

9 *Safety*

9.1 *Introduction*

EUROCKOT is responsible for establishing safety regulations and for ensuring that the spacecraft, ground support equipment and launch site operations are in compliance with the requirements of the standards of the Russian Federation and of countries where the spacecraft and support equipment are developed (for more detailed information refer to the EUROCKOT Safety Handbook, EHB-0004). The purpose of such regulations is to ensure the safety of the environment, population, service personnel, ground equipment/facilities and the Rocket launch vehicle.

It is the responsibility of the Spacecraft Contractor or Customer to ensure compliance with such requirements in the design of the spacecraft, ground support equipment and applicable processes. This must be documented via safety submissions to EUROCKOT which contain descriptions and definitions of the hazardous systems and operations of the spacecraft and its associated support equipment. EUROCKOT will provide a reply to each of these safety submissions. A successful conclusion to phase III safety submissions results in the issue of a launch licence.

9.2 *Submission Procedure*

To ensure early identification of the constraints of the safety requirements upon the spacecraft, support equipment

design and operations, the safety submissions are split into three phases with the initial phase I undertaken as soon as possible after contract signature. This allows the Spacecraft Contractor or Customer sufficient time to take into account design constraints and measures necessary to meet the regulations and reduce the impact of having to make costly design changes late in the project. Figure 9-1 provides a schematic view of the submissions process.

It should be noted that the phased safety submission procedure described in the following sections is a generic description for a spacecraft under development. For existing spacecraft designs, such a safety submissions process can be streamlined.

9.2.1 *Phase I Safety Submission*

The Spacecraft Manufacturer or Customer prepares a file containing all the documents necessary to inform EUROCKOT of its plans with respect to hazardous systems. The file must contain a description of the hazardous systems and a reply to a hazardous items check-list supplied by EUROCKOT.

The document must cover all safety-related activities such as component choice, safety and warning devices, risk analysis for catastrophic events and in general all data enabling the risk level to be evaluated.

