5. JMR-002 Chapter 6 Compliance Assessment Results

5.1. Design outline of depressurization port, propellant and oxidizer discharge port in case of leakage

Figure X shows an overview of the design of the depressurization port and the propellant and oxidizer discharge port in case of leakage on spacecraft A.

Figure X Design overview of depressurization port and discharge ports for propellant, oxidizer, etc. in case of leakage

5.2 Explanation of operational policy for depressurization and discharge of propellant, oxidizer in case of leakage

5.2.1. policy in the event of a leak during payload launch site operations

If propellant or oxidizer leaks in SFA during payload launch site operations, first evacuate all persons and then set entry restrictions for SFA. Then, personnel enter the leaking area with scape suit and connects a GSE for depressurization to the port to depressurize. After the depressurization is complete, the personnel connect the GSE to the propellant or oxidizer discharge port and collects the propellant or oxidizer. After the recovery of propellant, oxidizer is completed, detoxify the leaked propellant, oxidizer at the site, and when the concentration of propellant, oxidizer at the leaked location drops below the regulated value, the entry restrictions on SFA are lifted.

5.2.2. policy in the event of a leak after handling over to the launch vehicle (if operations obey the launch vehicle's instructions, state this)

If propellant or oxidizer leaks during joint operations with the launch vehicle in the VAB, depressurization and propellant or oxidizer discharge operations will be performed according to the launch vehicle's instructions.