

Hitomi Experience Report: Investigation of Anomalies Affecting the X-ray Astronomy Satellite “Hitomi” (ASTRO-H)

June 8, 2016

JAXA

All times are given in JST unless stated
otherwise.

Agenda

1. Summary
2. Background information on ASTRO-H
3. Anomaly description and ground-based observations
4. Causes of the anomaly
5. Factors contributing to the anomaly (Updated in the last ver.)
6. Measures and reforms (Updated in the last ver.)
7. Summary (Added in this slide deck)

1. SUMMARY

1. Summary

- After the anomaly in communications with the X-ray Astronomy Satellite “Hitomi” (ASTRO-H), the Japan Aerospace Exploration Agency (JAXA) set up an emergency headquarters to perform investigations and consider measures for future operations.
- For the cause analysis, experts from every branch of JAXA collaborated in the investigations such as analysis of telemetry data sent from the satellite, simulations, examination of the design, and analysis of the ground test data. In addition, the private enterprises that developed the satellite with JAXA also helped with the investigations.
- JAXA have been inspecting the direct causes and extending the investigation to trace back to the design policy and process in order to determine the design of the spacecraft. In Chapter 2 and later, JAXA reports the current status of the investigation.

2. BACKGROUND INFORMATION ON ASTRO-H

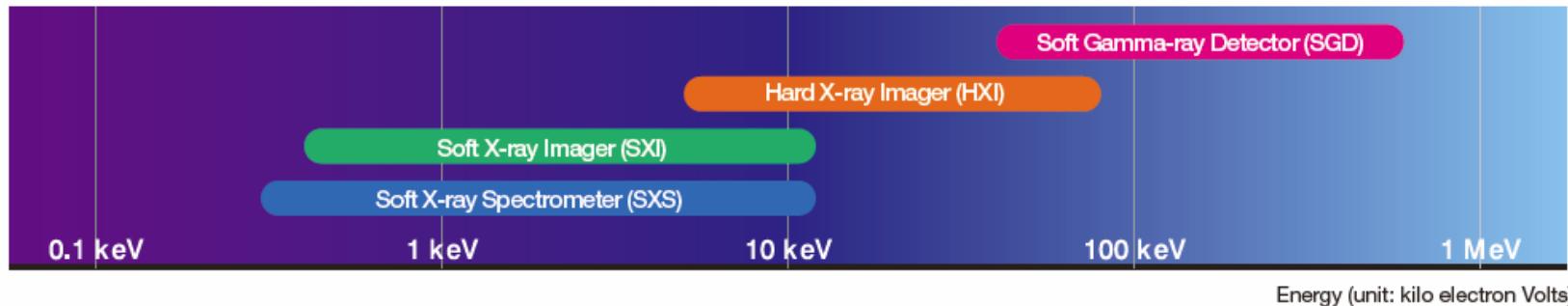
2.1 Mission Overview

- ASTRO-H was developed to reveal the structure and evolution of the universe by observing high-energy objects that are visible in the X-ray and gamma-ray bands, objects such as black holes, supernova remnants (SNRs), and galaxy clusters.
- X-rays and gamma-rays from space cannot penetrate the barrier of Earth's atmosphere. It is therefore necessary to use a satellite outside of Earth's atmosphere.
- ASTRO-H, the successor of "Suzaku", was developed through an international collaboration including Japan and NASA. More than 250 researchers joined in this flagship mission. The four cutting-edge instruments on board Hitomi were expected to enable acquisition of spectra of objects that were 10 to 100 times fainter than those that could be observed by Suzaku.



Illustration of ASTRO-H in orbit

2.1 Mission Summary (Characteristics)



Soft X-Ray Spectroscopy



Ultrahigh-precision spectroscopy by combining the state-of-art SXT-S with a detector cooled to 50 mK.

Soft X-Ray Imaging



Imaging of a large field of view by combining SXT-I with a CCD detector having a large area and low noise. Images acquired with SXT-I serve as the base for other observations.

Hard X-Ray Imaging



High-efficiency detector using a CdTe semiconductor device combined with the cutting-edge HXT enables, for the first time, imaging observations in the hard X-ray region, as well as a drastic improvement of sensitivity.

Soft Gamma-Ray Imaging



The ultralow-noise gamma-ray detector using the Japanese concept of a “small-field Si/CdTe multilayered semiconductor Compton camera” improves sensitivity by an order of magnitude and enables gamma-ray polarimetry.

During simultaneously operation, these four observational systems have wavelength coverage spanning up to three order of magnitude, and can make observations with 10–100 times higher sensitivity.

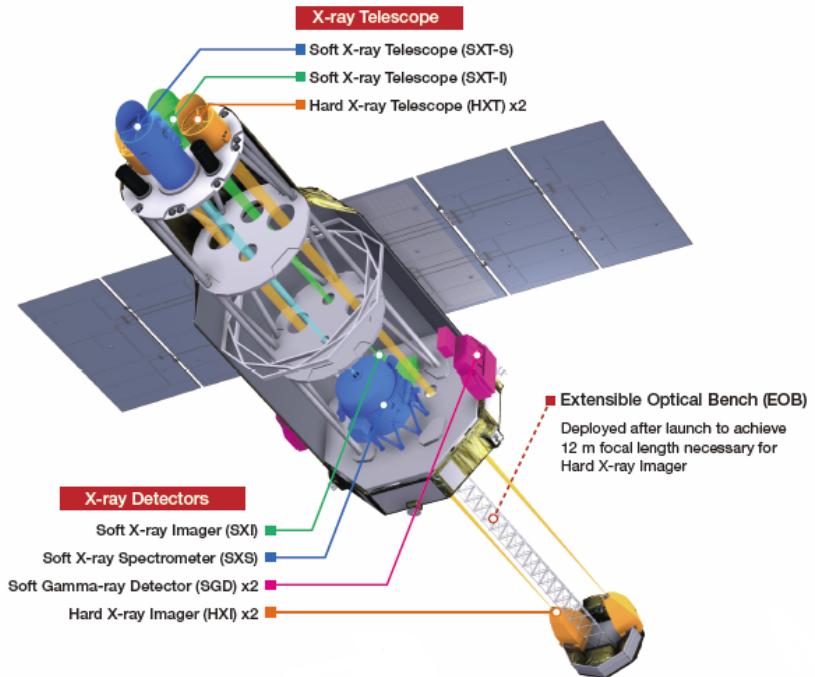
2.2 Requirements and Mission Success Criteria

Aims	Minimum Success	Full Success	Extra Success
Direct observations of the assembly of galaxy clusters	Acquire spectra of the iron emission lines from galaxy clusters by SXS	1) Observing the thermal energy of representative galaxy clusters. Realizing velocity resolution of 300 km/s in the energy range of the iron emission lines (6 keV). Measuring the kinetic energy of matter constituting galaxy clusters. In the soft X-ray band, measuring non-thermal energy based on spectra acquired with sensitivity 100 times higher than that of Suzaku.	-
Evolution of massive black holes and their role in the formation of galaxies	Acquire images of harbored black holes that are 100,000 times fainter than the Crab Nebula in 100 ks	2) Acquiring spectra of approximately 10 objects that are candidates to harbor black holes with sensitivity 100 times higher than that of Suzaku. Revealing the relation between the black holes and their host galaxies.	Clarify the contribution of the harbored black holes to the cosmic hard X-ray background radiation. Understanding their relation with galaxy evolution.
Understanding of the structure of relativistic space-time near a black hole	-	3) Observing continuum emissions from several active galactic nuclei at a resolution of around 10 keV. At the same time, observing emission and absorption lines with a resolution of 7 eV.	-
Clarification of the process producing cosmic rays by the energy released by gravity, collisions, and explosions	-	4) Acquiring hard X-ray spectra of several young SNRs to measure the hard X-ray radiation and determine the energy distribution of electrons. Spectral energy distribution of massive black holes is a power of 1.7. Observing about 10 massive black holes of 100,000 times fainter than the Crab Nebula and acquiring their spectra up to 600 keV.	Observe the polarimetry of objects in the gamma-ray region. Place constraints on the possible condition of gamma-ray radiations.
Exploration of the roles played by dark matter and dark energy in the structure formation of the universe	-	-	5) After fulfillment of aim 1), additional 100 clusters will be observed to measure the total mass of dark matter at $z < 1$ (around 8 billion years away from us). Determine the correlation between the total mass and number of clusters at each epoch.

2.3 ASTRO-H Overall Picture

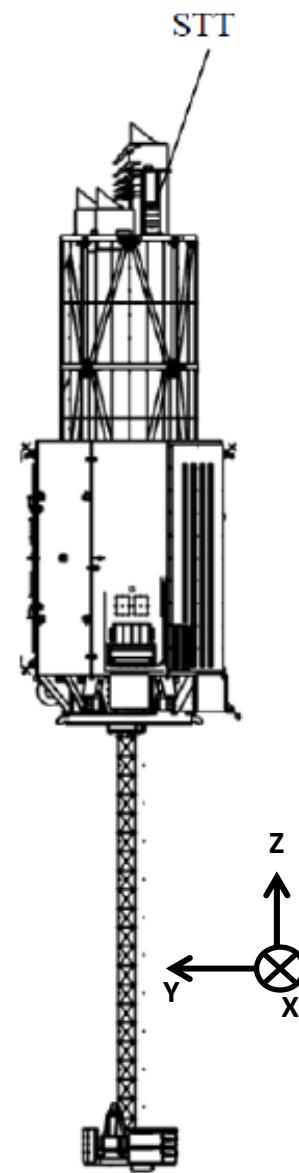
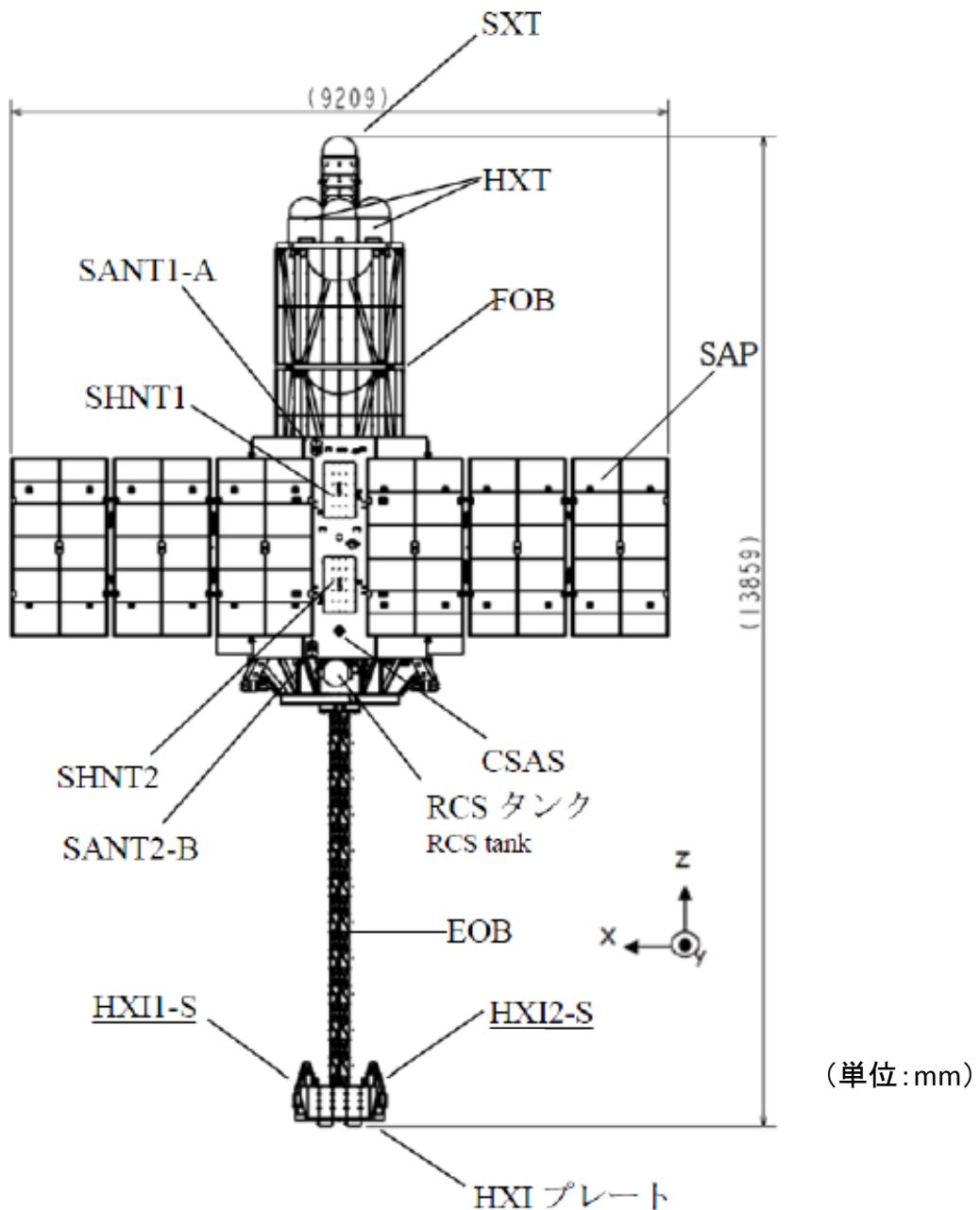
Specifications

Name	X-ray Astronomy Satellite “Hitomi”(ASTRO-H)
Orbit	Type of orbit: Circular Altitude: about 575km Inclination: 31.0 deg Orbital period: about 96 minutes
Lifetime goal	3 years
Total weight	2.7 t
Power consumption	3500W (EOL)
Onboard Instruments	Hard X-ray Telescope(HXT) Soft X-ray Telescope(SXT-S, SXT-I) Hard X-ray Imager(HXI) Soft X-ray Spectrometer(SXS) Soft X-ray Imager(SXI) Soft Gamma-ray Detector(SGD)



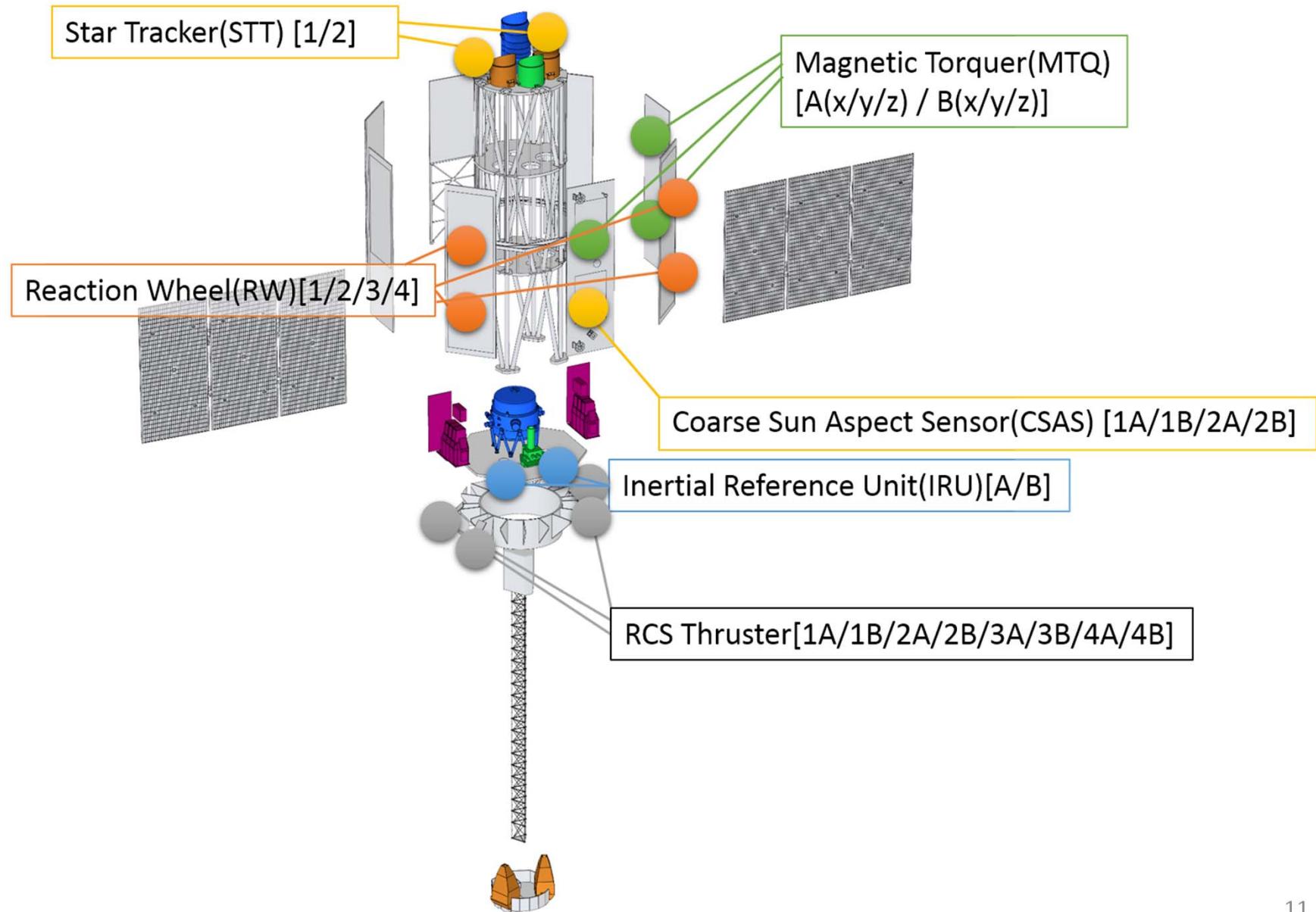
ASTRO-H in orbit

2.3 Exterior view of ASTRO-H satellite



abbreviation	Name
SXT	Soft X-ray telescope
HXT	Hard X-ray telescope
SANT	S-band Antenna
FOB	Fixed Optical Bench
SHNT	Shunt Dissipater
SAP	Solar Array Paddle
CSAS	Coarse Sun Aspect Sensor
RCS	Reaction Control System
EOB	Extensible Optical Bench
HXI	Hard X-ray Imager
STT	Star Tracker

2.3 Overview of ASTRO-H ACS



2.4 Development Schedule

FY (April – March)	2007	2008	2009	2010	2011	2012	2013	2014	2015	2016
Mile Stones	MDR 	Pre-evaluation by SAC(R&D) SDR 	Pre-evaluation by SAC(Development) PDR 		CDR1 		*1 	CDR2 	Lift-off (Feb. 17 th) LRR	
Research		R&D		Development						
Satellite Development	Mission Design	System Design			System Specification		Production Phase	Ground Test/Launch facility		
Tracking and Control		Design and Development Of Operation Software			I/F Adjustment Of the Tracking & Control System			Engineering Observation	Open Use	

Design/Production(Supply)/Test

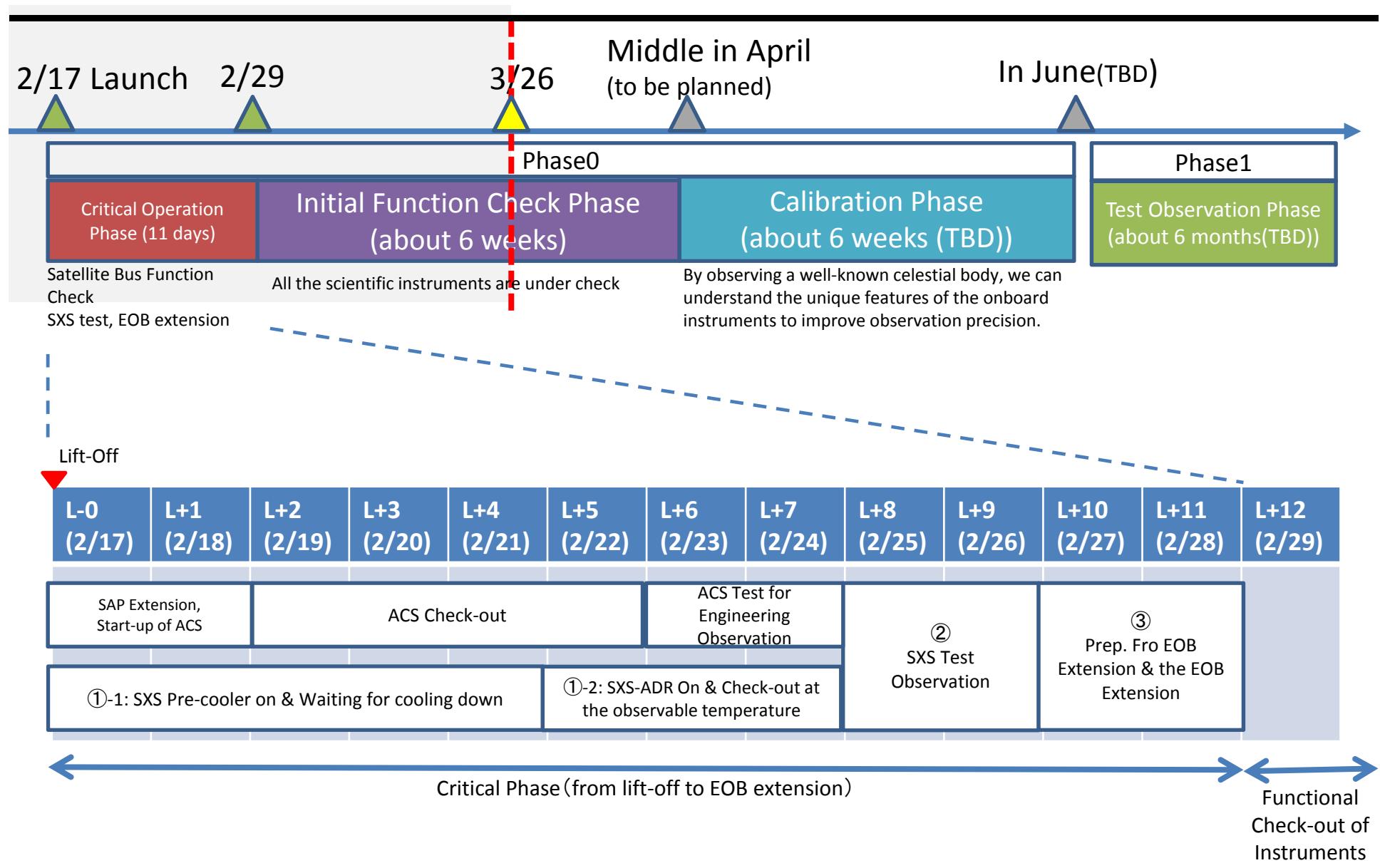
On-orbit Operation/Critical Phase/Initial function check phase

