

# Achieving Successful End-Of-Life Disposal in LEO

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# Business As Usual



**business  
as usual**

**object  
count**

**time**

**2010**

# Space Debris – Sizes and Classes

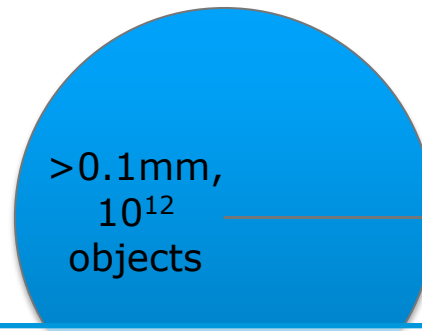


▼ **sub-orbital**

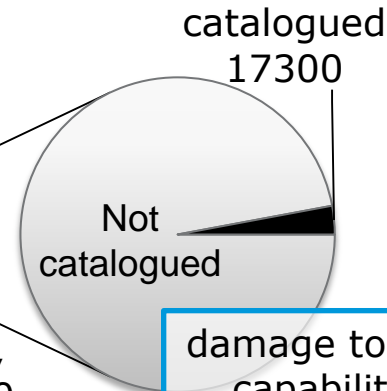
▲ **orbital**



▼ **sub-orbital**

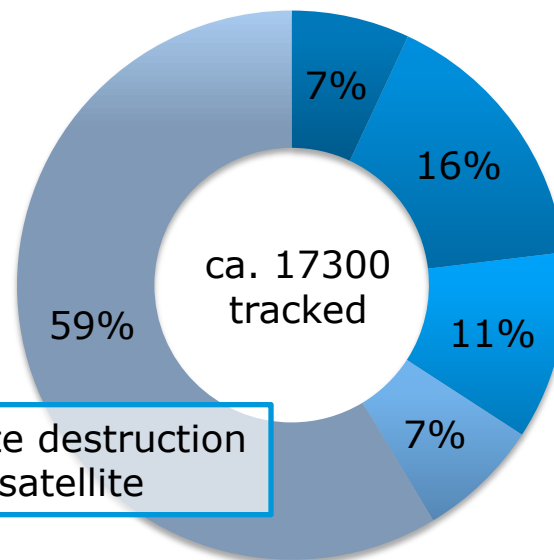


small damage to payloads,  
apertures, performance  
degradation



damage to structure, loss of  
capabilities or payloads

>1cm,  
750000



Complete destruction  
of satellite

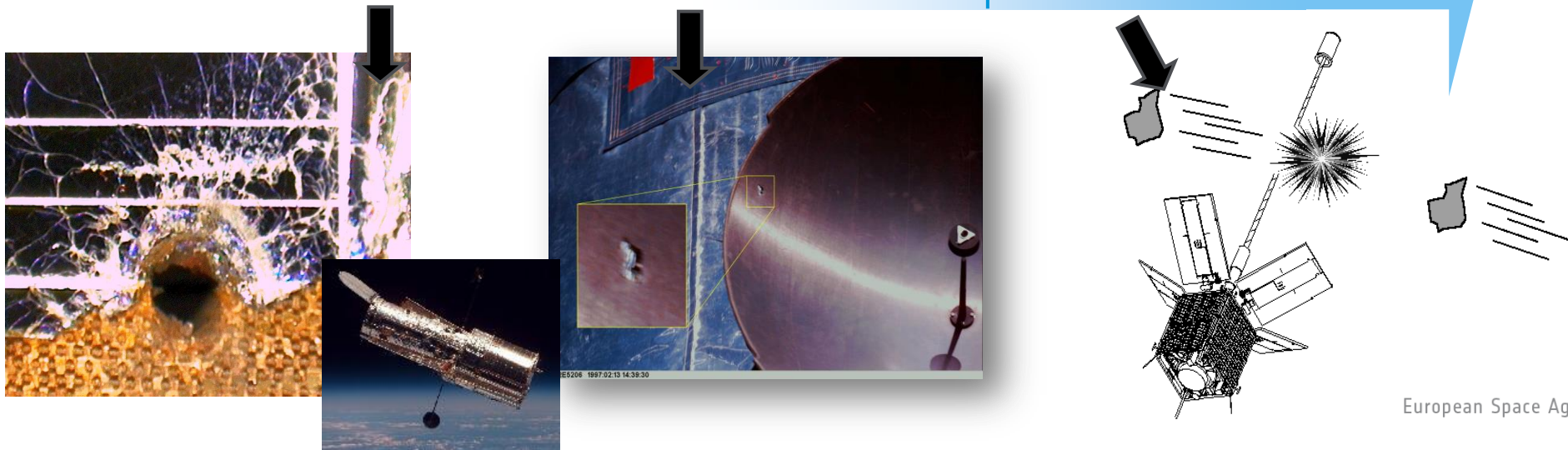
- Operational satellites
- Non-operational satellites
- Rocket bodies, upper stages
- Mission-related objects
- Fragments European Space Agency

