

Standard

Space Systems—Composite Overwrapped Pressure Vessels

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(Revision of AIAA S-081A-2006)

American National Standard

Space Systems—Composite Overwrapped Pressure Vessels

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Abstract

This standard establishes baseline requirements for the design, analysis, fabrication, test, inspection, operation, and maintenance of composite overwrapped pressure vessels (COPVs). These COPVs are used for pressurized, hazardous, or nonhazardous liquid or gas storage in space systems including spacecraft and launch vehicles. This standard is applicable to COPVs constructed with a metal liner and a carbon fiber/polymer overwrap.

American National Standard

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Contents

1	Scope	1
1.1	Purpose	1
1.2	Applicability	1
1.3	Designation of Responsibilities	1
1.3.1	Owner	1
1.3.2	Procuring Authority	2
1.3.3	Manufacturer	2
2	Tailoring	2
3	Applicable Documents	3
4	Vocabulary	4
4.1	Acronyms and Abbreviated Terms	4
4.2	Terms and Definitions	5
5	General Design	11
5.1	System Analysis	11
5.1.1	Service Classification	11
5.1.2	Service Category	12
5.1.3	Maximum Expected Operating Pressure	12
5.1.4	Maximum External Pressure Differential	12
5.1.5	Load, Acoustic, Shock, and Vibration Environment	12
5.1.6	Service Life	13
5.1.7	Volume Capacity	13
5.1.8	Reserved	13
5.1.9	Physical Envelope	13
5.1.10	Acceptable Leak Rate	13
5.1.11	Mass	13
5.1.12	Cleanliness Level	13
5.1.13	Fluids	13
5.1.14	Shipping Environment	14
5.1.15	Mechanical Damage Environment	14
5.1.16	Thermal Environment	14
5.1.17	Unique Operating Environments	14
5.1.18	Reliability	14
5.2	Composite Overwrapped Pressure Vessel Design Parameters	14
5.2.1	Burst Factor	14
5.2.2	Design Burst Pressure	14
5.2.3	Proof Pressure	15
5.2.4	Design Safety Factor	15
5.2.5	Margin of Safety	15
5.2.6	Negative Pressure Differential Design	16
5.2.7	Volume Capacity Design	16
5.2.8	Physical Envelope Design	16
5.2.9	Mass Design	16
5.2.10	Stability Design	16
5.2.11	Fluid Compatibility Design	16

5.2.12	Load, Acoustic, Shock, and Vibration Environment Design	16
5.2.13	Fracture Control Design	17
5.2.13.1	Damage Tolerance Life Design.....	17
5.2.13.2	Leak Before Burst Design	18
5.2.14	Fatigue Life Design	18
5.2.15	Stress Rupture Design	18
5.2.16	Unique Operating Environments Design	19
5.2.17	Reserved	19
5.2.18	Reserved	19
5.2.19	Reserved	19
5.2.20	Reserved	19
5.2.21	Reserved	19
5.3	Damage Control Plan	19
5.4	Materials	19
6	General Verification	19
6.1	Stability Verification	20
6.2	Fracture Control Verification	20
6.2.1	Damage Tolerance Life Verification	20
6.2.2	Leak Before Burst Verification	20
6.3	Unique Operating Environments Verification.....	20
7	Verification by Analysis	20
7.1	Metallic Material Properties	21
7.2	Composite Material Properties	21
7.3	Analysis Model	22
7.3.1	Analysis Model – Strength	22
7.3.2	Analysis Model – Loads	22
7.3.3	Analysis Model – Liner	22
7.3.4	Analysis Model – Overwrap	22
7.3.5	Analysis Model – Stiffness	23
7.3.6	Analysis Model – Thermal Effects	23
7.4	COPV Analysis	23
7.4.1	Proof Pressure Analysis.....	23
7.4.2	Design Burst Pressure Analysis.....	23
7.4.3	Margin of Safety Analysis.....	23
7.4.4	Negative Pressure Differential Analysis	24
7.4.5	Stability Analysis.....	24
7.4.5.1	Linear Buckling Analysis	25
7.4.5.2	Nonlinear Buckling Analysis	25
7.4.6	Volume Capacity Analysis.....	25
7.4.7	Physical Envelope Analysis	25
7.4.8	Mass Analysis	25
7.4.9	Load, Acoustic, Shock, and Vibration Environment Analysis	25
7.4.10	Unique Operating Environments Analysis	25
7.4.11	Fluid Compatibility Analysis	25
7.4.12	Fatigue Life Analysis.....	26
7.4.13	Stress Rupture Analysis.....	26
7.4.14	Damage Control Plan Analysis	26

