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DEMONSTRATION ADVANCED AVIONICS SYSTEM (DAAS) FUNCTIONAL DESCRIPTION

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Acknowledgement

The contribution of Dallas Denery and Gordon Hardy of NASA Ames to the DAAS functional definition is hereby acknowledged.

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Section 1.0 Introduction

The Demonstration Advanced Avionics System (DAAS) integrates a comprehensive set of general aviation avionics functions into an advanced hardware mechanization for demonstration in a Cessna 402B aircraft. This document presents a functional definition of DAAS. The emphasis is on description of function rather than implementation.

Major Sections of the document are:

- **DAAS System Description** — This section contains block diagrams, descriptions of system and computer architecture and describes significant hardware elements.
- **Multifunction Controls and Displays** — The DAAS multifunction Integrated Data Control Center (IDCC) and Electronic Horizontal Situation Indicator (EHSI) are described.
- **DAAS System Functions** — This section describes the functions that the DAAS will perform. It is organized by function.

This functional definition is the basis for the DAAS hardware and software design.

Section 2.0 DAAS System Concept

Several years ago the NASA Ames Research Center initiated a program to improve avionics for general aviation by applying, whenever possible, new developments in computing and sensing devices. The overall objective was to improve the safety and dependability (schedule adherence) of general aviation IFR operations without increasing the required pilot training/experience by exploiting advanced technology in computers, displays and system design. Earlier studies in the program provided a data base in computer technology potential, air traffic control environment, and system configuration possibilities. These studies also indicated that to bring advanced avionics benefits to general aviation at an affordable price, changes should not merely be those of improving existing devices and adding a few new "aids" to an already crowded cockpit; but should take the form of a rather sweeping change in the approach to combining sensors, computers and displays into systems which will meet the overall objective. The current Demonstration Advance Avionics System (DAAS) is the culmination of this effort and is intended to demonstrate the feasibility of the approach by designing, building and flying a set of demonstration equipment.

Section 3.0

DAAS System Description

The DAAS is an integrated system. It performs a broad range of general aviation avionics functions using one computer system, and shared controls and displays.

This section introduces the DAAS function set, and describes the system architecture and its components to provide background for the detailed function definition of subsequent sections.

3.1 DAAS FUNCTIONS

DAAS Functions include:

- **Autopilot**
 - Yaw Damper
 - HDG SEL (Heading Select)
 - ALT, ALT ARM (Altitude Hold, Altitude Arm)
 - VNAV Coupled Control
 - NAV ARM, NAV Coupled Control
 - Approach Arm, Approach Coupled Control

- **Navigation/Flight Planning**
 - VOR, VOR/DME Radio Navigation
 - 10 Waypoints, 10 NAVAID Storage
 - Moving Map Display

- **Flight Warning/Advisory System**
 - Engine Parameter Monitoring Warning
 - Aircraft Configuration Monitoring, Warning
 - Airspeed and Stall Monitoring, Warning
 - Altitude Advisory Function
 - Marker Beacon Advisory Function
 - NAVAID Identification Monitoring
 - Autopilot/Flight Director
 - BIT Fault Warning

- GMT Clock Function
- Fuel Totalizer Function
- Weight and Balance Computations
- Performance Computations
 - Takeoff Performance
 - Cruise Performance
 - Fuel/Distance/Time Computation
- DABS (Discrete Address Beacon System) ATC Communication, Weather Reporting
- BIT (Built in Test)
- Normal, Emergency Checklists

The autopilot is a digital version of the King KFC 200 modified for compatibility with DAAS. The navigation/flight planning function computes aircraft position with respect to an entered flight plan, and blends dead-reckoning position (as determined from airspeed and heading) with position extracted from automatically tuned VOR/DME receivers.

DAAS includes extensive monitoring, with warning capability. For example, the DAAS system monitors engine performance (MAP, RPM), aircraft configuration (gear position, flap position, etc.) with respect to flight condition, and ground proximity and informs the pilot of undesirable situations.

The DAAS computer serves as a GMT clock.

Fuel flow is integrated to totalize fuel used.

Weight and balance, and takeoff cruise performance calculations can be quickly and conveniently performed using DAAS controls and displays.

The DAAS system will determine fuel and time required to fly specific segment distances given altitude, temperature, wind data, and engine power setting.

ATC text messages (e.g., CLIMB AND MAINTAIN 12000 FT) or weather information at destination can be communicated to the DAAS pilot via DABS data link and displayed on the DAAS electronic display.

The DAAS system will detect and localize its own faults via BIT. Provisions are also included for troubleshooting the DAAS hardware through DAAS controls and electronic displays.

Normal and emergency checklists are stored in the DAAS computer, and are available for display at the push of a button.

These functions are managed via shared controls and displays, and performed in the common DAAS computer system.

Following is an introduction to the DAAS controls and displays, computer system architecture, and a description of DAAS major subsystems.

3.2 DAAS CONTROLS AND DISPLAYS — GENERAL

The DAAS Cessna 402B aircraft contains:

- Controls and displays necessary to manage DAAS functions.
- Additional instruments necessary for IFR flight operations.
- Independent safety pilot instrument installation.

These controls and displays of the 402B control panel are laid out as indicated in Figure 1. The DAAS pilot is in the left seat, and the safety pilot is in the right seat. Electronic displays—the Electronic Horizontal Situation Indicator (EHSI) and Integrated Data Control Center (IDCC)—are key elements of the panel.

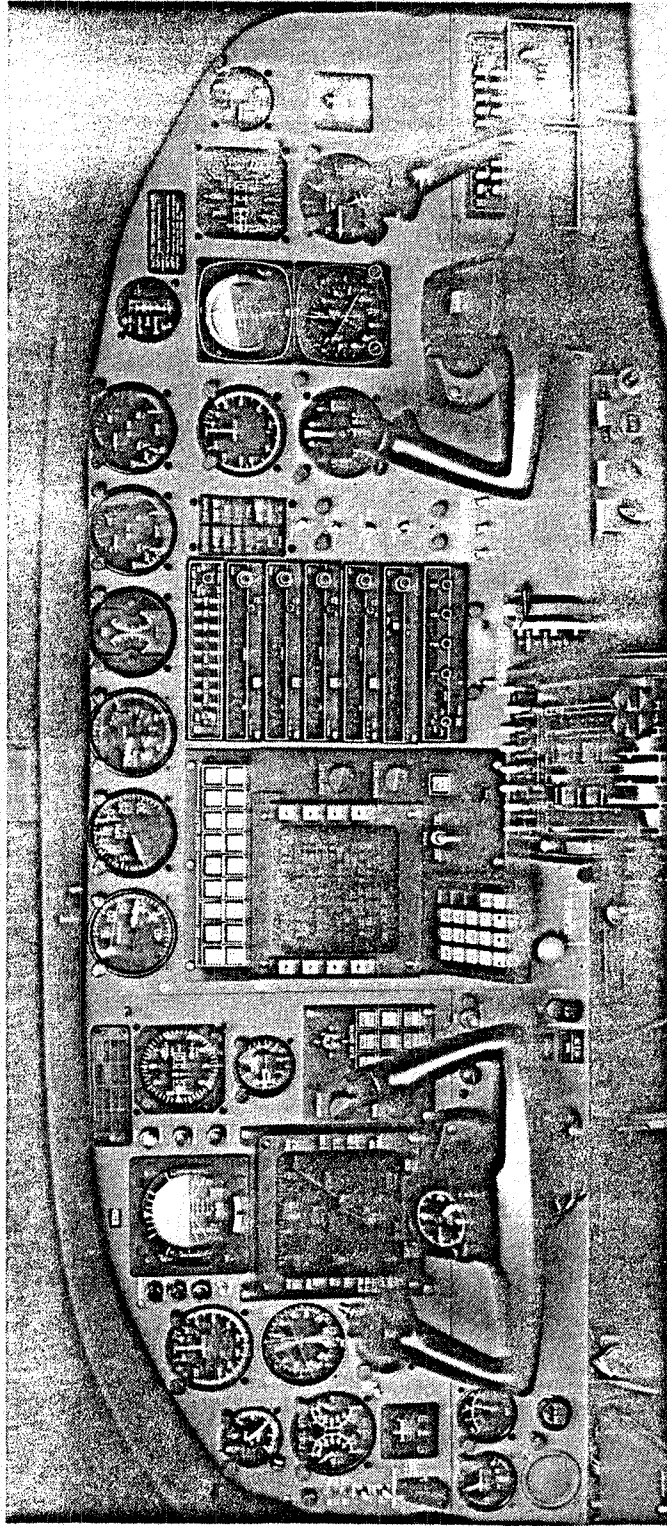
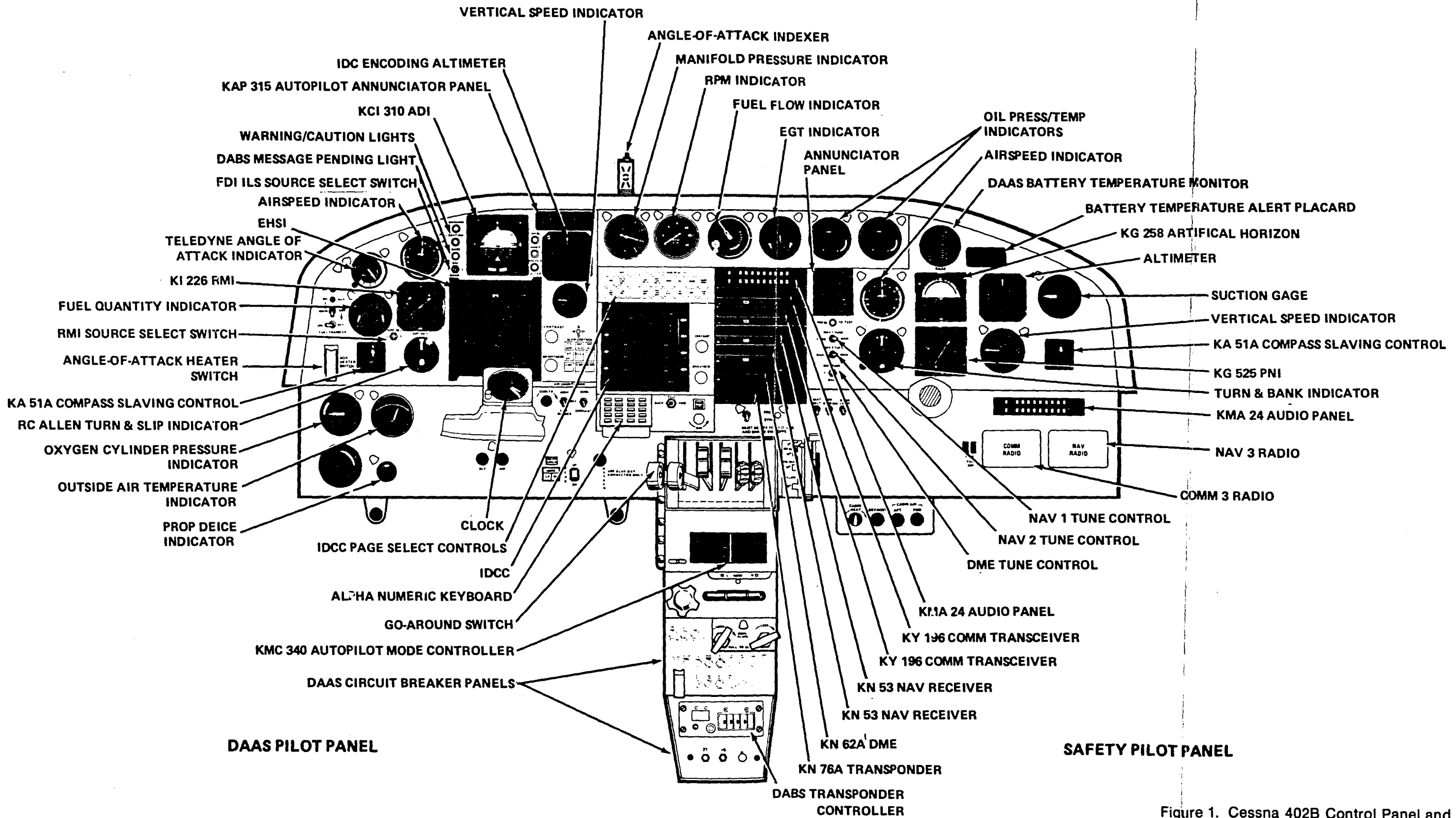


Figure 1. Cessna 402B Control Panel and Control Panel Layout. (Sheet 1 of 2)



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Figure 1. Cessna 402B Control Panel and Control Panel Layout. (Sheet 2 of 2)

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The EHSI presents a moving map display showing aircraft position with respect to desired course. The display is a 4.5-inch by 4.5-inch monochromatic Ball Brothers 103C CRT raster display unit. The display unit has 256- by 256-dot matrix display capability. P43 phosphor is used together with an appropriate narrow band optical filter to allow operation in bright sunlight. The EHSI is controlled by functional control buttons and a map slew controller.

The Integrated Data Control Center (IDCC) is the pilot's primary means of interacting with DAAS. Included are a keyboard at the bottom of the unit and a set of function buttons along the top. The function buttons include a set of page select buttons which determine the information that is displayed on the IDCC display.

The IDCC display CRT is identical to the EHSI, i.e., 4.5-inch by 4.5-inch Ball Brothers monochromatic unit. The IDCC can display 16 lines of 32 characters each. Line spacing is 0.25 inch, character height is 0.162 inch, and character width is 0.125 inch.

The IDCC is implemented with menu select buttons along each side of the CRT, or with a pressure sensitive plastic screen overlay for touch point menu selection. The alternate approaches can be implemented to allow comparison during flight test.

The DAAS EHSI is surrounded by the conventional "T" pattern of flight control instruments.

The ADI used in DAAS is the 4-inch King KCI 310 Flight Command Indicator.

The altimeter is an IDC Encoding Altimeter type 519-28702-571. An Altitude Alert light is mounted on the altimeter.

The rate-of-climb indicator provides vertical speed information to the pilot. The display presents rates of climb, or descent, in feet per minute. The face is 2-1/4 inches wide.

The King KI 226 RMI displays heading and bearing to a selected VOR station.

The DAAS Autopilot Mode Controller is located on the pedestal, and the Autopilot Mode Annunciator is located above the altimeter.

DAAS engine instruments and radio stack are centrally located and are accessible to the DAAS pilot and the safety pilot.

Unique DAAS switch controls located on the panel include:

- NAV 1-DAAS/MANUAL Tune (located to the right of the NAV 1 radio)
- NAV 2-DAAS/MANUAL Tune (located to the right of the NAV 2 radio)
- DME TUNE (located to the right of the DME)
- VOR source switch (located to the lower left of the RMI)
- ILS source switch (located to the lower left of the ADI)

NAV Receivers can be tuned manually (MANUAL) or automatically (DAAS). The DME TUNE switch allows the DME receiver to be tuned by either NAV receiver 1 or 2. The DAAS position slaves the DME to the NAV receiver being controlled by DAAS.

The safety pilot instrument set is independent from the DAAS instruments, and adequate for safe flight with DAAS inoperative.

The safety pilot's Pictorial Navigation Indicator displays aircraft magnetic heading (gyro-stabilized), selected heading and selected course. Also, VOR and localizer course deviation, glideslope deviation and a TO-FROM indication are presented.

The safety pilot's KG-258 artificial horizon is an air driven unit. It is the safety pilot's basic attitude/horizon reference indicator.

Aircraft master power controls (see Figure 7) are centrally located overhead. Circuit breakers (see Figure 7) are located on the pedestal.

3.3 DAAS SYSTEM ARCHITECTURE

DAAS system architecture is presented in Figure 2. The architecture is characterized by a modular computer system structure; i.e., multimicroprocessors interconnected by an IEEE 488 data bus. Each processor block in Figure 1, except for the radio system, represents an Intel 8086 16-bit microprocessor, 2k by 16 PROM memory, and 4k by 16 to 16k by 16 RAM memory. The radio System uses the Intel 8048 microprocessor.

Each processor performs a function, and interfaces directly with the subsystems associated with that function. At power-on, the bus controller Central Computer (CC) CPU-1 takes functional programs from the nonvolatile EEPROM memory, and sequen-

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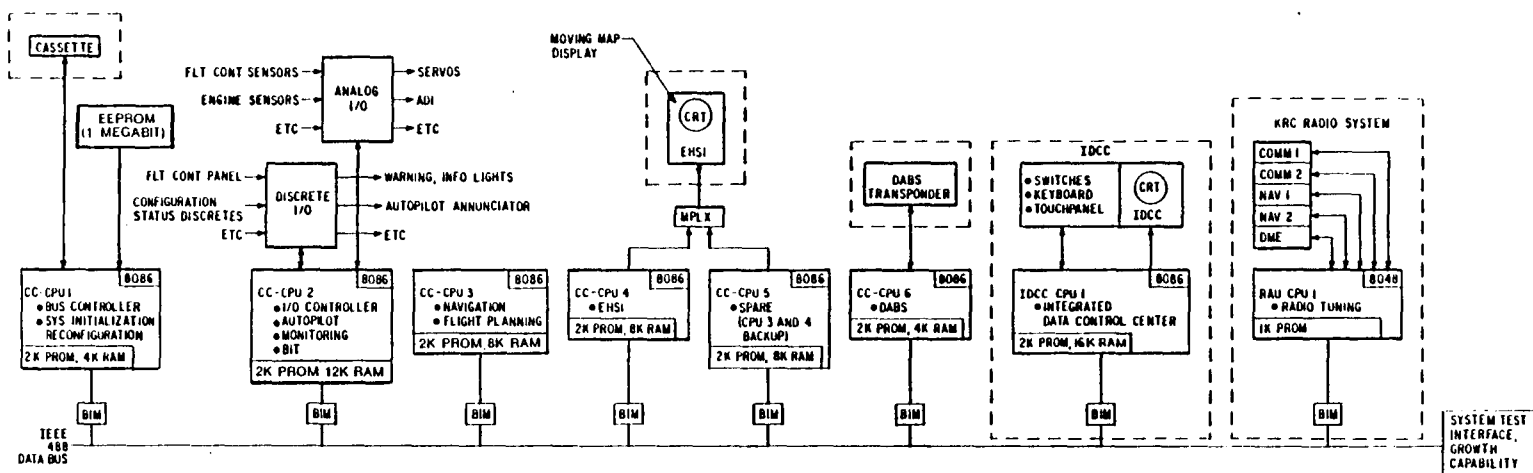


Figure 2. DAAS System Architecture

tially loads each processor at the rate of approximately 1 second per processor. When all processors are loaded, the bus controller activates the system. The bus controller then manages bus communications during normal operations.

A portable TI Silent 700 cassette unit can interface with the bus controller to allow load or modifications of the functional software.

CC-CPU 5 is a spare processor. If processor CC-CPU 3 or CC-CPU 4 fails and the bus controller detects the failure, the bus controller will load CC-CPU 5 with appropriate software from EEPROM memory, and CC-CPU 5 will take over the function of the failed processor. (Note: This reconfiguration capability is especially important when an EHSI and an EADI are included in the system. With a failure in one display, the spare processor can be loaded to allow time sharing of the remaining good display as both EADI and EHSL.) Such reconfiguration could be extended to other processors such as CC-CPU 2, the autopilot. However, for such reconfiguration the spare processor must interface with autopilot subsystems, which requires additional multiplexing of hardware. Reconfiguration was thus applied only to a limited degree in this demonstrator system.

The DAAS architecture is modular. Functions can be added by adding necessary standard processor modules onto the 488 data bus, and interfacing these processor modules with the devices associated with the new function.

Six processors are contained in the DAAS Central Computer Unit. One processor is contained in the IDCC, and one processor is contained in the radio adapter unit.

3.4 DAAS MAJOR SUBSYSTEMS

DAAS system components, and their interconnections are depicted in Figure 3, DAAS System Diagram. Interconnection between the DAAS panel instruments, sensors, and the DAAS computer system is shown. The DAAS Central Computer obtains data from the radio system (radio adapter unit, radio stack), flight control sensors, engine instruments, configuration status sensors, and IDCC. Functional computations are performed on the input data and the results applied to EHSL, FDI, warning/caution lights, and autopilot servos.

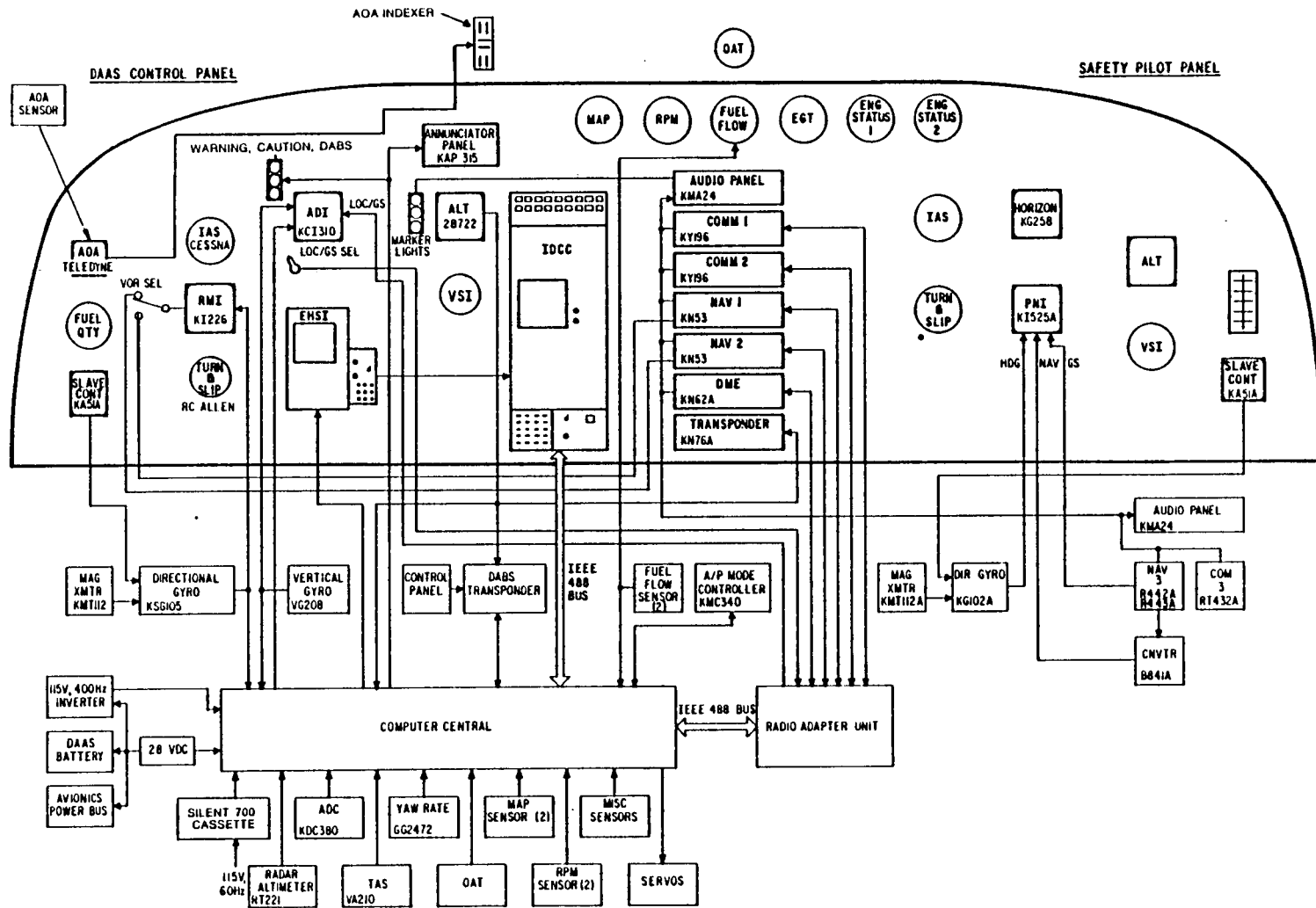


Figure 3. DAAS System Diagram

Following is a description of the DAAS major subsystems including:

- Central Computer Unit
- Radio System
- Flight Control Sensors, Servo Actuators
- Engine Sensors
- Configuration Monitor Sensors
- Miscellaneous Sensors
- DABS

Selected devices are depicted in Figure 4.

3.4.1 Central Computer Unit

The computer unit performs the functions of navigation, engine monitoring, flight control, weight and balance computations, performance computations and maintenance test.

The computer unit contains six 16-bit, Intel 8086 Microprocessors interconnected through an IEEE 488 Data Bus System.

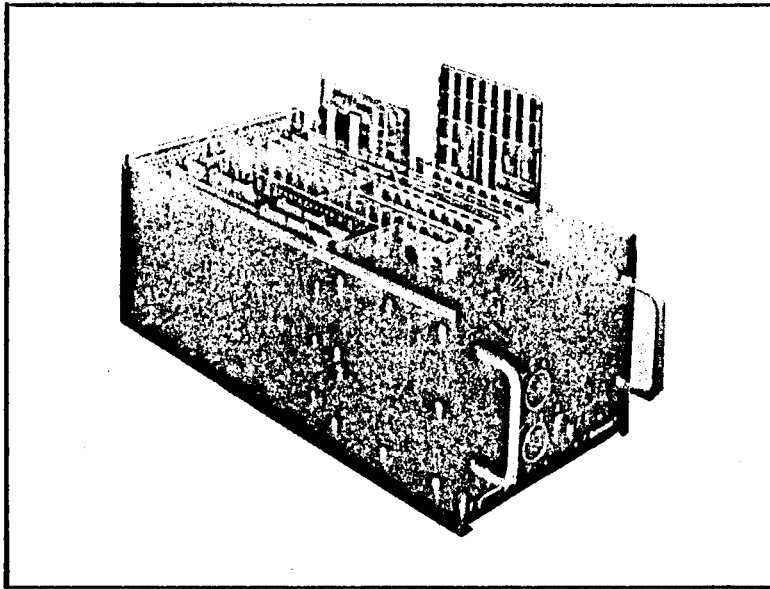
Following is description of Central Computer elements including:

- Processor
- Input/Output
- EEPROM Memory System
- EHSI Display Controller
- Power Supplies

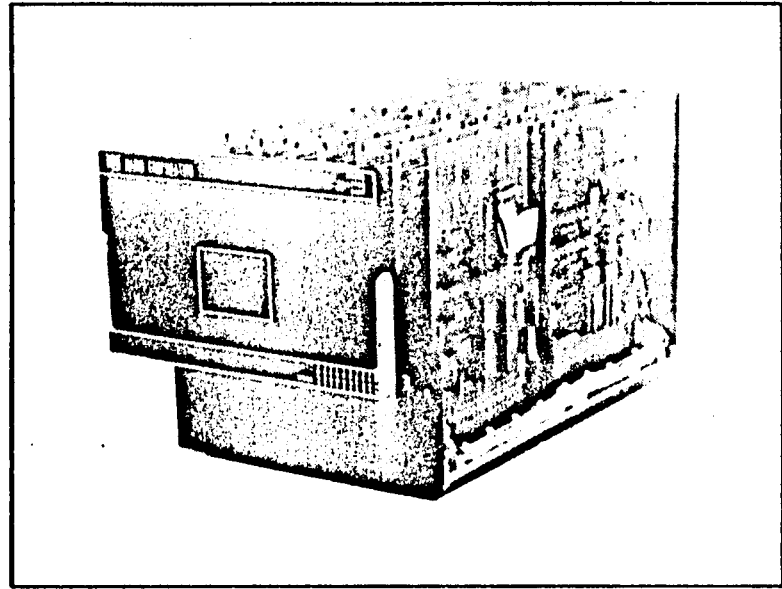
3.4.1.1 Central Computer Processor — The Central Computer processor, Figure 4, is designed to fit on a single subassembly. The 8086 Microprocessor, 4k RAM, 2k UV-EPR0M, interrupt controller, clock, memory chip-select logic, bus-buffer logic, and 488 bus interface are included on this subassembly.

The Intel 8086 was selected for the computer unit microprocessor based on:

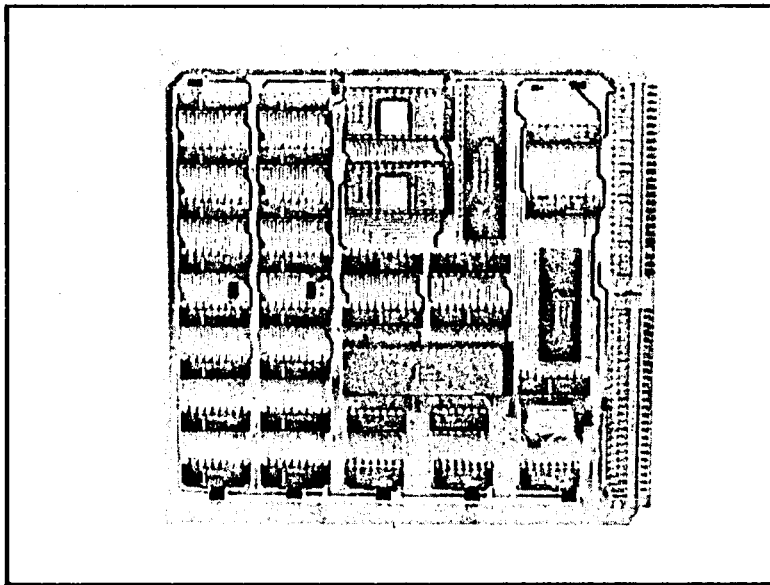
- Availability of the microprocessor
- Availability and cost of software development hardware and support software
- Microprocessor throughput capability
- Availability of High Order Language (HOL)



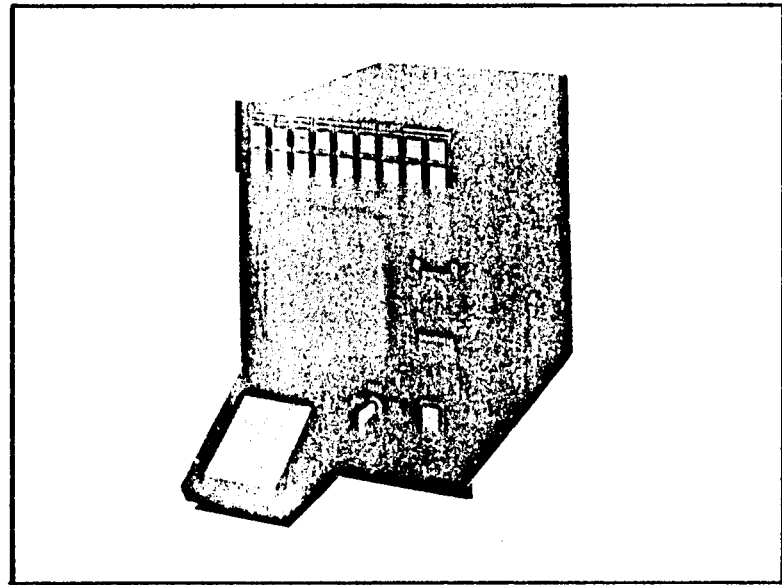
CENTRAL COMPUTER



RADIO ADAPTER UNIT



PROCESSOR MODULE



IDCC

Figure 4. DAAS System Hardware

8086 Processor hardware and software development support equipment were available when needed in mid-1979. The processor has adequate throughput, and a PLM higher order language compiler is available.

The 8086 is a 16-bit integer microcomputer. It contains four 16-bit index registers. The processor chip can address 1 megabyte of memory.

The H-MOS device is contained in a 40-pin dual in-line package.

Each processor module has a 2k x 16 UV-PROM and 4k x 16 to 16k x 16 RAM memory. Software required to load each processor RAM is located in the UV-PROM.

Ultraviolet erasable PROM is implemented using the 2k x 8, 2716 device, and RAM is implemented using the 4k x 1, 2141 part.

Analog and discrete I/O conversions, and IEEE 488 data bus transactions are controlled directly by the 8086 processor.

The Bus Interface Unit (BIM) between the Intel 8086 Microcomputers and the IEEE 488 Data Bus is implemented using a TMS 9914 Talker/Listener chip, and 75160 and 75161 bus drivers. The TMS 9914 is designed to perform the interface function between an IEEE 488 bus and a microprocessor. IEEE 488 standard protocol is handled automatically in Talker, Listener, or Controller operational modes.

3.4.1.2 Central Computer Input/Output — The central computer unit contains input/output (I/O) and control circuitry which is summarized as follows:

- 64 Discrete Input Channels
- 48 Discrete Output Channels
- 64 Analog A/D Input Channels
- 16 Analog Output Channels
- 1 Video Output to EHSL-CRT
- 12 (approx) Special input conversions (frequency to digital, frequency to voltage, miscellaneous discrete interfaces, etc.).
- 6 (approx) -Gain of 100 buffered low level input conversions
- 4 Servo interfaces with associated logic.

- 6 AC input signal conversions including a demodulator controller, 1 Scott-T transformer, and 5 demodulators.
- 2 DABS serial digital interfaces (SM and ELM)
- 1 Hardware Real-time-clock counter
- 1 I/O control logic, including BIT logic circuitry.
- 1 Master clear detection and timing circuit and other special power handling circuitry.

3.4.1.3 EEPROM Memory System — The Intel 2816 Electrically Erasable PROM (EEPROM) is used for the nonvolatile mass storage in the central computer unit. This EEPROM memory system consists of two card assemblies containing a total of 48 EEPROM devices, with expansion capability to 64 devices. The mass storage, which is accessed by using a bank select arrangement, gives the system a base of 786 kilobits with expansion to 1 megabit.

3.4.1.4 EHSI Display Controller — The EHSI display is controlled by ALT-512 display controller located in the central computer unit. The ALT-512 is a complete graphics display controller on a single S-100 bus plug in board. It contains its own refresh memory, TV sync and video generator, and all I/O for the S-100 bus. Each display dot (pixel) is addressable via X-Y registers and can either be written into or read out. The board has six output and two input ports built-in. The display field consists of two 256 x 256 x 1 planes. Either or both planes can be displayed in various combinations.

3.4.1.5 Central Computer Power Supplies — The Central Computer Unit contains system power supplies. Power supplies convert 28 Vdc input power to 5 Vdc (Abbott BN100d-5A), and to 15 Vdc (Abbott BBN50D-15A). A 115 volt, 400 Hz power conversion is included for ± 21 Vdc (unregulated) and 26 Vac power needs. A master clear generation circuit is also included in the central computer unit.

3.4.2 DAAS Radio System

The DAAS Radio System provides the communication and navigation radios for DAAS as well as the necessary data processing and information exchange between the DAAS computer and the system radios. The radio system is composed of the following units:

- Radio Adapter Unit
- KH 196 Comm 1 VHF

KY 196 Comm 2 VHF
KMA 24 Audio Panel (with KA 35A)
DME channeling switch and the ILS source switch
KN 53 Nav 1 VOR/LOC/GS
KN 53 Nav 2 VOR/LOC/GS
KN 62A DME

Following is a description of these radio system elements.

