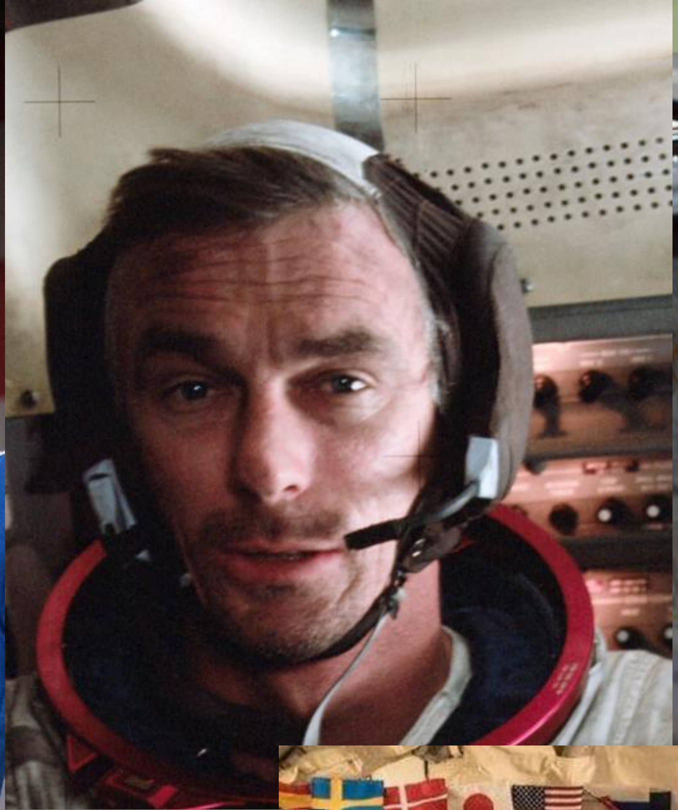
National Aeronautics and
Space Administration

Human Health and Performance Architectural Drivers

2024 Moon to Mars Architecture Workshops


NASA
VICTOR GLOVER
COMMERCIAL CREW PROGRAM

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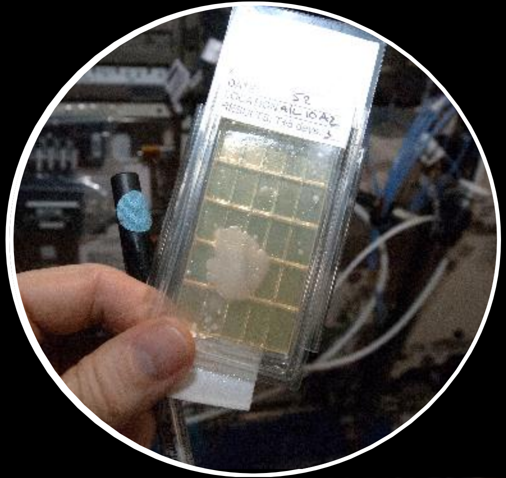
MICHAEL BARRATT
МАЙКЛ БАРРАТ


S. KELLY
КЕЛЛИ

Radiation Isolation & Confinement Distance from Earth Gravity Fields Environments

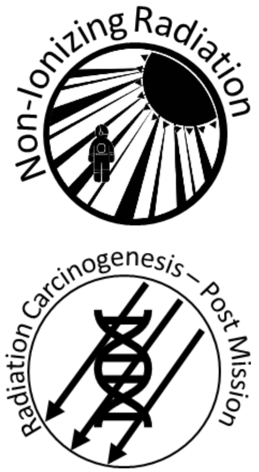






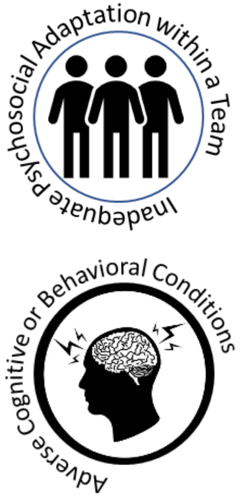

Human System Risks

Radiation



- Non-Ionizing Radiation
- Radiation Carcinogenesis – Post Mission

Isolation & Confinement



- Inadequate Psychosocial Adaptation within a Team
- Adverse Cognitive or Behavioral Conditions

Distance from Earth

- Inadequate Human Systems Architecture
- Earth Independent Operations
- Ineffective or Toxic Medications
- Inadequate Food and Nutrition
- Inflight Medial Conditions

