

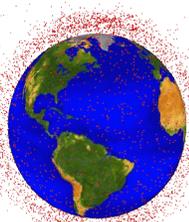


Orbital Debris Quarterly News

Volume 11, Issue 3
July 2007

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A publication of
The NASA Orbital Debris Program Office

UN Committee Accepts Space Debris Mitigation Guidelines

In February 2007 the Scientific and Technical Subcommittee (STSC) of the United Nations' Committee on the Peaceful Uses of Outer Space (COPUOS) completed a multi-year work plan with the adoption of a consensus set of space debris mitigation guidelines (Orbital Debris Quarterly News, 11-2, p.1). The full COPUOS, at its latest meeting in Vienna, Austria, during 6-15 June, has also accepted these guidelines.

COPUOS was established by the United Nations General Assembly in 1959 to review the scope of international cooperation in the peaceful

uses of outer space, to devise programs in this field to be undertaken under the auspices of the United Nations, to encourage continued research and the dissemination of information on outer space matters, and to study legal problems arising from the exploration of outer space. The membership of COPUOS now includes 67 Member States.

The STSC will continue to include space debris as an agenda item for its annual meetings. Beginning in 2008 Member States are encouraged to report their progress in implementing the new UN space debris mitigation guidelines. ♦

Detection of Debris from Chinese ASAT Test Increases; One Minor Fragmentation Event in Second Quarter of 2007

The extent of the debris cloud created by the destruction of the Fengyun-1C meteorological satellite on 11 January 2007 by a Chinese ballistic interceptor is becoming more apparent as routine and special radar observations of the fragments provide more data. By the end of June 2007 the U.S. Space Surveillance Network (SSN) was tracking more than 2200 objects with a size of at least 5 cm.

More than 1900 of these debris had been officially cataloged, making the event by far the worst satellite fragmentation of the space age. The Chinese anti-satellite (ASAT) test coupled with other satellite breakups in the first quarter of the year has resulted in an

increase of fragmentation debris in Earth orbit of an estimated 75% (Figure 1).

The Fengyun-1C debris cloud extends from 200 km to 4000 km in altitude, with the highest *continued on page 2*

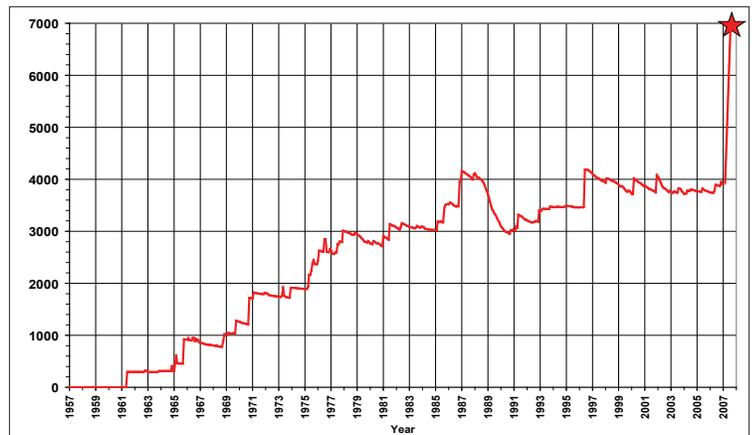


Figure 1. The total number of known fragmentation debris in Earth orbit increased by about 75% during the first quarter of 2007.

Detection of Debris

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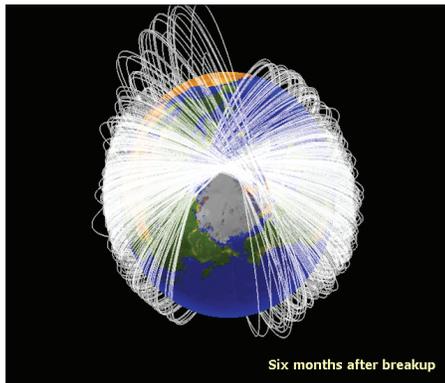


Figure 2. The debris cloud from the Fengyun-1C spacecraft is rapidly dispersing.

concentration near the breakup altitude of approximately 850 km. The debris orbits are rapidly spreading (Figure 2) and will essentially encircle the globe by the end of the year. Only a few known debris had reentered more than five months after the test, and the majority will remain in orbit for many decades.

The large number of debris from Fengyun-1C are posing greater collision risks for spacecraft operating in low Earth orbit. The number of close approaches has risen significantly. On 22 June, NASA's Terra spacecraft had to execute a collision avoidance maneuver to evade a fragment from Fengyun-1C that was on a trajectory which would have passed within 19 meters of Terra.

After a flurry of satellite breakups in the first quarter of 2007, the next three months witnessed only one minor fragmentation classified as an anomalous event. An anomalous event is normally characterized by the release

of only one or a few debris with very small separation velocities. The debris appear to "fall-off" their parent satellites, probably due to environmental degradation or small particle impacts (Johnson, 2004).

In April a new piece (U.S. Satellite Number 31408) from the derelict U.S. Seasat spacecraft (International Designator 1978-064A, U.S. Satellite Number 10967) was detected. This was the 15th debris from Seasat cataloged since 1983 and the fourth seen during the past four years (Figure 3). These debris exhibit a variety of ballistic coefficients, but all decay relatively rapidly compared to Seasat itself, which is in a stable, nearly circular orbit near 750 km. Additional debris have

been briefly detected from Seasat, but they have reentered prior to being cataloged. The source of the debris could be either the spacecraft or the Agena upper stage to which it is still attached.

Early in 2006 an anomalous event involving the 46-year-old Vanguard 3 was detected (Orbital Debris Quarterly News, 10-3, p. 2). A second piece has now been cataloged (U.S. Satellite Number

31405), and it is likely to have also separated from Vanguard 3 in 2006, possibly about the time of the first piece. The newly discovered debris is decaying at a slower pace than the debris seen last year, but both are falling back to Earth much faster than Vanguard 3 from its orbit of 500 km by 3300 km.

1. Johnson, N.L., "Environmentally-Induced Debris Sources", *Advances in Space Research*, Vol. 34 (2004), Issue 5, pp. 993-999. ♦

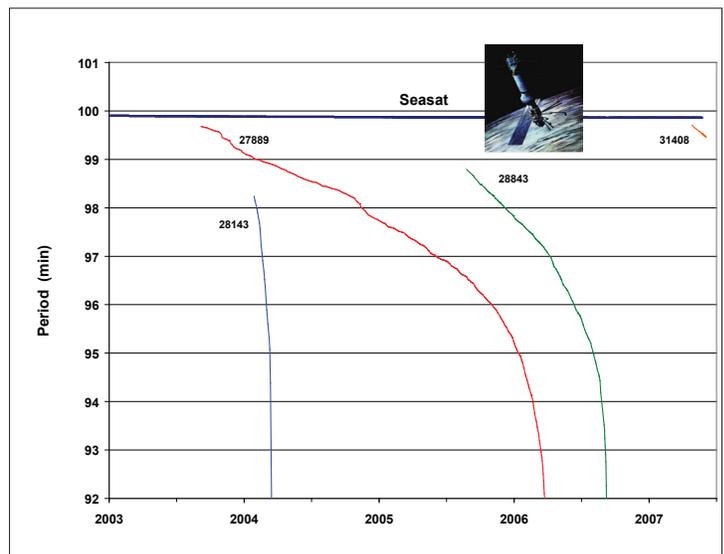


Figure 3. A new piece of debris separated from the Seasat spacecraft in early 2007.