3.4.2.1 Radio Adapter Unit — The functions performed by the radio adapter unit (RAU) are:

- Tune the radios as commanded by the DAAS computer
- Process VOR/LOC/GS data from Nav 1 and Nav 2
- Process station identifiers
- Process DME distance
- Generate a radio system status word
- Format the data for block transfer
- Exchange information with the DAAS computer via the IEEE 488 bus

In addition to interfacing with the radio units, the RAU also interfaces with:

- 28-Vdc aircraft power
- KMA 24 audio panel (with KA 35A)
- KCI 310 FDI (through ILS source switch)
- KI 226 RMI (through the VOR source switch)
- DME channeling switch and ILS source switch
- DAAS/Manual status switch for each Nav receiver

The switches used by the pilot for radio system mode selection are:

Nav 1	Manual/DAAS
Nav 2	Manual/DAAS
DME	Nav 1/DAAS/Nav 2
ILS Source	Nav 1/DAAS/Nav 2
VOR Source	Nav 1/Nav 2

Complete pilot backup in a manual mode of operation is assured by the Manual position of the switches.

The DAAS system radio adapter unit (RAU) uses a microprocessor system for a flexible interface for control and data processing. The interface exchanges data with the DAAS Central Computer on the 488 bus using standard talker/listener functions and hand-shaking protocol. The processor receives tuning commands from the DAAS Central Computer. The processor then sends the tuning commands to the navigation and communication radios, processes the received navigation data, and transfers this data in block format to the DAAS Central Computer. The data block transfers occur at a fixed rate of approximately 20 updates per second as required by the bus controller. A dedicated general purpose interface buffer (GPIB) handles the standard talker/listener protocol for transferring data. Data is stored in a buffer to eliminate slowing down the RAU processor. Bus setup time is $\leq 45 \mu\text{s}$ and data transfer rate is $\leq 15 \mu\text{s}$ per byte.

Nav 1 and Nav 2 provide a video composite with either VOR or LOC information modulated onto the 9960-Hz subcarrier. The interface circuit identifies what type of information is present, demodulates the composite, and digitizes the result. The VOR/LOC data from Nav 1 and Nav 2 can also be displayed on the KI 226 and the KCI 310 indicators. The specific display mode is a function of the status switches.

Glideslope information is also available from the KN 53 Navigation Receivers. The signal will be conditioned in the interface for digital conversion. The digitized data will then be processed and maintained in the data block for transfer to DAAS. As with VOR/LOC, glideslope information can also be displayed on the KCI 310 Indicator. The program will select the Nav unit to be displayed when in the DAAS mode.

To validate active channels of the navigation radios, the Morse Code identifiers will be read electronically, converted to the ASCII equivalent of the received Morse Code and transmitted to the central computer as part of the data block.

The RAU has capability to tune the KN 53 NAV Receivers, and the KY 196 COM Transceivers. The similarity in tuning procedure for the KN 53 and KY 196 allows a common method of tuning these radios. The interface will simulate the actions of the front panel rotary knobs by closing increment/decrement switches electronically to change frequency. The standby frequency only is affected by the tuning switches. To change the active channel, standby is tuned to the selected frequency, and an active/standby exchange is executed. The approximate worst case tuning time for a KY 196 or KN 53 to sweep full band is 250 milliseconds. To execute an active/standby exchange, approximately 50 milliseconds is required. The hardware for tuning the KY 196 transceivers is included in the RAU, but not the necessary software.

The KN 62A DME can be tuned by command from the DAAS Central Computer, or by Nav 1 direct or Nav 2 direct through a common bus. The KN 62A tuning format is the 2 x 5 code. Approximately three seconds are required to tune the KN 62A and acquire valid range data.

To verify the auto tuning function, or to read the DME channel, data is read from the internal tune bus. This data is serial BCD information. A sync and clock are available to strobe this data into the interface.

Range information from the KN 62A is 18 bits of serial BCD data. A synchronous clock is provided to shift the data into the RAU interface for processing. The RAU microprocessor will convert this data to a 15-bit binary word (LSB = 0.02 NM) and maintain the current distance code in the data block for transmittal to the central computer.

3.4.2.2 Communication Radios — The DAAS communication radios consist of two VHF transceivers (KY 196 modified). These are located at the top of the radio stack as shown in Figure 1. They each have a standby and active frequency storage capability. Interchanging standby and active frequencies is accomplished by pressing a button on the front panel. They tune a frequency range from 118.0 MHz to 135.975 MHz. They have a minimum transmitter output of 16 watts and a receiver sensitivity of $2 \mu\text{V}$ for 6 dB s+n/n. They have automatic squelch with manual override on the front panel.

3.4.2.3 Navigation Radios — The navigation radios consist of two VOR/LOC/GS receivers (KN 53 modified) plus one DME receiver (KN 62A modified). These are located just below the communication radios. Active and standby frequencies are stored and displayed the same as in the communication transceivers discussed above. The VOR/LOC receivers tune the frequency range from 108.0 MHz to 117.95 MHz. As with the communication transceivers, these receivers can be locally or remotely tuned. The GS receiver is channeled from the LOC frequency selected. Forty channels of GS are available in the range of 329.15 MHz through 335.0 MHz.

3.4.2.4 DME — The DME receiver can be either remotely or locally tuned. In remote operation, it is channeled from the radio adapter box so that it can operate in conjunction with either of the VOR/LOC/GS receivers (Nav 1 or Nav 2). In the nonscanning mode the receiver can display distance to station. The DME tunes 200 channels, has a minimum output of 50 watts and a sensitivity of -82 dB minimum. The nominal search time is 3 seconds for range information.

3.4.2.5 Transponder KT 76A — The KT 76A is a radar beacon transponder that transmits on a frequency of 1090 MHz \pm 3 MHz. Output power is 200 watts peak. The receiver frequency is 1030 MHz. An identify code number is selected at the front panel.

The KT 76A is capable of locating the user through the air traffic controller. Range and azimuth are established by the return from the transponder's pulsed transmitter, in reply to a routine interrogation from the ground radar site. When used in conjunction with an encoding altimeter, the KT 76A can be used to convey altitude information.

3.4.3 Flight Control Sensors, Servoactuators

The following flight control sensors, servoactuators are described below:

VG 208	Main System Vertical Gyro
KMT 112	Magnetic Azimuth Transmitter
KA 51A	Slaving Accessory
KSG 105	Directional Gyro
GG 2472	Yaw Rate Gyro
KDC 380	Air Data Computer (used for altitude error and IAS outputs only)
IDC 28702	Altimeter (corrected altitude)
Autopilot Servoactuators	

3.4.3.1 VG 208 Vertical Gyro — The Jet VG 208 Vertical Gyro is a remotely mounted electrically driven gyro which supplies attitude reference information to the KCI 310 Attitude Director Indicator. Additionally, pitch and roll attitude signals are supplied to the DAAS computer for use within the autopilot/flight director and navigation portions of the system. Required excitation input consists of 26 VRMS, 400 Hz. The output scale factors are 206 mV/deg commencing with zero (0) millivolts at zero (0) degrees.

3.4.3.2 KMT 112 Magnetic Azimuth Transmitter — The KMT 112 Magnetic Azimuth Transmitter, senses the earth's magnetic field and furnishes this information to the KSG 105 Slaved Directional Gyro as an 800-Hz synchro control transmitter type output. Input power of 4.75 VRMS, 400 Hz, is required and is furnished from the KSG 105.

3.4.3.3 KA 51A Slaving Accessory — The KA 51A is a slaving accessory used in conjunction with the KSG 105 Directional Gyro and KMT 112 Magnetic Azimuth Transmitter to comprise the KCS 305 Slaved Gyrocompass System. The KA 51A is a panel mounted unit that displays the slaving error between the KSG 105 and the KMT 112. Required power inputs consists of +12 Vdc and 13 VRMS, 400 Hz (both voltages from the KSG 105). The slaving meter drive signal is furnished by the KSG 105. Manual slave signals are pilot initiated through the activation of the push button switches which are part of the KA 51A.

3.4.3.4 KSG 105 Slaved Directional Gyro — The KSG 105 Slaved Directional Gyro provides gyro-stabilized aircraft heading information to DAAS. It requires 115-Vac, 400-Hz sinewave, input power. Additionally, it requires a signal input from the KMT 112 Magnetic Azimuth Transmitter and a synchro excitation voltage of 26 Vac, 400 Hz.

3.4.3.5 GG 2472 Yaw Rate Gyro — The GG 2472 Rate Gyro is used to detect yaw rate and input this information to the DAAS computer. The unit is a spring restrained, fluid damped, gyroscope with a synchronous hysteresis spinmotor and a variable reluctance signal generator. The self-contained demodulator outputs the dc rate signal for use by the computer.

Input requirements consist of single phase, 26-VRMS, 400-Hz excitation and input power (26 V; 7 VA). Sync time is typically less than 60 seconds, and the rate scale factor (volts dc/deg/sec) is $0.200 \pm 10\%$. Threshold is less than 0.01 deg/sec and the rated output load is 10 k.

3.4.3.6 KDC 380 Air Data Computer — The KDC 380 Air Data Computer is an electromechanical unit that senses pressure inputs (total and static), and provides signals of altitude for altitude hold and indicated airspeed for configuration monitoring.

3.4.3.7 IDC 28702 Altimeter — The encoding altimeter provides a pressure altitude signal to the KT 76A Transponder and also a corrected altitude signal to the DAAS computer. The corrected altitude signal is the primary DAAS VNAV altitude reference. When pressure altitude is required it is computed from this signal and the pilot entered altimeter setting.

3.4.3.8 Autopilot Servoactuators — The DAAS Autopilot servoactuator mechanization is illustrated in Figure 5. Shown are the pitch servoactuator, roll and yaw servoactuator and the pitch trim servoactuator mechanization. The electric servos are clutch activated for autopilot engagement. All servos except the trim servo include tachometer rate sensing for servo loop stabilization.

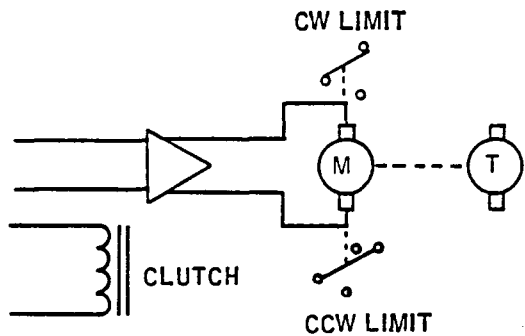
The pitch servoactuator includes torque switches for auto trim engagement. Clockwise and counterclockwise torque limit sensors are located on the engage plate. As the motor turns in either direction, the load causes the motor assembly to move laterally, actuating the small microswitches on the engage plate. Screws on the front of the engage plate enable the switches to be positioned to detect factory specified torques. The normally open contacts of each switch are routed to the DAAS computer as an indication that auto trim signals should be activated.

The pitch trim servo includes a transfer relay to switch from manual to automatic trim.

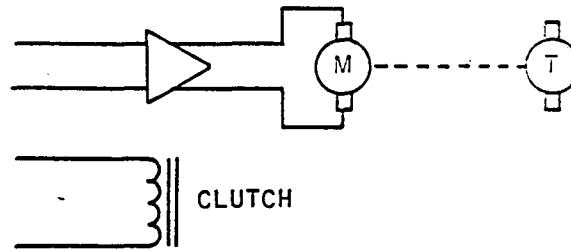
3.4.4 Engine Sensors

The following engine sensors are used to supply inputs to the DAAS computer:

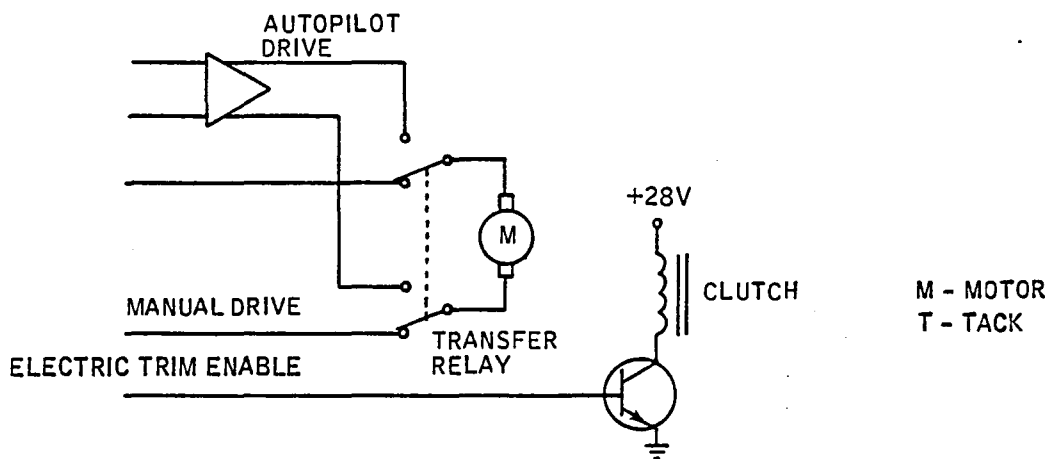
RPM Sensor (2)
Manifold Pressure (2)
Fuel Flow Sensor (2)



KS 270 PITCH AUTOPILOT SERVO ACTUATOR



KS 271 ROLL, YAW AUTOPILOT SERVO ACTUATOR



KS 272 PITCH TRIM SERVO ACTUATOR

Figure 5. DAAS Autopilot Servo Actuator Mechanization

3.4.4.1 RPM Sensor — Tach generators mounted on each engine provide RPM data to the DAAS computer. The Tachometer outputs a varying frequency signal with 1 Hz corresponding to 60 rpm. The variable frequency signal is converted to dc in a NASA signal conversion box, resulting in a 1.67 mv/rpm signal scale factor.

3.4.4.2 MAP Sensor — The MAP sensor is a small, high accuracy semiconductor strain/gage, a Celesco PLC-20-A2 device. The temperature compensated sensor provides a pressure signal with 20 psi range.

3.4.4.3 Fuel Flow Sensor — The DAAS Fuel Flow Sensor is the Flo Scan 200 Turbine Flow Transducer.

Series 200 turbine flow transducers measure flows of hydrocarbon fuels such as gasoline, kerosene, and No. 2 diesel fuel and other light transmitting, non-corrosive liquids of similar viscosity.

The transducers give linear signals on gasoline across a 100-to-1 flow range down to 0.3 GPH. The transducers produce a current pulse signal from an opto-electronic pickup.

Liquid enters the flow chamber tangentially, follows a helical flow path, and exits vertically, thereby venting any entrained vapor bubbles. The rotational velocity of the liquid is directly proportional to flow rate. A neutrally buoyant rotor spins with the liquid between V-jewel bearings. Rotor movement is sensed when notches in the rotor interrupt an infrared light beam between an LED and photo-transistor.

3.4.5 Configuration Status Sensors

The following conditions are sensed and input to the DAAS computer to be used for status correlation and displaying warnings to the pilot as necessary.

Wing Flaps - Position transmitter indicating flaps in motion and flap positions of 0°, 15°, 30°, and 45° will be monitored.

Cowl Flaps - Cowl flap position is determined using a pot transducer.

Aux. Fuel Pumps - The 3-position auxiliary fuel pump switches are monitored to determine when the switches are in the "on" position.

Cabin Doors - Switches are included to sense whether or not the doors are latched and secure.

Trim - Elevator trimpot is monitored to ensure that the trim is within take off limits.

Landing Gear - Existing limit switches and gear-on-ground switch are monitored to give indications of gear down and locked, squat and gear up.

Radar Altitude - Radar altitude is provided by an RT-221 Radar Altimeter. The ground proximity warning function uses radar altitude in conjunction with barometric altitude rate.

3.4.6 Miscellaneous Sensors

DAAS sensors also include True Airspeed (TAS) and Outside Air Temperature (OAT):

3.4.6.1 TAS Sensor — The DAAS TAS sensor is the J-TEC VA 210 Vortex Airspeed Sensor. The sensor provides a digital output signal at 45 Hz/kt to 200 kt airspeed.

3.4.6.2 OAT Sensor — The DAAS OAT sensor is a Rosemount 101F sensor. The temperature sensing element is a fast response, open wire, platinum resistance type element having 50 ohm resistance at 0° C.

3.4.7 DABS

A demonstration test bed for the Discrete Address Beacon System (DABS) is included in the DAAS system. This function, as described in paragraph 5.9, is mechanized in CC CPU-6 and interfaces with the DABS transponder and IDCC display.

3.5 DAAS POWER DISTRIBUTION

Cessna 402B power distribution is illustrated in Figure 6, and power controls are shown in Figure 7.

DAAS power comes from the aircraft alternator (battery) bus and is backed up by a dedicated DAAS battery, resulting in uninterrupted dc power.

When the avionics bus is off, the DAAS battery is disconnected from the aircraft alternator bus so power cart transients are avoided. When the avionics bus is turned on, the DAAS battery is connected to the aircraft alternator bus, and if the DAAS battery is low, it is charged rapidly. The DAAS system is diode coupled to the alternator bus, so it is not used for starting and low-voltage transients will not propagate to the DAAS. The DAAS battery can be disconnected from the alternator bus at any time by opening the DAAS charging circuit breaker.

Aircraft power controls are located on the overhead control panel, and the DAAS power switch (locking switch) is located above the left circuit breaker panel, Figure 7.

The control pedestal circuit breaker panel provides circuit breakers to protect circuits associated with the DAAS components. A guarded preflight/normal switch is also located on the circuit breaker panel. The purpose of this switch is to allow the use of DAAS for preflight flight planning with minimum battery drain (engines off). The DAAS battery supplies power for this function with the aircraft battery switch off.

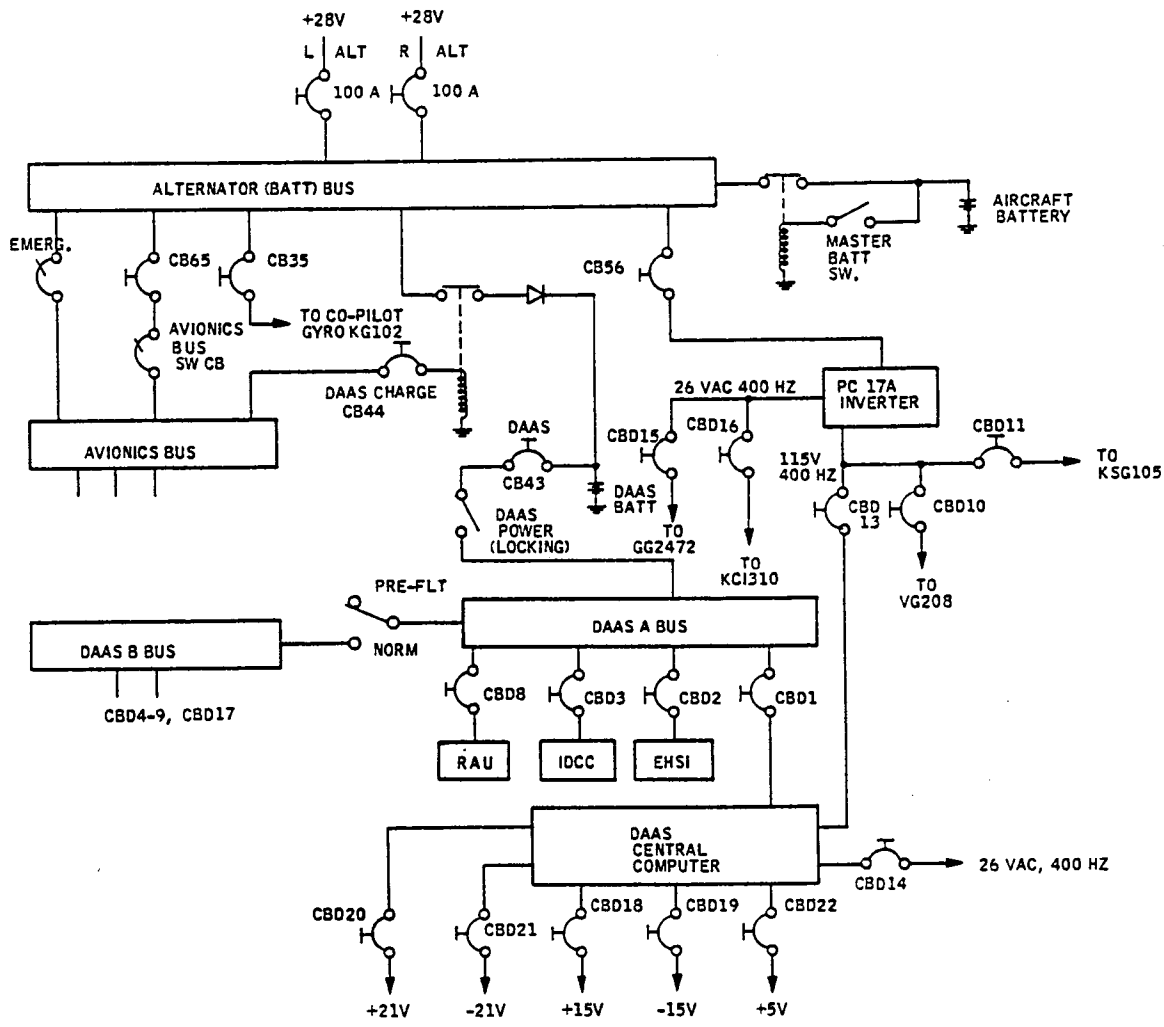
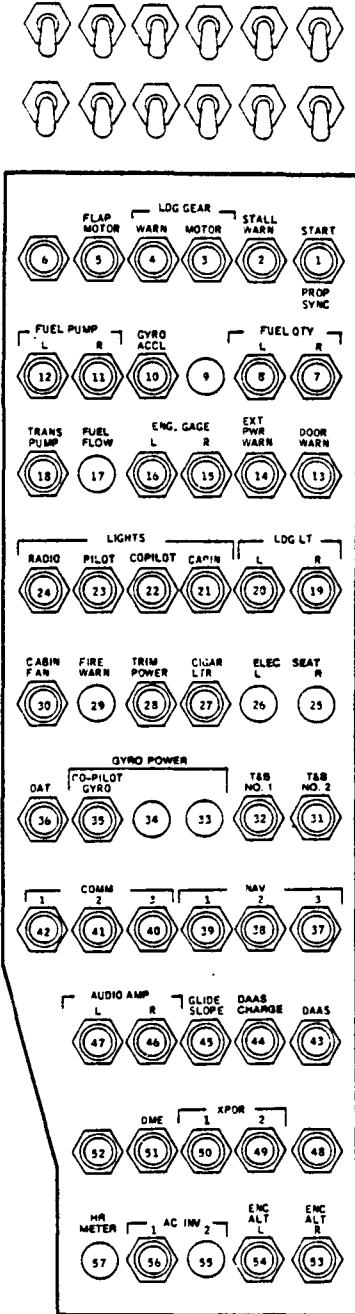


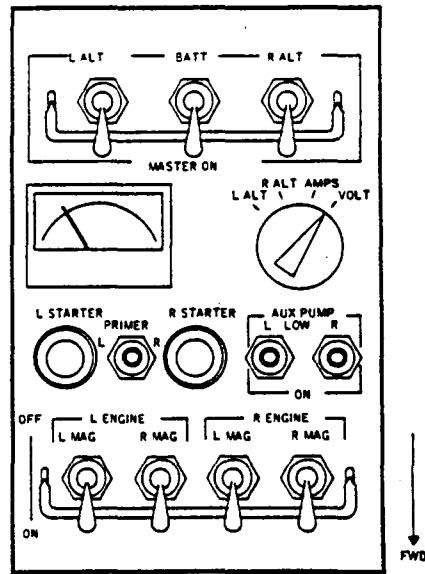
Figure 6. Cessna 402B Simplified Power Distribution

With the DAAS power switch ON and the preflight/normal switch in the PREFLIGHT position, power is supplied only to the DAAS computer, IDCC, EHSI, and Radio Adapter Unit. In the NORMAL position, power is also supplied to the servo actuators, mode select panel, annunciator panel, attitude director indicator, and several sensors.

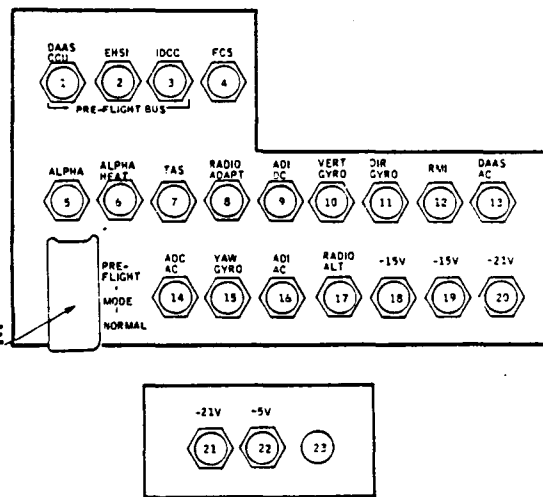
DAAS POWER
(LOCKING SWITCH)



LEFT SIDE CIRCUIT BREAKER PANEL



COCKPIT OVERHEAD PANEL



DAAS MODE SWITCH
(GUARDED)

DAAS PEDESTAL PANELS

Figure 7. DAAS Power Controls

Section 4.0

DAAS Multifunction Controls and Displays: IDCC and EHSI

The DAAS system employs multifunction controls and displays including an Integrated Data Control Center (IDCC) and Electronic Horizontal Situation Indicator (EHSI). These multifunction controls and displays are involved in many of the DAAS functions and are thus introduced here preliminary to discussion of the individual functions in Section 5.0.

4.1 INTEGRATED DATA CONTROL CENTER (IDCC) DESCRIPTION

The DAAS IDCC is shown in Figure 8. Two rows of push buttons located across the top of the device are 1) NAV function controls, and 2) display page select buttons. Data entry keyboard and special controls are located below the IDCC display.

Following is a description of the IDCC controls and display. NAV function controls located above the IDCC display are described in Section 5.0.

4.1.1 Page Select Buttons

Page select buttons above the IDCC display are used to call up various function display pages.

4.1.2 IDCC Display

The 4.5 by 4.5-inch IDCC display is capable of displaying 16 lines of 32 characters. Available characters are presented in Figure 9. Line spacing is 0.25 inch, and character height is 0.162 inch. Character width is 0.125 inch. The center of the first line of characters is 0.45 inch from the top of the screen. The display general layout is shown in Figure 10.

The display top line is reserved for the label or title of the page and the page number. The second line can be used for any desired text. The lower left hand corner, 10 characters wide is reserved for data entry scratchpad. The remainder of the lower two lines are reserved for warning messages.

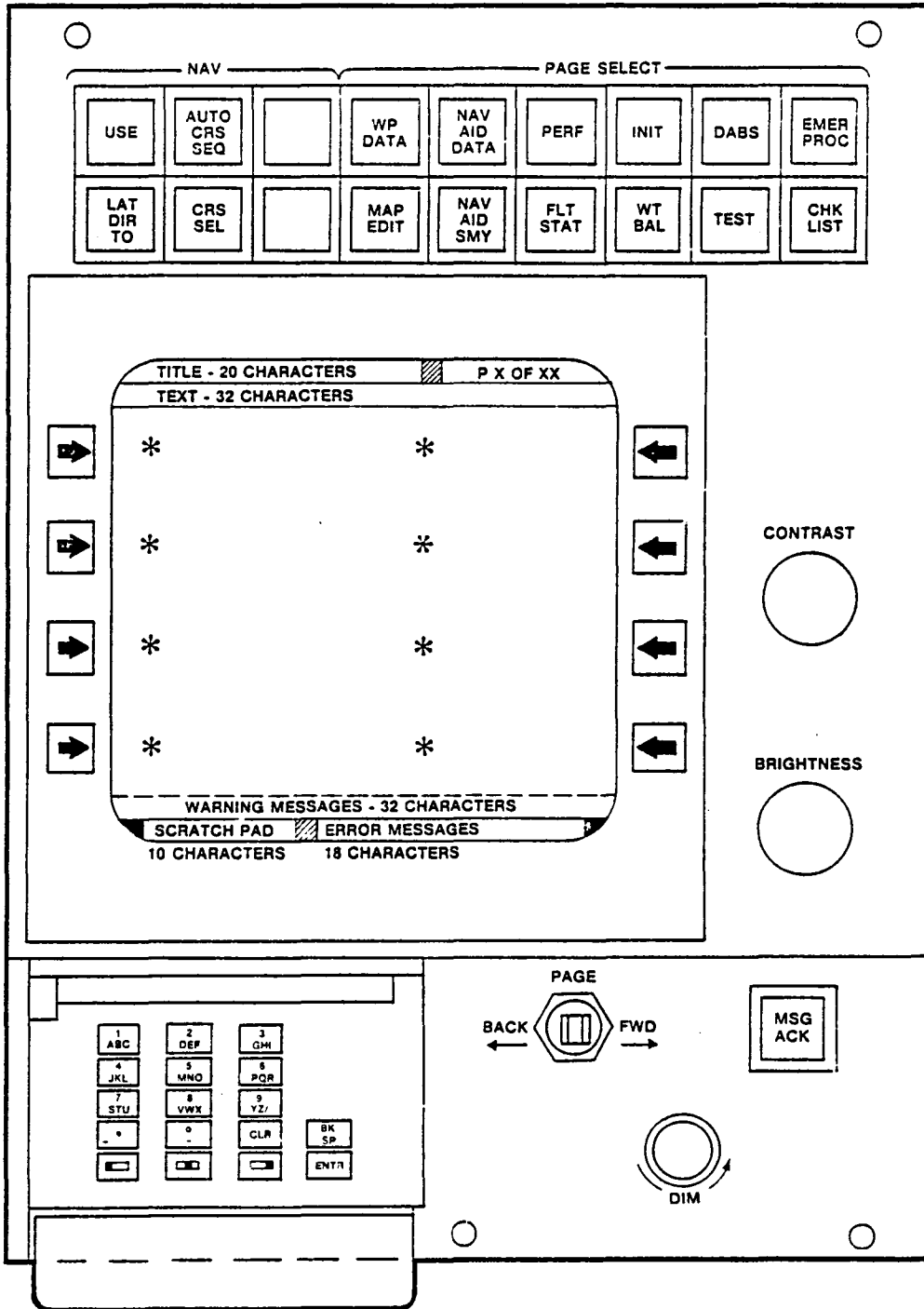


Figure 8. Integrated Data Control Center

α	β	γ	δ	ε	ζ	η	θ	ι	κ	λ	μ	ν	ξ	ο	π
ρ	σ	τ	υ	φ	χ	ψ	ω	Ω	√	→	←	↑	÷	Σ	≈
	!	"	#	\$	%	&	'	()	*	+	,	-	.	/
∅	1	2	3	4	5	6	7	8	9	:	;	<	=	>	?
@	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O
P	Q	R	S	T	U	V	W	X	Y	Z	[\]	(_
'	a	b	c	d	e	f	g	h	i	j	k	l	m	n	o
p	q	r	s	t	u	v	w	x	y	z	{		}	~	□

Figure 9. IDCC Character Set Definition

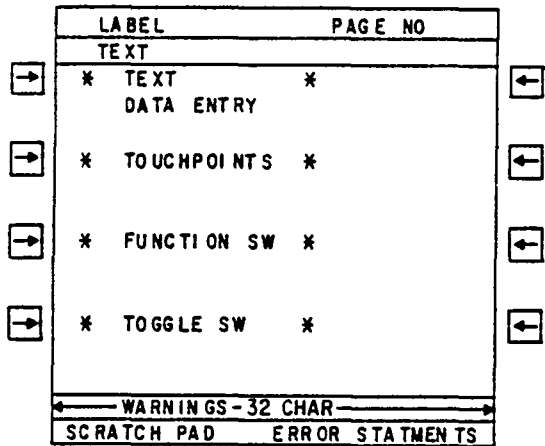
Standard page formats have been defined for the IDCC display. These are shown in Figure 10. A mixture of these formats is possible.

4.1.3 IDCC Touch Panel, Bezel Buttons

The IDCC has a touch panel superimposed on the face of the display. It is implemented with a pressure sensitive CRT overlay. The touch positions are set up in a 2 (horizontal) by 4 (vertical) matrix. This allows the pilot to select one of 8 points on the IDCC display. Touch points are located at the asterisk symbols on the IDCC touchpoint display format of Figure 10. The pressure sensitive overlay can be replaced by a set of bezel mounted buttons which are used as an alternate to the touchpoint selection.

The touchpoints (or alternate bezel buttons) are used in data entry, function switching, and toggle switching. Data entry is described in paragraph 4.1.6.

For function switching, touchpoint (or bezel button) activates a function, e.g., selects a page or selects a function. Touching a toggle switch touchpoint will toggle to the other function. For example, a toggle switch can be used to toggle between MDA or DH active or not active modes. See Figure 10 for examples.



IDCC TOUCHPOINT DISPLAY — GENERAL LAYOUT

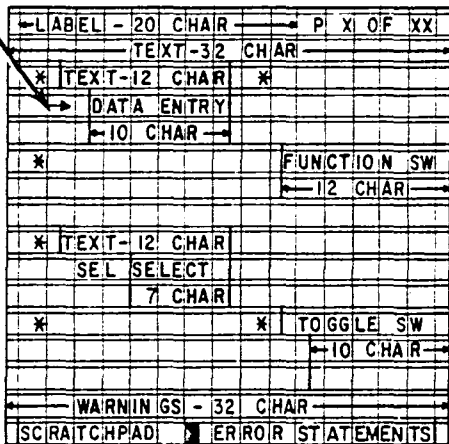
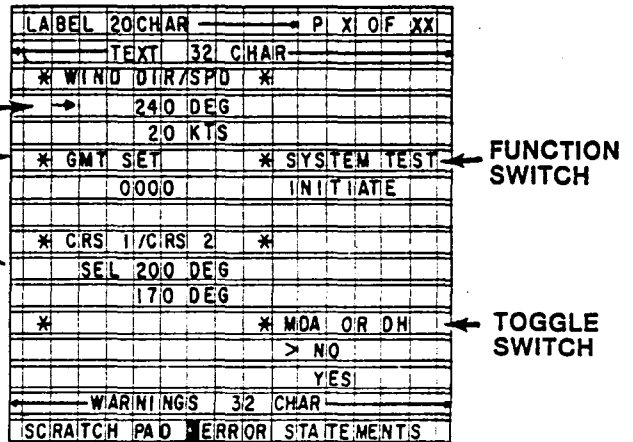
DUAL PARAMETER
DATA ENTRY

DATA ENTRY
ARROW

SINGLE PARAMETER
DATA ENTRY

FUNCTION
SWITCHING

DATA ENTRY
ARROW



IDCC TOUCHPOINT SWITCHING — EXAMPLES

IDCC TOUCHPOINT DISPLAY — STANDARD FORMATS

Figure 10. IDCC Display Page Formats

	LABEL	20 CHAR	→	P X OF XX	
	TEXT	32 CHAR			
	←	19 CHAR	←	9 CHAR	←
	←	WARNINGS	←	32 CHAR	←
	SCRATCH PAID ERROR STATEMENTS				

CHECKLIST FORMAT

	LABEL	20 CHAR	→	P X OF XX	
	1	←	19 CHAR	←	5 CHAR
	←	WARNINGS	←	32 CHAR	←
	SCRATCH PAID ERROR STATEMENTS				

TABULATED DATA FORMAT

Figure 10. IDCC Display Formats (Concluded)

4.1.4 IDCC Keyboard

The IDCC keyboard, Figure 11, allows both alpha and numeric character entry. Each key has one numeral and three alpha characters. Alpha character entry requires two button pushes. First one must press the key with the triad of alpha characters that includes the desired alpha character, and then press one of the three post designation keys to select the 1st, 2nd, or 3rd alpha character of the triad. The software assumes a numeric entry unless a post designator is pressed. Thus, no post designator is required for numeric entry. The three keys along the bottom are the post designators.

