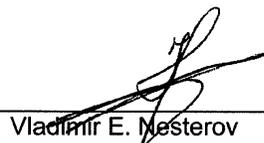
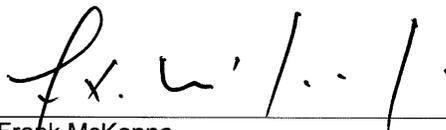


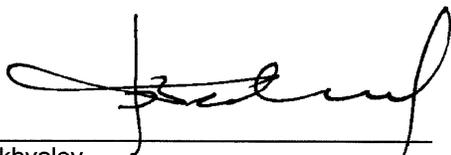
## PROTON LAUNCH SYSTEM MISSION PLANNER'S GUIDE



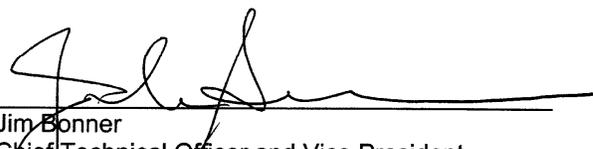
Vladimir E. Mesterov  
Director General and Designer General  
Khrunichev State Research and  
Production Space Center



Frank McKenna  
President  
International Launch Services



Yuri O. Bakhvalov  
First Deputy Designer General  
Khrunichev State Research and  
Production Space Center  
General Manager  
Salyut Design Bureau



Jim Bonner  
Chief Technical Officer and Vice President  
Programs and Operations  
International Launch Services



### REVISION NOTICE

This document supersedes the Proton Launch System  
Mission Planner's Guide - Revision 6, dated December 2004

### DISCLOSURE OF DATA LEGEND

The technical data included in this document has been cleared  
for public release by DOD/Office of Security Review under case  
#09-S-2831 and #09-S-3173, on 2 September 2009 and  
7 October 2009, respectively.  
(Ref: LKEB-9812-1990, Revision 7)

© 2009 ILS International Launch Services, Inc.



International Launch Services  
1875 Explorer Street, Suite 700  
Reston, Virginia 20190 USA

**Intentionally Blank**

## **FOREWORD**

The Proton Launch System Mission Planner's Guide is intended to provide information to potential Customers and spacecraft (SC) suppliers, concerning SC design criteria, Baikonur processing facilities, Proton launch capability, available mission analysis and custom engineering support, documentation availability and requirements, and program planning. It is intended to serve as an aid to the planning of future missions but should not be construed as a contractual commitment.

The units of measurement referred to in this document are based on the International System of Units (SI), with English units given in parentheses and all identified dimensions shown should be considered as approximate. In the event that one or more dimensions are critical to a specific payload integration or processing operation, the SC Customer should obtain accurate dimensions from International Launch Services (ILS).

This Guide will be updated periodically. Change pages to this printed document will not be provided, however, the version on the ILS website will be maintained as approved for public release by the U.S. Government. The most current version of this document can be found on the Internet at: <http://www.ilslaunch.com>.

Users of this guide are encouraged to contact the offices listed below to discuss the Proton Launch Vehicle (LV) family and how the Proton family may meet user needs.

### **Technical Matters:**

#### **Jim Bonner**

Chief Technical Officer and Vice President Programs  
and Operations  
Telephone: +1 (571) 633-7457  
Fax: +1 (571) 633-7536  
[j.bonner@ilslaunch.com](mailto:j.bonner@ilslaunch.com)

### **Business Matters:**

#### **Wendy Mihalic**

Vice President, Marketing, Sales and  
Communications  
Telephone: +1 (571) 633-7452  
Fax: +1 (571) 633-7576  
[w.mihalic@ilslaunch.com](mailto:w.mihalic@ilslaunch.com)

**International Launch Services  
1875 Explorer Street, Suite 700  
Reston, Virginia 20190 USA  
Telephone: 571.633.7400  
Facsimile: 571.633.7535  
<http://www.ilslaunch.com>**

**Intentionally Blank**

**REVISION HISTORY**

Revision Date	Revision No.	Change Description	Approval
15 December 1993	1, Issue 1		Eric Laursen Chief Engineer, LKEI
December 1995	2, Issue 1		Eric Laursen Chief Engineer, LKEI Proton Division, ILS
February 1997	3, Issue 1	<p>Section 1</p> <ul style="list-style-type: none"> <li>• Updated Integration Schedule</li> <li>• Minor typographical corrections</li> </ul> <p>Section 2</p> <ul style="list-style-type: none"> <li>• Proton M fairing dimension update</li> <li>• Launch history update and corrections</li> <li>• Failure/Corrective Action update</li> </ul> <p>Section 3</p> <ul style="list-style-type: none"> <li>• Addition of Proton K/Block DM performance with use of standard kerosene</li> </ul> <p>Section 4</p> <ul style="list-style-type: none"> <li>• Ground Ops Instrumentation measurement capabilities update</li> <li>• Updated Proton LV radiated emissions</li> <li>• Updated flight instrumentations capabilities</li> <li>• Updated flight loads environments</li> <li>• Updated flight acoustics</li> </ul> <p>Section 6</p> <ul style="list-style-type: none"> <li>• Updated Proton/Block DM useable fairing envelopes with standard adapters</li> </ul> <p>Section 7</p> <ul style="list-style-type: none"> <li>• Updated Mission Integration schedule</li> <li>• Updated analysis, meetings and documentation schedules</li> </ul>	Eric Laursen Chief Engineer, LKEI Proton Division, ILS
March 1999	4, Issue 1	<ul style="list-style-type: none"> <li>• Complete rewrite/update of document to reflect flight measured environments, interfaces and performance</li> <li>• Addition of Proton M/Breeze M vehicle data</li> <li>• Discussion of Baikonur payload processing and launch operations facilities</li> </ul>	Eric Laursen Proton Chief Engineer, ILS  Rich Waterman Manager Mission Development, ILS

**REVISION HISTORY (Continued)**

Revision Date	Revision No.	Change Description	Approval
December 2001	5, Issue 1	Complete rewrite/update of document	Eric Laursen Chief Engineer, ILS
December 2004	6	Complete rewrite/update of document; deletion of Proton K and Block DM data	Eric Laursen Chief Engineer, ILS
July 2009	7	<ul style="list-style-type: none"> <li>• Updated Proton M/Breeze M vehicle description and performance tables/curves                             <ul style="list-style-type: none"> <li>• Included Perigee Injection Supersynchronous Transfer Orbit (SSTO)</li> </ul> </li> <li>• Updated transportation and launch induced environments, including low-shock CBOD pyroshock levels</li> <li>• Updated launch facilities descriptions</li> <li>• Updated payload adapter (PLA) data in Appendix D</li> <li>• Updated standard payload fairing (PLF) data and moved from Appendix A.4 and Appendix D to new Appendix E</li> <li>• Clarified standard versus optional mission capabilities and services                             <ul style="list-style-type: none"> <li>• SSTO performance, Earth escape performance, etc. moved to new Appendix F</li> <li>• Previous Section 8 data moved to new Appendix F</li> </ul> </li> <li>• Updated Quality Management System description (Appendix B)</li> <li>• Removed obsolete data</li> </ul>	Jim Bonner, Chief Technical Officer, ILS

## **PREFACE**

International Launch Services (ILS) is pleased to offer one of the most capable commercial launch vehicles, and the most comprehensive launch services, available today. The Proton's services are now available to worldwide Customers at a most competitive price.

ILS is the exclusive marketing agent for commercial sales of the Proton Launch Vehicle (LV) worldwide, and is supported in its operations by full access to the incomparable technological expertise of its partner, Khrunichev State Research and Production Space Center (KhSC). ILS provides customers with a single point of contact for all mission analyses, custom engineering, and launch support tasks involved in using the Proton LV. Both individually and collectively, the members of the ILS team are committed to providing the most cost-effective launch services available in the world - from initial program planning to successful SC launch.

