

CREW TRANSFER MISSION RULES

(SHIPBOARD MQF AFTER CREW TRANSFER)

SHIPBOARD OPERATIONS

1. FAILURE OF ONE 440 VAC POWER SOURCE.
 - a. EMERGENCY POWER SYSTEM WILL PROVIDE POWER FOR TEMPORARY POWER INTERRUPTIONS.
 - b. FOR EXTENDED POWER LOSS, PROVIDE 110 VAC EXTERNAL POWER TO THE DIFFERENTIAL PRESSURE FAN.
2. FAILURE OF BOTH 440 VAC POWER SOURCES.
 - a. EMERGENCY POWER SYSTEM WILL PROVIDE POWER FOR TEMPORARY POWER INTERRUPTIONS.
 - b. FOR EXTENDED PERIOD POWER LOSS, PROVIDE 110 VAC FROM APU TO THE DIFFERENTIAL PRESSURE FANS.
3. FIRE IN THE MQF.
 - a. MANUAL CO₂ FIRE SUPPRESSION CYLINDER SHALL BE ACTIVATED.
 - b. ELECTRICAL POWER SHALL BE REMOVED FROM THE MQF INTERNAL SYSTEM.
 - c. EXTERNAL POWER SHALL BE SUPPLIED TO THE DIFFERENTIAL PRESSURE FANS.

(ENTRY INTO MQF WITH BIG MAY BE
REQUIRED)

- d. AFTER FIRE IS SUPPRESSED, POWER
MAY BE REAPPLIED TO MQF IF ELEC-
TRICAL CIRCUITS ARE UNDAMAGED.

GROUND TRANSPORTATION OPS

1. EMERGENCY POWER SYSTEM FAILURE

- a. PROVIDE 110 VAC POWER TO DIFFERENTIAL
PRESSURE FANS FROM APU.
- b. REPLACE EMERGENCY POWER SYSTEM
BATTERIES.
- c. RETURN MQF POWER SYSTEM TO IN-
TERNAL CIRCUIT.

AIRCRAFT OPERATIONS

1. FAILURE OF ONE 28 VDC POWER SOURCE

- a. EMERGENCY POWER SYSTEM WILL PRO-
VIDE POWER FOR TEMPORARY POWER
INTERRUPTIONS.

- b. FOR EXTENDED POWER LOSS, PROVIDE
110 VAC TO DIFFERENTIAL PRESSURE
FANS FROM 110 VAC AIRCRAFT POWER
SOURCE.

2. FAILURE OF AIRCRAFT AUXILIARY
POWER SOURCES

- a. EMERGENCY POWER SYSTEM WILL
PROVIDE POWER FOR TEMPORARY
POWER INTERRUPTIONS.

- b. FOR EXTENDED POWER LOSS, PRO-
VIDE ADDITIONAL BATTERY POWER
TO EMERGENCY POWER SYSTEM.

CREW TRANSFER AIRLOCK

1. FAILURE OF DIFFERENTIAL PRESSURE FAN.
 - a. SEAL EXTERIOR FILTER OPENINGS.
 - b. ALL PERSONNEL CLEAR AIRLOCK AREA DURING CREW TRANSFER OPERATION.
 - c. DECONTAMINATE AIRLOCK ACCORDING TO STANDARD PROCEDURES.

APOLLO 14 RECOVERY QUARANTINE

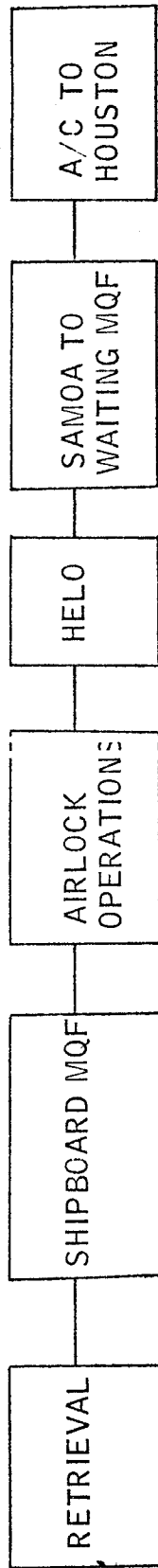
CREW TRANSFER PROPOSAL

OBJECTIVE:

THE PURPOSE OF THIS PROPOSAL IS TO ACCOMMODATE AN EXPEDITIOUS RETURN OF THE APOLLO 14 ASTRONAUTS FROM THE RECOVERY AREA TO THE LUNAR RECEIVING LABORATORY. IN ADDITION, THIS WOULD PROVIDE THE FOLLOWING BENEFITS TO THE SUCCESS OF THE APOLLO 14 MISSION.