# Impactor Frequency

Mean time between two impacts on an cross section of 30m<sup>2</sup>

Altitude	>0.1mm	>1mm	>1cm	>10cm
400km	4,5 days	37 years	2,416 years	41.667 years
800km	0,1 days	2,9 years	133 years	2.483 years
GEO	17,3 days	556 years	128.205 years	1.488.095 years

Detectivity



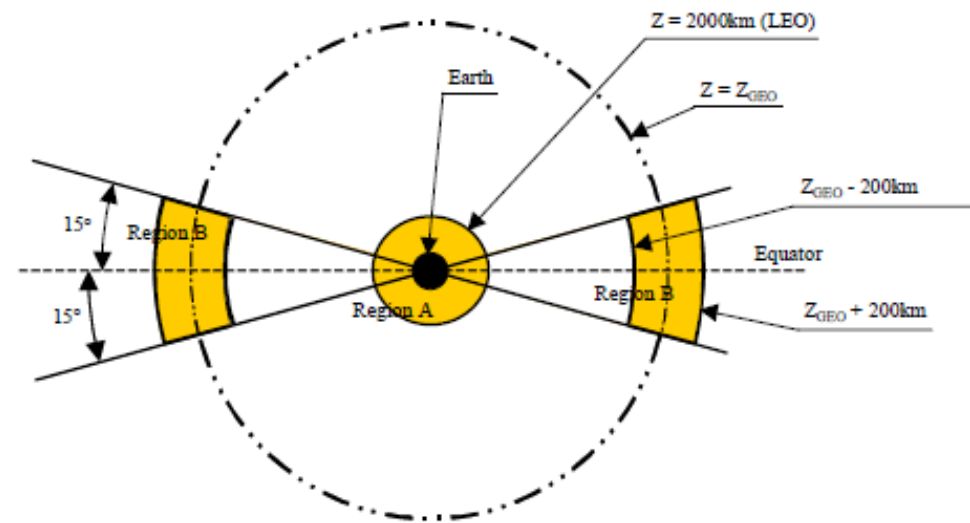
1. Limit debris released during normal operations
2. Minimise the potential for on-orbit break-ups
3. Prevention of on-orbit collisions
4. Post mission disposal