**Intentionally Blank**

## TABLE OF CONTENTS

FOREWORD .....	I
REVISION HISTORY.....	II
PREFACE.....	IV
LIST OF FIGURES .....	XI
LIST OF TABLES.....	XV
ABBREVIATIONS AND ACRONYMS.....	XVIII
<b>1. INTRODUCTION .....</b>	<b>1-1</b>
1.1 INTERNATIONAL LAUNCH SERVICES: WHO WE ARE.....	1-2
1.2 RUSSIAN SPACE INDUSTRY CONSOLIDATION .....	1-3
1.3 THE QUALITY INITIATIVE: PROVEN COMPREHENSIVE PROGRAM TO IMPROVE PROTON DESIGN, PRODUCTION AND MANUFACTURING SYSTEMS.....	1-4
1.4 HISTORY OF PROTON: RUSSA'S PREMIER HEAVY LIFT WORKHORSE .....	1-5
1.5 ILS/PROTON: THE TOTAL VALUE SOLUTION .....	1-6
1.6 THE PROTON LAUNCH SYSTEM.....	1-7
1.7 PROTON LAUNCH OPERATIONS: THE BAIKONUR COSMODROME.....	1-10
1.8 ILS LAUNCH SERVICES: WORKING WITH THE ILS TEAM.....	1-12
<b>2. LV PERFORMANCE .....</b>	<b>2-1</b>
2.1 OVERVIEW .....	2-1
2.2 PROTON LAUNCH SYSTEM CAPABILITIES.....	2-1
2.2.1 <i>The Baikonur Launch Site</i> .....	2-2
2.2.2 <i>Launch Availability</i> .....	2-4
2.2.3 <i>Breeze M Upper Stage Capabilities</i> .....	2-4
2.3 PROTON ASCENT PROFILE.....	2-5
2.3.1 <i>Proton Booster Ascent</i> .....	2-5
2.3.2 <i>Breeze M Standard Mission Profile</i> .....	2-10
2.3.3 <i>Collision and Contamination Avoidance Maneuver</i> .....	2-11
2.4 PERFORMANCE GROUND RULES .....	2-12
2.4.1 <i>Payload Systems Mass Definition</i> .....	2-12
2.4.2 <i>Payload Fairings</i> .....	2-17
2.4.3 <i>Mission Analysis Ground Rules</i> .....	2-17
2.4.4 <i>Performance Confidence Levels</i> .....	2-17
2.5 GEOSYNCHRONOUS TRANSFER MISSIONS .....	2-18
2.5.1 <i>Launch to GTO/GSO</i> .....	2-18
2.5.2 <i>Proton M Breeze M Performance</i> .....	2-18
2.6 ORBIT INJECTION ACCURACY.....	2-27
2.7 SPACECRAFT ORIENTATION AND SEPARATION .....	2-27
2.8 LAUNCH VEHICLE TELEMETRY DATA .....	2-29

<b>3. SPACECRAFT ENVIRONMENTS</b> .....	<b>3-1</b>
3.1 THERMAL/HUMIDITY .....	3-1
3.1.1 SC Ground Thermal and Humidity Environment.....	3-1
3.1.2 SC Flight Thermal Environment.....	3-6
3.1.3 Air Impingement Velocity.....	3-6
3.2 CONTAMINATION ENVIRONMENT .....	3-9
3.2.1 Ground Contamination Control .....	3-9
3.2.2 In-Flight Contamination Control.....	3-9
3.3 PRESSURE .....	3-10
3.3.1 Payload Compartment Venting .....	3-10
3.4 MECHANICAL LOADS .....	3-11
3.4.1 Quasi-Static Loads at the SC Separation Plane.....	3-11
3.4.2 Sine and Random Vibration Loads .....	3-16
3.4.3 Acoustic Loads.....	3-21
3.4.4 Shock Loads.....	3-21
3.4.5 Environmental Test Requirements.....	3-28
3.4.6 SC Environmental Test Plan and Report.....	3-34
3.5 ELECTROMAGNETIC COMPATIBILITY (EMC).....	3-37
3.5.1 EMI Safety Factor (EMISF) and Reserve Margin (EMIRM).....	3-37
3.5.2 Radiated Emissions.....	3-37
3.5.3 Radiated Susceptibility.....	3-37
3.5.4 EMC of RF Transmitters and Receivers .....	3-37
<b>4. SPACECRAFT INTERFACES</b> .....	<b>4-1</b>
4.1 MECHANICAL INTERFACES.....	4-1
4.1.1 Structural Interfaces .....	4-1
4.1.2 General SC Structural and Load Requirements .....	4-1
4.1.3 PLF) Interfaces.....	4-2
4.1.4 Adapters .....	4-8
4.1.5 Payload/Adapter Separation Systems .....	4-9
4.1.6 GN <sub>2</sub> /Dry Air Purge Option .....	4-11
4.2 ELECTRICAL INTERFACES .....	4-12
4.2.1 Airborne Interfaces.....	4-12
4.2.2 Launch Pad EGSE Interfaces .....	4-22
4.2.3 Telemetry/Command RF Links.....	4-29
4.2.4 Electrical Grounding.....	4-36
4.2.5 Electrical Bonding.....	4-36
4.2.6 SC/LV Lightning Protection .....	4-36
4.2.7 Electrostatic Discharge.....	4-36
4.3 FITCHECK OF MECHANICAL/ELECTRICAL INTERFACES .....	4-36
<b>5. MISSION INTEGRATION AND MANAGEMENT</b> .....	<b>5-1</b>
5.1 MANAGEMENT PROVISIONS.....	5-1
5.1.1 Key Personnel.....	5-1
5.1.2 Interface Control Document .....	5-1
5.1.3 Schedule Management .....	5-1
5.1.4 Documentation Control and Delivery .....	5-4
5.1.5 Meetings and Reviews .....	5-4
5.1.6 DTSA Oversight .....	5-7
5.1.7 Quality Provisions.....	5-7
5.1.8 Launch License And Permits.....	5-7