PROJECT REVIEWS

Investigation of MMOD Impact on sts-115 Shuttle Payload Bay Door Radiator

J. HYDE, E. CHRISTIANSEN, D. LEAR, J. KERR, F. LYONS, J. YASENSKY

1. Introduction

The Orbiter radiator system consists of eight individual 4.6 m x 3.2 m panels located with four on each payload bay door. Forward panels #1 and #2 are 2.3 cm thick while the aft panels #3 and #4 have a smaller overall thickness of 1.3 cm. The honeycomb radiator panels consist of 0.028 cm thick Aluminum

2024-T81 facesheets and Al5056-H39 cores. The facesheets are topped with 0.005 in. (0.127 mm) silver-Teflon tape. The radiators are located on the inside of the shuttle payload

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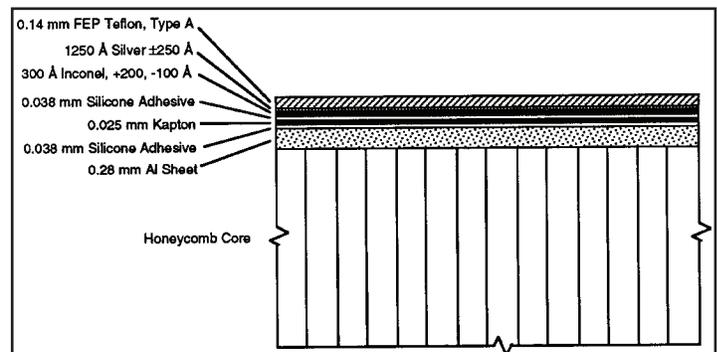


Figure 1 Cross section of orbiter radiator facesheet.

MMOD Impact

continued from page 2

bay doors, which are closed during ascent and reentry, limiting damage to the on-orbit portion of the mission.

2. Post Flight Inspection

Post-flight inspections at the Kennedy Space Center (KSC) following the STS-115 mission revealed a large micrometeoroid/orbital debris (MMOD) impact near the hinge line on the #4 starboard payload bay door radiator panel. The features of this impact make it the largest ever recorded on an orbiter payload bay door radiator. The general location of the damage site and the adjacent radiator panels can be seen in Figure 2. Initial measurements of the defect indicated that the hole in the facesheet was 0.108 in. (2.74 mm) in diameter. Figure 3 shows an image of the front side damage. Subsequent

observations revealed exit damage on the rear facesheet. Impact damage features on the rear facesheet included a 0.03 in. diameter hole (0.76 mm), a ~0.05 in. tall bulge (~1.3 mm), and a larger ~0.2 in. tall bulge (~5.1 mm) that exhibited a crack over 0.27 in. (6.8 mm) long. A large ~1 in. (25 mm) diameter region of the honeycomb core was also damaged. Refer to Figure 4 for an image of the backside damage

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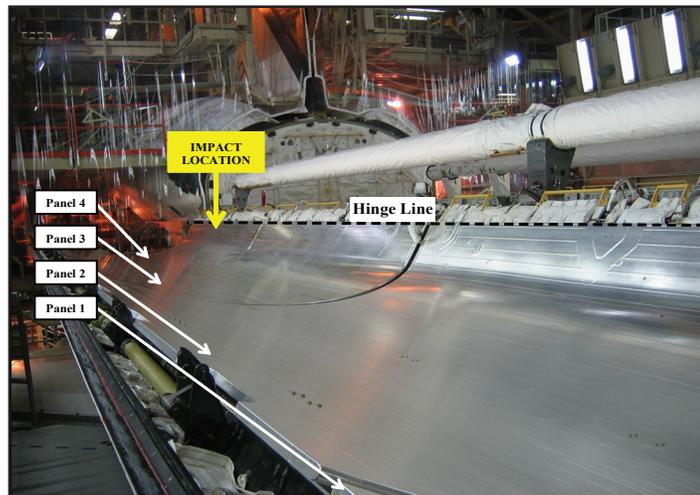


Figure 2. Orbiter payload bay door radiators (starboard panels 1-4 shown).

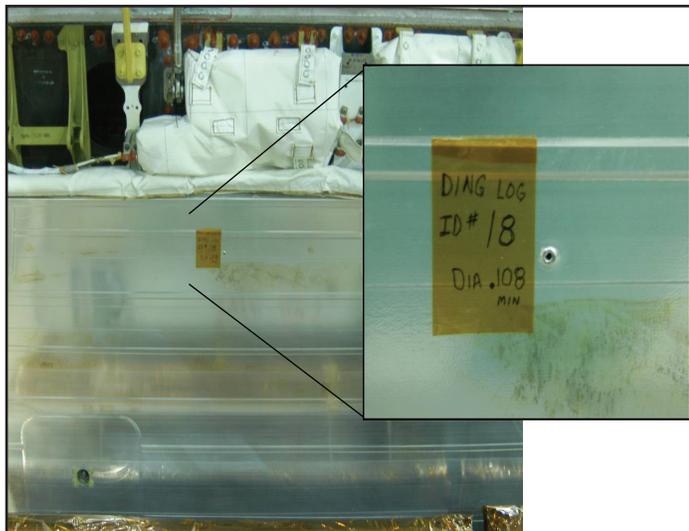


Figure 3. Front facesheet damage on starboard radiator #4.

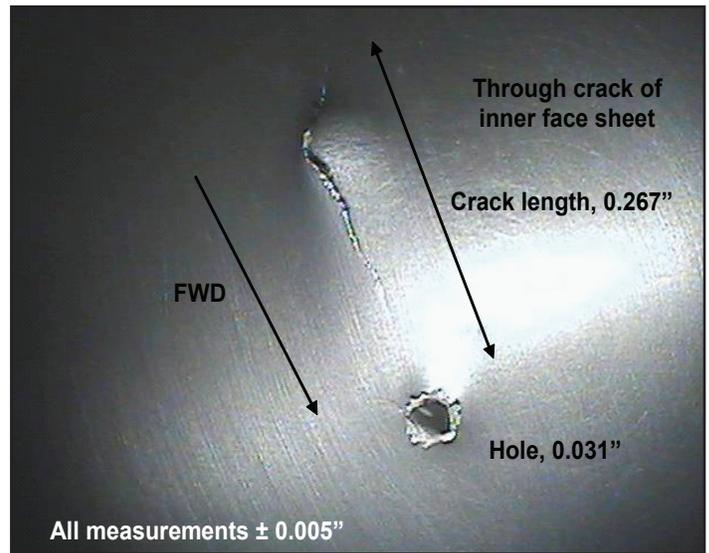


Figure 4. Rear facesheet damage on starboard radiator #4.