a. Geosynchronous region

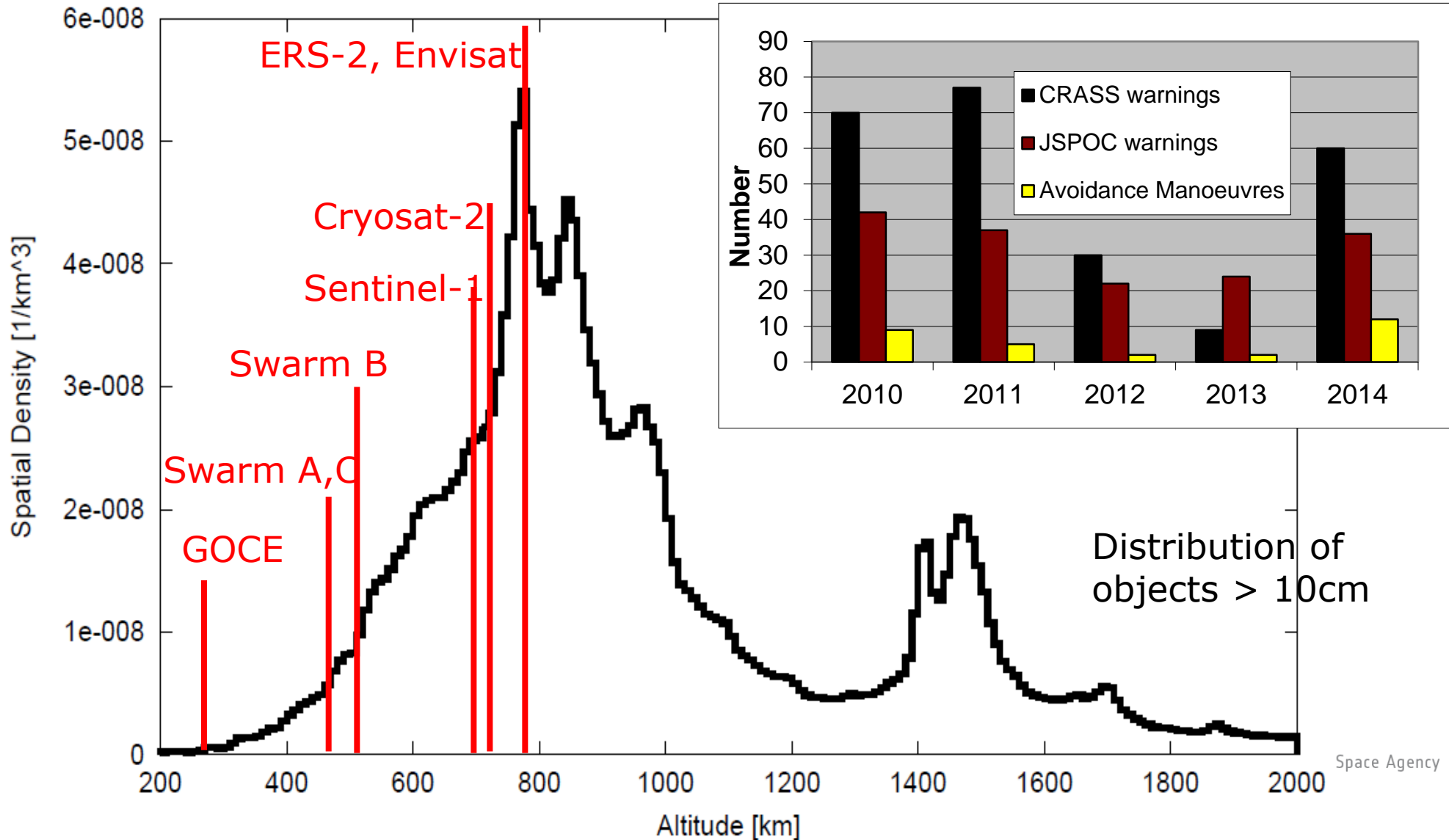
b. LEO region;  
compliant if

lifetime < 25 years

Assuming future space traffic  
to remain on levels of the past

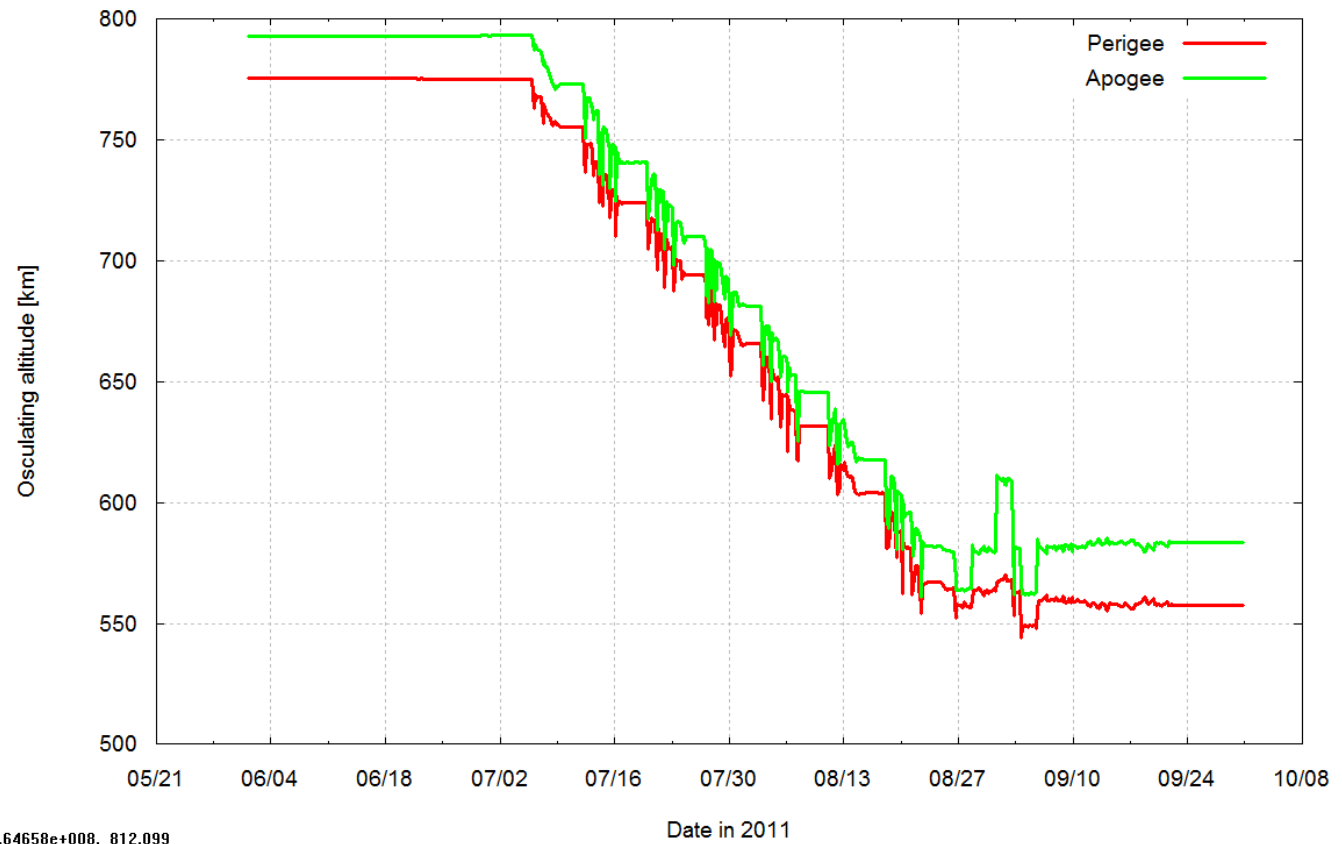
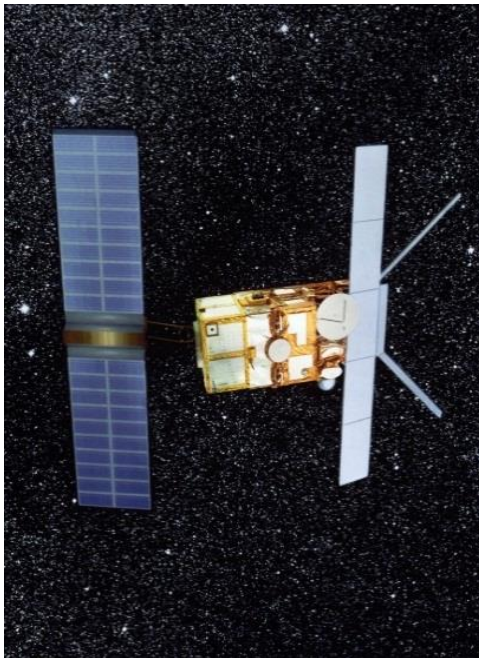