5.2 ILS DELIVERABLES ..... 5-7

    5.2.1 ICD Development ..... 5-8

    5.2.2 Preliminary and Critical Design ..... 5-8

    5.2.3 SC Sine Vibration/Acoustic/Fitcheck/Shock Tests Support ..... 5-10

    5.2.4 Data Provided After Launch ..... 5-10

5.3 CUSTOMER DELIVERABLES ..... 5-11

    5.3.1 ICD Development ..... 5-12

    5.3.2 Preliminary and Critical Design ..... 5-12

    5.3.3 SC Testing ..... 5-12

    5.3.4 Required Safety Data and Certificates ..... 5-13

    5.3.5 Launch Campaign and Launch ..... 5-13

5.4 SPECIFIC CUSTOMER RESPONSIBILITIES ..... 5-13

    5.4.1 Launch Campaign Duration ..... 5-13

    5.4.2 SC and Associated Ground Equipment ..... 5-13

    5.4.3 Final SC Data ..... 5-13

    5.4.4 SC Readiness ..... 5-13

    5.4.5 Removal of Associated Ground Equipment ..... 5-14

    5.4.6 Evaluation of LV And Associated Services ..... 5-14

    5.4.7 SC Propellants ..... 5-14

    5.4.8 Connectors ..... 5-14

5.5 ILS SERVICES AND MATERIAL SPECIFICALLY EXCLUDED ..... 5-14

**6. SPACECRAFT AND LAUNCH FACILITIES ..... 6-1**

6.1 FACILITIES OVERVIEW ..... 6-1

    6.1.1 Yubileiny Airfield ..... 6-1

    6.1.2 Building 92A-50 ..... 6-3

    6.1.3 Breeze M Fueling Station (Area 92) ..... 6-3

    6.1.4 Launch Complexes (Area 81/Area 200) ..... 6-3

    6.1.5 Hotels ..... 6-3

6.2 SC PROCESSING FACILITIES - BUILDING 92A-50 ..... 6-4

    6.2.1 Facility Layout and Area Designations ..... 6-4

    6.2.2 Receiving/Storage Area - Hall 102 ..... 6-6

    6.2.3 SC Processing and Fueling Hall - Hall 103A (Room 4101) ..... 6-8

    6.2.4 Integration Area - Hall 101 ..... 6-10

    6.2.5 Fuel and Oxidizer Conditioning Rooms - Rooms 4112 and 4105 ..... 6-12

    6.2.6 Fuel and Oxidizer Equipment Decontamination Rooms - Rooms 4111 and 4115 ..... 6-12

    6.2.7 Control Room - Room 4102 ..... 6-13

    6.2.8 Entrance/Lobby Area ..... 6-13

    6.2.9 Change Room Area ..... 6-13

    6.2.10 Pressurization Airlock - Room 4110 ..... 6-15

    6.2.11 SCAPE Donning/Doffing Rooms and Showers - Rooms 4108, 4109, 4121 and 4122 ..... 6-15

    6.2.12 Clean Storage Hall - Hall 103 ..... 6-15

    6.2.13 Ordnance Storage ..... 6-15

    6.2.14 Offices and Conference Room Area - Rooms 1202 through 1209 ..... 6-16

    6.2.15 LV Processing and Integration Hall - Hall 111 ..... 6-18

6.3 BREEZE M FUELING FACILITY ..... 6-20

6.4 LAUNCH COMPLEX FACILITIES ..... 6-22

    6.4.1 Area 81 Launch Complex ..... 6-22

    6.4.2 Area 200 Launch Complex ..... 6-26

    6.4.3 Time Countdown ..... 6-28

6.5 COMMUNICATIONS SERVICES .....	6-29
6.5.1 International Voice/Data Transmission .....	6-29
6.5.2 On-Site Mobile and PBX Phone Network Communications.....	6-30
6.5.3 Baikonur CCTV Network .....	6-32
6.5.4 On-Site SC and STE Hardline and Fiber Optic Data Networks .....	6-34
6.5.5 RF Links .....	6-34
<b>7. LAUNCH CAMPAIGN.....</b>	<b>7-1</b>
7.1 ORGANIZATIONAL RESPONSIBILITIES .....	7-1
7.1.1 Khrunichev.....	7-1
7.1.2 Roscosmos.....	7-1
7.1.3 ILS .....	7-3
7.1.4 SC Customer.....	7-3
7.2 CAMPAIGN ORGANIZATION .....	7-3
7.2.1 Contractual and Planning Organization .....	7-3
7.2.2 Organization During Combined Operations.....	7-4
7.2.3 Planning Meetings.....	7-4
7.3 COUNTDOWN ORGANIZATION .....	7-5
7.4 ABORT CAPABILITY .....	7-6
7.4.1 Recycle Scenarios.....	7-8
7.5 LAUNCH CAMPAIGN OVERVIEW.....	7-8
7.5.1 LV Processing .....	7-8
7.5.2 SC Preparations Through Arrival .....	7-10
7.5.3 Area 92 (Building 92A-50) - SC Testing, Fueling and AU Integration.....	7-10
7.6 LV INTEGRATION THROUGH LAUNCH PAD OPERATIONS.....	7-12
7.7 LAUNCH PAD OPERATIONS .....	7-12
<b>A. PROTON LAUNCH SYSTEM DESCRIPTION AND HISTORY.....</b>	<b>A-1</b>
A.1 GENERAL DESCRIPTION OF THE PROTON FAMILY .....	A-1
A.2 PROTON M LV .....	A-2
A.2.1 Proton First Stage .....	A-2
A.2.2 Proton Second Stage.....	A-3
A.2.3 Proton Third Stage.....	A-3
A.2.4 Proton Flight Control System.....	A-3
A.3 BREEZE M UPPER STAGE.....	A-4
A.3.1 Central Block.....	A-7
A.3.2 Auxiliary Propellant Tank .....	A-8
A.3.3 Propulsion System .....	A-8
A.3.4 Control System and Telemetry System .....	A-9
A.3.5 Thermal Control System .....	A-11
A.4 PROTON FLIGHT HISTORY SUMMARY .....	A-12
A.5 DETAILED PROTON FLIGHT HISTORY .....	A-18
A.6 FAILURES CAUSES AND CORRECTIVE ACTION .....	A-27
<b>B. QUALITY MANAGEMENT SYSTEM .....</b>	<b>B-1</b>
B.1 PROTON QUALITY ASSURANCE PLAN.....	B-1
B.1.1 KhSC Quality Management Overview .....	B-1
B.1.2 KhSC Quality Management Organization.....	B-1
B.1.3 KhSC Quality Management Processes/Procedures.....	B-4
B.1.4 Functional Area Responsibilities.....	B-5
B.1.5 Quality Management System Documentation .....	B-6
B.1.6 Proton Supplier Network.....	B-7
B.1.7 Launch Vehicle Production and Integration.....	B-8
B.1.8 Quality Assurance Participation.....	B-9

B.1.9 Personnel Training..... B-9

B.1.10 Quality Parameter Trend Analysis..... B-9

B.1.11 Corrective Action Plans and Continuous Improvement Program..... B-10

B.1.12 Customer Visibility..... B-10

B.1.13 Hardware Evolution Design Development Processes..... B-11

B.1.14 Quality Initiatives..... B-13

**C. REQUIREMENTS FOR CUSTOMER-SUPPLIED DATA .....C-1**

C.1 GENERAL INFORMATION..... C-1

C.2 INPUT DOCUMENTS..... C-2

C.3 INTERFACES..... C-3

    C.3.1 Mechanical Interfaces..... C-3

    C.3.2 Electrical Interfaces..... C-12

    C.3.3 Environmental Interfaces..... C-19

    C.3.4 Flight Design..... C-20

    C.3.5 Operations..... C-21

**D. ADAPTER SYSTEMS.....D-1**

D.1 ADAPTER SYSTEM 937VB-1168..... D-2

    D.1.1 Adapter System Description..... D-2

    D.1.2 Load-Bearing Capability..... D-8

    D.1.3 Interface Ring Characteristics..... D-8

D.2 ADAPTER SYSTEM 1194VX-1000 (1194VS-1000)..... D-9

    D.2.1 Adapter System Description..... D-9

    D.2.2 Load-Bearing Capability..... D-16

D.3 ADAPTER SYSTEM 1666V-1000..... D-18

    D.3.1 Adapter System Description..... D-18

    D.3.2 Load-Bearing Capability of the Structure..... D-24

    D.3.3 Interface Ring Characteristics..... D-25

D.4 ADAPTER SYSTEM 1664HP-1000..... D-26

    D.4.1 Adapter System Description..... D-26

    D.4.2 Load-Bearing Capability..... D-31

    D.4.3 Interface Ring Characteristics..... D-31

**E. PAYLOAD ENVELOPE ..... E-1**

E.1 PAYLOAD ENVELOPE UNDER FAIRINGS PLF-BR-13305 AND PLF-BR-15255 WITH ADAPTER SYSTEM 937VB-1168..... E-2

E.2 PAYLOAD ENVELOPE UNDER FAIRINGS PLF-BR-13305 AND PLF-BR-15255 WITH ADAPTER SYSTEMS 1194VX-1000 AND 1194VS-1000..... E-6

E.3 PAYLOAD ENVELOPE UNDER THE FAIRINGS PLF-BR-13305 AND PLF-BR-15255 WITH ADAPTER SYSTEM 1666V-1000..... E-11

E.4 PAYLOAD ENVELOPE UNDER FAIRINGS PLF-BR-13305 AND PLF-BR-15255 ADAPTER SYSTEM 1664HP-1000..... E-15

**F. PROTON LAUNCH SYSTEM OPTIONS AND ENHANCEMENTS ..... F-1**

- F.1 LEO MISSIONS ..... F-1
- F.2 MEO MISSIONS (INTERMEDIATE CIRCULAR ORBITS)..... F-1
- F.3 HIGHLY ELLIPTICAL ORBITS ..... F-2
- F.4 SUPERSYNCHRONOUS TRANSFER ..... F-3
  - F.4.1 PERIGEE INJECTION SUPERSYNCHRONOUS TRANSFER..... F-3*
  - F.4.2 APOGEE INJECTION SUPERSYNCHRONOUS TRANSFER ..... F-8*
- F.5 EXPRESS GTO MISSION PROFILE ..... F-15
- F.6 EARTH ESCAPE MISSIONS ..... F-17
- F.7 FIVE-METER DIAMETER PAYLOAD FAIRINGS ..... F-19
- F.8 TANDEM LAUNCH SYSTEM ..... F-22
- F.9 SHARED LAUNCH WITH THE YAKHTA SC BUS..... F-22
- F.10 SUMMARY..... F-24