Gravity Fields

- Bone Fracture
- Reduced Muscle Size
- Reduced Aerobic Capacity
- Cardiac Rhythm Problems
- Cardiovascular Adaptations
- Sensorimotor Alterations
- Renal Stone Formation
- Urinary Retention
- Orthostatic Intolerance
- Spaceflight-Associated Neuro-ocular Syndrome (SANS)
- Venous Thromboembolism-VTE
- Host-Microorganism Interactions

Environments

- Reduced EVA Performance
- Decompression Sickness
- Hypoxia
- Carbon Dioxide Exposure
- Celestial Dust Exposure
- Toxic Exposure
- Electrical Shock
- Hearing Loss
- Injury from Dynamic Loads
- Altered Immune Response
- Sleep Loss

Human System Risks Cross Interaction

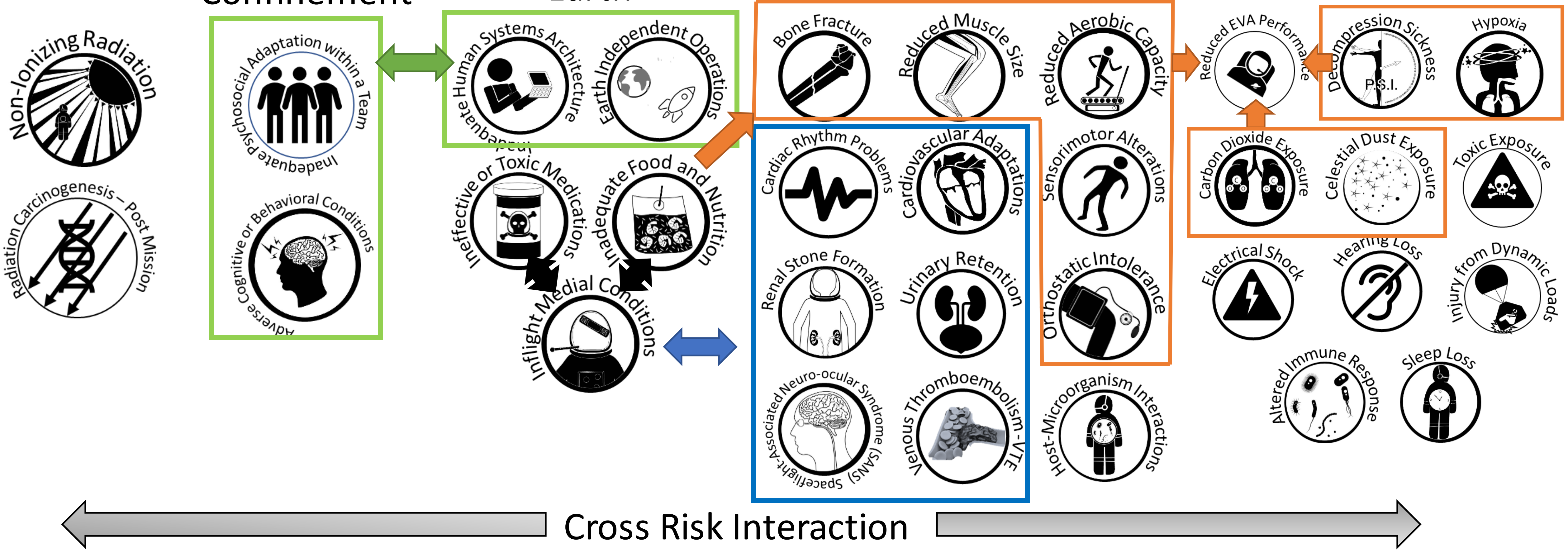
Radiation

Isolation & Confinement

Distance from Earth

Gravity Fields

Environments

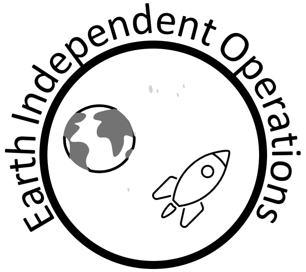


Cross Risk Interaction