# Mitigation: Collision Avoidance



# Mitigation: De-orbit (ERS-2)

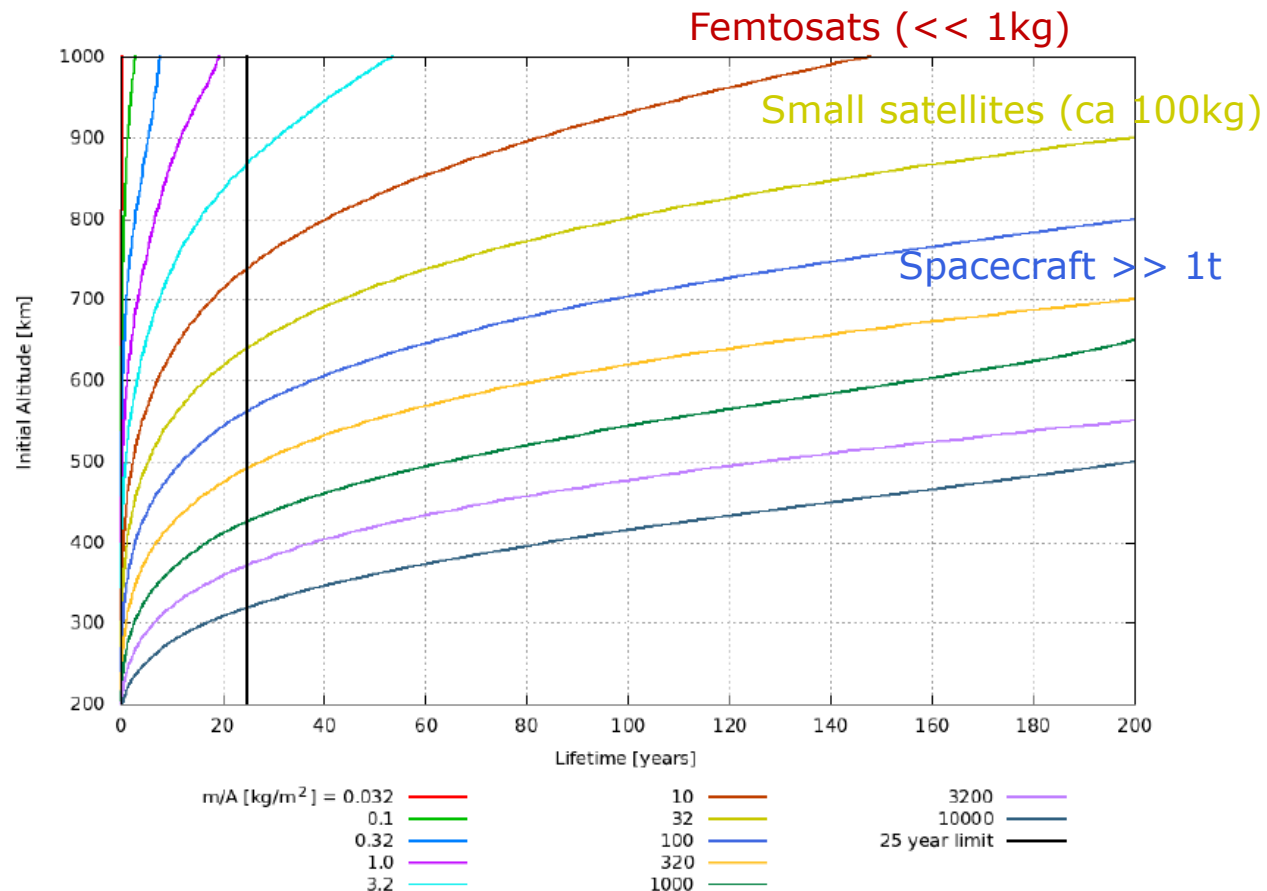
1. Estimated Lifetime before 2011: ~60 years
2. After: < 15 years