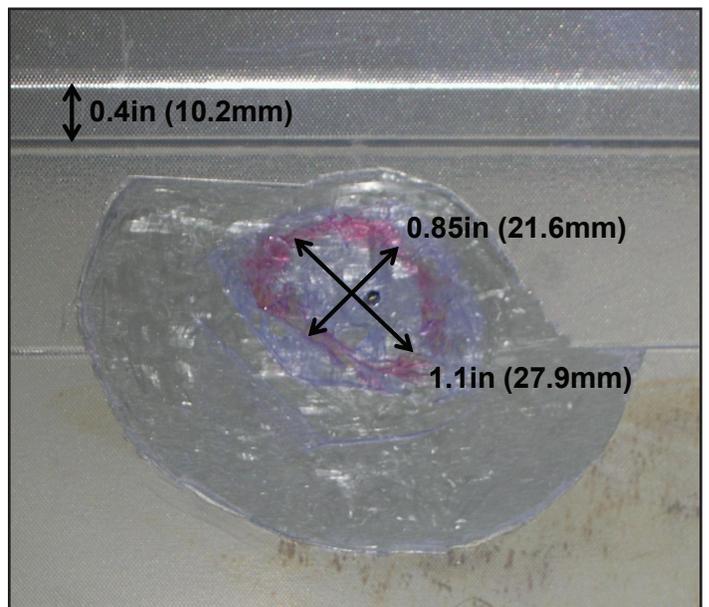


Figure 5. Front facesheet with thermal tape removed. Extent of damaged facesheet is highlighted.

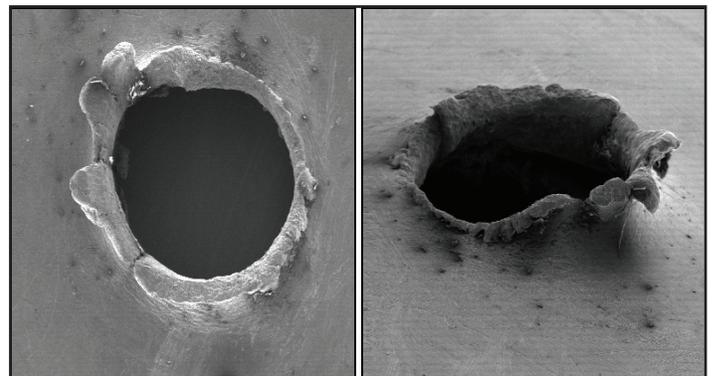


Figure 6. SEM images of hole in front facesheet. Asymmetric nature of lip can be seen in the oblique view.

MMOD Impact

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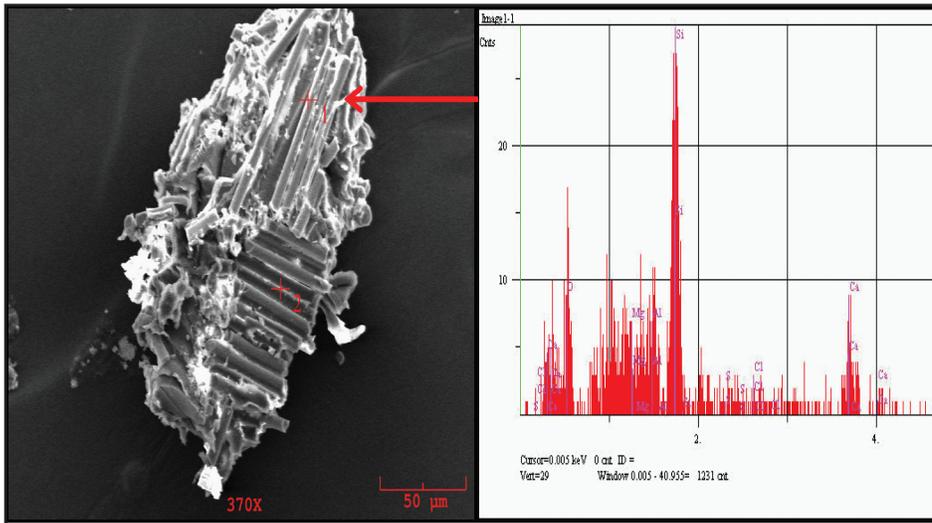


Figure 7. Example SEM image and EDS spectra of circuit board fragment.

entry hole in the facesheet. The asymmetric height of the lip may be attributed to projectile shape and impact angle. Numerous instances of a glass-fiber organic matrix composite were observed in the facesheet tape sample. The fibers were approximately 10 micrometers in diameter and variable lengths. EDS analysis indicated a composition of Mg, Ca, Al, Si, and O. Figures 7 and 8 present images of the fiber bundles, which were believed to be circuit board material based on similarity in fiber diameter, orientation, consistency, and composition.

4. Hypervelocity Impact Tests

A test program was initiated in an attempt to simulate the observed damage to the radiator facesheet and honeycomb. Twelve test shots were performed using projectiles cut from a

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Figure 8. SEM image of circuit board fragment.

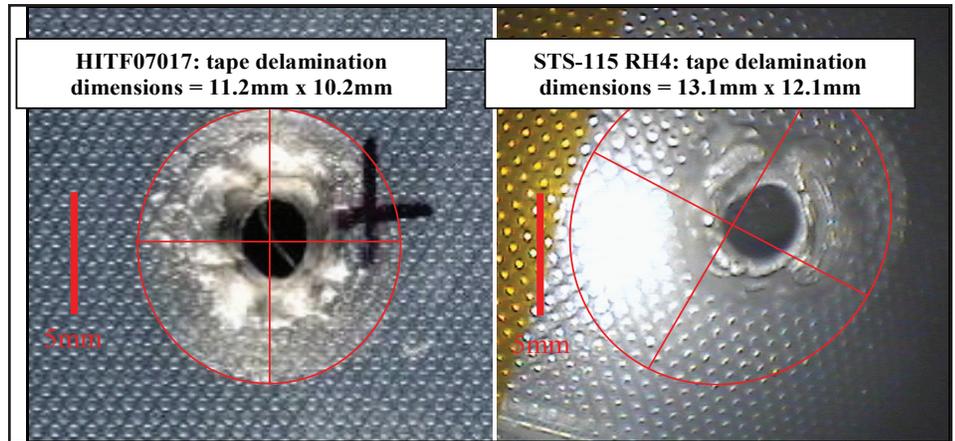


Figure 9. Entry hole in upper facesheet.

to the panel. No damage was found on thermal blankets or payload bay door structure under the radiator panel.

Figure 5 shows the front facesheet with the thermal tape removed. Ultrasound examination indicated a maximum facesheet debond extent of approximately 1 in. (25 mm) from the entry hole. X-ray examinations revealed damage to an estimated 31 honeycomb cells with an extent of 0.85 in. x 1.1 in. (21.6 x 27.9 mm).

