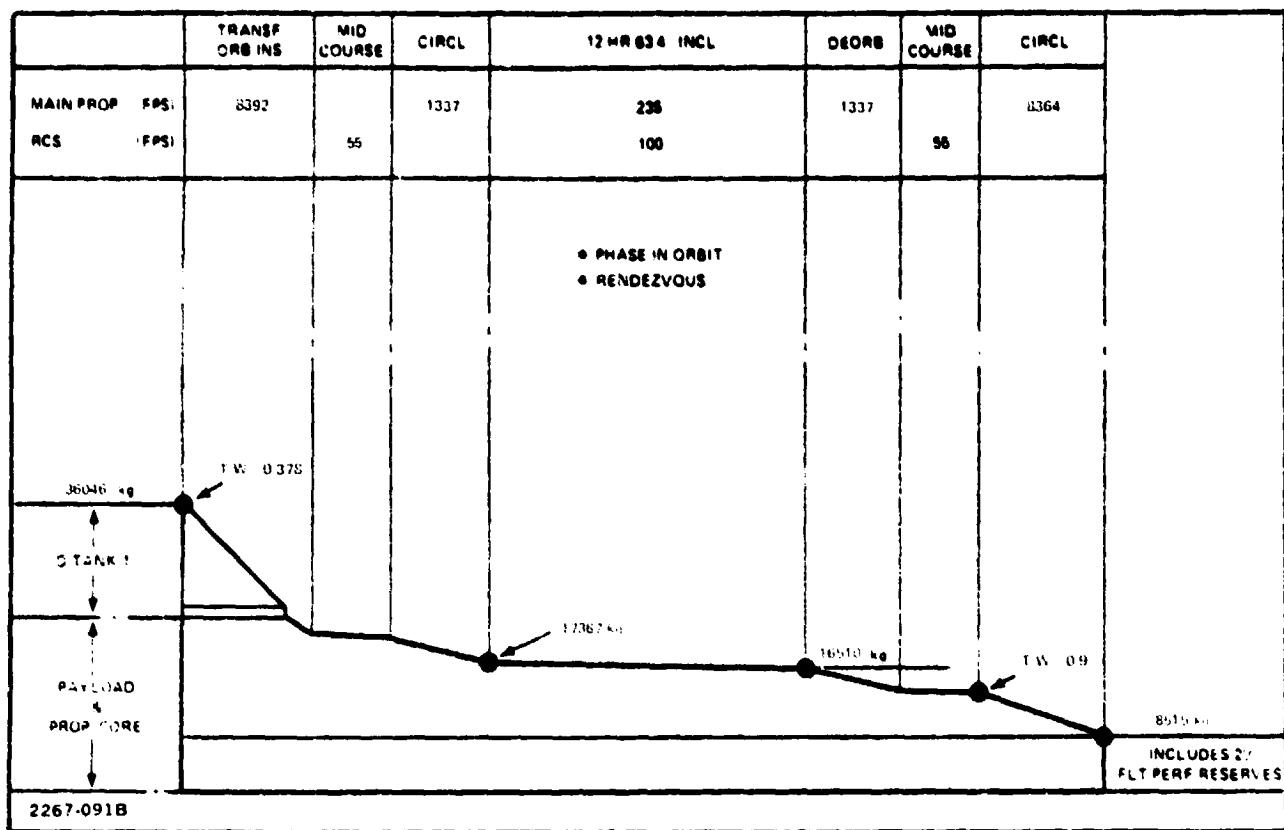


Fig. 3.2.6 Performance Data – Emergency Repair Mission (ER2)

	CREW CAPSULE	PROPELLION CORE	DROP TANKS (1)	TOTALS
MANAGEMENT				0.06
CREW PROVISIONS	0.01			0.01
TURNAROUND			-	2.20
FUEL		0.03	0.01	0.04
DROP TANKS			1.69	1.69
MISSION OPS				1.44
OPS SPARES	0.60	0.40		1.00
STS OPS				50.40
TOTAL				56.84
2267-092B				

Fig. 3.2.7 Typical Cost per Mission – Mission ER2 (Constant '79 \$ M)

3.3 DESIGN REFERENCE MISSION DR1 - DEBRIS REMOVAL FROM EGO

Mission Description: The MOTV is dispatched to GEO to sweep debris from a 45° sector of the orbit. Three stops are made in orbit; the first two to pick up dead but stable communications satellites (Intelsat type) each separated 22 1/2° in longitude, and the third to remove spent propellants tanks, propulsion stages, etc., which are orbiting in GEO. After collecting each of these payloads the MOTV propels them to a high orbit junkyard where their presence would not interfere with future space endeavors. The orbit of this junkyard is 2000 n mi above GEO. After depositing its payload the MOTV deorbits and returns to earth. The figure illustrates this mission scenario.

Characteristics:

Weight	5500 kg
Size	NA
Power	NA
Orbit.	GEO
Timeframe	1990s
Life/Servicing Period .	NA

Rationale for MOTV Use:

- The MOTV may perform this mission as part of a servicing or repair mission, or independently depending on the number and physical characteristics of the satellites being transferred
- This mission is much more complex if attempted unmanned and is beyond the performance capabilities of future teleoperator systems or cargo OTVs.

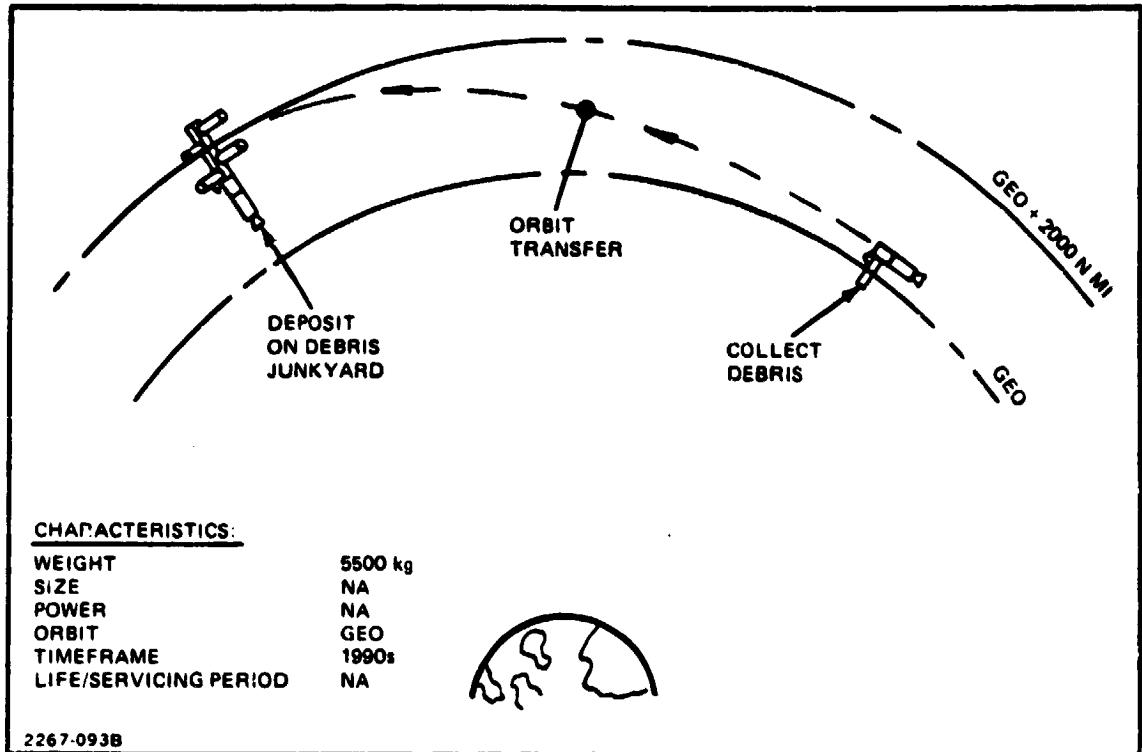


Fig. 3.3.1 Mission DR1 Debris Removal From GEO

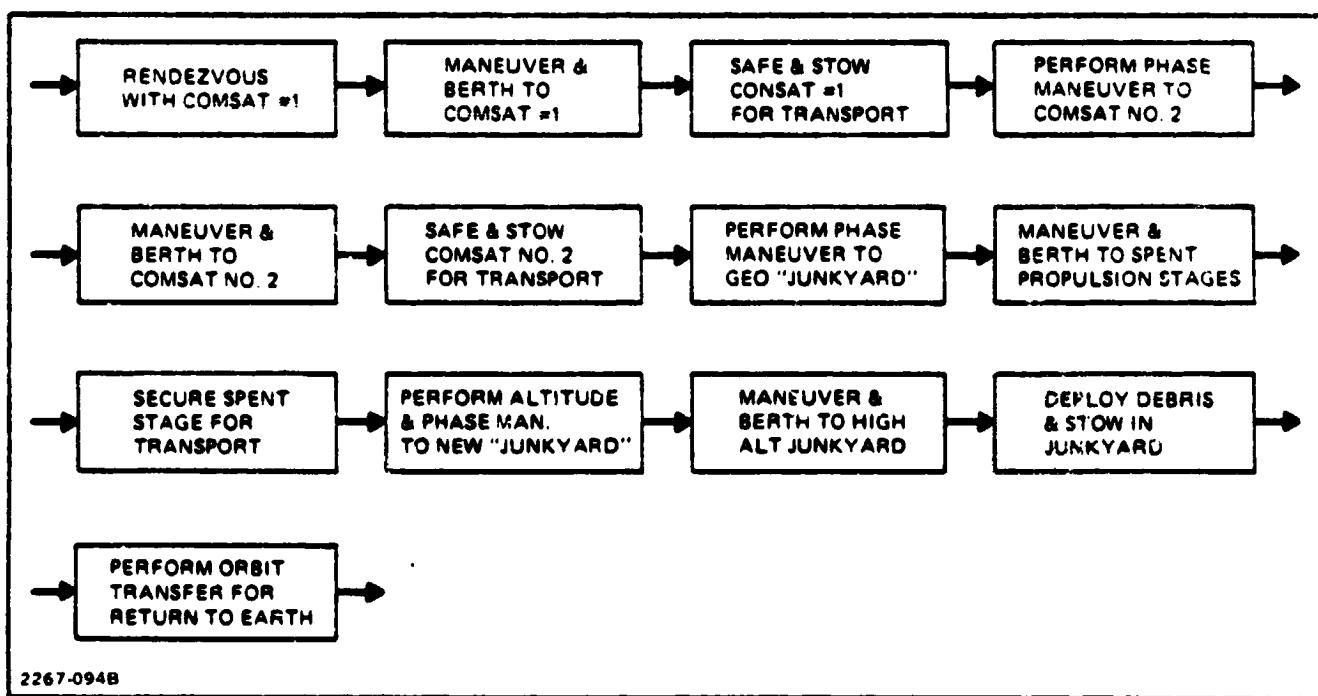


Fig. 3.3.2 DR1 - Debris Removal From GEO

ACTIVITY/FUNCTION	TIME HR: MIN	CREW MODE	NO. CREW	CREW TASK	REMARKS
<ul style="list-style-type: none"> • MANEUVER & BERTH TO COMSAT NO. 1 <ul style="list-style-type: none"> - PREPARE FOR FINAL APPROACH - INSPECT SATELLITE - MANEUVER TO BERTHING ATTITUDE - ACTIVATE & POSITION BERTHING SYSTEM - PERFORM CLOSING MANEUVER & BERTH • SAFE & STOW COMSAT NO. 1 FOR TRANSPORT <ul style="list-style-type: none"> - SHUTDOWN SAT. POWER SUPPLY - VENT PROPELLANTS/F FLUIDS AS NEEDED - REMOVE, SAFE & STOW APPENDAGES - STOW SATELLITE • PERFORM 22½° PHASING MANEUVER TO COMSAT NO. 2 <ul style="list-style-type: none"> - REPEAT STEPS 1 & 2 FOR COMSAT NO. 2 • PERFORM 22½° PHASING MANEUVER TO GEO JUNKYARD <ul style="list-style-type: none"> - REPEAT STEPS 1 & 2 TO RETRIEVE SPENT PROPULSION STAGE • PERFORM ALTITUDE & PHASING MANEUVER TO HIGH ALTITUDE JUNKYARD <ul style="list-style-type: none"> - MANEUVER & BERTH TO JUNKYARD - DEPLOY DEBRIS & STOW IN JUNKYARD 	(1:20)	IVA		NAV & GUIDANCE OF MOTV TO BERTH WITH STABLE SAT.	
	.40				
	:20				
	:5				
	:5				
	:10				
				OPERATE MANIPULATORS	
	(1:45)	IVA			
	.30				
	:20				
	:26				
	:30				
				NAV & GUIDANCE	
	(48:00)	IVA			
				OPERATE MANIPULATORS	
	(3:05)	IVA			
				NAV & GUIDANCE	
	(48:00)	IVA			
				OPERATE MANIPULATORS	
	(3:05)	IVA			
				NAV & GUIDANCE	
	(24:00)	IVA			
				MANIPULATOR OPERATIONS	
	(11:20)	IVA			
	(11:00)	IVA			
	TOTAL				
	131:36				

Fig. 3.3.3 DR1-Functions, Time, and Tasks

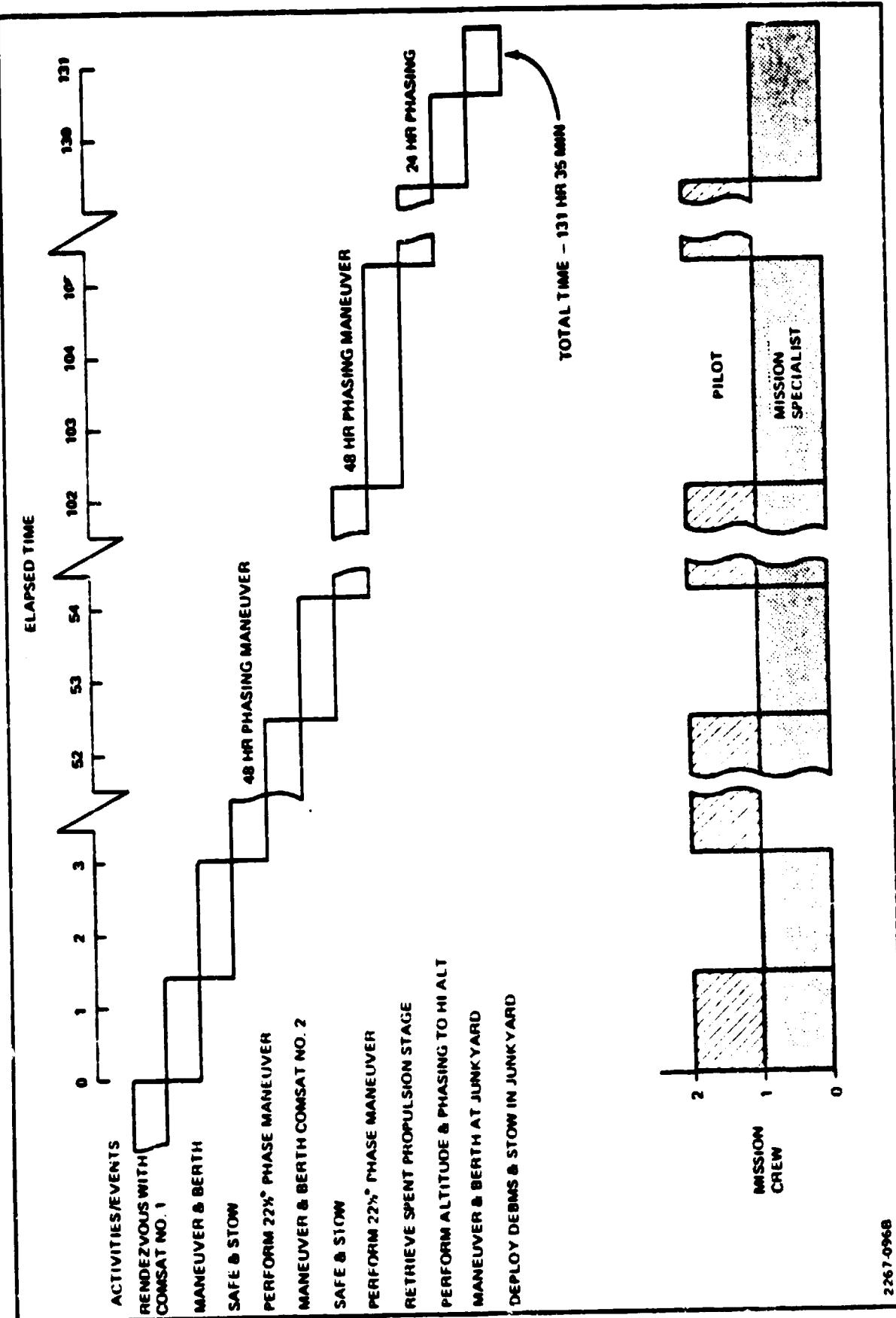


Fig. 3.3.4 DR1-Timeline and Crew Requirements

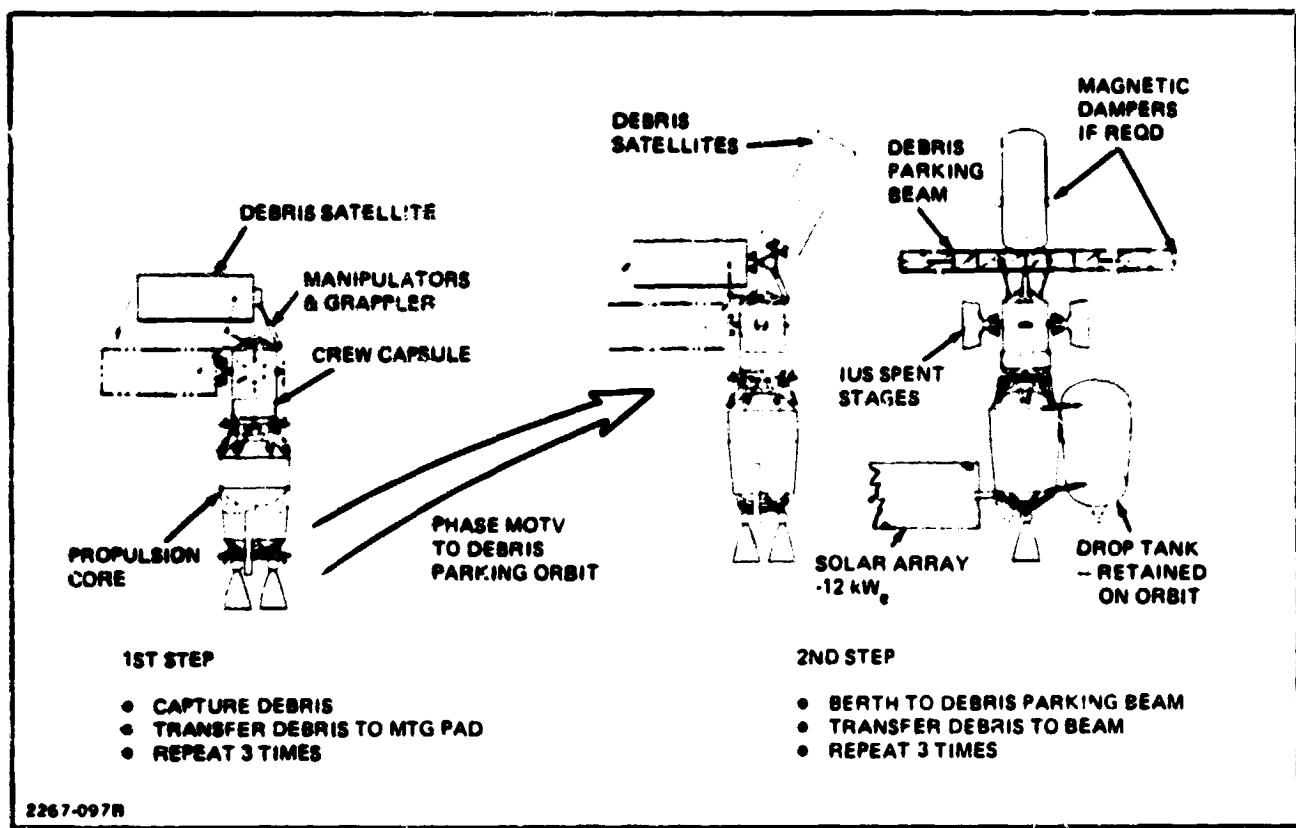


Fig. 3.3.5 Scenario for Mission DR1

	CREW CAPSULE	PROP'L'S'N CORE	DROP TANKS (2)	MISSION EQUIPT	
				GENERAL PURPOSE	DEDICATED
DRY WEIGHT	2775	3087	2980	824	-
CREW/CONSUMABLES RESEPYES/RESIDS	324	323 296	470		
BURNOUT WEIGHT	3099	3706	3420	824	-
MAIN PROP - (CAPACITY: - LOADING		(17,500) 17,500 1,682 145	(54,540) 40,708		
ACPS PROP MISC					
MOTV WEIGHT	3099	23,003	44,128	824	-
TOTAL MOTV WEIGHT			71064		
2267-0988					

Fig. 3.3.6 DR1 Summary Weight Statement, kg

CREW CAPSULE	WEIGHT, kg
STRUCTURE	1113
THERMAL PROT	33
EPS	37
AVIONICS	125
ECLS	296
CREW ACCOM	610
PROPELLSION	6
RECOVERY	
CONTINGENCY (25%)	556
TOTAL DRY WEIGHT	2775
CREW (2) CONSUMABLES (8.3 DAYS)	163 161
BURNOUT WEIGHT	3099
NOTES	
• MANIPULATORS, ETC., CHARGED TO GEN PURPOSE MISSION EQUIP.	
• EPS SUBSYS IS POWER DISTR ONLY - REMAINDER OF SUBSYS IN PROP. CORE	
2267-0988	

Fig. 3.3.7 DR1 Weight Statement (Crew Capsule)

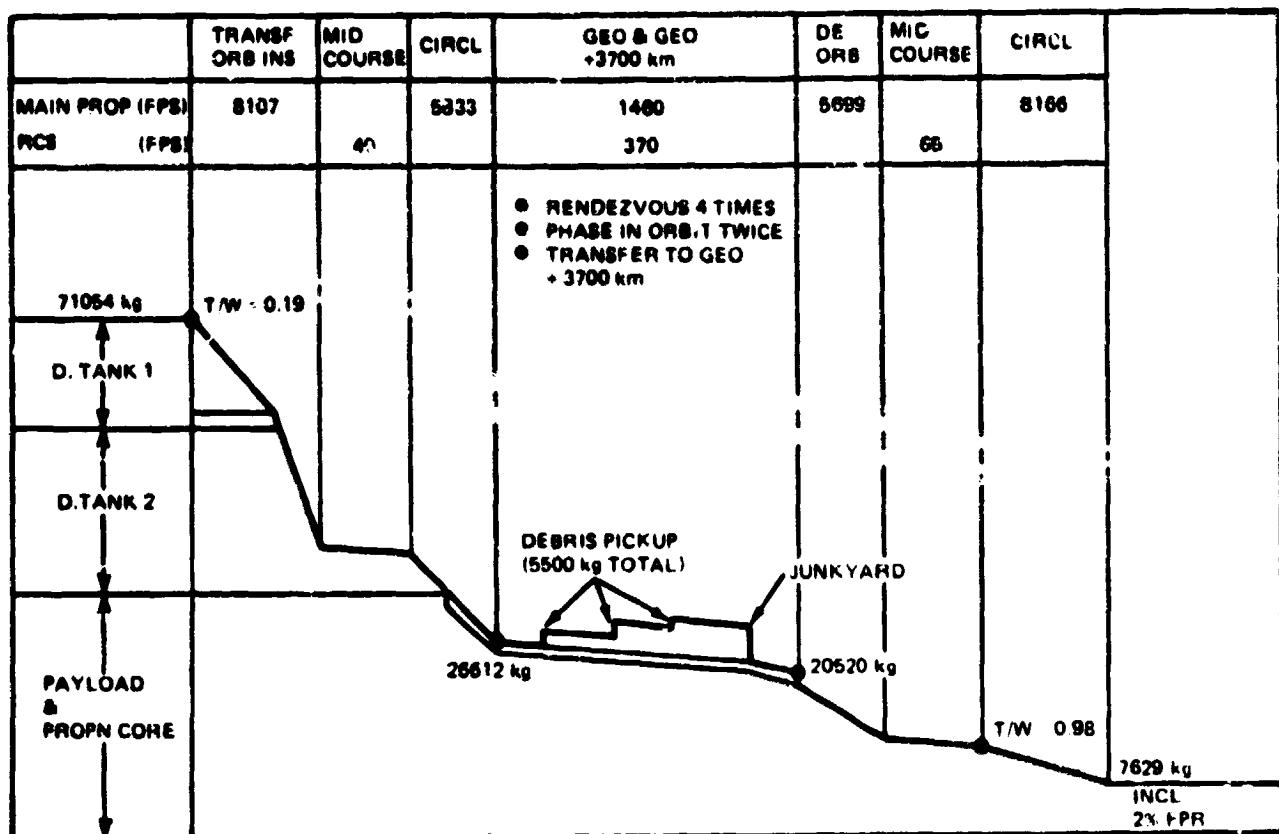


Fig. 3.3.8 Performance Data -- Debris Removal Mission (DR1)

	CREW CAPSULE	PROPULSION CORE	DROP TANKS (L.)	TOTALS
MANAGEMENT				0.08
CREW PROVISIONS	0.02			0.02
TURNAROUND				2.20
FUEL		0.03	0.07	0.10
DROP TANKS			3.38	3.38
MISSION OPS				1.32
OPS SPARES	0.80	0.40		1.00
STS OPS				77.9
TOTAL				86.0

2267-10.8

Fig. 3.3.9 Typical Cost per Mission — Mission DR1 (Constant '79 \$ M)

3.4 DESIGN REFERENCE MISSION S1 - SERVICING OF FOUR COMMUNICATIONS SATELLITES USING MMS MODULES

Mission Description: Four communications satellites, all using standard Multi-mission Module Spacecraft (MMS) type hardware for subsystem support functions and all identical to each other, are serviced by the MOTV. The satellites are all located in GEO, 90° apart. Periodically, the MOTV visits each of these satellites and services the MMS type subsystems as depicted in the figure below. Modular replacement of each of the MMS subsystems is done on an "as required" basis. After servicing and checkout of each satellite the MOTV returns to earth with the used MMS modules, jettisoning them with the last propellant drop tank just before rendezvous with the STS in earth orbit.