*1 Primary Integration Test

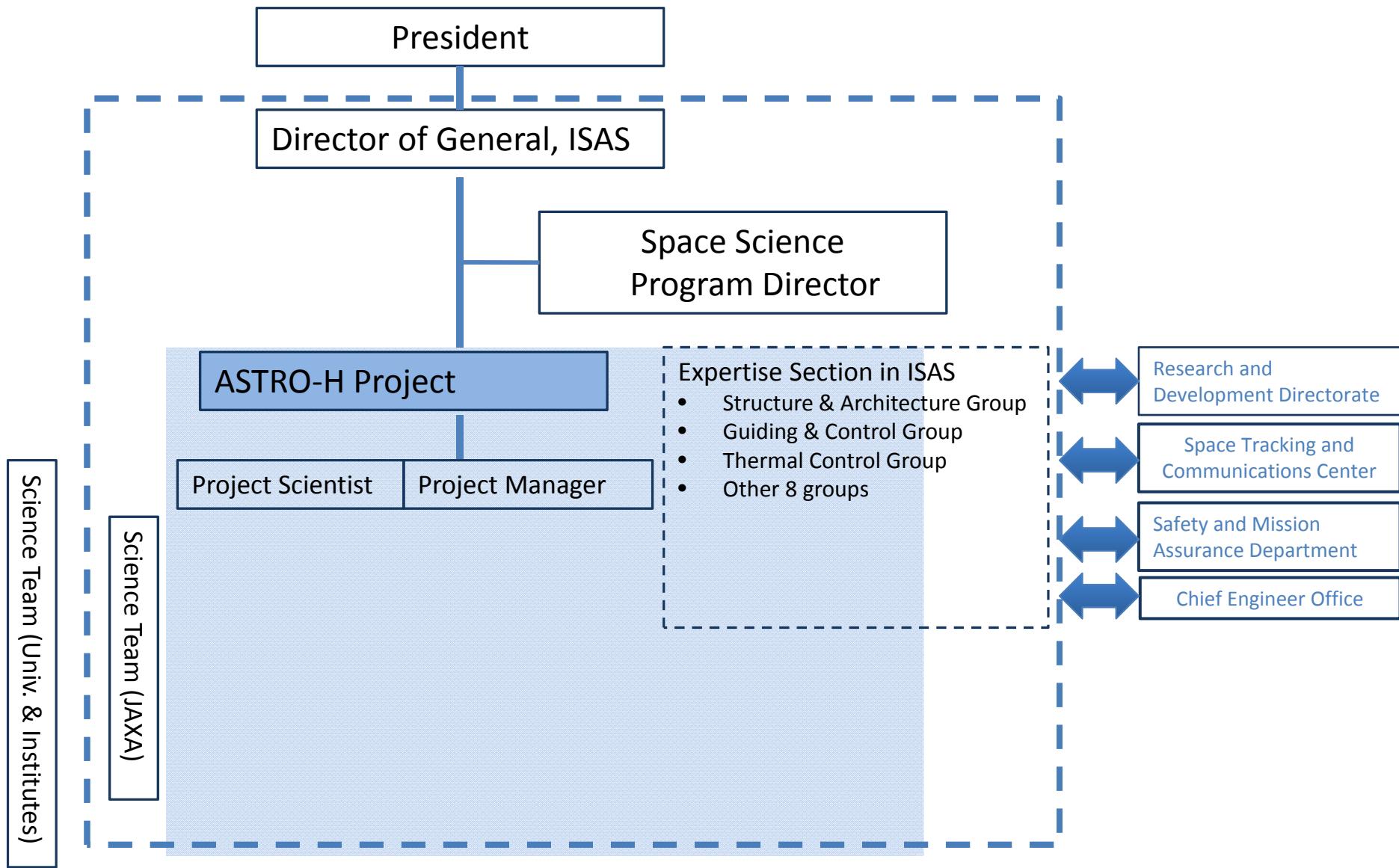
Comprehensive Test *

*Ground test of the satellite system

2.4 Schedule (Operation)



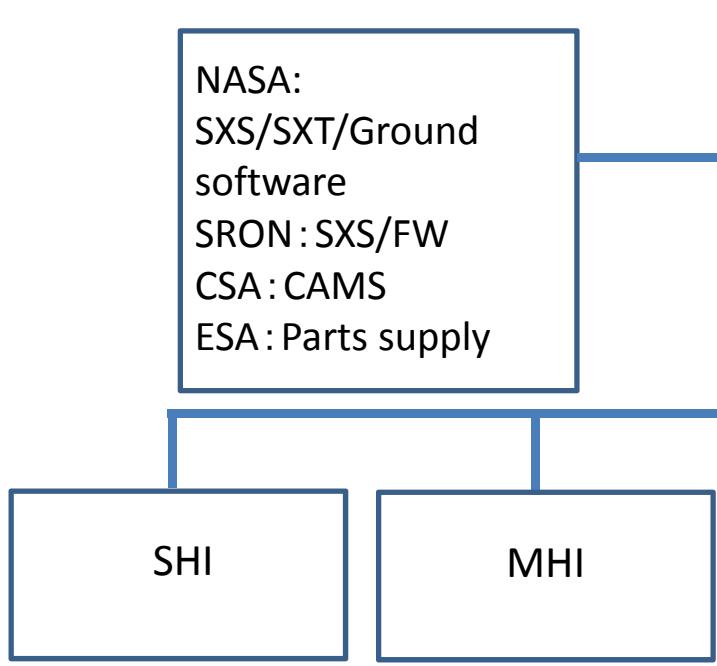
2.5 Organization Chart (in JAXA)



JAXA-institutions/firms relationship diagram(1/3)

Phase of design, manufacture (procurement) and inspection

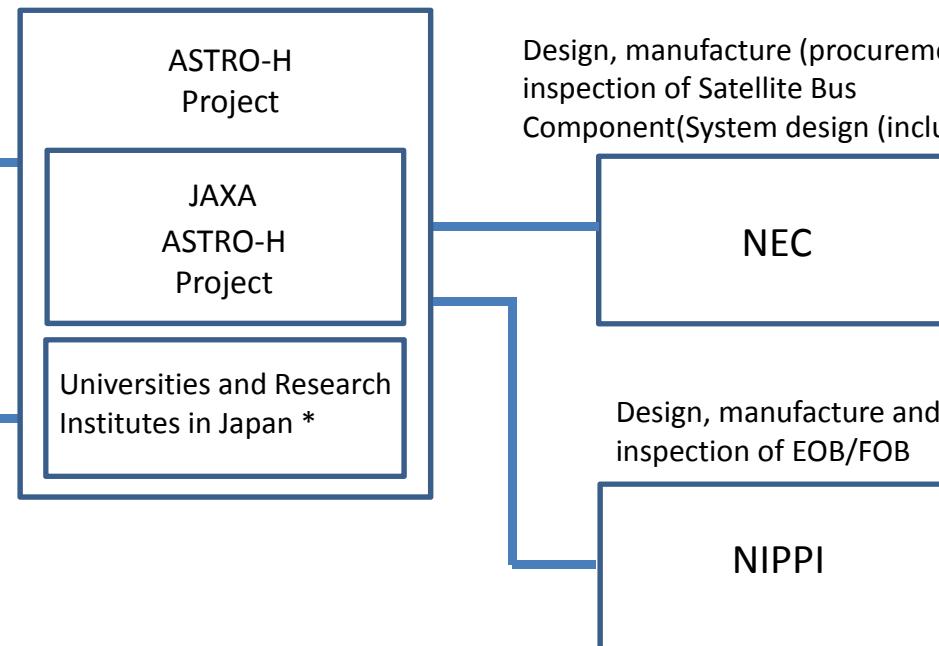
<Mission Component Subsystem>



Design, manufacture
and inspection of
cooling system

Design, manufacture
and inspection of
SXI, HXI, SGD, SXS-PSP

<Bus Component Subsystem>

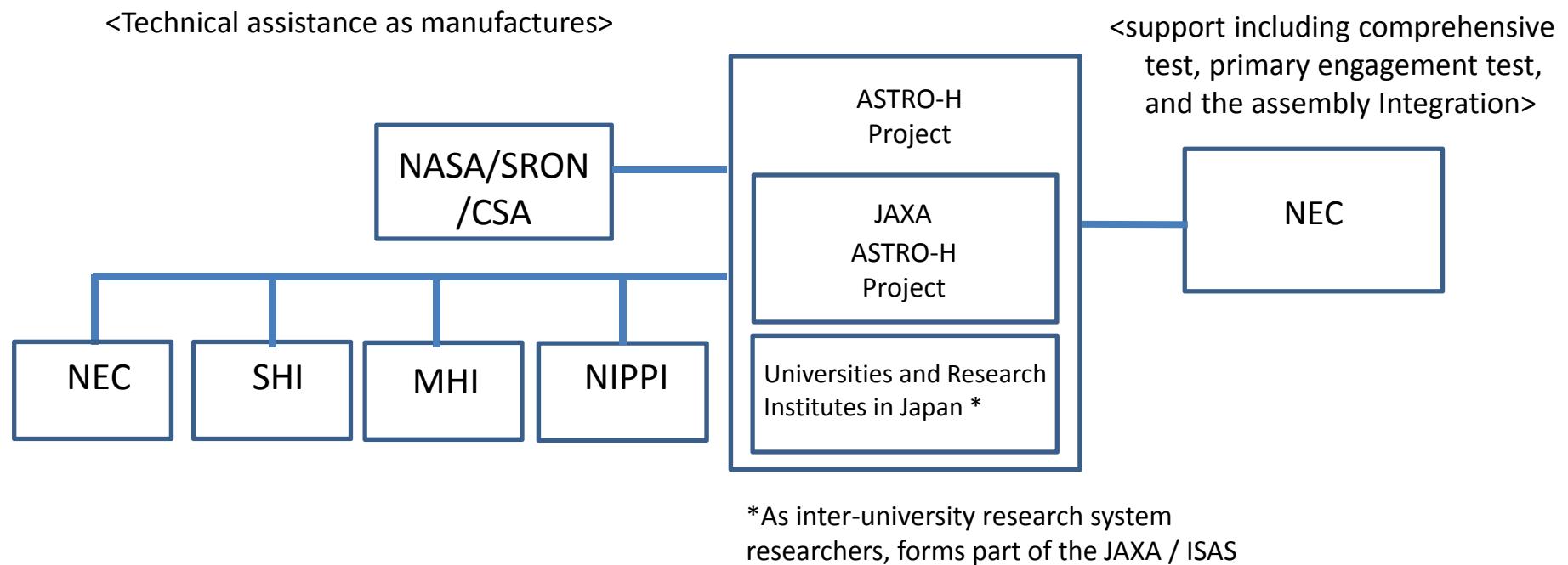


*As inter-university research system
researchers, forms part of the JAXA / ISAS

JAXA-institutions/firms relationship diagram(2/3)

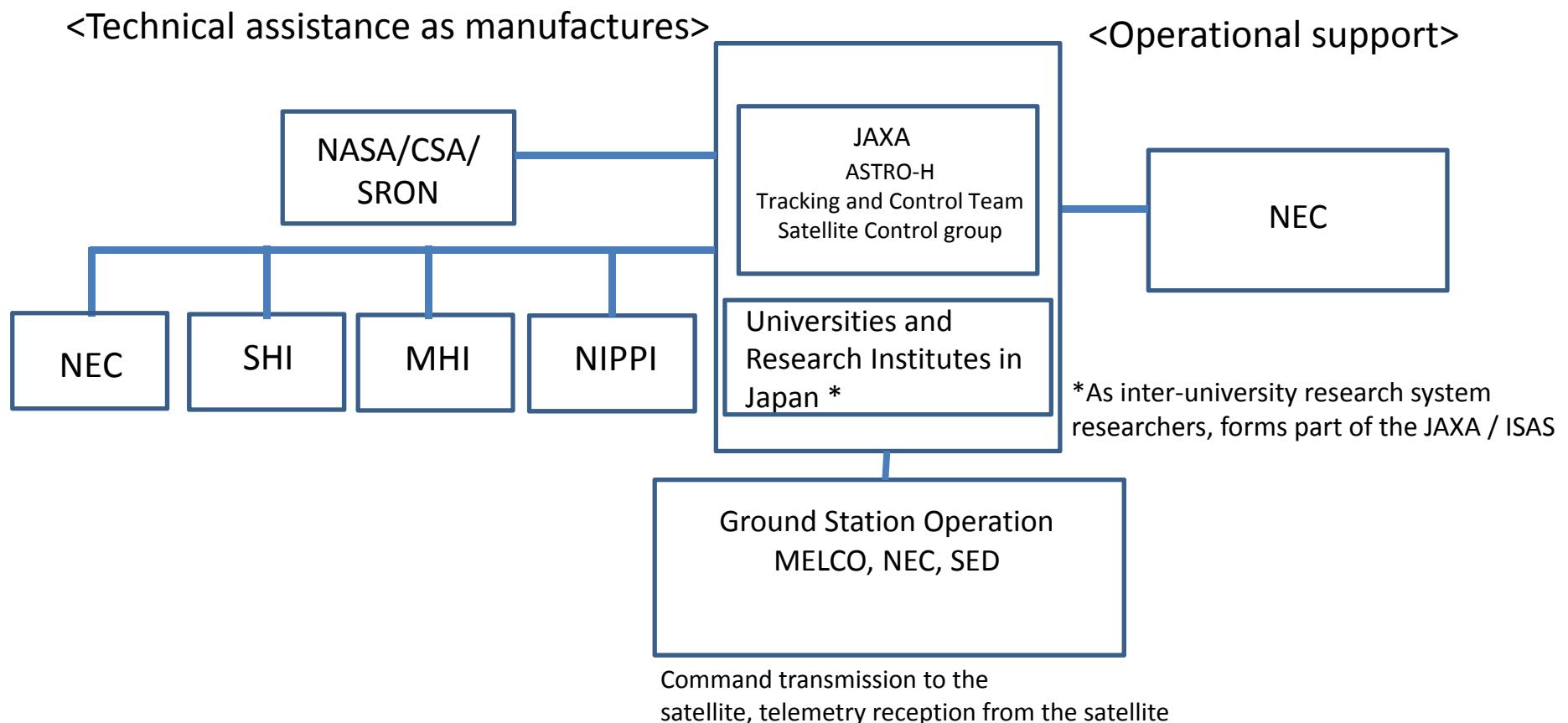
Phase of satellite system test

(Primary engagement test / satellite comprehensive test)



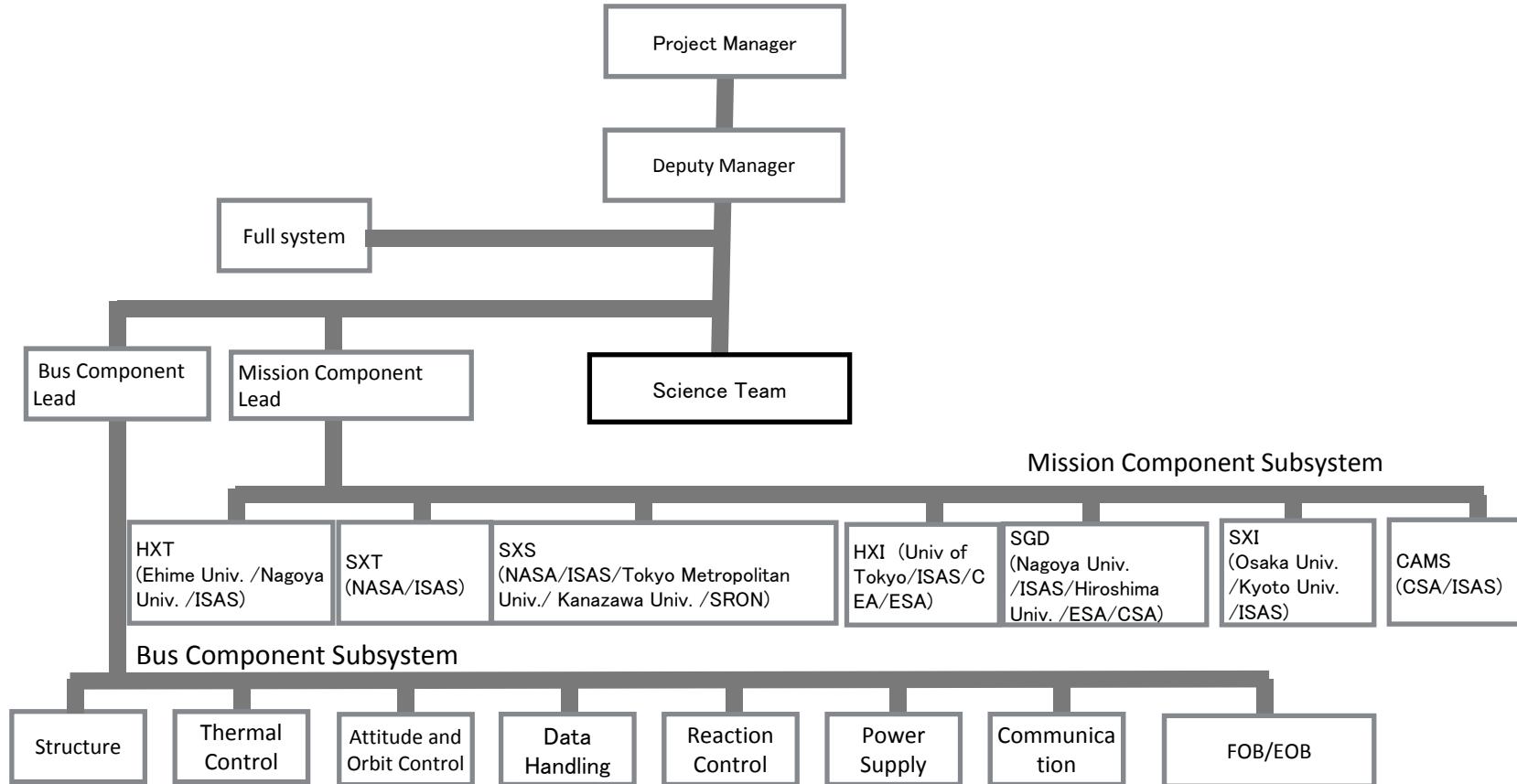
JAXA-institutions/firms relationship diagram(3/3)

(Flight Operation/Critical Operation Phase /Initial Function Check Phase)



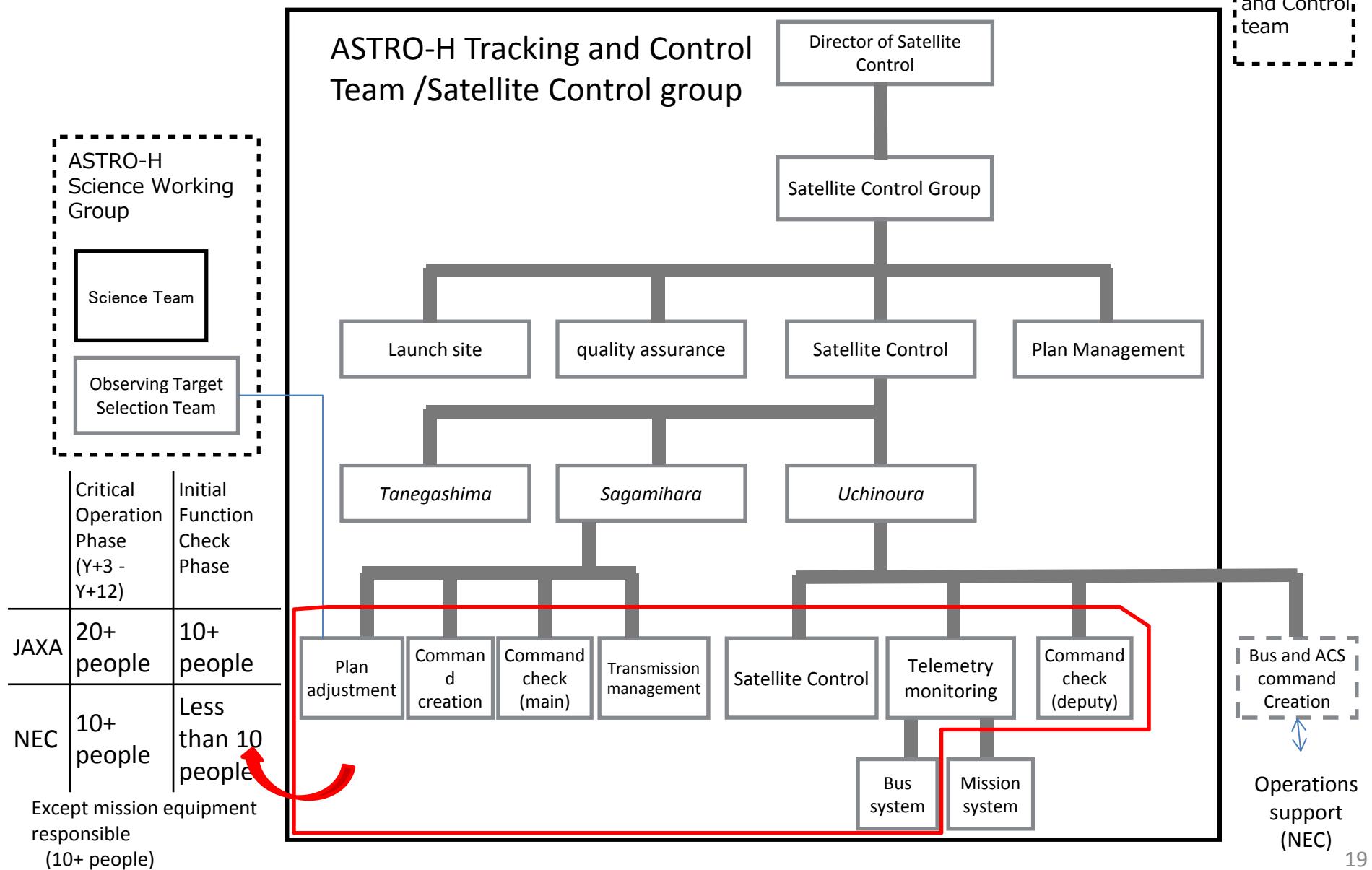
ASTRO-H Project Organizational Chart

(In parentheses are Mission Component PI / SubPI institutions)



ASTRO-H Tracking and Control team /Satellite Control team Organizational Chart

(Flight Operation/Critical Operation Phase /Initial Function Check Phase)

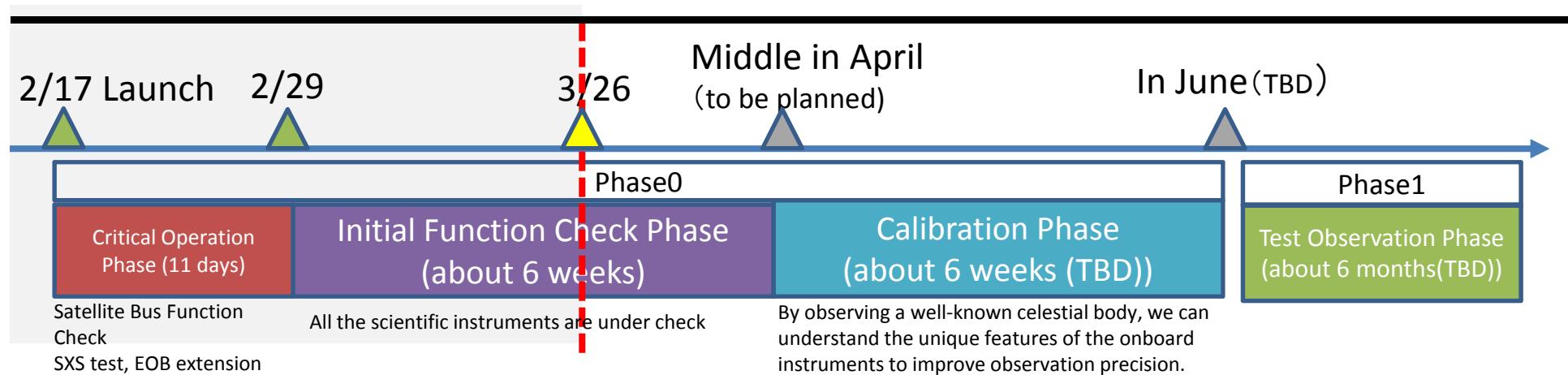


3. ANOMALY DESCRIPTION AND GROUND-BASED OBSERVATIONS

3.1 ASTRO-H Operation

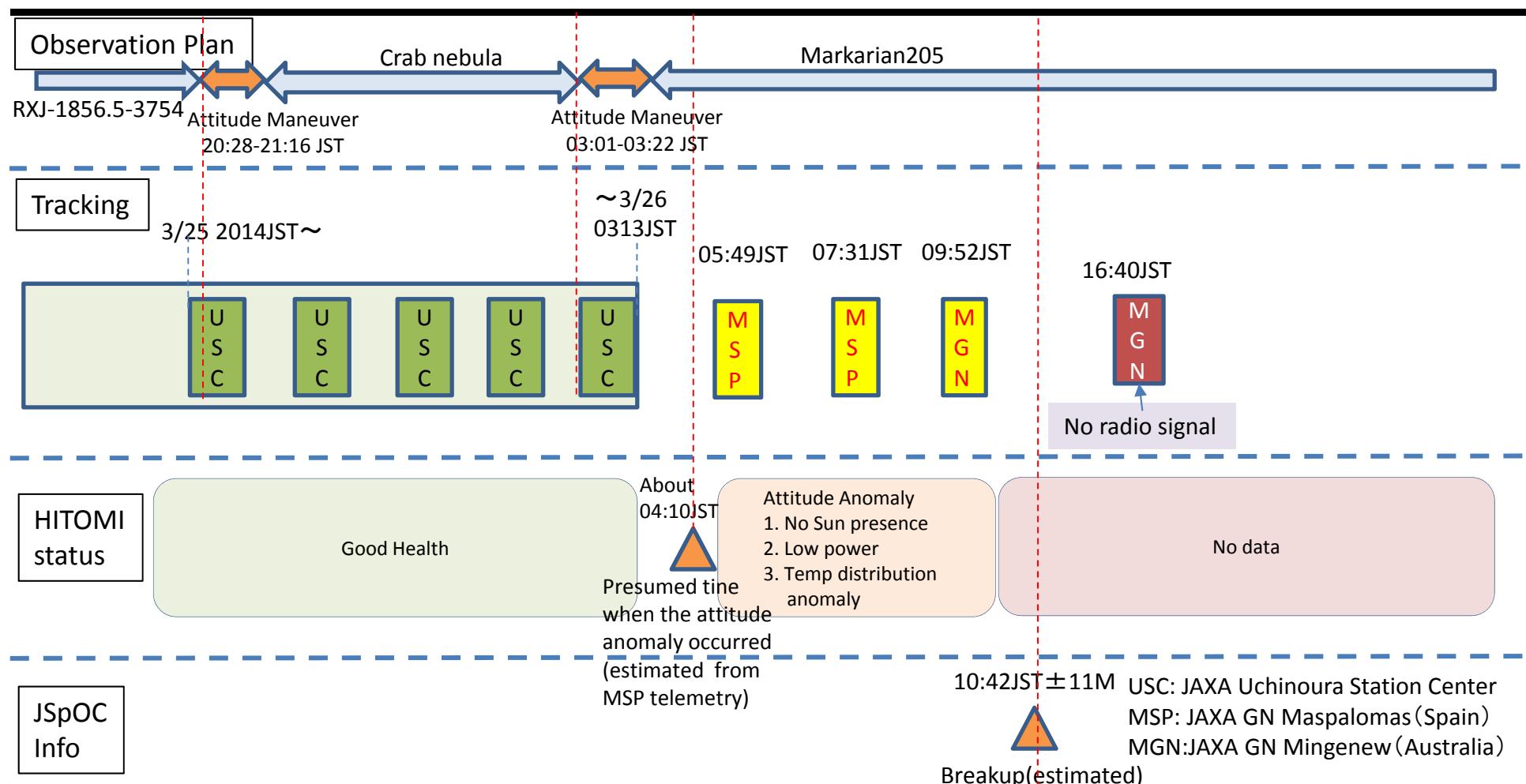
- The health check for all the scientific instruments[#] has been completed at 26th March, 2016. It was scheduled to proceed with the calibration phase in the middle of April.
- Observation trial for some X-ray bodies was performed on 25th & 26th March, 2016 as preparation for the calibration phase.