- 0 REDUCES STAY IN MQF BY 5 DAYS.
- 0 EARLY ARRIVAL OF ASTRONAUTS FOR LRL MEDICAL EXAMINATIONS.
- 0 EARLY DEBRIEFING OF ASTRONAUTS FOR POSTFLIGHT MISSION ANALYSIS.
- 0 PRESENCE OF THE ASTRONAUTS IN THE LRL FOR INFORMATION DURING ALSRC DESTOWING.

APOLLO 14 RECOVER' QUARANTINE PROPOSAL



RETRIEVAL

SAME AS APOLLO 12

- 0 EGRESS
 - OVERGARMENTS, MASK, SWIMMERS ON SCUBA, DECON. OF HATCH AREA, PLV, AND RAFT.
- 0 HELO OPS.
 - CREW IN PROTECTIVE CLOTHING AND RESPIRATORS.
 - PILOT AND CO-PILOT WEAR RESPIRATORS.
 - ABOARD SHIP ASTRONAUTS ENTER NEARBY MQF.
 - DECK SPRAYED AND HELO DECONTAMINATED.
- 0 CM
 - RETRIEVED, MATED TO MQF BY TUNNEL.

MQF OPERATIONS

R TO R - 45 HOURS

SAME AS APOLLO 12

- 0 MEDICAL EXAMS BEGIN.
- 0 SAMPLES, FILM, ETC. REMOVED FROM CM, PROCESSED THROUGH MQF FOR SHIPMENT TO LRL.

PERSONNEL EGRESS MQF

R+45 HOURS

- 0 DOUBLE CHAMBER AIRLOCK ATTACHED OVER MQF END DOOR.
- 0 MQF PLACED IN QUARANTINE STORAGE MODE.*
- 0 END DOOR OPENED AND PERSONNEL ENTER AIRLOCK CHAMBER ONE AND SEAL MQF DOOR (AIRLOCK MAINTAINED AT A NEGATIVE PRESSURE WITH BLOWER AND FILTER).
- 0 PERSONNEL DON CLEAN GARMENTS AND RESPIRATORS.
- 0 PERSONNEL ENTER AIRLOCK CHAMBER TWO AND SEAL CONNECTING DOOR.
- 0 PERSONNEL EXIT AIRLOCK, AIRLOCK IS SEALED AND DECONTAMINATED.

* AT HAWAII, "CONTAMINATED" MQF OFFLOADED AND RETURNED TO HOUSTON. NEGATIVE PRESSURE MAINTAINED.

ENTER HELO FOR FLIGHT TO SAMOA

R -- 46 HOURS

- 0 PATH TO HELO IS DECONTAMINATED.
- 0 HELO CREW IN RESPIRATORS AND PROTECTIVE CLOTHING.

HELO TO MQF AT SAMOA

R + 47 HOURS

- 0 HELO TAXIS TO WAITING A/C WITH MQF ABOARD.
- 0 PERSONNEL ENTER MQF.
- 0 PATH TO MQF DECONTAMINATED.
- 0 HELO RETURNS TO SHIP FOR DECONTAMINATION.