Characteristics:

Weight 421 kg per Sat.

Size

Length 1.2 m

Width. 1.2 m

Height 0.46 m

Power 1.2 kW Avg

Orbit GEO

Timeframe. Late 80s

Life/Serviced Period . . 20/2 Yr

Rationale for MOTV Use:

- Servicing satellites remotely using teleoperators operated from earth is more complex, less versatile, and less reliable than having man "on site" to perform this function
- Servicing and checkout is more thorough with man on-site, and contingencies can be more readily handled.

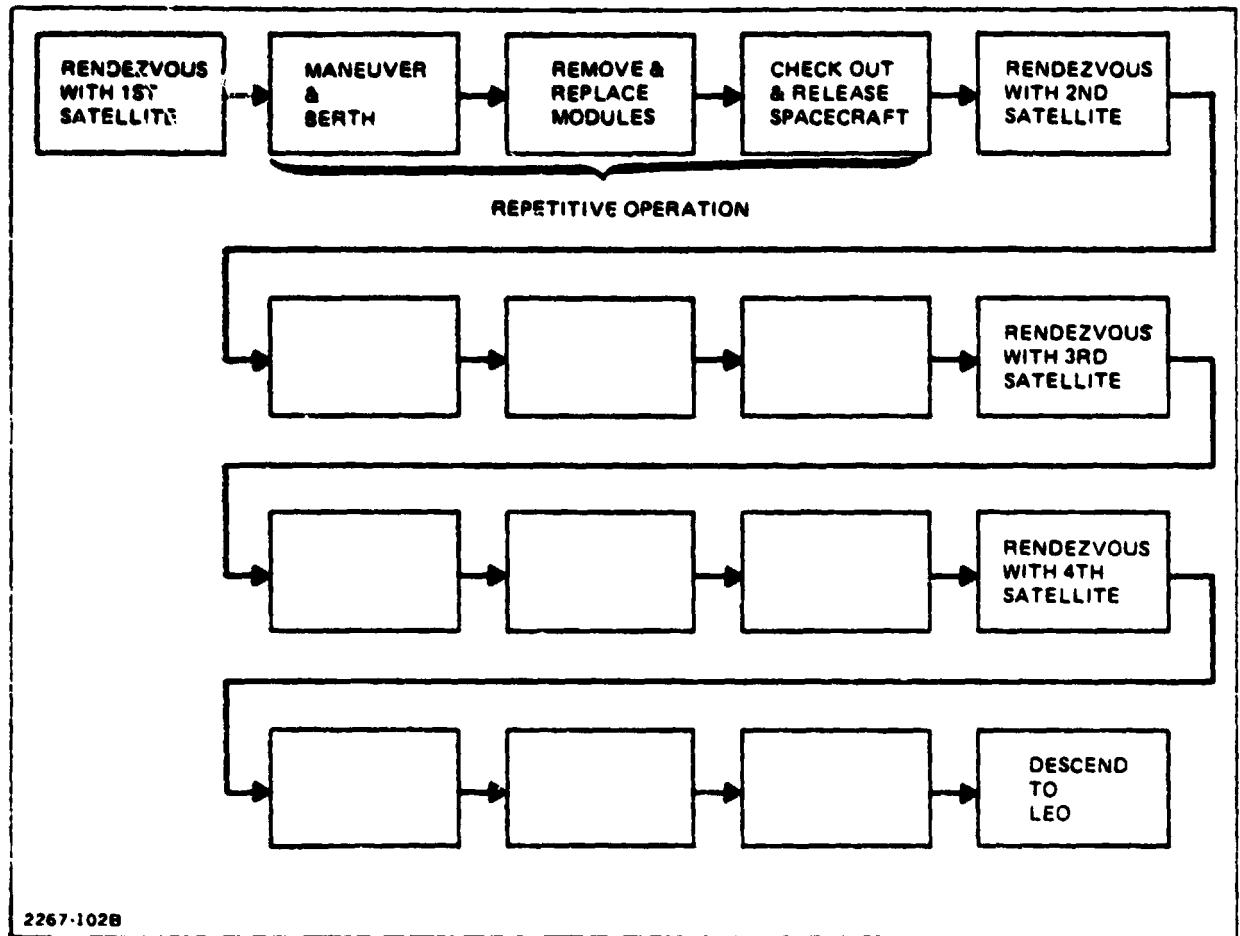


Fig. 3.4.1 S1-Modular Level Servicing (4 GEO Satellites – 90° Apart)

ACTIVITY/FUNCTION	TIME HR. MIN	CREW MODE	NU. CREW	CREW TASK	REMARKS
• MANEUVER & BERTH WITH SATELLITE 1 - PREPARE FOR FINAL APPROACH - MANEUVER TO INSPECT SATELLITE - MANEUVER TO BERTHING ATTITUDE - ACTIVATE & POSITION BERTHING SYSTEM - PERFORM CLOSING MANEUVER - CAPTURE & SECURE SATELLITE BERTHING	{ 1:00 } :45 :05 :10	IVA		ALIGN G & N ACTIVATE TV ACQUIRE & TRACK TARGET VERIFY STABILITY, OPERATE C & DS - SAFE ? SATELLITE SYSTEM	
• REMOVE & REPLACE MODULES - ACTIVATE & POSITION MANIPULATORS (2) - UNSTOW MMS MODULE & MOVE TO SATELLITE - ENGAGE MODULE HOLDER ON SATELLITE - REMOVE MMS MODULE & SWING TO SIDE - SWING REPLACEMENT MODULE IN POSITION & ENGAGE - RESTOW & SECURE USED MODULE - ROTATE SAT. FOR MODULE SERVICING - REMOVE & REPLACE 2 OTHER MODULES - SAFE/STCW MANIPULATORS	{ (3:35) } :10 :20 :05 :10 :05 :20 :10 :10 :20 :00 :15	IVA		1:00 EA.	4% DAYS 90° SEPARATION
• CHECK OUT & RELEASE SPACECRAFT - CHECK OUT SATELLITE SYS - RELEASE BERTHING DEVICE - SAFE/STCW BERTHING DEVICE - MANEUVER TO VERIFY SATELLITE CONFIG - SUPPORT SATELLITE SPACE-GROUP C/O	{ (1:10) } :15 :20 :35	IVA		(114:00)	IVA
• RENDEZVOUS TO SATELLITE NO. 2 - PHASING ORBIT INSERTION - APOGEE ADJUST & COAST - PHASE ADJUST & COAST - CIRCULARIZATION - TERMINAL PHASE BRAKING	{ 114:00 } 114:00	IVA			
• MANEUVER & BERTH TO SATELLITE NO. 2 - REMOVE & REPLACE MODULES - C/O & RELEASE SATELLITE NO. 2	{ 1:00 } 3:35	IVA			
• RENDEZVOUS TO SATELLITE NO. 3 - SERVICE SATELLITE NO. 3	{ 1:10 } 5:45	IVA			
• RENDEZVOUS TO SATELLITE NO. 4 - SERVICE SATELLITE NO. 4	{ 114:00 } 5:45	IVA			
	TOTAL			(365:00)	

Fig. 3.4.2 S1 - Functions, Time, and Tasks

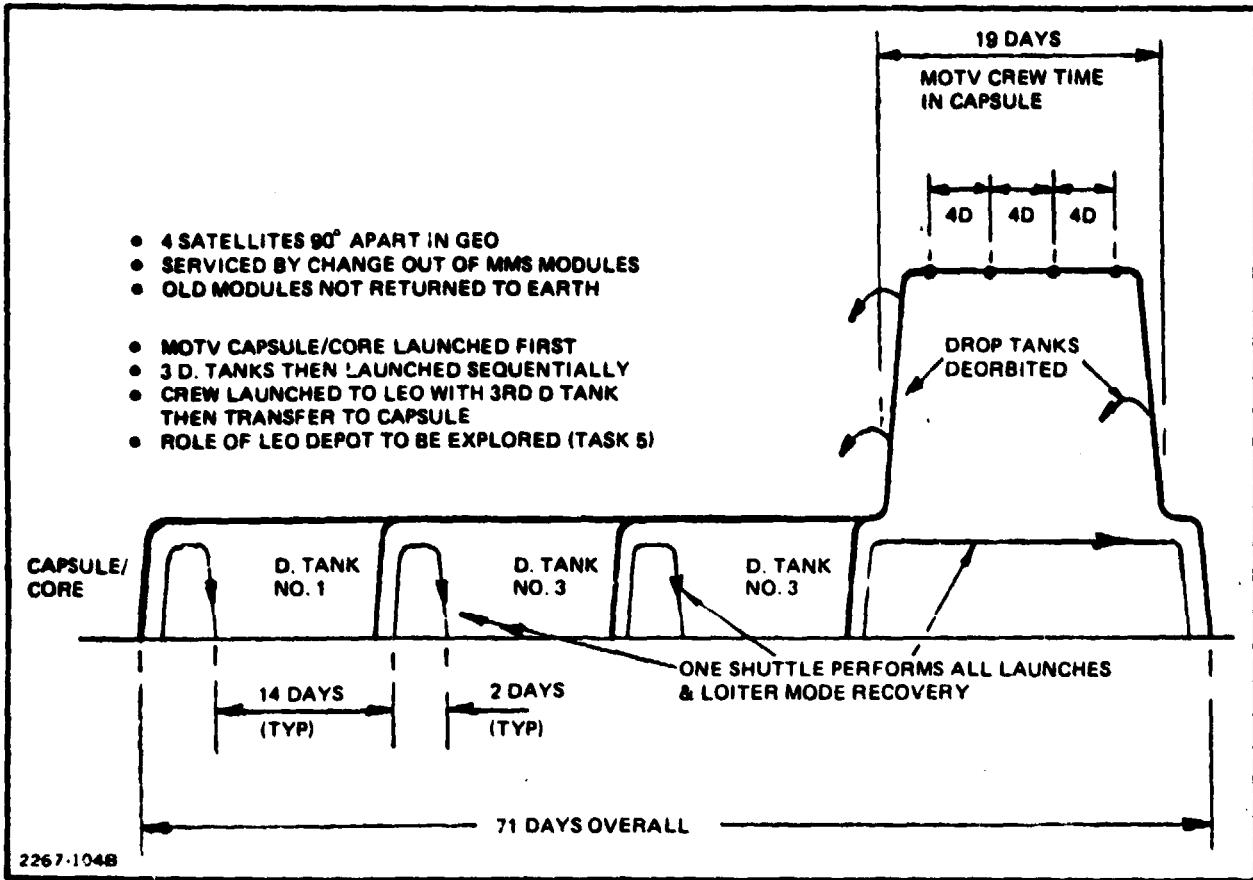


Fig. 3.4.3 S1-Typical Overall Timeline

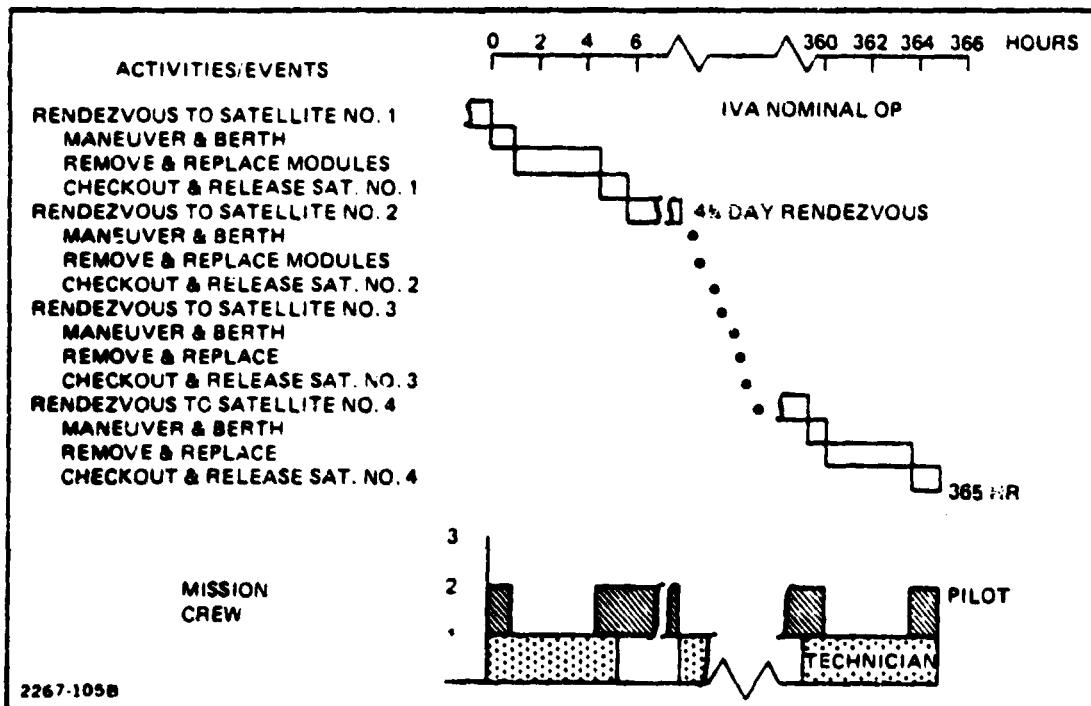


Fig. 3.4.4 S1-Timeline and Crew Requirements

	CREW CAPSULE	PROPL'SN CORE	DROP TANKS (3)	MISSION EQUIPT	
				GENERAL PURPOSE	DEDICATED
DRY WEIGHT	2775	3802	4426	773	120
CREW/CONSUMABLES RESERVES/RESIDS	418	370 296	735		
BURNOUT WEIGHT	3193	4168	5130	773	120
MAIN PROP - (CAPACITY) - LOADING		(17,500) 14,158 2,384 145	(81,810) 58,805		
ACPS PROP MISC					1684
MOTV WEIGHT	3193	20,835	63,935	773	1804
TOTAL MOTV WEIGHT			90,540		
2267-106B					

Fig. 3.4.5 S1—Summary Weight Statement, kg

CREW CAPSULE	WEIGHT, kg
STRUCTURE	1113
THERMAL PROT	33
EPS	37
AVIONICS	125
ECLS	296
CREW ACCOM	610
PROPULSION	6
RECOVERY	—
CONTINGENCY (25%)	555
TOTAL DRY WEIGHT	2775
CREW CONSUMABLES (2) (19 DAYS)	163 266
BURNOUT WEIGHT	3193
NOTES	
• MANIPULATORS, ETC., CHARGED TO GEN PURPOSE MISSION EQUIP.	
• EPS SUBSYS IS POWER DISTR ONLY — REMAINDER OF SUBSYS IN PROP. CORE	
2267-107B	

Fig. 3.4.6 S1—Weight Statement (Crew Capsule)

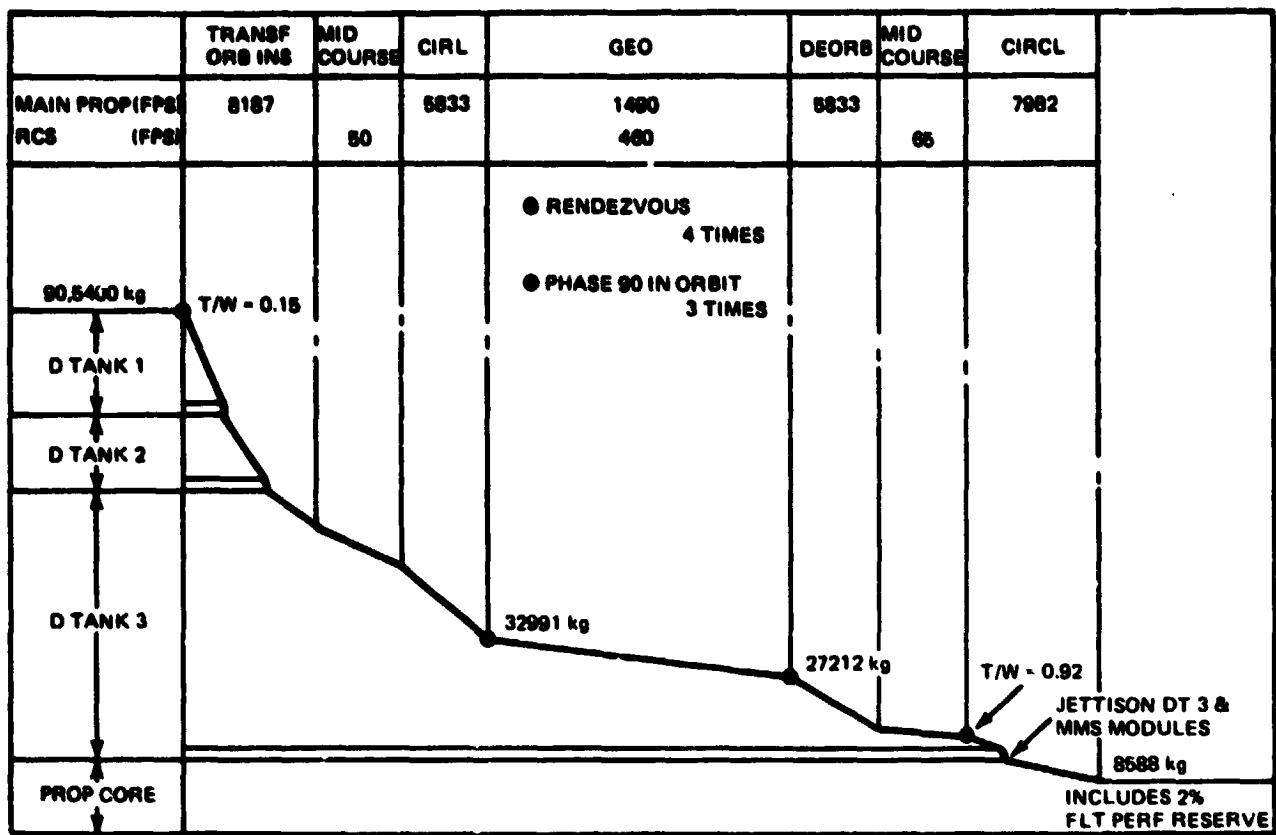


Fig. 3.4.7 Performance Data—Service Mission (S1)

	CREW CAPSULE	PROPELLION CORE	DROP TANKS (3)	TOTALS
MANAGEMENT				0.11
CREW PROVISIONS				0.04
TURNAROUND				2.20
FUEL			0.11	0.14
DROP TANKS			5.07	5.07
MISSION OPS				2.84
OPS SPARES	0.60	0.40		1.00
STS OPS				108.5
TOTAL				119.7

2267-109B

Fig. 3.4.8 S1—Typical Cost per Mission—Service Mission (Constant '79 \$ M)

3.5 DESIGN REFERENCE MISSION C3 - PREFAB PLATFORM FOR MOUNTING COMMUNICATIONS ANTENNAS

Mission Description: A space platform is constructed in GEO using Prefab "Dixie Cup" structural members. Upon arrival in GEO the stowed packages of "Dixie Cup" members are unloaded from the MOTV, fabricated into structural members and assembled to form the platform. The various antenna are then mounted to the platform together with a common power supply and electronics. The final configuration is shown in the figure.

Characteristics:

Weight 17,000 kg

Size

Length 99 m

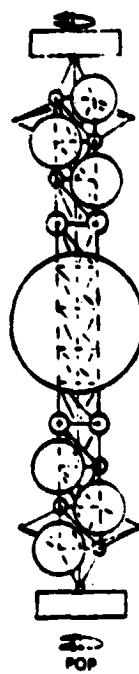
Width 11 m

Power

Orbit GEO

Timeframe Mid 90s

Life Servicing 30/3 yr



2267-110B

Rationale for MOTV Use:

- Payload weight is beyond the capability of the IUS.
- Manned GEO assembly vs LEO assembly and unmanned transfer has following benefits:
 - effects of transfer g's are minimized saving weight
 - simpler and higher fidelity checkout possible
 - gravity gradient loads reduced by a factor of 200 in GEO minimizing attitude hold propellant requirements during construction
 - antenna alignment is more precise
 - mission success is enhanced.