3. SEM/EDS Analysis

Pieces of the radiator at and surrounding the impact site were recovered during the repair procedures at KSC. They included the thermal tape, front facesheet, honeycomb core, and rear facesheet. These articles were examined at JSC using a scanning electron microscope (SEM) with an energy dispersive x-ray spectrometer (EDS). Figure 6 shows SEM images of the

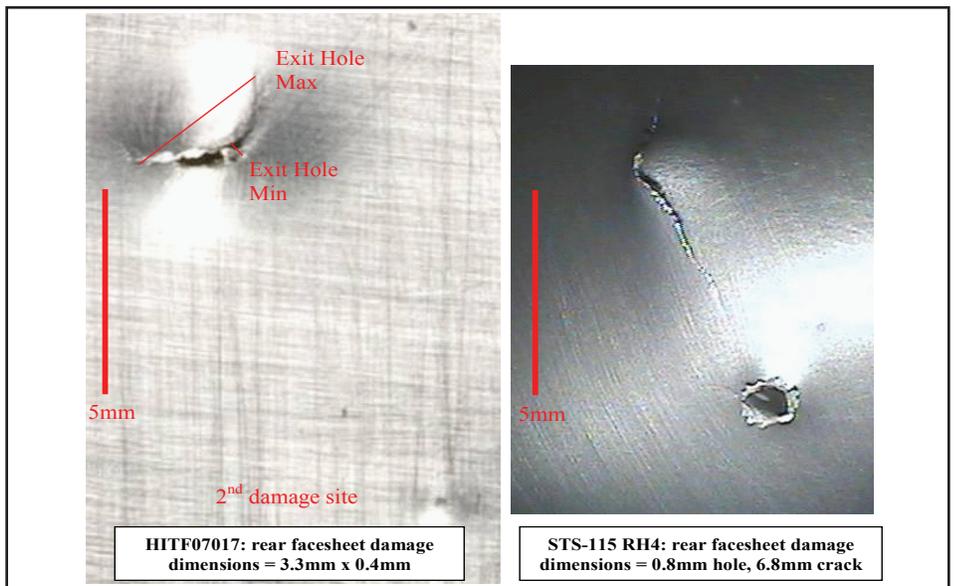


Figure 10. Exit hole in lower facesheet.

MMOD Impact

continued from page 4

1.6 mm thick fiberglass circuit board substrate panel. Results from test HITF07017, shown in figures 9 and 10, correlates with the observed impact features reasonably well. The test was performed at 4.14 km/sec with an impact angle of 45 degrees using a cylindrical projectile with a diameter and length of 1.25 mm. The fiberglass circuit board material had a density of 1.65 g/cm³, giving a projectile mass of 2.53 mg.

5. Impact Risk

An analysis was performed using the Bumper code to estimate the probability of impact to the shuttle from a 1.25 mm diameter particle. Table 1 shows a 1.6% chance (impact odds = 1 in 62) of a 1.25 mm or larger MMOD impact on the radiators of the vehicle during

a typical ISS mission. There is a 0.4% chance (impact odds = 1 in 260) that a 1.25 mm or larger MMOD particle would impact the RCC wing leading edge and nose cap during a typical mission. Figure 11 illustrates the vulnerable areas of the wing leading edge reinforced carbon-carbon (RCC), an area of the vehicle that is very sensitive to impact damage. The highlighted red, orange, yellow, and light green areas would be expected to experience critical damage if impacted by an OD particle such as the one that hit the RH4 radiator panel on STS-115. ♦

Table 1. MMOD impact risk for a typical shuttle mission to ISS from particles 1.25 mm and larger.

Region	MMOD Impact Risk	Odds of Impact
Upper TPS	7%	1 in 15
Lower TPS	1.7%	1 in 59
Radiators	1.6%	1 in 62
Wing Leading Edge and Nose Cap RCC	0.4%	1 in 260
Windows	0.04%	1 in 2500
Total Vehicle	10%	1 in 10

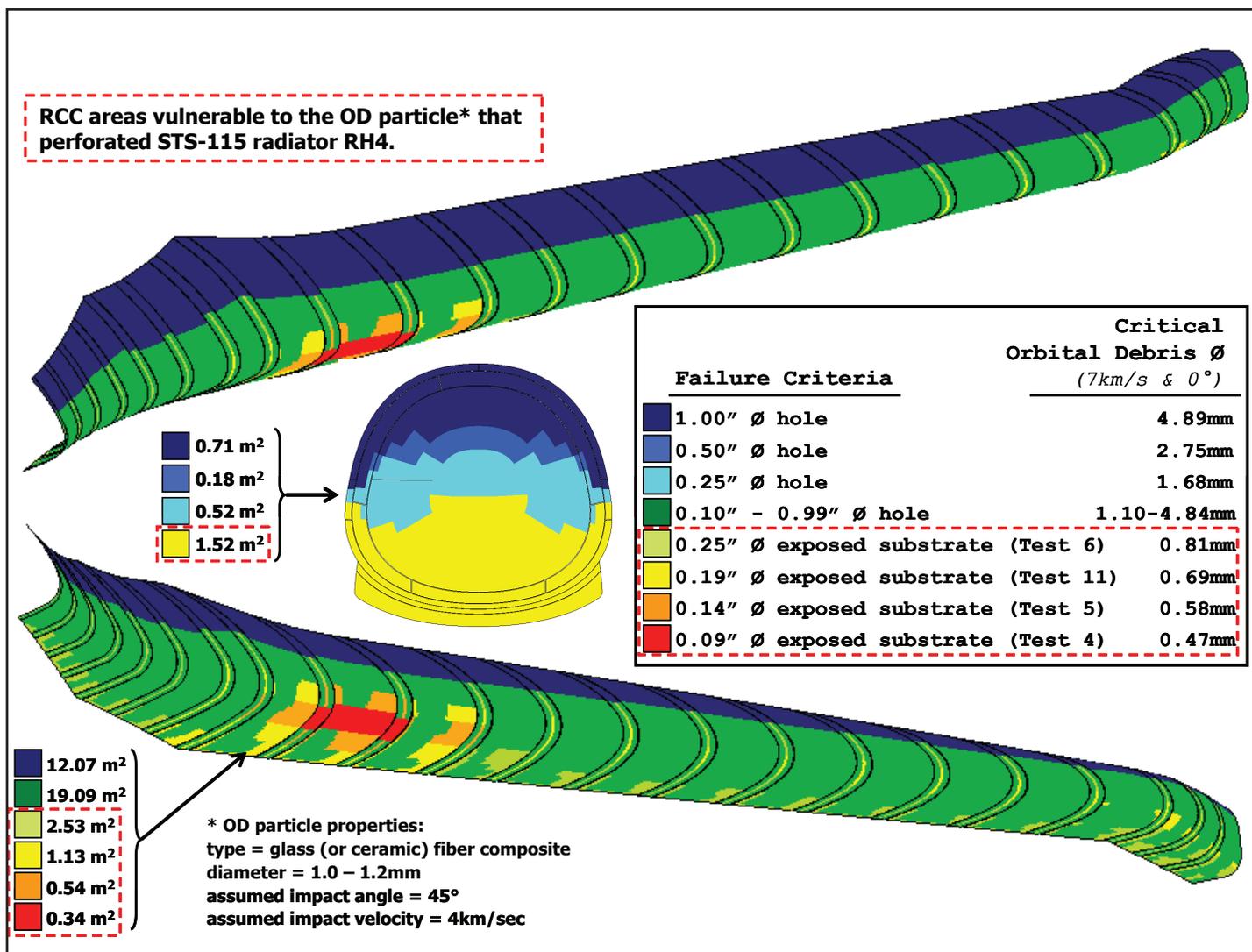


Figure 11. MMOD Failure Criteria for RCC: wing leading edge, nose cap and chin panel.