3.64658e+008, 812.099

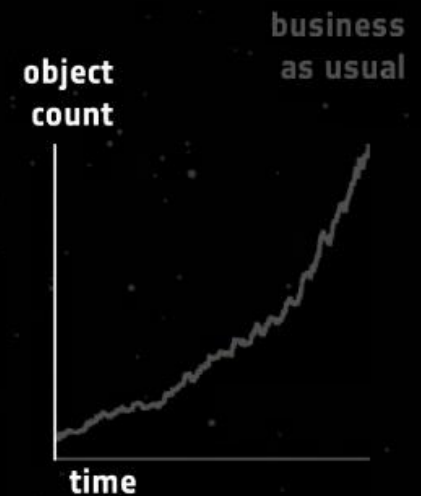
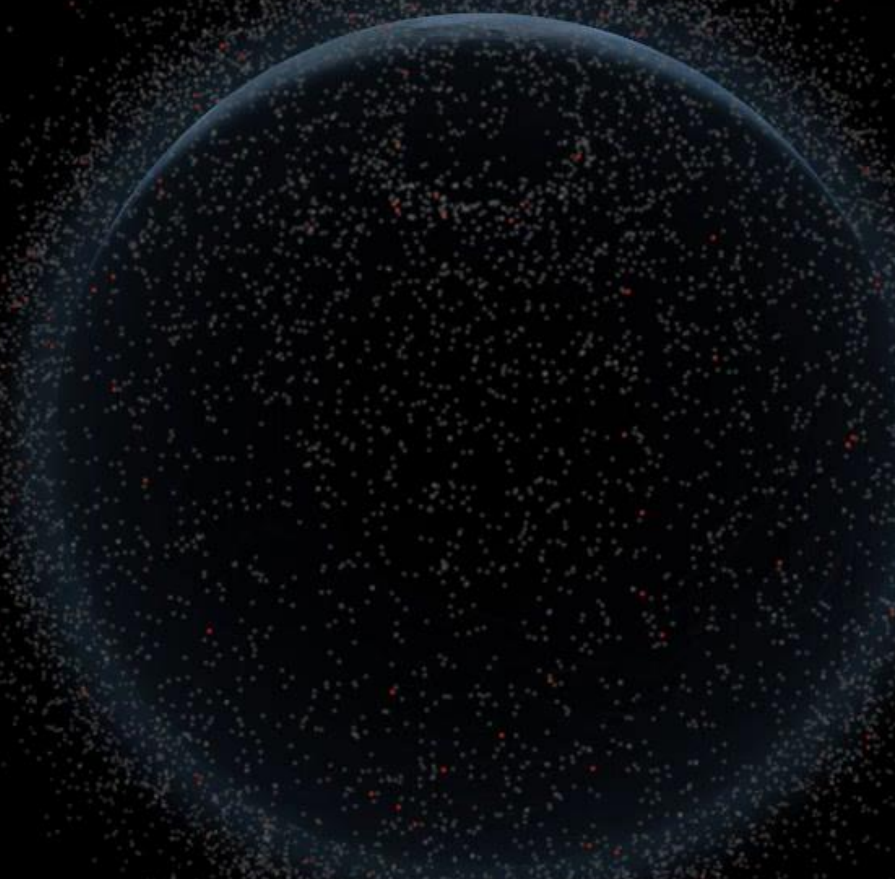
# Mitigation: Orbit Selection

1. Small satellites with no Orbit Control Capabilities (OCC) need to be placed in (circular) orbits below 650km altitude
2. For satellites with very short lifetimes (weeks), an significantly lower altitude should be chosen