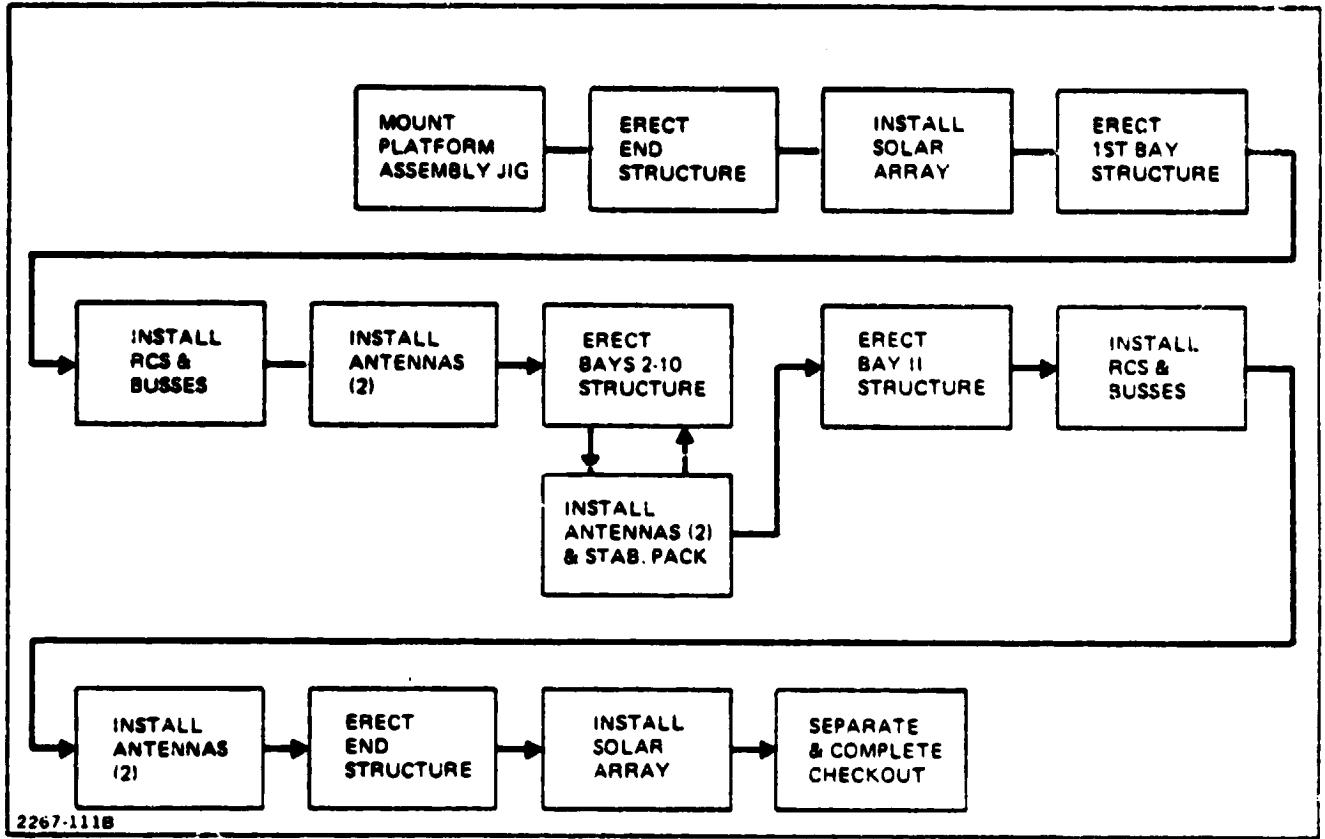


Fig. 3.5.1 C3-Assemble Communication Platform with Prefab Structure

ACTIVITY/FUNCTION	TIME HR. MIN	CREW MODE	NO. CREW	CREW TASK	REMARKS
MOUNT PLATFORM ASSY JIG ACTIVATE MANIPULATOR SYS	(1.60)	IVA	2	2 MAN CREW + PILOT	
MOUNT JIG	:10		2		
TEST JIG & CLAMPS	:40		2		
MOUNT BUS REELS (2)	:5	1	2		
ERECT END STRUCTURE	(1.51)				
- INSTALL FITTINGS IN JIG CLAMPS	-				
- INSTALL LATERAL BEAMS IN JOINT FIT	:36		2		
- INSTALL DIAGONAL BEAMS IN JOINT FIT	-				
- CONNECT FWD ENDS OF DIAGONALS 10	:10	2	2		
- EXTEND BUSSLES & CONNECT	:5	2			
INSTALL SOLAR ARRAY	(1.00)				
- INSTALL S/A UNIT	-		2		
- CONNECT S/A TO BUSSLES	:50	1	1		
- DEPLOY S/A	:10	1			
ERECT 1ST BAY STRUCTURE	(1.57)				
- EXTEND JIG (DEPLOY BUSSLES)	:2		2		
- INSTALL JOINT FITTINGS IN REAR JIG CLAMPS	-		2		
- INSTALL LATERAL BEAMS	:25	2	2		
- INSTALL LONGITUDINAL BEAMS	-	2	2		
- INSTALL DIAGONAL BEAMS	:30	2	2		
INSTALL RCS & BUSSLES	(1.35)				
- INSTALL RCS BRACES IN BAY STRUCT	-		2		
- ATTACH END FITTING	:35	2	2		
- CONNECT OUTER ENDS OF BRACES TO JOINT	-	2	2		
- INST. BUSSLES	:10	2			
- INSTALL RCS MODULE	:50	1			
INSTALL ANTENNAS	(1.48)				
- MOUNT ANTENNA UNITS (2)	:40	2			
- DEPLOY ANTENNAS	:16	1			
- CIO	-				

Fig. 3.5.2 C3-Functions, Time and Tasks

ACTIVITY/FUNCTION	TIME MIN : SEC	CREW CODE	NO. CREW	CREW TASK	REMARKS
• ERECT BAYS 2-10 STRUCTURE - RETRACT JIG & RECLAMP - COMPLETE STRUCTURE (SAME AS 1ST BAY STRUCTURE)	(9.00) 27		1		
• INSTALL ANTENNAS & STAB. UNIT - MOUNT ANTENNA UNITS (11) - DEPLOY ANTENNAS - MOUNT STABILIZATION UNIT	8:33 10:47 9:10 .47 1:50		2		
• ERECT BAY 11 STRUCTURE (SAME AS BAYS 2-10) • INSTALL RCS & BUSES (SAME AS 1ST BAY STRUCTURE)	(1.00) (1.35)		2		
• INSTALL ANTENNAS (4) - MOUNT ANTENNA UNITS - DEPLOY ANTENNAS	(0.34) 3:20 .14		2	2 3 IN 1-12 IN 1-10 IN	
• ERECT END STRUCTURE - INST. DIAG. BEAMS IN FRONT JOINT FIT. - CONNECT REAR OF BEAMS TO JIG MAIN BEAM - EXTEND & CONNECT BUSES - STOW BUS REELS - STOW JIG REAR BEAMS	(1.48) .28 5 5 .10		2	2 IN 11 2 IN 11	
• INSTALL SOLAR ARRAY (SAME AS 3) • SEPARATE & COMPLETE CHECKOUT - STOW MANIPULATORS - MANEUVER TO VERIFY SATELLITE CONF - SUPPORT SPACECRAFT GROUND CHECKOUT	(1.00) (2.05) .15 .40 1:10		2	TOTAL 37.00	

2267-1138

Fig. 3.5.2 C3—Functions, Time and Tasks (Contd)

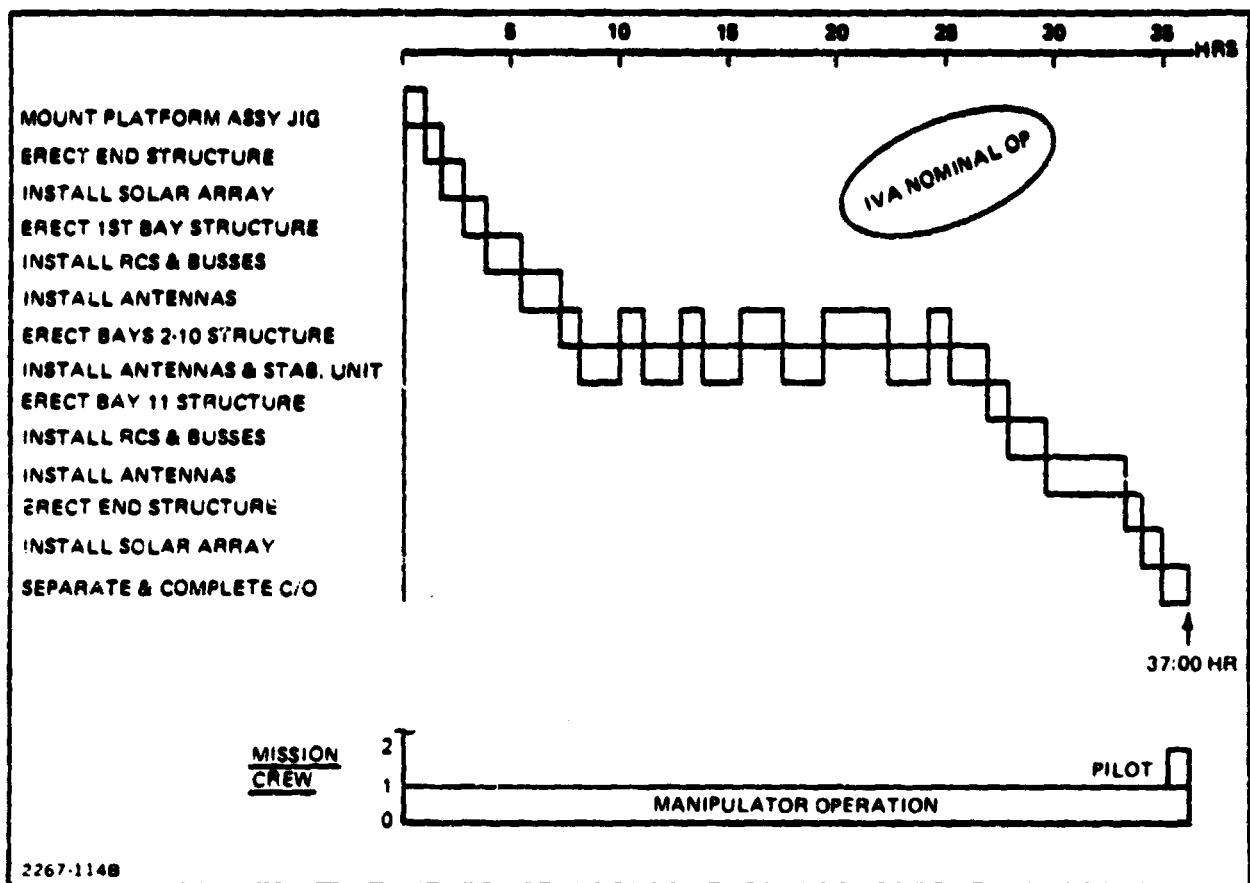


Fig. 3.5.3 C3-Timeline and Crew Requirements

	CREW CAPSULE	PROPLSN CORE	DROP TANKS (2)	MISSION EQUIP	
				GENERAL PURPOSE	DEDICATED
DRY WEIGHT	2775	3115	4428	1028	438
CREW/CONSUMABLES RESERVES/RESIDS	288	244 288	708		
BURNOUT WEIGHT	3071	3686	5132	1036	438
MAIN PROP - (CAPACITY) - LOADING		(17,500) 16,880	(81,810) 68,004		
ACTS PROP EMSC		1192 145			17,000
MOTV WEIGHT	3071	21,972	73,134	1036	17,438
TOTAL MOTV WEIGHT			116,551		
2367-1198					

Fig. 3.5.5 C3 - Weight Statement (Crew Capsule)

CREW CAPSULE	WEIGHT, kg
STRUCTURE	1113
Thermal Prot	33
EPS	37
AVIONICS	125
ECLS	296
CREW ACCOM	610
PROPULSION	6
RECOVERY	
CONTINGENCY (26%)	555
TOTAL DRY WEIGHT	2775
CREW CONSUMABLES (2) (6 DAYS)	163 133
BURNOUT WEIGHT	3071
NOTES	
• MANIPULATORS, ETC., CHARGED TO GEN PURPOSE MISSION EQUIP.	
• EPS SUBSYS IS POWER DISTR. ONLY - REMAINDER OF SUBSYS IN PROP. CORE	
2367-1198	

Fig. 3.5.5 C3-Weight Statement (Crew Capsule)

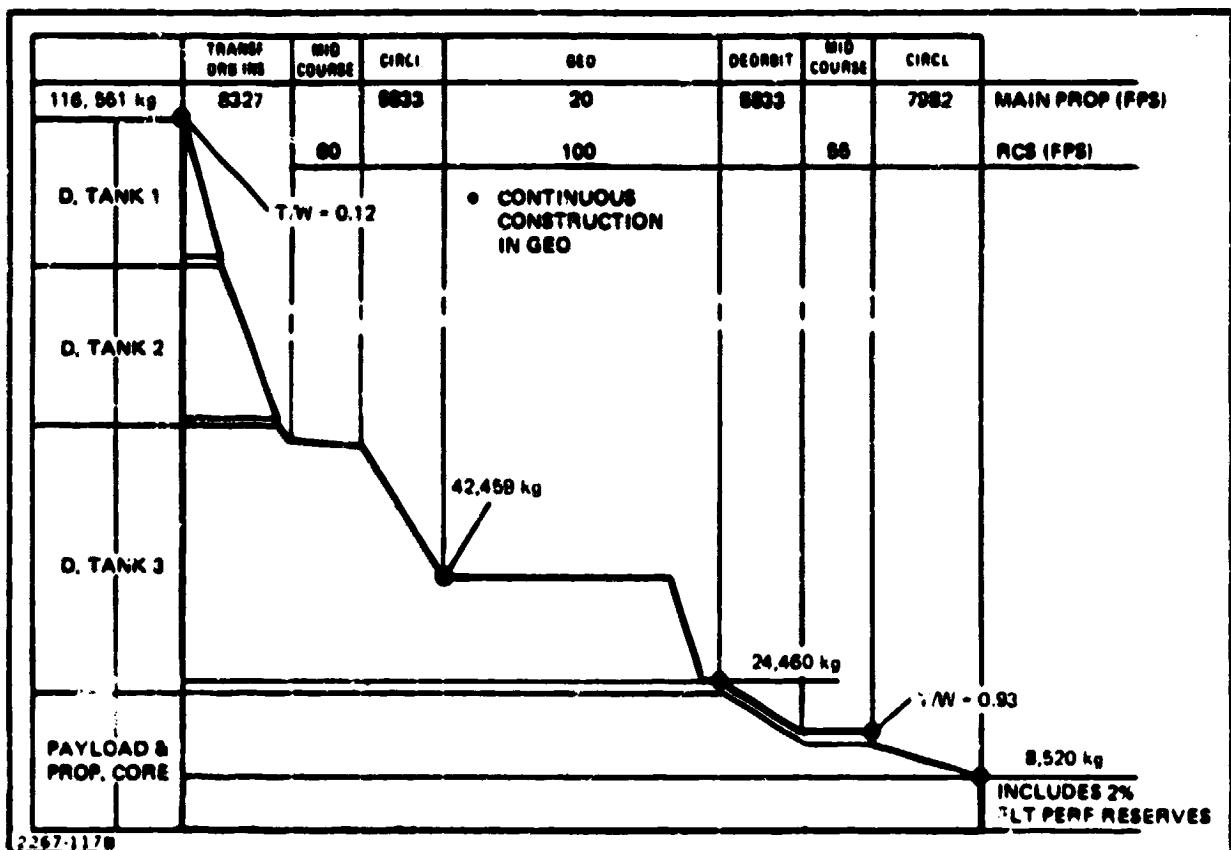


Fig. 3.5.6 C3-Performance Data – Construction Mission

	CREW CAPSULE	PROPELLION CORE	DROP TANKS (3)	TOTALS
MANAGEMENT				0.12
CREW PROVISIONS				0.02
TURNAROUND				2.20
FUEL	0.02			0.16
DROP TANKS		0.03	0.13	5.07
MISSION OPS				3.96
OPS SPARES				1.00
STS OPS	0.60	0.40		123.20
TOTAL				135.73
2267-1180				

Fig. 3.5.7 C3-Typical Cost per Mission – (Constant '79 \$ M)

3.6 GENERIC MISSION SUMMARY

This subsection consists of Fig. 3.6, Generic Mission Summary; Fig. 3.7, Generic Missions Equipment Requirements, and Fig. 3.8, Generic Mission Weights.

GENERIC MISSION		SCENARIO CHARACTERISTICS							
CATEGORY	SYMBOL	ORBIT	MISSION HDWR (kg)	ON-ORBIT MISSION EQUIP (kg)	DURATION (DAYS)	MAIN RICS (fps)	ΔV	ENERGY REQMT (kWhr)	DESCRIPTION
INSPECTION SERVICE & REPAIR	IN1	GEO	510	770	2	4	35	400	373
	[S1]	GEO	1684	820	2	19	1490	460	1274
	S2	GEO	2966	878	2	27	1975	590	1780
	S3(a)	GEO	2600	980	2	21	1975	590	NA
	(b)	GEO	2000	3461	2	3	35	100	NA
	[ER1]	GEO	453	810	2	4	35	100	351
	[ER2]	12 HR/63	272	1462	2	4	235	100	373
	R1	12 HR/63	4100	1230	2	2	235	100	281
	OP1	GEO	550	1176	2	16	35	100	1249
	P1	LLO	1683	716	2	4	35	100	373
OPERATION OF A LARGE SPACE SYSTEM	P2	GEO	4485	754	2	4	35	100	456
	P3	GEO	16.819	924	2	4	35	100	652
	P4	DEEP SPACE	3364	2108	2	30	35	100	2968
	[DR1]	GEO	5500	934	2	9	1460	370	687
DEBRIS REMOVAL	C1	10,000	867	2	3	0	100	300	UNFOLD WIRE WHEEL ANTENNA
	C2	16,000	1112	2	6	20	100	490	UNFOLD COMMUN PLATFORM
	[C3]	GEO	17,000	1462	2	6	20	100	519
	C4	15,000	1462	2	7	20	100	578	PREFAB COMMUN PLATFORM
	C5	110,536	9090	3	14/5/5/5	1081/570 EA	1081/570 EA	1081/570 EA	AUTO/FAB COMMUN PLATFORM
	C6	NONE	750	2	17	35	580	1980	AUTO/FAB SPDA
	UNMANNED CARGO	VARIOUS	15,000	N/A	NONE	—	—	—	MODULAR ASSY SPDA
SCENARIOS FROM A 45° SECTOR OF GEO									
CONSTRUCTION									
IN : INSPECTION									
S : SERVICE									
ER : EMERG REPAIR									
R : RETRIEVAL									
OP : OPER LG SPACE SYSTEM									
SYMBOLS									
<input checked="" type="checkbox"/> DESIGN REFERENCE									
MISSIONS									
IN : INSPECTION									
S : SERVICE									
ER : EMERG REPAIR									
R : RETRIEVAL									
OP : OPER LG SPACE SYSTEM									
2267-119B									

Fig. 3.6 Generic Mission Summary

INSPECTION, SERVICE & REPAIR

EQUIPMENT	IN1	S1	S2	S3(a)	S3(b)	ER1
• MANIPULATORS - REACH (m) - DOF - NO. REQD. - UNIT WGT (kg)	2.5 7 2 195	2.0 7 2 178	2.5 7 2 185	2.5 7 2 195	2.5 7 2 195	2.5 7 2 185
• STABILIZER FOR BERTHING - REACH (m) - DOF - NO. REQD. - UNIT WGT (kg)	2 4 1 50	2 4 1 50	2 4 1 50	2 4 1 50	2 4 1 50	2 4 1 50
• EVA SUITS - TYPE/NO. REQD. - NO. EVA'S PERMISSION (NORM OR EMERG) - ENDURANCE TIME/EVA (HR) - TETHER - UNIT WGT (kg)	GEO/2 3 6 YES 137.5	GEO/2 3 6 YES 137.5	GEO/2 3 6 YES 137.5	GEO/2 3 6 YES 137.5	GEO/2 3 6 YES 137.5	GEO/2 3 6 YES 137.5
• DOCKING - TYPE - NO. REQD. - UNIT WGT (kg)	BERTH 1 110	BERTH 1 110	BERTH 1 110	BERTH 1 110	BERTH 1 110	BERTH 1 110
• C/O & CALIB EQUIP. - TYPE OF C/O REQD. - CRYO FLUID REPLENISHMENT - WGT ALLOCATION (kg)	SUBSYST C/O 10	MMS + ANT. FEED C/O 10	COMP. + ANT. FEED C/O 10	COMP. + ANT FEED C/O 30	- - -	ANT. FEED + COMP. C/O 10
• EQUIP. STOWAGE RACKS, CONTAINERS - TYPE - NO. REQD. - SIZE (m) - UNIT WGT (kg)	EXP TRAY RACK 1 1 x 1 20	MMS HOLDERS 12 1.2x1.2x0.46 8	TWT HOLDERS 40 0.4x0.6x0.9 3	BLACK BOX RACKS 200	- -- -	ANT.+EQUIP. HOLD. 2 HOLDERS 30 m ANT.+COMP. 20

2267-120(1)B

FOLDOUT FRAME

		OPER OF A LARGE SPACE SYST		DEBRIS REMOVAL	CON	
ER2	R1	OP1	P1-P4	DR1	C1	C2
3.0 7 3 210	2.5 7 2 195	2.5 7 2 195	— — — —	4.0 7 2 237	4 7 1 237	4 7 2 237
2 4 1 50	2 4 1 50	— — — —	— — — —	2 4 1 50	— — — —	— — — —
GEO/2 6 YES 137.5	GEO/2 3 6 YES 137.5	GEO/2 3 6 YES 137.5	LEO/1+1CABIN/MAN 1 ENERGY 6 NO 137.5	GEO/2 3 6 YES 137.5	GEO/2 3 6 YES 137.5	GEO/2 3 6 YES 137.5
BERTH 1 110	BERTH 1 110	INT'L DOCK 1 408	INT'L DOCK 1 408	BERTH 1 110	BERTH 1 110	BERTH 1 110
IRV SAT. BSYST C/O 10	SAFING & C/O 10	SUBSYST + INSTR C/O 5 kg CH2+5 kg CH4 10 + 10 = 20	— — — —	SAFING & C/O 10	ANT.FEED : ANT.PATTERN C/O 10	SUBSYST + ANT. FEED C/O 10
NSOR MOD + S/A + RCS HOLDERS VARIOUS 20	P/L RET. LATCHES 4 LATCHES 20	SAMP TRAY + RCS + SUBSYS LATCHES + BRACKETS VARIOUS 40	RESUPPLIES 49 LATCHES 16 BOXES (3 EA) 5	STOW.RACK 1 3 m TRIANGLE 100	— — —	17 ANT.PACKAGES + 2 S/A + SS 60 LATCHES VARIOUS 5

FOLDOUT FRAME 2

SECTION				UNMANNED CARGO
C3	C4	C5	C6	UC
4 7 2 237	4 7 2 237	4 7 2 237	25 7 2 502	- - - -
2 4 1 50	- - - -	2 4 1 50	- - - -	- - - -
2 6 YES 137.5	GEO/2 3 6 YES 137.5	GEO/3 3 6 YES 137.5	GEO/2 3 6 YES 137.5	- - - -
BERTH 10	BERTH 1 110	BERTH 1 110	BERTH 1 110	- - -
SYST + FEED C/O 10	SUBSYST + ANT.FEED C/O 10	SUBSYST C/O 10	SUBSYST C/O 10	- - -
AS OUS 5	SAME AS C2 VARIOUS 5	TBD	- - -	- - -

Fig. 3.7 Generic Missions Equipment Requirements (Sheet 1 of 2)

3

INSPECTION, SERVICE & REPAIR

EQUIPMENT	IN1	S1	S2	S3(a)	S3(b)	ER1	
• FIXTURES/JIGS · TYPES · WGT (kg)	-	-	-	-	-	-	-
• BEAM BUILDERS · NO. REQD. · BEAM SIZE (m) · UNIT WGT (kg)	-	-	-	-	-	-	-
• EVA TOOLS · TYPES · EST TOTAL WGT (kg)	TOOL LIST 25	TOOL LIST 25	TOOL LIST 25	TOOL LIST 25	TOOL LIST 25	TOOL LIST 25	T
• SPEC. DIAGNOSTIC EQUIP. · TYPE · EST WGT (kg)	-	-	-	PART. DET 10	PART. DET 10	ELECT. ANALYZER 20	E
• AIRLOCK · TYPE · UNIT WGT (kg)	-	-	-	-	-	-	-
• TELEOPERATORS/PROP STAB.UNITS (PSU) · CONTROL STATION LOCATION/NO.REQD. · MAX RANGE (m) · EST UNIT WGT (kg)	-	-	-	-	TELEOPER. MOTV/1 1000 1100/1481	-	P M
• CHERRY PICKER · OPEN/CLOSED · NO.MANIP. ARMS/REACH (m) · NO. GRAPPLERS/REACH (m) · EST WGT (kg)	-	-	-	-	-	-	-
• STORM SHELTER · NO. OCCUPANTS · WGT (kg)				-	-	-	
• OTHER				-	-	-	

2267-120B(2)

FOLDOUT FRAME |

		OPER OF A LARGE SPACE SYST		DEBRIS REMOVAL	CONSTRU		
ER2	R1	OP1	P1-P4	DR1	C1	C2	
-	-	-	-	-	3m D/A TURNTBL 50	DEPL. MAST & GRAPPLER 20	ASSY STR C
-	-	-	-	-	-	-	-
-	-	-	-	-	-	-	-
-	-	-	-	-	-	-	-
L LIST 25	TOOL LIST 25	TOOL LIST 25	TOOL LIST 25	TOOL LIST 25	TOOL LIST 25	TOOL LIST 25	TOOL
ELECT. & REMOTE SCANNERS 30	REMOTE SCANNERS 30	ELECT. ANALYZER 20	-	-	-	-	-
-	-	-	-	-	-	-	-
-	-	-	-	-	-	-	-
V/1 1000 612	PSU MOTV/1 1000 612	-	-	-	-	-	-
-	-	-	-	-	-	-	-
-	-	-	-	-	-	-	-
-	-	-	-	-	-	-	-
			P4 ONLY 6 1369				

FOLDOUT FRAME

STRUCTION				UNMANNED CARGO
C3	C4	C5	C6	UC
SSY JIG + R CONT 50	FAB/ASSY JIG 100	CORNER ASSY JIG + BEAM SP 100	- - -	- - -
-	1	1	-	-
-	1	1	-	-
-	7500	7500	-	-
TOOL LIST 25	TOOL LIST 25	TOOL LIST 25	TOOL LIST 25	- - -
-	-	-	-	-
-	-	-	-	-
-	-	-	-	-
-	-	-	-	-
-	-	-	-	-
-	-	-	-	-
-	-	-	-	-
-	-	-	-	-
-	-	-	-	-
-	-	-	-	-
-	-	-	-	-
-	-	-	-	-
				-

FOLDOUT FRAME 3

Fig. 3.7 Generic Missions Equipment Requirements (Sheet 2 of 2)