Optical Observations of GEO Debris with Two Telescopes

P. SEITZER, K. ABERCROMBY,
H. RODRIGUEZ, AND E. BARKER

For several years, the Michigan Orbital DEbris Survey Telescope (MODEST), the University of Michigan's 0.6/0.9-m Schmidt telescope on Cerro Tololo Inter-American Observatory in Chile has been used to survey the debris population at GEO in the visible regime. Magnitudes, positions, and angular rates are determined for GEO objects as they move across the telescope's field-of-view (FOV) during a 5-minute window.

This short window of time is not long enough to determine a full six parameter orbit so usually a circular orbit is assumed. A longer arc of time is necessary to determine eccentricity and to look for changes in the orbit with time. MODEST can follow objects in real-time, but only at the price of stopping survey operations. A second telescope would allow for longer arcs of orbit to obtain the full six orbital parameters, as well as assess the changes over time. An additional benefit of having a second telescope is the capability of obtaining BVRI colors of the faint targets, aiding efforts to determine the material type of faint debris.

For 14 nights in March 2007, two telescopes were used simultaneously to observe the GEO debris field. MODEST was used exclusively in survey mode. As objects were detected, they were handed off in near real-time to the Cerro Tololo 0.9-m telescope for follow-up observations. The goal was to determine orbits and colors for all objects fainter than $R = 15^{\text{th}}$ magnitude (corresponds to 1 meter in size assuming a 0.2 albedo) detected by MODEST. The hand-off process was completely functional during the final eight nights and follow-ups for objects from night-to-night were possible.

The cutoff magnitude level of 15^{th} was selected on the basis of an abrupt change in the observed angular rate distribution in the MODEST surveys. Objects brighter than 15^{th} magnitude tend to lie on a well defined locus in the angular rate plane (and have orbits in the catalog), while fainter objects fill the plane almost uniformly. We need to determine full six-parameter orbits to investigate what causes this change in observed angular rates. Are these faint objects either the same population of high area-to-mass (A/M) objects on eccentric orbits as discovered by the ESA Space Debris Telescope (Schildknecht, et al. 2004), or are they just normal debris from breakups in GEO?

Our success rate in handing off was greater than 85%, despite the very small FOV of

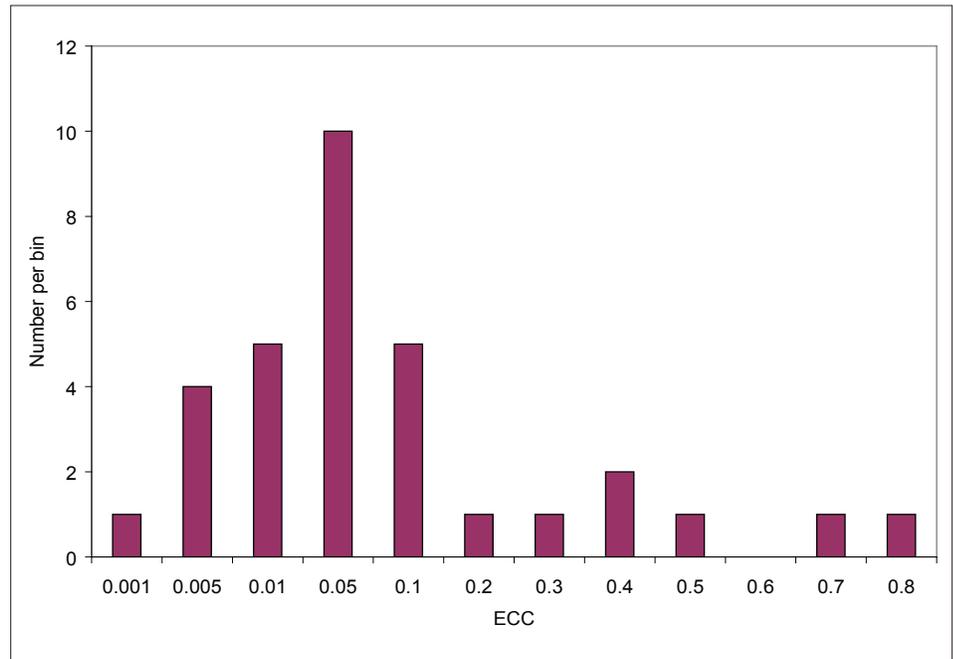


Figure 1. The histogram of all objects (32) for which enough data exists to determine a full six-parameter orbit without the a circular orbit assumption.

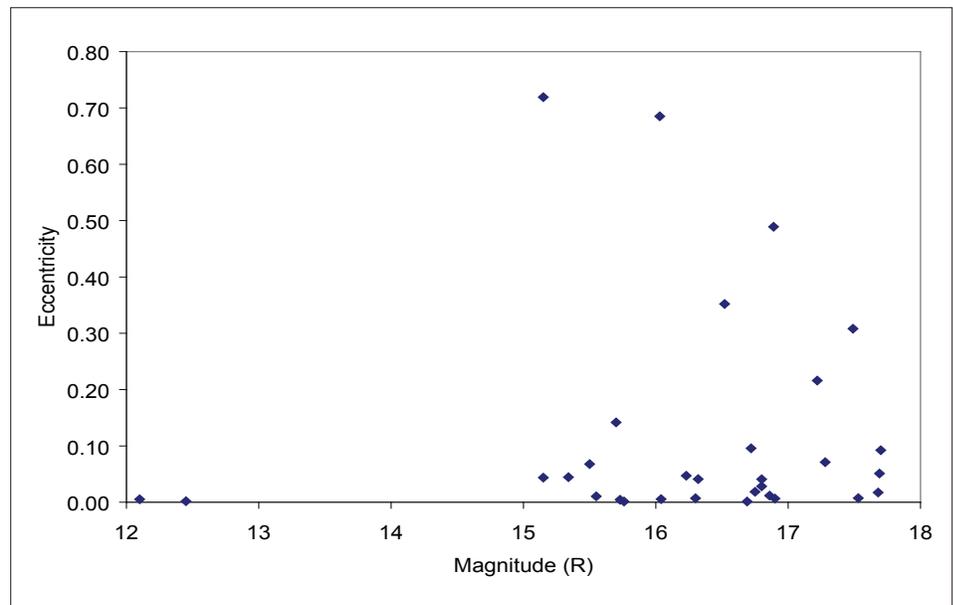


Figure 2. Eccentricity versus magnitude for each of the 32 objects for which a full six-parameter orbit was calculated.

the 0.9-m telescope (only 0.22° , compared with 1.3° for MODEST). The average time from last detection on MODEST to first detection on the 0.9-m telescope was 17 minutes; the quickest was 4 minutes. Thus, the statistical completeness of the follow-up sample is very high.

