

Major fragmentation  
of Atlas 5 Centaur upper stage  
2014-055B (SSN #40209)

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IAA Space Debris Committee meeting

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## Outline

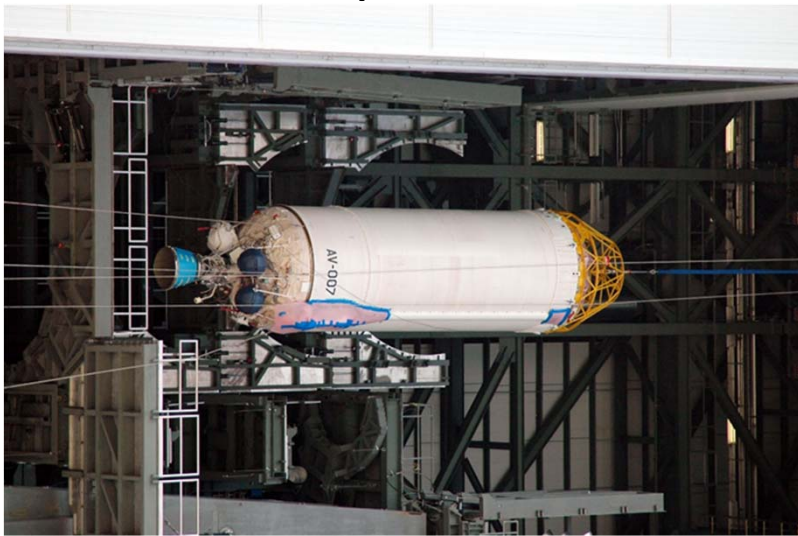
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- Atlas 5 Centaur overview
- 30 Aug 2018 anomaly in orbital motion of the Centaur (2014-055B)
- Detection of new debris and their association with the 2014-055B
- Characterization of detected debris associated with the fragmentation of the 2014-055B
- Conclusion

## Atlas 5 Centaur 2014-055B

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- Launch on Sep 17, 2014 0010 UTC to place CLIO (USA-257) satellite in GTO, the launch declared as successful
- Atlas V (AV-049) in configuration V401 was used
- No official orbital information for Centaur upper stage was provided to the date at SpaceTrack



Centaur with a single RL-10A-4-2 engine  
Length 12.68 m  
Diameter 3.05 m  
Dry mass 2243 kg

## 2014-055B routine observations

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- Performed by telescopes of ASPOS OKP, Astronomical Scientific Center and ISON on a regular basis (nearly every night) in a follow-up mode
- Last observation prior to the detection of an anomaly in orbital motion – Aug 30 at 2020 UT
- OD fit span which included the last observation was equal to 59.8 days, 950 measured positions from 31 telescopes were used for the OD
- Orbital parameters derived from the OD (J2000 frame, WGS84 ellipsoid):
  - nodal period – 779.91 min
  - inclination –  $22.24^\circ$
  - RAAN –  $47.836^\circ$
  - argument of perigee –  $54.637^\circ$
  - apogee – 35180.7 km
  - perigee – 8202.7 km

## 2014-055B orbital motion anomaly detection

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- First observation that lead to the detection an anomaly in orbital motion – Aug 30 at 2346 UT (i.e. 3 hours 26 min after the prior observation)
- Large residuals of new measurements with respect to the propagated orbit from the last OD revealed:
  - 392 arcsec along track (equivalent to -14.2 sec of time) – compare to expected 0.3 arcsec calculated from the last OD covariance
  - 221 arcsec cross-track
- Additional observations were used to determine new orbit and estimate time when anomaly in the orbital motion have occurred

## 2014-055B orbital motion anomaly assessment

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- Following estimations obtained for the equivalent impulse:

Time: Aug 30, 2018 at 22:03:49 UT

Place: latitude 8.504 E, longitude 22.189 S, altitude 29017 km

dV: 9.3 m/s with components dVr +5.7 m/s, dVt -6.1 m/s, dVz -4.0 m/s

- Following estimations obtained for orbital parameters changes:

Semimajor axis: -89.93 km

Inclination:  $-0.0002^\circ$  (due to argument of latitude was equal 270.3 deg!)