**LIST OF FIGURES**

FIGURE 1.1: PROTON M BREEZE M LAUNCH..... 1-1

FIGURE 1.3: PROTON FINAL ASSEMBLY AND TEST AREA ..... 1-5

FIGURE 1.6-1: PROTON LVs FLIGHT-PROVEN HARDWARE ..... 1-8

FIGURE 1.6-2: PROTON LVs FLIGHT-PROVEN HARDWARE ..... 1-9

FIGURE 1.7-1: LOCATION OF BAIKONUR COSMODROME..... 1-10

FIGURE 1.7-2: BAIKONUR FACILITIES MAP ..... 1-11

FIGURE 2.2.1-1: THE BAIKONUR LAUNCH SITE SHOWING AVAILABLE PROTON M LV PARKING ORBIT  
INCLINATIONS ..... 2-3

FIGURE 2.3.1-1: TYPICAL PROTON M LV ASCENT PLUS BREEZE M MAIN ENGINE BURNS..... 2-7

FIGURE 2.3.1-2: STANDARD PROTON M LV ASCENT GROUND TRACK AND JETTISON POINTS, AND GROUND  
TRACKING STATION ACQUISITION TIMES FOR PROTON M ASCENT ..... 2-8

FIGURE 2.3.1-3: TYPICAL PROTON M LOWER ASCENT ALTITUDE, INERTIAL VELOCITY, LONGITUDINAL  
ACCELERATION, AND DYNAMIC PRESSURE ..... 2-9

FIGURE 2.3.2-1: TYPICAL 9-HOUR BREEZE M MISSION PROFILE FOR SC INJECTION INTO GTO FROM THE  
FIRST ASCENDING NODE OF THE PARKING ORBIT WITH AN INCLINATION OF 51.5° ..... 2-13

FIGURE 2.3.2-2: TYPICAL GROUND TRACK OF THE PROTON M BREEZE M FLIGHT FOR SC INJECTION  
INTO GTO USING A 9-HOUR MISSION PROFILE FROM THE FIRST ASCENDING NODE OF THE PARKING  
ORBIT WITH AN INCLINATION OF 51.5° ..... 2-14

FIGURE 2.3.2-3: TYPICAL 7-HOUR BREEZE M MISSION PROFILE FOR SC INJECTION INTO GTO FROM THE  
FIRST ASCENDING NODE OF THE PARKING ORBIT WITH AN INCLINATION OF 51.5° ..... 2-15

FIGURE 2.3.2-4: TYPICAL GROUND TRACK OF THE PROTON M BREEZE M FLIGHT FOR SC INJECTION INTO  
GTO USING A 7-HOUR MISSION PROFILE FROM THE FIRST ASCENDING NODE OF THE PARKING ORBIT  
WITH AN INCLINATION OF 51.5° ..... 2-16

FIGURE 2.5.2-1: MASS OF THE PAYLOAD SYSTEM FOR AN OPTIMUM GTO USING A STANDARD 7-HOUR  
INJECTION FROM THE FIRST ASCENDING NODE OF THE PARKING ORBIT WITH AN INCLINATION OF 51.5°  
(4 BREEZE M MAIN ENGINE BURNS) ..... 2-19

FIGURE 2.5.2-2: MASS OF THE PAYLOAD SYSTEM FOR AN OPTIMUM GTO USING STANDARD 9-HOUR  
INJECTION FROM THE FIRST ASCENDING NODE OF THE PARKING ORBIT WITH AN INCLINATION OF 51.5°  
(5 BREEZE M MAIN ENGINE BURNS) ..... 2-20

FIGURE 2.7-1: SEPARATION AXES DEFINITION ..... 2-28

FIGURE 2.8-1: RIGHT ASCENSION AND DECLINATION OF THE +X<sub>US</sub> AXIS IN THE EARTH-CENTERED  
ABSOLUTE INERTIAL FRAME ..... 2-33

FIGURE 2.8-2: ORBIT PARAMETERS DEFINITION IN ABSOLUTE OXYZ INERTIAL REFERENCE FRAME ..... 2-34

FIGURE 3.1.1.2-1: FAIRING AIR AND LIQUID THERMAL MODE CONTROL SYSTEMS SCHEMATIC AND  
OPERATIONS TIMELINE..... 3-5

FIGURE 3.1.1.3-1: SC BATTERY AIR CONDITIONING SYSTEM (OPTION 1) ..... 3-7

FIGURE 3.1.1.3-2: SC BATTERY AIR CONDITIONING SYSTEM (OPTION 2)..... 3-8

FIGURE 3.3.1-1: NOMINAL PAYLOAD COMPARTMENT INTERNAL PRESSURE CHANGE DURING ASCENT ..... 3-10

FIGURE 3.4.1.1-1: SC TRANSPORTATION IN THE MANUFACTURER'S SC CONTAINER OR IN A KHSC  
CONTAINER, AU TRANSPORTATION, AND PROTON-M LV TRANSPORTATION..... 3-12

FIGURE 3.4.1.2-1: LIMIT QUASI-STATIC ACCELERATIONS ON THE SC DURING FLIGHT ..... 3-15

FIGURE 3.4.2.1-1: RANDOM VIBRATION LEVELS-GROUND TRANSPORTATION BY RAIL, SC IN CONTAINER  
AND SC ATTACHED TO AU ..... 3-17