Figure 1 shows a histogram of the 32 objects for which enough data was collected to determine the full orbit parameters. The majority of the objects were in

circular orbits, but 20% of the objects had eccentricities greater than 0.2. Figure 2 depicts eccentricity versus magnitude and Figure 3 shows inclination versus right ascension of ascending node (RAAN) for the same set of objects.

The ability to run two telescopes simultaneously provides a very powerful probe of the GEO debris field. Initial observations indicate that we are seeing both a circular and

Optical Observations

continued from page 6

an eccentric debris populations. We look forward to continuing these observations in the future. Our next run is planned for November 2007.

1. Schildknecht, *et al.*, *Properties of the High Area-to-mass Ratio Space Debris Population in GEO*, AMOS Technical Conference Proceedings, Kihei, Hawaii, pp. 216-224, September 2-5, 2005. ♦

Visit the
NASA Orbital Debris
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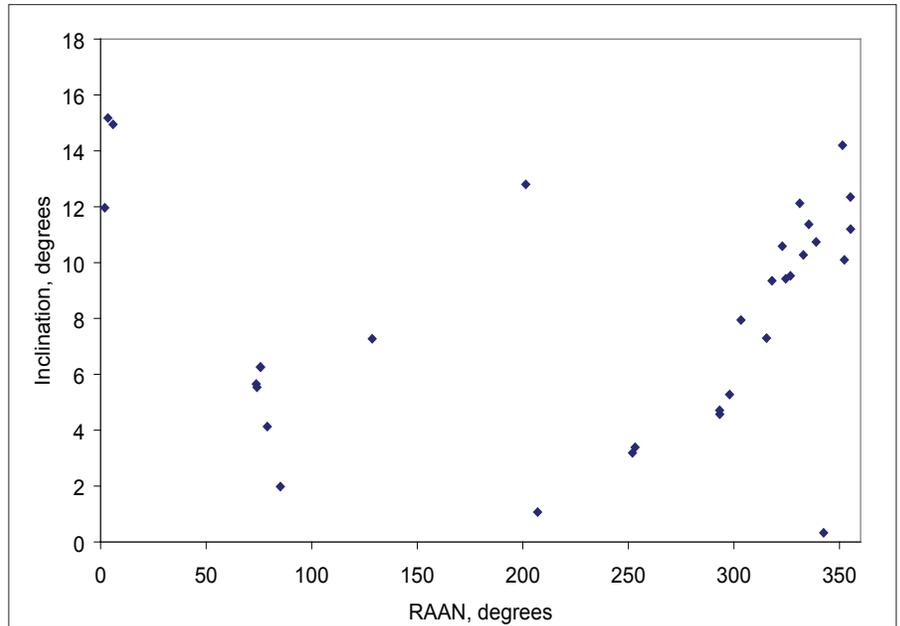


Figure 3. Inclination versus RAAN for each of the 32 objects in this specific dataset.

Optical Measurement Center Status

H. RODRIGUEZ, K. ABERCROMBY, M. MULROONEY, AND E. BARKER

Beginning in 2005, an optical measurement center (OMC) was created to measure the photometric signatures of debris pieces. Initially, the OMC was equipped with a 300 W xenon arc lamp, a SBIG 512 x 512 ST8X MEI CCD camera with standard Johnson filters, and a Lynx 6 robotic arm with five degrees of freedom¹. As research progressed, modifications were made to the equipment. A customized rotary table was built to overcome the robot's limitation of 180 degree wrist rotation and provide complete 360 degree rotation with little human interaction. This change allowed an initial phase angle (source-object-camera angle) of roughly 5 degrees to be adjusted to 7, 10, 15, 18, 20, 25, or 28 degrees. Additionally, the Johnson R and I CCD filters were replaced with the standard astronomical filters suite (Bessell R, I). In an effort to reduce object saturation, the two generic aperture stops were replaced with neutral density filters.

Initially data were taken with aluminum debris pieces from the European Space Operations Centre ESOC2 ground test and more recently with samples from a thermal multi-layered insulation (MLI) commonly used on rocket bodies and satellites. The ESOC2 data provided light curve analysis for one type of material but many different shapes, including flat, bent, curled, folded, and torn². The MLI samples are roughly the same size and shape, but have different surfaces that give

rise to interesting photometric light curves. In addition, filter photometry was conducted on the MLI pieces, a process that also will be used on the ESOC2 samples. While obtaining light curve data an anomalous drop in intensity was observed when the table revolved through the second 180 degree rotation. Investigation revealed that the robot's wrist rotation is not reliable past 80 degrees, thus the object may be at slightly different angles at the 180 degree transition. To limit this effect, the initial rotation position begins with the object's minimal surface area facing the camera.



Figure 1. Digital Images of sample MLI debris. Top images are part of the space-facing layer and the bottom images are part of the space-craft facing layer. The A/M for these samples is ~ 10 m²/kg.

The MLI used for the current study consists of space-facing copper-colored Kapton with an aluminized backing for the top and bottom layers and alternating layers of

DARCON or Nomex netting with aluminized Mylar for the middle layers. This material is significant to the study of space debris due to its high area-to-mass ratio (A/M) and the effect solar radiation pressure perturbations have on its orbital evolution. Measurements were taken at an 18 degree phase angle with one intact piece and three different layers of MLI, using the standard astronomical filters mentioned previously. The A/M ratios range from 8 to 43 m²/kg (3 m²/kg and greater is considered to be a high A/M). In Figure 1, a digital image of two pieces of MLI layering is displayed. The top left and right images are part of the outermost layer of MLI. The copper-colored Kapton is space-facing, while the silver color borders the interior MLI layers. The bottom left and right images are part of the spacecraft-facing MLI layer, with the copper-color Kapton facing the spacecraft while the silver color is positioned to the interior MLI layers.

The following figure shows an example of intensity versus rotation over 360 degrees for the intact piece of MLI (see Figure 2). The pseudo-debris piece was rotated through five degree increments at a seven degree phase angle. Filter photometry data was taken through all five filters mentioned previously. The two intensity maxima around 90 and 270 degrees correspond to the maximum surface area of the object facing the CCD camera. The object was rotated space-craft side first, then space-facing side during the remaining 180 degrees

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OMC Status

continued from page 7

of rotation. The structure in the light curve is due to the surface structure of the object — where the space-craft facing layer is more uniform in composition, while the space-facing layer has a mesh structure on the edges and a perforated flat surface in the middle. If one were to compare the light curve of MLI to a flat plate rotated at the same phase angle over a 360 rotation, one would see that the flat plate would also show a bimodal plot, but a with a smoothed plot exhibiting a sinusoidal character

In addition to photometric laboratory measurements, laboratory spectral measurements will be taken with the same MLI samples. Spectral data will be combined to match the wavelength region of photometric data so that a fiducial reference can be established for the photometric measurements. Spectral data of MLI shows a strong absorption feature near 4800 Angstroms, which is due to the copper color of Kapton. Space debris containing MLI may therefore be identified via telescopic observations employing either high resolution spectroscopy or narrow-band photometry. Furthermore, we will ascertain whether the absorption feature is sufficiently broad to enable identification via broad-band (R-B) photometry.