Human System Risks and Mission Architecture

Medical/Health

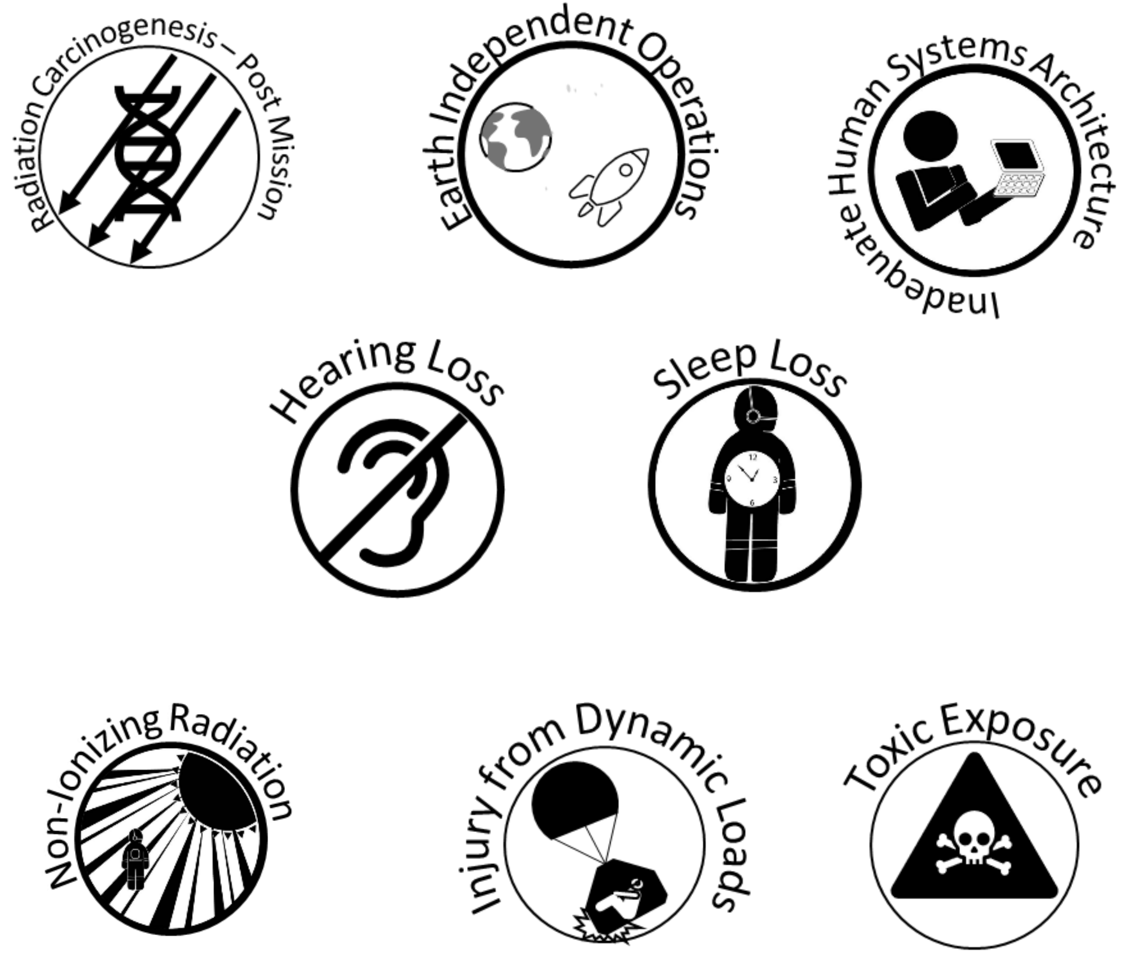
- Integrated Autonomous Medical Systems (processing, data, storage etc.) will be required to prevent, assess and treat medical conditions (illness, injury & environmental exposure)
- Resources and capabilities will be required to ensure behavioral health and performance and effective team dynamics
- Food systems (of minimum mass and volume) will be required to provide proper nutrition for crews
- Proper hydration system will be required to ensure crew health
- Communications will be required for medical operations and behavioral health.
- The ability to train crews in flight will be needed to maintain crew competencies for operations and with comm delay
- Exercise hardware will be required to maintain crew bone, muscle, aerobic and behavioral health