RAAN:  $+0.231^\circ$

Argument of perigee:  $+0.174^\circ$

Apogee radius: -100.8 km

Perigee radius: -71.9 km

## Search for possible fragments of 2014-055B

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- Numerous bright (of 15<sup>th</sup> magnitude or brighter) fragments were detected on tracks similar to the 2014-055B during the routine observations of Centaur at 2346 UTC on Aug 30, 2018
- Dedicated search scenario was developed immediately
- Two dozens of new debris-like objects were detected on the pass at 0118-0121 UTC on Aug 31
- Starting Aug 31 dedicated surveys were performed by different sensors

## **Detected debris of fragmentation of 2014-055B**

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- As of Sep 25, 2018 there were 440 fragments with well established orbits in the ASPOS OKP database
- 51 additional fragments in the 'analyst' category requires additional observations to be collected in order to declare their orbits as well established
- All determined trajectories propagated back to the estimated event time interval
- If to define GTO as a class of orbits having  $T \geq 300$  min,  $ecc \geq 0.25$  and  $incl \leq 35^\circ$  then 491 detected fragments of 2014-055B will correspond to **25% instantaneous increase of population of objects tracked at GTO !**



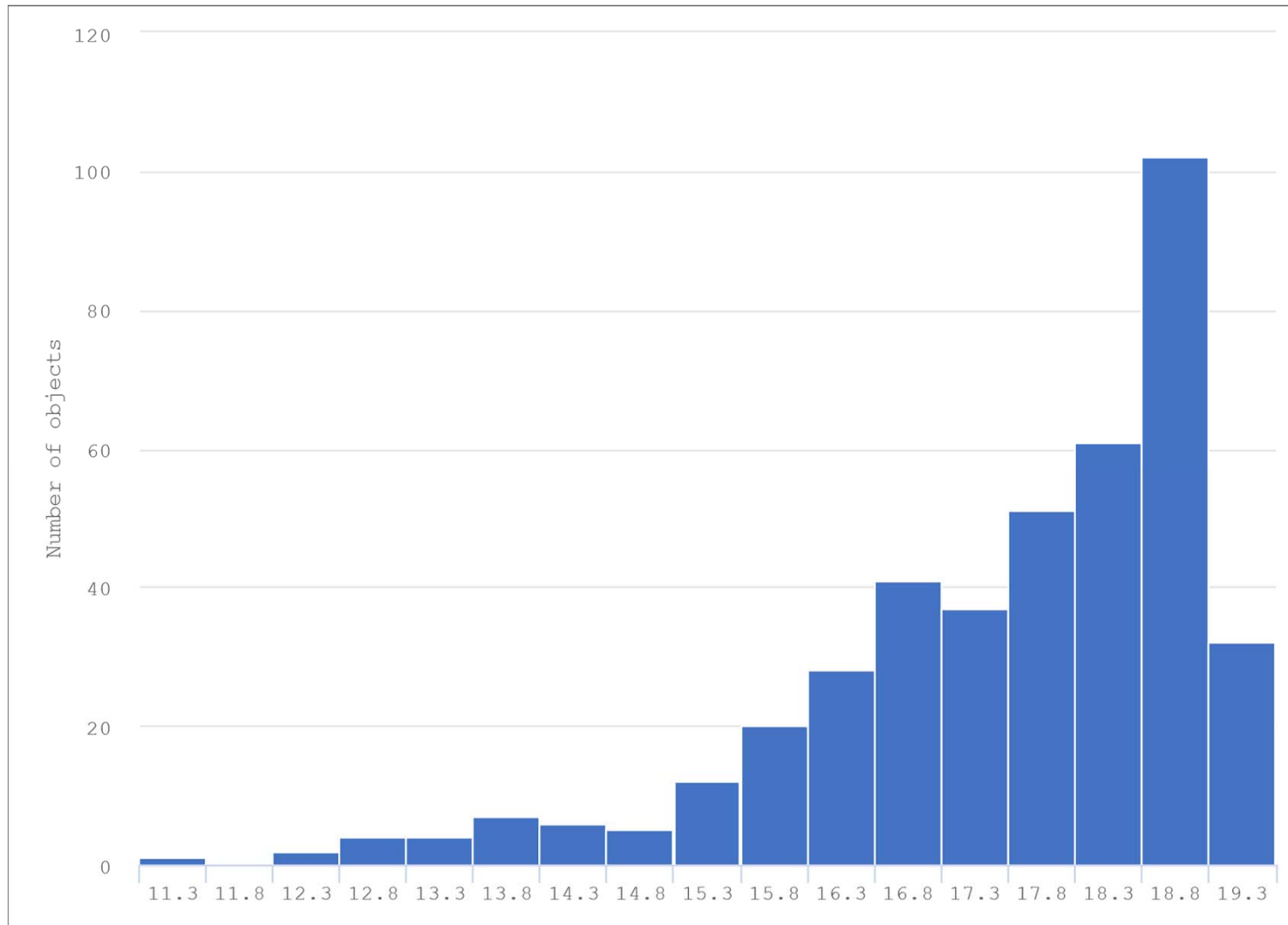
## Characterization of the 2014-055B fragments