Back space, enter, and clear keys operate as follows:

BACKSPACE — Used to backspace in scratchpad (SPAD) data entry operation for error correction.

ENTER — Transfers data from scratchpad to entered data.

CLEAR — The action taken when the CLR entry key is depressed depends on the state of the IDCC display when depressed.

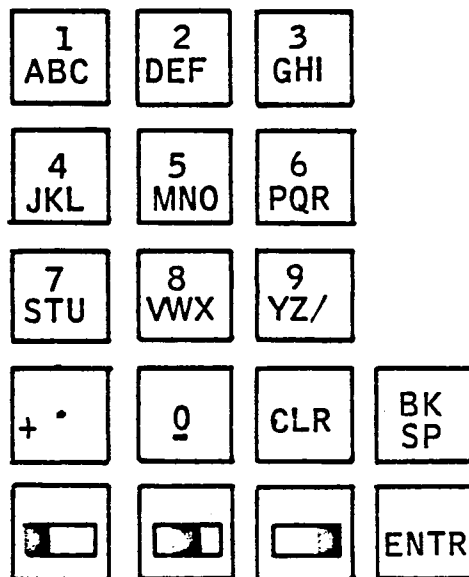


Figure 11. Keyboard Layout

4.1.5 IDCC Miscellaneous Controls

The three controls below the IDCC display have these functions:

BACK-FWD — Changes page selection to the previous page or the next page in a sequence. If the last in a sequence is encountered, a next page selection will call up the first page in the sequence.

MSG ACK — Used to acknowledge warning messages, remove the message, and extinguish the warning light.

DIM — The DIM control varies the light intensity for night lighting of the keyboard, all IDCC NAV and page select buttons and the EHSI control buttons.

4.1.6 IDCC Data Entry

For pilot convenience, data entry on a page sequences automatically down the left side of the page and then down the right side. When the pilot touches a data entry touchpoint, a data entry arrow appears on the screen at the item to be entered. After the pilot enters that item, the arrow moves to the next data entry location. When all related data on the page is entered the arrow disappears.

Data can be entered one parameter per touchpoint (single parameter data entry) or two parameters per touchpoint (dual parameter data entry). See Figure 10 for examples.

4.1.6.1 Single Parameter Data Entry — Pressing a touchpoint will cause the arrow to point to entry (see standard format, Figure 10). Data is entered into scratchpad (SPAD) via keyboard. Push ENTR key. If the data is valid, it will be entered.

If data is found to be not valid, the arrow stays and an error message is displayed. Entry of blanks will leave data in the variable space unchanged. Touching the same touchpoint again will cause the arrow to disappear.

If no entry is desired, depressing the keyboard clear button (CLR) with the scratchpad cleared will cause the entry to change to its power-up value.

When no entry arrow exists, no data entry error or system operation error message is displayed and the SPAD is clear, the CLR entry is ignored.

When a value exists in the SPAD, but no warning or error message exists, selection of the CLR entry will clear the SPAD, but leave the data entry arrow unaffected.

When a data entry error message exists along with the erroneous entry in SPAD, selection of the CLR entry will clear the SPAD and the error message, leave the entry arrow unaffected, and enable further entries.

When a system operation error message exists, selection of the CLR entry key will clear the error message and enable further entries into the system.

4.1.6.2 Dual Parameter Data Entry — The touchpoint bezel button will produce an arrow (Figure 11) which will point to first entry. If the arrow shows on one of the two lines, it will toggle with subsequent touches.

Data is entered the same as for single parameter entry. On entry of the first parameter, the arrow will move to the second line. On entry of the second line, the arrow will go away and entry is considered complete. Blanks will be a valid entry and will imply that data in the variable space are not to be changed. "No entry" can be effected in the same way as stated above for single parameter data entry.

When a valid entry is made at a touchpoint, the entry will be transferred to its indicated position on the display.

The entry arrow automatically proceeds to the next data entry touchpoint when an entry is made. Entering data in the last data entry touchpoint clears the arrow. Touching any data touchpoint moves the entry arrow to that location. If other than a data entry touchpoint is touched, the arrow is cleared.

4.1.6.3 Data Entry General Requirements — All data must be entered right justified. Digits will move from right to left as additional entries are made. A decimal point is assumed after the last character entered if no decimal point has been entered.

When you leave a set of pages and return, you will always go back to page 1 with the exception of the WP DATA page.

When a WP DATA page is selected by IDCC push button, the waypoint data page corresponding to the active waypoint will appear.

The scratchpad is cleared automatically each time the data entry arrow is moved.

Power-up values shall in general be zeros or nominal values. Xs are used if a specific objection to the use of zeros or nominal values is apparent.

4.1.6.4 Data Entry Errors and System Operation Diagnostics and Advisories — A data entry error is defined as an illegal entry made via the IDCC keyboard/enter key. A system operation error is defined as an action that commands the system to assume an abnormal state.

Either type of error, if detected, generally will result in the DAAS rejecting the command that caused the error. A message will appear in the error statement portion of the IDCC upon pushing the ENTR key or improperly using a touchpoint. The error statement is cleared by depressing the CLR key which also clears the scratchpad and allows subsequent touchpoint or bezel button operations.

A data entry error is caused by keyboard entry of illegal characters, illegal format, invalid frequency, etc. An error message is displayed and the keyed-in value remains in the scratchpad. No system entry occurs.

A system operation error is the result of a touchpoint or push button selection when incomplete data exists or the system state is incompatible with that selection. For example, an attempt to use a waypoint that is in no way defined will result in no system action and an operation error diagnostic. In some cases, the entered data is accepted, and only an advisory message is displayed.

Entered data format errors result in an IDCC message "DATA ENTRY ERROR," and disabling of IDCC controls until the message is cleared. The following format errors are detected:

- 1) Too many characters to left of decimal point
- 2) Illegal characters; i.e., inappropriate alpha or numeric characters
- 3) Out of range entries; i.e., an entry which exceeds the parameters scaling limits.

Data entry errors and operator errors are tabulated in Table 1.

Table 1. IDCC Data Entry Operation Error Messages

Function, IDCC Page	Error	Message
All functions, all pages	Entered data outside acceptable range, illegal format	DATA ENTRY ERROR
NAVID DATA page	Invalid frequency entry Magnetic variation faulty prefix	DATA ENTRY ERROR
WP DATA page	Change in referenced data Invalid frequency entry	*NAV USED IN WP DEF DATA ENTRY ERROR
MAP EDIT page	NAVAID number entered with no stored NAVAID data	NO NAVAID DATA
	RNAV mode select with LOC frequency	LOC FREQ SELECTED
	Start waypoint relative position not discernible	WP NOT LOCATED
	End waypoint number less than start waypoint	WP LESS THAN START
	End waypoint position not discernible	WP NOT LOCATED
	Inserted waypoint exceeds 10	WP STORAGE LIMIT
	Active waypoint detected	ACTIVE WP
USE button	Present position waypoint NAVAID not received	INVALID RADIO
	USE attempted with incomplete waypoint data	WP NOT DEFINED
CRS SEL function	USE attempted with AUTO CRS SEQ on and no Course 2 defined	WP NOT DEFINED
	Selected course not defined	COURSE NOT DEFINED
AUTO CRS SEQ function	Course 2 not defined	CRS 2 NOT DEFINED
LAT DIR TO function	Active waypoint ILS	LOC FREQ SELECTED
	Active waypoint incomplete	WP NOT DEFINED
DABS page, SEND function	Incomplete Weather Request Data	DATA INCOMPLETE

*Advisory message only. Data accepted into system.

4.2 EHSI DESCRIPTION

The DAAS EHSI is presented in Figure 12. EHSI controls are located to the right of the EHSI display.

4.2.1 EHSI Display

The general EHSI display format is shown in Figure 12. Following is a description of the displayed symbology.

Heading scale located across the top of the display is 0.375 inch for each 10-degree marker. The marker extends down 0.125 inch on the display. Short markers are located between the 10-degree marks and are 0.0625-inch down from the top of the display. The letters N, S, E, and W are used for North, South, East, and West headings.

A rectangle, 0.60 by 0.28 inch, is located in the center of the display 0.125 inch from the top. This rectangle contains three numbers for the current magnetic heading of the aircraft. The numbers are 0.17-inch high and 0.15-inch wide. If any digit of a number on the heading scale starts to enter the area of this rectangle, that number on the heading scale will disappear.

The selected heading is indicated by both a heading bug and a digital readout. Heading select numbers are displayed on the left side of the display 0.75 inch from the top. HDG SEL is written on the bezel. The heading bug is as shown in Figure 12. When a heading is selected that is off the scale one half of the heading bug will position itself on the side of the heading scale where the bug will appear as the aircraft turns to the selected heading.

The aircraft symbol is in the center of the display with the wing and fuselage intersection located 1.3 inch up from the display bottom. The wing has a span of 0.5 inch and attaches 0.125 inch aft of the nose of the fuselage. The fuselage is 0.5 inch long. The horizontal stabilizer is 0.0625 inch forward of the aft end of the fuselage and has a span of 0.125 inch. The row of 10 dots 0.125 inch apart passes through the fuselage 0.0625 inch aft of the forward end of the fuselage. The fuselage is made up of three parallel lines that are separated by 0.020 inch, the pixel spacing. The wing is made up of two lines. The purpose in both cases is to create contrast between the airplane and other course lines.

An active waypoint bearing needle pivots about a point 0.0625 inch aft of the fuselage nose. The needle or arrow shaft with the arrow head starts 0.35 inch from the pivot point and is 0.35 inch long. The tail of the arrow starts 0.35 inch from the pivot and is 0.35 long.

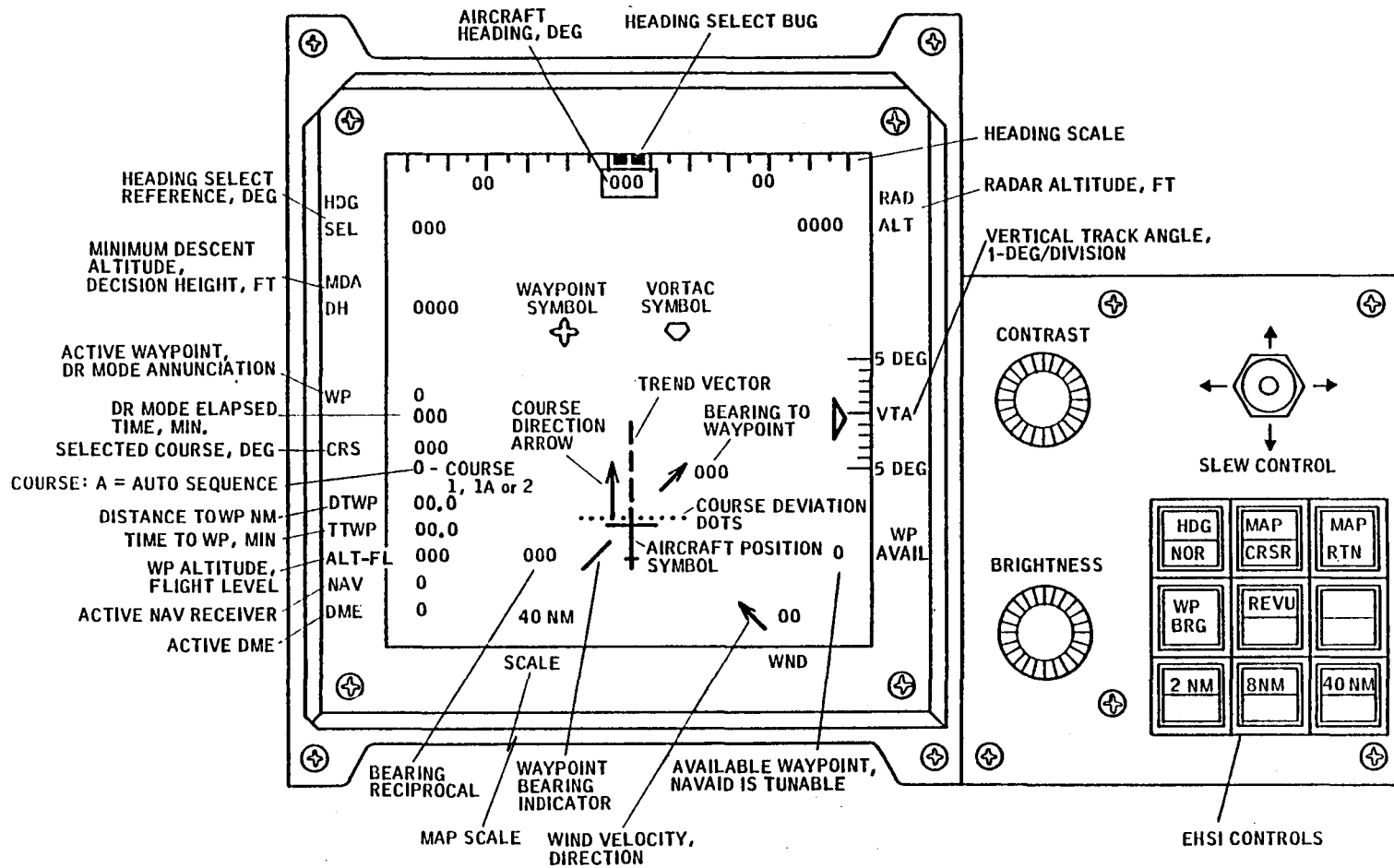


Figure 12. DAAS EHSI

Next to the head of the arrow are the bearing numbers and next to the tail are the reciprocal bearing numbers. The bearing numbers are shown to the right of the arrowhead if the arrow points to the right and vice versa. The reciprocal bearing numbers are shown on the side opposite the bearing numbers. A button marked waypoint bearing (WP BRG), located below the slew control, if pushed, will delete the waypoint bearing needle display or, if pushed a second time, will return the display. The purpose of the bearing needle is to help the pilot, if he becomes confused, to determine his position. The waypoint needle always points to the active waypoint.

Turn trend lines are provided on the 2-nm/inch and 8-nm/inch RNAV displays. These are comprised of three line segments. The end of the first segment is where the aircraft will be in 30 seconds. The second segment is a straight line between the points where the aircraft will be in 35 seconds and where the aircraft will be in 60 seconds. Similarly, the third line segment joins the points representing the aircraft's projected location at 65 and 90 seconds in the future. When the aircraft exceeds 30 degrees of bank angle, the trend lines disappear.

A Course Direction Arrow (CDA) line is provided to assist the pilot in getting on his selected course in an expeditious manner if he should become disoriented and positioned off the course line. The CDA is a line 0.50 inch long which originates at and is at 90° to a line through the ten course deviation dots. The CDA is in the direction of the selected course and has an arrowhead on the end. The CDA is coincident with the selected course line. When the CDA reaches waypoint it continues through the waypoint outbound on the same course as the inbound. If auto sequencing of waypoints has been selected, the CDA will snap to the new course automatically when the position is reached where a turn to capture the outbound course should be initiated. If auto sequence has not been selected, the CDA will continue to point in the inbound course direction until the outbound course is manually selected.

The symbol for a waypoint is a four-corner star similar to the one used in Jeppesen publications. The symbol for a VORTAC station is a triangle with the corners cut off, with one base side at the top and horizontal.

The dimensions of the waypoint symbol are such that it can be inscribed within a 0.25-inch-diameter circle. The NAVAID symbol is sized so it may be inscribed in a 0.187-inch-diameter circle. Waypoint numbers (0.17-inch high) are shown below and to the right of the waypoint symbols. ID letters (0.17-inch high) for NAVAIDs are to the

right of the NAVAID symbol. These letters and numbers need to be close to the related symbol, but far enough away so that both are legible when a waypoint and NAVAID are co-located.

The MDA (Minimum Descent Altitude) and DH (Decision Height) legends are shown on the left side of the display on the bezel below the HDG SEL centered 1.25 inches and 1.5 inches respectively below the top of the display. The MDA or DH altitude is shown in feet MSL on the display 1.5 inches from the top of the display and 0.125 inch from the left edge. Both MDA and DH warnings are based on barometric altitude.

On the left side of the display on the bezel, is the WP (Waypoint) which is written 2.1 inches from the bottom of the display. CRS (course) on the bezel is located 2.6 inches from the top. DTWP (distance to waypoint) is located 3.1 inches from the top, TTWP (time to waypoint) is located 3.35 inches from the top, ALT (selected or waypoint altitude) is located 3.6 inches from the top, NAV is written 3.85 inches from the top, and DME is written 4.1 inches from the top. The numbers appropriate for the bezel letters are located 0.125 inch in from the edge of the display. If the navigation system is in the dead reckoning mode (due to a loss of radio signal), the letters DR (dead reckoning) appear next to the waypoint number and blink once every second. If the navigation system is in VOR or ILS, these letters will appear next to the waypoint. No letters next to the waypoint number indicates the system in the RNAV mode. When the navigation system is in the DR mode, the number of elapsed minutes the system has been in the DR mode will be displayed directly below the waypoint number.

Next to CRS is a three-digit number that indicates the selected course. Directly below the course number is a number which designates whether course 1 or 2 is active. Course 1 may also be followed by an A, indicating auto sequence mode. Next to DTWP is noted the nautical miles from the aircraft to the waypoint. Next to TTWP is noted the minutes the aircraft will take to reach the WP at the present ground speed. Next to ALT, the selected altitude in hundreds of feet is displayed. Next to NAV on the display appears the number of the navigation receiver being used for the active WP. The number will blink once per second if the radio signal being received is indicated as being invalid. If both receivers are invalid, and both are in the DAAS tuning position, blinking "1" and "2" will be alternately displayed at 2-second intervals. The number opposite the DME marking will show the number 1 if a valid DME signal is being received, will blink if the signal is indicated as invalid and be blank if VOR/ILS has been selected, or if manual DME tuning is selected.

The current map scale is presented 1.6 inches in from the lower left corner. SCALE is written on the bezel.

The wind information is displayed 0.65-inch in from the lower right corner of the display. WND is written on the bezel on the bottom edge of the display. The velocity in knots is displayed 0.25 inch from the bottom of the display above WND. The pivot point is located 1.10 inch from the right edge of the display and 0.30 inch above the bottom of the display. The arrow points in the magnetic direction of the wind relative to the displayed map. The arrow is 0.40 inch long with a pivot in the center.

Waypoint available is written (WP AVAIL) in the bezel. The waypoint number is displayed 0.75 inch from the bottom of the display. When the number appears the strength of the associated radio signal is such that the waypoint can be used for navigation.

The vertical track angle (VTA) is located on the right side of the display 2.125 inches from the bottom. VTA is written on the bezel. Each division on the VTA scale is equal to one degree of track angle and on the display the indicator marks are 0.10 inch apart. There is a small triangle shaped indicator on the display that shows the track angle to fly a course in a vertical plane to reach the altitude of the next waypoint at that waypoint.

The aircraft radar altitude (RAD ALT) is displayed on the upper right side of the display 0.75 inch from the top. When the aircraft is more than 2500 feet above the ground, no numbers are shown.

4.2.2 EHSI Controls

Figure 12 also shows the EHSI controls. The switches perform functions as follows:

- HDG/NOR** — HDG/NOR changes the map from heading-up to a North-up orientation and vice versa. Lighted annunciation.
- MAP/CRSR** — MAP/CRSR changes the slew control to effect the cursor or the map. In the cursor selected state a cursor appears superimposed on the active waypoint. Lighted annunciation.
- MAP RTN** — MAP RTN returns the map to its normal position (not slewed/map mode).
- MAP REVU** — MAP REVU causes the map to appear when no radio signals are available. The active waypoint is located at the airplane location. The purpose of MAP REVU is to allow preflight review of the planned flight using the map slew feature. The aircraft symbol is not displayed during MAP REVU. Lighted annunciation.

- 2 NM/IN — Map scale select: Lighted annunciation, EHSI Annunciation
- 8 NM/IN — Map scale select: Lighted annunciation, EHSI Annunciation
- 40 NM/IN — Map scale select: Lighted annunciation, EHSI Annunciation
- SLEW CONTROL** — The slew control is used to position a cursor on the EHSI map or to move the map itself. If a cursor is positioned, the purpose is to designate a location on the map for a waypoint. If the map is slewed, the purpose is to view portions of the map which are otherwise out of view because of EHSI scaling and size limitations. The normal mode will be the map slew mode.

The slew control is implemented using a nine-position switch. Selection of the Map or Cursor Slew modes is made by depressing the appropriate push button switch. Pressing the cursor control lever all the way in any of the four directions as shown will cause a fast slew of the map or cursor in a corresponding direction. Pressing the lever half way results in a low speed slew in that direction.

The switch is spring loaded to the center off position. When it is released in the cursor slew mode, the cursor will remain fixed to the map and will translate along with the other map attributes.

Upon switch release in the map mode, the map will remain at a fixed displacement from the aircraft's present position in accordance with the past use of the slew control. The map may be returned to its original airplane oriented position by activating the "MAP RETURN" switch. The fast slew rate has been selected as 1-inch per second. The slow slew rate is 0.2-inch per second.

Section 5.0 DAAS Function Description

DAAS Functions include:

- Autopilot
 - Yaw Damper
 - HDG SEL (Heading Select)
 - ALT, ALT ARM (Altitude Hold, Altitude Arm)
 - VNAV Coupled Control
 - NAV ARM, NAV Coupled Control
 - Approach ARM, Approach Coupled Control
- Navigation/Flight Planning
 - VOR, VOR/DME Radio Navigation
 - 10 Waypoints, 10 NAVAID Storage
 - Moving Map Display
- VNAV (Vertical Navigation)
- Flight Warning/Advisory System
 - Engine Parameter Monitoring, Warning
 - Aircraft Configuration Monitoring, Warning
 - Ground Proximity Monitoring, Warning
 - Airspeed and Stall Monitoring, Warning
 - Altitude Advisory Function
 - Marker Beacon Advisory Function
 - NAVAID Identification Monitoring, Warning
 - Autopilot/Flight Director Monitoring, Warning
 - BIT Fault Warning
- GMT Clock Function
- Fuel Totalizer Function
- Weight and Balance Computations
- Performance Computations
 - Takeoff Performance
 - Cruise Performance
 - Fuel/Distance Time Computations
- DABS (Discrete Address Beacon System) ATC Communications, Weather Reporting
- BIT (Built in Test)
- Normal, Emergency Checklists

Following is a description of these DAAS functions.

5.1 DAAS AUTO PILOT/FLIGHT DIRECTOR FUNCTION

The Autopilot/Flight Director Function computes commands to the yaw, pitch, and roll servos to provide stability augmentation and autopilot functions. It also provides signals to the flight director indicator. The status of the system is reported by lights on the mode annunciator panel. The pitch trim servo is used to reduce automatically the load on the stabilizer servo when the autopilot is engaged. The action of the trim servo is monitored to detect a run-away condition. The autopilot modes are:

- Pitch Attitude Hold
- Go-Around
- Control Wheel Steering (CWS)
- Altitude
 - Altitude Hold
 - Altitude Arm
- Vertical Navigation (VNAV)
- Wings Level
- Heading Hold
- Heading Select
- Navigation (NAV)
- Approach
 - Glideslope
 - Lateral Beam Following

The modes which follow the radio signals of VOR, RNAV, localizer, and glideslope have submodes for arm, capture, and track of the beam. The heading hold, heading select, navigation, and approach modes provide automatic transition as a navigation or localizer beam is captured. Automatic transitions from vertical navigation, go-around, and altitude select to altitude hold are also mechanized. The autopilot and flight director revert to heading hold and pitch attitude hold if no modes are selected.

The mode switching logic interprets inputs from the pilot and status signals from the system components to select the proper pitch and roll calculations. Yaw damping and flight director signals are provided whenever the autopilot is engaged. The mode logic directs faders on pitch and roll commands to eliminate bumps upon engagement of the autopilot servos.

5.1.1 Autopilot/Flight Director Controls and Displays

Autopilot/Flight Director controls and displays are indicated on Figure 13.

The Autopilot/Flight Director modes are managed via the modified KMC 340 Mode

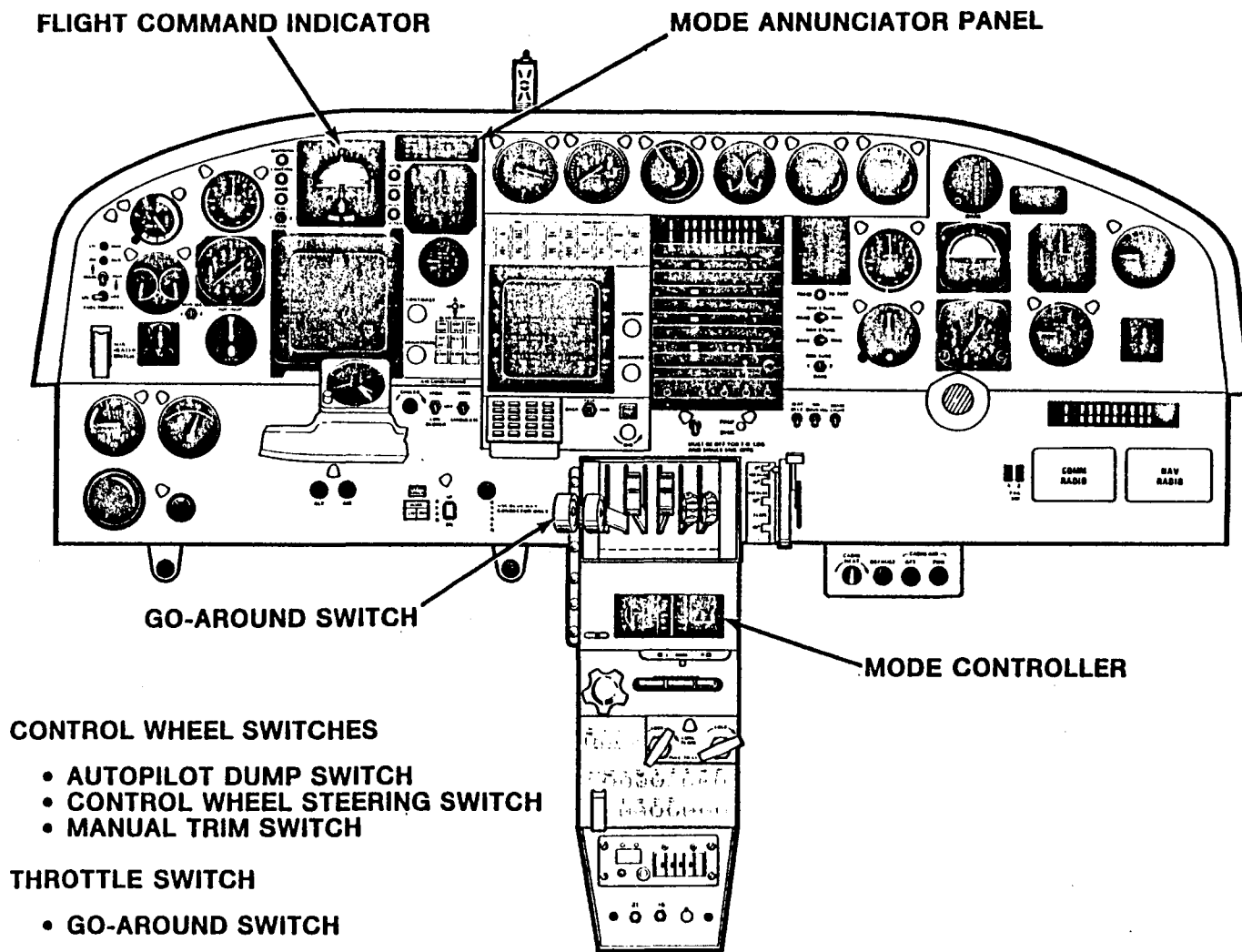


Figure 13. Autopilot Flight Director Controls and Displays

Controller and miscellaneous special switches. Modes are annunciated on the KAP 315 Annunciator Panel. Flight commands are displayed on the KCI 310 Flight Command Indicator.

5.1.1.1 KMC 340 Mode Controller (Figure 14) — The following mode control functions are performed using the KMC 340 Mode Controller:

- Flight director engage
- Yaw damper engage
- Autopilot engage
- Heading select (Variable 0.5 to 37.5 deg/sec)
- Pitch attitude trim (1 deg/sec)
- Approach mode engage
- Nav engage
- Altitude Hold engage
- Altitude ARM engage
- VNAV engage

The switches at the right are the primary engage switches which are used to engage or disengage the flight director, autopilot, and yaw damper. The flight director switch is a momentary contact type which is used to toggle the engage state between on and off. The autopilot and yaw damper switches are solenoid held toggle switches.

With the autopilot engaged and none of the above modes selected, the autopilot will be in the attitude hold and heading hold modes.

The heading is selected by means of the knob located at the left of the mode controller. Rotating the knob to either the left or right precesses the heading select bug on the EHSI at a rate proportional to the knob deflection. The selected heading is read out on the EHSI.

This same knob is used to alter the pitch axis reference (pitch attitude trim). Moving the knob in the longitudinal direction causes the pitch reference to change at a one degree of attitude per second rate. The knob is also effective in altering the altitude reference in the altitude hold modes.

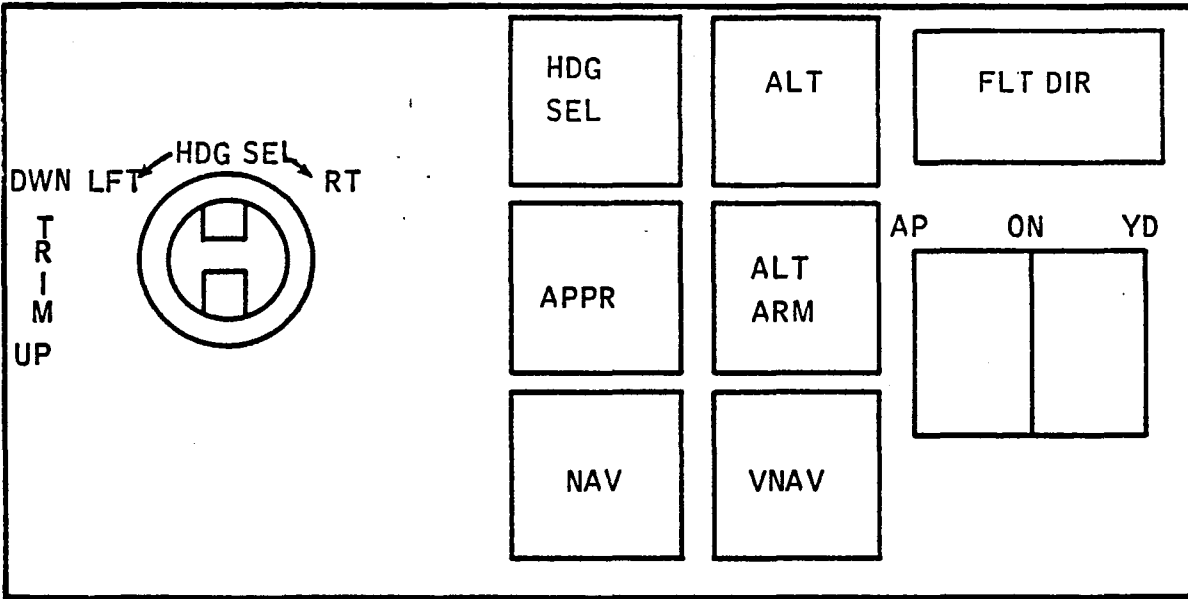


Figure 14. Autopilot-Flight Director Mode Controller

The switches in the center of the panel are push button mode select switches. Pushing the buttons will toggle the state of the mode between the engaged and disengaged state.

5.1.1.2 Special Switches — Four switches alter the state of the system. These momentary contact switches are called —

- autopilot dump switch (on the control wheel)
- control wheel steering switch (on the control wheel)
- go-around switch (on the left engine throttle)
- manual electric trim switch (left side of the control wheel)

A diagram of the autopilot dump switch is shown in Figure 15. Depressing the button disconnects the power to the pitch trim servo. This also energizes the autopilot dump relay which then opens the power source switch to the mode controller. This signal disables the autopilot engage switch holding solenoid, causing the autopilot paddle switch to drop, disengaging the autopilot. The autopilot dump switch energizes a relay to open the power source to the solenoid (this is not shown in Figure 15), and that signal disables the solenoid to drop the yaw damper paddle switch.

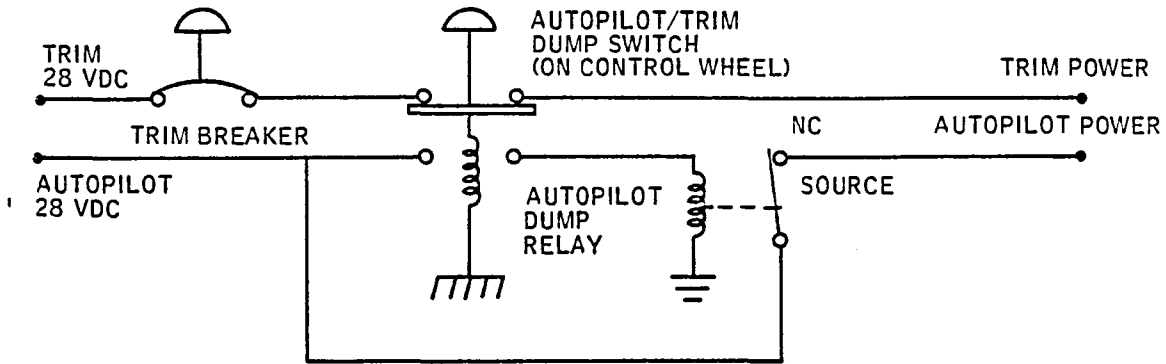


Figure 15. Autopilot Dump Switch

The go-around switch causes the autopilot paddle switch to drop by disabling the solenoid. The autopilot flight director computation is put in the go-around mode which calls for wings level and a preassigned pitch attitude hold. The yaw damper remains on.

The manual electric trim switch also causes the autopilot to disengage, but does not disengage the yaw damper. It runs the pitch trim motor directly.

The control wheel steering switch disengages the pitch and roll servos through the software by removing the pitch and roll engage signals. Two signals are required to engage these servos. The signals just mentioned, which are controlled by the software, and the servo engage signals from the paddle switches on the mode controller. This allows the control wheel steering switch to disengage the servos temporarily without dropping the paddle switches. Upon release of the switch, the servos are again engaged. If pitch attitude hold is on, the synchronizing register follows the pitch angle of the aircraft so the autopilot will hold to the new attitude when the switch is released.