Human System Risks and Mission Architecture

Vehicle Design and Operations

- Adequate vehicle shielding and solar system monitoring will be required to prevent acute radiation sickness and to minimize long term health consequences
- Vehicle design needs to incorporate human system interaction design to minimize performance losses
- Private sleep quarters will be needed to provide space for sleeping, privacy and maintaining behavioral health
- Effective engineering design of systems is required to minimize acoustic levels to provide an adequate environment and minimize damage to crew hearing
- For launch, entry, descent and landing the proper dynamic loads will be required to minimize crew injury
- Automated entry, descent and landing will be required to compensate for the crew’s sensorimotor deficits during re-entry to partial gravity from microgravity
- Window design must minimize sunlight/UV exposure



Human System Risks and Mission Architecture

ECLSS

- Environmental systems are needed to provide an appropriate atmosphere (O_2, CO_2 etc)
- ECLSS filtration systems will be required to prevent crew exposure to celestial dust
- Microbial health effect must be minimized with vehicle design (materials, filtration, cleanliness etc.)
- Vehicle systems design must minimize toxic exposure to the crew
- Automated monitoring, logging and warning systems are needed for the vehicle environmental (including acoustics, radiation etc.)
- ECLSS design will be required to provide the resources/capabilities to minimize/mitigate decompression sickness related to EVAs

Human System Risks and Mission Architecture

EVA Suit Design

- Space Suit design must minimize crew injury and maximize crew performance
- Space suits must provide an appropriate atmosphere (O_2, CO_2 etc.) and environment (temperature)
- Space suits must provide the ability to provide hydration and nutrition for long duration EVAs
- Space Suit Design should minimize resources required to mitigate the occurrence of decompression sickness
- Proper lighting at South Pole -Lunar

White Paper

National Aeronautics and
Space Administration

Human Health and Performance: Keeping Astronauts Safe & Productive On a Mission to Mars

white paper | 2023 Moon to Mars Architecture

Introduction

NASA has been sending humans to space for more than 60 years, confronting the essential challenge of human spaceflight: that our bodies and minds evolved to live on Earth. Living and working off our planet, and on another planet, poses unique hazards to the human system. Understanding the effects of spaceflight on human physiology, psychology, and individual and team performance is essential to keep astronauts safe and healthy as exploration moves from low-Earth orbit to deep space destinations on and around the Moon and eventually Mars.

The five main hazards of human spaceflight are space radiation, isolation and confinement, distance from Earth, altered gravity fields, and hostile/closed environments. This paper will highlight how these hazards and the risks they pose to the human system influence NASA's Moon to Mars Architecture. These hazards are not always independent from one another; like human systems, the hazards are frequently coupled and interconnected, potentially causing synergistic effects or combined impacts.

Addressing the hazards and defining solutions will require a combination of human health and performance and engineering solutions. These solutions will be balanced with acceptable risks imposed on the crew and mission parameters such as duration, vehicle designs, operational considerations, and cost.

Integrated Human Performance

Space Radiation
Acute In-flight Effects
(controlled by vehicle design and operational constraints)
Long-term Cancer Risk

Isolation & Confinement
Behavioral Aspects of Isolation
Individual Well Being
Circadian Misalignment and Sleep Difficulties
Team Cohesion and Performance

Distance from Earth
Drives the Need for Effective,
On-board Systems that Facilitate Crew
Readiness to Respond to Demands and
Annomolies – They Cannot Come Home
for Treatment

Altered Gravity Fields
Spaceflight Associated Neuro-ocular Syndrome
Balance Disorders
Fluid Shifts
Cardiovascular Deconditioning
Muscle Atrophy
Bone Loss

Hostile/Closed Environments
Vehicle Design
Environmental - CO2 Levels,
Toxic Explosures, Water,
Nutrition/Food
Decreased Immune Functions,
Microbiome Changes

Figure 1. *Five Hazards of Human Spaceflight and Associated Human System Risks*

The following content integrates and summarizes NASA-STD-3001, NASA Spaceflight Human-System Standard Volume 1 and 2, which establishes agency standards that enable human spaceflight missions by minimizing health risks, providing vehicle design parameters, and enabling the performance of flight and ground crew. Applicability and tailoring of standards are determined based on each program's mission profile and procurement strategy.