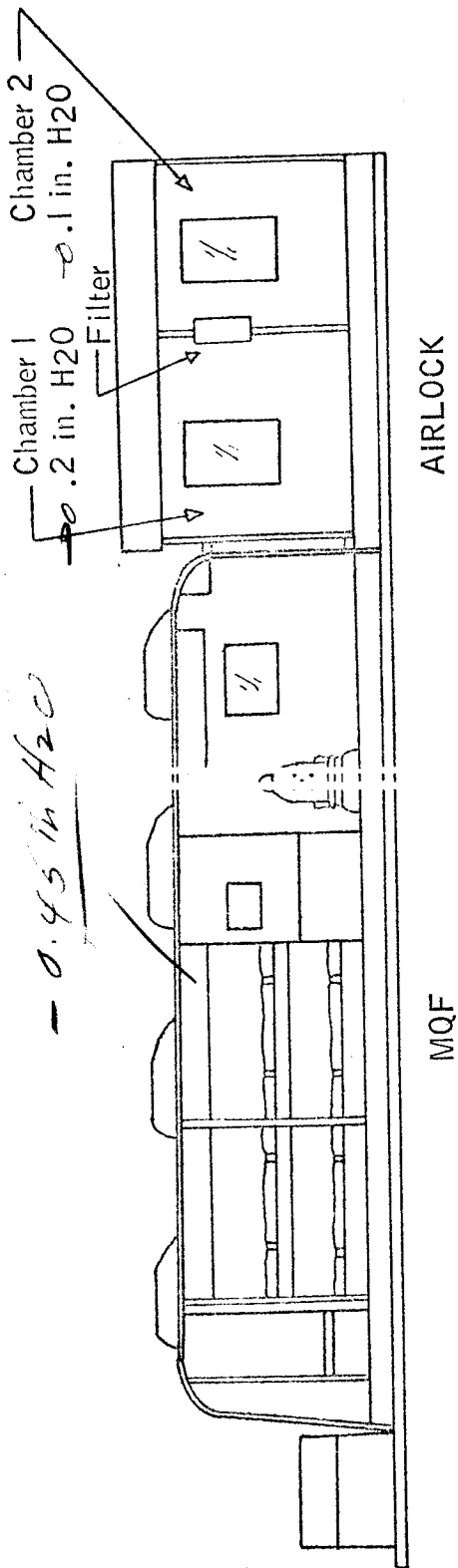
RETURN TO HOUSTON

R + 60 HOURS

MOBILE QUARANTINE FACILITY

AND

CREW TRANSFER AIRLOCK



ADDENDUM

PROPOSED ADDENDUM TO BACK CONTAMINATION MISSION RULES

CREW TRANSFER MISSION RULES

(SHIPBOARD MQF AFTER CREW TRANSFER)

SHIPBOARD OPERATIONS

1. FAILURE OF ONE 440 VAC POWER SOURCE.
 - a. EMERGENCY POWER SYSTEM WILL PROVIDE POWER FOR TEMPORARY POWER INTERRUPTIONS.
 - b. FOR EXTENDED POWER LOSS, PROVIDE 110 VAC EXTERNAL POWER TO THE DIFFERENTIAL PRESSURE FAN.
2. FAILURE OF BOTH 440 VAC POWER SOURCES.
 - a. EMERGENCY POWER SYSTEM WILL PROVIDE POWER FOR TEMPORARY POWER INTERRUPTIONS.
 - b. FOR EXTENDED PERIOD POWER LOSS, PROVIDE 110 VAC FROM APU TO THE DIFFERENTIAL PRESSURE FANS.
3. FIRE IN THE MQF.
 - a. MANUAL CO₂ FIRE SUPPRESSION CYLINDER SHALL BE ACTIVATED.
 - b. ELECTRICAL POWER SHALL BE REMOVED FROM THE MQF INTERNAL SYSTEM.
 - c. EXTERNAL POWER SHALL BE SUPPLIED TO THE DIFFERENTIAL PRESSURE FANS.

(ENTRY INTO MQF WITH BIG MAY BE
REQUIRED)

- d. AFTER FIRE IS SUPPRESSED, POWER
MAY BE REAPPLIED TO MQF IF ELEC-
TRICAL CIRCUITS ARE UNDAMAGED.

GROUND TRANSPORTATION OPS

1. EMERGENCY POWER SYSTEM FAILURE

- a. PROVIDE 110 VAC POWER TO DIFFERENTIAL
PRESSURE FANS FROM APU.
- b. REPLACE EMERGENCY POWER SYSTEM
BATTERIES.
- c. RETURN MQF POWER SYSTEM TO IN-
TERNAL CIRCUIT.

AIRCRAFT OPERATIONS

1. FAILURE OF ONE 28 VDC POWER SOURCE

- a. EMERGENCY POWER SYSTEM WILL PRO-
VIDE POWER FOR TEMPORARY POWER
INTERRUPTIONS.

- b. FOR EXTENDED POWER LOSS, PROVIDE
110 VAC TO DIFFERENTIAL PRESSURE
FANS FROM 110 VAC AIRCRAFT POWER
SOURCE.

2. FAILURE OF AIRCRAFT AUXILIARY POWER SOURCES

- a. EMERGENCY POWER SYSTEM WILL
PROVIDE POWER FOR TEMPORARY
POWER INTERRUPTIONS.

- b. FOR EXTENDED POWER LOSS, PRO-
VIDE ADDITIONAL BATTERY POWER
TO EMERGENCY POWER SYSTEM.

CREW TRANSFER AIRLOCK

1. FAILURE OF DIFFERENTIAL PRESSURE FAN.
 - a. SEAL EXTERIOR FILTER OPENINGS.
 - b. ALL PERSONNEL CLEAR AIRLOCK AREA DURING CREW TRANSFER OPERATION.
 - c. DECONTAMINATE AIRLOCK ACCORDING TO STANDARD PROCEDURES.