7.4.15	Reserved	26
7.4.16	Reserved	26
7.4.17	Reserved	26
7.4.18	Reserved	26
7.4.19	Reserved	26
7.5	Fracture Control Analysis.....	26
7.5.1	Damage Tolerance Life Analysis.....	27
7.5.2	LBB Analysis.....	28
7.6	Reliability Engineering Analysis	28
7.6.1	Reliability Analysis.....	28
7.6.2	Failure Modes and Effects Analysis.....	28
8	Manufacturing.....	29
8.1	Process Control.....	29
8.2	Corrosion Control and Fluid Compatibility	29
8.3	Embrittlement Control.....	29
8.4	Liner Fabrication and Process Control	29
8.5	Overwrap Fabrication and Process Control	29
9	Quality Assurance.....	30
9.1	QA Program Procedures	30
9.2	Quality Plan.....	30
9.3	Qualification Plan	30
9.4	Acceptance Plan	30
9.5	Inspection and Test Plan.....	30
9.6	Inspector (Composite Overwrap) Qualification	31
9.7	Quality Documentation	31
10	Verification by Test.....	32
10.1	Damage Tolerance Life Test.....	32
10.1.1	Damage Tolerance Life Test—Coupon Specimens.....	32
10.1.2	Damage Tolerance Life Test—COPV Specimens.....	33
10.2	LBB Test.....	34
10.2.1	LBB Test—Coupon Specimens	34
10.2.2	LBB Test—COPV Specimen	34
10.3	Damage Control Test	35
10.3.1	Worst case threat damage tolerance life testing	35
10.3.2	Visual mechanical damage threshold testing	35
10.3.3	Fracture cover testing.....	35
10.3.4	Damage indicator testing.....	36
10.4	Qualification Test	36
10.4.1	Qualification Test Instrumentation.....	37
10.4.2	Nondestructive Testing	37
10.4.3	Physical Envelope Test.....	38
10.4.4	Mass Test	38
10.4.5	Volume Capacity Test	38
10.4.6	Proof Test.....	38
10.4.7	Leak Test	39
10.4.8	Pressure Cycle Test	39

10.4.9	Load, Acoustic, Shock, Vibration, and External Loads Test.....	39
10.4.10	Burst Test.....	39
10.4.11	Stability Test.....	39
10.4.12	Unique Operating Environments Test	40
10.4.13	Reserved	40
10.5	Validation of Analysis Model With Qualification Test Data	40
10.6	Acceptance Tests	40
11	Operations and Maintenance	41
11.1	Operating Procedures.....	41
11.2	Safe Operating Limits	41
11.3	Special Requirements for Pressurized COPVs	41
11.4	Embrittlement Control.....	42
11.5	Inspection and Maintenance	42
11.6	Material Review Board	42
11.7	Repair and Refurbishment	42
11.8	Storage.....	43
11.9	Operations Documentation	43
12	Documentation Retention	43
Annex (Informative)	44
List of Tables		
Table 1.	Determination of Burst Factor, Proof Factor, Negative Pressure Factor, and Design Safety Factor	15
Table A.	Design Requirements Verification Matrix	44

Foreword

This version of S-081 was developed as an industry consensus to represent accepted practices for the design, analysis, fabrication, test, inspection, operation, and maintenance of composite overwrapped pressure vessels (COPVs) in space systems.

This version of S-081 was developed in collaboration with manufacturers, launch-site operators, range safety authorities, and individuals affiliated with universities and government entities.