Using laboratory photometric and spectral measurements, an optical property database will be provided for an object with a high A/M made of similar materials to MLI. The benefits of this database for remote optical measurements of orbital debris will be shown

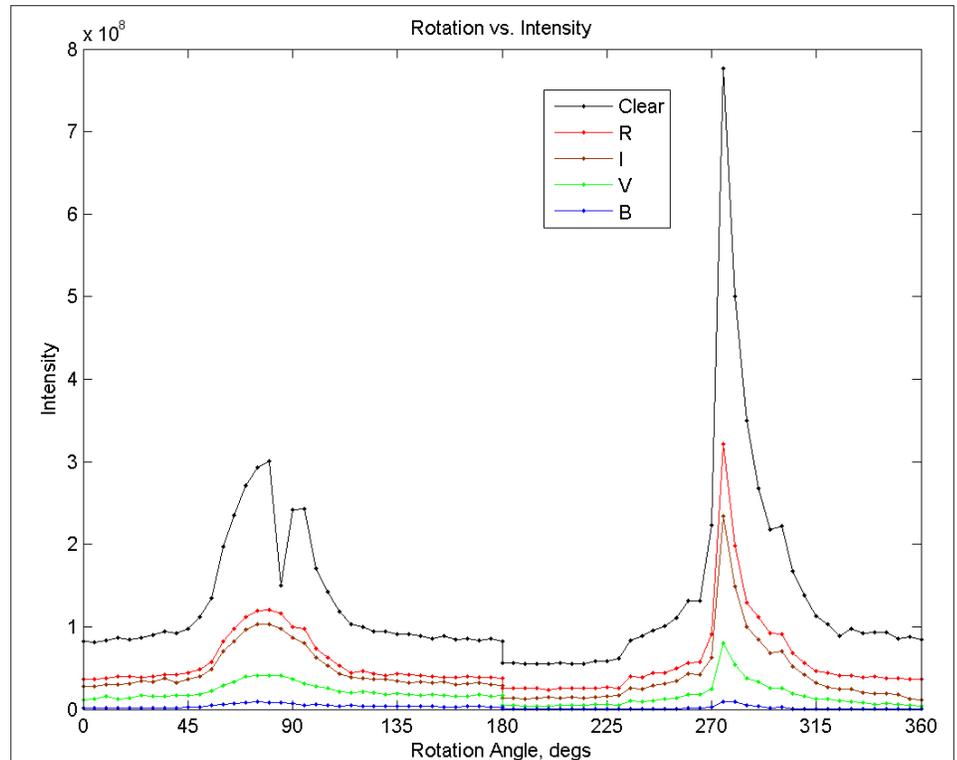


Figure 2. Intensity versus Rotation through five filters: Clear, Bessell R, Bessell I, Johnson B, and Johnson V.

by illustrating the optical properties expected for a high A/M object.

Future work will involve more complex rotations for different pieces of pseudo-debris and will incorporate other phase angles. An optical mirror is available for configuring the OMC for a 90 degree phase angle. The ongoing research is aimed towards developing an optical Size Estimation Model (SEM) comparable to the current radar SEM so that a better model may be obtained for the

orbital space environment.

1. Rodriguez, H.M., Abercromby, K. J., Jarvis, K. S., and Barker, E., Orbital Debris Photometric Study, ODQN, Vol. 10, Issue 2.
2. Rodriguez, H.M., Abercromby, K. J., Jarvis, K. S., and Barker, E., Using Light Curves to Characterize Size and Shape of Pseudo-Debris, 2006 AMOS Technical Conference, Maui, Hawaii, 10-14 September 2006. ♦

ABSTRACTS FROM THE NASA ORBITAL DEBRIS PROGRAM OFFICE

Second International Association for the Advancement of Space Safety (IAASS) Conference
14-16 May 2007, Chicago, Illinois, USA

The Disposal of Spacecraft and Launch Vehicle Stages in Low Earth Orbit

N. JOHNSON

As a result of the increasing number of debris in low Earth orbit (LEO), numerous national and international orbital debris mitigation guidelines recommend the removal of spacecraft and launch vehicle stages from LEO within 25 years after mission termination. The primary purpose of this action is to enhance space safety by significantly limiting the potential of future accidental collisions

resulting in the creation of large numbers of new orbital debris. Likewise, the passivation of these objects, i.e., the removal of residual stored energies, while they remain in orbit is important to prevent the generation of debris via self-induced explosions. Characteristics and trends in the growth of the derelict spacecraft and launch vehicle stage populations in LEO are examined.

Depending upon the final operational

altitude of the vehicle, achieving the goal of orbital lifetime reduction can influence the design and deployment philosophy of a new space system. Some spacecraft and launch vehicle stages have combined their end-of-mission passivation operations with maneuvers to vacate long-lived orbital regimes. Perhaps the most dramatic demonstration of this type occurred in 2006 when a U.S. Delta IV second

The Disposal of Spacecraft

continued from page 8

stage executed an unprecedented controlled-reentry maneuver from a circular orbit at an altitude near 850 km. For space systems in orbital regimes near the upper regions of LEO (i.e., between 1400 km and 2000 km altitude), maneuvers to place the vehicle above LEO might be more attractive than attempting to ensure an atmospheric reentry within 25 years, and at least one space system operator has selected this option. In some cases, careful consideration of natural orbital perturbations can also lead to reduced orbital lifetimes, although new launch constraints might need

to be imposed.

The most important passivation measures for a spacecraft or launch vehicle stage are (1) the removal (normally by burning or venting) of residual propellants and pressurants and (2) the electrical discharge of batteries and, if applicable, their disconnection from charging circuits. Several examples of how a number of countries and international organizations have already been working to responsibly dispose of LEO spacecraft and launch vehicle stages are presented.

On the other hand, the adoption of such

debris mitigation measures, although highly recommended, is not yet sufficiently practiced due to the design of the current generation of spacecraft and launch vehicles or due to other influences. Spacecraft with no maneuver capability and solid-propellant upper stages can pose serious challenges to compliance with disposal recommendations. As a class, small satellites, especially mini-, micro-, and pico-satellites, often fall short in their adherence to orbital debris mitigation guidelines. However, efforts are underway to identify cost-effective solutions. ♦

2007 Space Control Conference

1-3 May 2007, MIT Lincoln Laboratory, Lexington, Massachusetts, USA

GEO Population Estimates Using Optical Survey Data

E. BARKER, M. MATNEY

Optical survey data taken using the NASA Michigan Orbital Debris Survey Telescope (MODEST) gives us an opportunity to statistically sample faint object population in the Geosynchronous (GEO) and near-GEO environment. This paper will summarize the MODEST survey work that has been conducted by NASA since 2002, and will outline the techniques employed to arrive at the current population estimates in the GEO environment for dim objects difficult to detect and track using current systems in the Space Surveillance Network (SSN).