FIGURE 3.4.2.1-2: RANDOM VIBRATION LEVELS - ILV GROUND TRANSPORTATION BY RAIL..... 3-18

FIGURE 3.4.2.2-1: EQUIVALENT SINE LEVELS AT SC INTERFACE - FLIGHT ENVIRONMENT ..... 3-20

FIGURE 3.4.3-1: LIMIT ACOUSTIC ENVIRONMENT ..... 3-22

FIGURE 3.4.4-1A: SHOCK LOAD SPECTRA DURING SC SEPARATION..... 3-23

FIGURE 3.4.4-1B: SHOCK LOAD SPECTRA DURING SC SEPARATION..... 3-24

FIGURE 3.4.4-1C: SHOCK LOAD SPECTRA DURING SC SEPARATION..... 3-25

FIGURE 3.4.4-1D: SHOCK LOAD SPECTRA DURING SC SEPARATION..... 3-26

FIGURE 3.5.2-1: ELECTRIC FIELD INTENSITY LEVELS GENERATED BY PROTON M/BREEZE M LAUNCH  
EQUIPMENT ..... 3-39

FIGURE 3.5.3-1: PROTON M/BREEZE M AND LAUNCH PAD RADIATED SUSCEPTIBILITY..... 3-40

FIGURE 3.5.3-2: BREEZE M ANTENNAE LOCATIONS ..... 3-41

FIGURE 4.1.1-1: LV AND TYPICAL SC COORDINATE SYSTEM..... 4-1

FIGURE 4.1.3.1-1A: PROTON BREEZE M PLF-BR-13305 COMMERCIAL FAIRING GENERAL LAYOUT  
(SHEET 1 OF 2)..... 4-4

FIGURE 4.1.3.1-1B: PROTON BREEZE M PLF-BR-13305 COMMERCIAL FAIRING GENERAL LAYOUT  
(SHEET 2 OF 2)..... 4-5

FIGURE 4.1.3.1-2A: PROTON BREEZE M PLF-BR-15255 COMMERCIAL FAIRING GENERAL LAYOUT  
(SHEET 1 OF 2)..... 4-6

FIGURE 4.1.3.1-2B: PROTON BREEZE M PLF-BR-15255 COMMERCIAL FAIRING GENERAL LAYOUT  
(SHEET 2 OF 2)..... 4-7

FIGURE 4.1.4-1: AVAILABLE ADAPTER SYSTEMS..... 4-8

FIGURE 4.2.1.6-1: INSTRUMENTATION DURING TRANSPORTATION OF SC IN CONTRACTOR'S CONTAINER ..... 4-19

FIGURE 4.2.1.6-2: INSTRUMENTATION DURING TRANSPORTATION OF AU..... 4-19

FIGURE 4.2.1.6-3: INSTRUMENTATION DURING INTEGRATION OF AU TO LV ..... 4-20

FIGURE 4.2.1.6-4: INSTRUMENTATION DURING TRANSPORTATION OF INTEGRATED PROTON LV ..... 4-20

FIGURE 4.2.1.6-5: INSTRUMENTATION DURING ON-PAD OPERATIONS ..... 4-21

FIGURE 4.2.2-1: ELECTRICAL INTERFACES BETWEEN SC AND EGSE AT LAUNCH COMPLEX 81, PAD 24 ..... 4-23

FIGURE 4.2.2-2: ELECTRICAL INTERFACES BETWEEN SC AND EGSE AT LAUNCH AREA 200, PAD 39 ..... 4-24

FIGURE 4.2.2.2-1: SCHEMATIC LAYOUT OF FIBER-OPTIC DATA TRANSMISSION SYSTEM ..... 4-27

FIGURE 4.2.3-1: SC-TO-BUILDING 92A-50 CONTROL ROOM RF/ELECTRICAL INTERFACE BLOCK DIAGRAM..... 4-30

FIGURE 5.1.3-1A: BASELINE INTEGRATION SCHEDULE (NON-RECURRING PROGRAM)..... 5-2

FIGURE 5.1.3-1B: BASELINE INTEGRATION SCHEDULE (RECURRING PROGRAM) ..... 5-3

FIGURE 6.1-1: BAIKONUR FACILITIES MAP ..... 6-2

FIGURE 6.2.1-1: BUILDING 92A-50 GENERAL ARRANGEMENT ..... 6-5

FIGURE 6.2.2-1: DETAILED LAYOUT OF HALL 102 ..... 6-6

FIGURE 6.2.2-2: 50-MT AND 10-MT CRANE HOOKS IN HALL 102..... 6-7

FIGURE 6.2.3-1: BUILDING 92A-50 SPACECRAFT PROCESSING AND FUELING AREA ..... 6-9

FIGURE 6.2.4-1: DETAILED LAYOUT OF HALL 101 ..... 6-11

FIGURE 6.2.9-1: DETAILED LAYOUT OF CHANGE ROOM AREA ..... 6-14

FIGURE 6.2.14-1: DETAILED LAYOUT OF OFFICES AND CONFERENCE ROOM AREA..... 6-17

FIGURE 6.2.15-1: HALL 111 LAYOUT..... 6-19

FIGURE 6.3-1: BREEZE M FUELING AREA LAYOUT ..... 6-21

FIGURE 6.4.1.1-1: PROTON LAUNCH COMPLEX, AREA 81 ..... 6-23

FIGURE 6.4.1.2.4-1: PROTON MOBILE SERVICE TOWER..... 6-25

FIGURE 6.4.2.1-1: PROTON LAUNCH COMPLEX, AREA 200 ..... 6-27

FIGURE 6.5.3-1: GENERAL SYSTEM BLOCK DIAGRAM OF BAIKONUR COSMODROME CCTV NETWORK ..... 6-33

FIGURE 7.1-1: ORGANIZATION DURING LAUNCH CAMPAIGN..... 7-2

FIGURE 7.3-1: COUNTDOWN ORGANIZATION..... 7-5

FIGURE 7.5-1: GENERIC LAUNCH CAMPAIGN SCHEDULE ..... 7-9

FIGURE 7.7-1: LAUNCH PAD OPERATIONS TIMELINE (GENERIC) ..... 7-14

FIGURE A.3-1: PROTON M/BREEZE M LV MAJOR HARDWARE ELEMENTS ..... A-5

FIGURE A.3-2: GENERAL LAYOUT OF BREEZE M WITH AUXILIARY PROPELLANT TANK ..... A-6

FIGURE A.3-3: BREEZE M IN FLIGHT WITH AND WITHOUT AUXILIARY PROPELLANT TANK ..... A-7

FIGURE B.1.2-1: MANAGEMENT ORGANIZATION CHART FOR THE KHSC QUALITY MANAGEMENT SYSTEM ..... B-3

FIGURE C.3.1-1: SC PENDULUM MODEL ..... C-8

FIGURE C.3.1-2: SAMPLE SC SLOSH PROPERTIES DURING BALLISTIC FLIGHT AND AT SEPARATION ..... C-9

FIGURE C.3.1-3: PROPELLANT TANK GEOMETRY REQUIRED DATA ..... C-11

FIGURE D.1.1-1A: ADAPTER SYSTEM 937VB-1168 ..... D-3

FIGURE D.1.1-1B: ADAPTER SYSTEM 937VB-1168 ..... D-4

FIGURE D.1.1-1C: ADAPTER SYSTEM 937VB-1168 ..... D-5

FIGURE D.1.1-1D: ADAPTER SYSTEM 937VB-1168 ..... D-6

FIGURE D.1.1-1E: ADAPTER SYSTEM 937VB-1168 ..... D-7

FIGURE D.1.3-1: SC AND AS INTERFACE RING CROSS SECTIONS ..... D-8

FIGURE D.2.1-1A: ADAPTER SYSTEM 1194VX-1000 (1194VS-1000) ..... D-10

FIGURE D.2.1-1B: ADAPTER SYSTEM 1194VX-1000 (1194VS-1000) ..... D-11

FIGURE D.2.1-1C: ADAPTER SYSTEM 1194VX-1000 (1194VS-1000) ..... D-12

FIGURE D.2.1-1D: ADAPTER SYSTEM 1194VX-1000 (1194VS-1000) ..... D-13

FIGURE D.2.1-1E: ADAPTER SYSTEM 1194VX-1000 (1194VS-1000) ..... D-14

FIGURE D.2.1-1F: ADAPTER SYSTEM 1194VX-1000 (1194VS-1000) ..... D-15

FIGURE D.2.2-1: LOAD-BEARING CAPABILITY OF 1194VX-1000 AND 1194VS-1000 ADAPTER SYSTEM ..... D-16

FIGURE D.2.3-1: SC AND AS INTERFACE RING CROSS SECTIONS ..... D-17

FIGURE D.3.3-1A: ADAPTER SYSTEM 1666V-1000 ..... D-19

FIGURE D.3.1-1B: ADAPTER SYSTEM 1666V-1000 ..... D-20

FIGURE D.3.1-1C: ADAPTER SYSTEM 1666V-1000 ..... D-21

FIGURE D.3.1-1D: ADAPTER SYSTEM 1666V-1000 ..... D-22

FIGURE D.3.1-1E: ADAPTER SYSTEM 1666V-1000 ..... D-23

FIGURE D.3.2-1: LOAD-BEARING CAPABILITY OF 1666V-1000 ADAPTER SYSTEM ..... D-24

FIGURE D.3.3-1: SC AND AS INTERFACE RING CROSS SECTIONS ..... D-25

FIGURE D.4.1-1A: ADAPTER SYSTEM 1664HP-1000 ..... D-27

FIGURE D.4.1-1B: ADAPTER SYSTEM 1664HP-1000 ..... D-28

FIGURE D.4.1-1C: ADAPTER SYSTEM 1664HP-1000 ..... D-29

FIGURE D.4.1-1D: ADAPTER SYSTEM 1664HP-1000 ..... D-30

FIGURE E.1-1A: PAYLOAD ENVELOPE UNDER FAIRING PLF-BR-13305 WITH ADAPTER SYSTEM  
937VB-1168 ..... E-3

FIGURE E.1-1B: PAYLOAD ENVELOPE UNDER FAIRING PLF-BR-15255 WITH ADAPTER SYSTEM  
937VB-1168 ..... E-4

FIGURE E.1-1C: PAYLOAD ENVELOPE UNDER FAIRINGS PLF-BR-13305 AND PLF-BR-15255 WITH  
ADAPTER SYSTEM 937VB-1168 ..... E-5

FIGURE E.2-1A: PAYLOAD ENVELOPE UNDER FAIRING PLF-BR-13305 WITH ADAPTER SYSTEM  
1194VX-1000 (1194VS-1000) ..... E-7

FIGURE E.2-1B: PAYLOAD ENVELOPE UNDER FAIRING PLF-BR-15255 WITH ADAPTER SYSTEM  
1194VX-1000 (1194VS-1000) ..... E-8

FIGURE E.2-1C: PAYLOAD ENVELOPE UNDER FAIRINGS PLF-BR-13305 AND PLF-BR-15255 WITH  
ADAPTER SYSTEM 1194VX-1000 ..... E-9

FIGURE E.2-1D: PAYLOAD ENVELOPE UNDER FAIRINGS PLF-BR-13305 AND PLF-BR-15255 WITH  
ADAPTER SYSTEM 1194VS-1000 ..... E-10