5.1.1.3 KAP 315 Mode Annunciator Panel (Figure 16) — The status of the system is reported by lights set by the computer on the mode annunciator panel. The following states are indicated:

- flight director on
- autopilot on
- yaw damper on
- navigation mode armed
- navigation mode coupled
- heading select mode on
- altitude arm mode on
- altitude hold mode on
- vertical navigation mode on
- glideslope coupled

- approach mode armed
- approach mode coupled
- go-around mode engaged
- reversed localizer on

FLT DIR	YAW DAMP	AUTOPILOT	TRIM FAIL
NAV ARM	HDG SEL	VNAV ARM [△]	ALT ARM
NAV CPLD	APPR ARM	VNAV CPLD	ALT HOLD
REV LOC	APPR CPLD	GS CPLD	GO AROUND

[△] Not used in current mechanization

Figure 16. Autopilot/Flight Director Annunciator Panel

5.1.1.4 KCI 310 Flight Command Indicator — The KCI 310 Flight Command Indicator displays the following information:

- Pitch and roll attitude
- Pitch and roll commands
- LOC deviation
- Glideslope deviation
- VNAV flight deviation
- Minimum descent altitude (MDA)
- Decision height (DH)
- Skid/slip on inclinometer

The Flight Command Indicator is shown in Figure 17.

5.1.2 Autopilot/Flight Director Algorithms

Autopilot/Flight Director algorithms described below include:

- Mode logic
- Control laws
- Monitoring functions

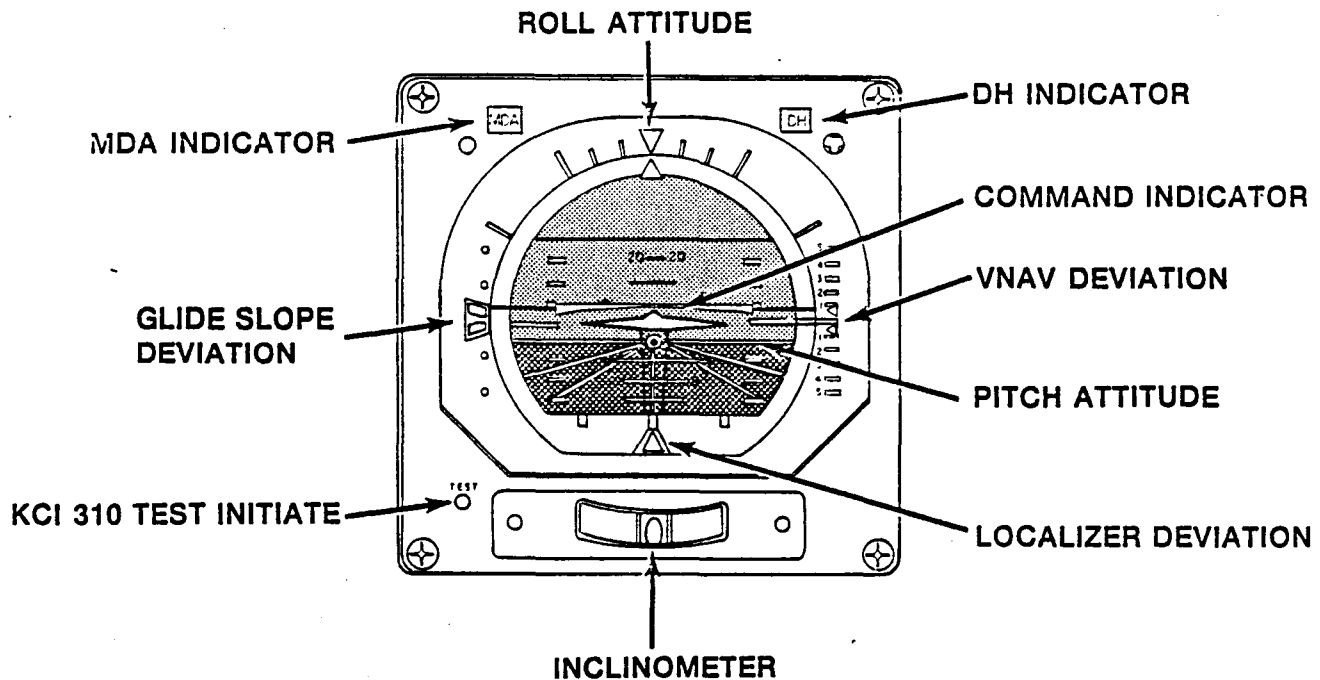


Figure 17. KCI 310 Attitude Director Indicator

5.1.2.1 Autopilot/Flight Director Mode Logic — The autopilot/flight Director mode logic may be described as a hierarchy of finite-state machines as diagrammed in Figure 18. This decomposition permits an organization of the details and a precise representation of the relations. The lateral and pitch mode logic machines control the autopilot flight director calculations. Several of the modes (states) of these machines have submachines for arm, capture, and track submodes. A diagram of the machines is shown in Figure 19.

5.1.2.1.1 The System-State Machine — This machine performs the tasks of the system switch configuration, representing the states of the flight director, the yaw damper, and the autopilot. The state table is presented as Table 2. The entries in the body of the table show the new state to which the system transitions when a given event occurs. All states and events are independent. Dashes indicate “don’t care” conditions.

The state transitions are controlled by the:

- flight director button
- yaw damper engage signal
- go-around switch
- autopilot engage signal
- control wheel steering switch

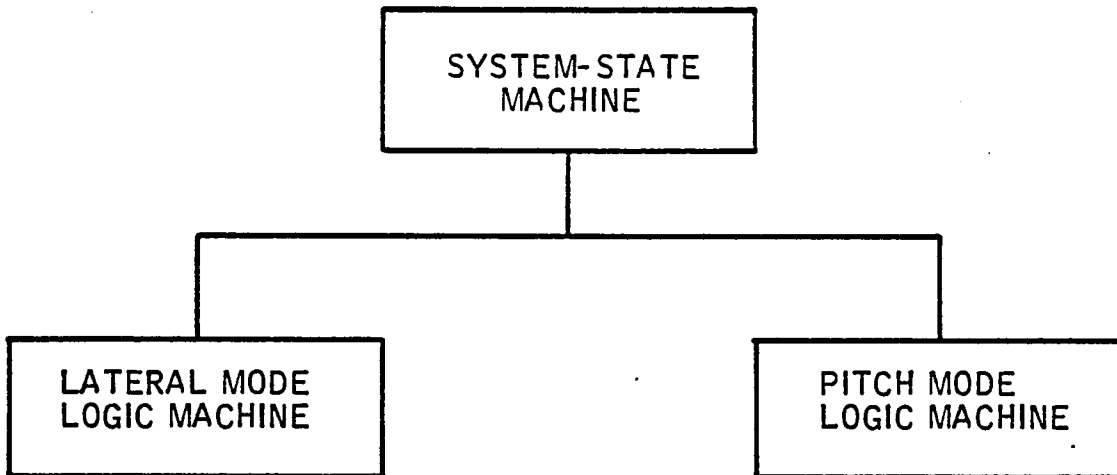


Figure 18. Abstract Machine Hierarchy

The definition of the system-state machine takes into account the mechanization in hardware. The pertinent points are:

- The yaw damper switch and the autopilot switch are mechanically linked so that turning on the autopilot switch carries the yaw damper switch; turning off the yaw damper switch carries the autopilot switch.
- The events listed below must act through the solenoid enables of the autopilot and yaw damper switches:

	YAW DAMPER	AUTOPILOT
go-around switch on	---	disable
manual electric trim on	---	disable unless CWS
autopilot dump switch on	disable	disable
not vertical gyro valid	disable	disable
not trim monitor ok	---	disable
not BIT reports ok	disable	disable

- The flight director must be on before the autopilot may be turned on.
- If the conditions for a service are not met when the service is requested, the request is ignored.

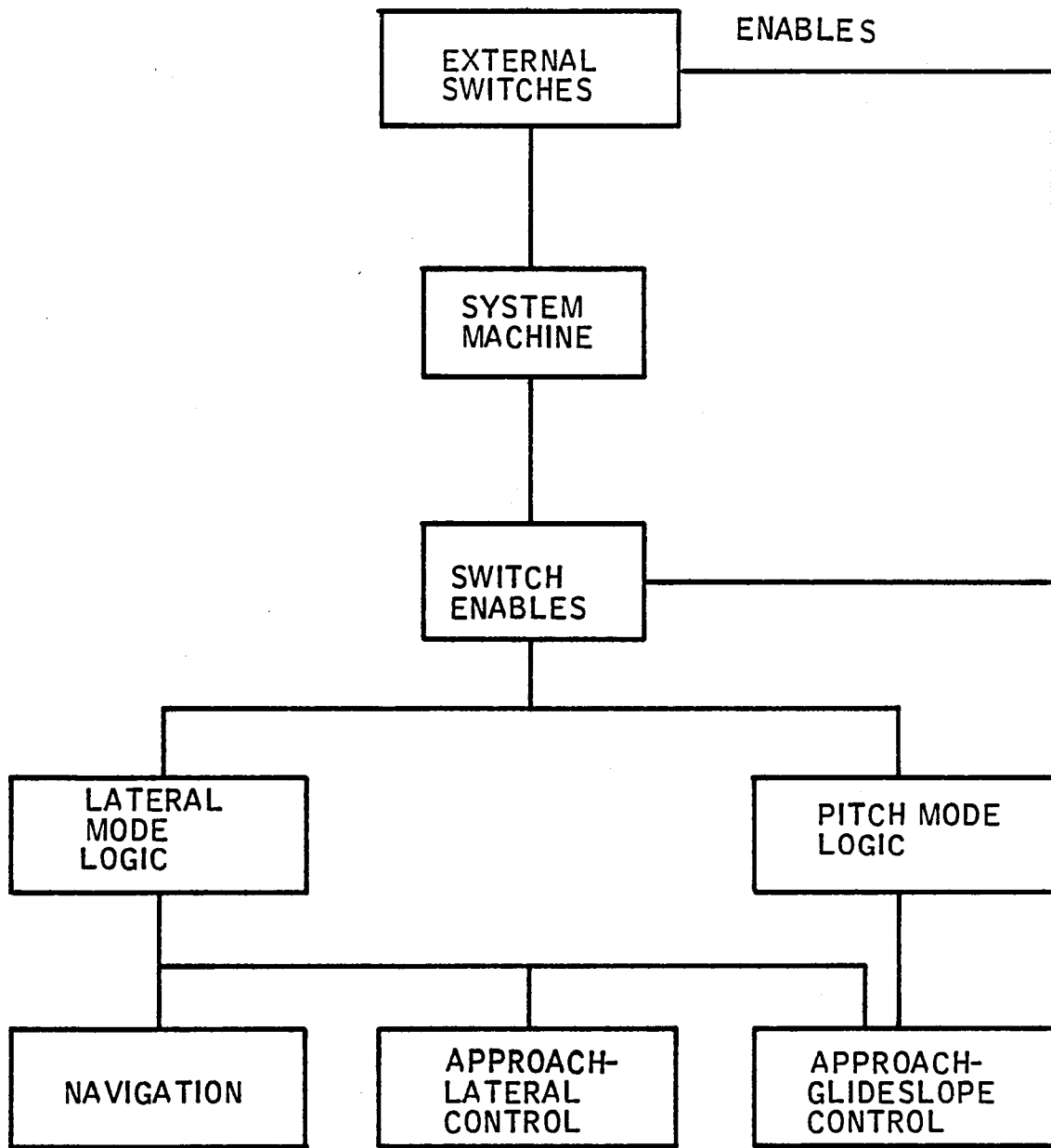


Figure 19. The Software Machines

Table 2. Software System Machine

State \ Event	Event										Starting: State 0. *Initiate 2.5 second fade-on ramp () Transition is mechanically enforced †Flash autopilot light four times and sound warning horn. ‡CWS alters the flight director output.
	Flight director flag false	Flight director button On and flight director flag true	Go-around switch on and flight director flag true	Control wheel steering switch on and flight director flag true	Control wheel steering switch off	A mode switch on and flight director flag true (and not FD)	Yaw damper engaged true and yaw damper flag true	Yaw damper engaged false or yaw damper flag false	Autopilot engaged true and autopilot flag true	Autopilot engaged false or autopilot flag false	
0. Flight Director <u>Off</u> Yaw Damper <u>Off</u> Autopilot <u>Off</u>	0	1	1	1	0	1	2	-	0	-	Bias FCI bars out of view
1. Flight Director <u>On</u> Yaw Damper <u>Off</u> Autopilot <u>Off</u>	0	0	1	1 ⁺	1 ⁺	-	3	-	1	-	Flight director lighted
2. Flight Director <u>Off</u> Yaw Damper <u>On</u> Autopilot <u>Off</u>	0	3	3	3	2	3	-	0	2	-	Bias FCI bars out of view yaw damper lighted, yaw damper enabled
3. Flight Director <u>On</u> Yaw Damper <u>On</u> Autopilot <u>Off</u>	0	2	3	3 ⁺	3 ⁺	-	-	1	4 [*]	-	Flight director lighted, yaw damper lighted, yaw damper enabled
4. Flight Director <u>On</u> Yaw Damper <u>On</u> Autopilot <u>On</u>	0 [†]	4	3 [†]	5	-	-	-	(1) [†]	-	3 [†]	Flight director, yaw damper and autopilot lighted. Yaw damper, autopilot enabled engage autopilot servos (CWS)
5. Flight Director <u>On</u> Yaw Damper <u>On</u> Autopilot <u>On</u> Control Wheel Steering <u>On</u>	0 [†]	5	3 [†]	-	4 [*]	-	-	(1) [†]	-	3 [†]	Flight director, yaw damper and autopilot lighted. Yaw damper, autopilot enabled disengage autopilot servos (CWS)

The conditions above may be abbreviated by the following flags:

yaw damper flag = not autopilot dump switch on and vertical gyro valid and BIT reports ok

autopilot flag = yaw damper flag and not go-around switch on and (not manual electric trim on or control wheel switch on) and trim monitor ok

These flags must be true for the yaw damper and the autopilot to be enabled, respectively.

For the flight director to be enabled, the flight director flag

Flight director flag = vertical gyro valid and BIT reports ok,

must be true.

Excessive normal acceleration, as indicated by the g-dump signal, also causes autopilot disengagement. Monitoring included in "BIT Reports OK" and "Trim Monitor OK" are defined in paragraph 5.10.

The system state machine is started with flight director, yaw damper, and autopilot in State 0, and yaw damper and autopilot flags true. The flight director switch and the other mode switches have momentary contact action. The software must look for an off period before it can interpret the signal as a new command. This sort of thing has not been modeled in the finite-state machine representations.

5.1.2.1.2 The Lateral Modes — Autopilot/Flight Director lateral modes are:

- Roll damping, Wings Level
- Heading Hold
- Heading Select
- Navigation (NAV)
- Approach

In addition to these separate modes, the system may be in heading hold or heading select with either navigation or approach armed. The mode then automatically switches from heading hold or heading select to navigation or approach when the respective beam is captured.

Roll Damping, Wings Level — These are basic signals which are components of all of the lateral modes. They are the only signals computed for the lateral axes when the pitch axis is in go-around or when the compass is not valid.

Heading Hold — This is the lateral mode to which the system reverts when none of the modes controlled by the buttons has been selected. The compass heading at the time of entry to this mode is the heading automatically held.

Heading Select — A desired heading can be preselected or adjusted by positioning the heading bug on the EHSI (electronic horizontal situation indicator). This is done with the heading select knob on the Mode Controller. The command indicator will deflect in the direction of the shortest turn to satisfy the command, or if the autopilot is engaged, the aircraft will automatically bank-turn to, rollout, and hold the preselected heading. As the selected heading is achieved, the command indicator will command a rollout to hold that heading.

With the heading select mode in operation, subsequent changes indicated in the heading "bug" position on the EHSI will immediately cause the command bars on the flight command indicator to call for a turn to the new heading, unless the heading select button on the mode controller has been depressed again to cancel the heading select mode.

The heading select mode is cancelled when NAV or APPR coupling occurs.

Navigation — The NAV mode provides bank commands to intercept and track a VOR course or an RNAV course.

Operation of the navigation mode requires the pilot to proceed as follows:

1. Enter the frequency of the selected VOR (or VORTAC) station on the IDCC.
2. Set the desired course on the IDCC.
3. Depress the NAV button on the mode controller.

When the NAV button on the mode controller is depressed, NAV ARM will be lighted on the annunciator panel and the automatic capture logic is armed, provided a

valid VOR or VORTAC signal is being received. Heading hold and heading select, if operating, are retained until capture occurs. However, if navigation track conditions are true when NAV is selected, the system will start in the NAV capture mode.

If the NAV mode is selected with the wings level within $\pm 4^\circ$ of bank and within three dots of course deviation, NAV ARM will be bypassed and NAV coupled will engage directly.

Transition from capture to track is made through a track armed state. This is entered from capture when a bank greater than 5 degrees is made. Then the track mode is engaged when the navigation beam track flag becomes true.

The VOR or RNAV "course-capture" point is variable to prevent overshoot and depends on distance, angle of intercept, and speed of capture. Upon capture, a bank command will be introduced on the ADI, the heading select, if on, will be cancelled, and NAV CPLD will be lighted on the annunciator panel.

The pilot can manually bank the aircraft to satisfy the command bars which will call for a rollout to wings level when on course. Crosswind compensation is provided as necessary to track course.

If the autopilot/flight director is engaged, the aircraft will bank to satisfy the command display and rollout on course automatically. If the active course is subsequently changed due to pilot action, the autopilot/flight director will revert from coupled to NAV ARM.

The NAV mode is cancelled by depressing the navigation button or selecting heading select or approach modes.

Approach — The approach mode provides bank and pitch commands to capture and track precision ILS (LOC and Glideslope) beams or non-precision VOR or RNAV courses.

Operation of the approach mode requires the pilot to —

1. Enter the navigation receiver frequency on the IDCC
2. Enter the course to the runway heading or approach front course on the IDCC
3. Depress the approach button on the mode controller

The automatic approach function will be immediately armed (provided NAV receiver and/or RNAV computer signals are valid). APPR ARM will be lighted on the mode annunciator panel.

In approach arm mode, the controlling mode is retained until capture. This allows the pilot to adjust the heading to approach control vectoring instructions.

The LOC beam or VOR/RNAV "capture" point will vary depending on IAS, angle of intercept, and rate of closure. Upon capture, a bank command will be introduced on the ADI, the existing heading mode will be cancelled, and APPR CPLD will be lighted on the annunciator panel.

The pilot may manually bank the aircraft to satisfy the command bars which will command a rollout to wings level when the aircraft is on course. Automatic crosswind compensation will provide precise tracking. RNAV/VOR/LOC deviation is shown on the EHSD, and actual crab angle will be shown by offset of the course arrow from the aircraft symbol.

Throughout a precision approach, LOC deviation is displayed on both the ADI and EHSD. Glideslope deviation is displayed on the ADI only.

If the autopilot is engaged during operation in the approach mode, automatic steering response will follow the command display on the ADI.

Whenever a LOC frequency is selected and the aircraft intercepts the LOC course at an angle greater than 90° from the inbound front course, the REV LOC mode is automatically activated. The LOC receiver signals are reversed to permit the ADI steering command display to operate on a fly-to rather than a fly-from basis on the reverse course. REV LOC is automatically lighted on the annunciator panel.

When capturing the localizer at an angle greater than 90° to the front course, the system will command flying outbound on the front course or inbound on the back course.

Operation on REV LOC is identical to front course operation, except that automatic glideslope capture is "locked out" by the switching logic.

The switching of the lateral modes is modeled by the finite-state machine in Table 3. The submachines for navigation and approach-lateral control are integrated in the lateral mode logic machine.

5.1.2.1.3 The Pitch Modes — Autopilot Flight Director pitch modes include:

- Pitch damping, up elevator
- Pitch attitude hold
- Go-around
- Altitude hold
- Altitude select
- Altitude capture
- Vertical navigation
- Glideslope
- Control wheel steering

Altitude select may be used with either pitch attitude hold, vertical navigation, or go-around. Upon approaching the selected altitude, the system will automatically switch into a capturing transition mode, and on engaging the selected altitude, will switch to altitude hold. The control wheel steering function, which has been included as a system state, is described in this section.

Pitch Damping, Up-Elevator — These are basic commands that are continuously computed regardless of the modes of the system.

Pitch Attitude Hold — When no special pitch mode has been selected, the system reverts to this mode.

Go-Around — The Go-Around mode assists the pilot in establishing the proper pitch attitude under missed-approach conditions. The go-around switch is located on the control wheel.

Depression of the go-around switch cancels all other modes and disengages the autopilot, if it is engaged. A wings-level and nose-up command is displayed by the ADI and GO-AROUND is lighted on the annunciator panel. The magnitude of the nose-up command is preset to 10 degrees nose-up for the 402B.

Table 3. Lateral Mode Logic Machine

State \ Event	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	Starting: State 1 +CWS alters the flight director output
	Flight director off	Go-around on	Not compass valid	Control wheel steering switch on	Roll angle \leq 4 degrees	Heading select button on	Navigation button on and navigation beam track true	Navigation button on and navigation beam track false	Approach button on and lateral beam track true	Approach button on and lateral beam track false	Roll angle \geq 5 degrees	(Navigation beam capture and not RNAV mode on) or RNAV capture true	Lateral beam capture true	Navigation beam track true	Lateral beam track true	NAV sequence true	No course defined or active course changed	
0. Wings Level	0	0	0	0	-	5	8	3	11	4	-	-	-	-	-	-	-	
1. Wings Level and Heading Hold Arm	1	0	0	1	2	5	8	3	11	4	-	-	-	-	-	-	-	
2. Heading Hold	1	0	0	2	-	5	8	3	11	4	-	-	-	-	-	-	-	Navigation arm lighted
3. Heading Hold and Navigation Arm	1	0	0	3	-	6	1	1	11	4	-	8	-	-	-	-	1	Approach arm lighted
4. Heading Hold and Approach Arm	1	0	0	4	-	7	8	3	1	1	-	-	11	-	-	-	1	Heading select lighted
5. Heading Select	1	0	0	5	-	1	8	6	11	7	-	-	-	-	-	-	-	Heading select lighted and navigation arm lighted
6. Heading Select and Navigation Arm	1	0	0	6	-	3	5	5	11	7	-	8	-	-	-	-	5	Heading select lighted and approach arm lighted
7. Heading Select and Approach Arm	1	0	0	7	-	4	8	6	5	5	-	-	11	-	-	-	5	Navigation coupled lighted
8. Navigation Capture	1	0	0	8	-	5	1	1	11	4	9	-	-	-	-	3	1	Navigation coupled lighted
9. Navigation Capture and Track Arm	1	0	0	9	-	5	1	1	11	4	-	-	-	10	-	3	1	Navigation coupled lighted
10. Navigation Track	1	0	0	10	-	5	1	1	11	4	-	-	-	-	-	3	1	Approach coupled lighted
11. Approach Capture	1	0	0	11	-	5	8	3	1	1	12	-	-	-	-	4	4	Approach coupled lighted
12. Approach Capture and Track Arm	1	0	0	12	-	5	8	3	1	1	-	-	-	-	13	4	4	Approach coupled lighted
13. Approach Track	1	0	0	13	-	5	8	3	1	1	-	-	-	-	-	4	4	Approach coupled lighted

The go-around mode may also be used on takeoff for climbout attitude guidance. When used for takeoff, it may be followed with heading select for continuous heading control during departure. Altitude, navigation, and approach modes may also be armed for automatic capture and guidance during the departure sequence.

The go-around mode is disengaged by the selection of altitude, VNAV, altitude arm, and vertical trim; the autopilot can be engaged with the go-around mode active.

Altitude Hold — This mode will cause a computed pitch command to hold the aircraft at the pressure altitude existing at the time it was activated.

The mode is activated either automatically by the altitude capture function, or manually by depressing the altitude button on the mode controller. ALT HOLD is lighted on the annunciator panel when this mode is active.

If the autopilot is engaged, it will automatically hold the aircraft at that altitude.

The vertical trim switch may be used to adjust the selected altitude up or down at a constant rate of 500 feet per minute without disengaging the mode. This enables the pilot to conveniently adjust the aircraft altitude to match resetting of the altimeter or to make short descent segments during a nonprecision approach.

The altitude hold mode is cancelled by automatic glideslope capture or select of the altitude select, VNAV, or go-around modes.

Altitude Arm — This mode allows the pilot to select an altitude and upon approaching that selected altitude, obtain an automatic pitch command to capture and hold the pre-selected altitude. To operate in this mode the pilot must proceed as follows:

1. Enter the desired altitude on IDCC.
2. Establish a climb or descent as appropriate.
3. Depress the altitude arm button on the mode controller. This may be done at any time during the climb or descent before the selected altitude has been attained.

ALT ARM is lighted to annunciate activation of this mode.

As the aircraft approaches the selected altitude, the pitch rate command will automatically guide the pilot through it at a low rate. As the aircraft reaches the selected altitude, altitude hold will automatically engage and light on the annunciator panel and altitude arm will disappear. The command bars on the ADI will call for level flight at the selected altitude.

Altitude arm is disengaged by depressing the altitude arm button, by engaging altitude hold, and by glideslope capture.

Altitude Capture — This provides the transition from altitude select to altitude hold.

VNAV — The VNAV mode provides computed pitch commands to capture and maintain a vertical track, in ascent or descent, to a predetermined altitude with respect to an RNAV waypoint (which can be over a VORTAC). To operate in this mode, the pilot must proceed as follows:

1. Enter a receivable VORTAC frequency on the IDCC.
2. Establish an RNAV waypoint on the IDCC and select RNAV mode.
3. Establish the course to the waypoint.
4. Set the desired altitude over the waypoint on the IDCC.
5. Set along-track bias to reach desired altitude offset along course from the waypoint.
6. Set the approximate VORTAC station elevation to obtain slant range correction.

The vertical track angle will then be displayed on the EHSI. As the aircraft flies toward the waypoint at a constant altitude, the vertical track angle (VTA) will slowly increase or decrease. When the desired vertical track angle is indicated on the display scale, the pilot engages vertical navigation guidance by depressing the vertical navigation button on the mode controller. The autopilot/flight director will then control the aircraft in the vertical plane to fly a straight path from engage point to the preselected waypoint altitude at the offset position.

VNAV CPLD will be lighted on the annunciator panel, the vertical track angle indicated on the EHSI display scale remains the VTA, and the display ADI scale pointer displays the altitude deviation in feet from the selected vertical flight path.

The ADI command bars will deflect to command the pitch up or pitch down maneuver to acquire and hold the flight path.

Engagement of the VNAV CPLD mode also automatically activates the altitude select function to capture the selected altitude. As the aircraft approaches the selected altitude, a pitch rate command will automatically guide the pilot through it at a low rate. As the aircraft reaches the selected altitude, vertical navigation coupled will

automatically disengage and altitude hold will automatically engage, altitude hold will light on the annunciator panel, and altitude select will disappear. The command bars on the ADI will call for level flight at the selected altitude.

If the autopilot is engaged, capture and holding of the vertical track angle and subsequent capture and holding of the desired altitude will be automatic. Adjustment of power will have no effect on the vertical track angle but will affect the indicated airspeed and vertical speed.

Waypoint distance bias is provided to permit the pilot to acquire a desired altitude at a point short of the waypoint. For example, the waypoint could be established at a runway threshold with the desired MDA altitude selected and the waypoint distance biased 1 to 2 miles short to position the aircraft for a straight-in approach. Waypoint bias adjustment should not be made while VNAV is coupled. Power is controlled by the pilot during ascent or descent.

The VNAV coupled mode is deactivated by selection of any other vertical mode or by pushing VNAV.

Glideslope — The glideslope mode is armed for automatic capture when LOC front course capture has occurred. Automatic glideslope capture occurs as the aircraft approaches the beam from above or below.

Upon capture of the glideslope beam, GS CPLD is lighted on the annunciator panel and a capture command is displayed by the command bars. The pilot (or autopilot) controls the aircraft to satisfy the command bars.

Upon glideslope capture, altitude hold is cancelled. However, altitude hold may be manually reselected to maintain altitude upon descent to MDA or DH if visual contact is not established.

During VOR or RNAV approaches, glideslope capture will not occur because the absence of LOC frequency locks out this function.

The approach coupled mode is cancelled by selection of the heading select, navigation, or go-around modes.

Control Wheel Steering — Control Wheel Steering (CWS) provides the pilot with the capability for manual maneuvering of the aircraft without the need to disengage and reengage the autopilot.

The CWS mode is engaged by continuous pressure on the CWS button. Operation of the CWS button causes immediate release of autopilot servos and allows the pilot to assume manual control, while autopilot control functions and all engaged modes, except VNAV are placed in a synchronization state.

This means that all modes, except VNAV, remain in continuous synchronization with the pilot's aircraft maneuvers so that upon release of the CWS mode button, all previously engaged modes will smoothly reassume control of the aircraft unless decoupled or reprogrammed by the pilot.

When in altitude hold, the aircraft will hold that altitude which was present upon release of the CWS button. When in VNAV, the aircraft will revert to pitch attitude hold when the CWS button is released.

Since all engaged modes remain coupled (in synchronization) during operation of the CWS mode, their annunciator lights will continue to show on the annunciator panel. The CWS mode is not separately annunciated.

The transitions of the modes of pitch axis are specified in Table 4. The glideslope machine is armed from the approach-lateral control machine when the lateral beam is captured and the approach is not on the backcourse of the localizer.

5.1.2.2 Autopilot/Flight Director Control Laws — The Autopilot/Flight Director control laws, described below, are summarized in Figures 20, 21 and 22 for the pitch, roll, and yaw axes. Terms included are discussed in the following paragraphs.