Soft X-ray Spectrometer(SXS), Soft X-ray Imager(SXI), Hard X-ray Imager(HXI),
Soft Gamma-ray Detector(SGD)



3.2 ASTRO-H Sequence of Event

The chart below shows a time sequence for the observation plan, satellite tracking, satellite condition on each events, and JSpOC information.

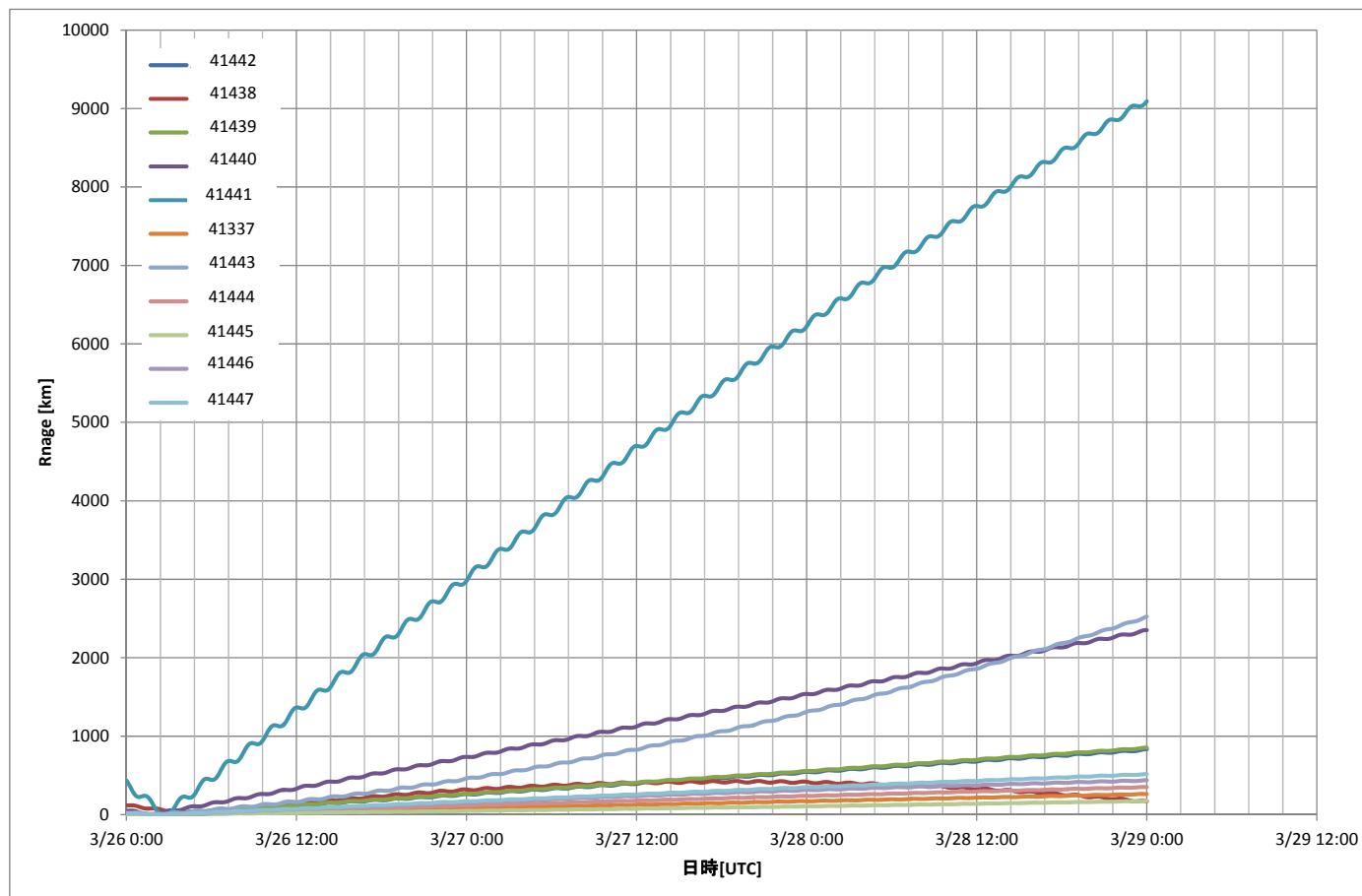


3.3 Summary of ASTRO-H Condition based on the last 4 operation HK data

Time (JST)	Station	Attitude	Power	Communication	Data Handling	Temperature Distribution
3/26 03:02 -03:13	USC	Normal	Normal	Normal	Normal	Normal
3/26 05:49 -06:02	MSP	anomaly	Lower power	Normal	Normal	Some parts higher, other parts lower than expected
3/26 07:31 -07:44	MSP	anomaly	Night time	Normal	Normal	Some parts higher, other parts lower than expected
3/26 09:52 -10:04	MGN	anomaly	Lower power (during day time)	Normal	Normal	Some parts higher, other parts lower than expected

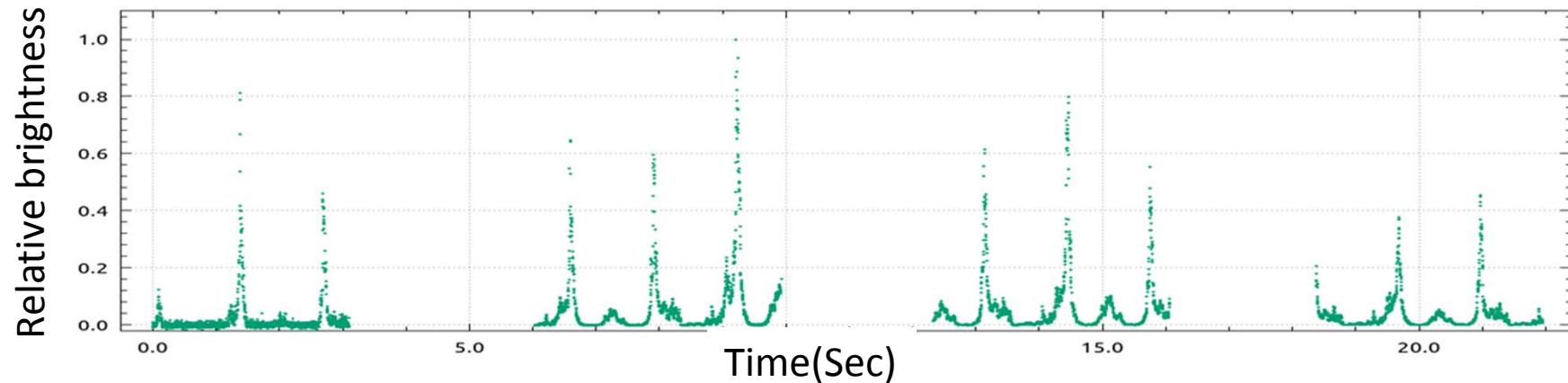
3.4 Observation results by ground telescope [1/3]

- JSPOC released the trajectory of the 11 objects on April 1. The largest piece should be identified as 41337. In this regards.
- By backtracking the trajectory of 11 objects, it is confirmed that they were on almost the same trajectory as ASTRO-H at 10:37 on 26 March. That shows that those objects are from ASTRO-H satellite.



3.4 Observation results by ground telescope [2/3]

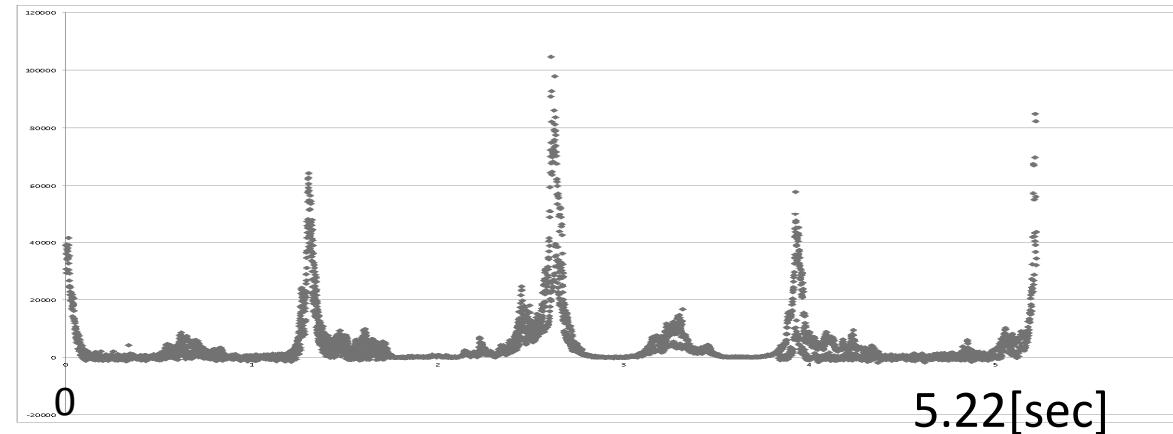
Light Curves observed by KISO Observatory



The number of seconds elapsed from 3/31 11:24:11.3

Upper Panel: Light curves observed by the proto-type of the Kiso wide field CMOS camera.

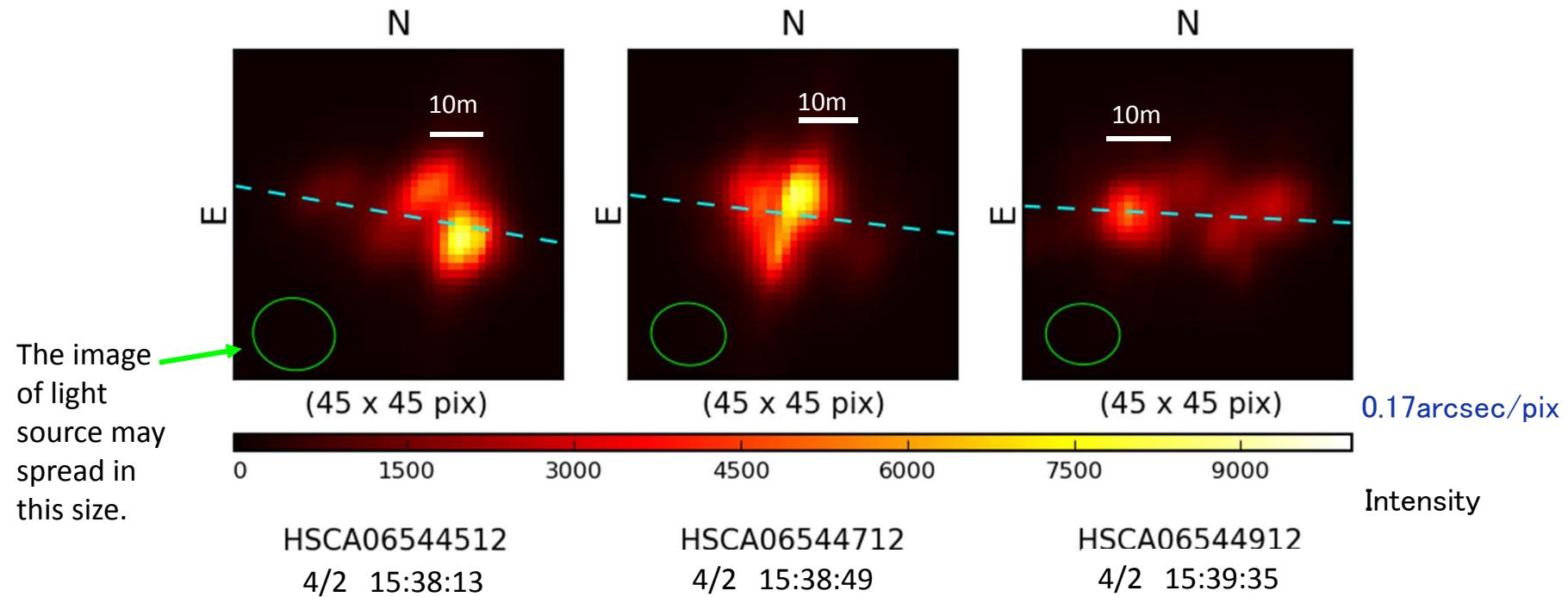
Right Panel: Result of the 5.22 sec period convolution



Original chart is provided by University of Tokyo

3.4 Observation results by ground telescope [3/3]

Observation images by Subaru Telescope



Original images are provided by National Astronomical Observatory of Japan

Although the resolution is not clear enough due to the low elevation of the target and the tracking error, the size of the bright pixels suggests that the object size of several meters. The details are under investigation.

3.5 Future Operation of ASTRO-H

Based on information from several overseas organizations indicating the separation of the two SAPs from ASTRO-H, JAXA concluded that the functions of ASTRO-H could not be restored. Accordingly, JAXA ceased efforts to recover the satellite and turned to investigating the cause of the anomaly. (April 28)

- Investigation was conducted to determine the separation mechanism of the parts that were vulnerable to large rotational loads. Both of the SAPs likely broke off at their bases.
- JAXA held some hope that communication with ASTRO-H could be restored because we thought we received signals from ASTRO-H three times after object separation. However, JAXA concluded that the received signals were not from ASTRO-H based on frequency differences as a result of technological study.

4. CAUSES OF THE ANOMALY

Description on the mechanisms from the normal status to the occurrence of anomaly and the break-ups

4.1 Presumed Mechanism(Summary)

(From “Normal situation” to the “Attitude anomaly Event”, and “Objects separation”)

(1) On March 26th, attitude maneuver to orient toward an active galactic nucleus was completed as planned.

(2) After the maneuver, unexpected behavior of the attitude control system (ACS) caused incorrect determination of its attitude as rotating, although the satellite was not rotating actually. In the result, the Reaction Wheel (RW) to stop the rotation was activated and lead to the rotation of satellite.
【Presumed Mechanism 1】

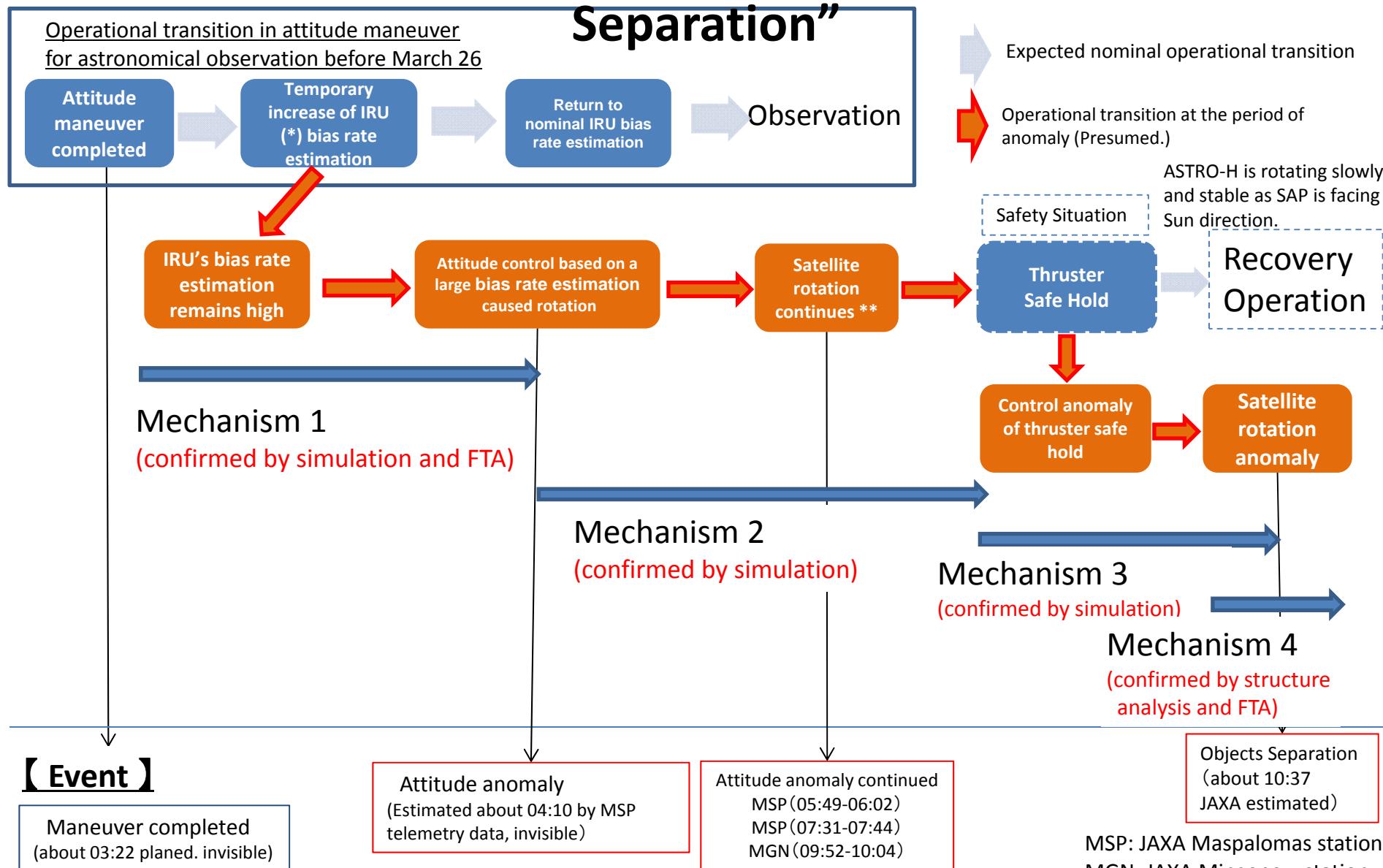
(3) In addition, unloading(*) of angular velocity by Magnetic Torquer operated by ACS did not work properly because of the attitude anomaly. The angular momentum kept accumulating in RW.
【 Presumed Mechanism 2】

(4) Judging the satellite is in the critical situation, ACS switched to Safe Hold mode (SH), and the thrusters were used. At this time ACS provided atypical command to the thrusters by the inappropriate thruster control parameters. As a result, it thrusted in an unexpected manner, and it is estimated that the satellite rotation was accelerated. 【 Presumed Mechanism 3】

(5) Since the rotation speed of the satellite exceeded the designed speed, parts of the satellite that are vulnerable to the rotation such as solar array paddles (SAPs), Extensible Optical Bench (EOB) and others separated off from the satellite. There is high possibility that the both SAPs had broken off at their bases and were separated. 【 Presumed Mechanism 4】

(*): Unloading: Operation to decrease the momentum kept in RW within the range of designed range.

4.1 Mechanism from “Normal Status” to “Objects Separation”



* IRU : Inertial Reference Unit

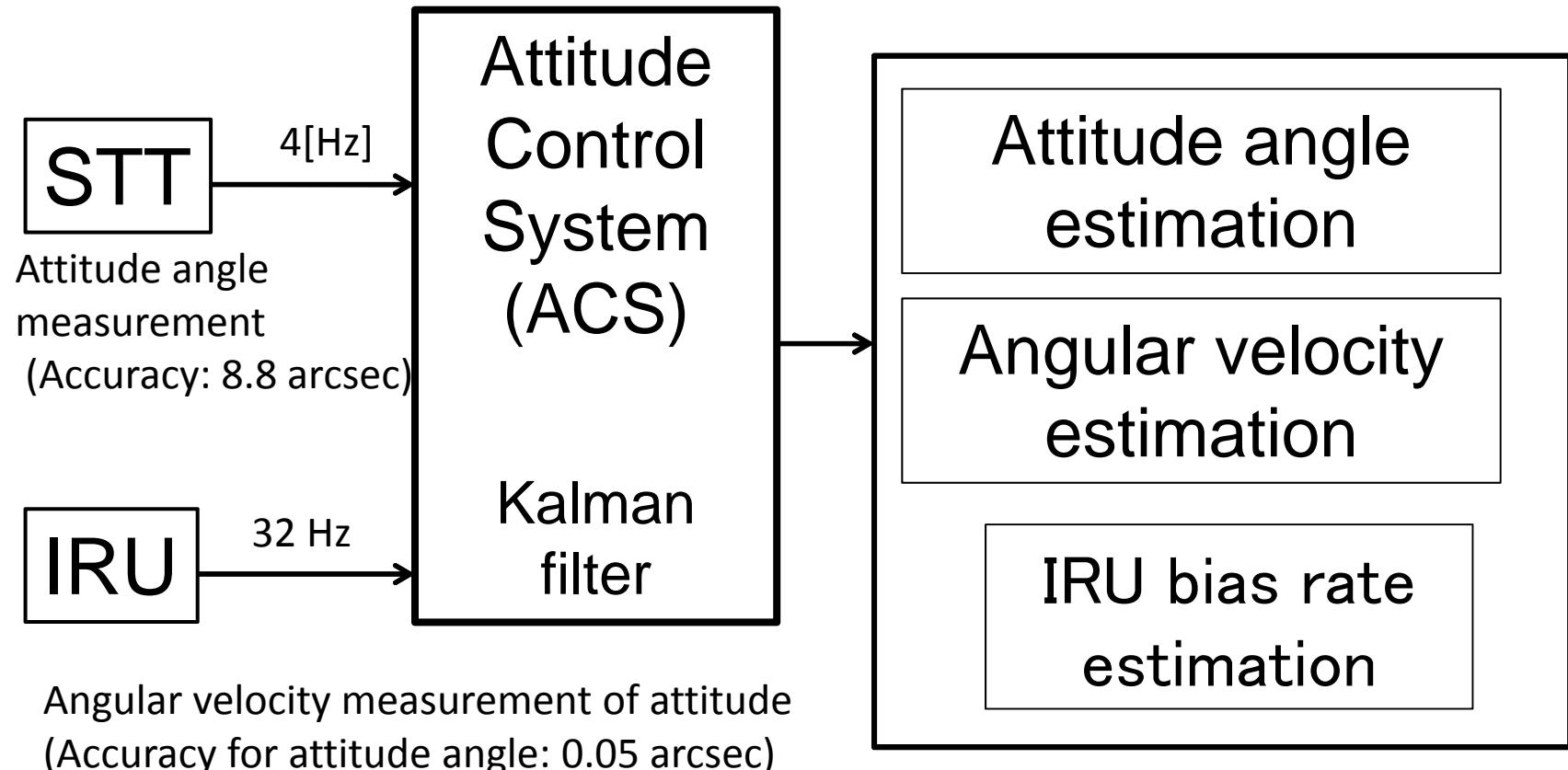
**The attitude control system in ASTRO-H is not using the sun sensor to determine satellite attitude. The system uses the estimated value calculated by the attitude control software.

Time in this page is expressed March 26 ,JST.