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ace Radiation

a Mars mission, crew members will experience
umulated ionizing radiation exposure from galactic
mic radiation and solar particle events. Solar particle
nts can expose astronauts to sudden increases in
ation, but the probability of a large event that would
se acute syndromes such as nausea and fatigue is
emely low (approximately 1 in 1,000). Shielding of
cecraft and habitats is effective against solar particle
nts, but only mitigates galactic cosmic radiation
osure by approximately 7–15 percent.

p space radiation exposure is a mitigated in-mission
for acute radiation sickness. The consequences of
ceflight radiation exposure are an increased risk of
cer incidence and death later in life (post-mission),
g with increased risk of cardiovascular disease.

overall increase in cancer mortality for an average
ght, non-smoking astronaut would increase from a
bability of 15 percent over a lifetime to approximately
percent after a 1,000-day Mars trip (which is a 33
cent increase in lifetime mortality risk). Comparatively,
American who is overweight, drinks alcohol, consumes
average diet, and lives a less active lifestyle than
ypical astronaut has an approximately 21 percent
bability of dying from cancer.

comparison, occupational controls for terrestrial
ation workers — such as personnel working at
lear power plants or medical personnel using x-ray
ipment — require radiation exposure to incur less
a 0.5 percent increase in mortality risk per year;
inally, exposure is controlled to incur less than a 0.1
cent increase in mortality risk per year.

nsit vehicles and habitat design guidance to minimize
ation exposure should consider the following factors:
Transit time and mission timing: Minimize the total transit time between the planets to reduce the crew's radiation exposure, and plan transits during solar maximum to minimize galactic cosmic radiation exposure.
Engineering countermeasures: Provide shielding from solar particle events using existing/planned vehicle mass. Use of consumables, including environmental control and life support system water/gray water, should be considered for solar particle event protection in lieu of polyethylene.

- **Optimized vehicle design and shielding materials:** Use existing mass to increase global cosmic radiation shielding to approximately 7–15 percent.
- **Monitoring/notification:** Provide onboard capabilities to detect, monitor, and characterize the radiation environment.

Isolation and Confinement

Future exploration missions will involve humans traveling further from Earth for longer mission durations. These missions will likely necessitate prolonged periods of isolation and confinement that pose a greater risk for behavioral health and performance. These hazards could lead to:

1. Adverse cognitive or behavioral conditions affecting crew health and performance during the mission.
2. The development of psychiatric disorders if adverse behavioral health conditions are undetected or inadequately mitigated.
3. Long-term health consequences, including late-emerging cognitive and behavioral changes.

Transit vehicles and habitat design guidance to mitigate various psychological stressors should consider the following factors:

- **Personal/private space:** Provide separate, individual sleeping/personal quarters with auditory isolation and physical separation (if possible) for each crew member. Private spaces separate from common spaces, social areas, and congested movement paths are preferred.
- **Workspace:** Allocate adequate volume and resources to accommodate everyone's work and activities (e.g., science, laboratory equipment, electronic curriculum).
- **Window:** Provide at least one window for direct viewing outside of the vehicle.
- **Cabin environmental controls:** Ensure each crew member can control cabin temperature, ventilation, lighting, humidity, and noise by placing individual controls and distribution vents in crew quarters and at workstations.
- **Communication with home:** Each private quarter should include communication systems that facilitate multiple modes of communication.
- **Crew composition:** Characteristics of expected range of crew composition (including team size, gender makeup, job roles, and cultural backgrounds), which are established before the mission.
- **Team coordination and collaboration:** Provide common areas with enough volume for the team to gather for recreation and dining, including screen access for communal viewing.
- **Human factors and habitation:** Spacecraft designers should use human-centric approaches to create optimal workload, habitable volume, and layout, ensuring adequate movement pathways and volume envelopes and access to rails and harnesses.

Distance from Earth

Mars is, on average, 140 million miles from Earth, with a one-way communication delay of up to 22 minutes. This distance will require astronauts to solve problems and identify solutions as a team, without immediate help from NASA's mission control.

As distance from Earth increases, spaceflight crews will, by necessity, become increasingly independent from mission control, and more dependent on their vehicle and logistics. This elevates the need for effective

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on-board systems that enable the crew to respond to demands and anomalies that may acutely arise.