5.1.2.2.1 Base Terms — These terms are always included regardless of the particular modes:

Pitch Damping —

$$\theta_d = \frac{S}{0.025 S + 1} \cdot \theta$$

Table 4. Pitch Mode Logic Machine

State \ Event	Event																
	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	
	Flight director off	Go-around switch on	Control wheel steering switch on	Vertical trim on	Altitude button on and altitude valid	Not altitude valid	Altitude arm button on and (altitude valid and altitude select valid)*	Not altitude select valid or Not baro altitude valid	Vertical navigation button on and VNAV engage valid*	Not VNAV valid	Lateral machine in an approach mode and glideslope flag true and glideslope engage true	Not lateral machine in an approach mode or backcourse true	Not glideslope valid	Glideslope valid and (glideslope engage true or false)	Altitude capture true	Altitude engage true	
0. Pitch Attitude Hold	0	1	0†	0	2	-	3	-	5	-	7	-	-	-	-	-	Starting: State 0. †CWS alters the flight director output Glideslope flag = Loc Valid and not backcourse VNAV engage valid = VNAV valid and VTA valid
1. Go-Around	0	1	0	0	2	-	4	-	5	-	-	-	-	-	-	-	Go-around lighted
2. Altitude Hold	0	1	2†	2	0	0	3	-	5	-	7	-	-	-	-	-	Altitude hold lighted. Declutch altitude engage on vertical trim or CWS Altitude arm lighted
3. Altitude Select and Pitch Altitude Hold	0	1	3†	3	2	0	0	0	5	-	7	-	-	6	-	-	Altitude arm lighted and go-around lighted
4. Altitude Select and Go-Around	0	1	3†	3	2	1	1	1	5	-	7	-	-	6	-	-	Altitude arm lighted and vertical navigation coupled lighted
5. Altitude Select and Vertical Navigation	0	1	0	3	2	0	0	0	3	0	7	-	-	6	-	-	Altitude arm lighted
6. Altitude Capture	0	1	6†	-	2	0	0	-	6	-	7	-	-	-	2	-	Glideslope lighted
7. Glideslope Coupled	0	1	0	0	2	-	7	-	7	-	7	0	8	-	-	-	Flash glideslope light
8. Glideslope Standby	0	1	0	0	2	-	8	-	8	-	7	0	-	7	-	-	

*And baro altitude valid

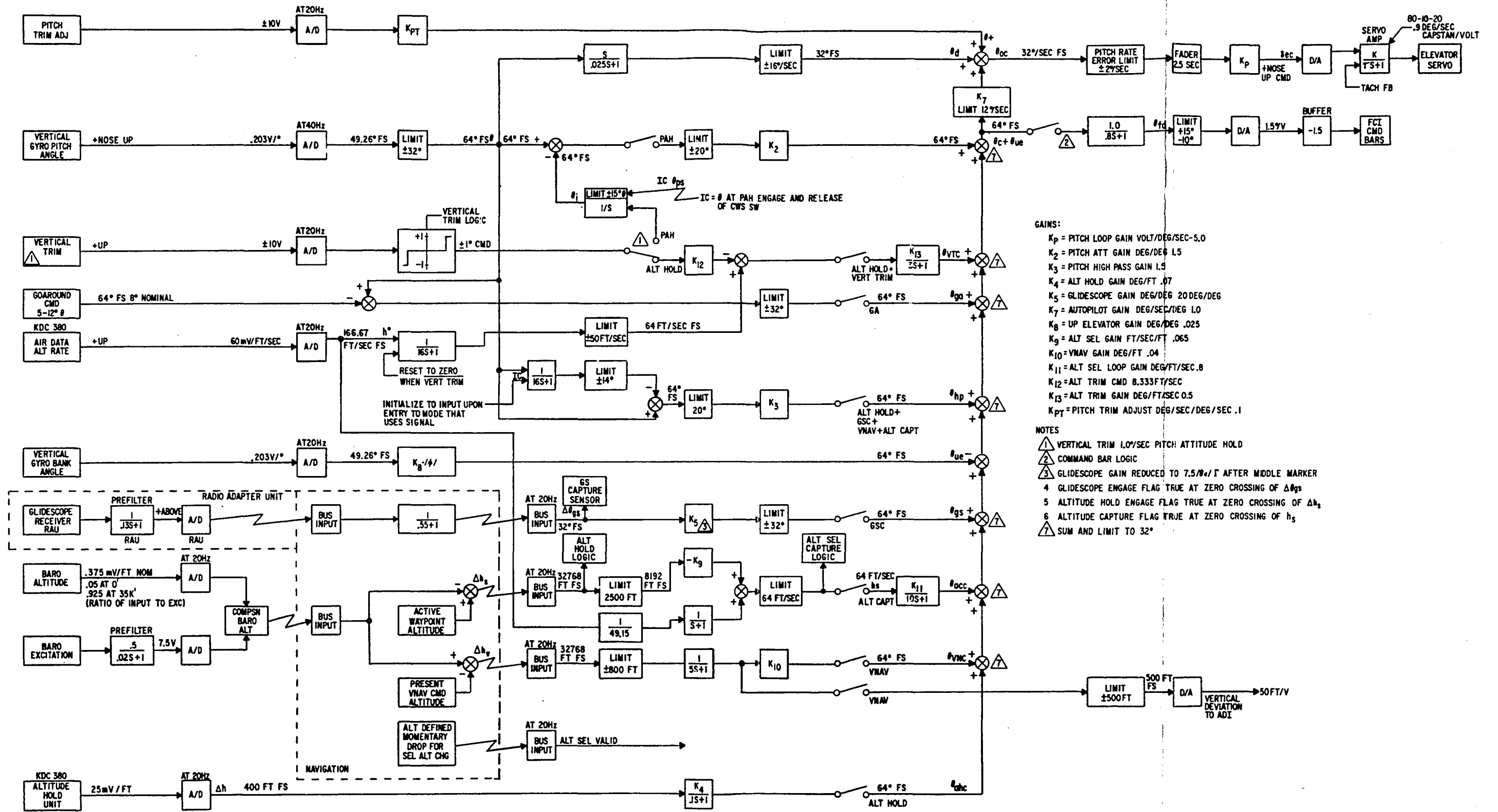


Figure 20. DAAS Control Laws, Pitch Axis

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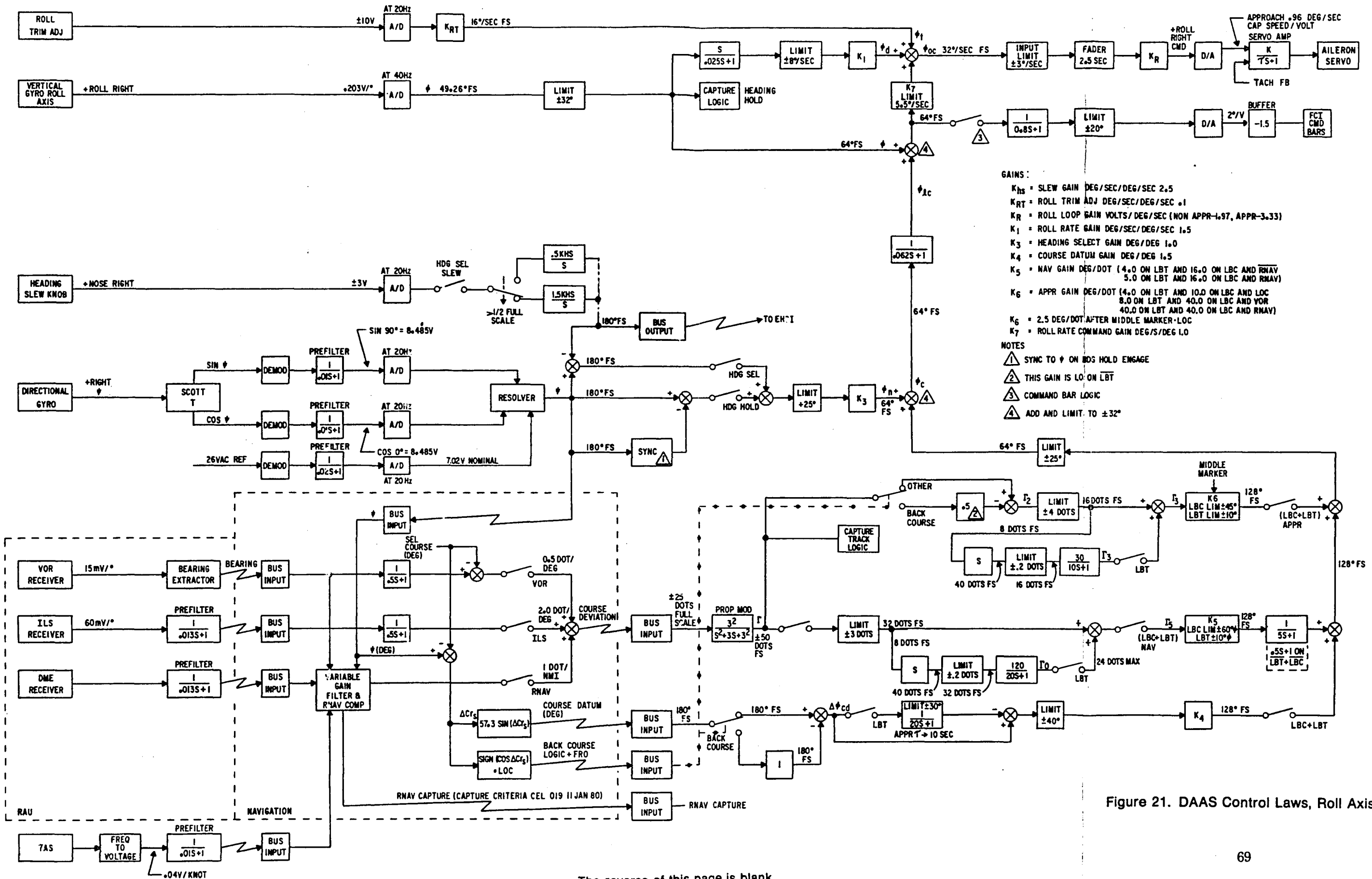
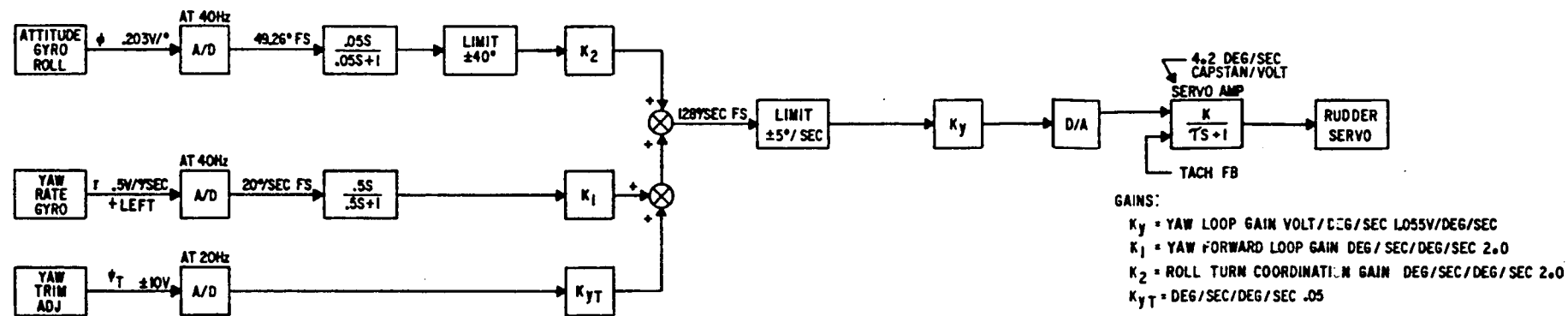


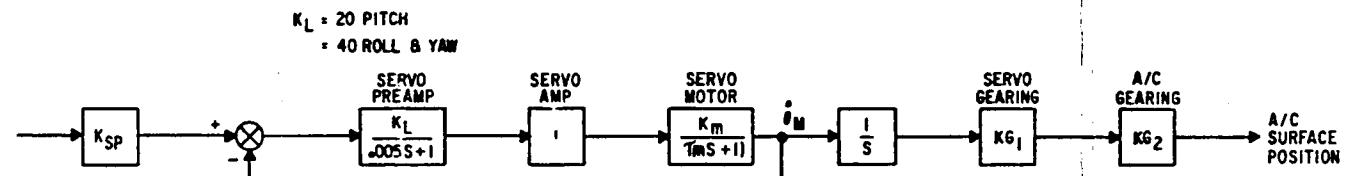
Figure 21. DAAS Control Laws, Roll Axis

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DAAS YAW AXIS



KCF 200 SERVO ACTUATOR

$T = 0.5$

SERVO ACTUATOR CHARACTERISTICS:
 MAX TORQUE (CAPSTAN RADIUS = .88 IN) = 200 IN/LBS
 NO LOAD SPEED (CAPSTAN) = 12 RPM

GAINS:
 K_{Sp} = VOLT/VOLT = .45 PITCH
 = .32 ROLL (APPROACH)
 = .53 YAW

- NOTES:
- 1 LBC = (LBC' & $\dot{\gamma}$ ARE OPPOSITE SIGNS OR LBT' & NAV/APPR DEPRESSED) • RNAV + RNAV CAPTURE
 - 2 LBT = ARM • LBT'
 - 3 RNAV • APPROACH $|\dot{\gamma}| \leq .75$ DOTS
 - 4 $\dot{\gamma}$ COURSE DEVIATION
 - 5 LBT' LATERAL BEAM TRACK
 - 6 LBC' LATERAL BEAM CAPTURE
 - 7 GSC GLIDE SLOPE CAPTURE
 - 8 INITIALIZE TO ZERO OUT UPON ENTRY TO NAV/APPROACH
 - 9 INITIALIZE TO INPUT UPON ENTRY TO NAV/APPROACH

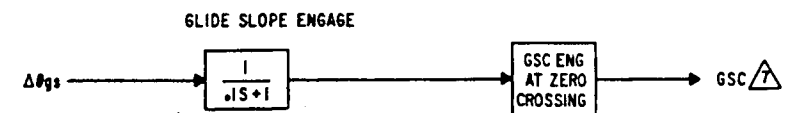
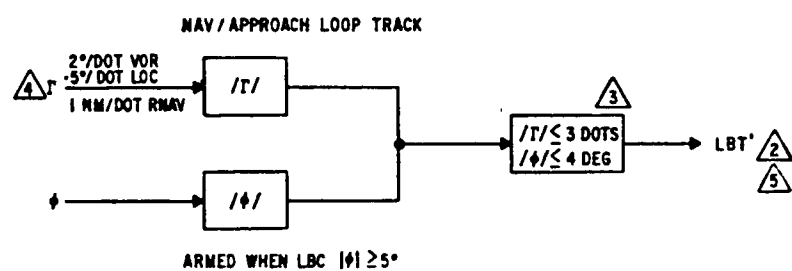
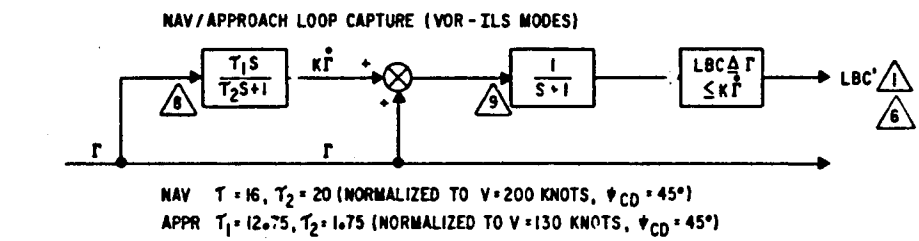


Figure 22. DAAS Control Laws, Yaw Axis and Miscellaneous

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θ = pitch angle shaped by the second-order analog prefilter

$$\frac{1}{S^2/\omega_n^2 + \zeta S/\omega_n + 1}$$

$$\omega_n = 31 \text{ rad/sec}$$

$$\zeta = 0.5$$

Pitch Synchronization —

θ_{ps} = θ at the instant of engaging the pitch attitude hold mode or at release of the CWS switch.

Up-Elevator —

$$\theta_{ue} = K_8 |\phi|$$

$$K_8 = \text{up-elevator gain} \\ = 0.025 \text{ deg/deg}$$

ϕ = vertical gyro bank angle. It is shaped by a 0.05-second lag analog prefilter.

Roll Damping —

$$\phi_d = K_1 \cdot \frac{S}{(0.025 S + 1)} \cdot \phi$$

$$K_1 = \text{roll rate gain} \\ = 1.5 \text{ deg/sec/deg/sec}$$

ϕ = vertical gyro bank angle

Yaw Damping and Turn Coordination — The damping function is achieved by using a high-pass filter on the yaw rate signal to command the rudder servo. A signal to assist in coordinating turns is also summed into the command; it is derived from the roll angle by a high-pass filter.

$$\psi_c = K_y \cdot \text{limit} (\pm 5^\circ/\text{sec}) \cdot \left[K_1 \cdot \frac{0.5 S}{0.5 S + 1} \cdot r + K_2 \cdot \frac{0.05 S}{0.05 S + 1} \cdot \phi \right]$$

with

ϕ = roll angle, degrees. It is shaped by a second order lag analog prefilter with 0.5 damping and 31 radian/second frequency

r = yaw rate, deg/sec

K_1 = yaw rate gain
= 2.0 deg/sec/deg/sec

K_2 = roll turn coordination gain
= 2.0 deg/sec/deg/sec

K_y = yaw axis gain
= 2.0 deg/sec/deg/sec

Note: all factors should be read as operators acting on the quantity to their right.

Output Equations

Flight Director-Pitch —

$$\theta_{fd} = \frac{1}{0.8 S + 1} \cdot (\theta_c - \theta_{ue})$$

θ_c = pitch mode command
 θ_{ue} = up-elevator command

Flight Director-Roll —

$$\phi_{fd} = \frac{1}{0.8 S + 1} \cdot (\phi_{lc} + \phi)$$

$$\phi_{lc} = \text{limit}_{(\pm 25^\circ)} \cdot \frac{1}{0.062 S + 1} \cdot \phi_c$$

ϕ_c = roll mode command
 ϕ = roll angle shaped by 0.05 - lag prefilter

Elevator Output Command —

$$\delta_{ec} = K_p * \text{fader}_{(2.5 \text{ sec.})} * \text{limit}_{(\pm 2^\circ/\text{sec})} \cdot \theta_{oc}$$

K_p = pitch forward loop gain = 5.0 deg/deg/sec

$$\theta_{oc} = \theta_d + K_7 * \begin{matrix} \text{limit} \\ (\pm 12^\circ) \end{matrix} \cdot (\theta_c - \theta_{ue})$$

$$K_7 = 1 \text{ deg/sec/sec}$$

θ_d = pitch damping signal

θ_{ue} = up-elevator command

θ_c = pitch mode command

Aileron Output Command —

$$\delta_{ac} = K_2 * \begin{matrix} \text{fader} \\ (2.5 \text{ sec.}) \end{matrix} * \begin{matrix} \text{limit} \\ (\pm 3^\circ/\text{sec}) \end{matrix} \cdot \phi_{oc}$$

$$K_2 = \text{roll forward loop gain} = 0.7 \text{ deg/deg/sec}$$

$$\phi_{oc} = \phi_d + K_7 * \begin{matrix} \text{limit} \\ (\pm 5.5^\circ/\text{sec.}) \end{matrix} \cdot (\phi_{lc} + \phi)$$

$$K_7 = \text{roll rate command gain} = 1.0 \text{ deg/sec/deg}$$

$$\phi_{lc} = \text{limited roll mode command}$$

$$\phi = \text{wings level command}$$

$$\phi_d = \text{roll damping signal}$$

$$\phi_{lc} = \begin{matrix} \text{limit} \\ (\pm 25^\circ) \end{matrix} \frac{1}{0.062 S + 1} \cdot \phi_c$$

$$\phi_c = \text{roll mode command}$$

5.1.2.2.2 Pitch Axis Terms

Pitch Attitude Hold —

$$\theta_{pah} = \begin{cases} K_2 * (\theta - \theta_i), & \text{in pitch attitude hold} \\ 0, & \text{otherwise} \end{cases}$$

$$K_2 = \text{pitch attitude gain} = 1.5 \text{ deg/deg}$$

$$\theta_j = \begin{cases} \text{limit} \\ (+ 15^\circ) \cdot \frac{1}{S} \cdot \Delta\theta_T + \theta_{ps}, & \text{in pitch attitude hold} \\ 0, & \text{otherwise} \end{cases}$$

θ_{ps} = pitch synchronization

$$\theta_{ps} = \begin{cases} \theta, & \text{at the instant of engaging the pitch attitude hold mode or} \\ & \text{at the instant of release of the CWS switch or flight} \\ & \text{director off.} \\ \theta, & \text{for any other mode including the time the control wheel} \\ & \text{steering switch is on} \end{cases}$$

$\Delta\theta_T$ = vertical trim input command

Vertical Trim Command —

$$\theta_{VTC} = K_{13} \cdot \frac{1}{3.0S+1} \cdot \Delta\theta_T$$

$$\Delta\theta_T = \begin{cases} \left[\frac{h^*}{16S+1} \right] - K_{12} \cdot VT_{CMD} & \text{for altitude hold} \\ 0, & \text{otherwise} \end{cases}$$

$VT_{CMD} = 1$ for vertical trim depressed

Go-Around Command —

$$\theta_{gac} = \begin{cases} \theta - \theta_{ga}, & \text{for go-around mode} \\ 0, & \text{otherwise} \end{cases}$$

θ_{ga} = a constant command, 5-12 degrees

High-Passed Pitch Attitude —

$$\theta_{hp} = \begin{cases} K_3 \cdot \text{Limit} \pm 20^\circ * \left[1 - \frac{\text{Limit} \pm 14^\circ}{16S+1} \right] \cdot \theta & \text{for altitude hold, glideslope} \\ 0, & \text{otherwise} \end{cases} \quad \text{capture, and standby vertical navigation altitude select}$$

Altitude Select — Altitude select may be on with pitch attitude hold, vertical navigation, or go-around. The capture signal is used only to determine when to switch from the controlling mode to the altitude capture transition. It is computed as:

$$h_s = \begin{cases} \left[K_9 + \frac{S}{S+1} \right] \cdot \Delta h_s, & \text{for altitude select} \\ - \left[K_9 + \frac{H}{49.15(S+1)} \right] \cdot \Delta h_s, & \\ 0, & \text{otherwise} \end{cases}$$

K_9 = altitude select gain = 0.076 ft/sec/ft

Δh_s = navigational computer altitude select command

The altitude capture flag becomes true when $h_s = 0$.

Altitude Capture Command —

$$\theta_{acc} = \begin{cases} K_{11} * \frac{1}{20 S + 1} \cdot h_s, & \text{altitude capture} \\ 0, & \text{otherwise} \end{cases}$$

K_{11} = altitude capture loop gain = 0.8 deg/ft/sec

h_s = altitude capture signal

Altitude engage flag becomes true when $\Delta h_s = 0$. This event automatically disengages altitude capture and brings in altitude hold.

Altitude Hold Command —

$$\theta_{ahc} = \begin{cases} K_4 * \frac{1}{0.1 S + 1} \cdot \Delta h, & \text{for altitude hold} \\ 0, & \text{otherwise} \end{cases}$$

K_4 = altitude hold gain = 0.07 deg/ft

Δh = altitude hold signal, ft

Vertical Navigation Command —

$$\theta_{vnc} = \begin{cases} \left[K_{10} * \frac{\Delta h_v}{5S + 1} \right] & \text{for vertical navigation} \\ 0, & \text{otherwise} \end{cases}$$

K_{10} = vertical navigation gain = 0.04 deg/ft

Δh_v = vertical navigation output from the navigation computer

Glideslope Command —

$$\theta_{gsc} = \begin{cases} K_s * \Delta\theta_{gs}, & \text{for glideslope capture} \\ 0, & \text{otherwise} \end{cases}$$

K_s = glideslope gain = 20.0 deg/deg before the middle marker is passed
= 7.5 deg/deg after the middle marker is passed

$\Delta\theta_{gs}$ = glideslope deviation input

The glideslope engage flag becomes true at zero crossing of

$$\left[\frac{1}{0.1 s+1} \cdot \Delta\theta_{gs} \right]$$

Pitch Mode Command — The command is the sum of the previous control terms:

$$\theta_c = \theta_{pah} + \theta_{vtc} + \theta_{gac} + \theta_{hp} + \theta_{vac} + \theta_{ahc} + \theta_{vnc} + \theta_{gsc}$$

5.1.2.2.3 Roll Axis Terms —

Heading Hold Command —

$$\phi_{hhc} = \begin{cases} K_3 * (\psi - \psi_{hs}), & \text{for heading hold} \\ 0, & \text{otherwise} \end{cases}$$

ψ = direction gyro heading shaped by an analog prefilter

ϕ_{hs} = heading hold synchronization

$$= \begin{cases} \psi_0, & \text{value of } \psi \text{ at engagement of heading hold, for heading hold} \\ \psi, & \text{otherwise} \end{cases}$$

K_3 = heading gain = 1.0 deg/deg

Heading Select Command —

$$\phi_{\text{hsc}} = \begin{cases} K_3 * (\psi - \psi_s), & \text{for heading select} \\ 0, & \text{otherwise} \end{cases}$$

$$\psi_s = \text{heading select reference} = \frac{\Delta\psi_s}{S}$$

$$\Delta\psi_s = \text{heading slew command from mode controller}$$

$$K_3 = \text{heading gain} = 1.0 \text{ deg/deg}$$

Course Datum Command —

$$\phi_{\text{cdc}} = \begin{cases} K_4 * \Delta\phi_{\text{cd}}, & \text{for navigation capture,} \\ K_4 * \left[1 - \underset{\text{for navigation track}}{\text{limit}}_{(\pm 30^\circ)} \frac{1}{20S + 1} \right] * \Delta\phi_{\text{cd}}, \\ K_4 * K_{\text{bc}} * \Delta\phi_{\text{cd}}, & \text{for approach beam capture,} \\ K_4 * \left[1 - \underset{\text{for approach beam track,}}{\text{limit}}_{(\pm 30^\circ)} \frac{1}{10S + 1} \right] * (K_{\text{bc}} * \Delta\phi_{\text{cd}}), \\ 0, & \text{otherwise} \end{cases}$$

$$K_4 = \text{course datum gain} = 1.5 \text{ deg/deg}$$

$$K_{\text{bc}} = \begin{cases} + 1, & \text{not backcourse} \\ - 1, & \text{backcourse} \end{cases}$$

$$\Delta\phi_{\text{cd}} = \text{course datum signal from navigation computer}$$

The backcourse flag is true if the magnitude of the course datum signal is greater than 90 degrees.

Lateral Beam Flags — The navigation and approach modes have submodes for arm, capture, capture with track armed, and track. These are switched on flags computed from the following quantities:

$$\Gamma = \frac{9}{S^2 + 3S + 9} * \Delta\phi_{\text{lb}}$$

$$\Gamma_n = \frac{1}{S+1} \cdot \left[\frac{16S}{10S+1} + 1 \right] \Gamma$$

$$\Gamma_a = \frac{1}{S+1} \cdot \left[\frac{12.75S}{1.75S+1} + 1 \right] \Gamma$$

$\Delta\phi_{lb}$ = roll command from the navigation computer for lateral beam deviations

The flag, navigation capture, is true when Γ and Γ_n are of opposite signs. The flag, navigation track, is true when $|\Gamma| \leq 3$ dots and $|\phi| \leq 4$ deg. The flag, lateral beam capture, is true when Γ and Γ_a are of opposite signs. The flag, lateral beam track, is true when $|\Gamma| \leq 3$ dots and $|\phi| \leq 4$ deg.

Lateral Beam Commands for Approach —

$$\Gamma = \frac{9}{S^2 + 3S + 9} \cdot \Delta\phi_{lb}$$

$\Delta\phi_{lb}$ = roll command for lateral beam deviations from the navigation computer

$$\Gamma_1 = \begin{cases} 0.5 \Gamma, & \text{(navigation track or approach beam track) and not localizer} \\ \Gamma, & \text{otherwise} \end{cases}$$

$$\Gamma_2 = \begin{cases} -0.5 * \Gamma_1, & \text{localizer backcourse and approach beam track} \\ -\Gamma_1, & \text{localizer backcourse and not approach beam track} \\ +\Gamma_1, & \text{otherwise} \end{cases}$$

$$\Gamma_{20} = \frac{30S}{10S+1} \cdot \Gamma_2, \text{ approach beam track}$$

$$\Gamma_3 = \begin{cases} \Gamma_2 + \Gamma_{20}, & \text{approach beam track} \\ \Gamma_2, & \text{otherwise} \end{cases}$$

$$\Gamma_4 = \begin{cases} \text{limit} & \left[K_s * \Gamma_3 \right], \text{ approach beam capture} \\ (\pm 45^\circ) & \\ \text{limit} & \left[K_s * \Gamma_3 \right], \text{ approach beam track} \\ (+10^\circ) & \end{cases}$$

$$K_s = \begin{cases} 4.0 \text{ Deg/dot on NAV track and LOC} \\ 10.0 \text{ Deg/dot on NAV capture and LOC} \\ 8.0 \text{ Deg/dot on NAV track and VOR} \\ 40.0 \text{ Deg/dot on NAV capture and VOR or RNAV} \\ 40.0 \text{ Deg/dot on NAV track and RNAV} \\ 2.5 \text{ Deg/dot on LOC after middle marker} \end{cases}$$

$$\phi_{lbca} = \begin{cases} \Gamma, & \text{approach beam capture or approach beam track} \\ 0, & \text{otherwise} \end{cases}$$

Lateral Beam Command for Navigation —

$$\Gamma = \frac{9}{S^2 + 3S + 9} \cdot \Delta_{lb}$$

Δ_{lb} = roll command for lateral beam deviations from navigation computer

$$\Gamma_o = \frac{120 S}{20 S + 1} \cdot \Gamma, \text{ for navigation track}$$

$$\Gamma_{so} = \begin{cases} \Gamma + \Gamma_o, & \text{navigation track} \\ \Gamma, & \text{otherwise} \end{cases}$$

$$\Gamma_s = \begin{cases} \Gamma_{so}, & \text{navigation capture or navigation track} \\ 0, & \text{otherwise} \end{cases}$$

$$\Gamma_e = \begin{cases} \text{limit} \\ (\pm 10^\circ) \cdot K_s \cdot \Gamma_s, & \text{navigation track or lateral beam track} \\ \text{limit} \\ (\pm 60^\circ) \cdot K_s \cdot \Gamma_s, & \text{otherwise} \end{cases}$$

$$K_s = \text{navigation gain} = \begin{cases} 4.0 & \text{on NAV track and not RNAV} \\ 5.0 & \text{on NAV track and RNAV} \\ 16.0 & \text{on NAV capture} \end{cases}$$

$$\phi_{lbcn} = \begin{cases} \frac{1}{5S + 1} \cdot \Gamma_e, & \text{navigation capture or navigation track} \\ \text{or} \\ 0, & \text{otherwise approach beam capture or approach beam track} \end{cases}$$

Roll Mode Command — The command is the sum of the previous control terms:

$$\phi_c = \phi_{hhc} + \phi_{hsc} + \phi_{cdc} + \phi_{lbca} + \phi_{lbcn}$$

5.1.2.2.4 Pitch Trim Servo — The load on the pitch servo is sensed and used to adjust the trim tab servo. This is a continuous function done whenever the pitch servo is engaged. A delay of 3 seconds is used between the receipt of an out-of-trim signal and the starting of the trim tab motor. If the flap motor is sensed, this delay is reduced to 0.5

seconds. There is a 300-ms delay in shutting off the trim tab motor when the force switch no longer senses out-of-trim.

5.1.3 Autopilot/Flight Director System Interfaces

The autopilot/flight director function involves a large number of devices:

- mode controller
- special switches
- dynamic sensors
- navigation, radio, and altitude devices
- mode annunciator
- attitude director indicator
- pitch and pitch trim servos
- flap motor
- roll and yaw servos
- trim failure warnings

The connections to the computer are illustrated in Figure 23. The status of the flight control system is controlled by the switches on the mode controller box, four separate special switches, switches on the control panel for the navigation computer, and by several signals specifying the validity of sensor and radio information. Several capture and track signals also switch modes or submodes.

5.2 NAVIGATION/FLIGHT PLANNING FUNCTION

DAAS Navigation/Flight Planning Function enables the pilot to plan and store his flight plan, and monitor his status with respect to plan throughout the flight. In flight, a moving map display is presented on the DAAS EHSI which pictorially shows the aircraft position relative to the selected waypoint course and NAVAID. In the heading up mode the area directly ahead of the aircraft is mapped straight up from the aircraft symbol. A selectable "North Up" mode is available to allow more convenient comparison of the moving map display with a conventional map. A map slew feature is provided which allows one to view portions of the moving map which are otherwise out of view as a result of map scale.

The navigation function employs VORTAC-RNAV with automatic look-ahead to the next waypoint. The pilot is informed when the signal quality associated with the next waypoint is adequate.

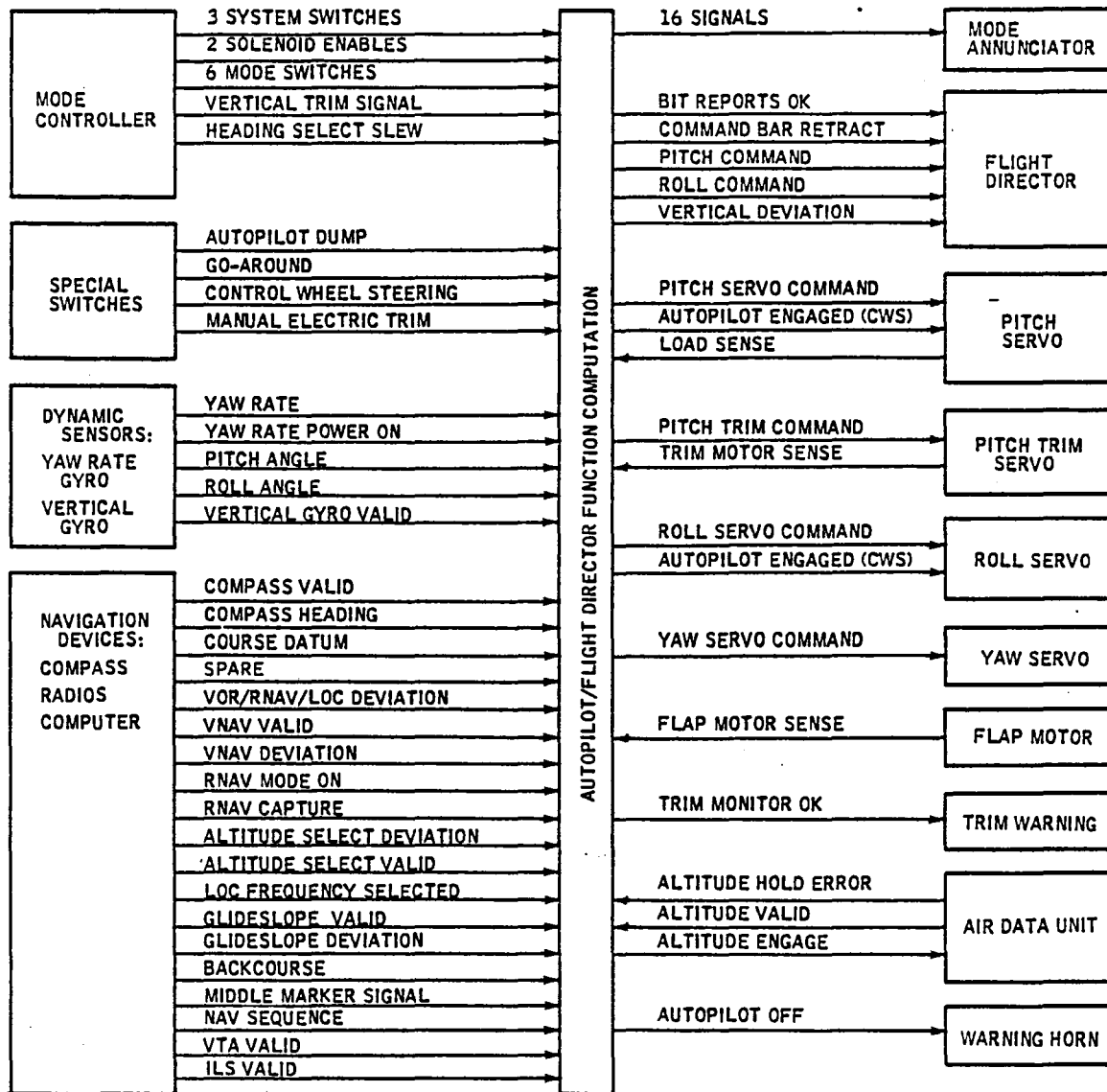


Figure 23. Autopilot/Flight Director Interfaces

5.2.1 Navigation/Flight Planning Controls and Displays

The navigation/flight planning function employs the IDCC for data input and readout, and the EHSI for map display. Following is a description of these various IDCC and EHSI controls and displays.

5.2.1.1 Navigation/Flight Planning IDCC Controls and Displays — IDCC Controls and Displays involved with Navigation/Flight Planning are shown in Figure 24. NAVAID data is stored on the NAVAID DATA page, and is tabulated for review on the NAVAID SMY page. Waypoint data is entered on the WP DATA page. Flight plan edit is possible using the MAP EDIT page. Flight status is available on the FLT STAT page. Flight plan data can be cleared on the INIT page. Use of these pages is described below.

NAVAID Data Page — NAVAID data is normally entered as a preflight operation.

If NAVAID data pages are selected, the NAVAID page number 1 will appear. It is necessary to access the desired NAVAID number page, if different from NAVAID 1, through the back/fwd control control or by direct data entry of the desired NAVAID number on the IDCC.

NAVAID data can be stored in the EEPROM memory for future use by using the FLT PLN SAVE touchpoint on the INIT page. This data base is then automatically reloaded into the appropriate RAM at power up. Subsequent changes of the NAVAIDs will not affect the stored information unless FLT PLN save is re-initiated.

The NAVAID DATA can be cleared by means of the DATA CLEAR touchpoint on the INIT page.

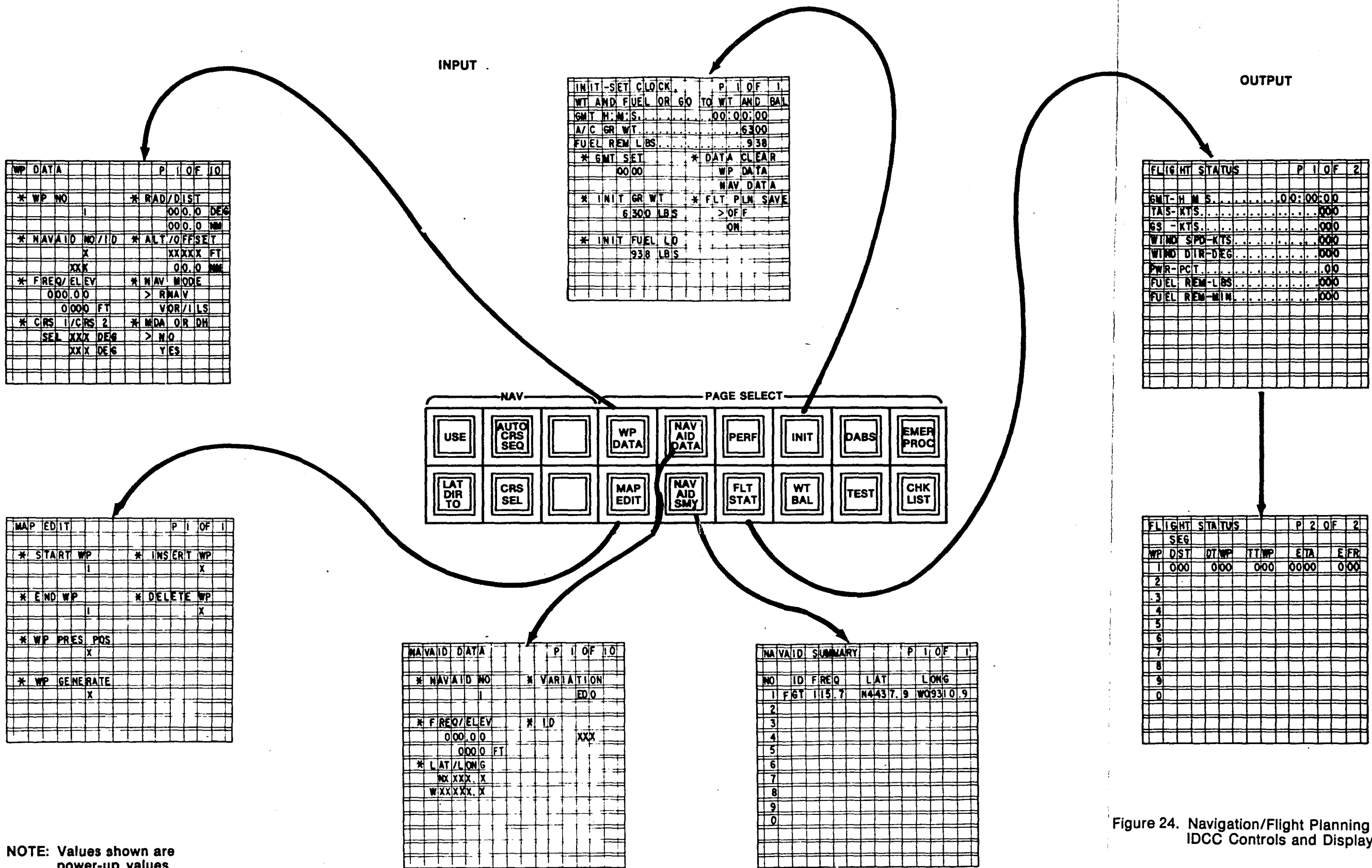
The N, W, and E associated with LAT/LONG and VARIATION need not be entered if they are applicable. They may be overridden with an alphabetical input preceding the numerical input if appropriate.