Some types of orbits have a higher detection rate based on what parts of the GEO belt are being observed; a straightforward statistical technique is used to debias these observations to arrive at an estimate of the total population potentially visible to the telescope. The size

and magnitude distributions of these fainter debris objects are markedly different from the catalogued population.

GEO debris consists of at least two different populations, one which follows the standard breakup power law and one which has anomalously high Area-to-Mass Ratios (1 to ~30 m²/kg; a sheet of paper = ~13 m²/kg).

The Inter-Agency Space Debris Coordination Committee (IADC) is investigating objects in GEO orbits with anomalously high Area-to-Mass Ratios (AMRs). The ESA Space Debris Telescope discovered this population and defined its general properties [inclinations (0 to 30 degrees), changing eccentricities (0 and 0.6), and mean motions (~1 rev)]. The accepted interpretation of this orbital behavior is that solar radiation pressure drives the perturbations causing time dependent inclinations and eccentricities. The orbital parameters are

unstable for this population and thus difficult to predict. Their dim visual magnitudes and photometric variability make observations a challenge. The IADC has enlisted a series of observatories (participating institutions: University of Michigan/CTIO, Astronomical Institute University of Bern, Boeing LTS/AMOS, Keldysh Institute of Applied Mathematics) at different longitudes. Complete observational coverage over periods of days to months will provide a better understanding of the properties, such as solar radiation pressure effects on orbital elements, size, shape, attitude, color variations, and spectral characteristics.

Results from recent observational programs will be summarized, and includes a description of the orbit elements prediction processes, a summary of the metric tracking performance, and some photometric characteristics of this class of debris.

UPCOMING MEETINGS

10-14 September 2007: 2007 Advanced Maui Optical and Space (AMOS) Surveillance Technologies Conference, Wailea, Maui, Hawaii, USA.

The 2007 AMOS Conference will cover various topics in adaptive optics, astronomy, imaging, lasers, metrics, non-resolved object characterization, orbital debris, Pan-STARRS, SSA programs and systems, and telescopes and sensors. Additional information on the conference is available at <http://www.amostech.com>.

23-27 September 2007: Hypervelocity Impact Symposium (HVIS), Williamsburg, Virginia, USA.

This biennial symposium is dedicated to enabling and promoting an understanding of the basic physics of high velocity impact and related technical areas, including spacecraft shielding design and orbital debris environment. More information can be obtained at http://hvis.org/HVIS_07/index.html.

24-28 September 2007: The 58th International Astronautical Congress, Hyderabad, India.

A Space Debris Symposium is planned for the congress. The three scheduled sessions will address the complete spectrum of technical issues of space debris, including measurements and space surveillance, modeling, risk assessment, reentry, hypervelocity impacts, protection, mitigation, and standards. Additional information on the Congress is available at <http://www.iacon2007.org>.

INTERNATIONAL SPACE MISSIONS

July - 24 September 2006

ORBITAL BOX SCORE

(as of 20 SEP 2006, as cataloged by
US SPACE SURVEILLANCE NETWORK)

International Designator	Payloads	Country/ Organization	Perigee (KM)	Apogee (KM)	Inclination (DEG)	Earth Orbital Rocket Bodies	Other Cataloged Debris
2006-042A	NAVSTAR 58 (USA 190)	USA	20014	20349	55.0	2	0
2006-043A	DIRECTV 9S	USA	35775	35798	0.0	1	1
2006-043B	OPTUS D1	AUSTRALIA	35772	35802	0.0		
2006-043C	LDREX 2	JAPAN	261	35568	7.0		
2006-044A	METOP-A	ESA	820	821	98.7	1	0
2006-045A	PROGRESS-M 58	RUSSIA	325	357	51.6		
2006-046A	SJ-6C	CHINA	594	599	97.7	1	3
2006-046B	SJ-6D	CHINA	598		7		
2006-047A	STEREO A	USA				1	1
2006-047B	STEREO B	USA					
2006-048A	SINOSAT 2	CHINA				1	0
2006-049A	XM-4					1	0
2006-050A	DMSP 5D-3 F17				8.8	1	66
2006-051A	ARABSAT 4*				0.0	1	1
2006-052A	NAVSTAR (US)			367	55.1	2	0
2006-053A	F*		32	35789	2.6	2	0
2006-054A			35780	35794	0.0	1	1
2006-054B			35784	35790	0.0		
2006-055A	S ₁	USA	314	339	51.6	0	3
2006-055B	MEPS ₁	USA	308	328	51.6		
2006-055C	RAFT	USA	312	331	51.6		
2006-055D	MARSCOM	USA	312	332	51.6		
2006-055F	ANDE SPHERE 1	USA	313	336	51.6		
2006-055J	ANDE SPHERE 2	USA	312	336	51.6		
2006-056A	MEASAT-3	MALAYSIA	35774	35798	0.1	1	1
2006-057A	USA 193	USA	NO ELEMS. AVAILABLE			1	0
2006-058A	TACSAT 2	USA	412	424	40.0	1	0
2006-058C	GENESAT	USA	412	424	40.0		
2006-059A	ETS 8 (KIKU 8)	JAPAN	EN ROUTE TO GEO			1	0
2006-060A	SAR LUPE 1	GERMANY	468	505	98.2	1	0
2006-061A	MERIDIAN 1	RUSSIA	1031	39752	98.2	1	0
2006-062A	COSMOS 2424	RUSSIA	19078	19134	64.8	2	1
2006-062B	COSMOS 2425	RUSSIA	19138	19155	64.8		

Country/ Organization	Payloads	Rocket Bodies & De ^l	Total
CHINA	54		376
CIS	1360		4225
ESA	?		72
FRANCE		9	353
INDIA		108	139
JAPAN		85	181
US		3038	4066
OTHER	560	28	388
TOTAL	3009	6791	9800

new data to come

Technical Editor

J.-C. Liou

Managing Editor

Debi Shoots



Correspondence concerning the ODQN can be sent to:

Debi Shoots

NASA Johnson Space Center

Orbital Debris Program Office

Mail Code JE104

Houston, TX 77058



debra.d.shoots@nasa.gov

MEETING REPORT

The second conference of the recently established International Association for the Advancement of Space Safety (IAASS) was held in Chicago during 14-16 May. Sessions on orbital debris hazards and reentry risks spanned a day and a half of the conference, including topics on the disposal of spacecraft and rocket bodies in low Earth orbit, nuclear reactor coolant droplets in long-lived orbits, protection of space vehicles from micrometeoroid and orbital debris particles, and reaction wheel designs to minimize reentry risks. A new committee on space debris is being formed under the IAASS. The next conference of the IAASS will be held in Rome during 21-23 October 2008. ♦

National Aeronautics and Space Administration

Lyndon B. Johnson Space Center
2101 NASA Parkway
Houston, TX 77058

www.nasa.gov