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- 262 of 491 the identified fragmentation debris have average area-to-mass ratio less or equal to 1 sq.m/kg, all others – more than 1 sq.m/kg (largest value is 69 sq.m/kg)
- Standard magnitude (observed visual magnitude adjusted to 40000 km range and 0 deg phase angle for the diffuse sphere model) is dispersed between 12.3 and 19.3
- Surprisingly there are many quite large objects – 36 with average reflecting surface area more than 1 sq.m and 135 with estimated mass of more 1 kg (diffuse sphere model and albedo 0.15 assumed)

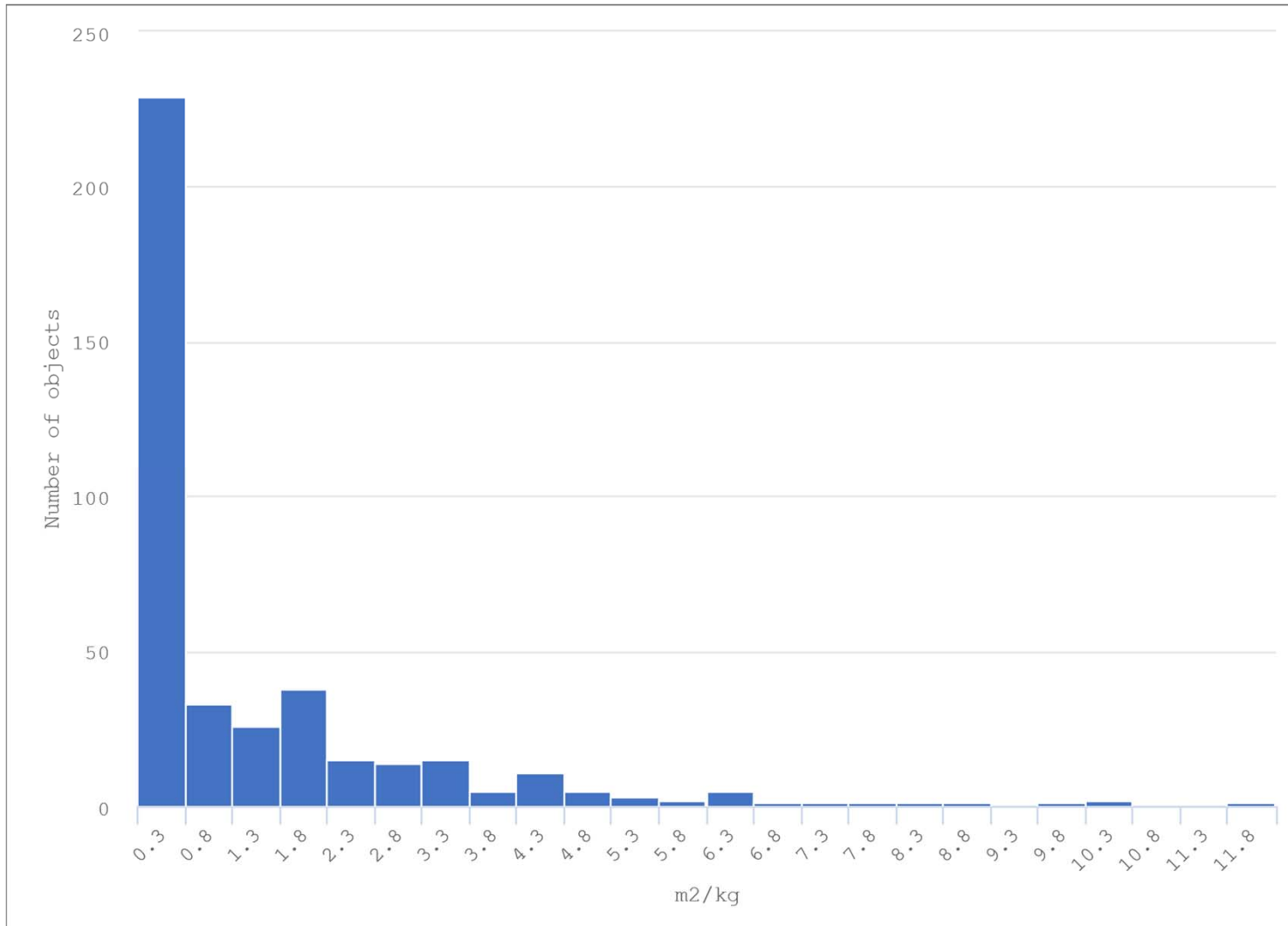
## Standard magnitude distribution for identified fragments of the 2014-055B