FIGURE E.3-1A: PAYLOAD ENVELOPE UNDER FAIRING PLF-BR-13305 WITH ADAPTER SYSTEM  
1666V-1000 ..... E-12

FIGURE E.3-1B: PAYLOAD ENVELOPE UNDER FAIRING PLF-BR-15255 WITH ADAPTER SYSTEM  
1666V-1000 ..... E-13

FIGURE E.3-1C: PAYLOAD ENVELOPE UNDER FAIRINGS PLF-BR-13305 AND PLF-BR-15255 WITH  
ADAPTER SYSTEM 1666V-1000 ..... E-14

FIGURE E.4-1A: PAYLOAD ENVELOPE UNDER FAIRING PLF-BR-13305 WITH ADAPTER SYSTEM  
1664HP-1000 ..... E-16

FIGURE E.4-1B: PAYLOAD ENVELOPE UNDER FAIRING PLF-BR-15255 WITH ADAPTER SYSTEM  
1664HP-1000 ..... E-17

FIGURE E.4-1C: PAYLOAD ENVELOPE UNDER FAIRINGS PLF-BR-13305 AND PLF-BR-15255 WITH  
ADAPTER SYSTEM 1664HP-1000 ..... E-18

FIGURE F.4.1-1: TYPICAL 4-HOUR BREEZE M FLIGHT FOR SC PERIGEE INJECTION INTO SSTO FROM THE  
FIRST ASCENDING NODE OF A PARKING ORBIT INCLINED AT 51.5° ..... F-4

FIGURE F.4.1-2: TYPICAL PROTON M/BREEZE M GROUND TRACK FOR SC PERIGEE INJECTION INTO SSTO  
(HA = 100,000 KM) USING A 4-HOUR TIMELINE FROM THE FIRST ASCENDING NODE OF A PARKING ORBIT  
INCLINED AT 51.5° ..... F-5

FIGURE 4.1-3: PAYLOAD SYSTEM MASS INJECTED INTO AN OPTIMUM SSTO FROM THE FIRST ASCENDING  
NODE OF A PARKING ORBIT INCLINED AT 51.5° (MISSION WITH FOUR BREEZE M BURNS)..... F-7

FIGURE F.4.2-1: TYPICAL 15-HOUR BREEZE M MISSION FOR SC APOGEE INJECTION INTO SSTO  
(HA = 65,000 KM) FROM THE SECOND DESCENDING NODE OF A PARKING ORBIT INCLINED AT 51.5° ..... F-9

FIGURE F.4.2-2: TYPICAL PROTON M/BREEZE M GROUND TRACK FOR SC APOGEE INJECTION INTO SSTO  
(HA = 65000 KM) USING A 15-HOUR TIMELINE FROM THE SECOND DESCENDING NODE OF A PARKING  
ORBIT INCLINED AT 51.5° ..... F-10

FIGURE F.4.2-3: MASS OF PAYLOAD SYSTEM INJECTED INTO AN OPTIMUM SSTO (HA = 65,000 KM) USING  
A 15-HOUR APOGEE INJECTION SCHEME FROM THE SECOND DESCENDING NODE OF THE PARKING ORBIT  
WITH AN INCLINATION OF 51.5° (MISSION PROFILE WITH FIVE BREEZE M MAIN ENGINE BURNS) ..... F-14

FIGURE F.5-1: BREEZE M TYPICAL INJECTION FOR 4-HOUR EXPRESS MISSION INTO GTO FROM THE FIRST  
ASCENDING NODE OF A PARKING ORBIT INCLINED AT 51.5° ..... F-16

FIGURE F.6-1: PAYLOAD SYSTEM MASS INJECTED BY PROTON M/BREEZE M INTO AN EARTH ESCAPE  
TRAJECTORY USING A PARKING ORBIT INCLINED AT 51,5° (MISSION WITH FOUR BREEZE M BURNS) ..... F-18

FIGURE F.7-1A: PAYLOAD ENVELOPE UNDER PROTON BREEZE M 5-METER PLF FAIRING (SHEET 1 OF 2)..... F-20

FIGURE F.7-1B: PAYLOAD ENVELOPE UNDER PROTON BREEZE M 5-METER PLF FAIRING (SHEET 2 OF 2)..... F-21

FIGURE F.9-1: LAYOUT OF THE SHARED LAUNCH CONCEPT WITH THE YAKHTA SC BUS ..... F-23

FIGURE F.9-2: ALLOWABLE VARIATION IN THE CG OF THE SECOND SC AS A FUNCTION OF THE MASS OF  
THE SECOND SC IN A SHARED SC LAUNCH ON THE YAKHTA SC BUS ..... F-24

**LIST OF TABLES**

TABLE 1.6: PROTON LV/SC PLATFORM COMPATIBILITY ..... 1-7

TABLE 2.2-1: SUMMARY PROTON M PERFORMANCE (PSM) TO REFERENCE ORBITS ..... 2-2

TABLE 2.2.2-1: LAUNCH CONSTRAINTS ..... 2-4

TABLE 2.3.1-1: STANDARD LV ASCENT EVENT TIMES ..... 2-6

TABLE 2.5.2-1: PROTON M/BREEZE M PERFORMANCE FOR AN OPTIMUM GTO USING A STANDARD 7-HOUR INJECTION FROM THE FIRST ASCENDING NODE OF THE PARKING ORBIT WITH AN INCLINATION OF 51.5° (4 BREEZE M MAIN ENGINE BURNS) ..... 2-22

TABLE 2.5.2-2: PROTON M/BREEZE M PERFORMANCE FOR AN OPTIMUM GTO USING A STANDARD 9-HOUR INJECTION FROM THE FIRST ASCENDING NODE OF THE PARKING ORBIT WITH AN INCLINATION OF 51.5° (5 BREEZE M MAIN ENGINE BURNS) ..... 2-23

TABLE 2.5.2-3: PROTON M/BREEZE M PARAMETRIC PERFORMANCE FOR A NON-OPTIMUM GTO USING A STANDARD 9-HOUR INJECTION FROM THE FIRST ASCENDING NODE OF THE PARKING ORBIT WITH AN INCLINATION OF 51.5° (5 BREEZE M MAIN ENGINE BURNS) ..... 2-24