The key elements in the revised version of this standard are as follows:

- Reformatted the requirements to align with ANSI/AIAA S-080A-2018, Space Systems—Metallic Pressure Vessels, Pressurized Structures, and Pressure Components
- Updated the requirements for liner design and verification including requirements for damage tolerance life (formerly referred to as safe life) and leak before burst
- Articulated the responsibility of the owner, manufacturer, and procuring authority
- Organized the requirements into separate sections for design, analysis, and test
- Added a design requirements verification matrix
- Added sections to identify the manufacturing, quality assurance, and operations and maintenance requirements
- Added requirements for maximum mass and required volume
- Expanded the requirements for stability
- Added requirements for quantifiable reliability and a failure modes and effects analysis
- Identified requirements associated with reuse
- Articulated requirements for data documentation
- Incorporated loading spectra into the service life
- Added references to ASTM standards for inspection.

The AIAA Aerospace Pressure Vessels (APV) Committee on Standards (CoS) was initially formed in March 1996 as a working group within the AIAA Structures Committee on Standards with an emphasis on inclusion of aerospace prime companies, pressure vessel suppliers, and all applicable government agencies. Deliberations focused on adapting the standard to address commercial procurement of aerospace composite pressure vessels.

The current members of the AIAA APV CoS appreciate the valuable input from several original members, and express their gratitude to past committee members and reviewers whose contributions over many years have resulted in an improved standard. At the time of approval of this document, members of the APV CoS were:

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Nathanael Greene, Co-Chair	NASA Johnson Space Center
Alejandro Vega, Co-Chair	U.S. Air Force

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NOTE Names marked with an asterisk participated as Observer, nonvoting member.

The above consensus body approved this document in December 2017.

The AIAA Standards Executive Council (Allen Arrington, Chairperson) accepted the document for publication in March 2018.

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1 Scope

This standard establishes baseline requirements for the design, analysis, manufacturing, test, and operation of composite overwrapped pressure vessels (COPV) used for aerospace systems such as spacecraft and launch vehicles.

Requirements for COPVs levied from other authorities (such as Range Safety, FAA, DOT, etc.) may also be applicable. Specific applications, particularly those involving human spaceflight, may have additional requirements. There may also be additional requirements for hardware elements that are not addressed by this document, such as the presence of a propellant management device or diaphragm. The full set of these requirements should be identified before the design process begins and should be addressed through all stages of the lifecycle.

1.1 Purpose

These requirements are intended to assure the safety and enhance the success of the operation of a COPV in an aerospace system.

1.2 Applicability

This standard is applicable only to COPVs containing a metallic liner and constructed with a carbon fiber/polymer matrix overwrap.

COPVs that include a fiberglass overwrap layer that serves only to protect the vessel from impact damage are permitted.

A companion standard, ANSI/AIAA S-080A Space Systems—Metallic Pressure Vessels, Pressurized Structures, and Pressure Components, is applicable to spaceflight metallic pressurized hardware.

1.3 Designation of Responsibilities

This section identifies the responsibilities for the key agents: owner, procuring authority, and manufacturer.

It is noted that the owner and procuring authority may be the same entity.

The procuring authority and the manufacturer may also be the same entity, in which case additional consideration should be given regarding independent oversight.

1.3.1 Owner

The owner establishes the system level requirements. The owner develops the aerospace system incorporating the COPV to meet these system level requirements. The owner performs the system analysis on the aerospace system to identify the operational envelope, establishing the design requirements. The owner is responsible for determining the criticality of the aerospace system.

The owner is responsible for reviewing and approving any tailoring of requirements including the use of a document revision other than what is specified in Section 3.

The owner specifies options provided in the standard before contracting with the manufacturer. For example, the burst factor (Section 5.2.1) and design safety factor (Section 5.2.4) are established. In addition, for the conditions established in Section 5.1.2, there may be options for the liner design and verification approach (Section 6.1).

The owner is responsible for recognizing the certification of trained COPV visual inspectors and the approval and implementation of the damage control plan.

The owner has the responsibility for approving engineering source approved (ESA) processes and subsequent changes. The owner should solicit engineering input prior to accepting ESA process changes.