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## Area-to-mass distribution for identified fragments of 2014-055B

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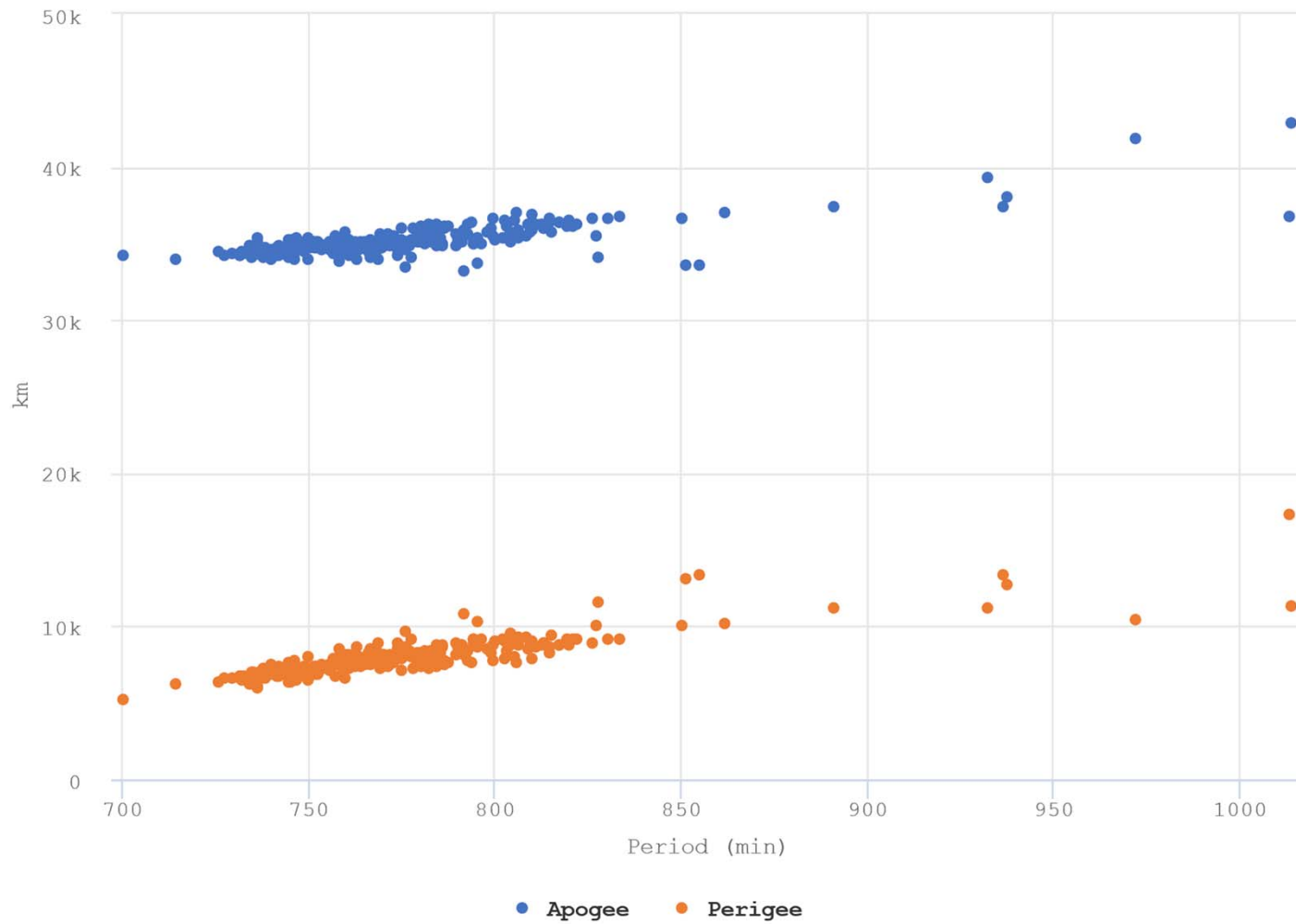
## Characterization of the 2014-055B fragments