TABLE 2.6-1: BREEZE M UPPER STAGE 3σ ORBIT INJECTION ACCURACIES ..... 2-27

TABLE 2.7-1: SC SEPARATION ACCURACIES, LONGITUDINAL SPIN ..... 2-28

TABLE 2.7-2: SC SEPARATION ACCURACIES, TRANSVERSE SPIN ..... 2-28

TABLE 2.7-3: SC SEPARATION ACCURACIES, THREE-AXIS STABILIZED ..... 2-28

TABLE 2.8-1: FORMAT I - PRELIMINARY ORBIT PARAMETERS ..... 2-30

TABLE 2.8-2: FORMAT II - BREEZE M ATTITUDE DATA AT SEPARATION ..... 2-31

TABLE 2.8-3: FORMAT III - FINAL SC TARGET ORBIT DATA ..... 2-32

TABLE 2.8-4: SPACECRAFT-SUPPLIED POST-SEPARATION DATA ..... 2-35

TABLE 3.1.1-1: AMBIENT TEMPERATURES AT THE BAIKONUR COSMODROME ..... 3-1

TABLE 3.1.1-2: SC THERMAL AND HUMIDITY ENVIRONMENT ..... 3-2

TABLE 3.1.1.2-1: AU OPERATIONS TIMELINE AT PROCESSING FACILITY AND LAUNCH PAD ..... 3-4

TABLE 3.2.1-1: GROUND CONTAMINATION ENVIRONMENT ..... 3-9

TABLE 3.4.1.1-1: QUASI-STATIC SC ACCELERATIONS DURING TRANSPORTATION AND HANDLING OPERATIONS ..... 3-13

TABLE 3.4.1.2-1: LIMIT QUASI-STATIC ACCELERATIONS ON THE SC DURING FLIGHT ..... 3-15

TABLE 3.4.4-1: SHOCK LOAD SPECTRA DURING SC SEPARATION ..... 3-27

TABLE 3.4.5-1: TEST REQUIREMENTS SUMMARY ..... 3-29

TABLE 3.4.5.1-1: ACOUSTIC TEST REQUIREMENTS ..... 3-29

TABLE 3.4.5.3-1: SINE TEST REQUIREMENTS ..... 3-31

TABLE 3.4.5.3.1-1: MINIMUM INPUT SIGNAL NOTCHING LEVELS (WITHOUT SAFETY FACTOR) ..... 3-32

TABLE 3.4.6-1: TYPICAL FORMAT FOR POST-TEST REPORT AND CLA SUMMARY MATRIX ..... 3-35

TABLE 3.4.6-2: TYPICAL POST-TEST REPORT SINE VIBRATION NOTCHING SUMMARY ..... 3-36

TABLE 3.4.6-3: TYPICAL SUMMARY VERIFICATION OF SC FEM BASED ON SINE VIBRATION TEST ..... 3-36

TABLE 3.5.2-1: PROTON M/BREEZE M RF EQUIPMENT CHARACTERISTICS ..... 3-38

TABLE 4.1.4-1: AVAILABLE PROTON ADAPTER SYSTEMS ..... 4-8

TABLE 4.1.5-1: MECHANICAL INTERFACE OPTIONS FOR SEPARATION SYSTEM ..... 4-10

TABLE 4.1.5-2: PUSH SPRING CHARACTERISTICS ..... 4-10

TABLE 4.2.1.5-1: RELAY CLOSURE COMMAND CHARACTERISTICS ..... 4-14

TABLE 4.2.1.6-1: INSTRUMENTATION CHARACTERISTICS AND LOCATIONS FOR GROUND OPERATIONS ..... 4-15

TABLE 4.2.1.6-2: INSTRUMENTATION CHARACTERISTICS AND LOCATIONS FOR FLIGHT EVENTS (TYPICAL) .....	4-17
TABLE 4.2.2.2-1: CHARACTERISTICS OF FIBER-OPTIC CABLES .....	4-28
TABLE 4.2.2.2-2: NUMBERS OF FIBER-OPTIC CABLES ROUTED BETWEEN TECHNICAL COMPLEX AND LAUNCH COMPLEX FACILITIES .....	4-28
TABLE 4.2.3-1A: C-BAND RF LINK CHARACTERISTICS .....	4-31
TABLE 4.2.3-1B: KU-BAND RF LINK 1 CHARACTERISTICS .....	4-32
TABLE 4.2.3-1C: KU-BAND RF LINK 2 CHARACTERISTICS .....	4-33
TABLE 4.2.3-1D: KU-BAND RF LINK 3 CHARACTERISTICS .....	4-34
TABLE 4.2.3-1E: KA-BAND RF LINK CHARACTERISTICS .....	4-35
TABLE 5.1.5.1-1A: BASELINE MEETING SCHEDULE FOR NON-RECURRING PROGRAM .....	5-5
TABLE 5.1.5.1-1B: BASELINE MEETING SCHEDULE FOR RECURRING PROGRAM .....	5-5
TABLE 5.2-1: ILS DELIVERABLE SCHEDULE FOR A RECURRING AND A NON-RECURRING PROGRAM .....	5-8
TABLE 5.2.2-1: DESIGN REVIEW ANALYSES .....	5-9
TABLE 5.3-1: CUSTOMER DELIVERABLE SCHEDULE FOR A RECURRING AND A NON-RECURRING PROGRAM .....	5-11
TABLE 6.5.1.1-1: TYPICAL INTERNATIONAL VOICE/DATA TRANSMISSION LINES AVAILABLE TO LAUNCH CAMPAIGNS .....	6-29
TABLE 6.5.2.1-1: KHSC/ILS-PROVIDED COMMUNICATIONS EQUIPMENT .....	6-31
TABLE 6.5.4.1-1: ELECTRIC CIRCUIT CHARACTERISTICS OF KHSC PERMANENT CABLES .....	6-34
TABLE 6.5.4.2-1: FIBER OPTIC DATA LINKS .....	6-35
TABLE A.1-1: PROTON M/BREEZE M GENERAL CHARACTERISTICS .....	A-1
TABLE A.3.3-1: BASIC CHARACTERISTICS OF THE BREEZE M PROPULSION SYSTEM .....	A-9
TABLE A.4-1: BREEZE M FLIGHT HISTORY .....	A-13
TABLE A.4-2: PROTON OPERATIONAL LAUNCH RECORD SUMMARY (1970 - 2009) .....	A-17
TABLE A.5-1: PROTON OPERATIONAL LAUNCH HISTORY .....	A-18
TABLE B.1.14-1: LV QUALITY REVIEW BRIEFING — EXAMPLE CONTENTS .....	B-15
TABLE C.3.1-1: SC MASS PROPERTIES .....	C-5
TABLE C.3.1-2: DESCRIPTION OF LIQUID MASSES .....	C-6
TABLE C.3.1-3: SC CRITICAL POINTS .....	C-7
TABLE C.3.2-1: SC RF CHARACTERISTICS .....	C-13
TABLE C.3.2-1A: PHASE CENTER LOCATION OF SC T&C ANTENNAS .....	C-14
TABLE C.3.2-2A: J1 UMBILICAL PIN ASSIGNMENTS .....	C-15
TABLE C.3.2-2B: J2 UMBILICAL PIN ASSIGNMENTS .....	C-17
TABLE C.3.5-1: EGSE DESCRIPTION .....	C-23
TABLE C.3.5-2: FLUIDS/GASES REQUIREMENTS .....	C-25
TABLE D.1 PAYLOAD ADAPTER SYSTEMS .....	D-1
TABLE D.1.3-1: CHARACTERISTICS OF SC AND AS INTERFACE RINGS .....	D-8
TABLE D.2.3-1: CHARACTERISTICS OF SC AND AS INTERFACE RINGS .....	D-17
TABLE D.3.3-1: CHARACTERISTICS OF SC AND AS INTERFACE RINGS .....	D-25
TABLE E.1: FAIRINGS AND ADAPTER SYSTEMS DEFINING PAYLOAD ENVELOPES .....	E-1
TABLE F.2-1: PROTON M BREEZE M PERFORMANCE TO INTERMEDIATE CIRCULAR ORBITS .....	F-1
TABLE F.3-1: PROTON M BREEZE M PERFORMANCE TO 24-HOUR ORBITS .....	F-2
TABLE F.4.1-1: PROTON M/BREEZE M PERFORMANCE FOR SC PERIGEE INJECTION INTO SSTO FROM THE FIRST ASCENDING NODE OF A PARKING ORBIT INCLINED AT 51.5° (MISSION WITH FOUR BREEZE M BURNS) .....	F-6