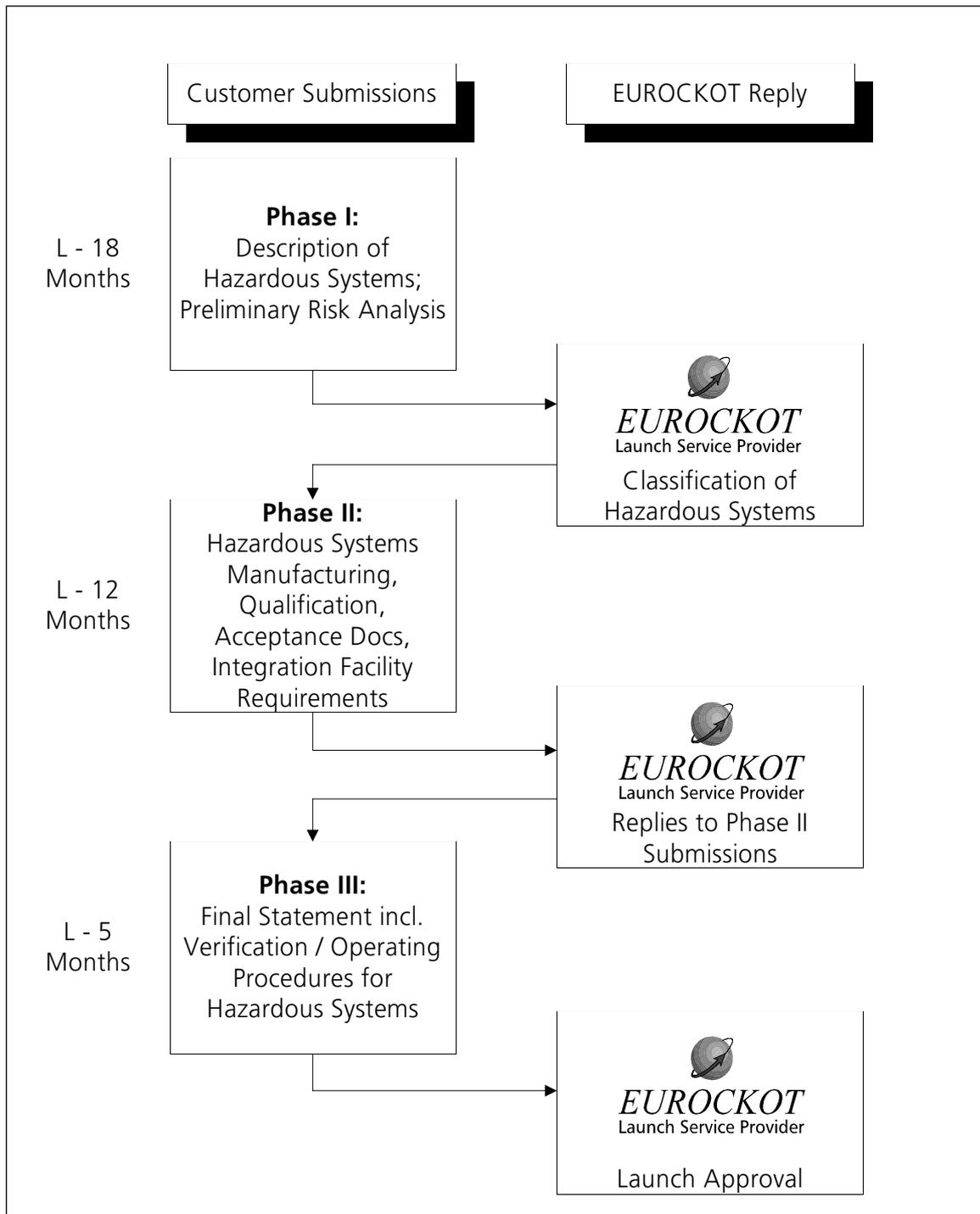


Figure 9-1: Safety Submission Phases

EUROCKOT will study this submission, classify the hazardous systems described and declare any special requirements imposed by the Flight/

Ground Safety departments. A detailed check list of potential hazardous items can be found in the EUROCKOT Safety Handbook, EHB-0004.

9.2.2 *Phase II Safety Submission*

The Spacecraft Manufacturer or Customer submits the hazardous systems manufacturing, qualification and acceptance documentation as soon as it becomes available. It must satisfy the requirements laid down by EUROCKOT at the end of phase I. This documentation states the requirements for providing spacecraft integration facility equipment and operations to be used during the launch campaign and all other documents required by EUROCKOT during phase I and phase II submissions. It also defines the policy for checking and operating all systems classified as hazardous.

EUROCKOT checks that the documentation supplied in phase II complies with the requirements specified in phase I, states its intentions concerning verification of systems classified as hazardous, and defines the draft procedure to be applied during spacecraft activities.

9.2.3 *Phase III Safety Submission*

The final safety submission must result in a statement accompanied by a data package encompassing the complete results arising from phases I and II, including EUROCKOT's replies to the submissions. In addition, the Spacecraft Manufacturer or Customer must submit a data package containing a final verification plan and operations procedures for systems described as hazardous.

9.3 *Safety Submission Contents and Requirements*

A detailed description of the format, contents and requirements for the safety submissions is given in the EUROCKOT Safety Handbook EHB-0004. As a minimum, the format and data described below must be presented at the safety review, phase III, but no later than five months prior to launch. The final statement must take into account the responses from EUROCKOT to the safety submissions made in phases I and II.

9.3.1 *Release of Safety Statements*

The statement is the official document from the Spacecraft Manufacturer or Customer and is signed by senior management of the Spacecraft Manufacturer or Customer (e.g. Project Manager / Chief Designer of Spacecraft, Department Manager).

9.3.2 *Final Date for Submission*

The final safety statement must be submitted to EUROCKOT not later than five months before the spacecraft launch.

9.3.3 *Applicability*

The statements are presented for the following phases of operation:

- Operations with spacecraft and ground support equipment at the technical complex and launch complex
- Flight of the spacecraft as a part of the launch vehicle from moment of launch up to the spacecraft separation from the third stage.