ITEM	INSPECTION, SERVICE & REPAIR											
	INSPECTION IN1		SERVICE S1		SERVICE S2		SERVICE S3(a)		SERVICE S3(b)		EMERG REPAIR ER1	
	DE-PLOY	RE-TURN	DE-PLOY	RE-TURN	DE-PLOY	RE-TURN	DE-PLOY	RE-TURN	DE-PLOY	RE-TURN	DE-PLOY	RE-TURN
• MISSION HW/WR												
- REPLACEMENT MODULES, COMPONENTS, SPARES, ETC.	450	450	1684	1684	1560	1560	2000	2000	2000 (NUCLEAR CORE)	-	403	360
- SATELLITE	-	-	-	-						-		
- SAT. SERVICING, RCS, ETC.	60	10	-	-	1406	234	400	100	-	-	50	8
• ON-ORBIT MISSION EQUIP.												
- MANIPULATORS	390	390	356	356	390	390	390	390	390	330	390	390
- STABILIZER FOR BERTHING	50	50	50	50	50	50	50	50	50	50	50	50
(A) - EVA & IN-CABIN SUITS	275	275	275	275	275	275	275	275	275	275	275	275
(A) - DOCKING/BERTHING	110	110	110	110	110	110	110	110	110	110	110	110
- C/O & CALIB EQUIP.	10	10	10	10	10	10	30	30	10	10	10	10
- EQUIP. STOW. RACKS, CONTAIN.	20	20	96	96	120	120	200	200	120	120	40	40
- FIXTURES & JIGS	-	-	-	-	-	-	-	-	-	-	-	-
- BEAM BUILDERS	-	-	-	-	-	-	-	-	-	-	-	-
- EVA TOOLS	26	26	26	26	26	26	26	26	26	26	26	26
- SPEC DIAG EQUIP.	-	-	-	-	-	-	10	10	10	10	20	20
- AIR LOCK	-	-	-	-	-	-	-	-	-	-	-	-
- TELEOPER./PROP. STAB. UNITS	-	-	-	-	-	-	-	-	2581	800	-	-
- CHERRY PICKER	-	-	-	-	-	-	-	-	-	-	-	-
- STORM SHELTER	-	-	-	-	-	-	-	-	-	-	-	-
- OTHER	-	-	-	-	-	-	-	-	-	-	-	-
• CREW MODULE	2497	2497	2638	2638	2713	2713	2657	2657	2438	2488	2497	2497
• CONTINGENCY **	679	679	689	689	704	704	731	731	1347	901	689	689
TOTAL	4181	431	5548	5548	6978	5806	8483	6193	9000	4774	4174	4079

(A) WEIGHT INCLUDED IN CREW CAPSULE SUBTOTAL

2267-121B(1)

FOLDOUT FRAME

					OPER. OF A LARGE SPACE SYSTEM			
REPAIR R1	EMERG REPAIR ER2		RETRIEVAL R1		OPER LG SPACE SYS OP1		PASSING TRANS P1	
RE- TURN	DE- PLOY	RE- TURN	DE- PLOY	RE- TURN	DE- PLOY	RE- TURN	DE- PLOY	RE- TURN
360	222	187	-	-	600	600	1433	435
8	50	8	-	-	4100	-	-	-
390	420	420	390	390	390	390	-	-
50	50	50	50	50	-	-	-	-
275	275	275	275	275	275	275	283	263
110	110	110	110	110	408	408	408	408
10	10	10	10	10	10	10	-	-
40	40	40	80	80	40	40	-	-
-	-	-	-	-	-	-	-	-
-	-	-	-	-	-	-	-	-
25	25	25	25	25	25	25	25	25
20	30	30	30	30	20	20	-	-
-	-	-	-	-	-	-	-	-
-	612	612	100	-	-	-	-	-
-	-	-	-	-	-	-	-	-
2497	2497	2497	2478	2478	2910	2910	3658	3658
689	827	827	724	699	751	751	798	798
4079	4683	4606	3877	7852	4696	4654	6064	4858

FOLDOUT FRAM
Z

Fig. 3.8 Generic Mission Weights-kg (Sheet 1 of 2)

ITEM	OPERATION OF A LARGE SPACE SYSTEM								DEBRIS REMOVAL DRI	CONSTRUCTION C1		
	PASSENG TRANS		PASSENG TRANS		PASSENG TRANS		DEPLOY	RETURN				
	P2	P3	P3	P4	P4	P5						
DEPLOY	RETURN	DEPLOY	RETURN	DEPLOY	RETURN	DEPLOY	RETURN	DEPLOY	RETURN	DEPLOY	RETURN	
• MISSION HWVR										-	-	
- REPLACEMENT MODULES COMPONENTS, SPARES, ETC	3818	1361	14318	5064	2864	867				-	-	
- SATELLITE	-	-	-	-	-	-	(6600) (D)	-		10000	-	
- SAT. SERVICING, RCS, ETC	667	112	2800	420	500	83				-	-	
• ON-ORBIT MISSION EQUIP.												
- MANIPULATORS	-	-	-	-	-	-	474	474	237	237		
- STABILIZER FOR BERTHING	-	-	-	-	-	-	50	50	-	-		
- EVA & IN-CABIN SUITS	321	321	491	491	306	306	276	276	276	276		
- MMUs	-	-	-	-	-	-	-	-	270	270		
- DOCKING/BERTHING	408	408	408	408	408	408	110	110	110	110		
- C/O & CALIB EQUIP.	-	-	-	-	-	-	10	10	10	10		
- EQUIP. STOW. RACKS, CONTAIN.	-	-	-	-	-	-	100	100	-	-		
- FIXTURES & JIGS	-	-	-	-	-	-	-	-	50	50		
- BEAM BUILDERS	-	-	-	-	-	-	-	-	-	-		
- EVA TOOLS	26	26	26	26	26	26	26	26	26	26	26	
- SPEC DIAG EQUIP.	-	-	-	-	-	-	-	-	-	-	-	
- AIR LOCK	-	-	-	-	-	-	-	-	-	-	-	
- TELEOPER/PROP. STAB. UNITS	-	-	-	-	-	-	-	-	-	-	-	
- CHERRY PICKER	-	-	-	-	-	-	-	-	-	-	-	
- STORM SHELTER	-	-	-	-	1369	1369	-	-	-	-	-	
- OTHER												
• CREW MODULE	4329	4329			4606	4606	2644	2644	2488	2488		
• CONTINGENCY (C)	708	708			1140	1140	720	720	638	638		
TOTAL	9637	6615			10403	7989	3923	3923	13448	13448		

(A) WEIGHT INCLUDED IN CREW CAPSULE SUBTOTAL

(B) 1ST CS FLT; REMAINING 3 FLTS HAVE 28,000 kg DEPLOYED

(C) 26% OF ON-ORBIT MISSION EQUIP. PLUS CREW MODULE LESS CREW AND CONSUMABLES

(D) PAYLOAD BROUGHT FROM GEO TO GEO + 2000 N MI

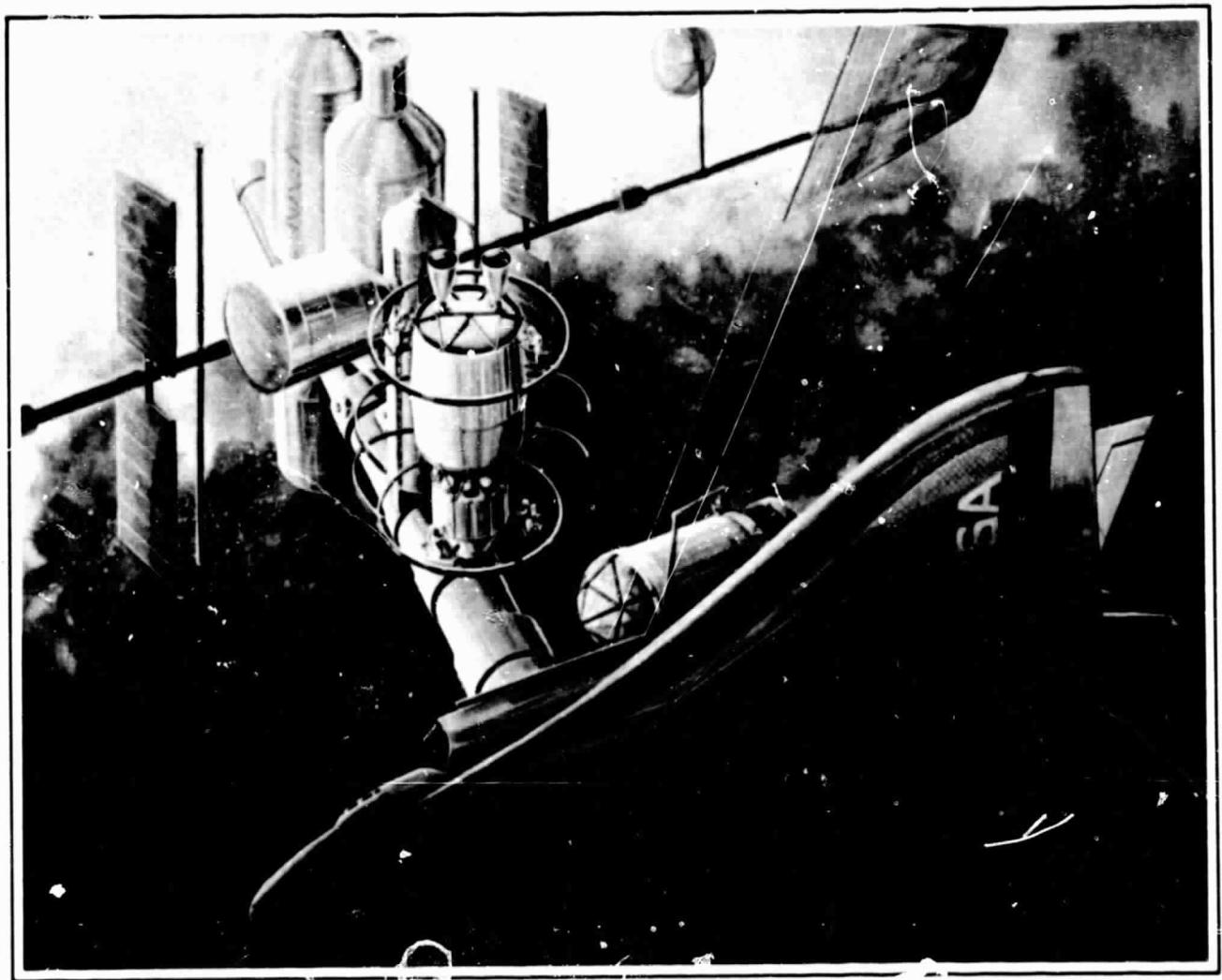
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FOLDOUT FRAME

ACTION	CONSTRUCTION C2		CONSTRUCTION				CONSTRUCTION C6		CONSTRUCTION C8		UNMANNED CARGO UC	
			CONSTRUCTION C3		CONSTRUCTION C4						DEPLOY	
RETURN	DEPLOY	RETURN										
-	-	-	-	-	-	-	40	-	-	-	-	-
-	18000	-	17000	-	18000	-	(23841) ①	-	-	-	-	-
-	-	-	-	-	-	-	-	-	-	-	-	-
237	474	474	474	474	474	474	474	474	380	380	-	-
-	-	-	50	50	-	-	-	-	50	50	-	-
275	275	275	275	275	275	275	283	283	275	275	-	-
270	-	-	270	270	270	270	270	270	-	-	-	-
110	110	110	110	110	110	110	110	110	110	110	-	-
10	10	10	10	10	10	10	10	10	10	10	-	-
-	300	300	300	300	300	300	20	20	-	-	-	-
50	20	20	50	50	100	100	100	-	-	-	-	-
-	-	-	-	-	-	-	7600	-	-	-	-	-
26	26	26	26	26	26	26	26	-	26	26	-	-
-	-	-	-	-	-	-	-	-	-	-	-	-
-	-	-	-	-	-	-	-	-	-	-	-	-
-	-	-	-	-	-	-	-	-	-	-	-	-
-	-	-	-	-	-	-	-	-	-	-	-	-
2488	2616	2616	2616	2616	2626	2626	3387	3387	2619	2619	6000	5000
636	762	762	782	782	2667	777	2749	843	674	674	TO	TO
3446	20107	4107	21207	4207	28691	4191	38146	4734	3768	3768	50,000	20,000

Fig. 3.8 Generic Mission Weights-kg (Sheet 2 of 2)

FOLDOUT FRAME 2



DANGER! EGGS TO
BE POOR QUALITY

4 - TURNAROUND & SUPPORT REQUIREMENTS

This section describes the OTV/MOTV turnaround scenario which our study indicated is the most effective method of checking out and refurbishing the orbital transfer vehicle between missions and preparing it to perform subsequent missions. The information is intended to be used as a guide for the MOTV users operations planning and should serve as the basis for determining the launch site and LEO Space Operations Center support as well as the impact turnaround has on the OTV/MOTV configuration. This section is structured to provide the user with an overview of the recommended turnaround scenario, the ground rules and assumptions used in developing the turnaround operations; a definition of the subsystem, handling, transportation, functional and servicing requirements and; finally, the support required to implement the operations described.

Although the turnaround scenario presented is sensitive to the traffic model assumed, the specific turnaround requirements defined are insensitive to the traffic assumed and should assist the user in developing alternate scenarios which would accommodate other traffic patterns and assumptions. The documents which justify and support the scenario, requirements and other information presented in the remainder of this section are listed in appendix "A".

4.1 TURNAROUND SCENARIO

Figure 4.1 illustrates the recommended turnaround scenario, a mix of SOC and ground turnaround activities, superimposed on a projected OTV/MOTV traffic pattern. The traffic pattern is in concert with the ground rules, paragraph 4.2, assuming a 1992 IOC, a 3/1 ratio of OTV/MOTV missions, a ratio of two short duration missions (ER-1 type) for each long duration mission (S-1 type) and a build-up of from 3 to 6 flights per year in 4 years. For this scenario we propose to perform post flight and or periodic maintenance at SOC, and perform major maintenance, overhaul, on the ground. Specifically:

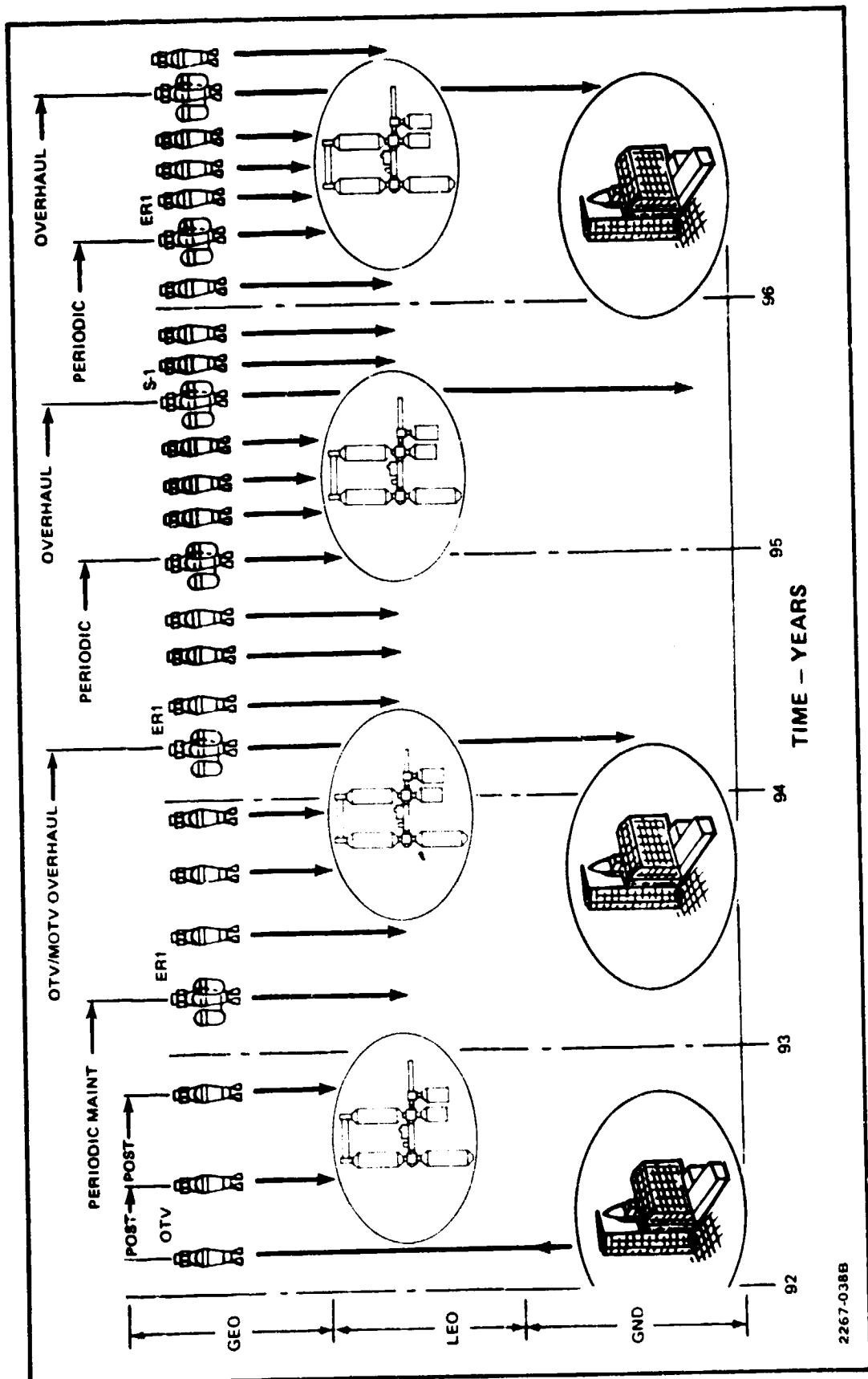


Fig. 4.1 OTV/MOTV Five-Year Projected Traffic and Turnaround Maintenance Cycles

- **Post Flight (PF) only** - This mode of operation assumes the operational flight instrumentation system (OFI) indicates no subsystem anomalies are experienced during the GEO mission and a post flight safety and damage inspection uncovers no problems. The vehicle is therefore serviced at SOC, configured for the next mission, fueled and overall systems checked out (c/o) for initiation of the next mission. This is the minimum maintenance mode in which no refurbishment is conducted. It will be the standard mode for every flight except those requiring periodic maintenance or overhaul.
- **Periodic Maintenance** - This mode assumes limited maintenance at SOC, consisting of on-line calibration or c/o of navigation hardware and or software as required and or replacement of one or two LRU modules. The activities include those discussed under PF plus the specific limited maintenance items. For the traffic model shown, periodic maintenance would occur on an average of about every fourth flight.
- **Overhaul** - This mode includes a complete ground inspection, performance checks of all subsystems, calibration of all sensors, changeout of limited life items (including engines) and required vehicle modes as well as replacement of discrepant or suspicious LRU's. It is paced by the engine-limited lifetime, is conducted on the ground and for the traffic model illustrated occurs about every eighth flight.

4.2 GROUND RULES & ASSUMPTIONS

The following ground rules and assumptions were used in developing the scenario discussed in paragraph 4.1 and the remainder of this section.

- 4.2.1 Turnaround operations are defined as including all the activities between the orbit transfer ignition from GEO to LEO of the returning MOTV at the end of one GEO mission, to the orbit transfer burn from LEO to GEO, initiating the start of the next GEO mission.
- 4.2.2 The 1-1/2 Stage All Propulsive OTV/MOTV with the two-man functional minimum crew module is the baseline configuration. Figure 1.2.1 artist's rendition of a two drop tank configuration was used to develop turnaround requirements.
- 4.2.3 The turnaround requirements will accommodate all of the generic OTV/MOTV missions (Fig. 4.2).
- 4.2.4 The standard STS is the orbital transfer vehicle.

GENERIC MISSION		SCENARIO CHARACTERISTICS					SYMBOLS
CATEGORY	SYMBOL	ORBIT	MISSION DOWNS, KG	CREW *	DURATION, DAYS	DESCRIPTION	
INSPECTION SERVICE & REPAIR	I1	GEO	510	2	4	SCIENTIFIC SATELLITE REVISIT	IN = INSPECTION S = SERVICE ER = EMERG REPAIR R = RETRIEVAL OP = OPER. LG SPACE SYSTEM P = PASS. TRANSPORT DR = DEBRIS REMOVAL C = CONST UC = UNMANNED CARGO
	S1	GEO	1604	2	19	MODULAR LEVEL SERVICE	
	S2	GEO	2966	2	27	COMPONENT LEVEL SERVICE & UPDATE	
	S3(a)	GEO	2600	2	21	SERV & UPDATE NUCL PWRSATS	
	S3(b)	GEO	2600	2	3	REPLACE NUCL REACTOR	
	ER1	GEO	453	2	4	EMERGENCY REPAIR (GEO)	
	ER2	12 HR/63	272	2	4	EMERGENCY REPAIR (HEO)	
OPERATION OF LARGE SPACE SYSTEM	R1	12 HR/63	4100	2	2	FAILED SATELLITE	□ DESIGN REFERENCE MISSIONS
	OP1	GEO	440	2	16	TENDED STD	
	P1	GEO	1683	2	4	3 MAN CREW ROTATION/RESUPPLY	
	P2	GEO	4485	2	4	10 MAN CREW ROTATION/RESUPPLY	
	P3	GEO	16,819	2	4	30 MAN CREW ROTATION/RESUPPLY	
DEBRIS REMOVAL	P4	DEEP SPACE	3364	2	30	6 MAN CREW ROTATION/RESUPPLY	• MIN. TO PERFORM TASKS IVA
	DR1	GEO	550	2	9	REMOVE DEBRIS FROM 45° SECTOR OF GEO	
CONSTRUCTION	C1	GEO	10,000	2	3	UNFOLD WIRE WHEEL ANTENNA	□ DESIGN REFERENCE MISSIONS
	C2		16,000	2	6	UNFOLD COMMUN PLATFORM	
	C3		17,000	2	6	PREFAB COMMUN PLATFORM	
	C4		15,000	2	7	AUTOFAB COMMUN PLATFORM	
	C5		110,535	3	14/5/5/5	AUTOFAB SPA	
	C6		-	2	17	MODULAR ASSY SPA	
UNMANNED CARGO 2267-040B	UC	VARIOUS	15,000 55,000	NONE		SECONDARY ROLE	

Fig. 4.2 Generic Mission Summary

4.2.5 OTV/MOTV IOC is 1992; OTV/MOTV Flts = 3/1; OTV/MOTV traffic will build up to six flts/year in six years.

4.2.6 KSC is the launch site and ground turnaround base.

4.2.7 Ground turnaround operations, overhaul, will be conducted on a two, eight-hour shift, five-day week basis to handle the scheduled and unscheduled (corrective) maintenance. Contingencies will be handled with overtime as required.

4.2.8 The SOC LEO OTV/MOTV Turnaround Facility will have the following capability:

- Power, spacecraft handling equipment, cranes, and IVA/EVA equipment to perform turnaround tasks
- Ground support equipment required for turnaround
- Voice, data, and command link with the ground maintenance control center
- Logistics capability for storing LRU's, test equipment, tools and mission equipment
- Logistics capability for storing crew capsule, propulsion core module, fuel tanks, other fluids, and required mission consumables
- Pressurized access between the MOTV crew module and the SOC will be provided during normal crew exchange and servicing operations. It may also be considered for use during periods of crew module stowage to provide extra habitability volume when both the SOC crew and the MOTV crew are present
- The MOTV/OTV turnaround operations will include EVA operations. This could involve the use of one EVA crewman plus one EVA crewman as backup. Crew workload and task assignments should consider this function.
- SOC will provide sufficient support provisions for the MOTV crew so as not to require a special Shuttle flight for returning the crew to earth
- SOC crew size is eight men with two men required for housekeeping and six men available for other activities, including OTV/MOTV turnaround.
- SOC and MOTV crews are on a 90-day rotation centers

4.2.9 The OTV/MOTV configuration will have the following characteristics:

- Primary structure, exterior structural skin and meteoroid bumper are aluminum with no sharp corner or edges

- Loose LRU replacement hardware shall be captured or tethered
- LRU's shall
 - Be reasonably sized
 - Have standard envelopes (avionics)
 - Have minimum interfaces
 - Include alignment pins
 - Incorporate quick make/release mechanism
 - Incorporate isolation valves (fluid)
 - Incorporate self sealing disconnects (fluid)

4.2.10 The OTV/MOTV Avionics System will include the following features:

- Orbital Flight Instrumentation (OFI) package which can monitor the health, status of all subsystems and isolate anomalies to the LRU level
- All avionics subsystems instrumented adequately to provide in-flight operational performance data
- In place calibration and adjustment will be maximized
- Data from checkout, fault isolation, status, and flight is transmitted to the ground computer which in turn provides maintenance support to SOC.

4.2.11 The OTV/MOTV propulsion subsystem will include the following features:

- All main engine parallel redundant paths are "on line" and can be checked in flight
- Welding is the primary method for connecting fuel lines to each other and to valves; tanks are also weldment assemblies; inter-module connections are of the quick disconnect self-sealing type
- All main engine components, except the thrust chambers and turbo pumps, are line replaceable units (LRU)
- Provisions for internal inspection of the main engine thrust chamber and turbo pump components are available

- All propulsion components except engine thrust chambers, turbo pump, ignition system, and other limited-life items will have a time/life cycle good for approximately 15 missions
- The engine will have at least a 5 year time/life cycle. For the traffic model used, an 8 mission life cycle will be assumed.