4.2 Mechanism 1 : from “Normal Status” to “Attitude Anomaly”

- ASTRO-H attitude control is based on 2 instruments, Inertial Reference Unit (IRU) and Star Tracker (STT), at normal time.
- After the attitude maneuver operation was completed, ASTRO-H was scheduled to restart using STT output data. At the time of restart, IRU bias rate estimation* becomes larger than the actual one. It was expected that the correction using STT data would converge value into normal range.
- There is a possibility that after the end of the attitude maneuver operation on March 26, STT output data had not been uploaded to ASTRO-H for some reason, resulting IRU bias rate estimation to remain larger and to continue showing anomalous value, 21.7[deg/h].
- After the maneuver, unexpected behavior of the attitude control system (ACS) caused incorrect determination of its attitude as rotating, although the satellite was not rotating actually. In the result, the Reaction Wheel (RW) to stop the rotation was activated and lead to the rotation of the satellite.
- JAXA investigated the cause for IRU rate bias to remain larger by simulation based on STT mode change using on-board software. It was confirmed that the STT behavior as shown in Page 15, made IRU bias rate remain high.
- Conducting the FTA on IRU bias rate estimation anomaly, JAXA concluded there was a very little possibility for IRU sensor anomaly and ACS computer anomaly.

Appendix A: Attitude Determination by ASTRO-H ACS



Requirement for the ACS

Accuracy (X,Y: 3 arcsec; Z:12 arcsec) for attitude angle determination

1 arcsec = 1 deg/3600)

Appendix B: IRU Bias Rate Estimation

- IRU: a sensor to measure angular velocity [deg./sec] of a satellite along each axis(X, Y, and Z-axis)
- IRU values are integrated to determine the attitude of the satellite in the case of IRU only estimation, ex.) measurement: 0.1[deg./sec], estimated attitude after 10 sec: $0.1 \times 10[\text{sec}] = 1.0[\text{deg.}]$.
- The slight offset errors in the measured angular velocity are accumulated by the time integration. ex.) Error in the measurement: 0.01[deg./sec] Attitude error after 10 sec: $0.01 \times 10 = 0.1\text{deg}$)
- Comparing the attitude estimation with the STT of higher accuracy, the error trend of the IRU (shown in the orange line in the lower figure) is derived
- This error trend (the bias rate estimation) enables us to estimate the satellite's attitude accurately even if the STT data are not available.

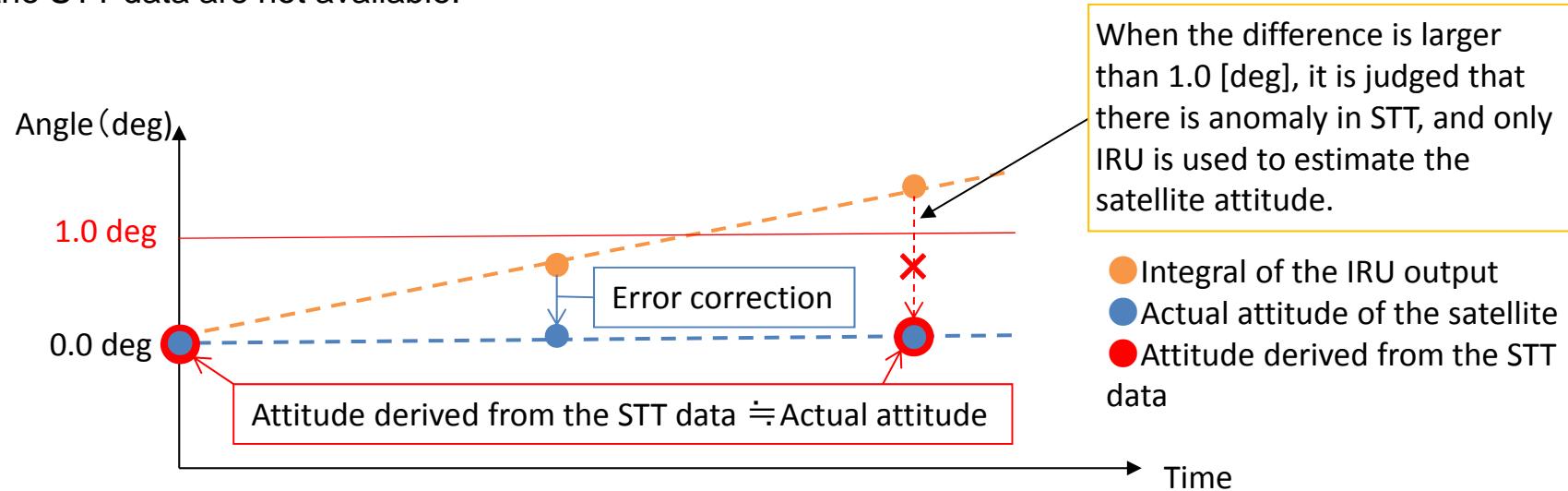
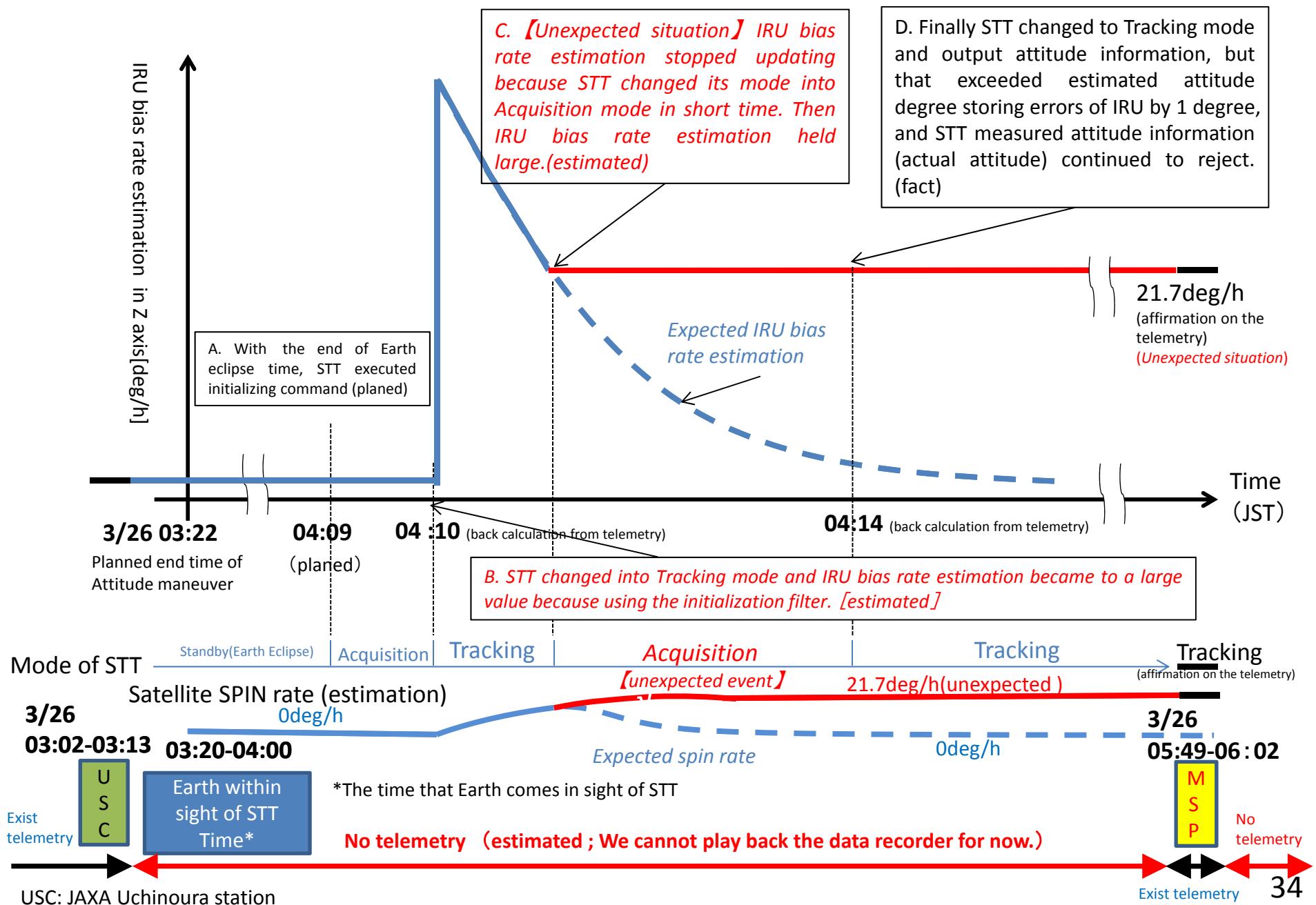


Figure : the sketch of the process.

※STT: Optical device to estimate the attitude of a satellite based on stellar positions. A series of complicated calculation is required to derive the attitude from the STT data, and the frequency of its output is low. Contrary, the IRU 's output is speedy, because the derivation method of the attitude is simple.

(note)This is just a image to understand easily. This image differs from actual process.

4.2 IRU Bias Rate behavior



4.3 Mechanism 2: from the attitude anomaly to the continuously rotation of attitude

- As shown in the mechanism 1, ASTRO-H made incorrect determination of its attitude as rotating, although the satellite was not rotating actually. ACS does not use the sun sensor to determine its attitude, and anomaly was not able to be detected. As a result, the rotation continued. 【Appendix C】
- At this time, it is confirmed that the unloading process of angular momentum in RW by Magnetic Torquer operating in parallel to the rotation control did not work properly because of the attitude anomaly, then angular momentum was accumulated in RW.
- It is confirmed that, by the further analysis of the telemetry data of MGN at 09:50–10:04, the angular momentum in RW was rising near the design limitation (Telemetry 112[Nms], Limitation: 120[Nms])
- JAXA estimated the accumulated angular momentum in case of attitude anomaly by computer simulation. Then it is confirmed that the estimated angular momentum was almost the same as the telemetry data.

*FDIR: Fault Detection Isolation and Reconfiguration

**Unloading: Operation to adjust the RW rotation frequency in normal range by using a magnetic torquer or RCS thruster

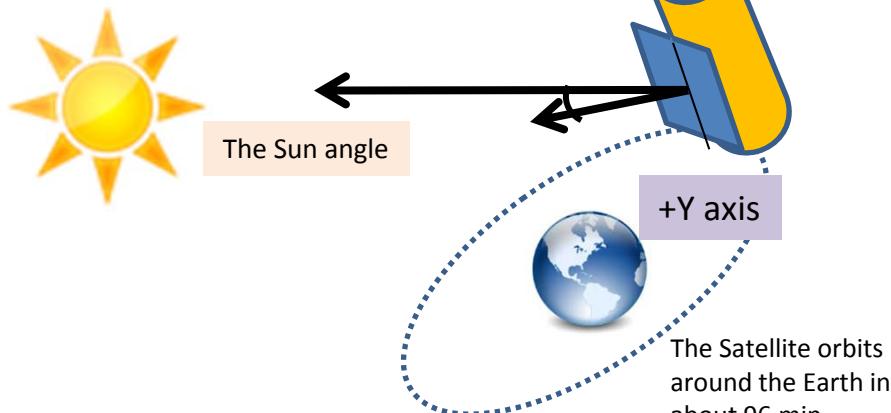
***Accumulation of angular momentum: Corresponding to an increase of rotation frequency

Appendix C:

Schematic of ASTRO-H behavior under attitude anomaly

Normal

ASTRO-H is orbiting around the Earth with SAP facing the Sun to generate power. While keeping its attitude, ASTRO-H positions itself directed to the observation targets. (There is invisible time that the satellite cannot see the observation targets because the Earth obstructs the sight of telescope.)



The nominal angle between satellite +Y axis and the Sun angle is within ± 30 degrees.

Anomaly (Between MSP and MSP, MGN)

Attitude anomaly



The IRU estimated error value continues, and ASTRO-H began to rotate along Z axis about 21.7 degree/hour slowly. The Sun angle at a time of the last telemetry reception at MGN was about 123 degrees.

4.4 Mechanism 3: from the attitude rotation to the rotation anomaly

- When exceeding the angular momentum limitation (120 Nms) accumulated in the RW, the ACS concluded that there was anomaly in the control by the RW, then shifted to a mode that controls its attitude using thrusters (Thruster Safe Hold Mode: RCS(Reaction Control System) SH(Safe Hold)).
- In the RCS SH, the satellite conducts the attitude recovery operation using thrusters by detecting the Sun【Appendix D】
- There was injection control anomaly with inappropriate RCS control parameter. As a result, the velocity of the rotation increased. 【Appendix E】
- JAXA conducted simulation study on RCS behavior by using inappropriate RCS control parameter. The simulation showed the rotation acceleration behavior and the rotation speed finally went up to induce the break-up of SAP. 【Appendix F】
- The attitude angle, the angular velocity and the sun angle confirmed by simulations were described. 【Appendix G】

Appendix D: RCS Safe Hold (SH)

The RCS SH of ASTRO-H proceeds through the following steps.

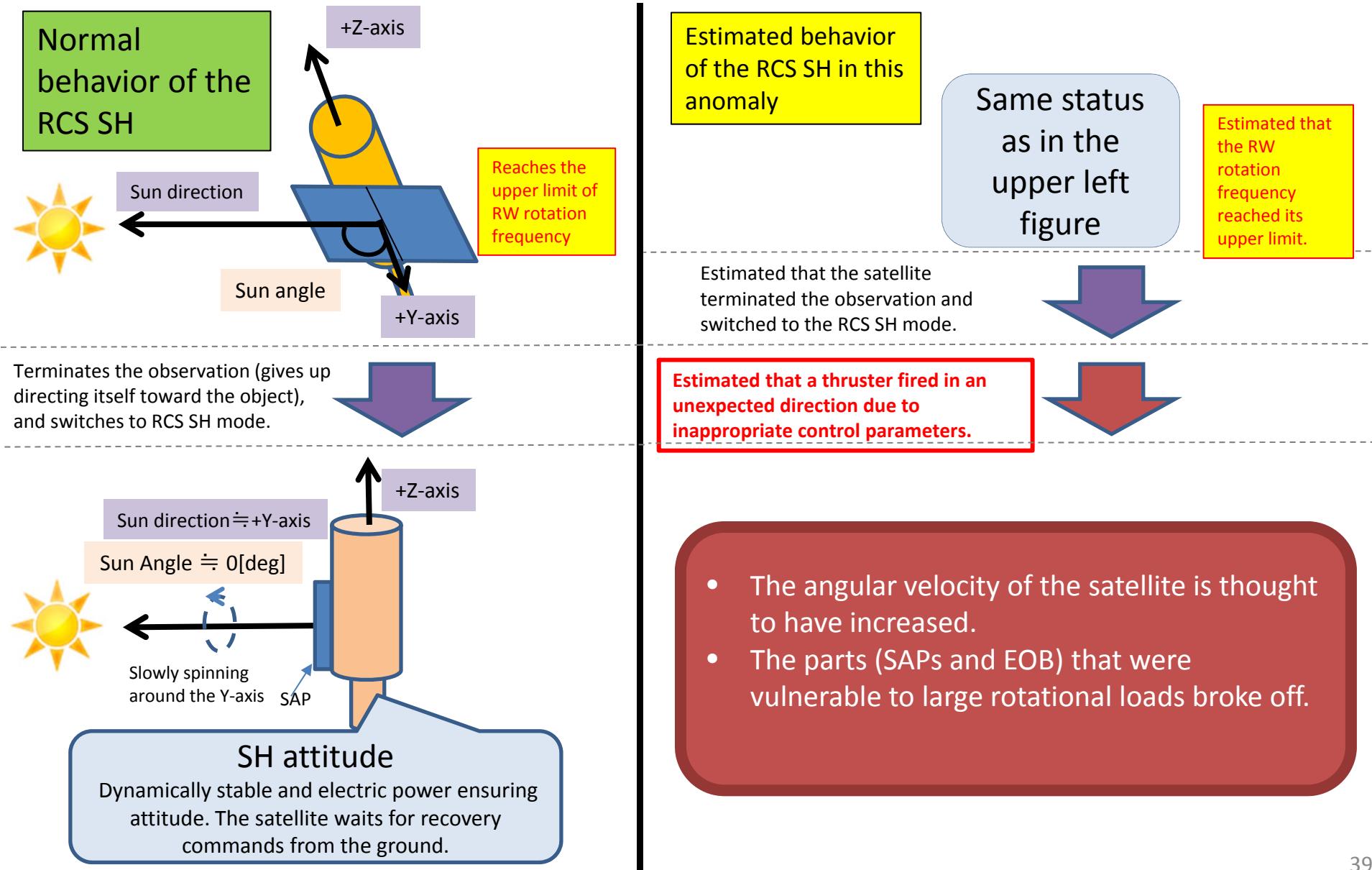
- (1) CSAS, IRU, AOCP, and RCS of ACS are switched from the primary system to the redundant system.
- (2) Rate dump is performed by using RCS when IRU detects an angular velocity of >0.08 deg/s.
- (3) The satellite tries to detect the sun by using CSAS, IRU, and RCS. If this fails, the satellite itself rotates its body rotate around the X-, Y- and Z-axes in turn to search for the sun.
- (4) After detecting the sun, the satellite captures the sun in the direction of the +Y-axis, and rotates at a rate of 0.25 deg/s to minimize propellant consumption.

In the following two cases, the satellite rotates at a slow rate of -0.05 deg/s around the X-axis and waits until leaving the shade:

- (1) The satellite is in shade when the search for the sun starts.
- (2) AOCP judges that search for the sun cannot be completed before leaving the sunlight. (This is because of limits on sunlight incident on the instruments.)

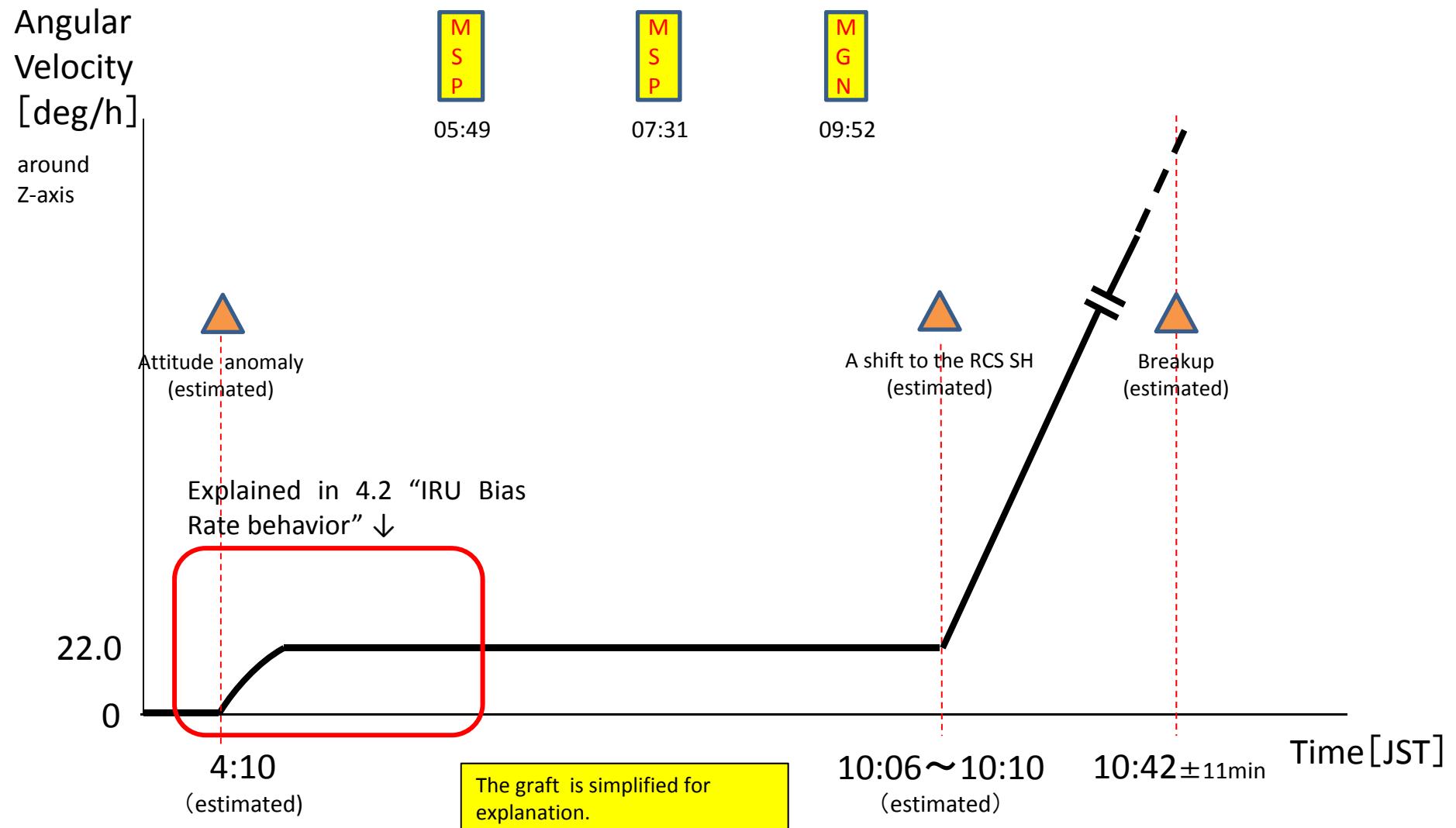
Appendix E: Schematic View of the Satellite's Behavior at Anomalies 3 and 4

From 10:04 March 26th (after MGN pass) to 10:37 (the break-up time estimated by JAXA)