## implementation of space debris mitigation

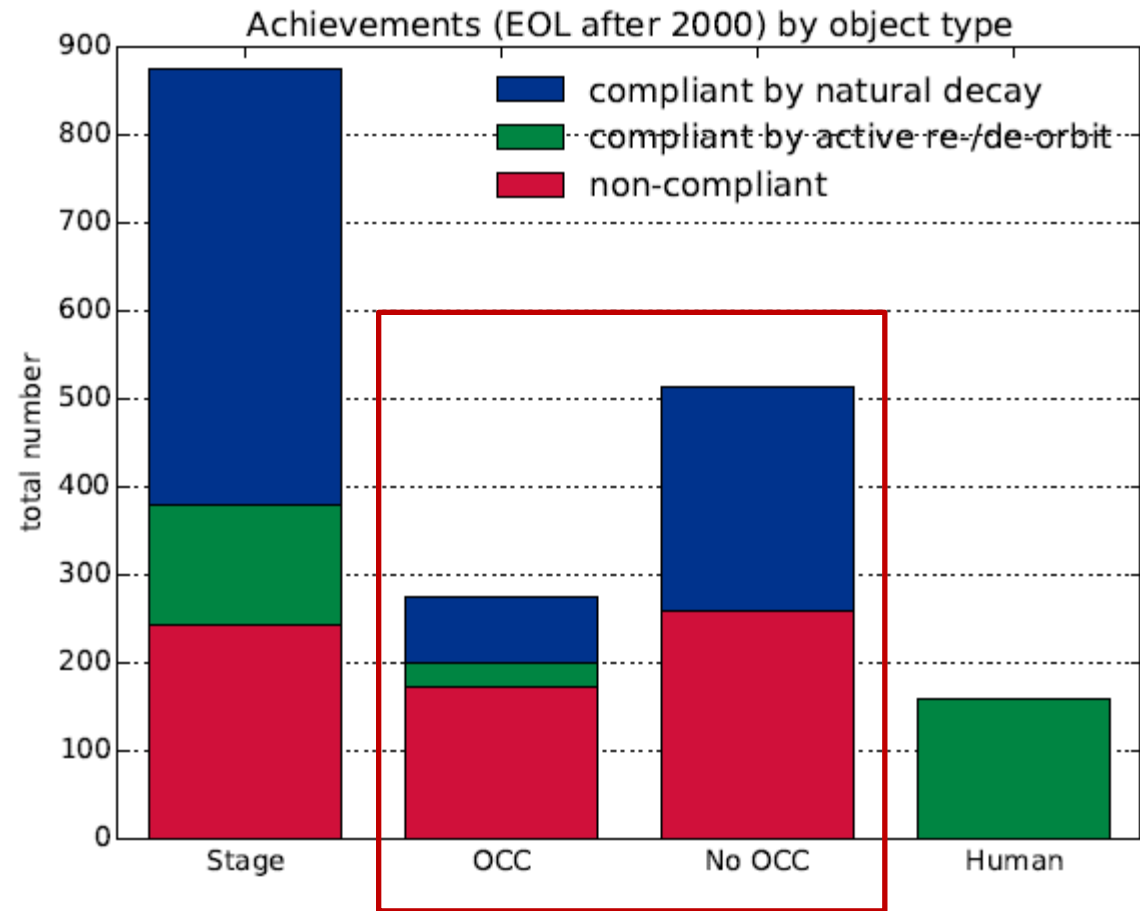


2012

1. Space vehicles related to human spaceflight (HS) and upper-stages are separated
2. Payloads are analysed if they
  - a. have perigee altitudes  $< 2000\text{km}$  and launched after 1980
  - b. are found to be manoeuvring in the year of analysis, but not one year later (OCC)
  - c. are not found to be manoeuvring ever and elapsed a mission specific lifetime (typical lifetimes from statistics)
  - d. were launched and decayed in the year of analysis