If NAVAID data for a NAVAID referenced in a waypoint definition is changed, an IDCC data entry advisory "NAV USED IN WP DEF" is displayed.

In addition to format checks, entered NAVAID data is checked as follows:

1. Frequencies between 108 and 118 MHz, and multiple of 0.05 MHz.
2. NAVAID number between 0 and 10.
3. Latitude between 0 and 90 degrees, N or S or no prefix.
4. Longitude between 0 and 180 degrees, E or W or no prefix.
5. "Degree" entries between 0 and 59.9 minutes.
6. Magnetic variation prefix E or W, or no prefix and magnitude less than 100.
7. NAVAID ID has three characters.

If the format checks detect a violation, the data entry is not allowed to be entered, and an error message "DATA ENTRY ERROR" is displayed on the IDCC.



NOTE: Values shown are power-up values

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Figure 24. Navigation/Flight Planning Function IDCC Controls and Displays

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NAVAID SMY Page — The NAVAID SMY page tabulates stored NAVAID data. The NAVAID SMY page is blank unless valid data has been entered.

Xs in the ID column designate a valid NAVAID facility for which identification code has not been entered.

Xs in latitude and longitude columns designate a valid NAVAID facility for which latitude and longitude has not been entered. Waypoints referenced to such NAVAIDS will not link.

WP DATA Page — The WP DATA page comes up with the active waypoint. Upon initialization waypoint 1 is the active waypoint. Another waypoint is made the active waypoint by displaying the desired waypoint on the WP DATA page and depressing the IDCC "USE" button. Changes to the active waypoint will be immediately reflected in the displayed map, and affect the guidance signals sent to the Autopilot/Flight Director function.

Waypoints are defined from this page. If a NAVAID number is entered for a NAVAID with stored data, the NAVAID ID, NAVAID frequency, and NAVAID elevation will be transferred to the WP DATA page.

Entry of a new NAVAID number will cause a new ID, frequency, and elevation to appear. Radial and distance are cleared to zero. New courses are computed based on this and other waypoint information. If new radial and distance are now entered, appropriate new courses are computed when entry arrows are cleared.

If frequency, ID, or station elevation are entered following the entry of a NAVAID number, the NAVAID number and related data (other than the parameter entered) will return to power up values.

If NAVAID number entry is attempted on the WP DATA page but no data is stored for this NAVAID, the NAVAID number, ID, frequency, and elevation will remain as they are. An error message "NO NAVAID DATA" is displayed.

Upon first selection of a particular WP DATA page, the NAV mode and MDA or DH toggle index shall indicate "RNAV" and "NO" for touchpoints 7 and 8, respectively.

If the operator attempts to enter an invalid frequency, the old frequency is retained and "DATA ENTRY ERROR" is displayed as an error message.

If a localizer frequency is entered at touchpoint 3, the touchpoint 7 arrow will move to the VOR/ILS position. If the operator attempts to move the arrow index to the RNAV position with a localizer frequency selected, a "LOC FREQ SELECTED" error message is displayed.

With AUTO CRS SEQ off, passing over a waypoint does nothing to the course selected. If coupled, control continues to the same course outbound from the station unless the course selection is changed. If the course selection is changed, the Autopilot/Flight Director reverts to Heading Hold and Nav Arm. If the course selection was made prior to or during the time the Nav Capture flag becomes true, the new course will be captured automatically.

Waypoint data can be stored in the EEPROM memory for future use by using the FLT PLN SAVE touchpoint on the INIT page. This data base is then automatically reloaded into the appropriate RAM at power up. Subsequent changes to the waypoints will not affect the stored information unless FLT PLN SAVE is re-initiated.

The waypoint data can be cleared by means of the DATA CLEAR touchpoint on the INIT page.

All waypoints that are inactive will show the SEL opposite course 1. Only the active waypoint SEL is toggled by the course select pushbutton.

A waypoint is linked if:

- The waypoint and the previous waypoint are located with respect to NAVAIDs for which latitude and longitude have been entered.
- Course 1 has not been manually entered for this waypoint and course 2 was not manually entered for the prior waypoint.

If data is changed for the NAVAID number to which the waypoint is referenced, the NAVAID number on the waypoint data page will go back to an X, and a data entry advisory NAV USED IN WP DEF is displayed.

If a previously linked waypoint is unlinked from either of its neighbors by the manual entry of course 2 on the previous waypoint, the courses on the waypoint data page will remain unchanged.

All courses associated with the active waypoint will be displayed on the EHSI unless they are XXXs.

If latitude and longitude are not defined on the NAVAID DATA page and this NAVAID is used to define a waypoint, the data will properly transfer to the WP DATA page, but linking of the waypoint to another is not allowed.

ALT/OFFSET defines the waypoint altitude and the vertical waypoint position offset. OFFSET is positive for a vertical waypoint before an RNAV waypoint. The entered altitude is the reference for VNAV, altitude select, the altitude alert function, and is the MDA or DH if so designated by the lower right touchpoint.

FLT STAT Page — Data on these pages represents current conditions as measured or computed.

FUEL REM (TIME) is based on the fuel remaining (lbs) divided by the current fuel flow (lbs per minute).

Data is presented for the active waypoint and all waypoints linked to the active waypoint.

Distances are computed based on WP DATA position entries.
Times are computed based on known distances and computed present ground speed.

Fuel remaining is estimated based on present fuel load, fuel flow, and estimated time to waypoint.

If off course, the distance to the next waypoint is the straight line distance to the active WP if course 1 is selected, and the leg distance minus the distance back to the active waypoint if course 2 is selected.

MAP EDIT Page — This page is used when it is desired to alter a previous flight plan or to generate waypoints along a prescribed course.

When "WP INSERT" is activated:

- The previous waypoint as indicated by the number entered under insert WP and all subsequent waypoints are renumbered.
- WP DATA page is then selected automatically for the new waypoint number to allow insertion of new waypoint data.

When WP DELETE is activated:

- The waypoint, as indicated by the number entered under delete WP, is deleted and all subsequent waypoints are renumbered.
- WP DATA page is then selected automatically for the waypoint number that was deleted.

When "WP GENERATE" is activated:

- Waypoints will be generated to sequentially fill the set defined by the "START WP" and "END WP". Both start and end waypoints must be referenced to NAVAIDs with entered latitude and longitude data.
- The waypoints generated will be equally spaced on a course line drawn from the "START WP" to the "END WP".
- Each generated waypoint will be referenced to the closest NAVAID shown on the "NAVAID SUMMARY" page.

When WP PRES POS is touched, an entry arrow will appear opposite the "x" beneath the touchpoint. Upon entry of a number to designate the desired waypoint identification, the data corresponding to the aircrafts present position will be copied onto the designated waypoint data page which will be displayed automatically. All data on the designated waypoint data page will be taken the same as that of the active waypoint except RAD, DIST, and CRS, which are computed for present position.

The designation of the present position WP number will be inhibited and an error message "INVALID RADIO" will be displayed if the active waypoint does not allow proper NAV radio reception.

Faulty entry diagnostic messages associated with map edit are as follows:

Entry	Fault	IDCC Message
START WP	Start waypoint not defined	WP NOT LOCATED
END WP	Designated end waypoint number less than start waypoint number	WP LESS THAN START
END WP	End way point not defined	WP NOT LOCATED
INSERT WP	Inserted waypoint is eleventh or higher waypoint	WP STORAGE LIMIT

Entry	Fault	IDCC Message
DELETE WP	Deleting active way-point	ACTIVE WP
WP PRESENT POSITION	NAVAID not received	INVALID RADIO

INIT Page — Navigation/flight planning stored data can be cleared using touchpoints on the INIT page. Stored NAVAID and waypoint data can be cleared separately.

Touching the DATA CLEAR touchpoint causes an entry arrow to appear. Subsequent touchpoint touches will toggle the arrow between the two types of data. To clear either type of data from the system, the CLR button is depressed with a clear scratch pad. To cause the arrow to advance without clearing the data from the system, the ENTR button is depressed with a clear scratchpad.

5.2.1.2 Navigation/Flight Planning IDCC Controls — Navigation/flight planning function controls located on the IDCC (see Figure 25) are as follows:

USE — USE will activate the waypoint displayed on the IDCC. If the WP DATA page is not on the IDCC, nothing will happen when the USE button is pushed. The USE button is only used for selecting active waypoints. If the displayed waypoint data is incomplete, an IDCC data entry “WP NOT DEFINED” is displayed.

CRS SEL — CRS SEL will toggle the WP DATA page CRS 1/CRS 2 SEL mnemonic between CRS 1 and CRS 2 for the active waypoint. The EHSI display will change to show the new course and course deviation relative to the newly selected course. If AUTO CRS SEQ has been selected, the CRS SEL button will change the selected course and cause the system to revert to manual sequence (AUTO CRS SEQ OFF). If the selected course is not defined, the message “COURSE NOT DEFINED” is displayed.

AUTO CRS SEQ — The AUTO CRS SEQ (or Auto Course Sequence) button is pushed to toggle between the ON and OFF states for auto course sequence. AUTO CRS SEQ ON will cause DAAS to transition automatically from the “in” course (course 1) to the “out” course (course 2). The autopilot/flight director control laws are such that a smooth asymptotic capture is executed for course intersection angles less than 90°. The AUTO CRS SEQ ON state is indicated by lighting the button and attaching an A to the course number on EHSI. Activation of the autocourse sequence (or activation of USE with auto-course-sequence on) with no course 2 defined for the active WP will result in an IDCC data entry advisory “CRS 2 NOT DEFINED.”

NAVIGATION CONTROLS

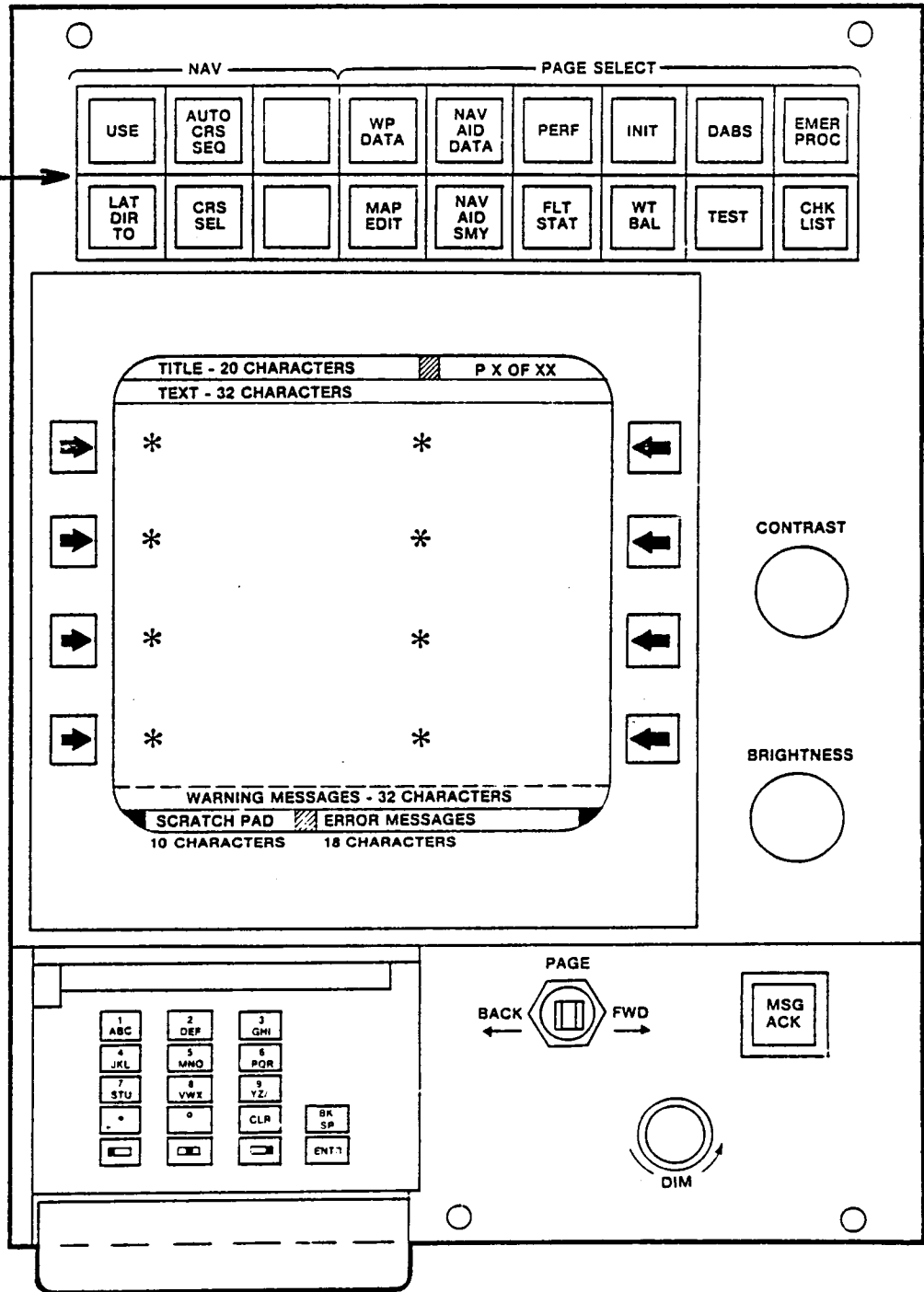


Figure 25. Navigation/Flight Planning IDCC Controls

LAT DIR TO — LAT DIR TO will set course 1 to the course which would direct the aircraft to the active waypoint and makes course 1 the selected course.

Activation of LAT DIR TO when the active waypoint is an ILS waypoint results in the IDCC data entry advisory "LOC FREQ SELECTED." LAT DIR TO with an incomplete active waypoint results in the IDCC data entry advisory "WP NOT DEFINED." LAT DIR TO in VOR changes CRS 1 to the current bearing.

5.2.1.2 Navigation/Flight Planning EHSI Controls and Displays — EHSI controls and displays associated with Navigation/Flight Planning are shown in Figure 26. They include the following functions:

HDG/NOR — HDG/NOR changes the map from heading up (inside-out display) to a North-up orientation and vice versa. Lighted annunciation.

MAP/CRSR — MAP/CRSR changes the slew control to affect either the cursor or the map. If the cursor is the selected state, a cursor appears superimposed on the active waypoint. Cursor mode operation is defined below. Lighted annunciation.

MAP RETURN — MAP RETURN returns the map to the normal position (not slewed/map mode).

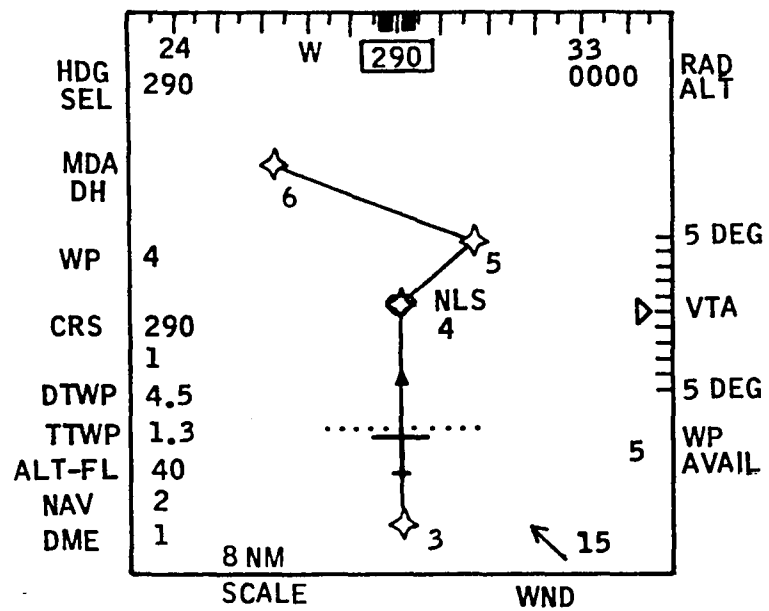
WP BRG — WP BRG causes the active waypoint bearing needle to be deleted from the display if present or to be displayed if not present. Lighted annunciation.

MAP REVU — MAP REVU causes the map to appear when no radio signals are available. The active waypoint is located at the airplane location. The purpose is to allow preflight review of the planned flight using the map slew feature. The aircraft symbol is not shown in MAP REVU mode.

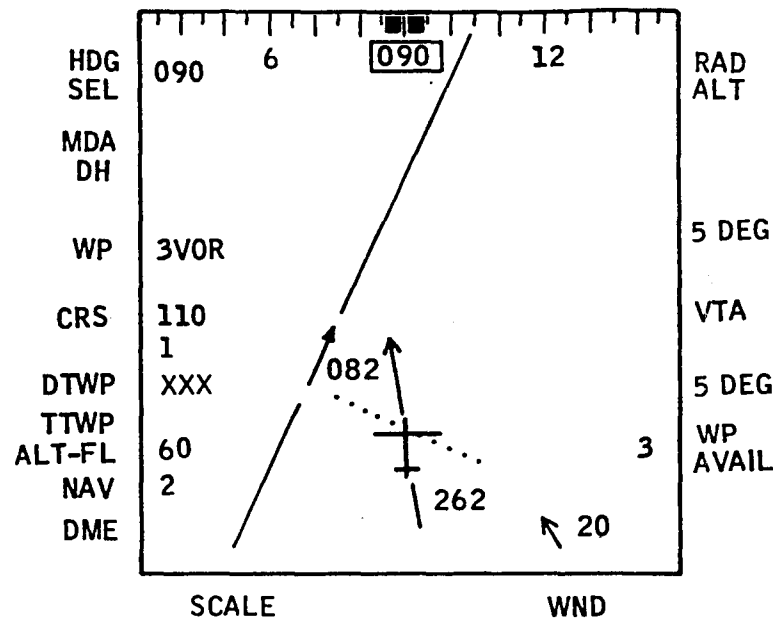
MAP SCALE — Changes in the map scale are initiated by engaging one of the three following map scale buttons.

- 2 NM/inch map scale select: Lighted annunciation, EHSI annunciation
- 8 NM/inch map scale select: Lighted annunciation, EHSI annunciation
- 40 NM/inch map scale select: Lighted annunciation, EHSI annunciation

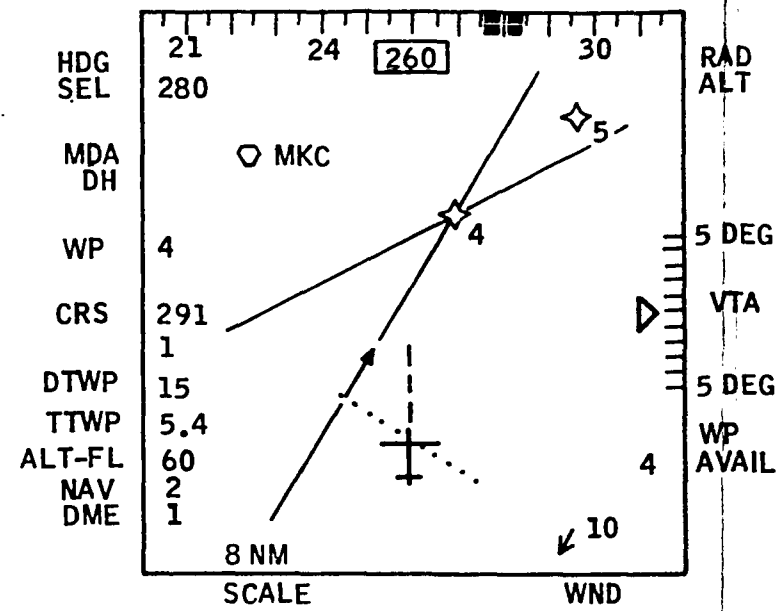
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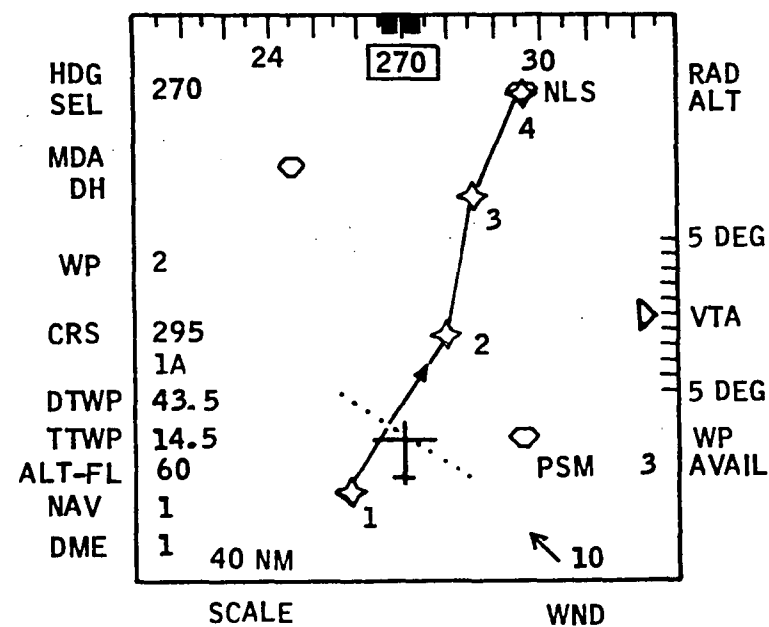
RNAV MODE, 8NM/INCH SCALE



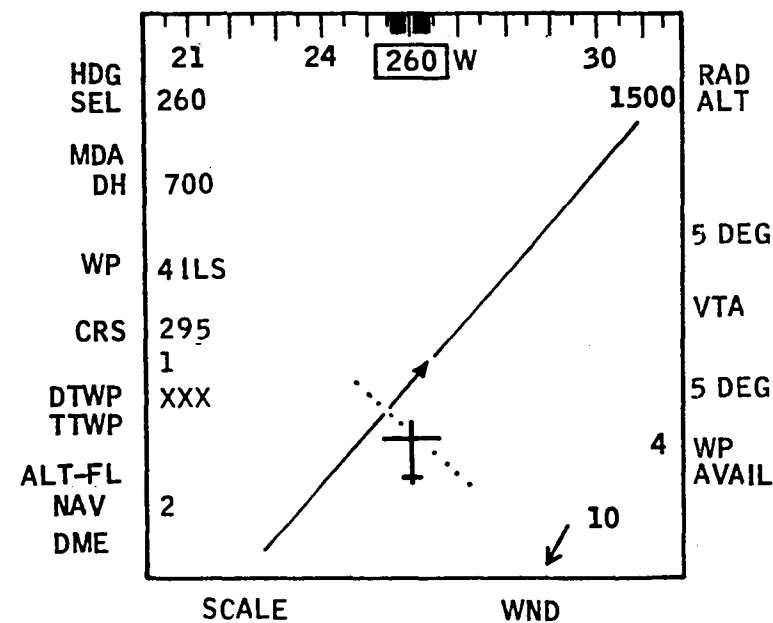
VOR MODE, 2 DEG/DOT SCALE



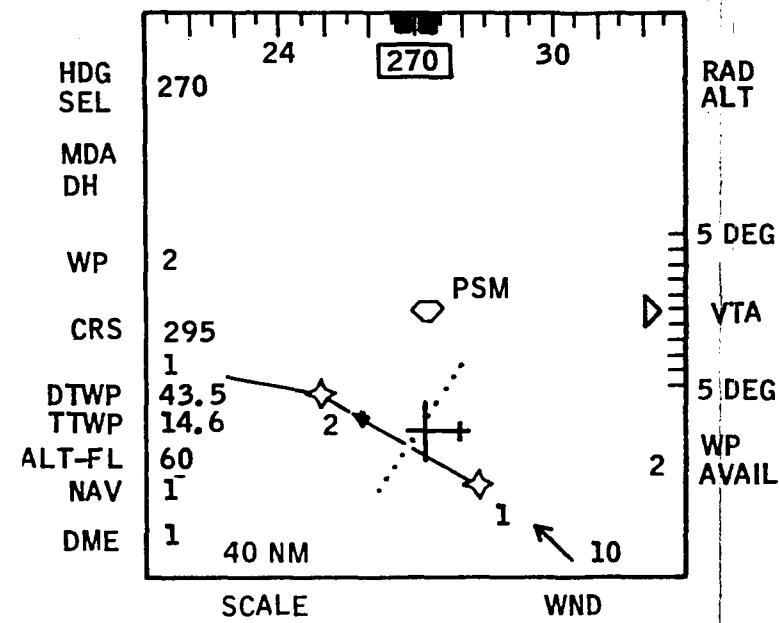
RNAV MODE, UNLINKED WAYPOINT, 8NM/INCH SCALE



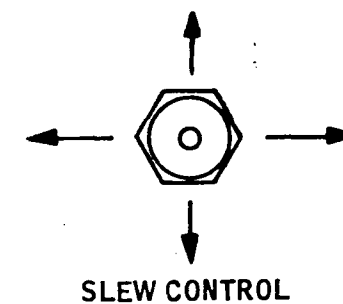
RNAV MODE, 40 NM/INCH SCALE
AUTO SEQUENCE MODE ON



ILS MODE, 0.5 DEG/DOT SCALE



RNAV MODE, NORTH UP ORIENTATION, 40NM/INCH SCALE



HDG NOR	MAP CRSR	MAP RTN
WP BRG	REVM	
2NM	8NM	40NM

EHSI CONTROL

Figure 26. NAV/Flight Planning EHSI Display Formats

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The 2-NM/inch scale is suitable for tight control situations such as approach, and the 8-NM/inch is suitable for enroute. The 40-NM/inch allows for display of approximately 100 NM forward of the EHSI aircraft symbol. This distance is sufficient for several enroute waypoints.

Lateral deviation is presented by five dots on either side of the aircraft symbol. The dots are 0.125 inch apart. The 2 NM/inch map scale results in 0.25 NM/DOT, 8 NM/inch results in 1.0 NM/DOT, and 40 NM/inch results in 5 NM/DOT scaling.

The VOR scale is 2 degrees/dot and the ILS scale is 0.5 degree/dot. Deviation is limited to 6 dots.

Examples of EHSI map displays set up using these controls are illustrated in Figure 26. Included are:

- RNAV MODE, 2 NM/inch and 8 NM/inch — These scales are best suited for operations in a terminal control area (TCA) or in performing an RNAV approach. In this illustration the aircraft is approaching WP4 NLS, a VORTAC which is providing the signals for defining WP5 and 6. The flight plan is for an RNAV approach to Nelson Airport, Kansas. WP5 is the initial approach fix (AF) and WP6 is the missed approach point (MAP). The MDA is 1600 feet MSL. The MDA will be displayed as soon as WP6 becomes active.
- RNAV MODE, 40 NM/inch — This scale is most suitable for viewing the flight plan. The illustration shows the aircraft enroute to Nelson VORTAC. At this moment the aircraft is 6 miles to the right of the selected course.
- VOR MODE, 2.0 DEG/DOT — This mode, since no distance information is available, cannot show a map. The aircraft is far to the right of the selected course. The distance to the VORTAC will be displayed adjacent to the DTWP if the VOR being used has DME available.
- ILS MODE, 0.5 DEG/DOT — This mode does not show a map because no distance information is available. The aircraft is 1.5 degrees to the right of the ILS localizer. The distance to the localizer will be displayed adjacent to the DTWP legend if the localizer has a colocated DME.
- RNAV MODE, UNLINKED WAYPOINT, 8 NM/inch — This figure shows an unlinked RNAV display. Waypoint 4 is the active waypoint. The two courses entered for the waypoint are shown as course lines extending through the waypoint. Course 1 (291°) has been selected as indicated by the CRS entries at the left of the display, and the course direction arrow.

Waypoint 5 is also shown on the map. If the active WP NAVAID is located (i.e., has latitude and longitude defined), then all other located waypoints and NAVAIDs will be drawn. In this case, waypoints 4 and 5 must both be referenced to located NAVAIDs such as MKC as shown on the map.

- RNAV MODE, NORTH UP ORIENTATION — This figure shows the same RNAV, 40 NM/inch situation as it would appear with a north up orientation. The airplane occupies the same location as for the heading up orientation and the map moves with respect to the airplane as the flight progresses. The airplane will rotate as the heading is changed. If desired, the map slew feature may be used to reposition the airplane (and map) to a more desirable position.

The EHSI will only show NAVAID identifiers entered by the pilot. Where an identifier is entered, the system will correlate the identifier entered with the Morse code radio identifier. A warning message is displayed after two minutes in the IDCC warning message area and the amber caution light is lighted if no correlation has been established.

Cursor Control — The pilot calls up the WP DATA page on the IDCC and selects the waypoint number he wants to assign to the cursor waypoint. If he wants to insert, he calls up the MAP EDIT page.

The pilot then pushes the CURSOR button on the EHSI Control Panel and the following things happen:

- The cursor appears on the EHSI superimposed on the active waypoint.
- The cursor can be moved using the slew control. After the cursor is moved to the desired location, pushing the ENTR button will cause the active waypoint data modified for the cursor radial and distance information to be copied on the displayed waypoint data page. New courses are computed and appear on WP DATA page if the waypoints are linked. The waypoint can then be achieved by touching USE.

If the cursor designated waypoint is the active waypoint, the same things happen as defined above. The new cursor designated WP becomes the active WP as soon as ENTR is pushed.

The cursor moved or inserted waypoints must be referenced to the active waypoint NAVAID.

The activation of touchpoint or depressing of any IDCC key other than MSG ACK, CLR, or DABS, will cause the cursor mode to be disengaged. The entering of both radial and distance of the cursor designated waypoint (by pushing the ENTR button) will cause the cursor to disappear.

Map Slew Control — Map slew is accomplished using the slew controller. Slew range limits are 33 degrees of latitude and longitude, or 999 miles. Slew rates are ± 0.2 -inch/second, or ± 1.0 -inch/second depending on slew controller displacement. The map can be recentered using the MAP RTN control.

5.2.2 Navigation/Flight Planning Algorithms

VOR/DME Filter Mechanization — The DAAS navigation/flight planning function employs a variable time constant filter to determine aircraft position. Aircraft-to-station geometry enters the measurement equation. This is true independent of the coordinate frame used. In the DAAS design a steady state solution was obtained for a variety of aircraft-station geometries using Kalman filter design methods. The Kalman filter was reduced to a simple first order lag on the position measurements only. If valid radio data is unavailable (DR Mode), the filter uses true airspeed and heading information to estimate aircraft position. Figure 27 shows the VOR/DME filter mechanization. The navigation filter gain calculation is as follows:

$$K_{11} = 1.4 \left[0.2 + \left[\frac{0.8}{R+5} - 0.17 \right] \sin^2 \psi \right]$$

$$K_{22} = 1.4 \left[0.2 + \left[\frac{0.8}{R+5} - 0.17 \right] \cos^2 \psi \right]$$

$$K_{21} = K_{12} = 0.1 \sin^2 \psi$$

where

R = Measured range corrected for altitude in NMI

ψ = Measured bearing to station in deg

X = Distance in NMI wrt North

Y = Distance in NMI wrt East

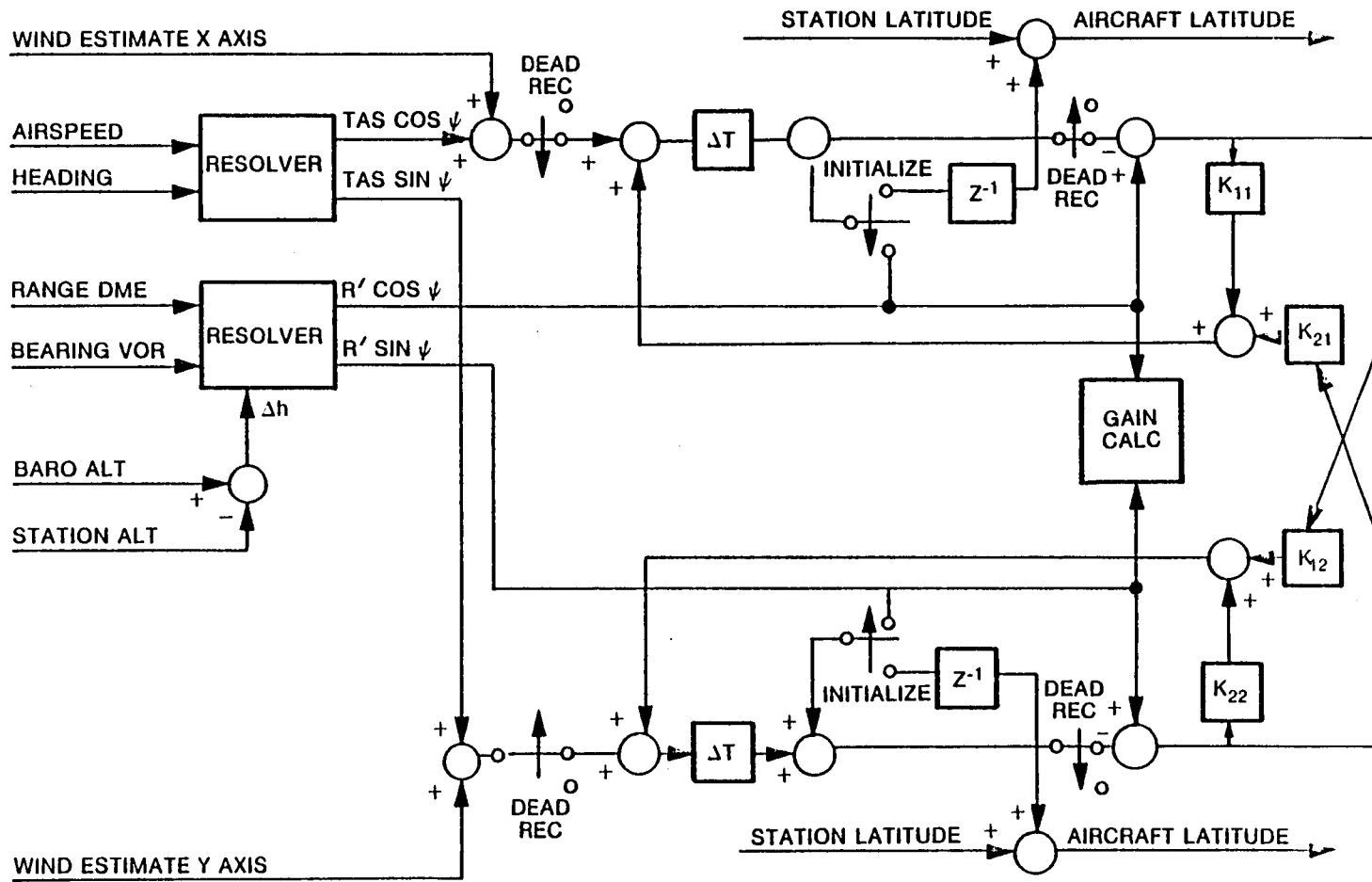


Figure 27. Navigation Filter Mechanization

Map Computations — The EHSI map is drawn to look like the aircraft navigation maps; i.e., Lambert conical projection maps. On such a map great circles are drawn approximately as straight lines. This means that the lines of longitude will be straight, but not parallel and that the lines of latitude will be curved lines.