4.3 TURNAROUND REQUIREMENTS

The turnaround requirements arise from two basic considerations; i.e., the subsystem hardware requirements (C/O, calibration, and refurbishment) and the vehicle handling and transportation requirements. From time to time there is also the requirement to modify one or more subsystems including structure, either to eliminate a marginal design or fabrication condition, eliminating a generic problem or providing increased capability. In an overall maintenance program these requirements are generally integrated in a set of scheduled (routine) and unscheduled (corrective) functional requirements and work schedule. In order to assist the user's preliminary maintenance planning efforts the following information is provided:

- OTV/MOTV subsystem definition and allocation chart
- Subsystem maintenance requirements
- Handling and transportation requirements
- An overall activity scenario for ground and SOC turnaround
- A typical integrated set of ground maintenance functional requirements.

4.3.1 OTV/MOTV Subsystem Allocation

Figure 4.4 identifies the various subsystems and shows the placement of the various subassemblies in the MOTV. In the displays and controls and the rendezvous radar subsystems, all the subassemblies are located in the crew capsule. For the other subsystems, percentages indicate where the subassemblies are placed. The percentages are based on the number of components or subassemblies located in each module. The location criteria, as shown, was used in determining the placement of the subassemblies.

4.3.2 Subsystem Maintenance Requirements

Tables 4.1 through 4.10 identify the primary subsystem maintenance requirements ordered per Fig. 4.3.

The diagram illustrates the OTV/MOTV Subsystems Allocation table. The table has four columns: SUBSYSTEM, CREW CAPSULE, PROP. MODULE, and DROP TANKS. An oval labeled 'LOCATION CRITERIA' contains five bullet points: MAINTAINABILITY, RELIABILITY/FGHT, WEIGHTED REPAIR USE, UNMANNED ORBIT, and DETERMINED. A small drawing of a satellite is located in the top left corner of the table area.

SUBSYSTEM	CREW CAPSULE	PROP. MODULE	DROP TANKS
DISPLAYS & CONTROLS	ALL		
DATA MANAGEMENT	TAPE RECORDER, SIGNAL CONDITIONERS BI-MED + ECSS SENSOR	60%	TEMP, PRESSURE (10%) SENSORS
ATTITUDE CONTROL & GUIDANCE	MANUAL NAVIGATION (30%) CONTROLS, KEYBOARD COMPUTER INPUT, DIGITAL INTERFACE UNIT	70%	LOCATION CRITERIA MAINTAINABILITY RELIABILITY/FGHT WEIGHTED REPAIR USE UNMANNED ORBIT DETERMINED
TRACKING, TELEMETRY & COMMAND	CREW MICS., EARPHONES, (15%) ENCRYPTORS, DECRYPTORS	85%	
RENDEZVOUS RADAR	ALL		
EPS	CONTROLS & CKT PROTECTION	80%	
ECSS	LIFE SUPPORT & ENVIRONMENTAL CONTROL	(95%)	5% EQUIPMENT CONDITIONING
MAIN PROP	0	2 ENGINES 100% & PROP SYS	ADDITIONAL FUEL TANKS
RCS MODULES 2267-041B	0	RCS THRUST & FEED SYS 100%	

Fig. 4.3 OTV/MOTV Subsystems Allocation

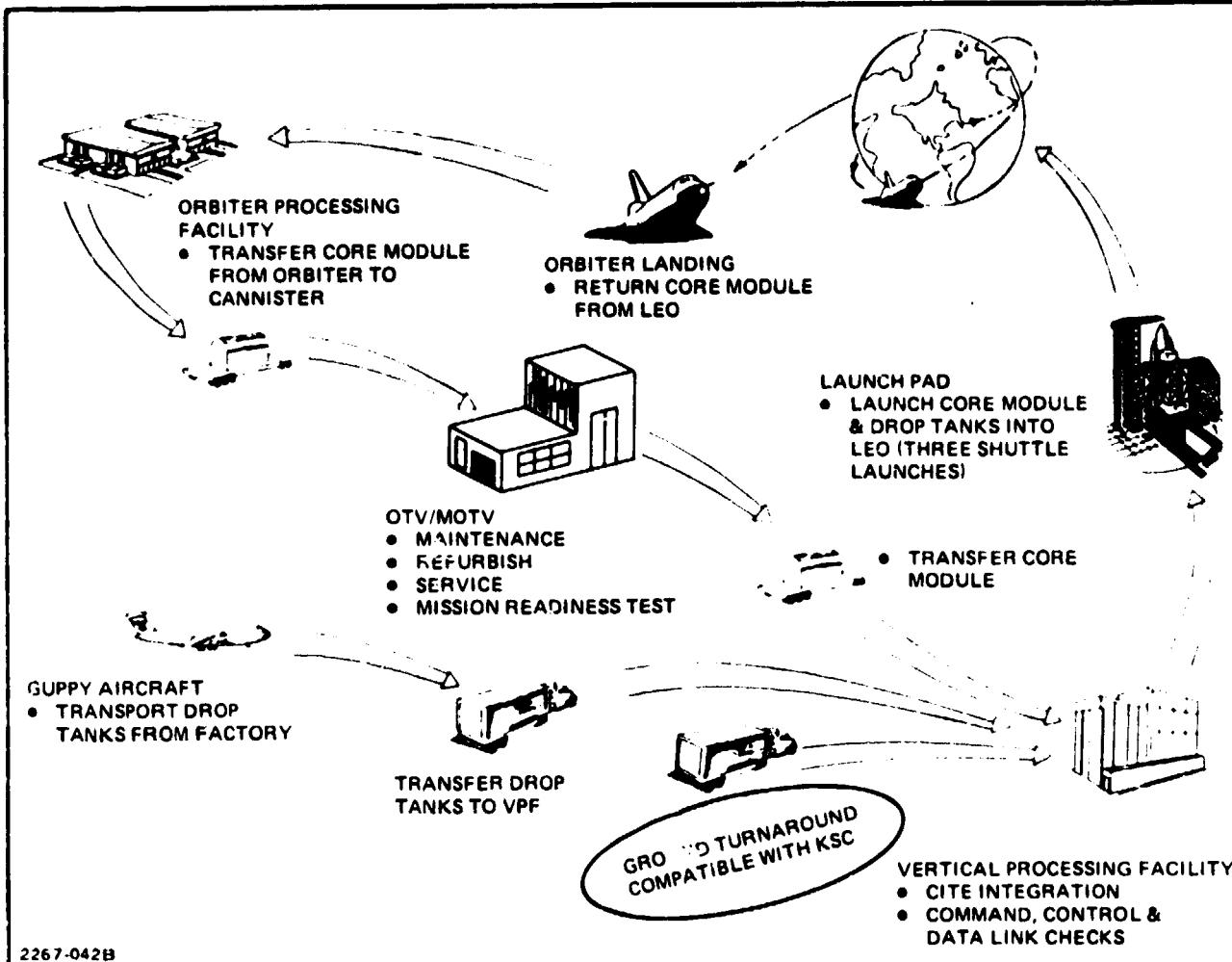


Fig. 4.4 OTV/MOTV Ground Turnaround Activity

TABLE 4.1 CREW MODULE DISPLAYS AND CONTROLS

TURNAROUND & MAINTENANCE REQ'S	POST/ PRE FLT	PERI- ODIC	FLT CRAB	OVER- HAUL	VISUAL	MANUAL	SEMI AUTO	OFI
1.0 VIDEO EQUIPMENT							X	
1.1 VISUAL INSPECTION	X		X	X			X	
1.2 PICTURE QUALITY TEST			X	X			X	X
1.3 FUNCTIONAL TEST			X	X			X	X
2.0 COMPUTER/COMPUTER DISPLAYS		X					X	X
2.1 SELF TEST			X	X			X	X
2.2 COMPUTER PERFORMANCE			X	X			X	X
2.3 CPU TIMING, REGISTER, ARITH LOGIC, INTERRUPT LOGIC, I/O C			X	X			X	X
2.4 INPUT OUTPUT CONTROLLER TRAFFIC CONTROL			X	X			X	X
2.5 MAIN MEMORY ACCESS, READ, WRITE & STORAGE			X	X			X	X
2.6 CRT PERFORMANCE			X	X			X	
3.0 CONTROLS & DISPLAYS	X							
2267-057B								

TABLE 4.2 DATA MANAGEMENT SUBSYSTEM

TURNAROUND & MAINTENANCE REQ'S	POST/ PRE FLT	PERI- ODIC	FLT CRAB	OVER- HAUL	VISUAL	MANUAL	SEMI AUTO	OFI
1.0 SENSORS								
1.1 VISUAL INSPECTION OF TEMP & PRESS. SENSORS		X	X	X	X			
1.2 CALIBRATION OF ALL SENSORS		X	X	X			X	X
2.0 SIGNAL CONDITIONING & CONVERSION								
2.1 INSPECTIONS		X	X	X	X			
2.2 SELF TEST		X	X	X			X	X
2.3 PERFORMANCE TEST			X	X			X	X
3.0 FLIGHT RECORDER								
3.1 INSPECTION		X	X	X	X			
3.2 QUALITY CHECK		X	X	X			X	
4.0 PCM ELECTRONICS	X							
4.1 INSPECTION	X		X	X	X			
4.2 SELF TEST			X	X			X	
4.3 PERFORMANCE TESTS			X	X			X	X
2267-058B								

TABLE 4.3 ATTITUDE CONTROL AND GUIDANCE

TURNAROUND & MAINTENANCE REQ'S	POST/ PRE FLT	PERI- ODIC	FLT CRAB	OVER- HAUL	VISUAL	MANUAL	SEMI AUTO	OFI
1.0 IMU TESTS								
1.1 IMU PWR UP & PROGRAM LOAD CHECK	X		X	X			X	X
1.2 IMU CALIBRATION		X	X	X			X	X
1.3 ATTITUDE HOLD/POLARITY CHECK		X	X	X			X	X
1.4 IMU SELF TEST FUNCTIONAL		X	X	X			X	X
2.0 STAR SENSOR TESTS								
2.1 CALIBRATION	X		X	X				X
2.2 SELF TEST FUNCTIONAL			X	X				X
3.0 HORIZON SENSOR								
3.1 ATTITUDE HOLD/POLARITY CHECK		X	X	X				X
3.2 CALIBRATION			X	X				X
3.3 FUNCTIONAL			X	X				X
4.0 FLIGHT RECORDER FUNCTIONAL & QUALITY CHECKS			X	X				
2267-059B								

TABLE 4.4 TRACKING, TELEMETRY, AND COMMAND

TURNAROUND & MAINTENANCE REQ'S	POST/ PRE FLT	PERI- ODIC	FLT CRAB	OVER- HAUL	VISUAL	MANUAL	SEMI AUTO	OFI
1.0 X-BAND								
1.1 INSPECT FOR DAMAGE & LOOSE PARTS	X							
1.2 VSWR & INSERTION LOSS CHECK	X	X	X	X	X		X	X
1.3 XCVR PERFORMANCE VERIF								
1.4 FUNCTIONAL	X		X	X			X	X
2.0 S-BAND								
2.1 INSPECT FOR DAMAGE & LOOSE PARTS	X							
2.2 VSWR & INSERTION LOSS CHECK	X	X	X	X	X			
2.3 XCVR PERFORMANCE VERIF								
2.4 FUNCTIONAL	X		X	X				X
3.0 PSEUDO-RANDOM NOISE RANGING								
3.1 CALIBRATION	X	X	X	X				X
3.2 FUNCTIONAL								X
4.0 CABIN CONTROL CENTER								
4.1 FLIGHT RECORDER TEST			X	X				
4.2 ORB/GNO LINK COMPAT TEST			X	X			X	
4.3 MOTV/EVA/ORB/GND LINK TEST			X	X			X	
4.4 SYSTEM FUNCTIONAL	X		X	X			X	
2267-060B								

TABLE 4.5 RENDEZVOUS RADAR

TURNAROUND MAINTENANCE REQ'S	POST/ PRE FLT	PERI- ODIC	FLT CRAB	OVER- HAUL	VISUAL	MANUAL	SEMI AUTO	OFT
1.0 ANTENNA SERVO								
1.1 INSPECTION	X		X	X	X		X	X
1.2 SLEWING			X	X				
2.0 TRANSMITTER & RECEIVER								
2.1 INSPECTION	X		X	X	X			
2.2 VSWR			X	X			X	X
2.3 TRANSMITTER POWER/PERFORM			X	X			X	X
2.4 RECEIVER NOISE/SENSITIVITY			X	X			X	X
2.5 TRANS & RECEIVER FREQ TESTS			X	X			X	X
3.0 RR ELECTRONICS								
3.1 INSPECTION	X		X	X	X			
3.2 RADAR RANGING			X	X			X	X
3.3 PWR SUPPLY REGULATION			X	X			X	X
3.4 OVERALL PERFORMANCE			X	X			X	X

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TABLE 4.8 ELECTRICAL POWER SUBSYSTEM (EPS)

TURNAROUND & MAINTENANCE REQ'S	POST/ PRE FLT	PERI- ODIC	FLT CRAB	OVER- HAUL	VISUAL	MANUAL	SEMI AUTO	OFI
1.0 SUBSYSTEM								
1.1 INSPECT COMPONENTS	X	X	X	X	X		X	X
1.2 FUNCTIONAL, REDUNDANCY VERIFICATION SERVICE			X	X				
2.0 FUEL CELL/ELECTROLYZER								
2.1 START UP & PERFORMANCE TEST		X	X	X			X	X
2.2 REACTANT & WATER CONTROLS & LEAK TEST		X	X	X		X	X	X
2.3 MECHANICAL, THERMAL INTERFACE CHECK		X	X	X				
2.4 REPLACE FUEL CELL/ELECTROLYZER				X		X		
2.5 REPLACE REACTANT/WATER TANK				X		X		
3.0 SOLAR ARRAY								
3.1 SOLAR ARRAY DEPLOY/RETRACT & ELECTRICAL CHECK				X	X		X	
3.2 SOLAR ARRAY CONTROL & CONDITIONING CHECK			X	X			X	X
3.3 SOLAR ARRAY DRIVE/POWER TRANSFER MECH & ELECT CHECK			X	X	X		X	X
3.4 REPLACE SOLAR ARRAY		X		X		X		
4.0 BATTERY								
4.1 RECONDITIONING, ELECTRICAL PERFORMANCE TEST			X	X		X	X	X
4.2 REPLACE BATTERY		X		X		X		
5.0 POWER DIST & CONTROL								
5.1 INSPECT	X						X	X
5.2 POWER CONTROL/ISOLATION CHECKS		X	X	X				
5.3 POWER INSTRUMENTATION C/O		X		X				

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TABLE 4.7 ECLS SUBSYSTEM

TURNAROUND & MAINTENANCE REQ'S	POST/ PRE FLT	PERI- ODIC	FLT CRAB	OVER- HAL	VISUAL	MANUAL	BEMI AUTO	DFI
1.0 CABIN								
1.1 LEAK CHECK	X		X	X		X	X	
1.2 RELIEF VALVE FUNCT CHECK			X	X				
2.0 ATMOSPHERE REVITALIZATION SECTION								
2.1 INSPECT	X						X	
2.2 SERVICE LION CANNISTERS	X		X	X		X	X	X
2.3 FUNCTIONAL CHECK								X
3.0 HEAT TRANSPORT SECTION								
3.1 PROOF - LEAK CHECK			X	X		X		
3.2 DRAIN, DRY, RECHARGE FREON	X					X		
3.3 PUMPS CHECKOUT						X		X
4.0 WATER RECLAMATION SECTION								
4.1 SERVICE LEAK	X						X	
4.2 FUNCTIONAL CHECK	X	X	X			X	X	
4.3 POTABLE WATER TANK - FILL	X					X		X
5.0 WASTE MANAGEMENT SECTION								
5.1 SERVICE	X					X		
5.2 FUNCTIONAL OK	X		X			X		X
6.0 CREW PROVISIONS								
6.1 FOOD SERVICE	X							
6.2 EMU SERVICE & C.O.	X							
6.3 EVA SUIT C.O.	X						X	

2267-063B

TABLE 4.8 RL10 II B MAIN ENGINE

TURNAROUND & MAINTENANCE REQ'S	POST/ PRE FLT	PER: ODIC	FLT CRAB	OVER- HAUL	VISUAL	MANUAL	SEMI AUTO	JPI
1.0 THRUST CHAMBER ASSEMBLY 1.1 PURGE TANKS & ENGINE (H ₂) 1.2 STRUCT DAMAGE & DEFORMATION INSPECT 1.3 LOOSE HDW, CRACKS CORROSION 1.4 FUEL SYS & CHAMBER LEAK CHECKS 1.5 FUEL & O ₂ INJECTOR FLOW CHECKS	X X X	X X X	X X X	X X X	X X X	X X X	X X X	
2.0 EXTENDABLE NOZZLE ASSEMBLY 2.1 THERMAL DAMAGE INSPECTIONS 2.2 PRESS DECAY LEAK CHECKS 2.3 FUNCTIONAL	X		X X	X X	X X	X X		X X X
3.0 TURBO PUMP & GEAR BOX ASSEMBLY 3.1 COMPLETE INSP PARTS WEAR & SEALS 3.2 LOOSE HDW, THERMAL DAMAGE 3.3 INTERNAL & TURBO PUMP INTER STAGE SEAL LEAK CHECKS 3.4 FUNCTIONAL - PUMP TORQUE & PERFORMANCE CHECKS	X X	X X X	X X X	X X X	X X X	X X X		X
4.0 GO ₂ HEAT EXCHANGER 4.1 CRACKS, CORROSION, DAMAGE INSP 4.2 PRESS DECAY LEAK CHECKS		X	X	X	X			
5.0 IGNITION SYSTEM 5.1 SPARK INSPECTION 5.2 IGNITION CONTINUITY CHECK 5.3 FUEL & O ₂ FLOW CHECK	X		X X	X X	X		X X	X X
6.0 CONTROLS & INSTRUMENTATION 6.1 LOOSE HDW & DAMAGE INSPECTION 6.2 FUNCTIONAL CHECKS 6.3 CALIBRATIONS	X	X	X X	X X	X	X		X X
7.0 ENGINE GIMBAL CONTROL 7.1 INSPECT ACTUATOR MECHANISM 7.2 FUNCTIONAL CHECK REDUNDANCY 7.3 MEASURE ACTUATION LOADS	X X	X	X X	X X	X		X X	X X
8.0 ENGINE REMOVA & REPLACE				X		X		

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TABLE 4.9 PROPULSION SYSTEM

TURNAROUND & MAINTENANCE REQ'TS	POST/ PRE FLT	PERI- ODIC	FLT CRAB	OVER- HAUL	VISUAL	MANUAL	SEMI AUTO	OFT
1.0 CORE MODULE								
1.1 PURGE TANKS	X		X	X	X	X	X	
1.2 INSPECT FOR LOOSE HW & DAMAGE	X	X	X	X				
1.3 REFURBISH FILTERS	X	X	X	X		X	X	
1.4 LEAK CHECKS (Q.D.'S, COUPLING & VALVES)	X	X	X	X			X	X
1.5 RELIEF VALVE FUNCTIONAL CHK			X	X			X	X
1.6 SYSTEM FUNCTIONAL			X	X				X
1.7 INSTRUMENTS CALIBRATION		X	X	X				X
2.0 TANK MODULES					X	X		
2.1 INSPECT FOR LOOSE HW & DAMAGE	X		X	X				
2.2 LEAK CHECKS			X	X				X
2.3 FUNCTIONAL CHECKS			X	X				X
2.4 INSTRUMENTS CALIBRATION			X	X				X
3.0 SERVICING	X						X	
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TABLE 4.10 ATTITUDE CONTROL PROPULSION SUBSYSTEM

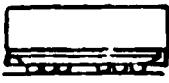
TURNAROUND & MAINTENANCE REQ'S	POST/ PRE FLT	PERI- ODIC	FLT CRAB	OVER- HAUL	VISUAL	MANUAL	SEMI AUTO	OFT
1.0 LEAK & FUNCTIONAL								
1.1 PQMD CALIBRATION			X	X			X	X
1.2 REGULATOR LEAK & FUNCTIONAL			X	X			X	X
1.3 RELIEF VALVE LEAK & FUNCTIONAL			X	X			X	X
1.4 CONTROL VALVES LEAK & ELECTRICAL			X	X			X	X
1.5 QUAD CHECK VALVES LEAK & FUNCTIONAL			X	X			X	X
1.6 FUEL/OXIDIZER TANKS LEAK			X	X			X	X
1.7 HEATERS FUNCTIONAL			X	X			X	X
2.0 SERVICING								
2.1 PURGE & SAFE	X						X	
2.2 SERVICE FUEL	X						X	
2.3 SERVICE HELIUM	X						X	
3.0 SYSTEM END TO END LEAK TEST		X	X	X				X
4.0 INSPECTION	X							
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4.3.3 Handling and Transportation Requirements

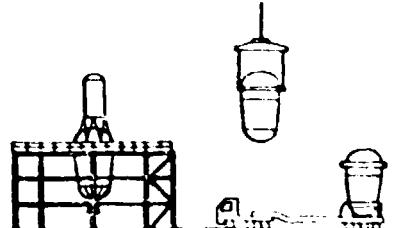
Handling and transportation requirements are a function of where ground or SOC turnaround activities are accomplished and the specific tasks performed. Figures 4.4 and 4.5 addresses the handling and transportation requirements associated with overhaul of the MOTV, which take place on the ground about every eighth mission. Figures 4.6 thru 4.12 address the SOC transportation and handling requirements.

4.3.3.1 Ground Maintenance (Overhaul). Figure 4.4 illustrates the handling and transportation requirements for the MOTV activity flow at KSC. After being removed from the Orbiter in the OPF, the returning Core/Manned Module (CMM) is put in a KSC-supplied horizontal canister. The canister is routed directly to the OTV/MOTV Payload Processing Facility (PPF) for complete maintenance operations. At the PPF the crew module is demated and processed on a horizontal workstand. The propulsion core module is processed in a vertical work stand. For OTV flights the propulsion core module is taken to the VPF in a contractor supplied canister and integrated with other STS cargo in the vertical Cargo Integration Test Equipment (CITE). For MOTV flights, the crew and core module are taken separately in contractor canisters to the VPF and integrated in the vertical CITE.