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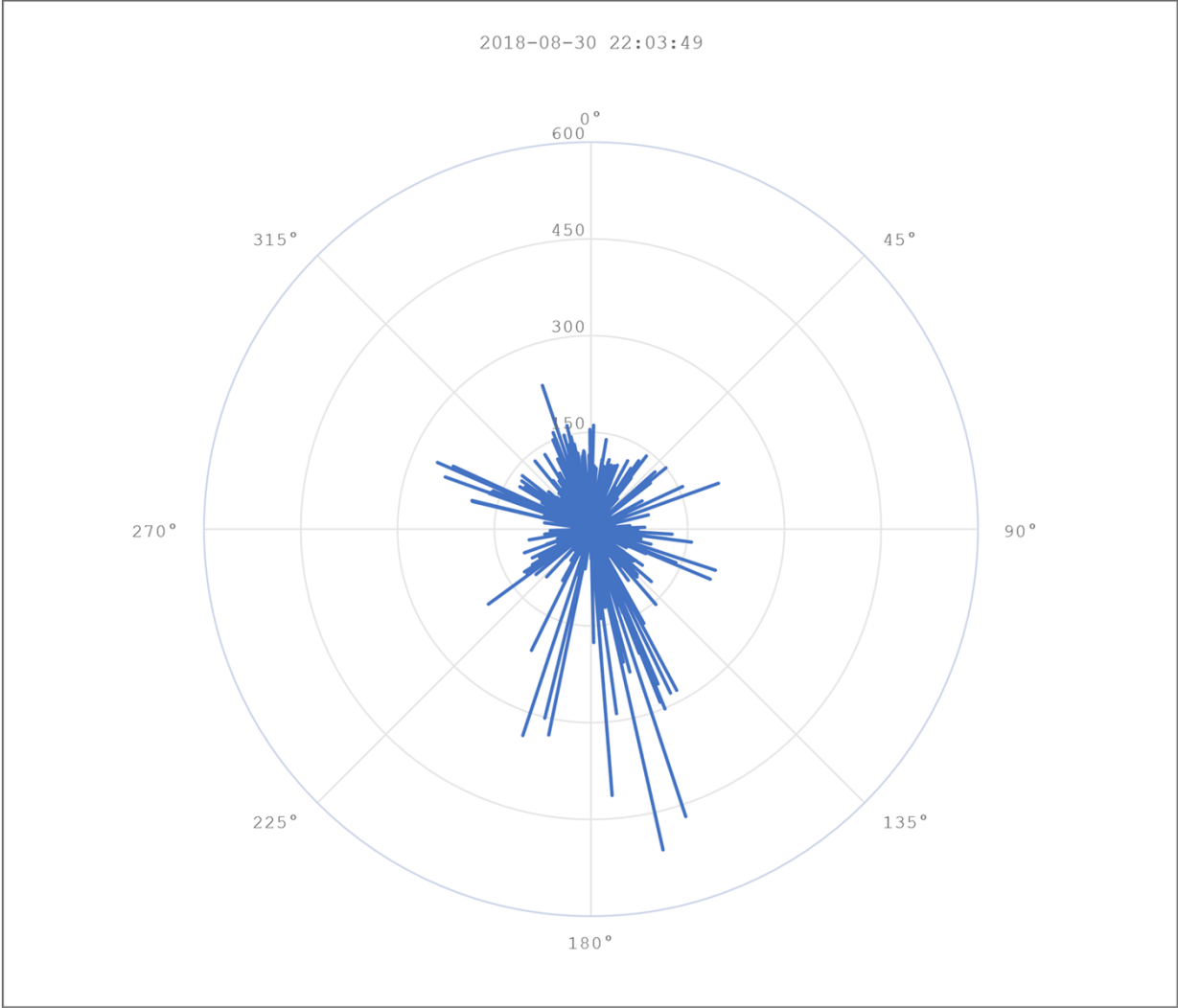
- **Orbital period** of the identified debris dispersed **between 700 and 1047 min**
- **Inclination** at the moment of fragmentation was dispersed **between 22.23 and 22.37 deg** (due to argument of latitude at the moment of fragmentation was equal to  $270.3^\circ$ !)
- **RAAN** at the moment of fragmentation was dispersed **between 37 and 62 deg**