The mathematics of the conical projection are too complex to be used when drawing the DAAS EHSI map. Instead, a plane projection is used with the projected distance between the map basis (the airplane or the active waypoint) and the point to be mapped being the true great circle distance. See Figure 28. This projection is very close to that of the aircraft navigation maps, and for distances less than 200 miles the relative error in distance is less than .05%.

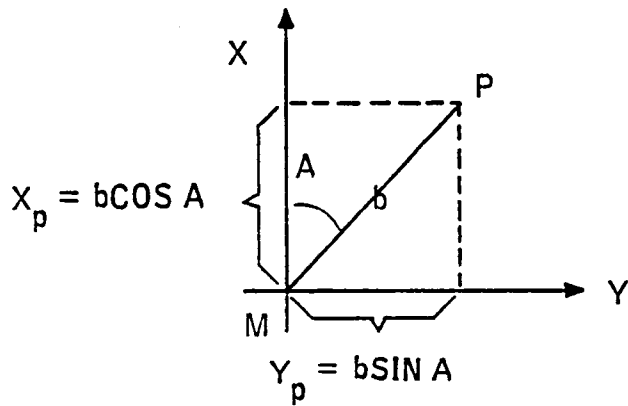
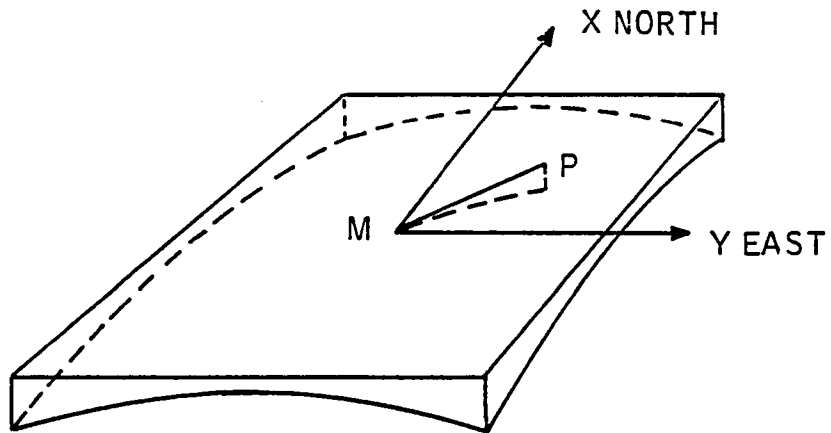
The mathematics of great circle distance and course are also too complex to be used when drawing the DAAS EHSI map, but with the help of some approximations, the circle formulas can be reduced to manageable expressions for computing the coordinates on the EHSI map. The approximate map coordinate computation equations are:

$$\begin{aligned} X_p &= (L_p - L_m) \\ Y_p &= (\lambda_m - \lambda_p) \cdot \cos L_p \end{aligned}$$

Where L_p , λ_p are the lat-long of an arbitrary point P and L_m , λ_m are the lat-long of the map basis (a/c or active waypoint), and X_p , Y_p are the rectangular coordinates of the point P on the EHSI map. The result of this approximation on the map is like making the curved lines of latitude into straight lines. See Figure 28. In the 40-nm/inch scale the display is 180×180 nm and the worst case relative error in distance across the EHSI map is about 1% and the relative error in radial is about 1.5%.

Map Slew — The map slew function gives the pilot the possibility to move the map relative to the display screen, or as it also could be understood, move the display screen window over the map. Independent of the map slew, the map is rotated and scaled relative to the map basis which, except in map review, is the aircraft. After the map computations, the slews are added as display offsets.

The advantage of this mechanization is that the aircraft does not move off the map when it is turning, which could very well happen if the center of the display was used as the point around which the map rotated.



b = GREAT CIRCLE DISTANCE BETWEEN M (MAP BASIS) AND P (POINT)

A = INITIAL COURSE FROM M TO P

$X_p = b \cos A$ = PLANE PROJECTION DISTANCE IN X DIRECTION BETWEEN M AND P

$Y_p = b \sin A$ = PLANE PROJECTION DISTANCE IN Y DIRECTION BETWEEN M AND P

Figure 28. Plane Projection

There are, however, some disadvantages. If we use the map slew to slew off to a relative distant point, we cannot use the map scales to blow up that area, since the expansion is done around the map basis (i.e., the aircraft). The map projection described earlier also produces the effect that if we slew off some distance, then the compass directions will change relative to the display.

However, the disadvantages above can be avoided by using map review and north up modes, and as long as the slew offsets are short, the slew will be more useful for positioning the aircraft symbol and related information on the display.

The mapping of an arbitrary point P on the EHSI display is computed as follows (see Figure 29):

1. Projected distances relative to the aircraft:

$$\begin{aligned} X_p &= (L_p - L_{AC}) \\ Y_p &= (\lambda_{AC} - \lambda_p) \cdot \cos L_p \end{aligned}$$

2. Rotation with respect to aircraft heading if in heading up mode:

$$\begin{aligned} X_r &= X_p \cos \Psi + Y_p \sin \Psi \\ Y_r &= -X_p \sin \Psi + Y_p \cos \Psi \end{aligned}$$

3. Addition of slew offsets and conversion to display coordinates:

$$\begin{aligned} Y_{disp} &= -(X_r - X_{slew}) \\ X_{disp} &= (Y_r - Y_{slew}) \end{aligned}$$

Where L_p , λ_p is the lat-long of an arbitrary point P, L_{AC} , λ_{AC} is the lat-long of the aircraft. Ψ is the aircraft heading and X_{slew} , Y_{slew} are the map slew offsets.

The map slew offsets come from integration of constants:

$$\begin{aligned} X_{slew} &= \int_0^t g_x dt \\ Y_{slew} &= \int_0^t g_y dt \end{aligned}$$

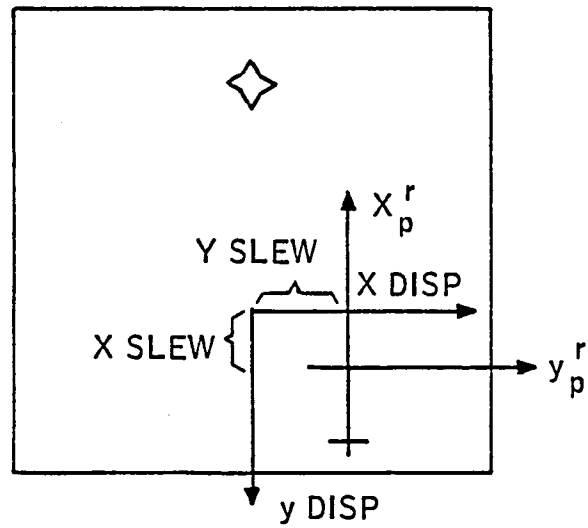
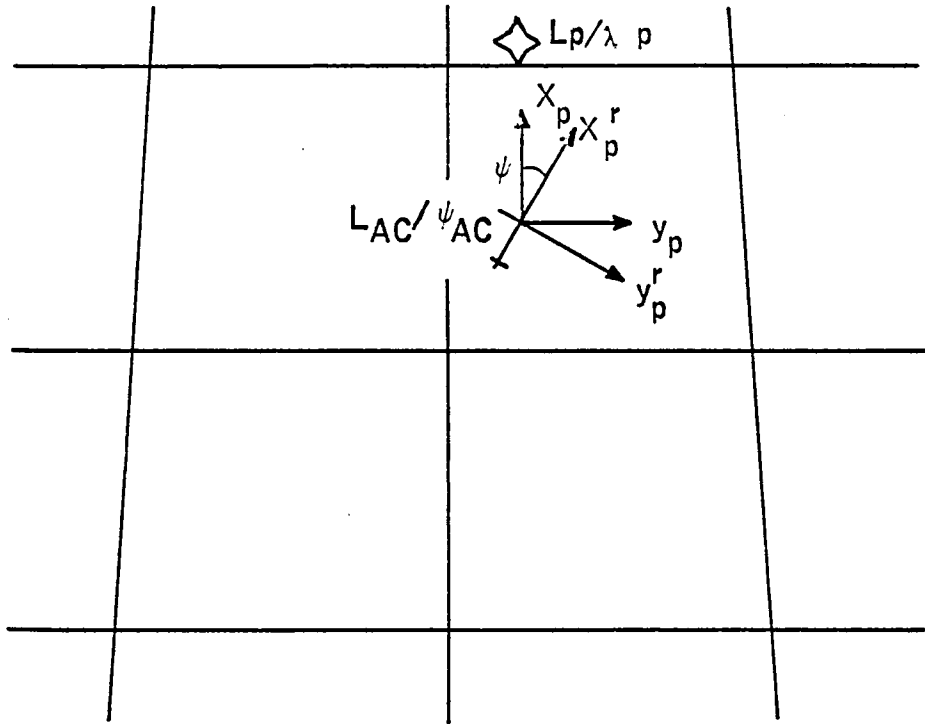


Figure 29. EHSI Map Slew

where $g_x, g_y = 0, \pm 0.2, \pm 1$ inch/sec depending on the position of the slew switch. g_x, g_y are forced to zero when not in map mode and the integrations are reset to zero if MAP RTN button is depressed or if change of map basis is done. Change of map basis is done by entering map review mode or changing active waypoint in map review mode.

Map Review Implementation — Map review is entered if the MAP REVU button is depressed while the EHSI is in normal mode. In map review mode the map basis is the active waypoint instead of the aircraft, and at zero map slew, the map basis is centered on the display instead of slightly below the center of the display. The aircraft symbol is not shown in MAP REVU mode.

In heading-up mode the map will be oriented as the aircraft is oriented, and the map will rotate around the active waypoint as the aircraft turns.

Cursor Slew Implementation — The cursor is mainly used to move waypoints and therefore, the cursor slew has to be map oriented. That is it has to keep its radial and distance relative to the active waypoint, independent of the map modes and the map scales. Cursor position displacement components are computed as described above.

Gain factors g_{up} and g_{left} are controlled by the slew stick. Gain factor $g_{up} = g_{left} = 0, 0.2, 1$ inch/sec depending on the slew controller displacement. If the EHSI is in the heading-up mode, these gain factors are rotated to:

$$g_{north} = \text{map scale} \cdot (g_{up} \cdot \cos\psi + g_{left} \cdot \sin\psi)/60 \text{ deg/sec}$$

$$g_{west} = \text{map scale} \cdot (-g_{up} \cdot \sin\psi + g_{left} \cdot \cos\psi)/60 \text{ deg/sec}$$

If EHSI is in north-up mode, we have:

$$g_{north} = \text{map scale} \cdot g_{up}/60 \text{ deg/sec}$$

$$g_{west} = \text{map scale} \cdot g_{left}/60 \text{ deg/sec}$$

The cursor position is then computed as:

$$L_c = L_{AWP} + \int_0^{\dagger} g_{north} \cdot dt$$

$$\lambda_c = \lambda_{AWP} + \int_0^{\dagger} g_{west}/\cos L_c \cdot dt$$

where L_c, λ_c is the lat-long of the cursor, L_{AWP}, λ_{AWP} is the lat-long at the active waypoint.

Integration is reset to zero when the EHSI exits the cursor mode and g_{up} , g_{left} are forced to zero when EHSI is not in cursor mode.

Lateral Beam Capture Logic — DAAS simulation studies prompted development of improved logic for transitioning from inbound to outbound courses at waypoints. The resulting lateral beam capture is as follows. Lateral beam capture flag becomes true when:

$$Ky\Gamma = \frac{U_1^2}{g \tan 25^\circ} \left\{ \left[\text{sign}\Gamma \right] \left[1 - \cos (\psi - \text{Crs Sel}) \right] - \left(\frac{W}{57.3} U_1 \right) \right. \\ \left. \left[\psi - \text{Crs Sel} + \tan^{-1} \left(\frac{W}{U_1} \right) \right] \right\}$$

where

- $Ky\Gamma$ = lateral displacement from selected course (positive to right of course) - ft
- U_1 = true airspeed - ft/sec
- Crs Sel = Crs 1 or Crs 2 as appropriate - degrees
- ψ = Airplane heading - degrees
- W = Component of wind that is normal to selected course (positive when wind vector points to right of course) - ft/sec

When flying course 1 of an RNAV waypoint and course 2 is selected manually, the autopilot will revert to the heading hold mode until the capture flag becomes true. If the capture flag for course 2 had become true prior to manual selection of course 2, a capture turn will be initiated immediately.

When flying course 1 of an RNAV waypoint and auto sequence has been selected, the capture criterion for course 2 is examined while tracking course 1. When the capture flag becomes true, the autopilot initiates a turn to capture course 2 and the system automatically sequences to course 2 provided the time to the waypoint is less than 60 seconds. Should the time to go be greater than 60 seconds, the capture turn and auto sequence step will be delayed until the time to the waypoint is 60 seconds.

5.2.3 Navigation/Flight Planning Function Interfaces

Navigation/Flight Planning Function Interfaces are shown in Figure 30. The navigation/flight planning function receives flight plan and NAVAID data from the IDCC. Selected VORTAC frequency is sent to the radio adapter unit which tunes the selected NAV receiver and DME, and responds with extracted radio position information. Heading and true airspeed information are blended with radio position data in the

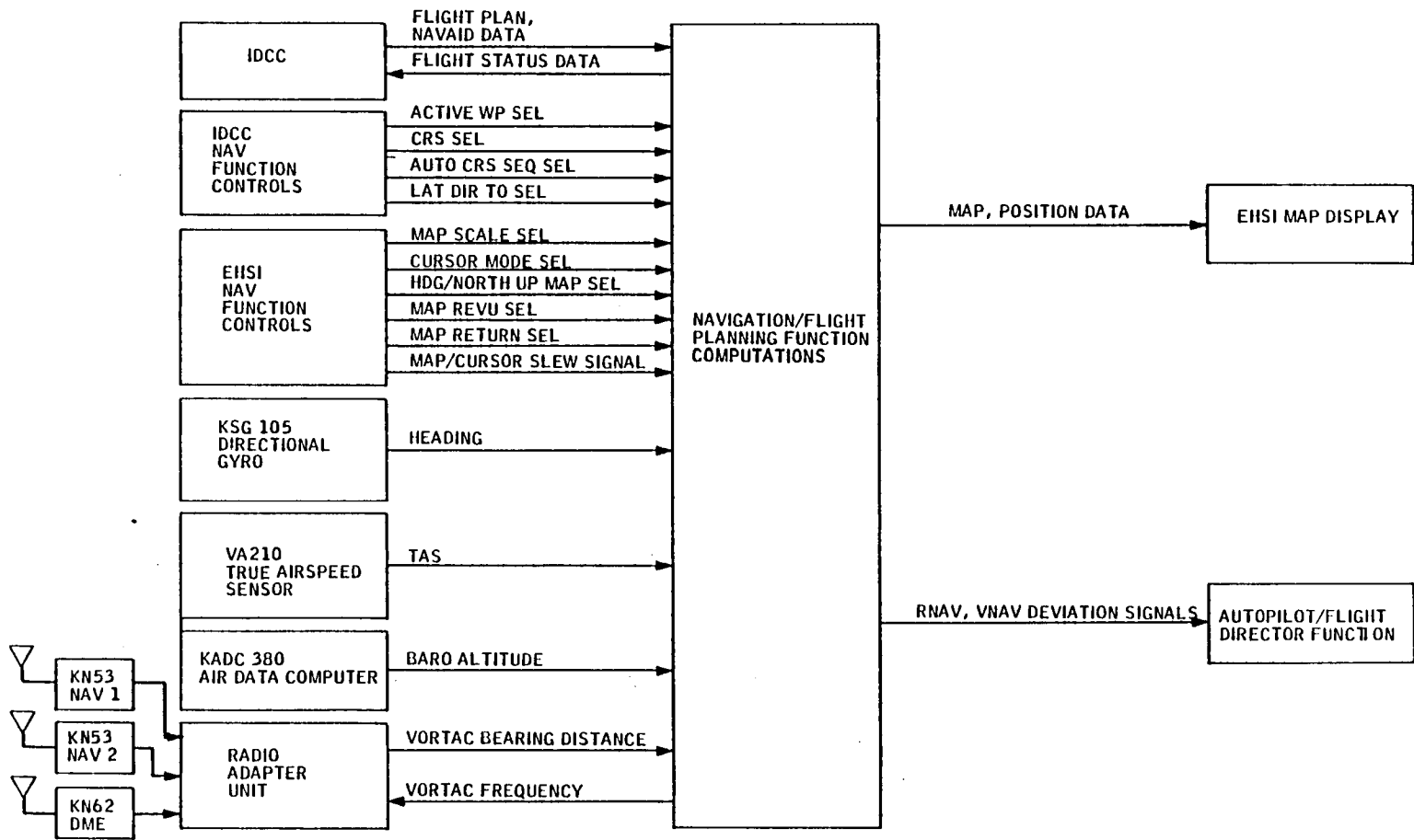


Figure 30. Navigation/Flight Planning Function Interfaces

navigation computations. Results of the Navigation/Flight Planning computations are displayed on the EHSI moving map, and deviation signals are supplied to the Autopilot/Flight Director Function for guidance.

5.3 VERTICAL NAVIGATION (VNAV) FUNCTION

The vertical navigation mode provides computed pitch commands to maintain a defined vertical path. To operate in this mode, the pilot must:

- 1) Establish an RNAV waypoint
- 2) Establish his course
- 3) Be on course laterally (see paragraph 5.4.8.1)
- 4) Set waypoint altitude on WP DATA page
- 5) Set along track offset from 0 to +50 NM if it is desired to reach the desired altitude before the waypoint.

EHSI and IDCC displays associated with VNAV are shown in Figure 31. The VTA indicator on the EHSI shows the track angle required to arrive at the active waypoint (with due consideration to offsets) at the waypoint altitude as entered on the WP DATA page. By pushing the VNAV button, the system will become coupled to that angle provided that the aircraft is laterally on course, and vertical track angle is within $-5 < \text{VTA} < +2$ degrees. Altitude deviation from track (± 500 ft full scale) is displayed on the right hand scale of the ADI. Upon reaching the waypoint altitude, the system will revert to altitude hold.

VNAV is monitored at VNAV mode engagement to preclude inadvertent large pitch commands. Autopilot/Flight Director VNAV mode engage and disengage criteria are defined in paragraph 5.4.8.

5.4 FLIGHT WARNING/ADVISORY FUNCTION

The DAAS Flight Warning/Advisory Function include the following elements:

- Engine parameter monitoring, warning
- Aircraft configuration monitoring, warning
- Ground proximity monitoring, warning
- Airspeed and stall monitoring, warning

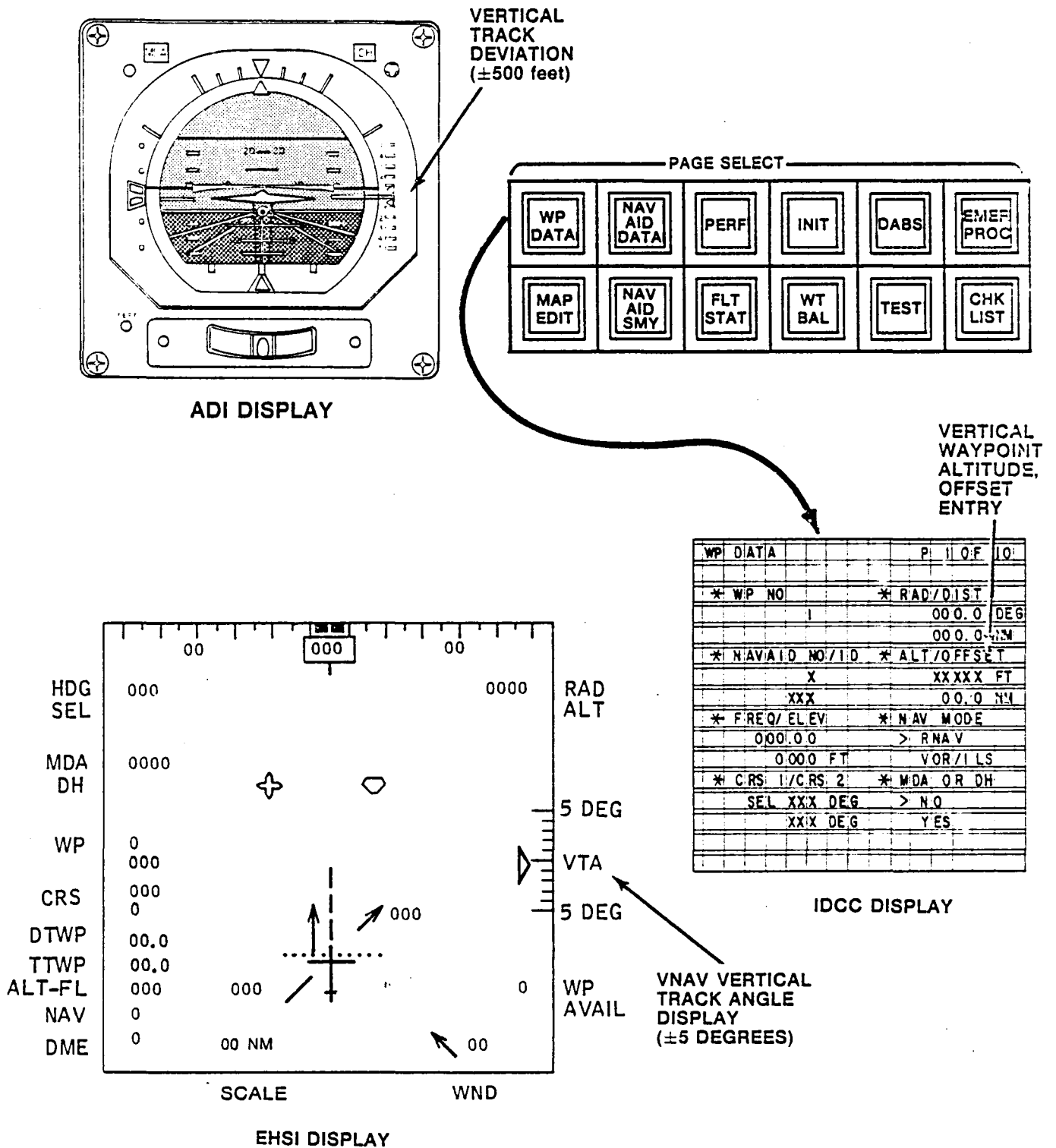


Figure 31. VNAV Displays

- Altitude advisory function
- Marker beacon advisory function
- NAVAID identification monitoring, warning
- Autopilot/flight director monitoring, warning
- BIT fault warning

The Flight Warning/Advisory Function controls and displays are shown in Figure 32. A red or amber flashing light annunciates a warning or caution, respectively. The associated text message appears on the 32-character, second-from-bottom line of the IDCC display. A pushbutton MSG ACK button is used to acknowledge the message and extinguish the flashing light. The red warning light is used for ground proximity warning, never-exceed speed warning, and autopilot disengage warnings; and the amber light is used to annunciate caution situations generally according to Table 5. MDA and DH annunciation lights on the ADI, an altitude alert light on the altimeter, and an aural horn are used in the altitude advisory function.

Airway, outer and middle marker beacon lights are included to the right of the ADI.

IDCC warning or caution messages are retained until the conditions goes away. The retained warning or caution messages are stored according to one of the following three classifications:

- Unacknowledged warning messages
- Unacknowledged caution messages
- Acknowledged warning or caution messages

If any unacknowledged warning messages exist, the red warning light will be lit and the first received warning message will be displayed on the warning and caution message line on the IDCC. If the MSG ACK button on the IDCC is depressed, the displayed warning message will be transferred to an acknowledged message storage location (bottom of stack) and the next unacknowledged warning message is brought to the IDCC display. If no unacknowledged warning messages exist, the red warning light will extinguish and the first received unacknowledged caution message is displayed. If no unacknowledged caution messages exist, the message at the top of the acknowledged messages stack is displayed.

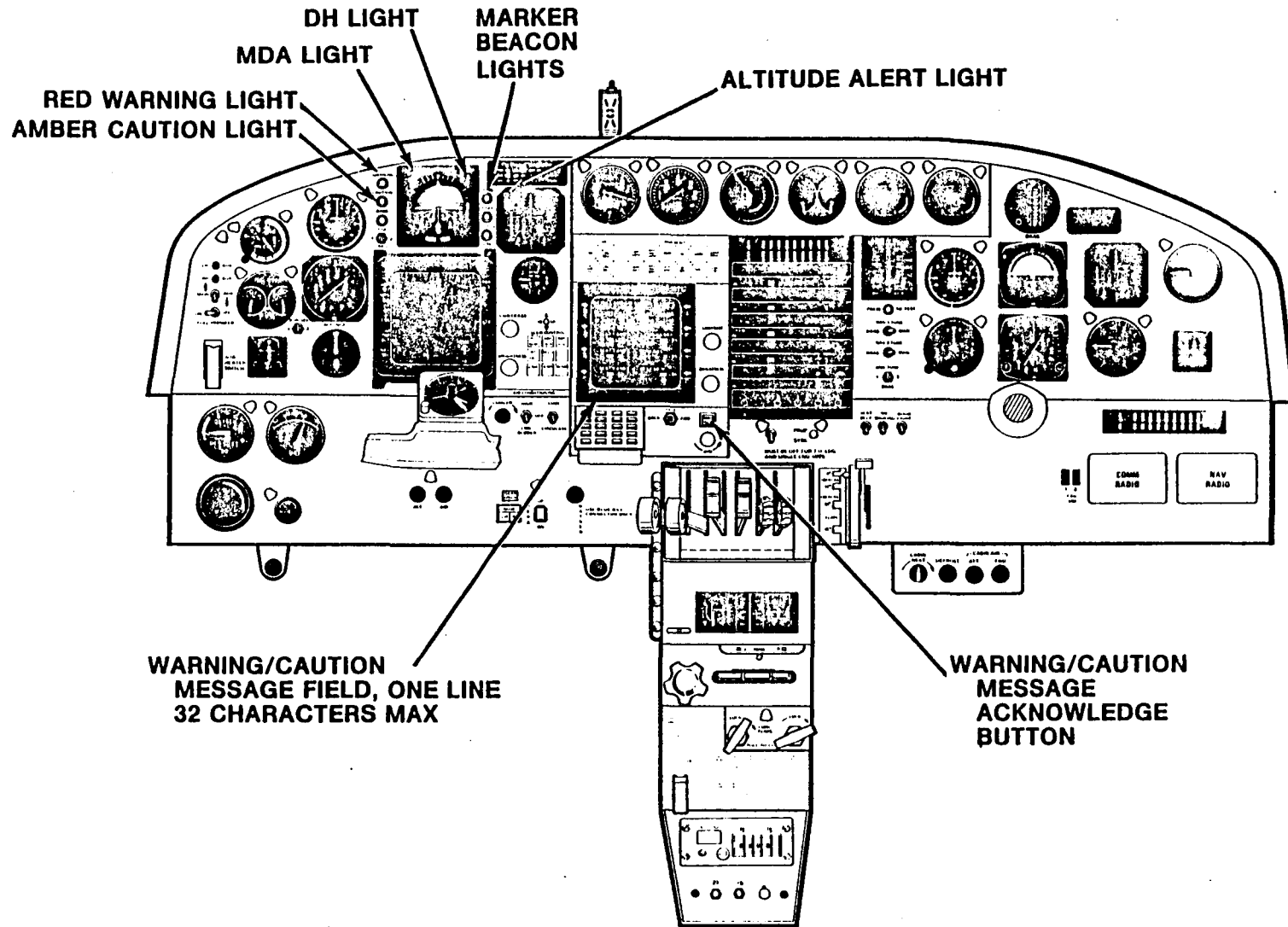


Figure 32. DAAS Flight Caution Function Controls and Displays

Table 5. Flight Warning System

Warning Function/Parameter	Warning Light	
	Red	Amber
1) Engine Parameter Monitoring		
Manifold Pressure		X
Engine RPM		X
2) Configuration Monitoring		
Doors		X
Landing Gear		X
Wing Flaps		X
Cowl Flaps		X
Trim		X
Aux Fuel Pumps		X
3) Ground Proximity Warnings	X	
4) Airspeed/Stall Warnings		
1.2 V _{STALL}		X
V _{NE} (never exceed)	X	
V _{ND} (max cruise)		X
5) Autopilot Disconnect	X	

Unacknowledged caution messages are presented and acknowledged in the same way as unacknowledged warnings. Caution messages are second in priority to unacknowledged warning messages. The amber caution light is extinguished whenever all caution messages are acknowledged.

Acknowledged warning or caution messages are stored in a stack until such time as the causative conditions cease to exist. If all warning and caution messages are acknowledged, both the red and the amber lights are extinguished, but the pilot can sequence through the messages that are still current by subsequent pushing of the message acknowledge button. Once a warning has been acknowledged, the system no longer retains knowledge of that message's priority. IDCC warnings and associated lights will extinguish automatically prior to pilot acknowledgement if the warning conditions are removed.

Following is a description of the various Flight Warning/Advisory Function elements.

5.4.1 Engine Parameter Monitoring, Warning

The Engine Parameter Monitoring function provides two types of continuous engine monitoring: manifold pressure, and RPM. An appropriate caution is displayed at the bottom of the IDCC for out-of-tolerance conditions. A description of the warning conditions and corrective advisories for operational monitoring follows.

5.4.1.1 Manifold Pressure (MAP) — Three conditions of manifold pressure will generate pilot warnings:

Full Power MAP — In full power flight at takeoff or maximum climb, the maximum MAP of 34.5 inches Hg may not be exceeded. (Valid to altitudes of 16,000 feet).

Warning Logic: (MAP > 34.5 inches Hg)

IDCC Message: HI MAN PRES (RE, LE, BE) RE, LE, BE refers to Left Engine, Right Engine, Both Engines respectively, throughout.

Warning/Caution Light: Amber

Normal Operating MAP — In normal operating conditions (less than 75% power) the maximum recommended MAP is 29.5 inches Hg except as noted above in the conditional normal operating case.

Warning Logic: 500 < RPM < 2600
AND (MAP > 29.5 inches Hg)

IDCC Message: HI MAN PRES (RE, LE, BE)

Warning/Caution Light: Amber

5.4.1.2 Engine RPM — The RPM is continuously monitored and warning given if the maximum RPM limit is exceeded.

Warning Logic: (RPM > 2700)

IDCC Message: HI RPM (RE, LE, BE)

Warning/Caution Light: Amber

5.4.2 Aircraft Configuration Monitoring, Warning

The aircraft configuration monitoring continuously checks the position of the doors, landing gear, cowl flaps, wing flaps, boost pumps, and trim as a function of aircraft state as defined in Table 6.

The warning messages for the aircraft configuration monitor are as follows:

Configuration Item	IDCC Message	Warning/Caution Light
1. Door	DOOR NOT LATCHED	AMBER
2. Landing Gear (In Flight)	LDG GEAR DOWN	AMBER
(Final Appr)	LDG GEAR UP	AMBER
3. Cowl Flaps (Taxi-Takeoff)	COWL FLAPS CLOSED	AMBER
4. Wing Flaps (All except Appr)	WING FLAPS DOWN	AMBER
(Final Appr)	WING FLAPS UP	AMBER
5. Aux Fuel Pumps	AUX FUEL PUMPS OFF	AMBER
6. Trim (Takeoff)	OUT OF TRIM	AMBER

Table 6. Aircraft Configuration Monitoring

Pilot Will be Alerted on IDCC Upon Occurrence of Any of the Following Conditions:							
A/C State	A/C Config.	Doors	Gear	Cowl Flaps	Wing Flaps	Aux Fuel Pumps	Trim
Taxi	Wt on Gear > 30 sec RPM < 2000	Not Latched		Not Open Full	Not Up		
Run Up Takeoff	Wt on Gear > 30 sec RPM > 2000	Not Latched		Not Open Full	Not Up	Not On	Not at T/O Setting
Lo-Alt Flight	KIAS > 130 KTS ALT < 12,000	Not Latched	Down		Not Up		
Hi-Alt Flight	KIAS > 130 KTS Alt > 12,000 Ft	Not Latched	Down		Not Up	Not On	
Final Approach	KIAS < 104 KTS MAP < 20 IN Hg	Not Latched	Up		15 ⁰	Not On	

5.4.3 Ground Proximity Monitoring, Warning

The Ground Proximity Warning (GPW) function employs the ARINC 594-1 Mode algorithms. Warning is based on radar altitude and barometric altitude rate according to Figure 33.

The DAAS GPW required baro altitude rate is derived from the encoding altimeter (altitude signal) and radar altitude from the Sperry RT-221 radar altimeter (precision output signal accuracy: ± 3 ft at 0-100 ft; $\pm 3\%$ at 100-500 ft; $\pm 4\%$ at 500-2500 ft.)

5.4.4 Airspeed and Stall Monitoring, Warning

The airspeed/stall warning function will detect $1.2 V_{stall}$ from angle of attack. Occurrence of $1.2 V_{stall}$ will cause the amber caution light to flash and generate the following message on the IDCC warning line: 1.2 VSTALL.

In addition to stall warning, if maximum structural cruise speed, V_{ND} (199 KIAS) is reached, the amber caution light is lit and the following IDCC message is generated: MAX CRUISING AIRSPEED.