9.3.4 *Identification of Statements*

The statements are prepared in separate lists and must include the following information:

- Safety statement name and its designation number
- Name of the company which presented this statement
- Name and post of the person who is responsible for it
- Date of submission

9.4 *Spacecraft Safety Data Package Contents*

The data package which confirms the operational safety of the spacecraft and its support equipment must be attached to the safety statement.

The package of data on safety concerning the spacecraft operation

must include data as described in Sections 9.4.1 and 9.4.2.

9.4.1 *Hazardous Systems*

Please refer to the EUROCKOT Safety Handbook EHB-0004 for a more detailed list and description of hazardous systems.

9.4.2 *Guidelines for Safety Analyses*

Analyses must be undertaken concerning the safety of the spacecraft and the support equipment during the following phases of operation:

- Operations with the spacecraft and support equipment at the technical complex and launch complex
- During the flight of the spacecraft as a part of the launch vehicle, beginning with the moment of launch up to spacecraft separation from the third stage.

9.4.2.1 *Overall Assessment of Risk and Severity*

The results of the safety analyses of the spacecraft and the support equipment and operations at the technical and launch complex are used to assess the overall safety of pre-launch operations.

The results of the safety analyses on the spacecraft during flight up to separation from the launch vehicle third stage are used to assess the overall safety of the flight phase of *Rocket*.

The safety of such phases is determined by the severity of the failure, classified as catastrophic and critical failures.

A *catastrophic failure* is defined as the total loss of the launch vehicle and/or spacecraft / support equipment and/or severe injury or loss of life to service personnel and/or severe damage to the environment and population.

A *critical failure* is defined as a partial launch failure, aborted because of launch vehicle and/or spacecraft / support equipment failure and non-fatal injury to service personnel.

9.4.2.2 *Threat of Danger*

The potential threat of danger must be evaluated qualitatively by classification of the probabilities of such events occurring into categories ranging from "High" to "Remote".

9.4.2.3 *Prevention of Danger*

In the safety analyses of the spacecraft and support equipment, measures concerning prevention of dangers via the spacecraft design, technology and operational barriers must be shown.

The requirements for spacecraft safety must include the following:

- 1) Design and Characteristics:
Safety of spacecraft and support equipment via design measures and material characteristics such as:
 - Strength coefficients
 - Sealings/couplings (structure and quality) of umbilical connectors
 - Design and layout of the cable network insulation
- 2) Inhibits:
Safety inhibits of spacecraft and support equipment, concerning inadvertent operation of systems:
 - Inadvertent operation leading to a catastrophic failure must be inhibited by at least three independent mechanical or electrical inhibits (two-failure tolerant).
 - Inadvertent operation leading to a critical failure must be inhibited by at least two independent mechanical or electrical inhibits (one-failure tolerant).

9.4.2.4 *Reference Documents*

In the results of the analysis of the spacecraft or support equipment, there should be references to design and operational documentation, to procedures on equipment and system level, to existing statistics for previous space-

craft/equipment, or to verification by similarity. In analyses of emergency cases in which the spacecraft or equipment endangers the launch or technical complex or the launch vehicle during flight, any documents used as references in the assessment must be mentioned. In the event of any of the above-mentioned documents having classified status (secret) and being unable to be released, a non-secret version of the document should be provided.

9.5 *Non-compliance with Safety Requirements / Waivers*

If spacecraft does not correspond to the above-mentioned requirements, a waiver against these requirements will have to be established and approved at senior management level.

9.6 *Summary*

It must be shown as a result of the safety submissions described above that the spacecraft and its support equipment are subjected to analyses and tests which confirm their compatibility with the *Rocket* launch system for all phases from launch preparation, through the launch and ascent phase and up to spacecraft separation. The final submission (phase III) must be presented to EUROCKOT not later than five months prior to launch for approval.

It should be noted that EUROCKOT will work actively with and assist the Spacecraft Contractor or Customer to help them meet the safety regulations. For this purpose, EUROCKOT will interact with the Customer very early on in the mission integration process (phase I submission) to ensure that no surprises occur at a late date.

As a general rule, spacecraft designs meeting CSG (Kourou) or Eastern and Western Range 127-1 (EWR 127) safety requirements will meet the EUROCKOT safety requirements too.