Figure 4.5 discusses the handling and transportation requirements within the PPF. The OTV/MOTV configuration is removed from the Orbiter at the Orbiter Processing Facility (OPF) in the horizontal position. It is placed in the KSC standard payload canister/transporter and, if an MOTV is being processed, it is demated while in the horizontal canister. The crew module is placed in a horizontal workstand which better orients the crew compartment for maintenance purposes. The core propulsion module is placed in a vertical workstand for maintenance purposes. The core propulsion module may be necessary to recheck the drop tank-to-core interfaces which would be accomplished in the core workstand. The crew module and core modules are co-located so that a complete checkout of the MOTV functional interfaces can be accomplished with interface extender cables from the crew module. For the MOTV mission, once the maintenance phase is complete and the mission readiness test indicate both modules are "go", the modules are shipped individually on contractor provided containers to the Vertical Processing Facility (VPF). The modules would be mated and all inter-module and STS interfaces checked out in one of the VPF Cargo Integration Test Equipment (CITE) workstands. The complete vertically oriented cargo would be removed by the payload handling mechanism, put in the standard KS P/L canister and shipped to the pad. At the pad the Payload Ground Handling Mechanism (PGHM) and

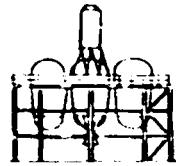

DELIVER CORE MANNED MODULE
(CCM) TO OTV/MOTV FACILITY.
CANNISTER IN HORIZONTAL POSITION


REMOVE CREW MODULE FROM CANNISTER
& MOVE TO HORIZONTAL STAND


INSTALL PROP MODULE IN VERTICAL STAND
DELIVER FIRST DROP TANK,
ROTATE TO VERTICAL, & TRANSFER TO STAND

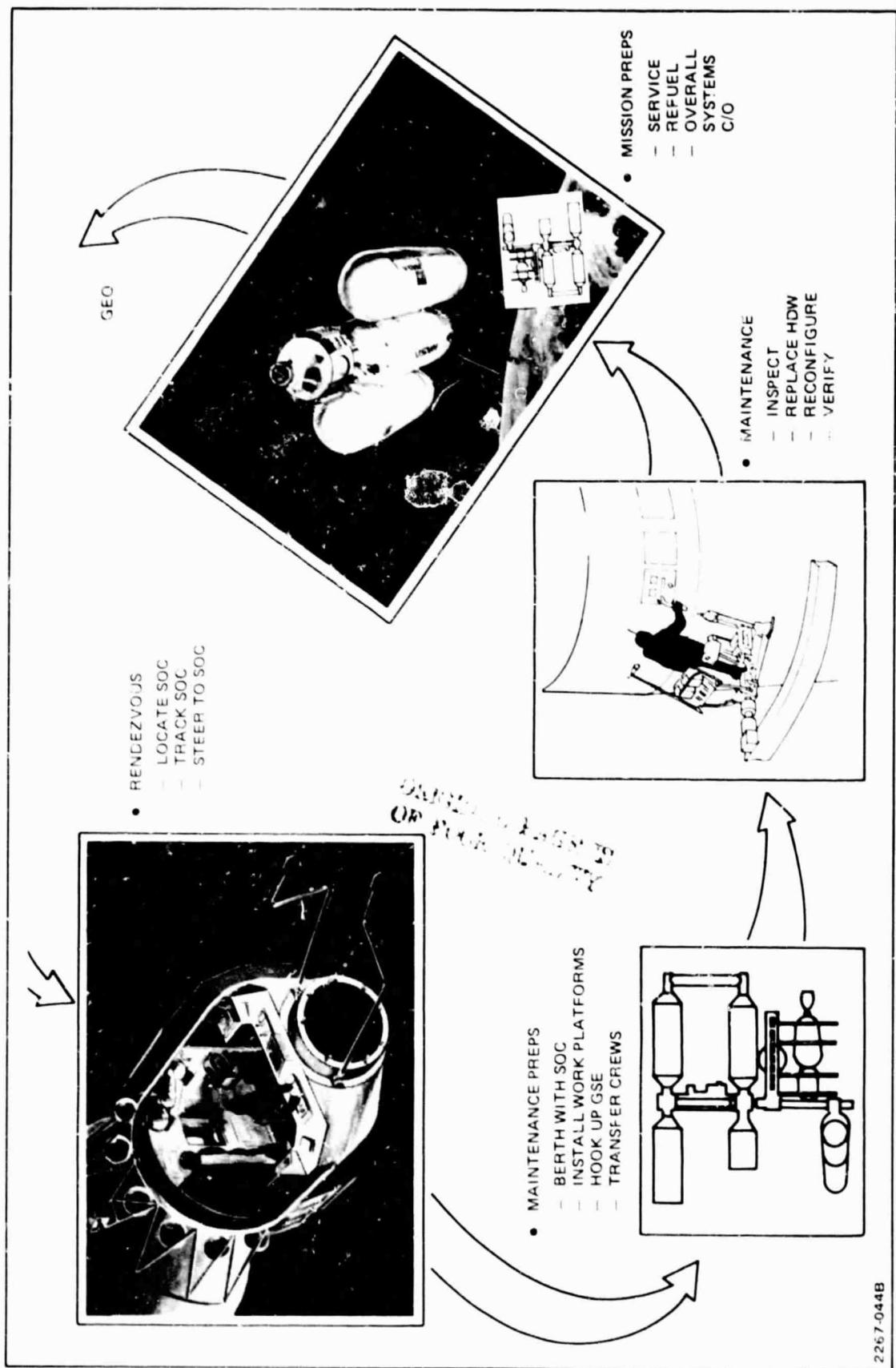


DELIVER SECOND DROP TANK


TRANSFER SECOND DROP
TANK TO WORKSTAND &
CONDUCT INTEGRATED CHECKOUT

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Fig. 4.5 Ground Turnaround Handling and Transportation Requirements



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Fig. 4.6 SOC Turnaround Activity

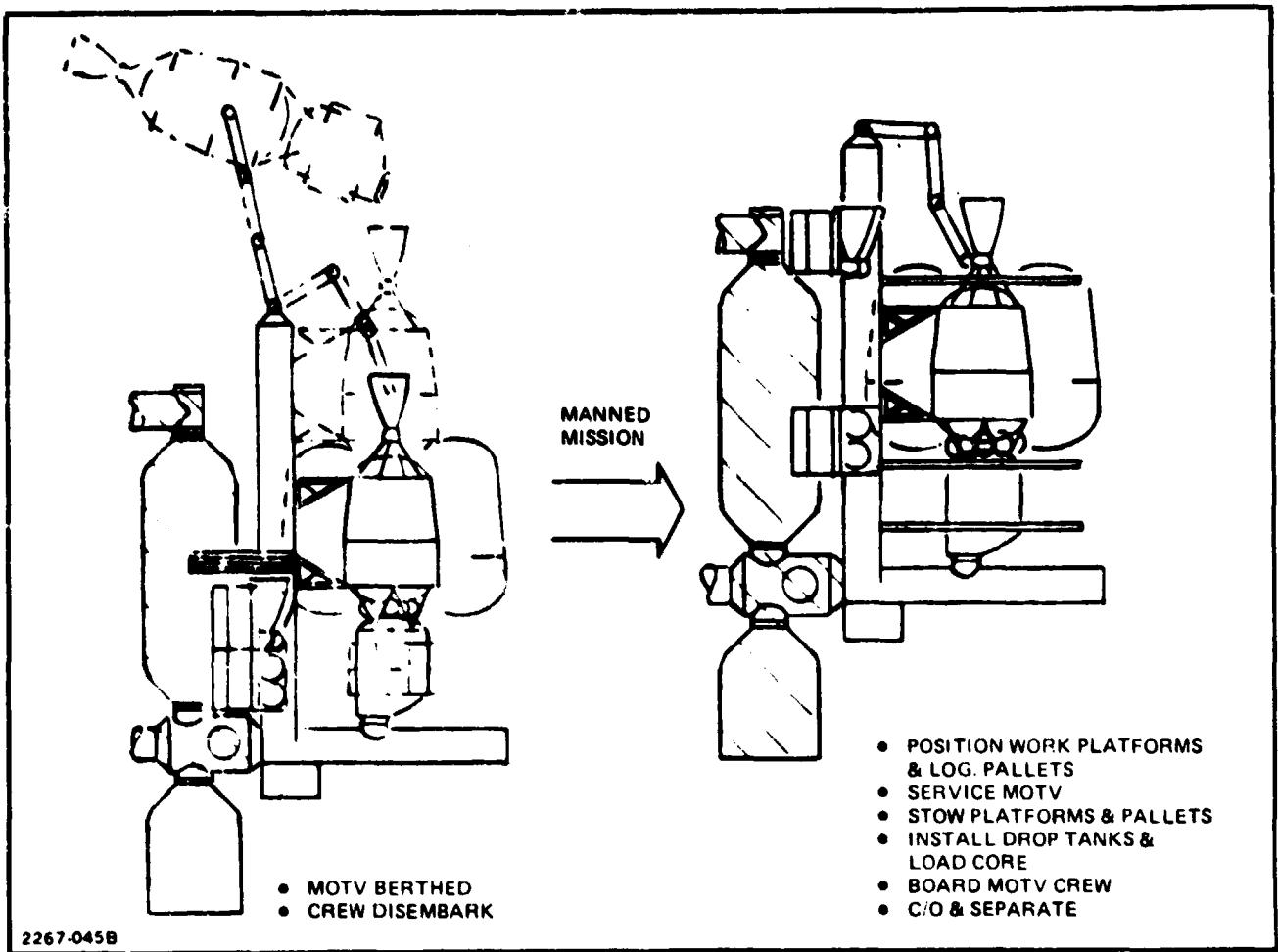


Fig. 4.7 MOTV Service Scenario at SOC – EVA Servicing (No Hangar)

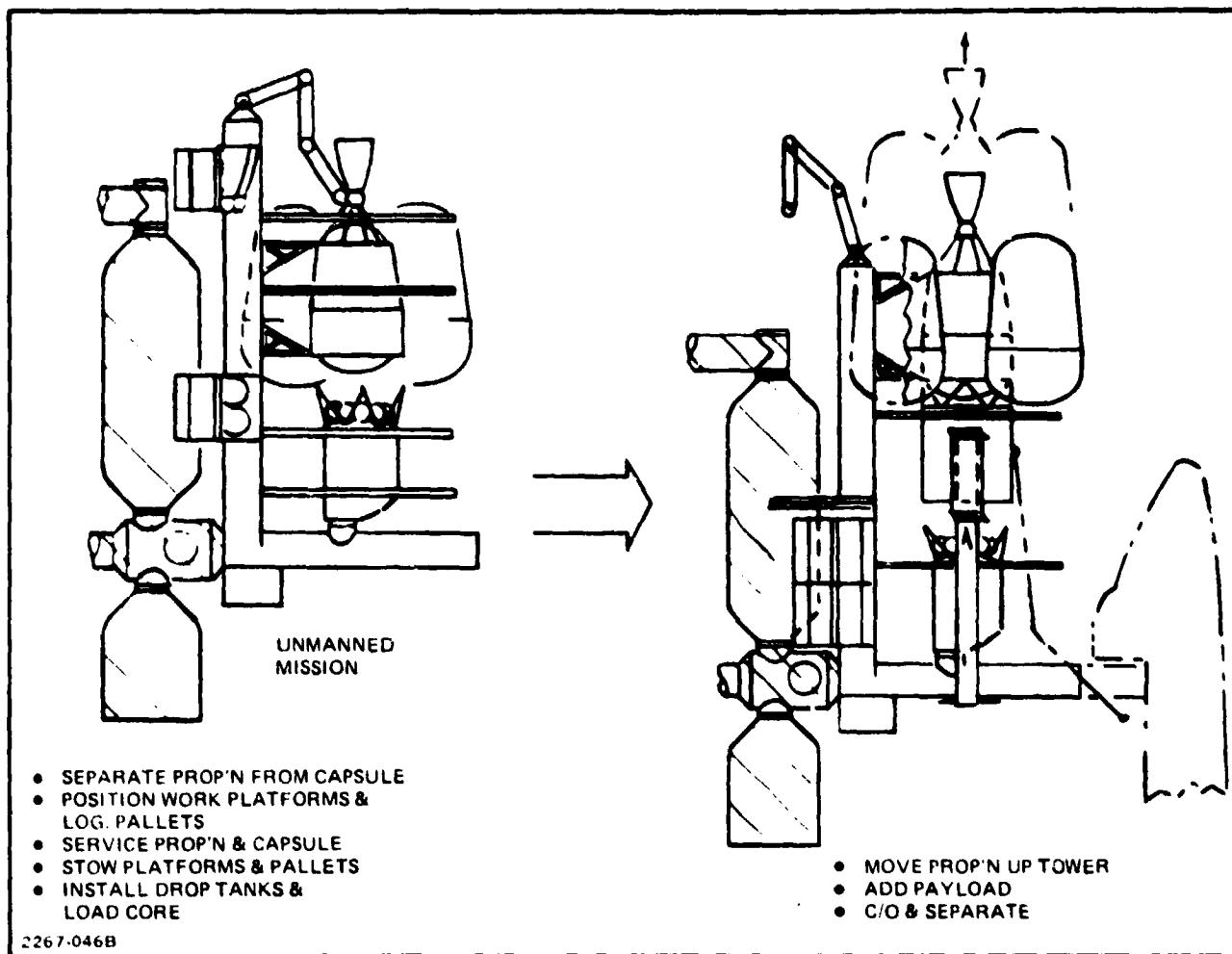


Fig. 4.8 MOTV Service Scenario at SOC – EVA Servicing (No Hangar)

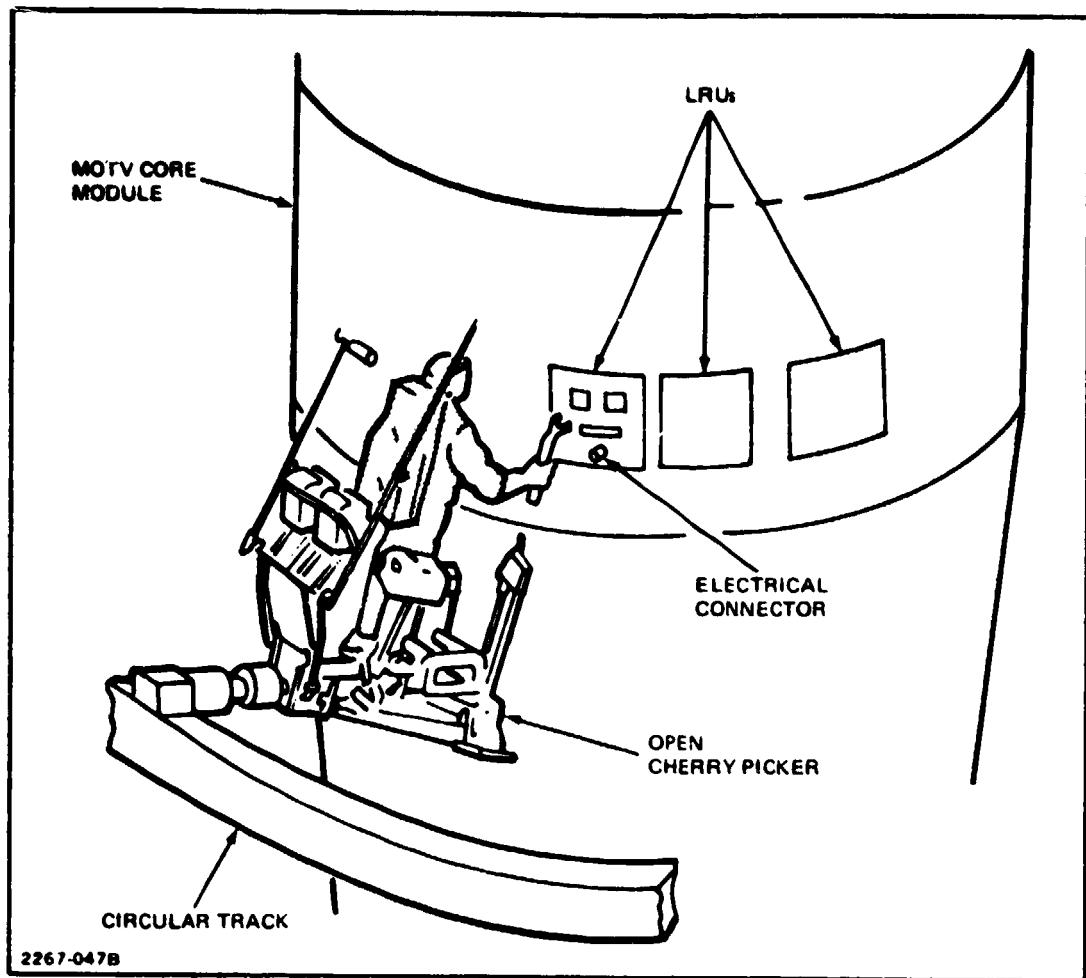


Fig. 4.9 MOTV Service Scenario at SOC-EVA Servicing (No Hanger)

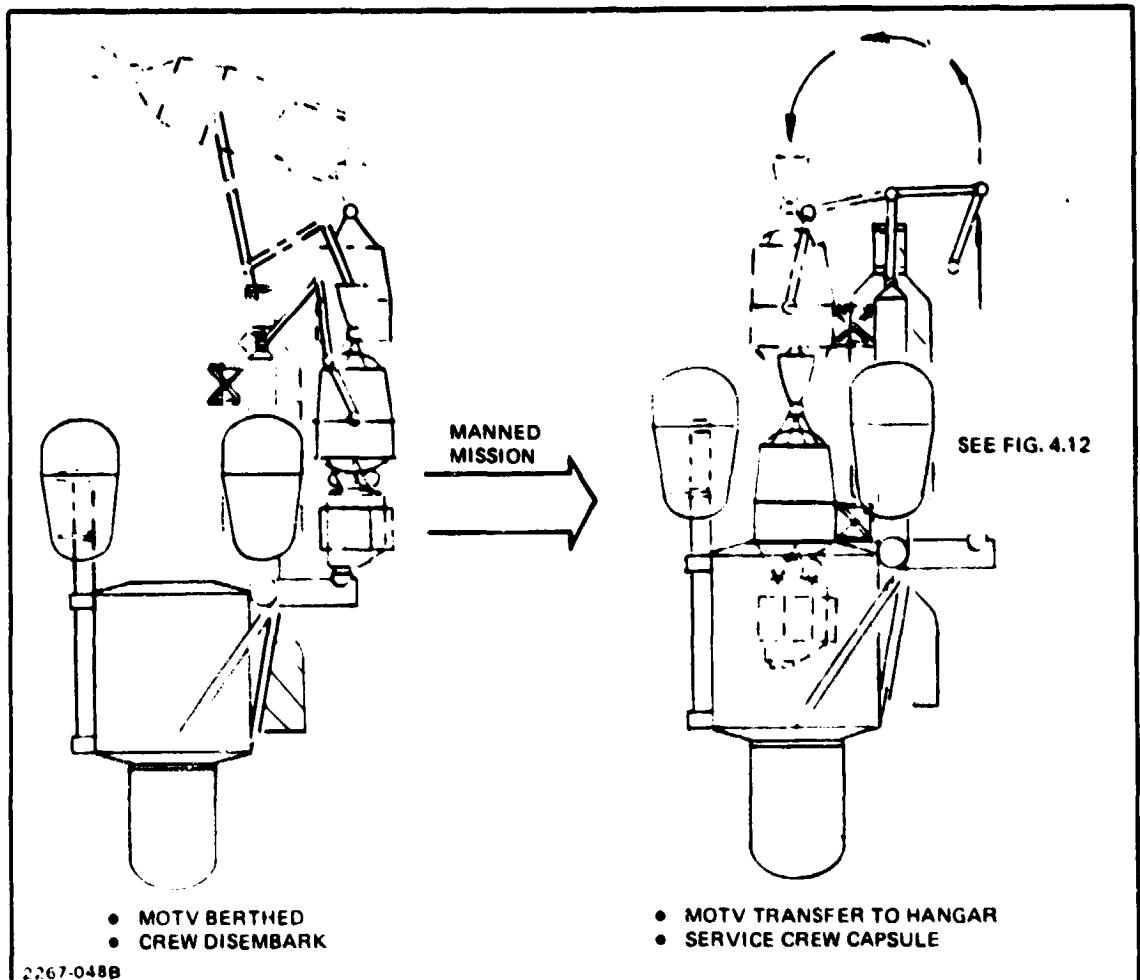


Fig. 4.10 MOTV Service Scenario at SOC – Shirt sleeve Servicing (In Hanger)

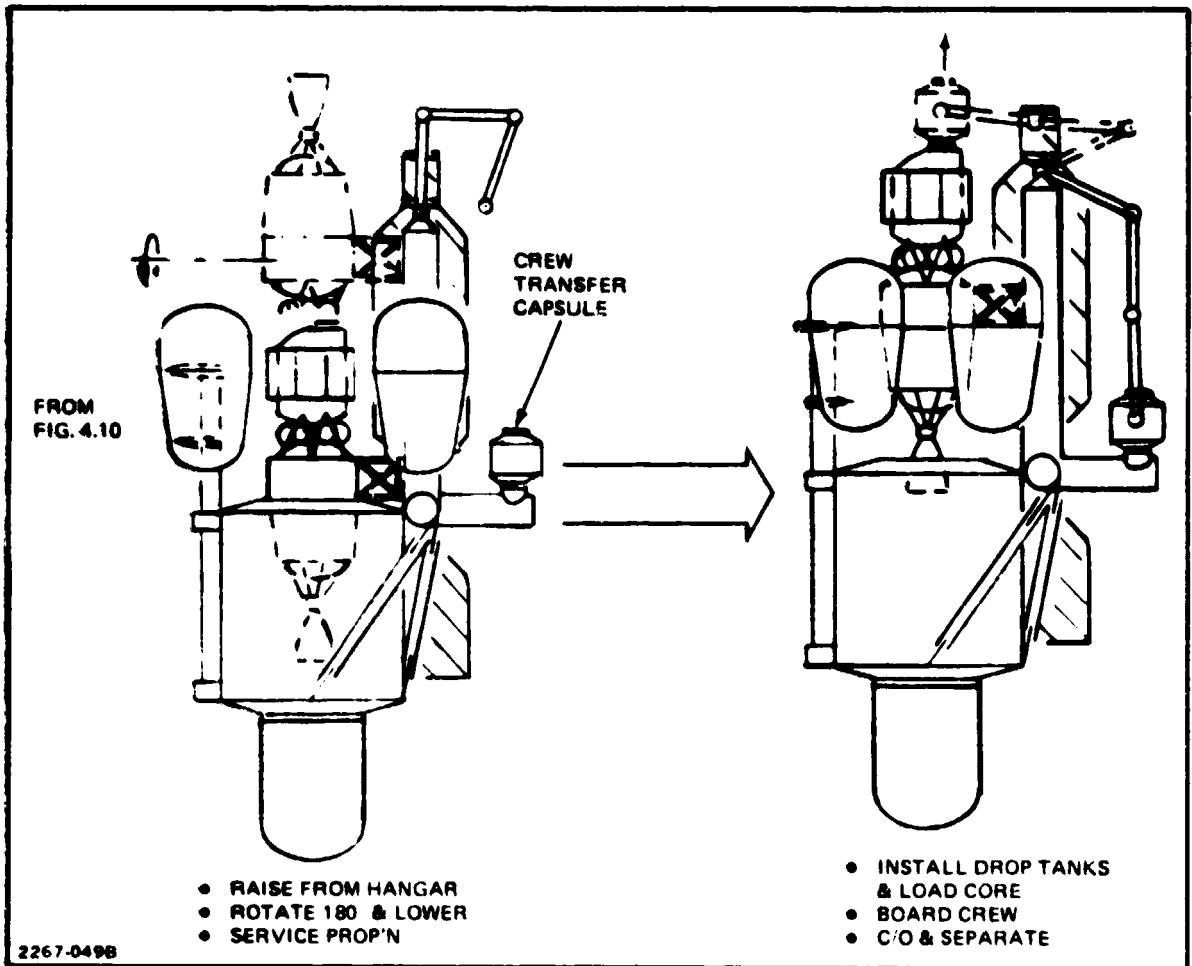


Fig. 4.11 MOTV Service Scenario at SOC – Shirt sleeve Servicing (In Hangar)

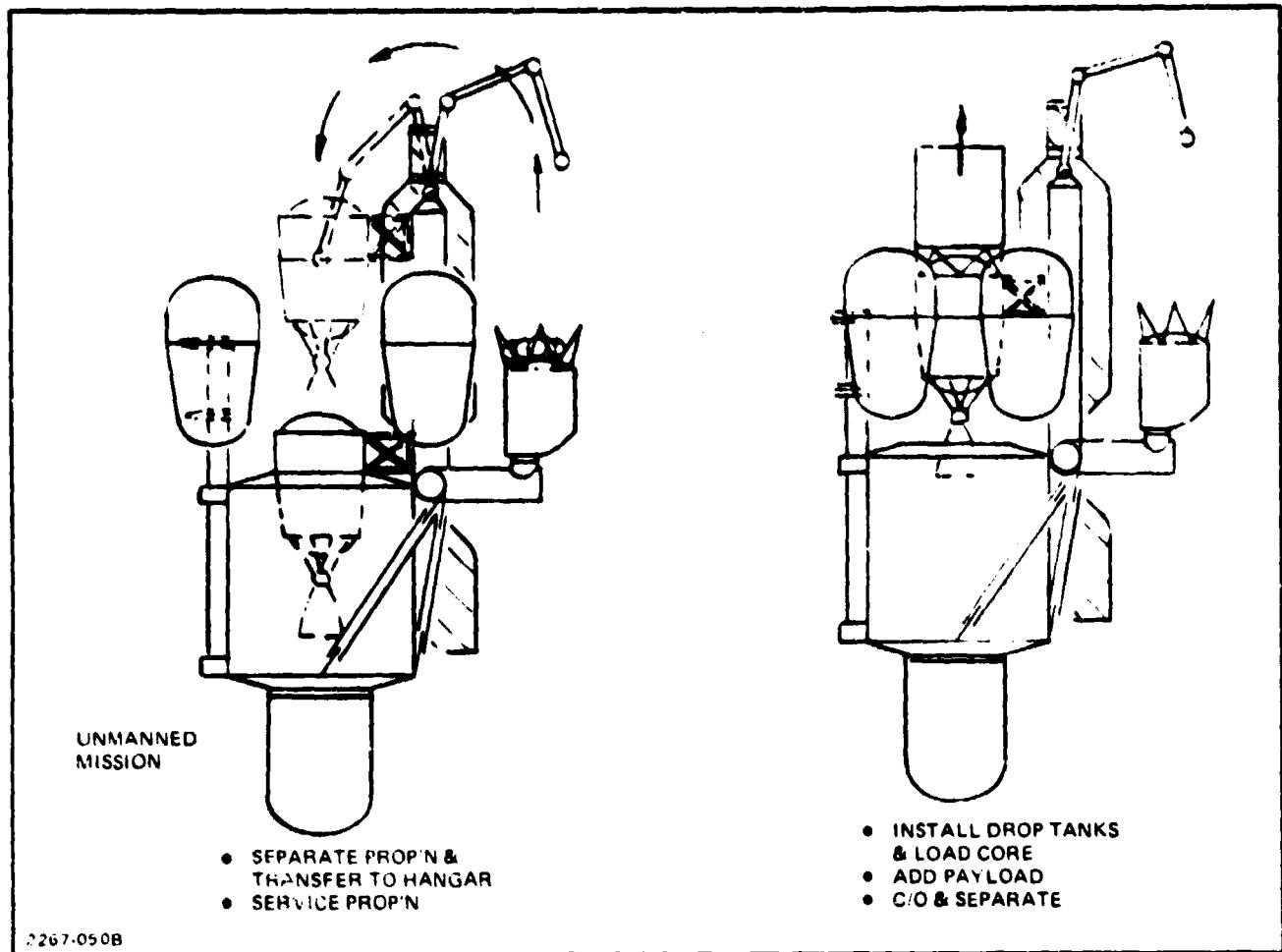


Fig. 4.12 MOTV Service Scenario at SOC – Shirt sleeve Servicing (In Hangar)

the Rotating Service Structure (RSS) would be used to service the MOTV. Fueling of the MOTV would be accomplished in parallel with the STS fueling, requiring modification to the KSC LPS controlled STS fueling system.