TABLE F.4.2-1: INJECTION TIME AND COORDINATES OF THE SC SEPARATION POINT FOR APOGEE  
INJECTION INTO SSTO FROM THE SECOND DESCENDING NODE OF A PARKING ORBIT INCLINED AT  
51.5° (MISSION WITH FIVE BREEZE M BURNS) ..... F-11

TABLE F.4.2-2: PROTON M BREEZE M PERFORMANCE FOR SC INJECTION INTO OPTIMUM SSTO FROM  
THE SECOND DESCENDING NODE OF THE PARKING ORBIT WITH AN INCLINATION OF 51.5° (PROFILE  
WITH FIVE BREEZE M BURNS) ..... F-12

TABLE F.6-1: PROTON M/BREEZE M PERFORMANCE FOR SC LAUNCH INTO AN EARTH ESCAPE  
TRAJECTORY USING A PARKING ORBIT INCLINED AT 51.5° (MISSION WITH FOUR BREEZE M BURNS) ..... F-17

**Intentionally Blank**

## ABBREVIATIONS AND ACRONYMS

<b>A</b>	
A	Ampere
A/C	Air Conditioning
APM	Amplitude Pulse Modulation
APT	Auxiliary Propellant Tank
AS	Adapter System
ATMCS	Air Thermal Mode Control System
AU	Ascent Unit
<b>B</b>	
bps	Bit(s) Per Second
<b>C</b>	
°C	Degree(s) Celsius
CBOD	Clampband Opening Device
CCAM	Collision and Contamination Avoidance Maneuver
CCTV	Closed-Circuit Television
CDR	Critical Design Review
CG	Center of Gravity
CLA	Coupled Loads Analysis
cm	Centimeter(s)
COPV	Composite Overwrapped Pressure Vessels
CPT	Central Propellant Tank
CTRD	Central Transmitter/Receiver Device
<b>D</b>	
dB	Decibel(s)
DB	Design Bureau
dBm	Decibel(s) Relative to 1 Milliwatt
dBW	Decibel(s) Relative to 1 Watt
dc	Direct current
Deg	Degree(s)
Deg/s	Degree(s) Per Second
DT	Direct Transmission (mode)
DTSA	Defense Technology Security Administration (U.S.)
<b>E</b>	
e	Eccentricity
EGSE	Electrical Ground Support Equipment
EM	Electromagnetic
EMC	Electromagnetic Compatibility
EMI	Electromagnetic Interference
EMIRM	EMI Reserve Margin
EMISF	EMI Safety Factor

<b>F</b>	
FEM	Finite Element Model
FM	Frequency Modulation
FMHF	Free Molecular Heat Flux
FODTS	Fiber-Optic Data Transmission System
FSA	Federal Space Agency/Roscosmos (Russian Federation)
ft	Foot; Feet
<b>G</b>	
g	Gravity or Gram
GEO	Geosynchronous Orbit
GHe	Gaseous Helium
GHz	Gigahertz
GLSTE	Ground Launch Support and Test Equipment
GMT	Greenwich Mean Time
GN&C	Guidance, Navigation, and Control
GN <sub>2</sub>	Gaseous Nitrogen
GOWG	Ground Operations Working Group
GSE	Ground Support Equipment
GSO	Geostationary Orbit
GTO	Geosynchronous Transfer Orbit
<b>H</b>	
H <sub>a</sub>	Apogee Altitude
H <sub>p</sub>	Perigee Altitude
He	Helium
HEO	Highly Elliptical Orbit
HEPA	High-Efficiency Particulate Air
HERO	Hazard of Electromagnetic Radiation to Ordnance
Hg	Mercury
hr	Hour(s)
HVAC	Heating, Ventilation and Air Conditioning
Hz	Hertz
<b>I</b>	
i	Inclination
ICD	Interface Control Document
IFD	In-Flight Disconnect
ILS	International Launch Services
IRD	Interface Requirements Document
ISDN	Integrated Services Digital Network

ISP	Internet Service Provider
ISS	International Space Station
<b>J</b>	
J	Joule(s)
<b>K</b>	
kbps	Kilobits per second
kg	Kilogram(s)
KhSC	Khrunichev State Research and Production Space Center
km	Kilometer(s)
kN	Kilonewton(s)
kPa	Kilopascal(s)
KQM	KhSC Quality Manual
<b>L</b>	
lbf	Pound(s)-Force
lbm	Pound Mass
LEO	Low-Earth Orbit
LHCP	Left Hand Circular Polarization
LKEI	Lockheed-Khrunichev-Energia International
LN <sub>2</sub>	Liquid Nitrogen
LSA	Launch Service Agreement
LSC	Launch Services Contractor
LTMCS	Liquid Thermal Mode Control System
LV	Launch Vehicle
<b>M</b>	
m	Meter(s)
mA	Milliampere(s)
MEO	Medium Earth Orbit
MHz	Megahertz
MIL-I-23659	Military Specification, Initiators Electric, General Design Specifications for
MLI	Multi-Layer Insulation
mm	Millimeter(s)
MMH	Monomethyl Hydrazine
MN	Meganewton(s)

Mohm	Megohm(s)
mohm	Milliohm(s)
MOU	Memorandum of Understanding
MPa	Megapascal(s)
ms	Millisecond(s)
m/s	Meters Per Second
MST	Mobile Service Tower
MT	Metric Ton(s)
MUX	Multiplexer
$\mu$ V	Microvolt(s)
mV	Millivolt(s)
<b>N</b>	
N	Newton(s)
N/A	Not Applicable
NASA	National Aeronautics and Space Administration (U.S.)
N <sub>2</sub> H <sub>4</sub>	Hydrazine
nmi	Nautical Mile(s)
N <sub>2</sub> O <sub>4</sub> , NTO	Nitrogen Tetroxide
NPSK	Noise-Like Phase Shift Keying
<b>O</b>	
OASPL	Overall Sound Pressure Level
OBDC	On-Board Digital Computer
OFOISR	Office of Freedom of Information and Security Review (U.S.)
OU	Orbital Unit
<b>P</b>	
Pa	Pascal
PBX	Private Branch Exchange
PCM	Pulse Code Modulation
PDR	Preliminary Design Review
PhM	Phase Modulation
PLA	Payload Adapter
PLCG	Proton Launch Campaign Guide

PLE	Payload Envelope (or Useable Volume)
PLF	Payload Fairing
PM	Pulse Modulation
PMPG	Proton Mission Planner's Guide
POP	Point of Presence
PPE	Personal Protective Equipment
PPF	Payload Processing Facility
PSD	Power Spectral Density
PSK	Phase Shift Keying
PSM	Payload Systems Mass
PTRD	Peripheral Transmitter/Receiver Device
<b>Q</b>	
q	Dynamic Pressure
Q	Damping Factor
QA	Quality Assurance
QMS	Quality Management System
QSL	Quasi-Static Loads
<b>R</b>	
RAAN	Right Ascension of the Ascending Node
RF	Radio Frequency
RHCP	Right Hand Circular Polarization
<b>S</b>	
s	Second(s)
SC	Spacecraft
SCAPE	Self-Contained Atmospheric Protective Ensemble
SI	International System of Units
SNR	Signal-to-Noise Ratio
SOW	Statement of Work
SSTO	Supersynchronous Transfer Orbit
STE	System Test Equipment

<b>T</b>	
TBD	To Be Determined
TCP/IP	Transmission Control Protocol/Internet Protocol
TIM	Technical Interchange Meeting
TLM	Telemetry
TLS	Tandem Launch System
TNT	Trinitrotoluene
TV	Television
<b>U</b>	
UDMH	Unsymmetrical Dimethylhydrazine
UPS	Uninterruptible Power Supply
UR	Universal Rockets
U.S.	United States
US	Upper Stage - Proton Fourth Stage
<b>V</b>	
V	Volt(s), Velocity or Vertical
VCR	Videocassette Recorder
<b>W</b>	
W	Watt(s)
W/m <sup>2</sup>	Watts Per Square Meter
<b>Z</b>	
ZERKT	Rocket Operations Plant (transliterated)