This autonomy (or "Earth independence") must enable the astronauts to maintain, debug, and repair the vehicle. It must also allow them to monitor the state of their own health and wellbeing by accessing and using medical information in real-time operations and use decision support tools to reduce cognitive burden. Current plans entail years of training to prepare astronauts for such missions, increasing the risk that not all training will be retained (and/or retrievable).

nsit vehicles, habitats, and operational guidance to
ble crew and vehicle autonomy should consider the
owing factors:
Integrated data architecture/decision support tools: Implement a vehicle-integrated data architecture and decision support tools that enable crew to make decisions independently of immediate ground support.
Robust on-board medical capabilities: Provide advanced prevention, diagnostic, treatment, and rehabilitation modalities.
Automation/robotic systems and human interaction: Human operators need to maintain situational awareness to work effectively with automation.
Food and nutrition: Provide safe, nutritious, and palatable food with sufficient calories, micronutrients, and macronutrients. Consider shelf life if food will be sent ahead of crew.
Maintainability: Design for maintainability, with system-level optimization for parts and ergonomics. Consider tools and information as part of the design to consume minimal crew time.
Crew training: Provide adaptable, in-mission training capabilities for crew.

ered Gravity Fields

ronauts will encounter different gravity fields on a
s mission. On the multi-month trek between the
nets, crews will be weightless in microgravity. While
g and working on Mars, crews will have to adapt to
artial gravity environment (three-eighths of Earth's
vity), and upon returning home, crews will have to
dapt to Earth's gravity. Landing a spacecraft on Mars
ld be challenging as astronauts adjust to partial
vity.

ddition to sensorimotor disruptions, crew members
have difficulty maintaining their blood pressure
le standing, potentially leading to lightheadedness
fainting. Additionally, musculoskeletal unloading
microgravity will lead to decreased aerobic capacity,
scle strength, and bone quality and density (weight-
ring bones are estimated to lose about 1–1.5 percent
eral density per month spent in microgravity, which
lead to long-term changes in bone that increase
fracture risk). Fluids in the body also shift upward to the head in microgravity, resulting in structural and functional changes to the eye and increases in the brain ventricular and perivascular volumes that can develop in flight and persist after flight (Spaceflight Associated Neuro-ocular Syndrome [SANS]).

Transit vehicle design, habitat design guidance, and egress/ingress/return considerations to mitigate various physiologic effects should consider the following factors:

- **Exercise:** Provide sufficient volume, mass allocation, and vehicle vibrational damping for physiological countermeasures.
- **Sensorimotor/balance:** Provide for in-flight sensorimotor countermeasures adaptation training to improve astronauts' performance. Operational timelines should reduce the number of critical activities for a defined period after a gravity transition to ensure crew performance, safety, and mission success. Extravehicular activity suit and rover design considerations can also be applied to address sensorimotor functioning.
- **SANS:** Provide sufficient volume and mass allocations for pharmaceutical or mechanical countermeasures.
- **Acceleration and dynamic loads:** Design the vehicle's acceleration/deceleration profiles and dynamic phases of flight for deconditioned crew members with reduced abilities (for both nominal/automated operations and manual crew control).
- **Anthropometrics:** Consider all operational gravity fields and environments, designing habitable volumes that ensure all crewmembers can perform any planned tasks efficiently and effectively.

Hostile/Closed Environments

The ecosystem inside habitats and spacecraft is crucial in everyday astronaut life. In space, enclosed environments (including vehicles and suits) do not have the benefit of natural CO2 removal, relying instead on CO2 removal equipment to help regulate CO2 levels and decrease the risk of negative consequences of elevated CO2 exposure. Additionally, lunar and Martian dust exposure could lead to serious health effects to the crew, such as respiratory, cardiopulmonary, ocular, or dermal harm.

To ensure environmental adequacy, transit vehicles, habitat design, and extravehicular activity planning guidance should consider the following factors:

- **Environmental control and life support system:** Provide clean air and adequate water quantities for consumption and hygiene. Manage air and water quality, waste, atmospheric parameters, and emergency response systems.
- **Countermeasures:** Mitigate the risk of infectious disease (viral and bacterial) and alterations to immunity (due to spaceflight stressors) through implementation of a pre-flight crew health stabilization program.

Atmospheric pressures/composition and materials/flammability: Consider differences in flammability in different atmospheric pressures and compositions. Vehicle and suit design should also incorporate on-board treatment of decompression sickness.
Dust mitigation: Provide adequate air filtration systems to meet existing standards for dust exposure. Consider an airlock for ingress/egress to separate the vehicle hatch from the habitation area to further prevent contamination. Protect extravehicular activity suit joints and closures functions to prevent breaches.

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7. NASA's Human Research Program, 5 Hazards of Human Spaceflight, National Aeronautics and Space Administration, Washington, D.C. (2021) https://www.nasa.gov/hrp/hazards