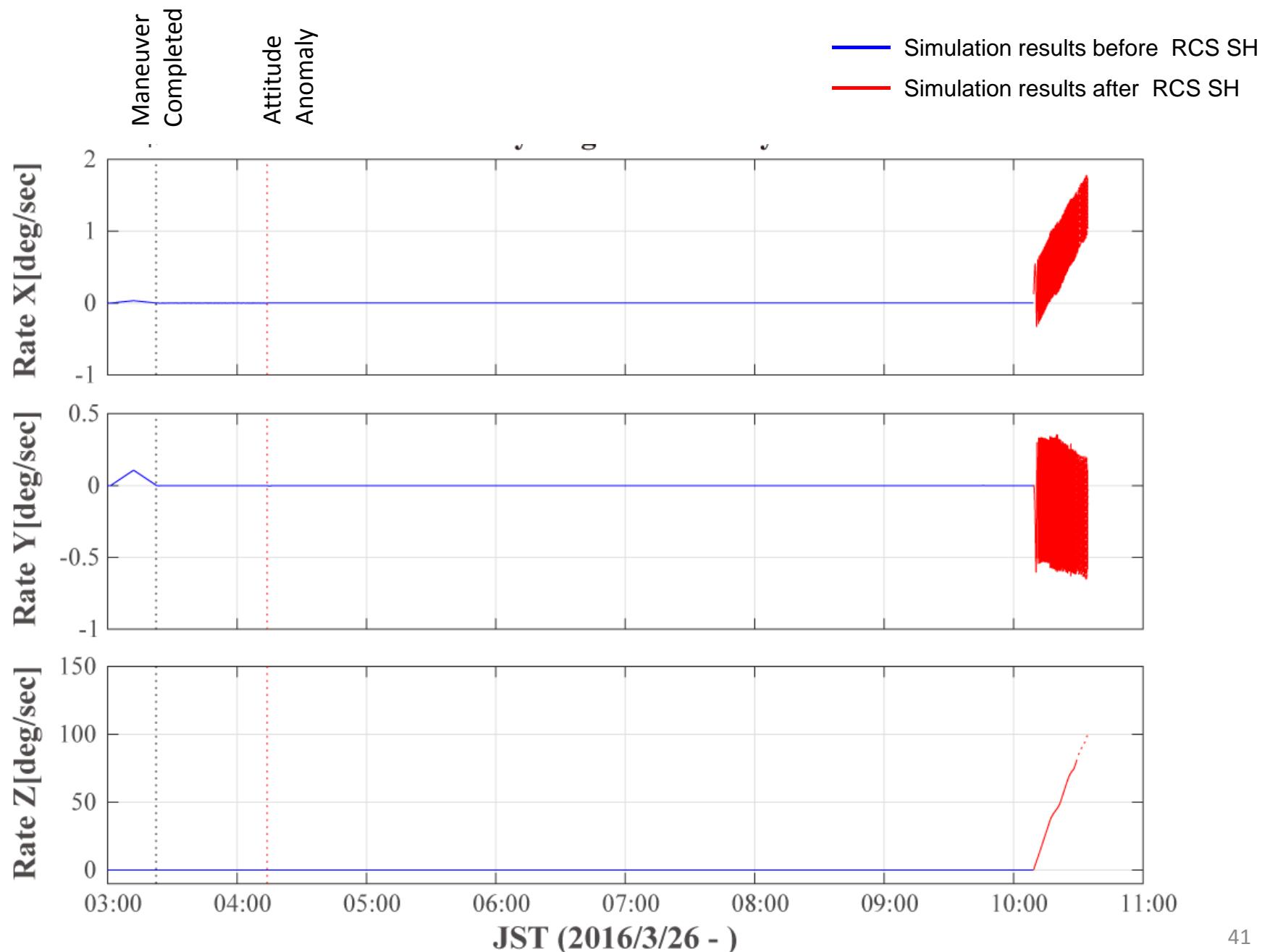


Appendix F: Behavior on ASTRO-H angular velocity around Z-axis

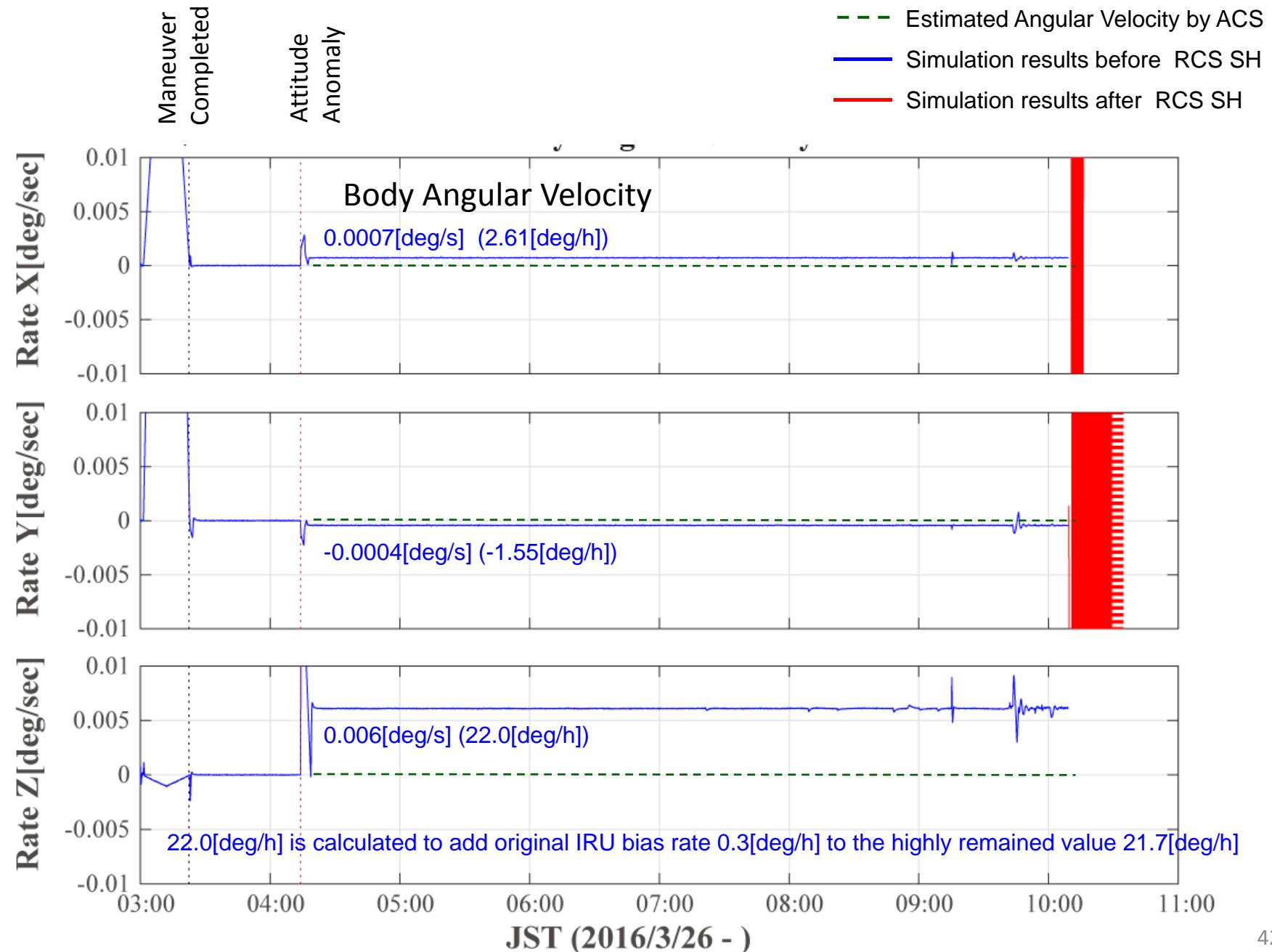
(from the end of the Attitude Maneuver)



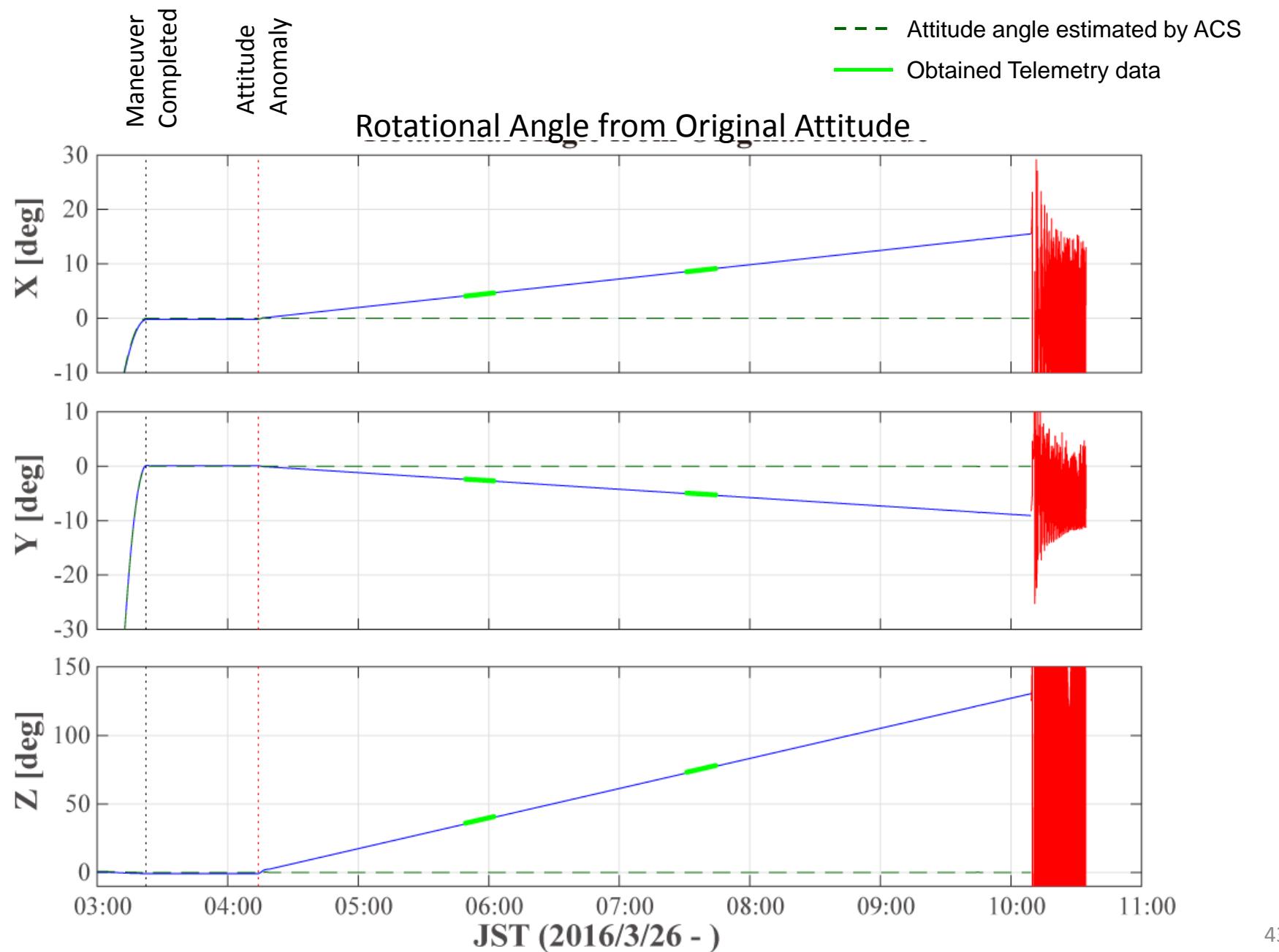
Appendix G: Attitude Angular Velocity of ASTRO-H (The Whole Scale)



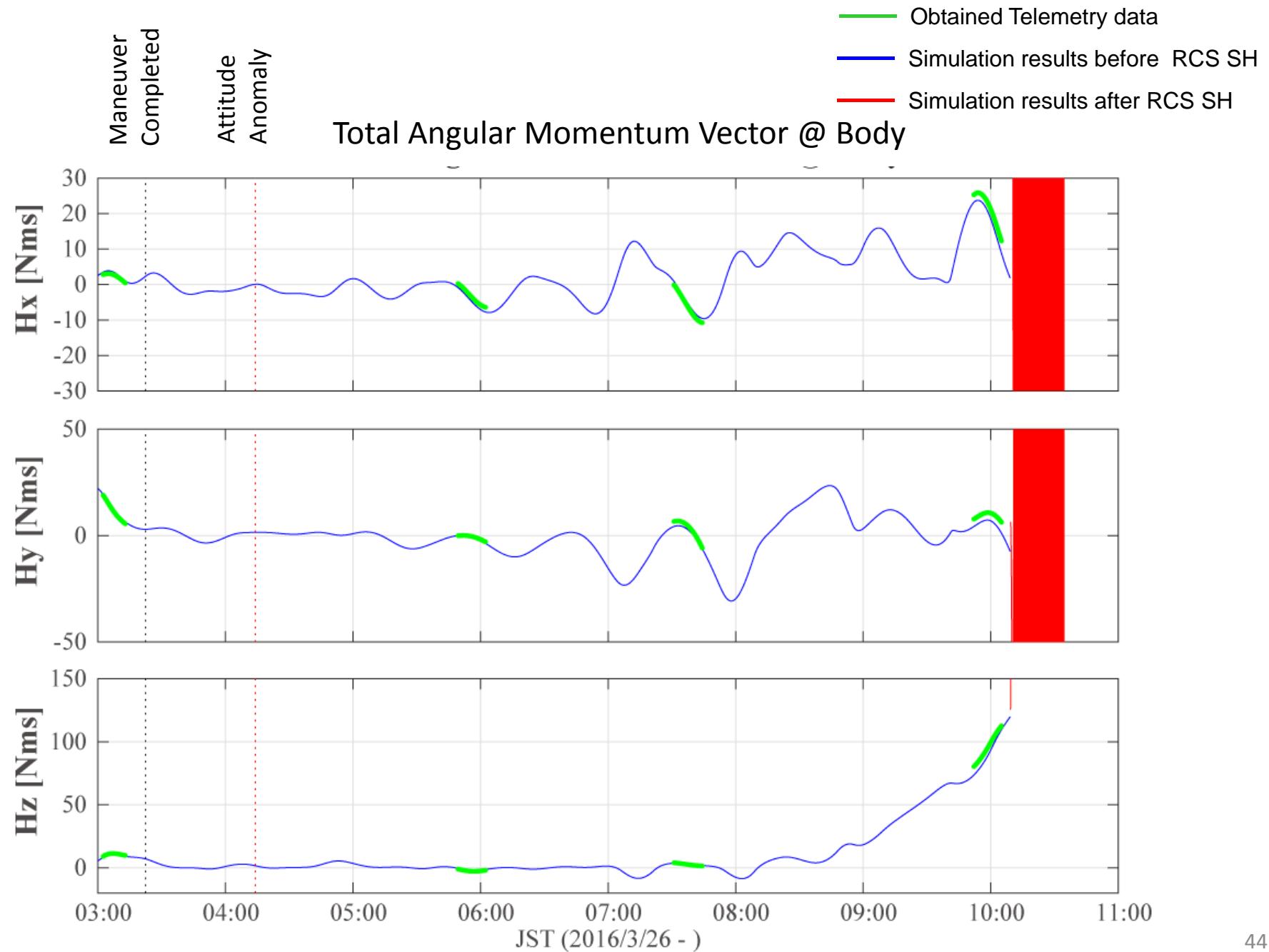
Appendix G: Attitude Angular Velocity of ASTRO-H (Big Scale)



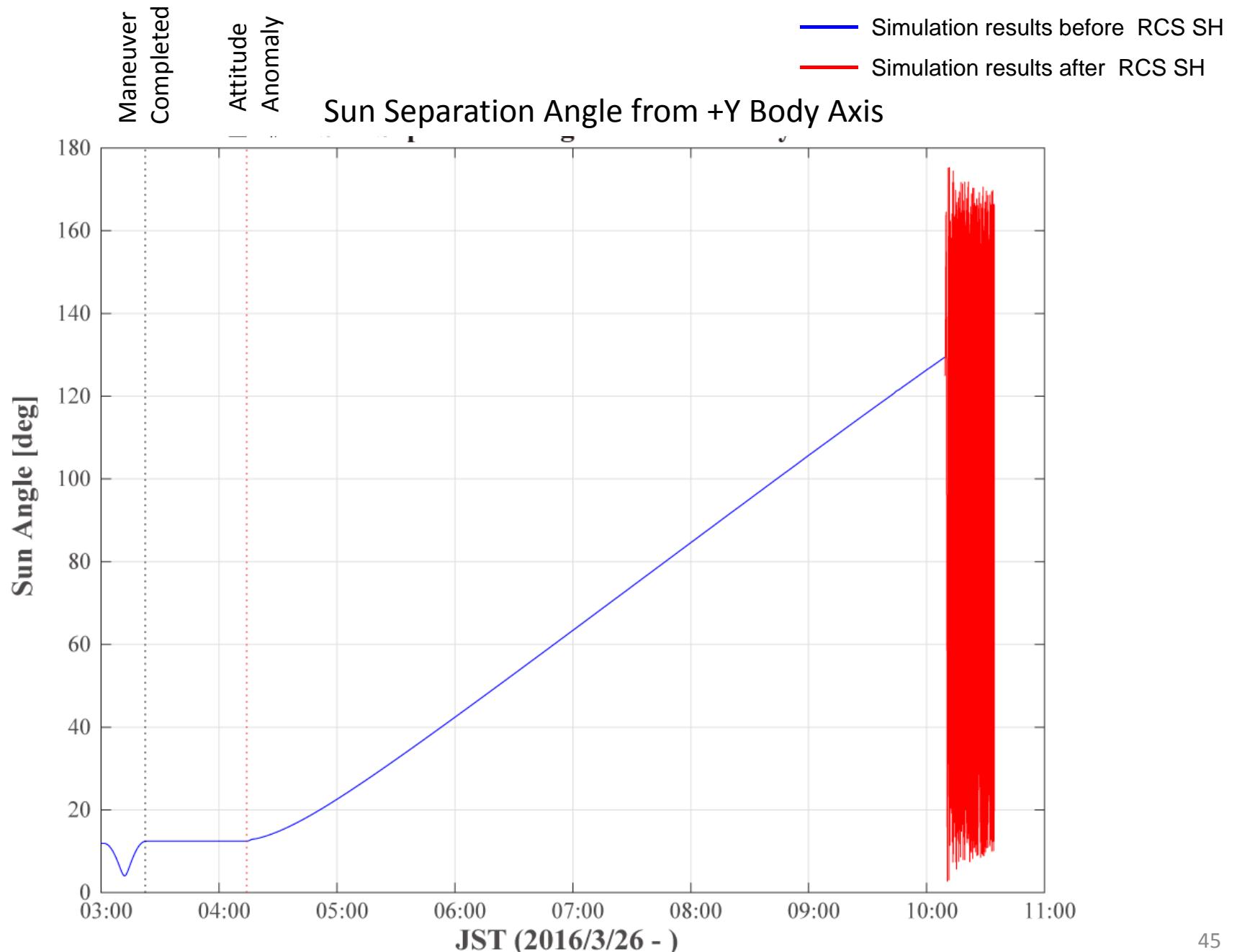
Appendix H: Attitude Angle of ASTRO-H



Appendix H: Total Angular Momentum of ASTRO-H



Appendix H: Angle between the sun direction and +Y axis



4.5 Anomaly Mechanism 4: From Spinning to Breakup

- JAXA estimated that the increase in the angular velocity of the satellite resulted in separation of the parts that were vulnerable to large rotational loads, such as the SAPs and EOB.
- According to investigation results, it is more likely that both the SAPs broke off at their base than that a part of the SAPs separated.
 - Detailed structural analysis of the SAPs by the finite element method showed that the SAP base was the part most vulnerable to rapid rotation.
 - The critical angular velocity for breaking of the SAP base was roughly consistent with that derived from ground-based observations conducted by observatories that JAXA asked for support.
- JAXA conducted the same analysis for EOB and concluded that EOB and the instruments attached at the top also separated from the main body. (Supplement 1)

Appendix I

The spacecraft experiences heavy loads at liftoff. The SAP and EOB were folded up when ASTRO-H was launched, and the both components were extended on orbit. Thus, they were more vulnerable than other components to external loads. The table below shows simulation results on the upper limit of angular velocity tolerance. Results for rotation around the Y-axis are omitted, because the simulations showed the upper limit was much larger for the Y-axis than for the other axes.

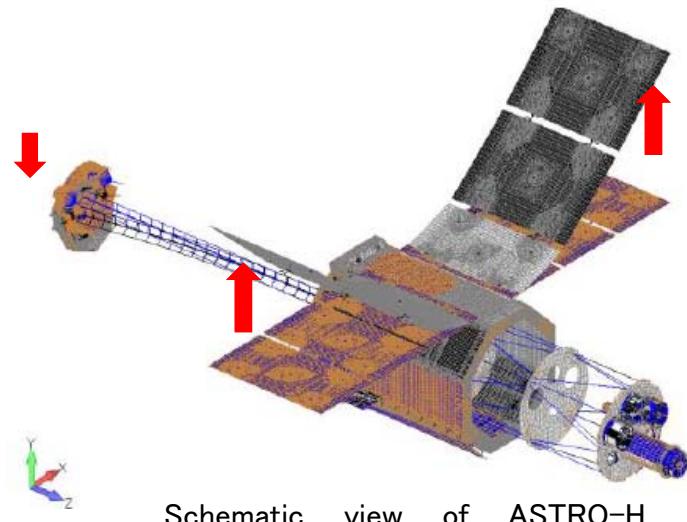
The figure below illustrates the distortion of an SAP when the satellite rotates around the Z-axis. It can be seen that the SAP base is subjected to a large bending moment.

As a result of rotation, EOB is pulled by the instruments mounted on it and by the HXI plate. The tensile load acts almost evenly for each step of EOB, leading to similar threshold angular velocities around the X- and Y-axes.

Approximate angular velocity thresholds (ω_{max}) for breakup

Part	Rotation Axis	ω_{max} [deg/s]	Part
SAP	Z	150	SAP base
	X	150	SAP base
EOB	Z	125	Satellite side end of EOB
	X	90	EOB (each step)
	Y	90	EOB (each step)

Note: Axes are defined in Section 2.3.



Schematic view of ASTRO-H rotating around the Z-axis

4.6 Estimated Status of the Satellite

- Rapid spinning of the main body of ASTRO-H
- Separation of both SAPs
- Separation of EOB with HXI attached to the tip
- Depletion of the battery

Considering the information above, JAXA concluded that the satellite's functionality could not be restored and ceased recovery activities. (April 28)

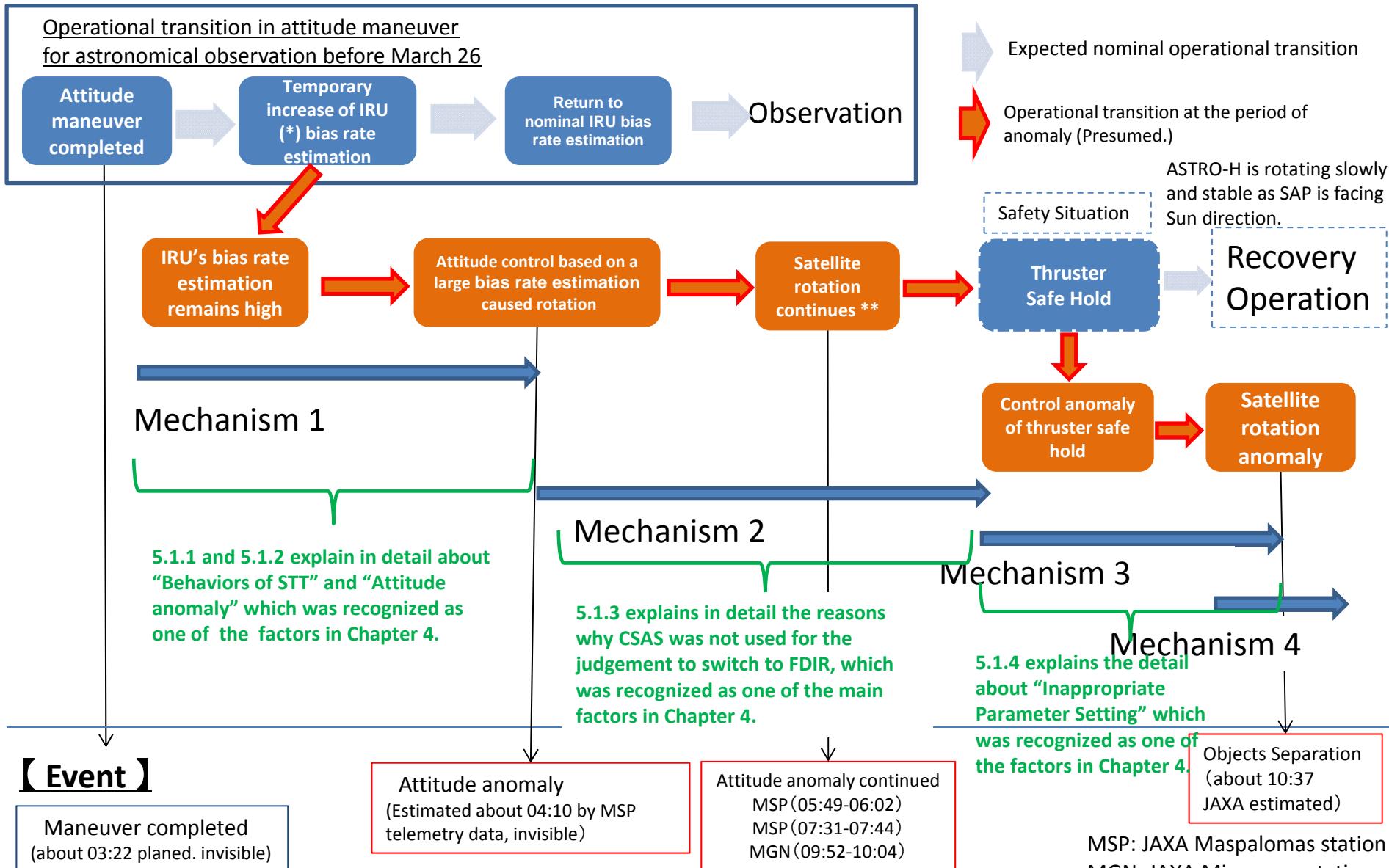
- Observations showed that among the objects that separated from ASTRO-H, two had faster decreases in altitude and reentered the atmosphere on April 20 and 24. For the following reasons, JAXA estimated that these two objects burned up in the atmosphere.
 - Air heating would melt most of the satellite materials, except for special ones such as titanium alloy.
 - Only the satellite's fuel tank (made of titanium alloy) would not be melted.
 - These two objects that descended fastest are thought to have large air resistance relative to their mass, such as heat insulators attached to the satellite surface. Thus, they were not expected to be the fuel tank.

5. FACTORS CONTRIBUTING TO THE ANOMALY

Section 5.1 describes the direct technical factors contributing to the anomaly that was described in Chapters 1 to 4.

Section 5.2 describes analysis results at each phase of design, production/test, and operation to identify problems leading to the technical factors described in Section 5.1.

Mechanism from “Normal Status” to “Objects Separation”



* IRU : Inertial Reference Unit

******The attitude control system in ASTRO-H is not using the sun sensor to determine satellite attitude. The system uses the estimated value calculated by the attitude control software.

Time in this page is
expressed March 26 JST.

MSP: JAXA Maspalomas station
MGN: JAXA Minganew station

5.1.1 STT Behavior(1/3)

(1) Facts

JAXA has confirmed the following events.

1. 3/25UT
 - a) 18:22: Planned time of the completion of the maneuver
 - b) 19:00: End of the period when STT obstructed by Earth
 - c) Pass above the South Atlantic Anomaly (SAA)
 - d) 19:09: End of STT standby operation, implementation of the STT acquisition command
 - e) 19:10: STT switched from acquisition mode to tracking mode, and the Kalman filter reset (estimated from telemetry)
 - g) 19:14 onward: STT remains in tracking mode (estimated from telemetry)
- ⇒ Event A
 - f): At least one time between e) and g), the STT mode returned from tracking mode to acquisition mode.
 - STT returned to tracking mode. Thus, STT did not switch to emergency mode and stayed in tracking mode due to its design and setup.