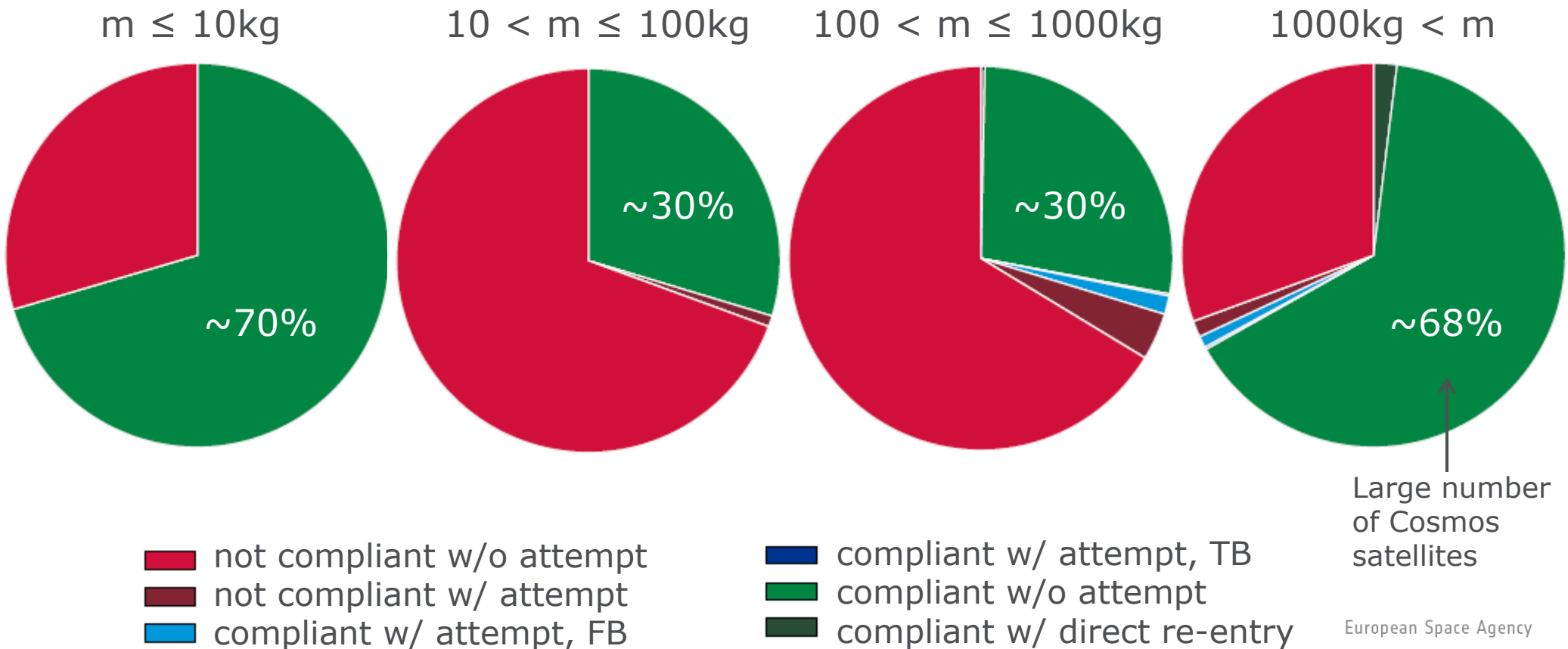
# Adherence to Guidelines

1. In order to adhere to the guidelines, payloads without OCC depend on natural decay
2. However, roughly 50% of those were launched to orbits where not enough residual atmosphere is left



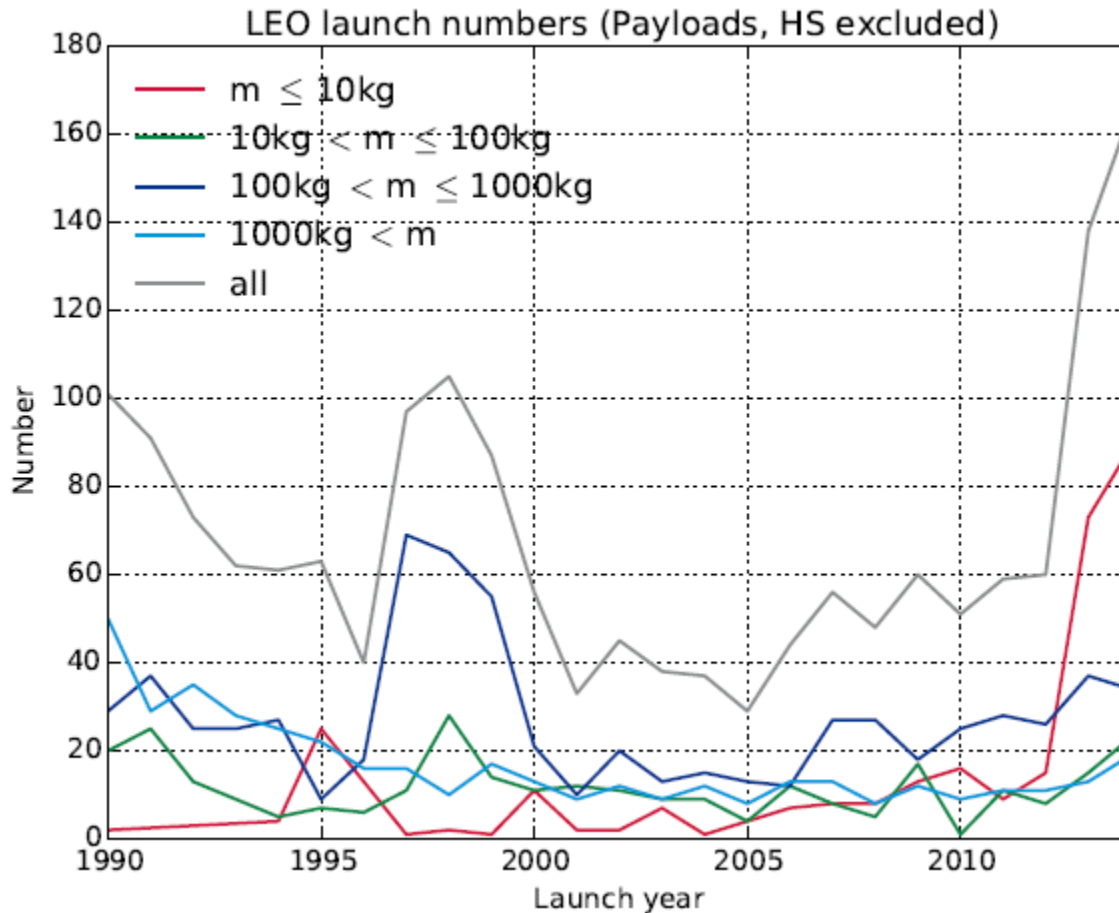
OCC = Orbit Control Capacity

## 1. Compliances (payloads w/o human spaceflight, EOL ≥ 1990)



European Space Agency

# Increased Interest in Small Satellites



Year	$m \leq 10\text{kg}$	$10 < m \leq 100\text{kg}$
2011	9	11
2012	15	8
2013	73	15
2014	89	23