Drop tanks will be delivered directly to the PPF and processed for launch on the tank module work stands. They would then either go directly to the VPF for integration with the next STS flight manifest or be prepared for storage and kept in the PPF until required.

4.3.3.3 SOC Post and Periodic Maintenance. SOC handling requirements are given for the current baseline, no pressurized hangar, (Figs. 4.7, .8 and .9) and for a pressurized hangar (Figs. 4.10, .11, and .12) at SOC. The later is included because our study indicates that the hanger is a very viable operational option.

Figure 4.6 scenario shows the major activities required at LEO for SOC turn-around. Following rendezvous, the returning OTV or MOTV configuration is captured, berthed, and prepared for the required maintenance tasks. Maintenance at SOC would consist of safety and damage inspection, replacement of defective hardware (LRUs) and reconfiguring for flight. For those missions where the MOTV is returned to KSC for ground overhaul, the MOTV is captured berthed and transferred to the next Orbiter for ground maintenance, with no maintenance at SOC. Mission preparation would follow maintenance and consist of servicing the required systems, refueling and final systems check prior to GEO transfer.

Figure 4.7 proposes a scenario for servicing an MOTV at SOC with no pressurized hangar, using EVA as required. The MOTV returns from a manned flight, it is captured by a manipulator and berthed to a pressurized part of SOC for the crew to disembark. Assuming that the next mission is also manned, work platforms are positioned around the vehicle at suitable 'heights' for the EVA service crew to perform their tasks. Logistics pallets are positioned for the servicing crew to reach from their platforms. The MOTV is now serviced.

After servicing, platforms and pallets are moved out of the way, drop tanks are installed, propellant is transferred to the core. The mission crew then boards the MOTV, checks out the systems, then separates the vehicle from SOC, using the berthing manipulator.

Figure 4.8 considers EVA preparation of an OTV for an unmanned mission. This scenario starts with the return of the MOTV from a manned mission, as described on the preceding illustration. Having disembarked the crew, work platforms are positioned, propulsion core/crew capsule interfaces released, and then the core is separated from the crew capsule. Other work platforms and the logistics pallets are now positioned as required. The propulsion core is serviced and, if convenient, the crew capsule also.

After servicing, platforms and pallets are moved out of the way, drop tanks are installed, propellant is transferred to the core. If necessary, the propulsion assembly is moved again to allow installation of the payload to the forward end. To make the necessary interfaces, a work platform is positioned to support the EVA crew. The vehicle systems are checked out, then separated using the berthing manipulator to ensure no fouling of the SOC. The crew capsule may now be serviced, if it was not done so in parallel with the propulsion core.

Figure 4.9 shows the EVA astroworker in position on the open cherry picker (OCP) ready to start removal of the electrical connectors using the special connector tool. The OCP is mounted on the service tower platform rail which has been positioned to facilitate the replacement task. The LRU is a multi-mission communications-band transmitter module which is designed for SOC replacement.

Figures 4.10 and .11 assume that a pressurized hangar is available and propose a scenario for servicing an MOTV at SOC, using unsuited crewman working in a pressurized atmosphere. The MOTV returns from a manned flight, is captured by a manipulator, and berthed to a pressurized part of SOC for the crew to disembark. Assuming that the next mission is also manned, the manipulator transfers the vehicle to a pressurizable hangar which accepts the crew capsule and its appendages. These are now serviced from work platforms in the hangar.

Referring to the following illustration (Sheet 2), the vehicle is raised from the hangar, rotated through 180° then lowered back into the hangar so that the propulsion subsystem concerned with the engines, and the subsystems located between the propellant tanks, are contained within the hanger. These subsystems are now serviced. On completion, the vehicle is again raised from the hangar, drop tanks are installed and propellant is transferred to the core. As presently envisaged, the MOTV crew boards a small capsule which is transferred by the manipulator to berth with the MOTV crew capsule. The crew then board the MOTV. The transfer capsule

is removed, the vehicle systems checked out, then separated from SOC using the berthing manipulator to avoid possible fouling of SOC.

Figure 4.12 considers preparation of an OTV for an unmanned mission, using shirtsleeved crewmen working in a hanger at SOC, this scenario starts with the return of an MOTV from a manned mission, as described on a preceding illustration. Having disembarked the crew, propulsion core/crew capsule interfaces are released; then the core is transferred by the manipulator to be lowered into the pressurized hangar, engines first. As with the preceding scenario, propulsion subsystems are serviced. The propulsion core is now raised out of the hangar, drop tanks are installed using the manipulator, with perhaps some EVA assistance and, in the same manner, the payload is installed.

After checkout, the vehicle is separated from SOC by the berthing manipulator.

4.3.4 Integrated Functional Requirements

The functional requirements discussed in this paragraph satisfy the subsystem, handling and transportation requirements discussed in paragraph 4.3.2 and 4.3.3 respectively. Table 4.11 integrates these functional requirements for the ground overhaul maintenance activities from post landing to launch. It assumes the refurbished and serviced core/crew module configuration will be returned to SOC where the configuration will be tailored for the next flight, including the installation of mission peculiar equipment. Table 4.11 includes the operations required in the OPP, the PPF and VPF as well as transportation to these facilities and the launch pad. It includes the ordered functional requirements at each location, a time estimate and identification of support required.

Table 4.12 provides an integrated set of functional requirements for SOC periodic maintenance with a list or facility of any special MOTV interface requirements to adapt it for the SOC maintenance function.

4.4 TURNAROUND SUPPORT REQUIREMENTS

The following paragraphs discuss the preliminary baseline estimate of facility, hardware and personnel required to support the functional requirements discussed in paragraph 4.3.

**TABLE 4.11 OTV/MOTV INTEGRATED FUNCTIONAL REQUIREMENTS - GROUND
OVERHAUL OPERATIONS (SHEET 1 OF 4)**

TASK NO.	LOCATION	FUNCTIONAL REQ/NT	TIME, HR	SOFTWARE	EQUIPT	REMARKS
1.0	LANDING AREA	NONE	-	-	-	FINAL MOTV C/O PRIOR TO LNDG. REMOVE FLT OR- BITER EQUIPT & TASK
2.0	ORBITER	INSTALL P/L ACCESS PLATFORMS CORE/MAN MODULE (CMM) PRELIM INSPECTION	1	NONE	WK PLATFORMS	
2.1	PROCESSING					
2.2	FACILITY	ATTACH HANDLING SLING & STRONG BACK	1.5		SLINGS & STRONGBACK	STRONG BACK STD ORBITER EQUIP
2.3	OFF	INSTALL CMM IN HORIZONTAL CANNISTER	2.0			
2.4		INSTALL CANNISTER ON XPORTER	2.1			
2.5		XPORT TO PPF	4			
3.0		POSITION CANNISTER, & DECOUPLER CREW & PROP MODULES	1.5		HOLDING FIX & OVERHEAD CRANE	
3.1	OTV/MOTV	INSTALL EACH MODULE ON RESPECTIVE WK STANDS	1.0			
3.2	PAYOUT PROCESSING FACILITY	POSITION WK PLATFORMS, HOOK UP GSE & ESTABLISH CONDITIONING	1.0	NONE	WK PLATFORMS FLUID & ELECTRICAL GSE PLUGS LPS INTERFACE UNITS	
3.3		POST FLT SAFETY & DAMAGE INSP	2.0			
3.4	(MOTV PPF)	REMOVE ACCESS DOORS	2.0			
CREW MODULE AND PROP MODULE BOTH READY FOR MAINTENANCE						
4.0		SCHEDULED MAIN- TENANCE				
4.1	MOTV PPF INDIVIDUAL WORK STANDS	VISUAL INSPECTIONS STRUCT/TANK SUP. PORTS, DOCKING MECH. AVIONICS COMPONENTS & CONTROLS SOLAR AR- RAY & EPS, RR, COMM & TELEMETRY ANTEN- NAS; MAIN ENGINE NOZZLE & TURBINE COMPONENTS FLUID LINES, ECLSS PLUMB- ING & COMPONENTS, ALL ORBITER P/L BAY INTERFACES, RADIA- TION PROTECTION TILES, PROTECTIVE COVERS, SELECTED STRUCT/MECH COM- ONENTS FOR EVI- DENCE OF PHYSICAL WEAR, RADIATOR PANELS, FLT CNTRL THRUSTERS	10			

**TABLE 4.11 OTV/MOTV INTEGRATED FUNCTIONAL REQUIREMENTS - GROUND
OVERHAUL OPERATIONS (SHEET 2 OF 4)**

TASK NO.	LOCATION	FUNCTIONAL REQMT	TIME, HR	SOFTWARE	EQUIPT	REMARKS
4.2		REMOVAL & REPLACE- MENT OF TIME LIMIT & EXPENDABLES FUEL, & H ₂ O FILTERS; SELECTED RCS, ENGINE & FUEL CELL COMPONENTS; SOLAR ARRAY & BATTERIES; IMU, SENSORS & POTS REQUIRING BENCH CALIBRATION	12			WORK ON MODULES PERFORMED IN PARALLEL
4.3	MOTV INDIVD- UAL WK STANDS	END TO END LEAK CHECKS, RELIEF VALVE & REDUN- DANT VALVE CHECKS OF PROP, ATTITUDE CNTRL, ECLSS, EPS	8	CNTRL & C/O ROUTINES		TO BE ACCOM- PLISHED FLOWING SCHED & UN- SCHEDULED COM- ONENT RE- PLACEMENT
4.4		COMPLETE FUNC- TIONAL END TO END POST MAINTENANCE C/O: EPS PWR UP, COMPUTER SELF CHECK, CONTROLS & DISPLAYS, PWR SWITCH OVER ECLSS FUNCTIONALS, COMM & INTER COMM FUNCT., IMU SELF & POLARITY TESTS, HORIZON & STAR SENSOR FUNCTIONAL RR FUNCTIONAL LOAD & CHECK MISSION SOFTWARE & MISSION SIM INCLUDING MAIN ENGINE GIMBALING & RCS SIM. FIRING	10	C/O & CONTROL SOFTWARE	FLUID ELECTRICAL GSE INCLUDING ANTENNA HATS, HARD- LINE BETWEEN STANDS & LPS INTERFACE	CONDUCTED WITH LPS & GROUND COMPUTER
						TO BE ACCOM- PLISHED AT END OF SCHED & UN- SCHEDULED MAINTENANCE
5.0	UNSCHEDULED MAINTENANCE TYPICAL ITEMS					TOTAL OF 48 HR ALLOTED FOR UNSCHEDULED MAINTENANCE
5.1	HOT INDIVIDUAL WK STANDS	NON DESTRUCTIVE TESTS & REPAIR OF STRUCTURE, TANKS, THERMAL BLANKETS, MECH COMPONENTS	24	C/O, CONTROL & DIAGNOSTIC ROUTINES	FLUID ELECTRICAL GSE INCLUDING ANTENNA HATS, HARD- LINE BETWEEN STANDS & LPS INTERFACE	
5.2		DIAGNOSTIC TESTING TO VERIFY & ISOLATE ANOMALIES	8			
5.3		REMOVE & REPLACE LRU'S SECONDARY STRUCTURE OR FLUID LINES	8			
5.4		FURTHER INSPECTION OF SUSPECT AREAS REQUI- RING PARTIAL DISASSEMBLY OF EQUIPMENT OR STRUCTURE	4			
5.5		REMOVAL & REPLACEMENT OF MAJOR ASSEMBLY FOR OVERHAUL	4			
5.6		RECONFIGURE BOTH MODULES & SECURE FROM MAINT OPS	8			
MAINTENANCE OPERATIONS COMPLETE						
2267-067B(2)						

**TABLE 4.11 OTV/MOTV INTEGRATED FUNCTIONAL REQUIREMENTS – GROUND
OVERHAUL OPERATIONS (SHEET 3 OF 4)**

TASK NO.	LOCATION	FUNCTIONAL REQMT	TIME, HR	SOFTWARE	EQUIPT	REMARKS
6.0		PREP FOR MOVE				
6.1		CLEAN CABIN & CORE EXTERIOR	6			
6.2		POWER DOWN & SECURE ALL SYSTEMS	2	NONE		
6.3		LOAD MISSION KITS & CLOSE OUT CABIN	8			
6.4	MOTV	DISCONNECT & REMOVE GSE	2			
6.5	INDIVIDUAL WK STANDS	REMOVE WORK PLATFORMS	1.5			
6.6		XFER MODULES TO INDIVIDUAL CANNISTERS	1.5		CANISTERS	
6.7		INSTALL ON XPORTERS	1.5			
6.8		XPORT TO VPF	4			
7.0		VPF INTEGRATION				
7.1		CLEAN CANNISTER @ VPF AIR LOCK	4			
7.2		POSITION CANNISTER & INSTALL CORE MODULE IN CITE & SECURE	1.5			
7.3		POSITION CANNISTER & INSTALL CREW MODULE IN CITE & SECURE	1.5			
7.4		MATE & CHECK MODULE INTERFACES	1.5			
7.5	VERTICAL	CONNECT ALL FLUID & ELECTRICAL GSE & CITE INTERFACE LINES	1.5			
7.6		CONDUCT MISSION READINESS TEST TO C/O ALL ORBITER INTERFACES INCLUDING DATA LINKS	2	C/O & SOFTWARE & INTEGRATED ORBITER TEST ROUTINE		
7.7	PROCESSING	PWR DOWN, DISCONNECT GSE & CITE INTERFACES	1.0			
7.8	FACILITY	COMPLETE CABIN STOWAGE OF CONSUMABLES	2			
	VPF	CLOSE OUT CABIN & RETRACT MOVABLE WK PLATFORMS	1			
7.9		POSITION CANNISTER BY CITE & XFER CREW/CORE MODULE TO VERTICAL CANNISTER	1.5		KSC CANNISTER	MULTI MISSION EQUIPMENT
7.10		XPORT TO PAD	8			
7.11		INSERT IN RSS & PREP FOR ARRIVAL OF STS	16			

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TABLE 4.11 OTV/MOTV INTEGRATED FUNCTIONAL REQUIREMENTS - GROUND
OVERHAUL OPERATIONS (SHEET 4 OF 4)

TASK NO.	LOCATION	FUNCTIONAL REQMT	TIME, HR	SOFTWARE	EQUIPT	REMARKS
8.0	LAUNCH PAD	FINAL PAD OPERATIONS	7.5	INTEGRATED ORBITER TEST ROUTINE	PGHM	
8.1		INSTALL & INTEGRATE P/L IN ORBITER (INCLUDING ORBITER COMPATIBILITY CHECKS)	7.5			
8.2		REFUSE CORE	2 HRS	AUTOMATIC FUELING ROUTINE		KSC FACILITY SYSTEM USED

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TABLE 4.12 SOC TURNAROUND SUPPORT REQUIREMENTS FOR MOTV CREW & PROP CORE (SHEET 1 OF 3)

ACTIVITY	FUNCTIONAL REQUIREMENT	FACILITY REQ'MTS	SUPPORT EQUIP REQ'D	SOC MOTV DESIGN IMPACT
1.0 RENDEZVOUS	1.1 LOCATE, IDENTIFY, & TRACK A COOPERATIVE OR PASSIVE MOTV 1.2 BERTH COOPERATIVE OR PASSIVE MOTV TO SOC & SECURE	SHIRT SLEEVE (SS) CNTRL ROOM ~ 240 SQ FT BERTHING/DOCKING INDEXED TURNTABLE, WITH CLEAR APPROACH	BEACON XPNDR, REND RADAR DISPLAYS BERTHING RING & GRAPPLER	NONE – STD RENDEZVOUS EQUIP ON BOARD NONE – STD BERTHING/DOCKING RING WITH GRAPPLER
2.0 MAINTENANCE PREPS	2.1 TRANSFER CREWS AND DEBRIEF 2.2 INSTALL & SECURE WORK PLATFORMS @ CREW & PROP MODULE LEVELS 2.3 REMOVE ACCESS PANELS 2.4 INSTALL PWR, FLUID SERVICE LINES AND SOC SUPPORT EQUIPT (SSE)	SS DEBRIEFING AND MAINT PLANNING AREA ~ 400 SQ FT MAINT/SERVICE FACILITY WITH MOVABLE WK PLATFORMS NONE – • PWR, SERVICE & SUPT EQUIP FLEX LINES WITH QUICK DISCONNECTS • EQUIPMENT IN SS AREA	VIDEO, DATA & VOICE TRANSMISSION SYSTEM NONE WORK PLATFORMS PART OF FACILITY SPECIAL TOOLS INCLUDING OCP FLUID SERVICING SUPPORT EQUIPMENT, AVIONICS SUPPORT EQUIPMENT	NONE – INDEPENDENT SOC FUNCTION NONE ACCESS PANEL FASTENERS DESIGNED FOR SPACE REMOVAL, PANELS & FASTENERS INCORPORATE TETHER PROVISIONS NONE – QUICK DISCONNECT PORTS SAME AS FOR GND SERVICING
3.0 SCHEDULED MAINTENANCE	3.1 REMOVE FLIGHT DATA RECORDER TAPES & TRANSMIT TO GROUND MOTV MAINT CNTRL 3.2 SAFETY & DAMAGE INSPECTIONS – PER FLIGHT INSPECTION OF MOTV - STRUCTURE CONCENTRATED LOAD POINTS, OUTER SHELLS, STRUTS, & SUPPORTS FOR CRACKS OR DAMAGE - ENGINE OVERALL, THRUST CHAMBER, IGNITER, ENGINE ACTUATOR, MECHANISM & ATTACHMENTS, EXTENDABLE NOZZLE, ACCESSIBLE SEALS, BORE SCOPING, TURBO GEARS & BEARINGS - PROPULSION SYS, ALL COMPONENTS FOR SECURITY & CONDITION - RCS THRUSTERS, TANKS & PLUMBING - AVIONICS, ALL COMPONENTS INCLUDING ANTENNAS FOR SECURITY & CONDITION - EPS DISTRIBUTION, BATTERIES, FUEL CELLS, SOLAR ARRAYS - ECLSS, ALL CABIN & EXTERNAL COMPONENTS	COMMUNICATIONS FACILITY GND, TDRS, SATELLITES, GPS CAPABILITY (VOICE & DATA) EVA MAINT FACILITY WITH APPROPRIATE LIGHTING, WK PLTFRMS, AND MAINTENANCE SERVICES	TDRS/GND COMM EQUIPMENT WITH MINI COMPUTER, PLAYBACK & PRINTOUT EQUIPMENT INSPECTION TOOLS INCLUDING ENGINE & THRUSTER BORESCOPE, TV & PHOTOGRAPHY EQUIPMENT TO MAP CRITICAL AREAS AND RECORD AND TRANSMIT TO GND QUESTIONABLE AREAS	NONE – SOC FUNCTION MOTV DESIGN MUST PROVIDE INSPECTION ACCESS TO PLUMBING AND CRITICAL COMPONENTS SUCH AS ENGINE THRUST CHAMBER, IGNITER & ENGINE GIMBAL ACTUATOR, EPS BATTERIES, FUEL CELLS AND CKPT PROTECTION DEVICES ETC

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TABLE 4.12 SOC TURNAROUND SUPPORT REQUIREMENTS FOR MOTV CREW & PROP CORE (SHEET 3 OF 3)

ACTIVITY	FUNCTIONAL REQUIREMENTS	FACILITY REQ'MTS	SUPPORT EQUIPT REQD	SOC MOTV DESIGN IMPACT
6.0 MOTV TANK ASSEMBLY	6.1 PREF DROP TANKS & SWING INTO POSITION 6.2 POSITION DROP, MECHANICALLY ENGAGE 6.3 CONNECT FLUID & ELEC LINES & C/O INTERFACE 6.4 INDEX MOTV CORE TO ACCEPT NEXT TANK	SAME MAINTENANCE FACILITY WITH CRANE CAPABLE OF REACHING STORAGE TANKS, MOTV BERTHING FIXTURE CAPABLE OF INDEXING FOR MULTIPLE TANKS & OCP FOR CONNECTING & INSPECTION	NONE COVERED BY FACILITY	NO IMPACT BASIC DESIGN MUST PROVIDE FOR ASS'LY IN SPACE
7.0 FINAL MISSION PREPS	7.1 FINAL STOWAGE OF CONSUMABLES 7.2 CLOSEOUT INSPECTION 7.3 XFER CREW, ACTIVATE MOTV, FINAL PRE IGNITION C/O & SEPARATE	NONE	NONE	NONE
8.0 DEMATE & MATE MOTV	8.1 ENGAGE PROP CORE MODULE HOLDING FIXTURE 8.2 DISCONNECT LINES & MECHANICAL LATCHES 8.3 MOVE PROP CORE TO ITS WORK STATION 8.4 FOR MATING PREP BOTH MODULES - MOVE PROP MODULE INTO POSITION - CONNECT LINES & MECHANICAL LATCHES - INSPECT & C/O INTERFACE	MAINT FACILITY MUST HAVE • A CREW MODULE WK STATION • A CORE MODULE WK STATION • MOTV WK STATION • APPROPRIATE HOLDING FIXTURES FOR ABOVE	MATE, DEMATE TOOLS	DESIGNED TO FACILITATE SOC MATE & DEMATE
9.0 GENERAL	9.1 CORE & PROP MODULES BROUGHT FROM STORAGE TO WORK STATIONS 9.2 DETERMINE HEALTH, STATUS & SUSPECT LRU	MAINT FACILITY CRANE MUST BE ABLE TO REACH STORED PROP CORE MODULE & STORED CREW MODULE AS WELL AS STORED TANKS	NONE	ON BOARD INSTRUMENTATION (OBI) TO PROVIDE HEALTH & STATUS OF ALL EQUIPMENT & IDENTIFY SUSPECT LRU

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TABLE 4.12 SOC TURNAROUND SUPPORT REQUIREMENTS FOR MOTV CREW & PROP CORE (SHEET 2 OF 3)

ACTIVITY	FUNCTIONAL REQUIREMENT	FACILITY REQ'MTS	SUPPORT EQUIPT REQ'D	SOC MOTV DESIGN IMPACT
3.0 SCHEDULED MAINTENANCE	<p>3.3 PLANNED REPLACEMENTS - PER FLT RCS HYDRAZINE IMMHI FUEL TANKS, LITHIUM HYDROXIDE FILTERS, EPS BATTERIES - PERIODIC RCS THRUSTER MODULES, H₂O FILTERS, TV LAMPS, SOLAR PANELS</p> <p>3.4 SERVICE SYSTEMS: WASTE MGT, H₂O, ECLSS O₂ & N₂ TNKS, FUEL CELL O₂ & H₂ TNKS, EVA SUITS, CREW CONSUMABLES, INSTALL MISSION HWWARE, LOAD & UPDATE NAVIGATION AND MISSION SOFTWARE</p> <p>3.5 POST MAINT C/O PER FLT CONDUCT OVERALL MISSION SIMULATION READINESS TEST TO C/O MISSION SW/HWRE INTEGRATION AND SUPPORTING SYSTEMS. PERIODIC 13 FLTS! ENGINE & PROP SYSTEMS OVERALL LEAK & FUNCTIONALS, TURBO PUMP & TURBINE TORQUE CHKS, GIMBAL ACTUATOR LOAD CHECKS, ECLSS & NAVIGATION SYS C/O</p>	LOGISTICS AREA FOR LRU, SUPPORT EQUIPMENT & MATERIAL STORAGE ~ 5000 SQ FT & TBD PWR	OCP & SPECIAL TOOLS FOR LRU REPLACEMENTS, SOLAR PANELS & MISSION EQUIPMENT	ALL REPLACEABLE UNITS DESIGN'D AS SPACE REPLACEABLE LRU'S WITH SPECIAL FEATURES FOR ALIGNMENT, ATTACHMENT, & TETHER OF LOOSE PARTS
4.0 UNSCHEDULED MAINTENANCE	<p>4.1 INSPECTION OF SUSPECT AREAS</p> <p>4.2 REPLACEMENT OF SUSPECT LRU'S</p> <p>4.3 SIMPLE STRUCTURE, THERMAL & RADIATION PROTECT REPAIR</p> <p>4.4 ACCOMPLISH MINOR MODS</p>	SAME AS CALLED OUT FOR 3.0	SAME REQ'MTS AS FOR 3.0 PLUS HAND TOOLS FOR REPAIR & MODS	SAME AS ABOVE PLUS MINOR MOD KITS DESIGNED FOR SPACE INSTALLATION
5.0 REFUEL CORE PROP MODULE	<p>5.1 VENT, CHILDDOWN & FILL LH₂</p> <p>5.2 VENT, CHILDDOWN & FILL LO₂</p>	SS REFUELING CNTRL ROOM WITH AUTOMATIC FUEL TRANSFER EQUIPMENT FOR XFER FROM SHUTTLE OR SOC FUEL TANKS TO PROPULSION CORE	FACILITY INCLUDES PUMPING EQUIPMENT, CONTROLS AND DISPLAYS	NO IMPACT SAME AS GROUND FUELING
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4.4.1 Facilities Baseline Requirements

Figure 4.13 is a layout of the type of OTV/MOTV processing facility required at KSC. It would contain a 60 ft. high bay area with a 100,000 cleanliness level. The high bay would have two adjacent work stands (one horizontal and one vertical), an air lock for receiving and cleaning the cannisters prior to bringing them into the work area, and room to store movable work platform, drop tanks, mission equipment and transportation cannisters. Also included are two additional work stands which can be used for either propulsion core or drop tank module maintenance. The low bay area provides equipment and logistics stowage and shop and office space. This type of facility would be used for overhaul, any contingency or modification work on the OTV and MOTV configurations. It is intended as preliminary baseline information which would be refined as the design and traffic information matures. When facility requirements are refined, a trade should be accomplished to determine whether existing KSC facilities can meet the requirements and can be dedicated to the OTV/MOTV program.