JAXA estimated the above event (STT Event A) occurred.

5.1.1 STT Behavior (2/3)

(1) Facts (continued)

2. Evaluation results for on-orbit data indicate the occurrence of the following events during operations from launch to Event A
 - Event B: STT2 temporarily returns from tracking mode to acquisition mode (15 events)
 - Event C: Quaternion validity flag (*1) becomes invalid while STT is in tracking mode (3 events)
 - Event D: Emergency return from tracking mode to acquisition mode (1 event)
3. Since Feb 28, the satellite was operated in STT standby mode as a countermeasure to Event D when Earth obscured the STT field of view.
4. These events were not significantly different between STT1 and STT2.
5. The STT on board ASTRO-H was newly developed based on the heritage of Japanese STTs to date.

(*1) STT telemetry indicating the validity of the attitude information from STT. The Kalman filter includes the STT data only when the flag indicates the information is valid.

5.1.1 STT Behavior (3/3)

(2) Direct factors (estimation)

- There is a possibility that other STTs return from tracking mode to acquisition mode depending on the status of the STT optical system.
- JAXA estimated that STT Event A occurred on March 26, as described below, based on information from telemetry data in 19 other cases (described in “Reference”) and the results of analyzing the field of view (FOV) and the STT processing software.
 - STT Event B (2 events) and STT Event C (4 events in total): Under the initial threshold value on window pixel size, there were few bright stars available for estimating the attitude rate. Accordingly, the errors in the attitude rate estimation increased and the transition from acquisition mode to tracking mode was unstable. Consequently, the tracking was terminated.
 - STT Event A of March 26: Analysis of the FOV of STT indicated that Event A occurred in the same situation and had the same causes as the four cases above.
- The threshold value on window pixel size was set to the default and needed to be adjusted. On-orbit optimization was planned for after March 26.

5.1.2 AOCS Design (Attitude Anomaly) (1/3)

(1) Facts: JAXA has confirmed the following events on March 26.

- 03:02 – 03:13 after the USC pass: The Kalman filter was reset by time-line commands after completion of the maneuver.
- 05:49 - 06:02 in the MGN pass: The IRU bias rate was maintained at 21.7 deg/h. JAXA confirmed a decrease in power generation.
- 09:52 – 10:04 in the MGN pass (confirmation required): The rejection of STT data continued, as did the rotation of the satellite at about 21.7 deg/h (estimation from STT data), the absence of the sun (SAPs were not directed toward the sun), and changes in the temperature distribution of the satellite (a change in attitude is the estimated cause).

5.1.2 AOCS Design (Attitude Anomaly) (2/3)

(2) Direct factors (estimation)

JAXA estimates the following three factors caused the IRU bias rate to remain high and led to the attitude anomaly.

- a. Parameter setting where the IRU bias rate temporally took a high value when the Kalman filter was reset after a maneuver.

To maximize observation time, it was necessary to complete calculations for attitude determination as soon as possible after the completion of a maneuver. Thus, the Kalman gain was designed to take a rather high value when the Kalman filter was reset after a maneuver. This resulted in a period in which the IRU bias rate took a high value during attitude determination.

Note that the same behavior happened before the events on March 26. However, in the previous cases, the conversion time was short, as planned, because the STT data were included continuously.

- b. Design concept where the two STT were not used as a redundancy system

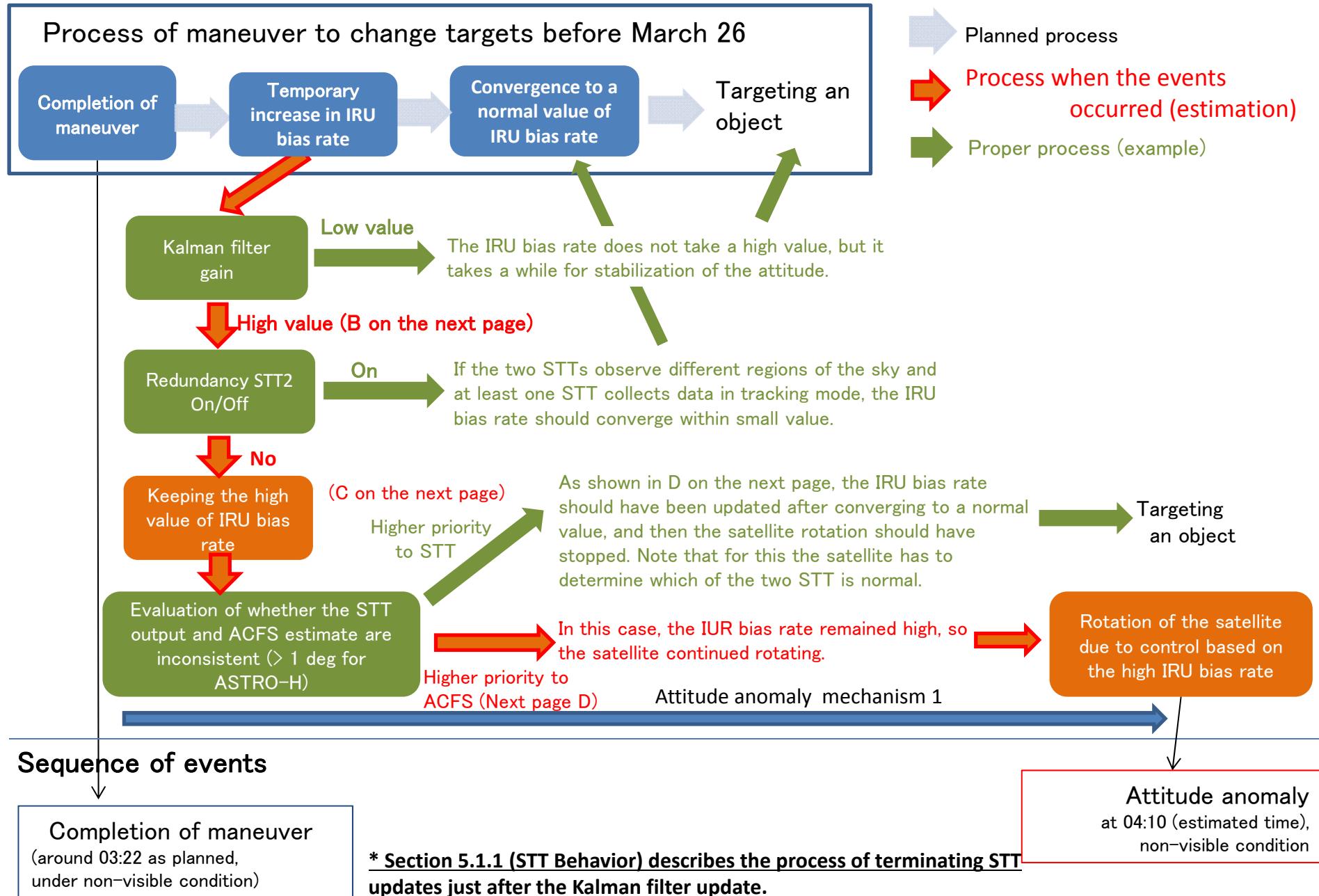
ASTRO-H was equipped with two STT. Setting for dual operation of STT was configured as follows; when one of the two STT was not available, the satellite was configured such that neither STT was used and satellite attitude determination relied solely on the estimates by ACFS which were derived from the IRU output. This configuration has the benefit of avoiding attitude variations lasting minutes and maximizing observation time at a stable attitude. Consequently, the primary STT was not switched to the redundant one and the IRU bias rate remained high, even when STT returned to acquisition mode just after switching to tracking mode. Note that only one of the two STT was used on March 26, meaning the STT setting was configured as single operation because on-orbit adjustments of the STT parameters were not complete.

5.1.2 AOCS Design (Attitude Anomaly) (3/3)

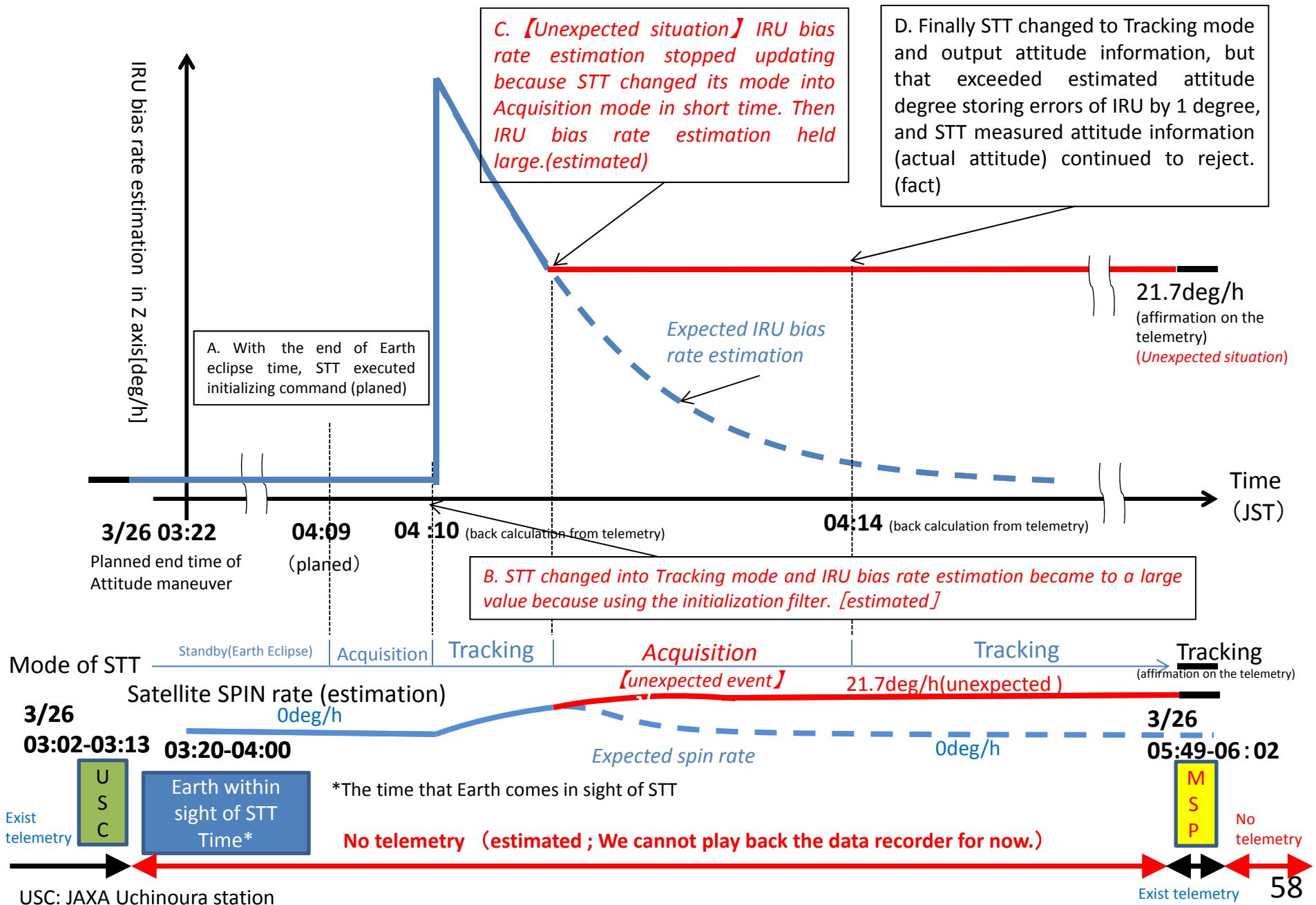
c. Configuration to ignore estimates by STT that were different from estimates by ACFS

STT determines the attitude at particular times, whereas ACFS calculates attitude continuously. ASTRO-H was configured to use the ACFS estimate when the difference between the STT and ACFS estimates exceeded 1 deg. There are two reasons for this. First, sporadic noise affects the accuracy of attitude determination by STT and the adopted configuration enables avoidance of this problem. Second, the estimate by IRU is comparatively accurate even if STT estimates are not included. Thus, it was decided that operation could be flexibly handled from the ground. However, in this instance, the IRU bias rate was fixed at a higher value than planned and the difference in the attitude estimates by STT and ACFS had already exceeded 1 deg. As a consequence, the measurements by STT continued to be rejected.

Anomaly (1): Occurrence of Attitude Anomaly (Rotation) – AOCS Design



Mechanism1: from the “Normal Status” to “Attitude Anomaly”



5.1.3 FDIR of Sun Angle Anomaly (Continuation of the Attitude Anomaly) (1/2)

(1) Facts

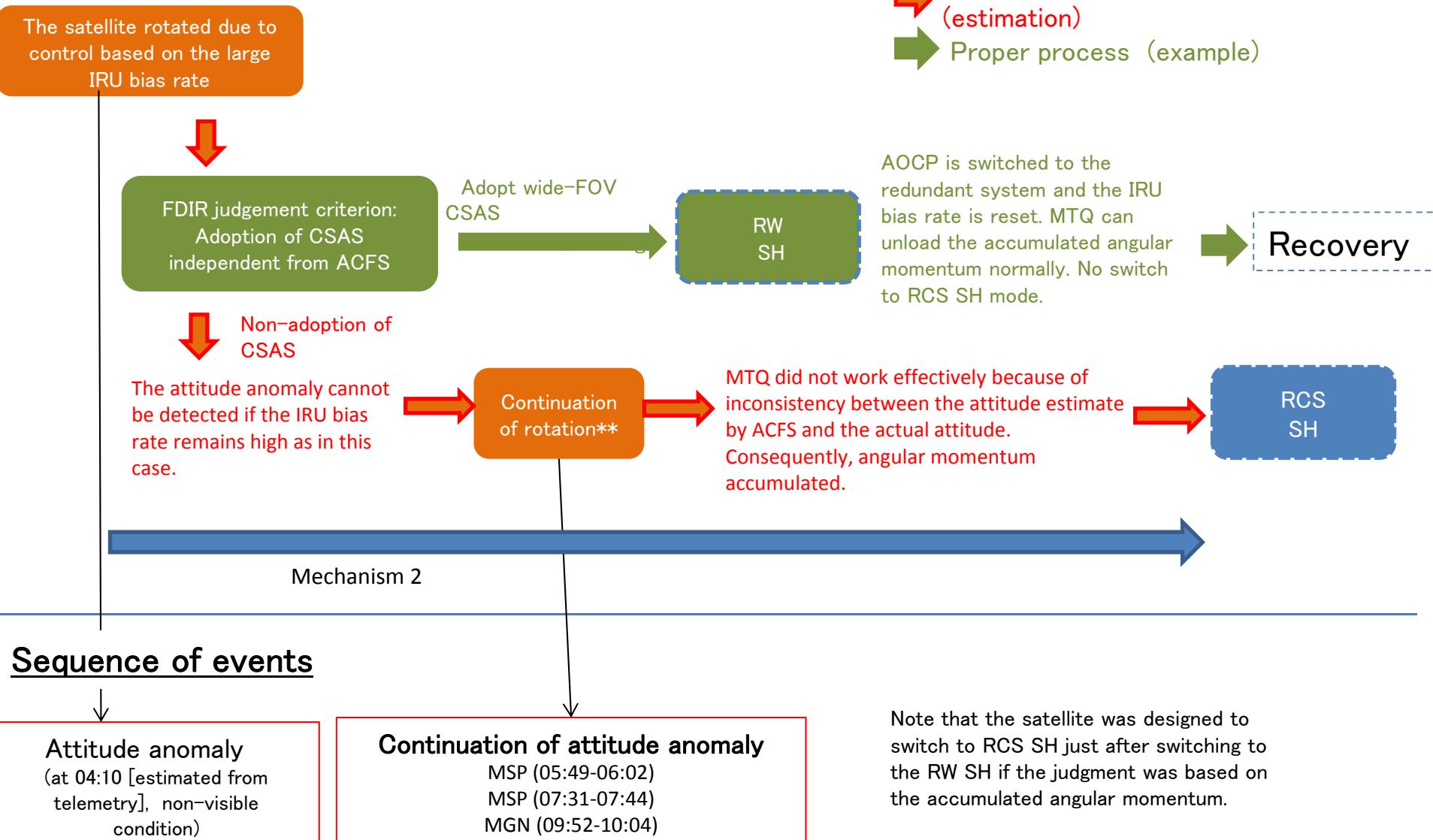
- After the attitude anomaly, the satellite started rotating at a rate of 21.7 deg/h and the SAPs were not pointed toward the sun. Although the attitude differed from the planned one, assessment of the attitude anomaly was not implemented. The satellite switched to SH mode during the MGN pass. This occurred from 09:52 to 10:04 on March 26.
- In the design phase, it was decided that estimates by ACFS, not CSAS, would be used in the judgement to switch to SH mode due to the sun angle. This was because the linear field of view (20 deg) of CSAS was narrower than the required normal attitude range (30 deg).
- In consideration of possible errors in the ACFS estimates, an automatic detection function using a non-updated flag of the STT was not adopted, nor was a system to switch to FDIR mode when the sun presence became larger than 41 deg. Instead, measures were implemented by operations.

5.1.3 FDIR of Sun Angle Anomaly (Continuation of Attitude Anomaly) (2/2)

(2) Direct factors (estimation)

- The attitude anomaly (the anomaly of the IRU bias rate) could not be detected because the satellite was designed to rely on only the ACFS estimates (not use CSAS) to detect an anomaly of the sun direction and switch to the SH attitude. Consequently, the attitude anomaly continued.
- Unloading by the MTQ failed due to the attitude anomaly. This led accumulation of RW angular momentum, which ultimately exceeded the upper limit (120 Nms). At this time, the satellite detected some anomaly of control by RW and switched to the RCS SH, in which thrusters were used for attitude control.

Mechanism 2: Continuation of the Attitude Anomaly FDIR Design



**AOCS of ASTRO-H judges the attitude anomaly based on only the ACFS estimates, and does not use CSAS.

5.1.4 Inappropriate Parameter Setting (1/5)

(1) Facts

JAXA carries out the operation of ASTRO-H under a support contract with an operations support company.

ASTRO-H is a special satellite whose mass properties change after EOB extension.

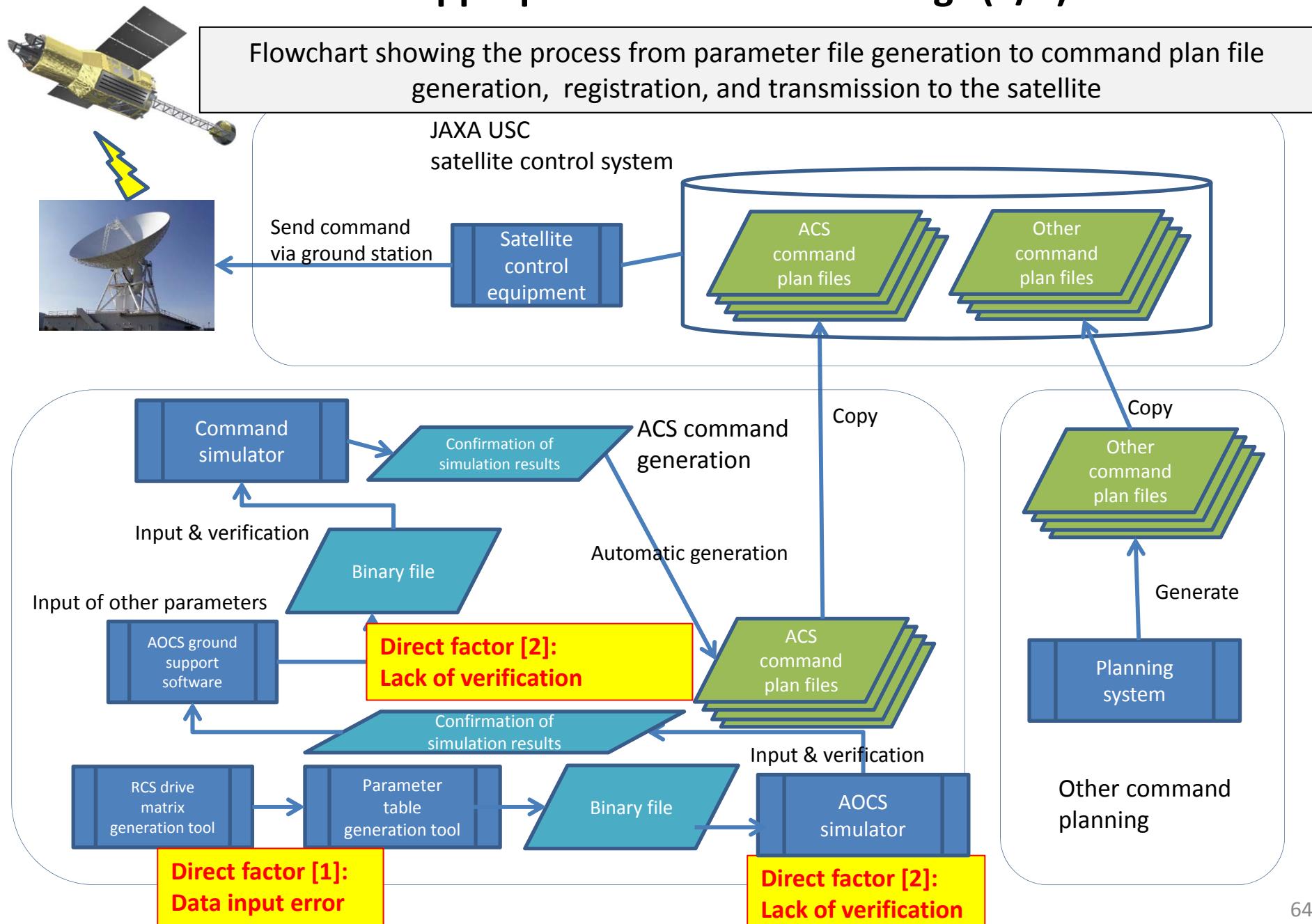
Accordingly, after EOB extension on orbit, parameters related to the mass properties (center of mass and moment of inertia [MOI]) have to be changed.

1. Feb 25: As a part of operations to change parameters after EOB extension, JAXA held discussions with the support company and decided to change the thruster control parameters according to the actual properties of the thrusters. The company started the process. Note that this operation (changing the parameters) was not described in the documents prepared prior to launch that regulated the operational plan. In addition, details of this operation (which parameters are changed and how) were not shared between the support company and JAXA.