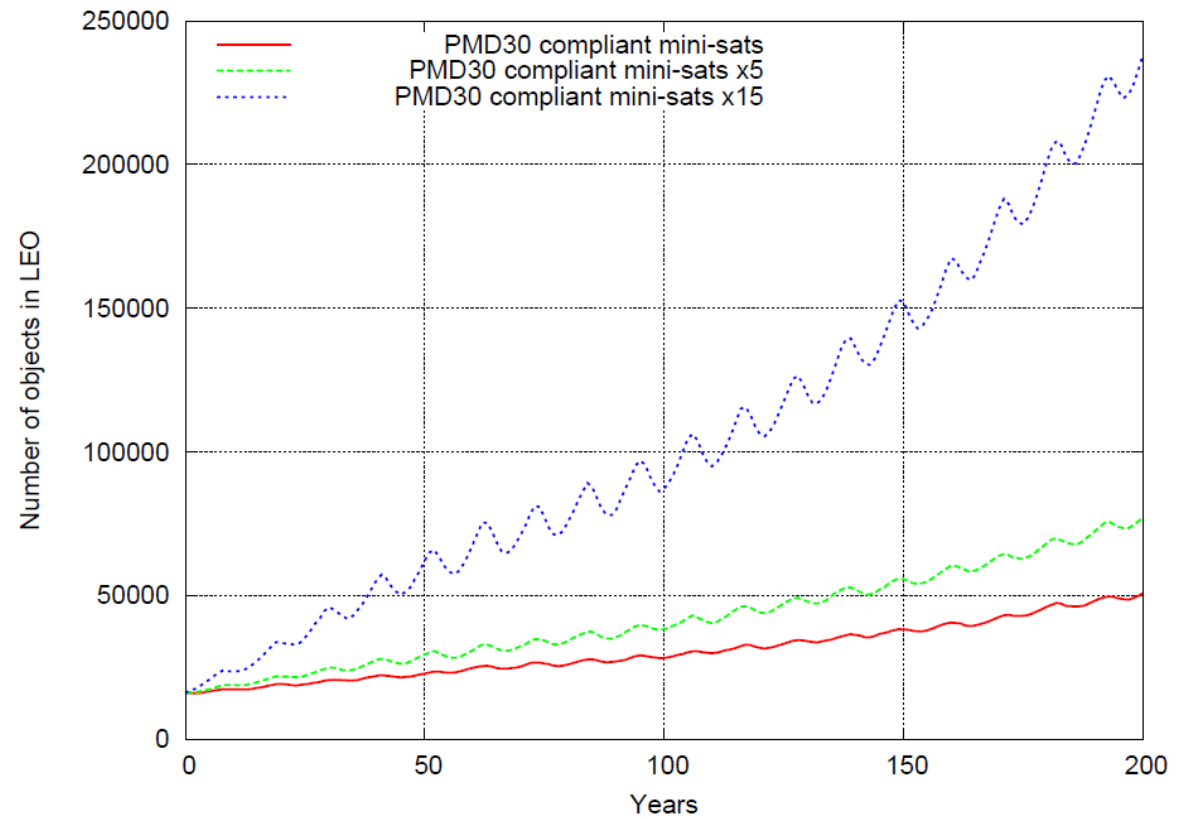
Constellations foreseen with 100-1000 satellites (e.g. KickSat-2, OneWeb, Flock)

1. Analysing effect of the increased number of small satellites on the future LEO environment with the Debris Environment Long-Term Analysis tool (DELTA)
2. Scenarios, assuming 8 year trend ( $\sim 60$ , 30% compliance) for mid-size to big satellites and varying number for small (assuming 100% compliance) satellites:
  - a.  $\sim 130$  satellites in LEO/year, corresponding to the 2 year trend of about 70-80 compliant small satellites
  - b. 5x increased number of small satellites ( $\sim 430$ )
  - c. 15x increased number of small satellites ( $\sim 1250$ )

# Effects of Small Satellites (2/2)



1. Despite full compliance, the increased number of objects leads to an increased number of collisions
2. Increasing the number of launched small satellites by a factor of 15 leads to an exponential growth of objects in LEO



1. For small satellites with no OCC, the target orbit needs to be carefully selected so they decay naturally within 25 years
2. Currently  $\sim 70\%$  of nano satellites ( $m \leq 10\text{kg}$ ) and  $\sim 30\%$  of small to mid-size satellites ( $10 < m \leq 1000\text{kg}$ ) are compliant
3. If new traffic trends become the new normal, current guidelines might not be adequate anymore
4. Passive traceability can be improved via laser retro-reflectors or radar tuned wires (w/o substantially increasing the mass)
5. Engineering support for compliance analysis is available under <https://sdup.esoc.esa.int/>