The artist's concept (Fig. 4.14) and sketches (Figs. 4.15 and .16) illustrate typical concepts for a SOC OTV/MOTV turnaround facility. They were developed as an aid in determining how various tasks might be accomplished at SOC and are offered for information only. Current SOC studies underway should establish further facility requirements and concepts.

Figure 4.14 is an artist's rendering of what a SOC MOTV turnaround facility might look like. It would include work platforms, berthing capability, logistics modules and drop tank plus crew/core modules work stands.

To perform the tasks identified in the paragraph 4-4, MOTV servicing scenarios, Fig. 4.15 shows a facility where the turnaround crew work EVA. The basic SOC is shown 'cross-hatched' to emphasize the added facilities. The tunnel to which the Orbiter docks on the standard SOC layout has been extended. A service tower has been added, attached to the tunnel, and running parallel to SOC habitation modules. This service tower has a series of tracks over its length along which carriages run to support the MOTV and position it where required, logistics pallets, and a series of work platforms which can be closed to surround the MOTV at appropriate levels. Each work platform has a travelling stand on which the EVA man moves around the work-piece. A crane mounts to the top of the tower, where it operates to berth the MOTV to the carriages and to provide the muscle to transfer components, such as engines, from logistics pallets to installation site. Outrigger structures from the tunnel support pylons which mount drop tanks on swing arms. The tanks can be brought up by

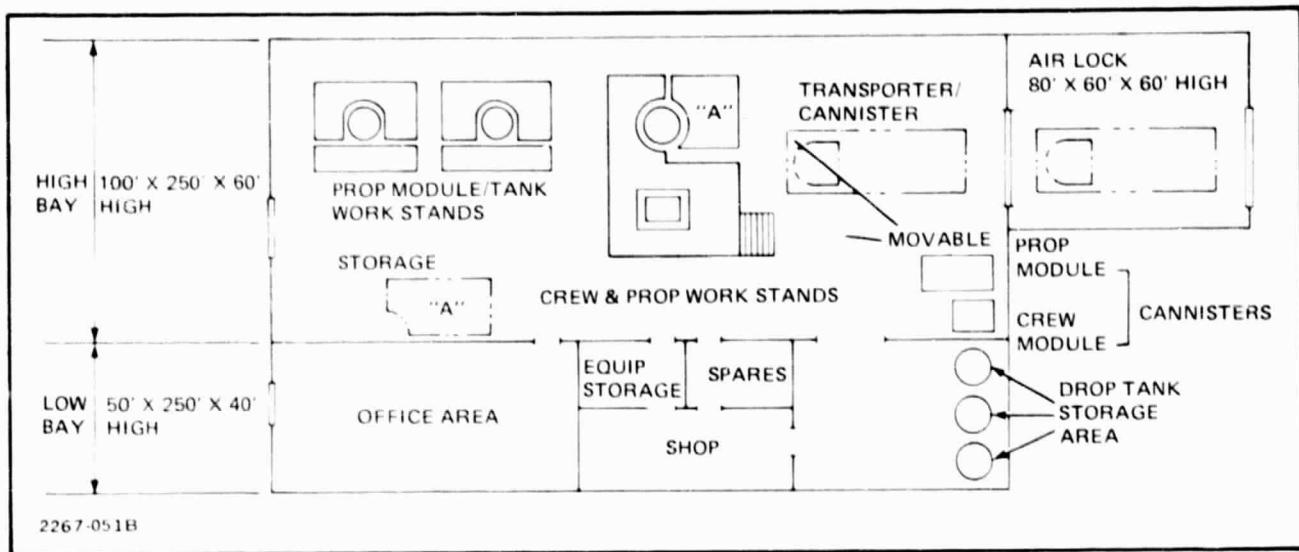


Fig. 4.13 OTV/MOTV Ground Maintenance C/O and Integration Facility

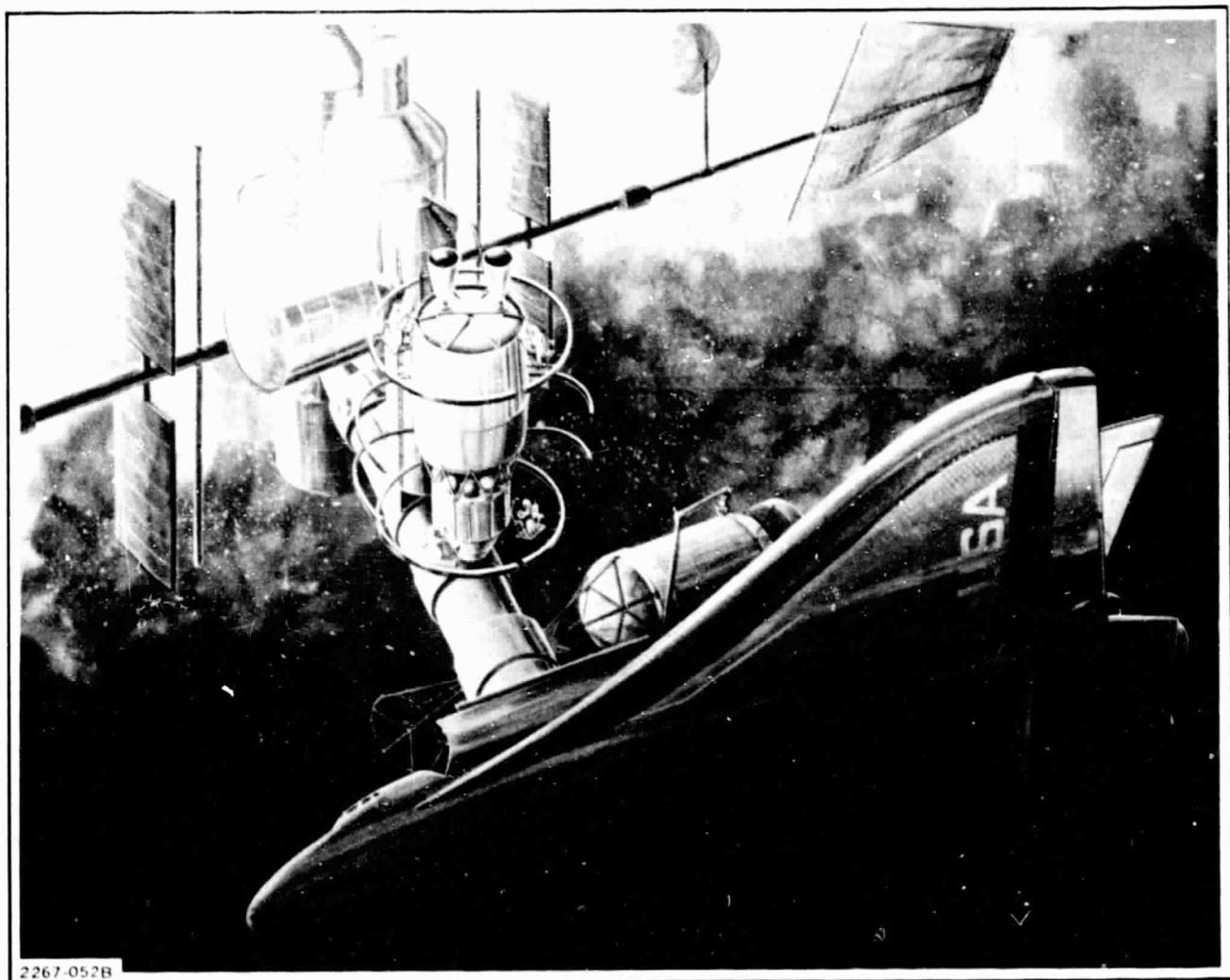


Fig. 4.14 SOC MOTV Turnaround Facility

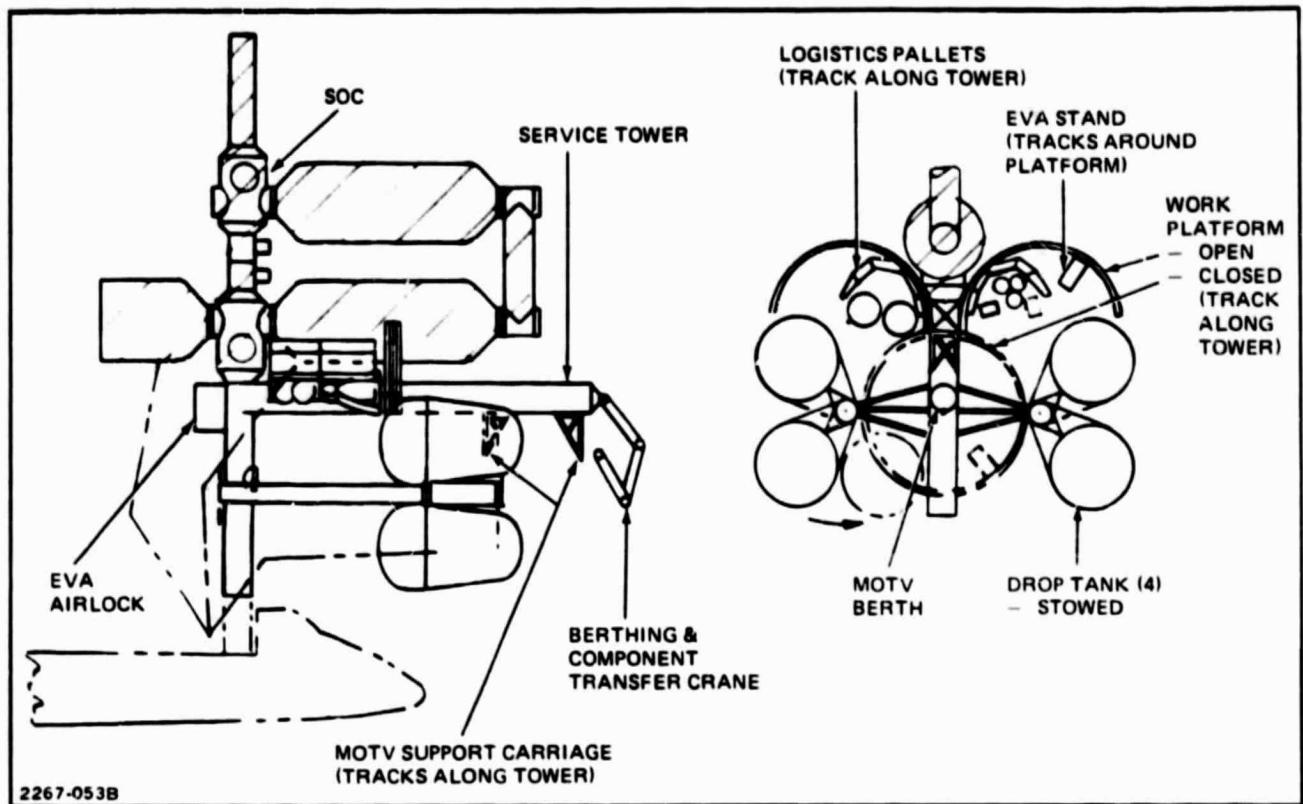


Fig. 4.15 MOTV Service Facility at SOC – EVA Servicing

the Shuttle while the MOTV is away on a mission, stowed clear of the work zone, then swung into mating position when required.

To perform tasks identified in the paragraph 4-4, 'shirtsleeve' scenarios, Fig. 4.16 shows a facility where the turnaround crew work in a pressurizable hangar. It is similar in layout to the facility for EVA servicing except for the hangar. Logistics are now contained in a pressurized module which is docked to the hangar. Work platforms no longer run up the service tower; they are located inside the hangar.

4.4.2 Baseline Support Equipment Requirements

Figures 4.17 and .19 provide baseline support equipment for the recommended ground and SOC turnaround mix illustrated in Fig. 4.1.

Figure 4.17 shows the type of transportation, mechanical and fluid, that would be required to support the proposed SOC/GND mix of maintenance activities recommended. It shows a significant drop in the use of transportation and mechanical equipment required at SOC. The reduction in this type of equipment is possible because of the reduction in handling and other mechanical activity in SOC, plus the incorporation of SOC facility capability for related functions.

Figure 4.18 illustrates the kind of avionics support equipment required to support the proposed SOC/GND activities. The significant reduction in SOC equipment is based on the absence of detailed calibrations and performance tests conducted at SOC, these would be accomplished only on the ground, and the assumption that the vehicle Operational Flight Instrumentation System (OFIS) can check the health and status of all subsystems and identify inoperable LRUs.

4.4.3 Baseline Manpower Support Requirements

Tables 4.13 and 4.14 provide a baseline estimate of the ground and SOC manpower required to support the type of maintenance activities conducted at each facility. The ground crew would work on a two shift basis during overhaul. The SOC crew would work a single shift for post flight and periodic maintenance.

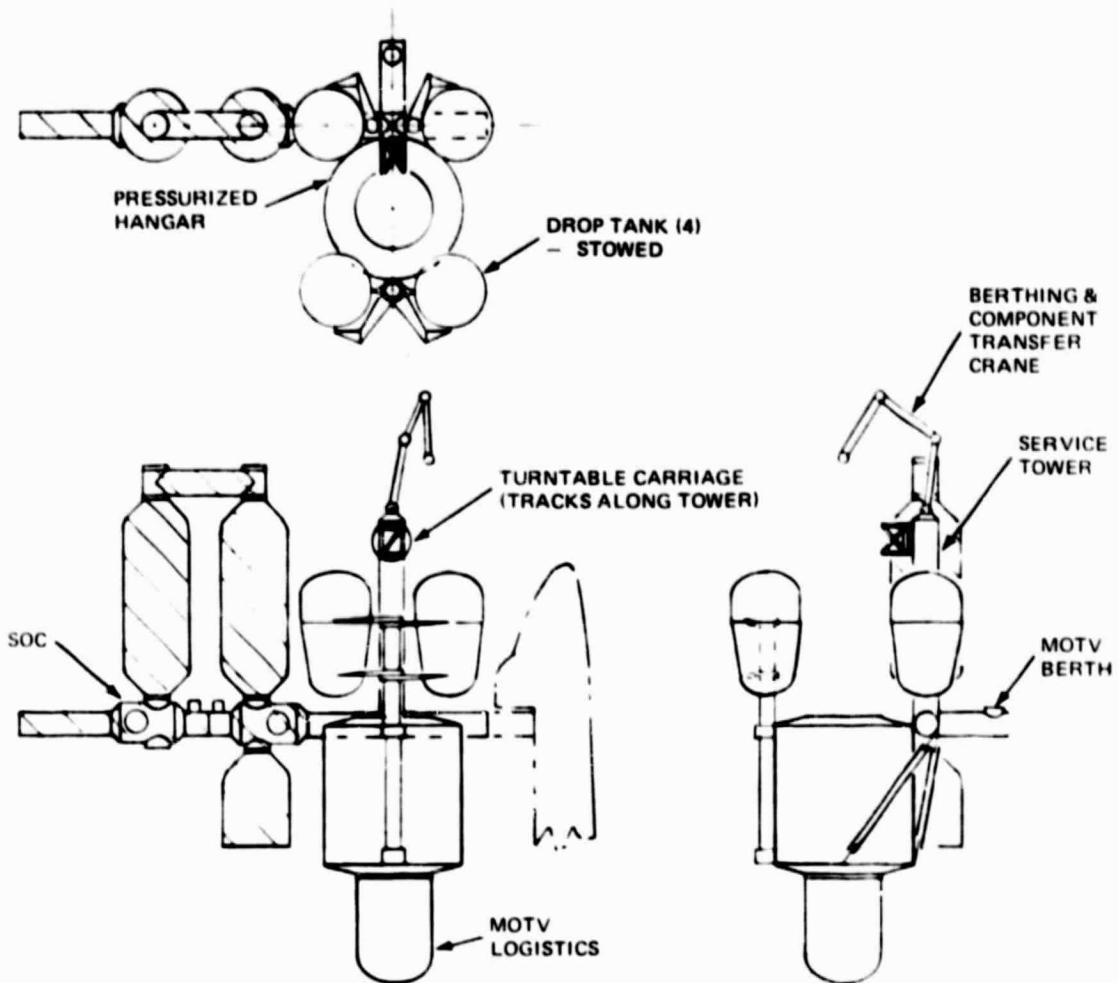


Fig. 4.16 MOTV Service Facility at SOC – Shirtsleeve Servicing

SUPPORT EQUIPMENT	GND	SOC	FLUID SUPPORT EQUIPMENT	GND	SOC
● TRANSPORTATION					
1) DROP TANK TRANSPORTERS (2)	X		1) CABIN AIR SUPPLY UNIT (800 + 800 = 1600 x 35)	X	X
2) DROP TANK ENVIRONMENTAL COVERS (2)	X		2) COOLING UNIT	X	X
3) DROP TANK SHIPPING CONTAINERS (2)	X		3) CABIN LEAK TEST UNIT	X	X
4) TRANSPORTATION TIEDOWN SET	X		4) ECLSS CHECKOUT CART (1100 + 1000)	X	X
5) TRANSPORTER COOLING & PRESS. UNIT (3)	X		5) GOX SERVICE UNIT	X	X
6) CORE MODULE TRANSPORTER	X		6) GN ₂ SERVICE UNIT	X	X
7) CORE MODULE ENVIRONMENTAL COVER	X		7) N ₂ PURGE SYSTEM	X	X
8) CORE MODULE SHIPPING CONTAINER	X		8) CYRO SYSTEMS C/O UNIT	X	
● MECHANICAL	X		9) WATER STORAGE & TRANSFER UNIT	X	X
1) MOTV & INDEXED TURNTABLE		X	10) GOX SYSTEM VACUUM PUMP	X	X
2) MOTV, PROP CORE, CREW MOD & TNK HANDLG FIXTURE	X	X	11) WATER SYSTEM VACUUM PUMP	X	X
3) CREW COMPARTMENT SLING	X	X	12) LEAK DETECTOR CART	X	X
4) DROP TAN: CORE MODULE SLING SET	X		13) PROPULSION SYSTEM C/O UNIT	X	X
5) DROP TANK SUPPORT RINGS (2)	X	X	14) HELIUM PRESSURIZATION UNIT	X	X
6) WORKSTANDS - DROP TANK/CORE CREW MODULE	X	X	15) PURGE & DRYING CART	X	X
7) ENGINE DOLLY (2)	X		16) FUEL CELL VACUUM PUMP	X	X
8) ENGINE INSTALLATION TOOLS	X		17) FUEL CELL SERVICING UNIT	X	X
9) MODULE INSTALLATION FIXTURES (4)	X		18) WASTE MGMT SYST SERVICING UNIT	X	X
10) INTEGRATED ASSEMBLY WORKSTAND	X		19) Q.D./FILTER SET	X	X
11) CORE MODULE SUPPORT RING	X	X			
12) ENGINE THROAT PLUGS (2)	X				
13) PYRO SIMULATOR SET (1)	X	X			
14) SOLAR ARRAY INSTALLATION TOOL	X				
15) SOLAR ARRAY DEPLOYMENT FIXTURE	X				
16) LRU SOC REPLACEMENT TOOLS		X			
17) INSPECTION TOOLS	X	X			

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Fig. 4.17 Transportation, Mechanical, Fluids Transportation Support Equipment Reqmts – Gnd & SOC Turnaround

SUPPORT EQUIPMENT	GROUND BASED	SOC	SUPPORT EQUIPMENT	GROUND BASED	SOC
1) CAUTION & WARNING ELECTRONIC ASSEMBLY STIMULUS GENERATOR	X		17) CONSTANT CURRENT BATTERY CHARGER	X	
2) RENDEZVOUS RADAR TEST BENCH	X	X	18) INVERTER SIMULATOR	X	
3) ATTITUDE CONTROL & DETERMINATION TEST STATION	X		19) ELECTRICAL LOAD SIMULATOR	X	
4) COMMUNICATION CHECKOUT & MAINTENANCE TEST STATION	X		20) VEHICLE GROUND POWER SUPPLY	X	X
5) AUDIO CENTER TEST STATION	X		21) BATTERY MAINTENANCE TEST STATION	X	
6) DISPLAY & CONTROL CONSOLE	X		22) ENVIRONMENTAL CONTROL SYSTEM TEST STATION	X	X
7) PULSE CODE MODULATION & TIMING EQUIPMENT	X		23) REACTION CONTROL SYSTEMS CONTROL STATION	X	
8) INSTRUMENTATION STIMULUS GENERATOR	X	X	24) HELIUM PRESSURIZATION CONTROL UNIT	X	X
9) S/C STATUS ACQUISITION SYSTEM	X		25) RCS PRESSURIZATION CONTROL STATION	X	
10) TV SYSTEM TEST SET	X		26) RCS FIRING CONTROL STATION	X	
11) S BAND UPLINK AND DOWNLINK TEST SET	X	X	27) MAIN PROPULSION ELECTRICAL TEST SET	X	X
12) S BAND, X BAND, KU BAND ANTENNA MAINT TEST STATION	X		28) DIAGNOSTIC AUTOMATED TEST COMPUTER		
13) DISPLAYS & CONTROL MAINTENANCE TEST STATION	X		29) DIAGNOSTIC COMPUTER DISPLAY		
14) PRN RANGING TEST SET	X		30) COMPUTER KEYBOARD CALL UP		
15) X BAND DOWNLINK DATA TEST SET	X		31) POWER SOURCES SIMULATOR		
16) DC TRANSIENT VOLTAGE POWER SUPPLY	X		32) BATTERY CHECKOUT TEST DIAGNOSTIC STATION		
2267-056B					

Fig. 4.18 Avionics Support Equipment Reqsmts – Gnd & SOC Turnaround

TABLE 4.13 GROUND OVERHAUL MAINTENANCE MANPOWER REQUIRED

ACTIVITY AREA	MAINT PREPS	MAINTENANCE	INTEGRATE	PREP FOR MOVE
INSIDE CABIN	(2) 1 TECH, 1 ENG.	(2) TECH, 1 ENG.	(1) ENG.	(2) TECHS
OUTSIDE CABIN	(2) TECHS	(2) TECHS		(2) TECHS
AROUND INTERSTAGE	(1) TECH	(2) TECHS		(1) TECH
AROUND CORE	(2) TECHS	(2) TECHS		(2) TECHS
LPS (CONSOLE)		(2) SYS ENG.		
MAINT ANALYSIS CNTR		(4) SUBSYSTEM SPECIALIST		
GSE	(2) TECHS	(2) TECHS		(2) TECHS
DROP TANKS			(2) TECHS	
QC	(1)	(2)	(1)	(1)
MAINT DIRECTOR		(1)		
CRANE OPERATOR			(1)	
PHOTOGRAPHER		(1)		
PEAK MANPOWER TOTALS	10	20	4	10
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TABLE 4.14 SOC POST FLIGHT AND PERIODIC MAINTENANCE MANPOWER REQUIRED

ACTIVITY LOCATION	MAINT PREP	MAINTENANCE	ASS'BLY & REFUEL	FINAL MISSION PREPS
@ SOC INSIDE CABIN OUTSIDE EVA	1 2	1 2	1 2	2*
ON GND DIRECT SUPPORT LPS CONSOLE SYSTEMS SPECIALIST	1	1 1	1 1	1
ON GND ON CALL		PROP, AVIONICS, ENGINE, & LOGISTICS SPECIALISTS	PROP SPECIALIST	
TOTALS DIRECT SOC PERSONNEL GND PERSONNEL	3 1	3 1	3 1	0 1
'MOTV CREW MEN				
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