## Gabbard diagram based on orbits propagated at 22:03:49 UT on Aug 30, 2018

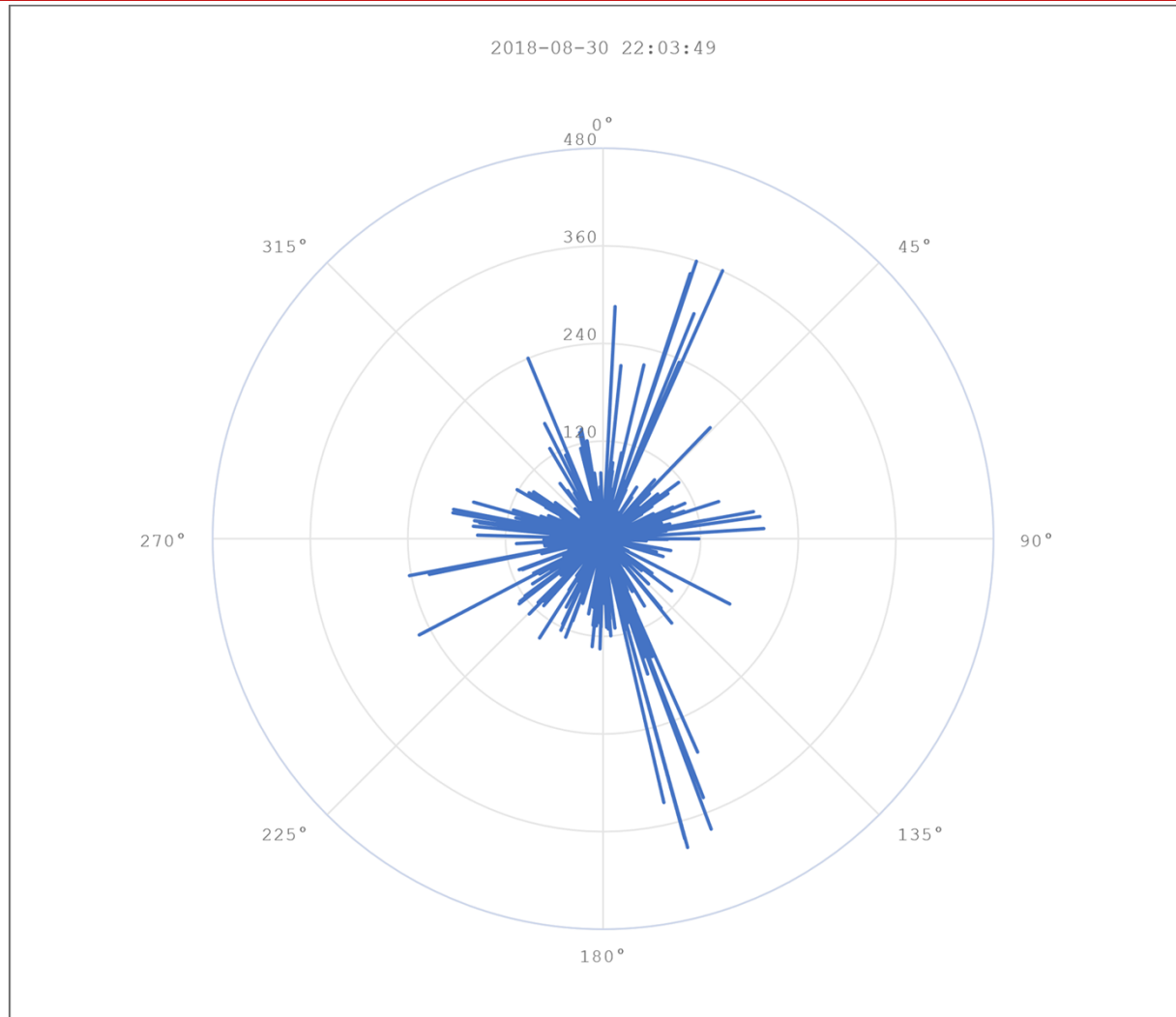
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# dV distribution (in-track – cross-track)