5.1.4 Inappropriate Parameter Setting (2/5)

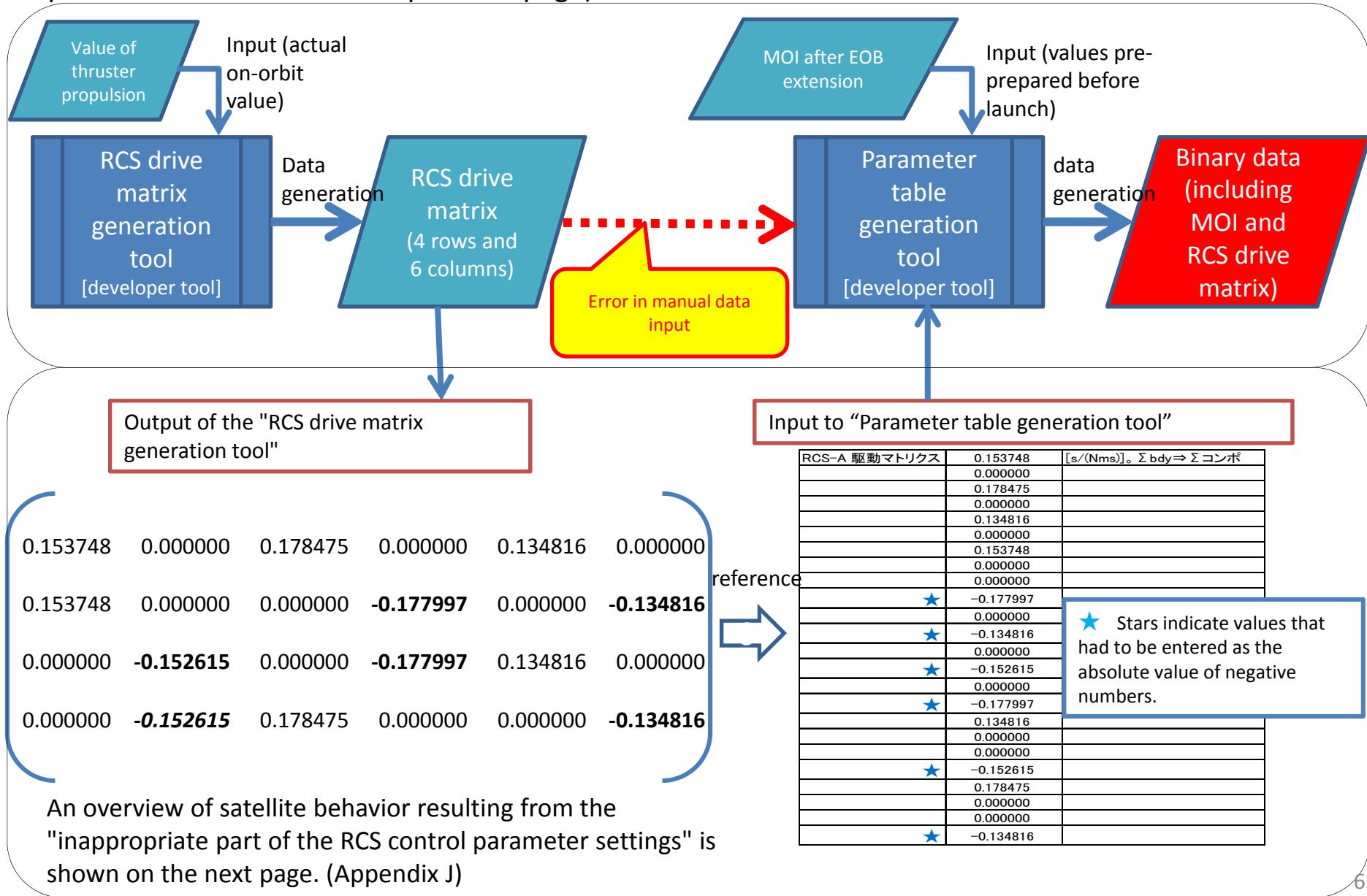
2. There were errors in data input by the support company when the updated thruster control parameters were calculated. Accordingly, inappropriate parameters were derived.
3. The support company was busy with duties on that day. One reason for this was that the company had to perform a task that was not described in the document governing the operational plan. This situation led to miscommunication of operational instructions between staff members of the company. Thus, a part of required verification was not implemented.
4. JAXA, which was in charge of operations, did not confirm the preparation process for changing the thruster control parameters. Then, JAXA, without noticing the omission of the verification, ordered the implementation of the operation.
5. Feb 28: After EOB extension, an operator followed the instruction given by JAXA, and sent the parameters prepared in item 2 above to the satellite.

5.1.4 Inappropriate Parameter Settings (3/5)



5.1.4 Inappropriate Parameter Settings (4/5)

Flowchart showing the process for command file generation on Feb 25 (expanding the bottom left part of the flowchart on the previous page)



Appendix J: Overview of satellite behavior resulting from the "inappropriate part of the RCS control parameter settings"

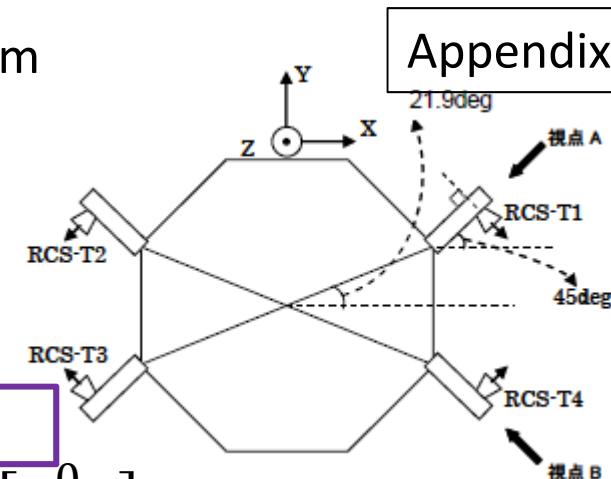
Below is an overview of the satellite's behavior when inappropriate parameters were set. All values should be positive for coefficients to determine thruster injection duration for a negative torque. However, some negative values were input in this case.

Ex.) If the -Z torque request value was set to 100 Nms

RCS-T1 injection time (s)
RCS-T2 injection time (s)
RCS-T3 injection time (s)
RCS-T4 injection time (s)

$$\begin{bmatrix} 0 \\ -100 \\ 0 \\ -100 \end{bmatrix} = \begin{bmatrix} 1 & 0 & 1 & 0 & 1 & 0 \\ 1 & 0 & 0 & -1 & 0 & -1 \\ 0 & -1 & 0 & -1 & 1 & 0 \\ 0 & -1 & 1 & 0 & 0 & -1 \end{bmatrix} \begin{bmatrix} 0 \\ 0 \\ 0 \\ 0 \\ 0 \\ 100 \end{bmatrix}$$

+X torque product request (Nms)
-X torque product request (Nms)
+Y torque product request (Nms)
-Y torque product request (Nms)
+Z torque product request (Nms)
-Z torque product request (Nms)



↓ Processing for saving fuel: Subtract the "minimum" injection time (s) of each RCS from the time each second

If each torque request value is 100, the following is obtained.

$$\begin{bmatrix} 100 \\ 0 \\ 100 \\ 0 \end{bmatrix}$$

$$\begin{bmatrix} 100 \\ 100 \\ 0 \\ 0 \end{bmatrix}$$

+X

$$\begin{bmatrix} 100 \\ 100 \\ 0 \\ 0 \end{bmatrix}$$

-X

$$\begin{bmatrix} 100 \\ 0 \\ 0 \\ 100 \end{bmatrix}$$

+Y

$$\begin{bmatrix} 100 \\ 0 \\ 0 \\ 100 \end{bmatrix}$$

-Y

$$\begin{bmatrix} 100 \\ 0 \\ 100 \\ 0 \end{bmatrix}$$

+Z

$$\begin{bmatrix} 100 \\ 0 \\ 100 \\ 0 \end{bmatrix}$$

-Z

The values shown on this page are simplified for explanation. The actual values are different

As a result, even if the torque request is set around the negative axis, the result becomes the positive direction for thruster injections and acceleration continues in one direction around all XYZ three axes.

5.1.4 Inappropriate Parameter Settings (5/5)

(2) Direct Factors:

[1] Errors in data input during parameter calculation

- When values are input into the “parameter table generation tool,” negative values that were output from “RCS drive matrix generation tool” must be converted to positive values. However, the operator from the support company omitted this procedure.
- The operator had experience using these tools but was doing this work for the first time, and therefore did not know about the need to convert from negative to positive.
- The two tools were not designated as “operational tools” by JAXA. Instead, they were development tools for experts who were all familiar with the configuration, and these tools were constructed for development testing. No manual was prepared, and no operational training was carried out.

[2] Lack of verification of the data

- The support company did not use the simulator to verify the generated thruster control parameters.
- An operator in charge from the support company made an orally asked another operator to run the simulation, but failed to indicate the necessity of verification for the change in thruster control parameter. Verification of the results was not performed.
- JAXA did not do a final check of operational readiness regarding the change of thruster control parameters.
- Neither the support company nor JAXA did not define a process for confirming verification results in order to proceed further. The process to confirm the verification results (or verification act) was also not clarified.

5.2.1 Issues for Consideration in the Design Phase (1/8)

(1) Factual relations

■ Design of the ASTRO-H ACS

JAXA ASTRO-H Project adopted a design inheriting technologies from “Suzaku” to the extent possible, thereafter proceeding with the conceptual design, and at the time of SDR in 2008, included items related to the attitude control design in the JAXA mission system requirement documents. After that, a system designer company performed design work after the basic design phase.

Fundamental concepts related to attitude system design

Because ASTRO-H required high observational capabilities and a large fuselage, the following approaches were adopted:

- High-precision, highly stable orientation determination despite increased heat deformation and perturbation due to increased size.
- To cope with increased gravity gradient torque from the larger fuselage, RW with large angular momentum and MTQ capable of generating a large disturbance removal torque.
- Adoption of a zero-momentum system, not a bias-momentum system with bias angle momentum like the one in Suzaku.

Fundamental concepts related to FDIR design

To avoid reduced observation time due to transition to SH mode, operations during normal control must retain redundancy for automatic fail tolerance or fail operations, without unnecessary transitions to fail-safe mode.

5.2.1 Issues for Consideration in the Design Phase (2/8)

■ Design review and review meetings

System engineers proceeded with system design as specified on the previous page. The JAXA ASTRO-H project received support from each operator as a result of system design, and the following design review committees held by ISAS were formed with members from inside and outside of JAXA.

- JAXA-hosted technical review committees
 - Apr 2008: System Definition Review (SDR)
 - May 2010: Preliminary Design Review (PDR)
 - Nov 2011: Control Design Review, Pt. 1 (CDR1)
 - Feb 2012: Detailed Design Review, Pt. 1 (CDR1) [Note 1]
 - Jun 2012: Control Design Review, Pt. 2 (CDR2)
 - Nov 2014: Detailed Design Review, Pt. 2 (CDR2) [Note 2]

Note 1: System CDR1 covered all EM/FM subsystems and satellite systems, with the exception of the SXS

Note 2: System CDR2 covered the SXS FM reflecting EM verification results, all corrections to designs after CDR1, and the implementation of the corrections in the satellite bus system.

Users and researchers attended design meetings in the JAXA ASTRO-H project to receive reports from manufacturers and to verify the progress status.

- From 2008 to 2015, there were 21 meetings to discuss the design between JAXA, businesses, universities, and other stakeholders.

5.2.1 Issues for Consideration in the Design Phase (3/8)

(2) Specific issues

■ Anomaly mechanism 1 (STT, AOCS design)

STT behavior

- In design and verification for standalone STT development, the logic for calculations of acquisition mode attitude rate, and the parameter values for star usage conditions, were designed with an emphasis on acquisition speed and precision, which resulted in insufficient robustness reflecting actual usage conditions. There was also insufficient verification planning.

AOCS design

- In design of an attitude determination system that met with demands to secure user observation time for researchers, overall verification by JAXA ASTRO-H Project and designer companies was insufficient to ensure a system for satellite safety.
- There was debate on both sides regarding readjustment of design parameters for the CDR2 attitude system and Kalman filter. ISAS-sponsored subcommittee meetings confirmed that estimated values of the Kalman filter bias rate increased, and in later discussions decided that readjustment was unnecessary, but not all committee members shared this conclusion.
- An automatic detection function using the STT non-update flag was also discussed as part of the FDIR, but JAXA ASTRO-H Project and designer companies determined that this could be accommodated through ground support, so this was not implemented.

5.2.1 Issues for Consideration in the Design Phase (4/8)

■ Anomaly mechanism 2 (FDIR behavior)

- Regarding the Coarse Sun Aspect Sensor (CSAS) not being used in the determination of the transition to SH mode, the linear region of the field of view of CSAS (20deg.) was narrower than the observational field of view (30deg.), so the solar direction could not be fully contained, leading to the possibility of an unnecessary transition to SH mode. Because of this, it was decided to use values calculated from ACFS in place of CSAS at the request of ASTRO-H Project prioritizing observation continuity.
- In consideration of ACFS calculation error, automatic detection using the STT non-update flag and the logic for switch to FDIR when sun presence was outside the 41 deg. field of view were not used. Instead, this was addressed through operation using telemetry output of continuous non-update count, but corresponding specific operations were insufficiently communicated.

5.2.1 Issues for Consideration in the Design Phase (5/8)

■ Anomaly mechanism 3 (parameter settings)

- As a part of worst-case scenario analysis during parameter settings, there was a confirmation of attitude control performance before and up to EOB extension, in which mass characteristics and thruster control parameter validity were investigated by simulation. However, parameters for immediately after EOB extension were calculated from the actual tank pressure, and therefore were not prepared beforehand. A topic for consideration is the necessity of preparing and setting in advance parameters used in initial operation, preparing parameters for minimal initial burden through only differential information, and implementing other such measures.

■ Anomaly mechanism 4 (breakage and separation)

- Structural satellite design including SAPs and EOB was conducted according to ratings based on the highest load conditions by part expected to be encountered during construction, during assembly, during launch, and on orbit. This is the general approach taken in spacecraft design, both in Japan and overseas. No abnormalities were observed in relation to structural natural frequency from launch to SAP deployment and EOB extension, so it is considered that such a structural strength design is not problematic.

5.2.1 Issues for Consideration in the Design Phase (6/8)

(3) Summary of design phase issues

- The descriptions of requests of JAXA ASTRO-H Project for mission system requirements in the ACS design are imbalanced. While there are detailed requirements for the retention of good observational conditions, there are few requirements for safety and reliability, and as a result there is imbalance in system safety both at JAXA ASTRO-H Project and at its designer companies.
- In ACS design, there were insufficient items for design consideration to avoid burdens during initial operational phases after launch, such as whether parameter settings should be prepared beforehand and switched, or whether only differentials should be altered.
- There was no comprehensive management of concerns in design review committees, etc. Methods for ISAS-sponsored committee verification from ASTRO-H Project and third parties were insufficiently effective.

5.2.1 Issues for Consideration in the Design Phase (7/8)

[Additional Slide]

(4) Background factors

1) In JAXA ASTRO-H project systems, there was insufficient clarification of differences in roles for project management and scientific results creation, and of capability requirements for the responsible parties.

- Project managers were also responsible for scientific results creation, so there was insufficient project management oversight of safety, reliability, and satellite safety and system design.
- Project managers were not dedicated to specific projects, and there was insufficient clarification of capability requirements and training related to assigned duties.
- The project systems became large and complex, making it difficult to foresee that previous management methods were no longer suitable.

5.2.1 Issues for Consideration in the Design Phase(8/8)

[Additional slide]

2) In the JAXA ASTRO-H project, development proceeded without clarification of the responsibilities and authority of designer companies and the researchers and others within each the organizations.

- About requirements for the attitude control system, when researchers have requests in excess of requirements, ISAS and industries should conduct an in-depth investigation. However, important tasks, such as issuing documents that clearly identified roles, were not performed, leading to misunderstandings between the parties.
- Documents did not clarify who was responsible for managing verifications and concerns brought up during design review meetings, such as readjustments of Kalman filter parameters and STT continuous non-update operations, and so comprehensive management was insufficient. This led to JAXA being unable to obtain an overview of the ASTRO-H project, resulting in only locally optimal solutions, not global solutions.
- The project systems were large and complex, making it difficult to foresee that the management methods previously employed by ISAS were no longer suitable.

3) Frameworks and methodologies for ensuring third-party safety and reliability in issues and assessment considered in the design stage were ineffective.

- Partly due to the focus on discussion of specific technical issues in the system, comprehensive assessment became impossible. This prevented solutions to problems 1) and 2) above. Furthermore, partly because operational preparations were delayed, there was insufficient validation of operations, and this led to insufficient confirmation of time-wise suitability for the launch.
- There was insufficient performance of fundamental tasks, including comprehensive verifications. This included insufficient evaluation-side responses for independent evaluation teams and S&MA activities, and insufficient organizational support systems.

5.2.2 Issues for Consideration in the Manufacturing and Testing Phases (1/2)

(1) Factual relations

Following receipt of CDR results, the following schedule for attitude system flight equipment and testing was adopted:

- (1) Aug – Dec 2013: AOCP interlocking test
- (2) Jan – Jun 2014: Satellite primary interlocking test (with AOCS)
- (3) Dec 2014 – Feb 2015: Attitude system comprehensive testing
- (4) Mar – Oct 2015: Satellite comprehensive testing (with AOCS)

5.2.2 Issues for Consideration in the Manufacturing and Testing Phases (2/2)

(2) Specific issues

- Anomaly mechanisms 1–3 (STT behavior, AOCS design, FDIR behavior, parameter settings)
While there were some schedule delays during the development period due to equipment problems, these problems were addressed and comprehensive testing of the attitude system was completed in Feb 2015. The final results of the comprehensive testing verified that there were no problems.
- Anomaly mechanism 4 (breakage and separation)
Evaluation based on inspection records at the time of manufacture indicated no problematic items related to the SAP attachment parts or EOB that presumably broke off and separated as a result of large loads during rotation. This issue was likely not related to manufacturing or testing issues.

(3) Summary of manufacturing and testing phases

- While there were schedule delays during development of control system equipment, it was confirmed that all appropriate actions were taken and the launch finally occurred. Current issues are therefore not problems related to manufacturing and testing.
- Issues related to SAP attachments and EOB are also not related to manufacturing and testing.

5.2.3 Issues for Consideration in the Operational Phase (1/5)

(1) Factual relations

- ASTRO-H operational planning
 - Satellite operation is primarily conducted by JAXA ASTRO-H Project. Operational planning for critical phases is proposed by operational support companies in consultation with JAXA ASTRO-H Project, manufacturers, and the support organizations and is approved by JAXA ASTRO-H Project.
 - During the pre-launch period from Aug 2015 through Feb 2016, approximately 20 operational coordination committee meetings by the members above were conducted (over 60 meetings if coordination committee meetings by subsystem are included). Based on these meetings, planning, procedural, and operational planning standards for critical phases were established. However, there was no discussion of operations for changing parameters in consideration of changes in mass characteristics immediately after EOB extension, so no related operational documents were created.

5.2.3 Issues for Consideration in the Operational Phase (2/5)

(2) Specific issues

- Anomaly mechanism 1 (STT behavior, AOCS design)
 - After launch, there were multiple unknown events related to STT (events where tracking mode switched to acquisition mode, or where an abnormally long time was taken to transition to tracking mode), but these issues remained unresolved, with STT placed in standby mode as during occultation of tracked stars by Earth, and initial confirmation operations and test observations were continued. (STT parameter tuning remained incomplete.)
 - There were no substantive reports of these unknown, on-orbit STT events from the satellite control team of JAXA ASTRO-H Tracking and Control Team to the S&MA members within ISAS.

- Anomaly mechanism 2 (FDIR behavior)
 - As described in Section 5.2.1, “this was addressed through operation using telemetry output of continuous non-update count, but corresponding specific operations were insufficiently communicated,” and as a result there was no special response from the ground.
 - Attitude change maneuvers were completed at the very end of visibility and followed by only ranging operations at overseas stations, so verification of the satellite status at non-visible times was not performed.
 - Details in Reference (4): “Command operations, ranging operations at overseas stations, and visibility of attitude change maneuvers for USC visible group.”
 - Operational control conditions were incompletely organized before launch, and maneuvers were performed while on-orbit issues remained unresolved.

5.2.3 Issues for Consideration in the Operational Phase (4/5)

(3) Summary of operational phase issues

- JAXA ASTRO-H Project underestimated risks in the initial phase of satellite operation and lead to imbalances in overall system safety.
 - Operations left the satellite in an unobservable position without verification after maneuvers were performed at the initial functional confirmation phase under unstable conditions. While it was the operational policy of USC to view this as a transition to normal operations, such operations were premature.
 - There were poorly defined evaluation criteria for performing maneuvers at non-visible times.
 - There was insufficient consideration of operational risks resulting from additional parameter setting and verification operations during critical phases, which are the time at which operations are already most congested.
- There was an underestimation of the importance of operational plans, operational manuals, personnel training, etc., and insufficient preparation of planning documents, manuals, and operational training.
 - In the maintenance of procedural manuals, there was no overall requirement for the preparation of manuals for all procedures, tools, and verification of operation results.
 - On-ground delays in launch preparation were the result of insufficient time allotment between resolution of committee actions and the start of actual implementation.
 - Operational training focused on only launch day, the first day of critical phases, and normal operations, so there was insufficient consideration of a wide range of topics.

5.2.3 Issues for Consideration in the Operational Phase (3/5)

■ Anomaly mechanism 3 (parameter settings)

- Direct factors were “data input errors during parameter creation” and “incomplete verifications.” It is difficult to reduce human error to zero, so satellite operational systems (including operational procedures, etc.) are generally constructed in consideration of potential errors.
- Therefore, measures should be considered that address problematic mechanisms (work flow, systems) that allowed such human error and missed verifications in operations.

The following was also found:

- Training and rehearsals were conducted for only the initial day of critical phases and normal operations. No rehearsals were performed for parameter setting changes.
- Operational procedure plans were updated daily, congesting the workload of operational support companies involved with the ACS.
- All tools for parameter setting were positioned as tools for use by experienced developers during development and testing, so no manuals were prepared and no operational training was conducted. There was also no overall manual of procedures for the parameter setting and simulation process.
- In the end, JAXA did not verify the operational preparation status of parameter changes for thruster control.

■ Anomaly mechanism 4 (breakage and separation)

- This event was the result of load application in excess of structural design ratings. Although operational problems led to the excess load, mechanical failure under such loads is not an issue particular to operations.

5.2.3 Topics for discussion in the operational phase (5/5) [Additional slide]

(4) Background factors

- 1) There was insufficient recognition of the needs for safe satellite operations, both by the JAXA ASTRO-H project and operational support companies, leading to failure to develop systems for safe and secure operations (project systems, third-party evaluations, etc.).
 - _ There was insufficient sharing of recognition of the fact that setting the thruster control parameters is critical to operations, and that the satellite and its operations were still in an unstable state at initial confirmation phases.
 - _ There was a lack of systems to ensure sufficient risk response during operations.
- 2) Both the JAXA ASTRO-H project and operational support companies failed to perform fundamental operations necessary for reliable operations.
 - _ There was insufficient operational training for prevention of human error and verification failures, and quality control records were incomplete.
 - _ Operations became complex, advanced, and large in scale, making it impossible for a small group of highly experienced personnel to manage.
- 3) There was insufficient recognition within the project related to operational preparations; emphasis was placed on observations and the development of devices to perform operations beyond safe operations, causing safe satellite operations to be set aside.
 - _ Because preparations were incomplete at launch, operations proceeded with incomplete sections in operation-defining documents, leading to task congestion and inappropriate parameter settings.
 - _ Because operations were complex and advanced, operational preparation began in parallel with development, leading to an inability to spend sufficient time on tasks.

5.3 Horizontal development of direct factors (1/2)

Horizontal development for JAXA–internal projects was performed from the following viewpoints in response to direct factors related to abnormal ASTRO–H operations.

(1) STT usage for onboard attitude determination

- When there are discrepancies beyond a certain threshold between STT output and calculated attitude control system software values, states, where STT is rejected and only attitude angle estimation are used, should not be maintained for extended times. (This should be handled according to designs in the case where there is a discrepancy between sensor output and calculated values.)

(2) Use of independent sensors upon determination of FDIR attitude abnormality

- When data from STT cannot be used, actual measurement values of solar sensor output, generated power, etc., should be used to determine the attitude abnormality and a transition to safe/hold. (This ensures robustness when given sensor data cannot be used, such as cases of mutual complementarity.)

(3) On-orbit rewriting of attitude control parameters

- When on-orbit parameter rewrites are performed, parameters that have been verified before launch should, as a rule, be used. When parameters have not been or cannot be verified, they shall be sent only after testing with a simulator or comparable. (Applicability of tasks and verification processes for operations)

5.3 Horizontal development of direct factors (2/2)

[Verification results]

The following satellites have directly applicable items for horizontal development, so development shall proceed with particular consideration and confirmation:

- Exploration of Energization and Radiation in Geospace (ERG)

Total safety is required in all critical operations, so operations systems are being reevaluated.

- BepiColombo / MMO

This satellite is characterized by critical operations beginning eight years after launch, so operations plans will be evaluated in detail.

- Super Low-altitude Test Satellite (SLATS)

Currently developing algorithms to improve robustness, such as solar capture using SAP power generation.

- Earth Cloud, Aerosol, and Radiation Explorer (EarthCARE) / Cloud Profiling Radar (CPR)

There will be differing FDIR settings according to temperature at launch and during normal operations, so operations planning must be carefully performed.

In satellites other than the above, ensure that there are no effects on development or operations.

6. MANAGEMENT REFORM FOR FUTURE ISAS PROJECTS

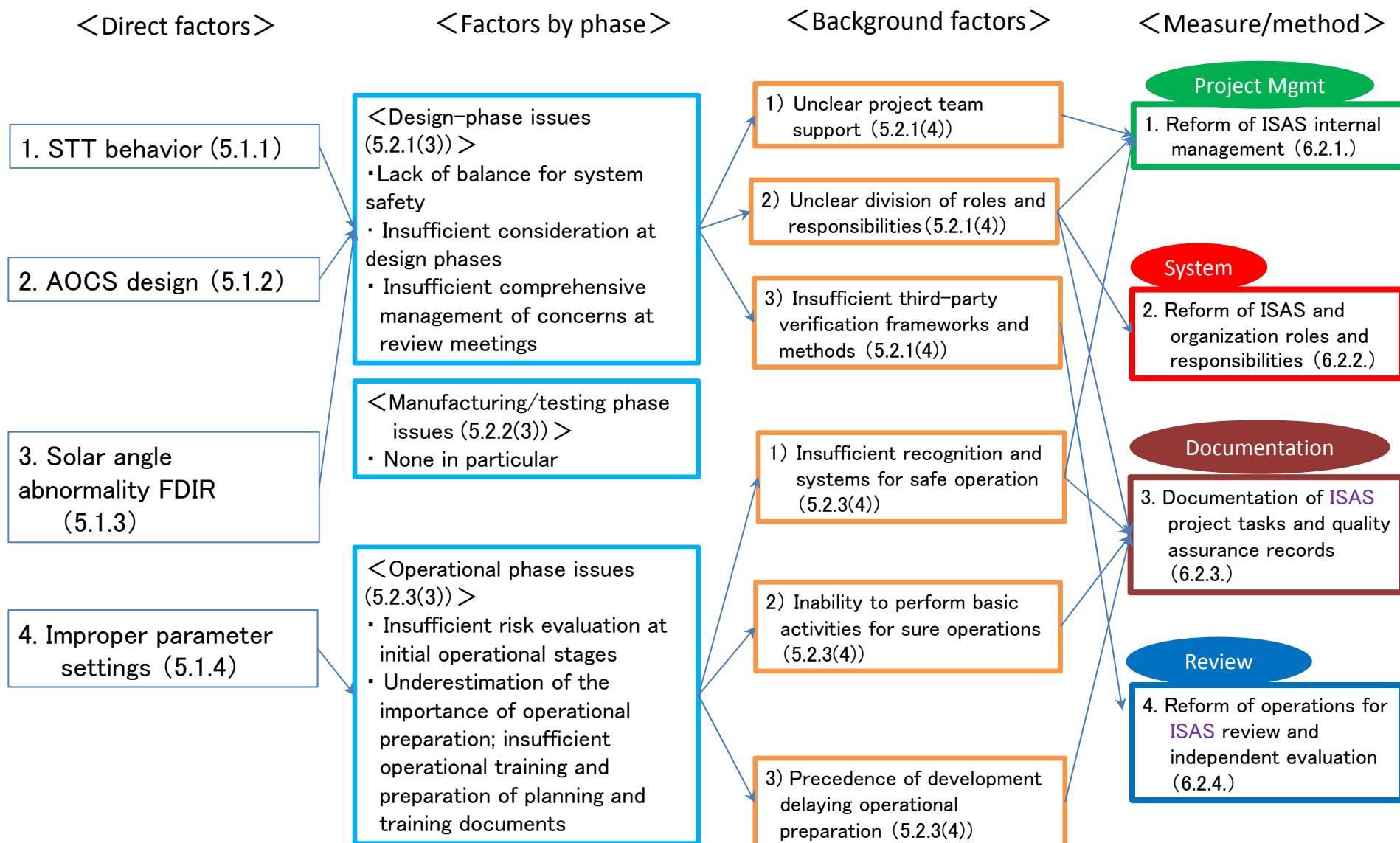
6.1 Reform goals

- From the analysis of direct factors and background factors through Section 5, fundamental factors leading to loss of ASTRO-H operation included insufficient basic recognition that the ISAS project team, too, is ultimately responsible for realizing the overall spacecraft systems as mandated by Japan and its people. This led to the project proceeding with an unclear division of roles and responsibilities, both contractually and in practice.
- Other ISAS projects demonstrate a similar situation to that of the ASTRO-H project related to failure of important requirements affecting the mission of expensive government–funded projects, such as combined PM* and PI** duties and failure to fully implement PM duties to fulfill requirements for graduate education and ISAS organizational management tasks.
- Regarding the development and operation of spacecraft systems, including increasingly large and complex scientific satellites, it is essential to ensure cooperation between ISAS and other organizations, as well as to engage in proactive project participation and fulfill contribution responsibilities of those organizations in regard to spacecraft goals.
- Accordingly, especially with regard to scientific satellites aiming to acquire new findings, ISAS must take responsibility for assuring proper conduct of projects with demanding scientific requirements, along with organizations capable of design and manufacture of robust systems that inherently emphasize safety. There is therefore a need for system reform that focuses on issues including scientific requirements planning, development of leading technology, and cutting–edge sensor research and development.
- ISAS will take the lead in promoting project management reform by applying the measures described below.

* PM: Project Manager; Parties responsible for project management

** PI: Principal Investigator; Parties responsible for scientific results

【Appendix K】 Relations between factors and future ISAS project management reform



6.2 Specific Future Measures

(1) Revision of ISAS project management systems

- All operating procedures and management methods for ISAS projects shall be according to project-related rules and regulations determined by JAXA.
- Project managers (PMs) responsible for project management and principal investigators (PIs) responsible for scientific results shall be clearly differentiated, with these roles held by different people.
- Roles and responsibilities for PMs and PIs shall be clearly stated in a JAXA organization-wide rules document, “Project Management Rules.”
- Regarding PM duties in particular, requirements for employment (project experience and abilities, etc.) shall be clearly stated in documentation. PI personnel selection shall be performed with due consideration of academic opinions.
- Regarding ISAS project systems and their management and operation, there shall be a clear statement of the needed experience and capabilities of not only project managers, but also sub-managers and system managers responsible for systems and project management. PMs and other core project personnel shall be hired with the assumption of eventual assignment as a principal.
- Project personnel shall be reeducated regarding project management fundamentals before the project start.

6.2 Specific Future Measures

(2) Revision of roles and responsibilities of ISAS and organizations

1) Design and construction phases

- System design must aim at both scientific requirements and safety, and it is the duty of ISAS to surely realize the cutting-edge science missions expected by the people of Japan.
- On this basis, to ensure system safety through integrative design and manufacture in the development of large, complex systems, there will be a review of systems in order to clarify the roles and responsibilities of organizations, both contractually and in implementation. In the system, the role of ISAS and industries in acceptance inspection are to be defined clearly for enhancement.
- Along with ensuring implementation of projects with demanding scientific requirements, ISAS will focus on the development of scientific requirements planning, the development of leading technology, and cutting-edge sensor research and development.
- Furthermore, realization of cutting-edge scientific missions will be assured by contracting with organizations that can take responsibility for safety by implementing integrative design and manufacture of spacecraft systems.

2) Operation phases

- A system for clearly defining the roles and responsibilities between ISAS and organizations shall be developed and explicitly stated in contracts.

6.2 Specific Future Measures

(3) Documentation of ISAS project duties and quality assurance records

- ISAS will strictly adhere to JAXA-wide rules (“Project Management Rules” and “Project Management Operating Procedures”) in the management of current projects, and any needed items shall be added, particularly as concerns projects in which ISAS is acting as a principal.

1) Documentation of important items related to project coordination

There shall be a fundamental review of the system for requirements documentation (technical specifications, etc.) given by ISAS to organizations.

- Changes to important items related to project content, including those for the occurrence of important events and associated measures, shall be documented as important issues.

2) Quality assurance records

To ensure sharing at review meetings and during operations, etc., and to aid in the investigation of problem causes, ISAS and supporting organizations shall clearly define their roles and responsibilities, and all parties will retain detailed quality assurance records. This will allow for rapid investigation upon occurrence of problems related to system safety.

- Project managers responsible for project implementation shall consult quality assurance records related to system safety of the responsible organization’s spacecraft to ensure quality assurance standards.

3) Operations planning

- Documentation shall be thoroughly pursued to ensure smooth task handover between design and operational phases. Operational documentation and quality assurance records shall be comprehensive to prevent errors in recognition sharing and to prevent operational errors.

6.2 Specific Future Measures

(4) Review of operations for ISAS review and independent evaluation

- 1) Robust system designs that emphasize safety while pursuing goals related to acquiring new findings are fundamental items that require constant verification at design review meetings between ISAS and JAXA. Insufficiencies regarding this point were found in previous ISAS-principal systems, including ASTRO-H.
- 2) ISAS spacecraft with scientific goals have previously claimed a precedent of system safety, but emphasis was placed on resolving issues related to characteristic observational equipment. Consequently, there was insufficient review and management of overall concerns.
- 3) The following measures will be implemented to address insufficiencies in third-party reviews by ISAS independent evaluation teams, S&MA, etc., regarding design reviews and important evaluation items at the design stage.
 - Review meetings shall be improved in terms of how they are conducted, level of awareness, and so on, and their results will be followed and crosschecked. In particular, pre-launch operational preparations shall be conducted by ISAS with the inclusion of a third-party viewpoint.
 - To improve review meetings and evaluation of daily activities, systems for independent review shall be improved. In particular, the use of software and independent verification and validation activities shall be made mandatory, and project technical support shall be provided to achieve more reliable missions. ISAS independent review and S&MA features shall also be simultaneously improved.

6.2 Specific Future Measures

Regarding the implementation situation of items listed in section 6.2, confirmation and evaluation at the ISAS level and JAXA-management level shall be continually performed using existing review and reporting frameworks, with the aim of implementing and establishing sure measures.

7. SUMMARY

(Proposed in this slide deck)

7. SUMMARY

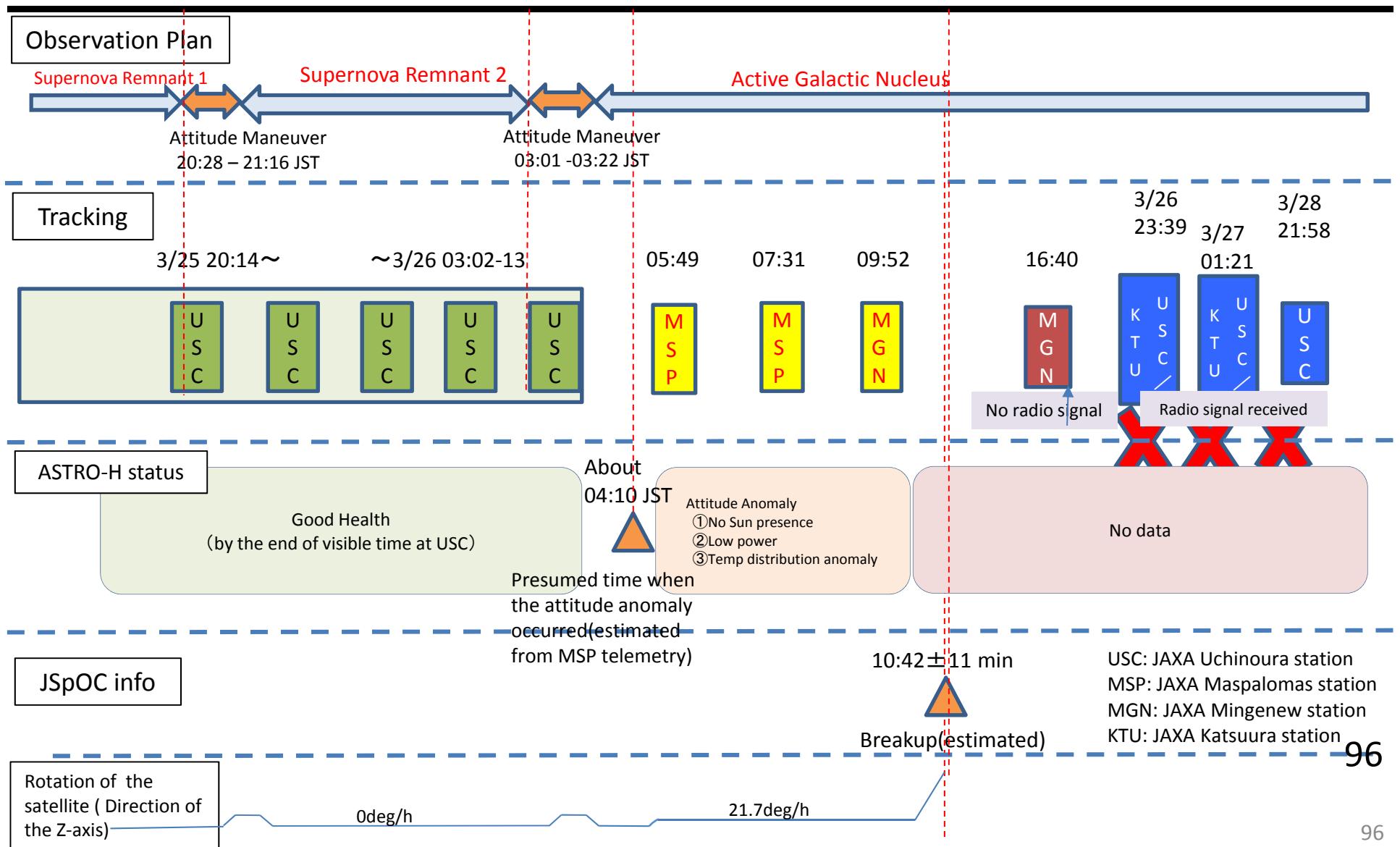
- Regarding our loss of communications with the ASTRO-H “Hitomi” X-ray astronomy satellite, we at JAXA express our deepest apologies for not meeting the expectations of the domestic and international cooperative organizations, astronomy researchers, and the people of Japan.
- In future missions, we will strive to strike an appropriate balance between the requirements for safety and scientific discovery, and ISAS will take responsibility for assuring that cutting-edge scientific missions are realized. To that end, we will immediately implement the measures described in this document, applying them to all ISAS projects.
- IV&V is an important aspect of all projects. Accordingly, we will thoroughly improve organization-wide aspects of independent verification, S&MA, and reviews, thereby bettering our ability to realize the increasingly complex spacecraft systems that Japan and its people demand.

REFERENCES

Reference: Hitomi Sequence of Events

Reference

The chart below shows a time sequence for the initial phase of satellite operation, satellite tracking, satellite condition on each events, and JSpOC information.



Behaviors of STT

Reference

(1) Facts (continue)

⑦ Summary of the Event A ~ D

(*1) Angle between the centers of the earth and the field of view (FOV)

(*2) Day or Night of the earth surface to the direction of the FOV

(*3) Earth presence in the FOV

Event	No.	Tracking → Acquisition Time & Date	Occurrence	Behavior	Sunshine/shade	Angle (*1)(deg)	(*2)	The earth presence (*3)	SAA	Cause
B	1	2/28 5:37:56	1	(a)	sunshine	47.5	Daytime			Cause 2
	2	2/28 10:22:26	1	(a)	sunshine	32.0	Daytime			
	3	2/29 2:18:39~ 2:18:47	3	(b)	sunshine	19.2	Daytime	yes		Cause 1
	4	3/3 0:44:41	1	(b)	sunshine	19.8	Daytime	yes		
	5	3/7 20:06:57~ 20:07:05	2	(c)	sunshine	5.9	Daytime	Yes		
	6	3/7 20:31:52	1	(b)	sunshine	6.2	Night	yes	SAA	
	7	3/8 0:40:05	1	(b)	sunshine	-16.0	Daytime	yes		
	8	3/15 23:26:01~ 23:26:05	2	(c)	sunshine	21.4	Daytime	yes		
	9	3/15 23:33:56~ 23:34:05	3	(b)	sunshine	26.2	Daytime	yes		
	10	3/16 14:49:03~ 14:49:09	2	(c)	shade	2.4	Night	yes		
	11	3/16 15:13:35	1	(a)	sunshine	17.8	Daytime	yes		
	12	3/16 17:01:00	1	(c)	sunshine	16.0	Daytime	yes	SAA	
	13	3/16 17:40:50 ~ 17:41:40	8	(b)	shade	1.2~4.8	Night	yes		
	14	3/16 18:37:07~ 18:37:12	2	(c)	sunshine	16.2	Daytime	yes		
	15	3/16 19:16:33~ 19:16:39	2	(b)	shade	1.0	Night	yes		
A	16	3/25 19:10:00	?	(a)	sunshine	33.1	Night		After passing SAA	Cause 2
C	17	2/27 15:07:34	1	(a)	sunshine	32.6	Daytime			Cause 2
	18	3/15 20:15:06~20:15:11	2	(c)	sunshine	16.5	Daytime	yes		Cause 1
D	19	3/19 21:35:27	1	(a)	sunshine	96.3	Daytime			Cause 2
D	20	2/19 11:16	1	(d)	sunshine	0	Daytime	yes		Cause 1

(a): Not enough star, (b): end of the earth presence in FOV,

(c) :beginning of the earth presence in FOV, (d): the earth covers FOV totally

Reference: the way of judgment to start the maneuver at the end of the real time operation pass (1/2)

1. Preconditions

- ASTRO-H has to change its attitude frequently to observe various objects. In some cases, the satellite has to change its attitude several times per day to meet observational requirement. However, USC, the main control station of ASTRO-H, can communicate with the satellite only 5 times per day. Therefore, it is inevitable to carry out “maneuver in USC invisible situations, that is, the completion maneuver can not be confirmed by telemetry in real-time” (hereafter “the Maneuver A”).

2. Plan and the status of implementation of the AOCS

- JAXA prescribed the plan of AOCS check-out in prior the launch as a part of the initial operation protocol. After the critical phase, this part was included in a part of the plan of the performance verification phase, and JAXA managed the plan and the records integrally under support by the supporting agent. However, the plan of the performance verification phase was not the official document of JAXA in charge of the operation.
- In the list of the AOCS check-out plan, some items were set deadlines like before the end of critical phase or in prior the normal operation, and others were not set deadlines.
- The records shows all the items that had to be completed within the critical phase were actually completed before the deadline. When these events occurred, there were items of incompleteness among the items those had to be completed in prior the normal operation. Specially, the STT check-out was not completed (the timing of implementation was also unfixed.) and in the phase of inspection on the events happened on orbit.
- The AOCS check-out plan did not prescribe the condition to carry out the Maneuver A. JAXA determined that the implementation was judged on the basis of the satellite status during actual operation.

Reference: the way of judgment to start the maneuver at the end of the real time operation pass (2/2)

3. Actual Operation

- ① Command operation at USC & ranging operation at overseas stations
 - Till the end of the critical phase (Feb. 28th), passes as many as possible were assigned and carried out 24-hour command operation and monitoring of the satellite status.
 - After the critical phase (from Feb. 29th to Mar. 16th), command operation was carried out only at USC, and MSP and MGN was used for ranging and monitoring.
 - On Mar. 16th, the GPSR navigation solution was verified. Accordingly, since Mar. 17th, the orbit was determined by GPSR data instead of ranging. From the perspective of continuous verification of GPSR, JAXA determined to continue ranging operation without telemetry monitoring.
 - ② Determination of the timing of attitude control maneuver
 - Operations were proceeded by the following steps. First, maneuver was implemented to complete within visible time. And then, operation proceeded further: “start maneuver in visible condition and complete in the next visible”, “implement by time-line command during visible”, “implement by time-line command during invisible”, and “implement under the condition of operators on call”.
 - The steps above were completed without a problem. Although the STT check-out was not completed, the completion of the IRU check-out was confirmed. Accordingly, the operation was carried out: the maneuver started from the end of USC visible time, and the satellite was operated under invisible condition for a long time without monitoring telemetry in the next visible chance.
- As described ①&②, JAXA proceeded the mission step-by-step to prepare for the normal operation phase while watching the status of the initial function verification.

Reference: Heritage Information Table on Components, Software, Algorithm for Anomaly Mechanism①

Attitude Control System	Abb	Achievements results	TRL	Notes
Reaction Wheel	RW	Type-L HSRW	9	RW (Type-L wheel) developed as one of JAXA's strategic components. Its rotator becomes larger than the same model (Type-M wheel) verified on orbit, and the maximum accumulated angular momentum was increased from 30 [Nms] to 80 [Nms]. QT test was implemented for an engineering model of Type-L qualified by JAXA.
Magnetic Torquer	MTQ	MTQ, newly developed by ZARM	6	Because of newly developed components, some tests and verification were performed by EM. (One for EM/ Three for FM3)
Star Tracker	STT	The next-generation STT (JAXA strategic components)	6	Sensor developed as one of the JAXA's strategic components. QM was made as a qualified model and QT test was implemented.
Inertial Reference Unit	IRU	Used by GCOM-W, GCOM-C, ALOS-2, etc.	9	The IRU onboard ASTRO-H (Type-3AS) was installed 3 TDG spinning tops. One of 4 TDG spinning tops was replaced by a dummy in Type-3AS. Type-3A was frequently used (for example GCOM-W1 and ALOS-2) and verified on orbit. Type-3AS was installed on ASNARO and SPRINT-A (Hisaki).
Coarse Sun Aspect Sensor	CSAS	Used by many missions by developed ADCOLE	9	Solar sensor that was verified on orbit. SPRINT-A, ASNARO, Akatsuki, and so on use this sensor.
Geo Sensor	GAS	Developed by XARM Used by SPRINT-A	9	Magnetic sensor that was a component by the overseas project, and was made by replacing consumer parts to parts for a spacecraft. An EM was verified because this sensor was new one as for spacecraft.
3N Reaction Control System	RCS	Used by Halca, Suzaku, Akari, Akatsuki, etc.	9	Because the catalysis was changed, the lifetime test was implemented by using a model for the lifetime test.
Attitude Control Flight Software	ACFS	—	—	Followed the configuration of previous scientific satellites such as "Suzaku". In addition, by adoption of Space Wire, the standard middle ware, simulators and tools for component tests were standardized to reduce the cost and time.

ABBREVIATIONS

略称	英語
ACFS	Attitude Control Flight Software
<u>ALOS-2</u>	<u>Advanced Land Observing Satellite-2 "DAICHI-2"</u>
AOCP	Attitude and Orbit Control Processor
AOCS	Attitude and Orbit Control Subsystem
ASTRO-H	X-ray satellite "Hitomi"
CAMS	Canadian ASTRO-H Metrology System
CDR	Critical Design Review
CdTe	Cadmium telluride
<u>CPR</u>	<u>Cloud Profiling Radar</u>
CSA	Canadian Space Agency
CSAS	Coarse Sun Aspect Sensor
<u>EarthCARE</u>	<u>Earth Cloud, Aerosol and Radiation Explorer</u>
EM	Engineering Model
EOB	Extensible Optical Bench
EOL	end of life
<u>ERG</u>	<u>Exploration of energization and Radiation in Geospace "ERG"</u>
ESA	European Space Agency
FOB	Fixed optical bench
FDIR	Fault Detection Isolation and Reconfiguration
FM	Flight Model
FTA	Fault Tree Analysis
<u>GCOM-C</u>	<u>Global Change Observation Mission – Climate</u>
<u>GCOM-W</u>	<u>Global Change Observation Mission – Water "SHIZUKU"</u>
GPSR	GPS receiver
HXI	Hard X-ray Imager
HXT	Hard X-ray Telescope
IRU	Inertial Reference Unit
ISAS	Institute of Space and Astronautical Science
<u>IV&V</u>	<u>Independent Verification and Validation</u>
JAXA	Japan Aerospace Exploration Agency

略称	英語
JSpOC	Joint Space Operations Center
JST	Japan Standard Time
KTU	Katsuura Tracking and Communications Station
MELCO	Mitsubishi Electric Corporation
MGN	Mingenew ground station
MHI	Mitsubishi Heavy Industries, Ltd.
<u>MMO</u>	<u>Mercury Magnetospheric Orbiter</u>
MOI	moment of inertia
MSP	Maspalomas ground station
MTQ	Magnetic Torque
NASA	National Aeronautics and Space Administration
NEC	NEC Corporation
NIPPI	NIPPI Corporation
PDR	Preliminary Design Review
PI	Principal Investigator
<u>PM</u>	<u>Project Manager</u>
<u>QM</u>	<u>Qualification Model</u>
<u>QT</u>	<u>Qualification Test</u>
RCS	Reaction Control Subsystem
RFP	Request for Proposal
RW	Reaction Wheel
SAA	South Atlantic Anomaly
SAC	Space Activities Commission
SANT	S-band Antenna
SAP	Solar Array Paddle
SDR	System Definition Review
SED	Space Engineering Development Co., Ltd.
SGD	Soft Gamma-Ray Detector
SH	Safe Hold
SHI	Sumitomo Heavy Industries, Ltd.

略称	英語
SHNT	Shunt Dissipater
SLATS	<u>Super Low Altitude Test Satellite</u>
<u>SPRINT-A</u>	<u>Spectroscopic Planet Observatory for Recognition of Interaction of Atmosphere "HISAKI"</u>
SpW	<u>SpaceWire</u>
SRON	Netherlands Institute for Space Research
STT	Star Tracker
SXI	Soft X-ray Imager
SXS	Soft X-ray Spectrometer
SXS-ADR	SXS Adiabatic Demagnetization Refrigerator
SXS-PSP	SXS Pulse Shape Processor
SXT-I	Soft X-ray Telescope for Imager
SXT-S	Soft X-ray Telescope for Spectrometer
S&MA	Safety and Mission Assurance
TDG	<u>Tuned Dry Gyro</u>
USC	Uchinoura Space Center
UT	Universal Time
UTC	Coordinated Universal Time