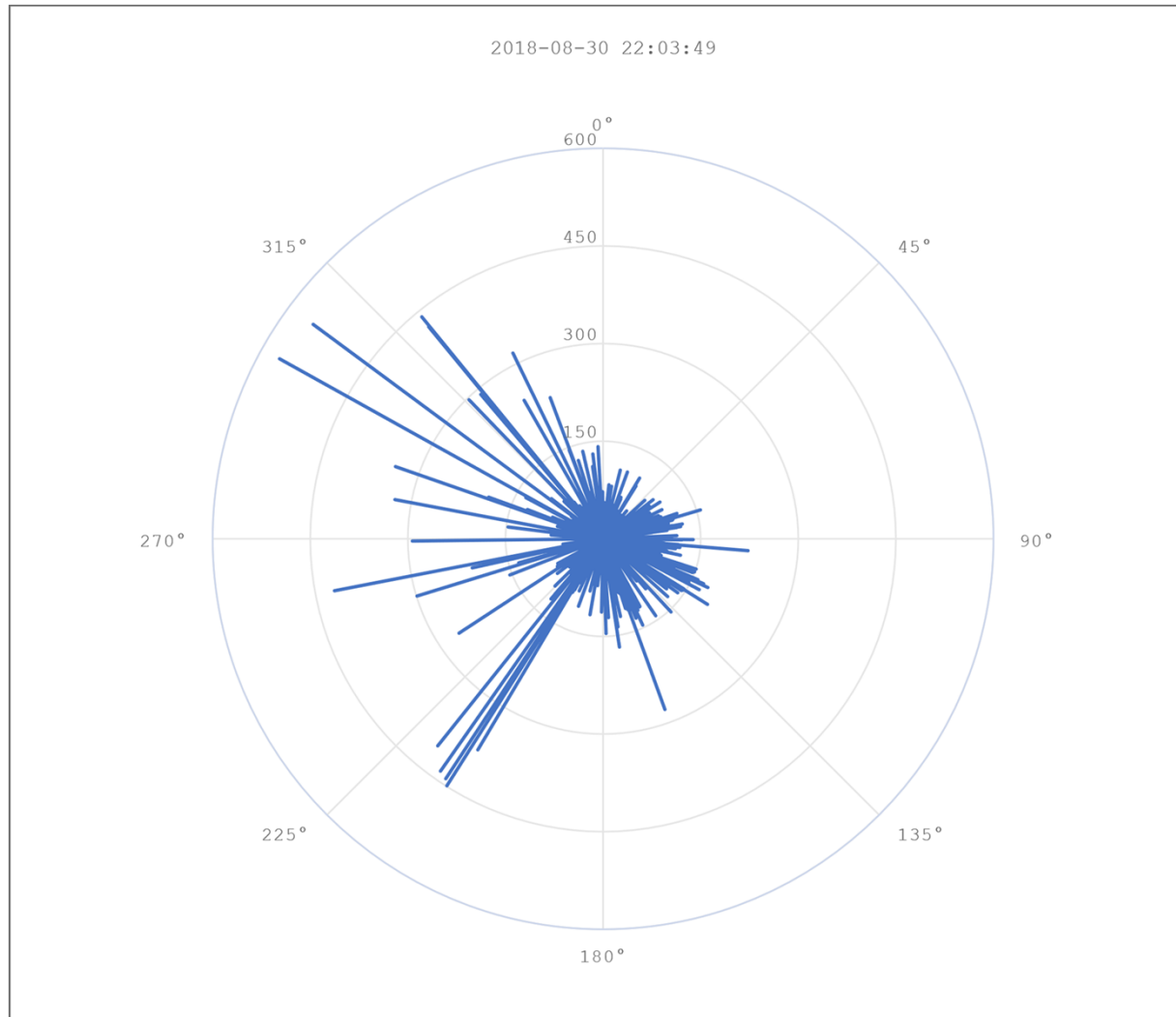


## dV distribution (radial – cross-track)



## dV distribution (radial – in-track)

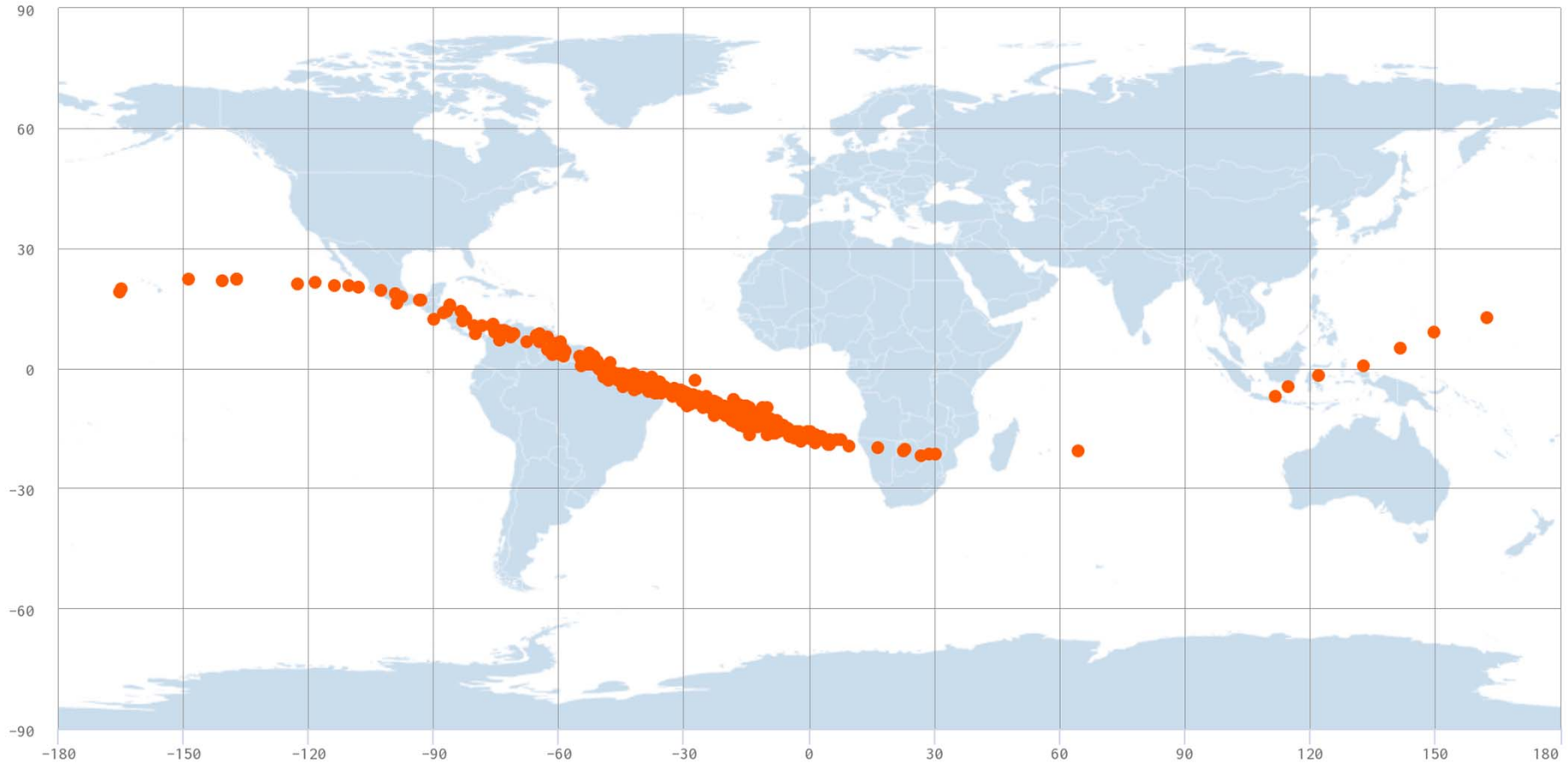
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## Evolution of the fragmentation cloud (projected for 48 hours with the 0.1 days step)

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## Conclusion

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- Centaur 2014-055B in GTO have experienced **major fragmentation on Aug 30, 2018**
- This is the **first known fragmentation of the Atlas V Centaur upper stages**
- 491 fragmentation debris were detected and tracked -> **25% increase of population of tracked objects in GTO!**
- Majority of discovered debris are quite faint and pretty fast simultaneously therefore larger aperture telescopes (preferably 0.5-0.7 m and more) are required for their regular observation and detection/follow-up of new objects associated with this event
- Identified debris of the fragmentation dispersed in HEO orbits with **perigees altitudes in range 5270-17850 km** and **apogee heights in range 32825-43240 km** thus crossing operational altitudes of all GNSS (will start crossing GEO operational altitude within 2 years)
- The event requires more detailed study (space debris models reviewing, associated collision risks assessment etc.) -> topic for special attention of the IADC?

Thank you for your attention!