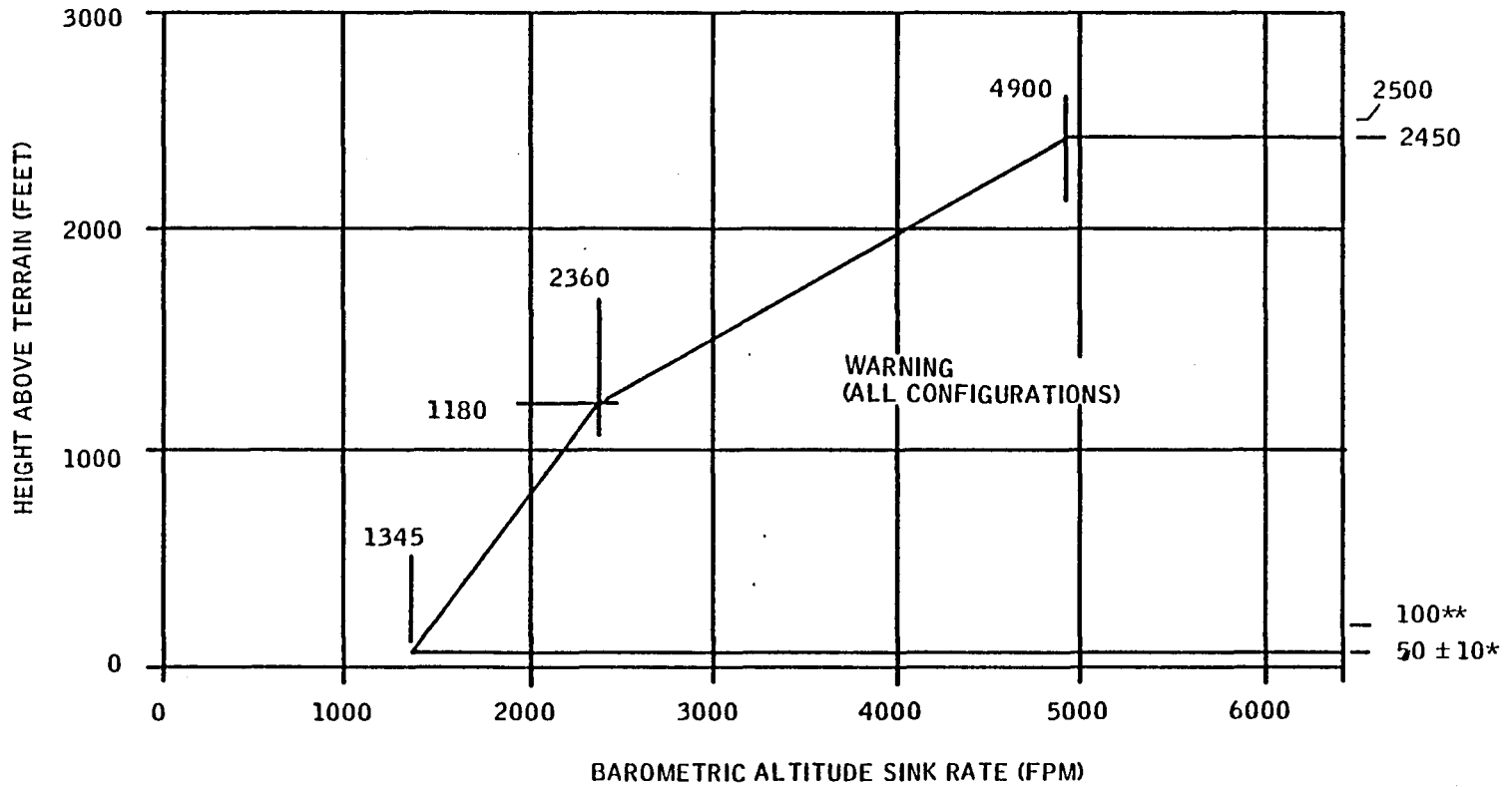
If the never-exceed airspeed V_{NE} (230 KIAS) is reached, the red warning light is illuminated and the following IDCC warning is generated: NEVER EXCEED AIRSPEED.

5.4.5 Altitude Alert Function

The altitude alert function will alert the pilot when approaching a reference altitude. Alerting is accomplished by the altitude alert light on the altimeter, the MDA and DH lights on the ADI, and an aural tone generator (see Figure 32).

The altitude alert light and aural warning are armed when the active waypoint has an entered altitude, or autopilot/flight director ALTITUDE HOLD is engaged. The reference altitude for altitude alerting is the IDCC WP DATA page active waypoint altitude as indicated in Figure 34, or the ALTITUDE HOLD reference if ALTITUDE HOLD is engaged. The ALTITUDE HOLD reference takes precedence. Altitude alerting criteria is indicated in Figure 35. The altitude alert light (and associated horn) is inactive if MDA or DH is selected, unless the autopilot/flight director altitude hold is engaged.

EXCESSIVE RATE OF DESCENT WITH RESPECT TO TERRAIN



MODE I IS FUNCTIONAL AT ALL TIMES
 * DESCENT INHIBIT HEIGHT
 ** MAXIMUM ASCENDING ARMING HEIGHT

Figure 33. DAAS Ground Proximity Warning Criteria

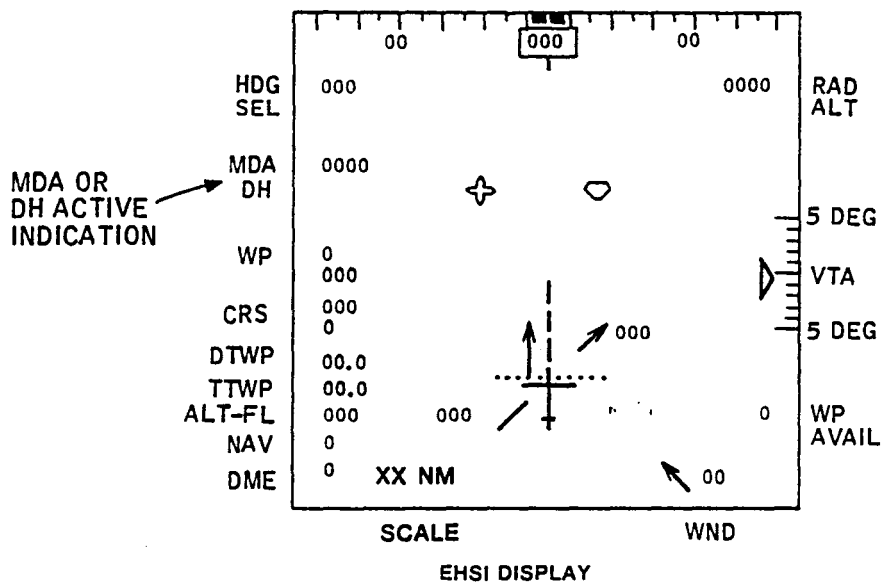
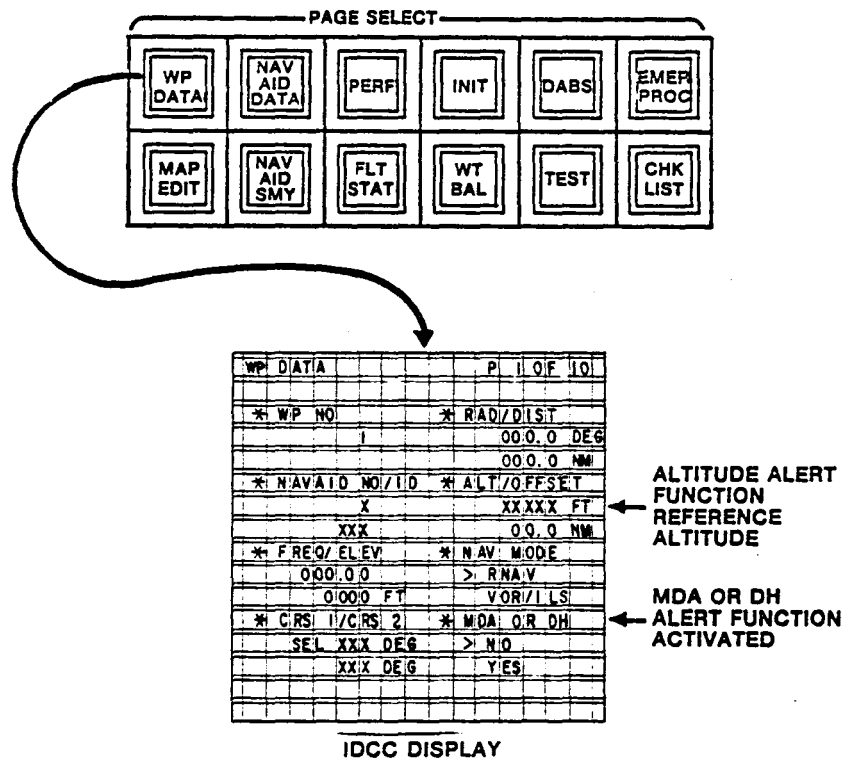


Figure 34. Altitude Alert IDCC Controls and Displays

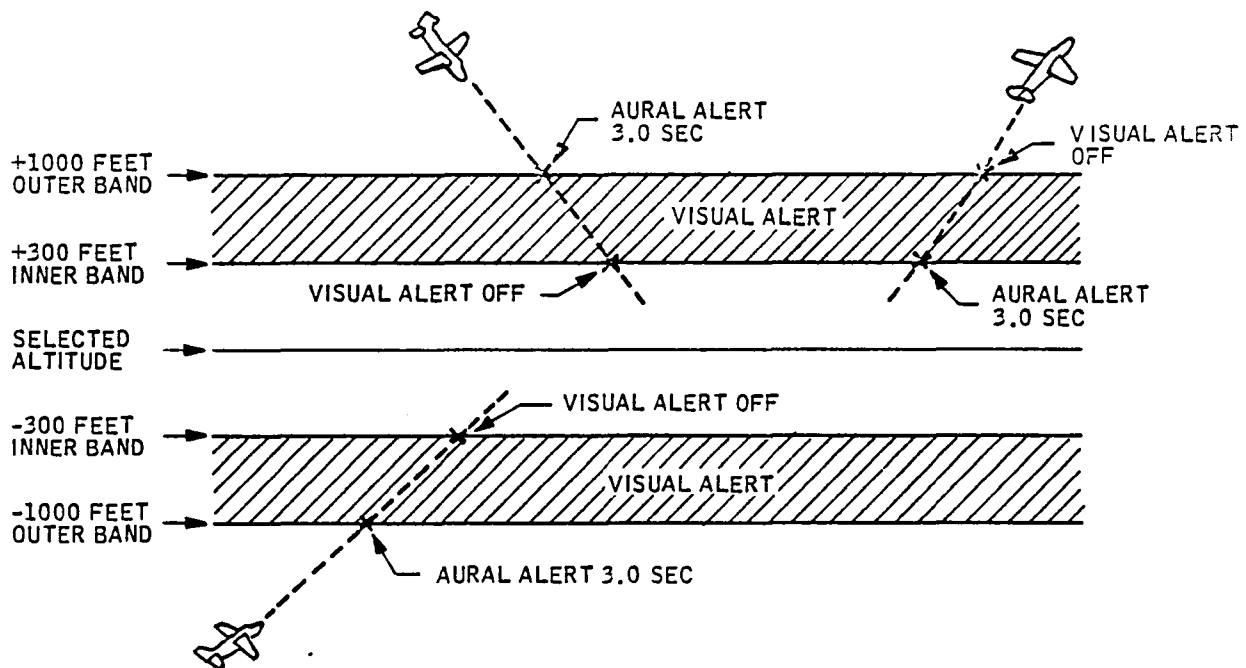


Figure 35. Altitude Alert Function Alerting Criteria

MDA or DH alert lights are armed when MDA or DH is indicated on the IDCC WP DATA page as indicated in Figure 37. The MDA light or DH light will be activated when passing through the active waypoint altitude for RNAV/VOR approach or ILS approach respectively, when MDA or DH is selected on the IDCC WP DATA page. When active, the MDA or DH magnitude is also displayed on the EHSI left side (see Figure 34).

5.4.6 Marker Beacon Advisory Function

The KMA 24 Audio Panel includes a marker beacon receiver that controls lighting of the white airway marker light, blue outer marker light, and amber middle marker light as shown in Figure 32. The airway marker will light and a 3000-Hz tone is generated when the aircraft passes over an airway marker or runway threshold. The outer marker passage is identified by flashes of the blue outer marker light at 2 Hz, with an accompanying 400-Hz audio series of dashes, also at 2 Hz. The outer marker is normally positioned on the front localizer where the glideslope intersects the minimum inbound altitude, usually at 7 miles out. The middle marker, normally about 3200 feet from the approach end of the ILS runway, is identified by flashes from the amber light accompanied by alternating 1300-Hz audio dots and dashes.

The marker beacon tone is controlled using the KMA 24.

5.4.7 NAVAID Identification Monitoring, Warning

The Morse code transmitted by the VOR and DME ground stations is decoded and converted to ASCII for transmission to the DAAS central computer. The process for accomplishing this is as follows. The audio tone put out by the NAV receivers is converted to a digital signal representing the tone envelope. In the case of DME this is accomplished through a diode detector operating on the signal which has first been processed through a bandpass filter. In the case of VOR the sine wave tone is bandpassed and then fed to a tone decoder. The tone decoder output is conditioned using two monostable multivibrators.

The envelope signal is then processed to decode the dots and dashes. The length of the dot or dash is compared to a nominal time period. Those longer than nominal are stored as ones (dashes) and those shorter are stored as zeros (dots). The digitized Morse code thus obtained is used as an address for a ROM look-up table. The ASCII code obtained from the look-up table is then further formatted by the RAU CPU for transmission to the central computer.

If the NAVAID ID is entered as part of the NAVAID data, DAAS will compare the decoded ID with the entered ID. Unless there is a match within 2 minutes after activation of the NAVAID, the amber light is lit, and the IDCC message MORSE CODE MISMATCH is displayed.

5.4.8 Autopilot/Flight Director Monitoring, Warning

Autopilot/flight director monitoring includes:

- VNAV monitoring
- ILS approach monitoring
- Miscellaneous monitoring

Autopilot disengagement during flight is annunciated by aural and visual means dependent upon criteria of disengagement. If appropriate, a warning message will be displayed on the IDCC.

5.4.8.1 VNAV Mode Monitoring, Warning — The autopilot VNAV mode is monitored at engagement to preclude inadvertent large pitch commands. The following parameters are monitored at engagement:

1. Navigation RNAV mode engaged
2. Active waypoint altitude defined
3. Aircraft position with respect to active waypoint in acceptable region as indicated in Figure 36.

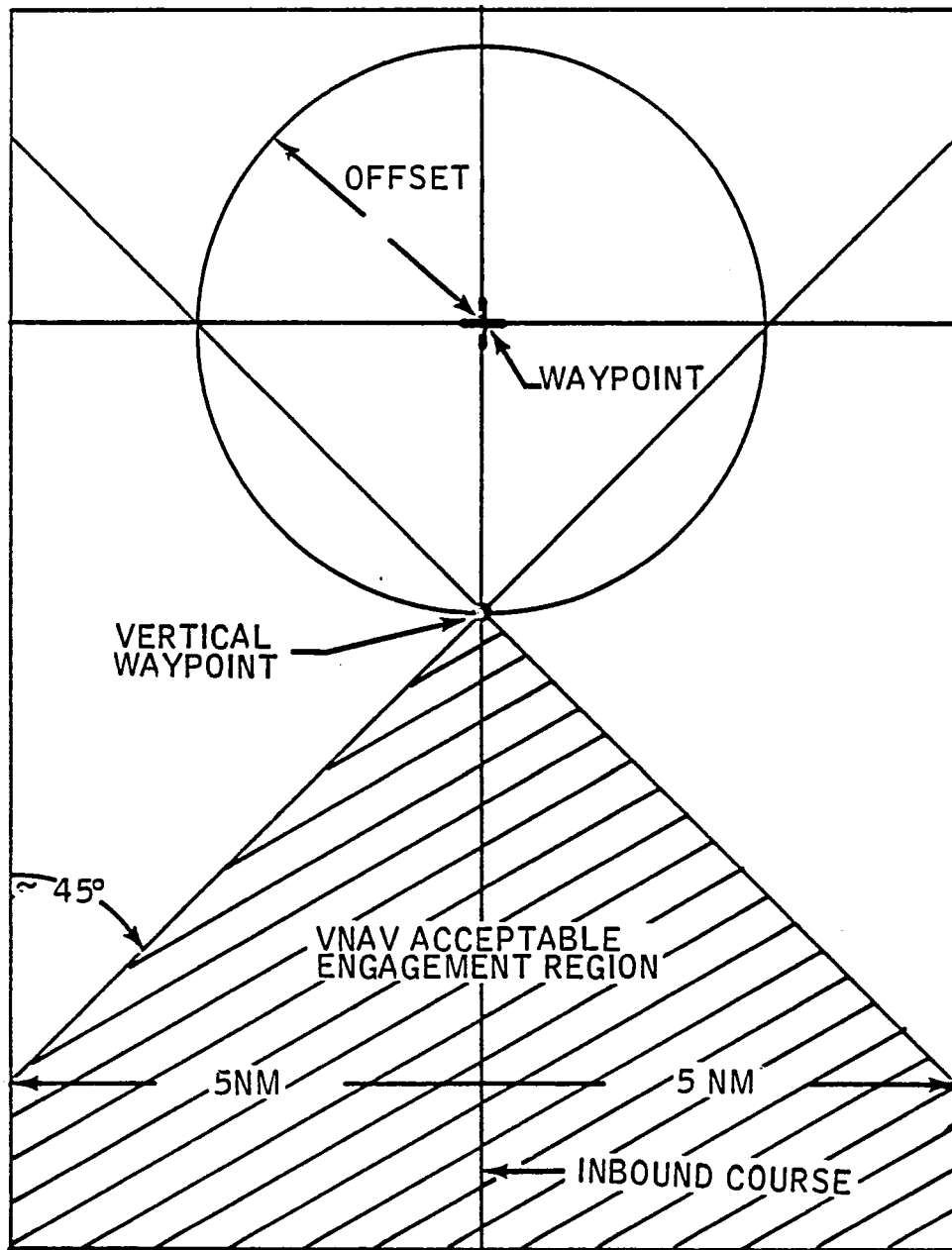


Figure 36. VNAV Mode Engagement Criteria

4. Vertical track angle $-5 < \text{VTA} < +2$ degrees

If any of conditions 1-4 are violated, engagement is inhibited and the amber caution lamp will be lit. The warning message VNAV INVALID is also displayed. VNAV disengagement occurs if conditions 1-3 are violated after engagement or if the active waypoint is changed in any way. Again, the message VNAV INVALID is displayed. The autopilot/flight director reverts to altitude hold/altitude arm (state dependent upon disengagement criteria) when so disengaged. For normal VNAV termination, no warning is given.

5.4.8.2 Miscellaneous Autopilot/Flight Director Monitoring, Warning — The system monitors validity of the sensors, the DAAS computers, and the servoactuator control loops to alert the pilot when information is faulty and when the system is not responding correctly to command signals.

Invalid signals provide both visual warning and inhibit signals, which are routed to the switching logic to "lock out" modes that will not operate reliably. Visual warnings are provided by flags and annunciators. This not only warns the pilot, but also makes it impossible to engage the system in a mode which has invalid information. For example, when vertical gyro failure exists, no modes can be selected and the autopilot cannot be engaged. Specific mode logic is defined in paragraph 5.1.

The DAAS autopilot is disengaged for the following conditions:

- 1) Manual disengagement
- 2) Manual electric trim on
- 3) Autopilot dump switch on
- 4) Excessive normal acceleration indicated
- 5) Trim monitor detects fault
- 6) BIT fault indication
 - Servo command wrap around test fail
 - Analog, discrete wrap around test fail
 - Servo test fail

BIT monitors and tests are described in paragraph 5.10.

DAAS autopilot disengagement is accompanied by the following warning indications:

- AUTOPILOT annunciator light in KAP 315 is flashed 4 times at 1 Hz - for conditions 1,2,3,4 above
- Aural horn warning - for conditions 1,2,3,4 above
- Red warning light, AUTOPILOT INOP warning message on IDCC - for conditions 5,6

5.4.9 BIT Fault Warning

DAAS inflight BIT monitors system operation and will detect faults which effect functional performance. Fault definition on the IDCC display is accompanied by a red or amber light depending on criticality of the fault. BIT fault warning messages and logic are defined in paragraph 5.10.

5.5 GMT CLOCK FUNCTION

The DAAS GMT clock function set and readout are indicated in Figure 37. The clock is initialized at power-on to 00:00, and can be set to correct time on the IDCC INIT page. The clock time is displayed on the INIT page, and on the FLT STAT page. FLT STAT page 2 waypoint ETA data is based on the GMT clock time.

5.6 FUEL TOTALIZER FUNCTION

DAAS continuously computes and displays aircraft gross weight and fuel remaining as depicted in Figure 38. Gross weight and fuel are initialized either directly on the INIT page, or initial values are transferred to the INIT page from the WEIGHT AND BALANCE function. Current values of fuel remaining and weight are the initial value minus the integral of measured fuel flow as determined from the FLO SCAN flow transducer. Weight and fuel computations are reinitialized whenever new initial values are input to the system.

Current values of fuel remaining are displayed on the IDCC FLT STAT page 1, and EFR values on FLT STAT page 2 are also based on the fuel totalizer computation.

Current aircraft weight can be transferred into the TAKEOFF PERFORMANCE or CRUISE PERFORMANCE page by use of the AUTO DATA ENTRY function.

The INIT page is the first page displayed at power-up. Appearance of the page indicates passage of power-up test, and cues the pilot to initialize clock and fuel totalizer computations.

5.7 WEIGHT AND BALANCE FUNCTION

Weight and balance function input/output IDCC displays are presented in Figure 39.

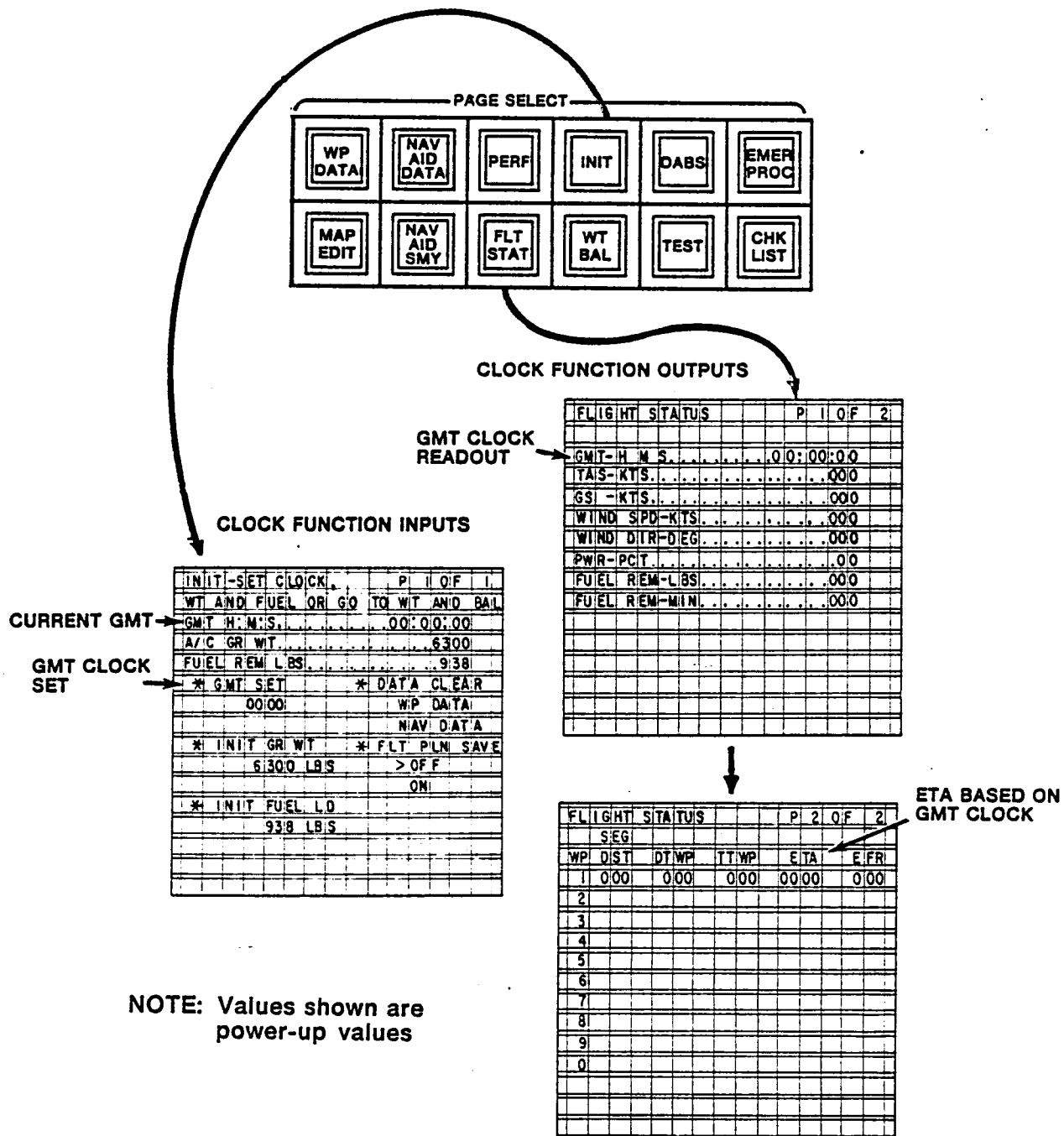


Figure 37. GMT Clock Function IDCC Controls and Displays

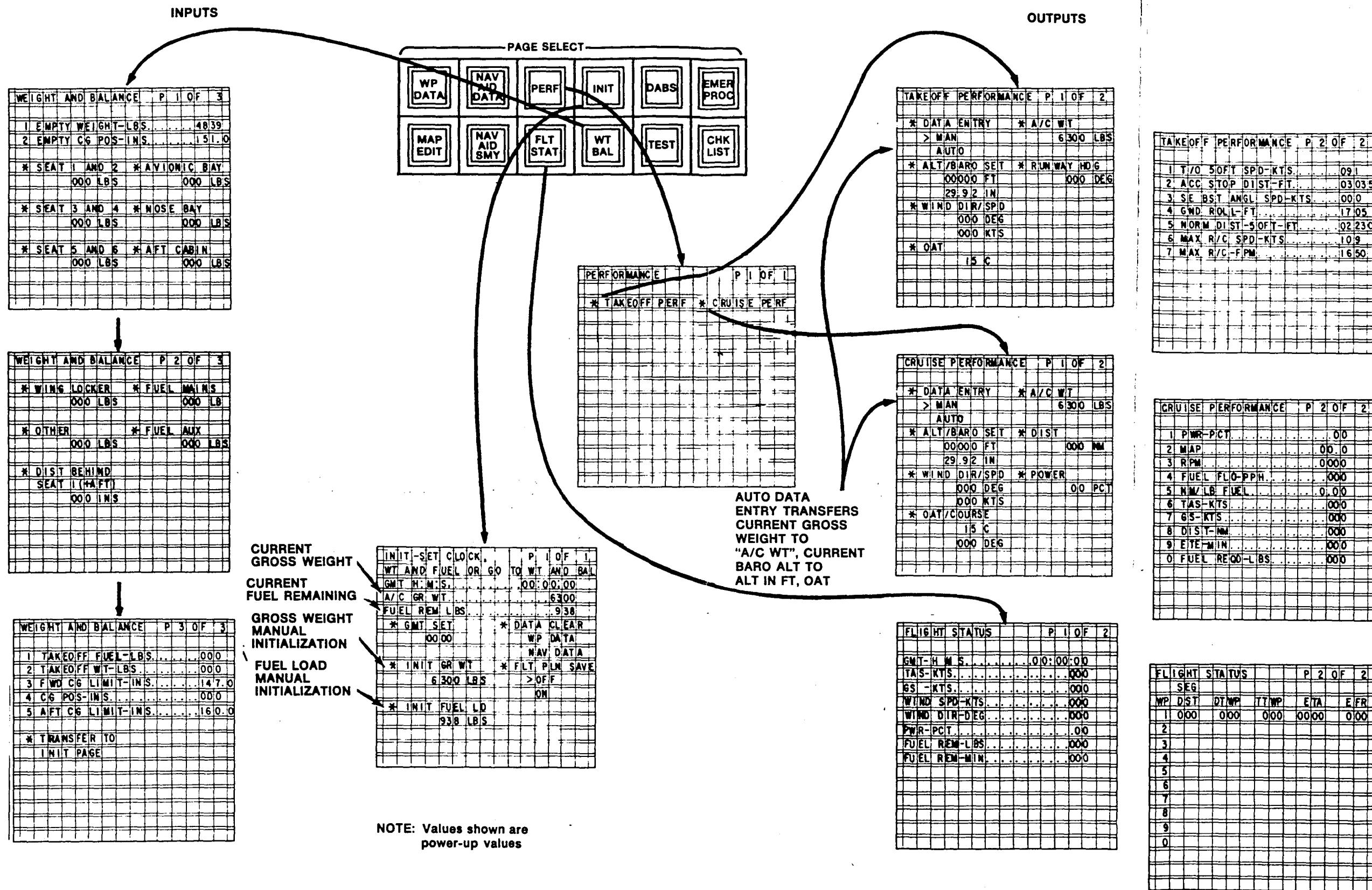


Figure 38. Fuel Totalizer Function IDCC Controls and Displays

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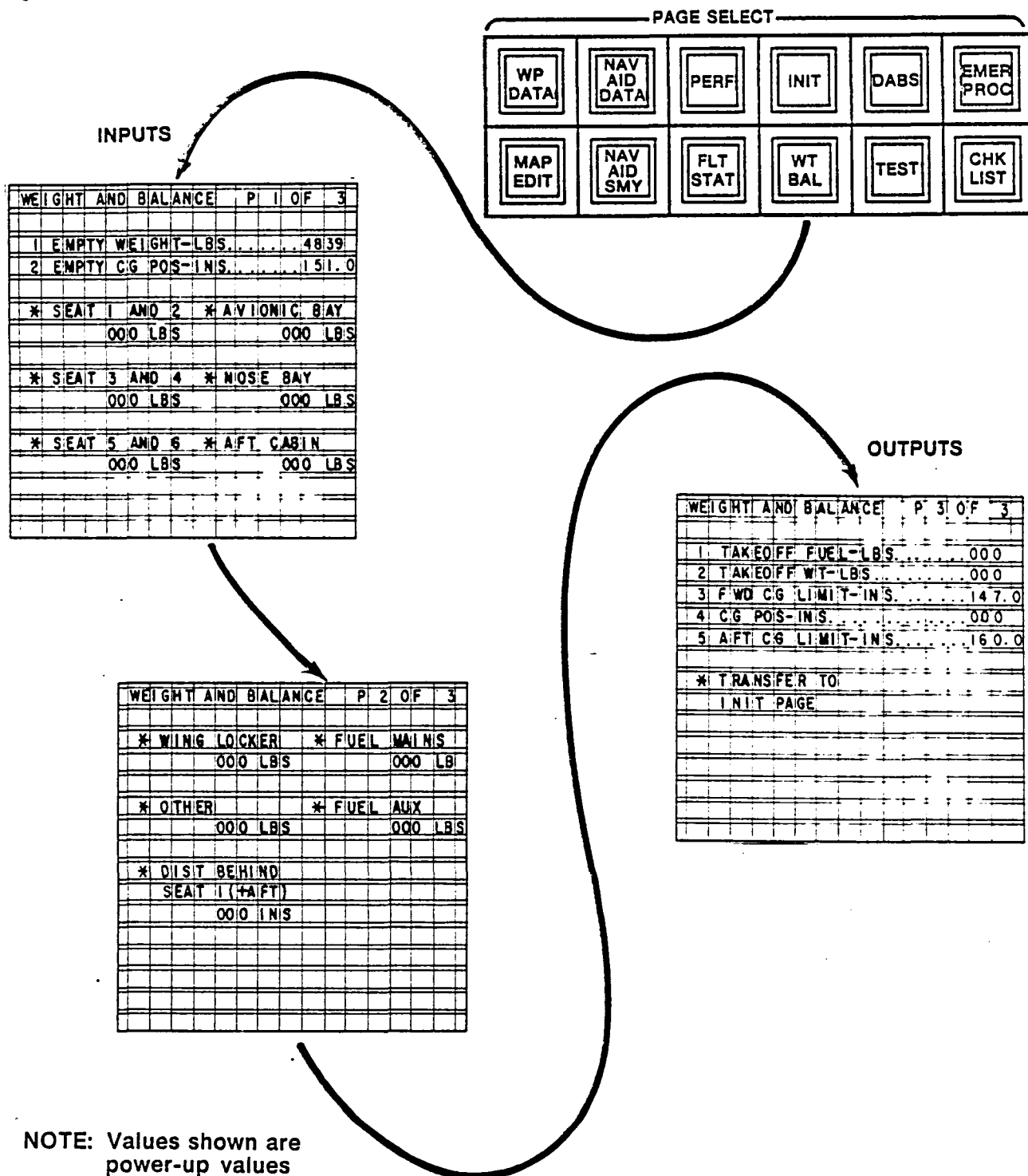


Figure 39. Weight and Balance Function IDCC Controls and Displays

Computation algorithms are summarized in Table 7. Passenger, luggage and fuel weight can be entered on IDCC WEIGHT AND BALANCE page 1 and 2. Weight and location of an arbitrary object can also be entered on page 2, with location entered with respect to seat 1. Total aircraft weight, total fuel, and center-of-gravity position with respect to limits are presented on page 3.

Total weight and total fuel can be transferred to initialize the fuel totalizer function (INIT page) by using the bottom touchpoint on page 3.

5.8 PERFORMANCE, FUEL/DISTANCE/TIME COMPUTATION FUNCTION

Cessna 402B aircraft takeoff and cruise performance computation functions are included in DAAS. Cruise performance computation includes fuel/distance/time calculations for a defined trip segment. Following is a description of these performance computation functions.

5.8.1 Takeoff Performance

Takeoff performance input/output IDCC displays are shown in Figure 40. Computation algorithms are summarized in Table 8. The AUTO DATA ENTRY function on the IDCC TAKEOFF PERFORMANCE page 1 will continuously transfer current barometric altitude, sensed outside air temperature (OAT) and current aircraft weight into the performance computations. Other data must be entered manually. When in AUTO DATA ENTRY, it is not possible to manually enter barometric altitude, OAT or A/C WT.

5.8.2 Cruise Performance, Fuel/Distance/Time Function

Cruise performance, fuel/distance/time input/output IDCC displays are shown in Figure 41. Computation algorithms are summarized in Table 9. The AUTO DATA ENTRY function on the IDCC CRUISE PERFORMANCE page 1 will continuously transfer sensed altitude, sensed wind direction and speed, current aircraft heading, sensed outside air temperature, and computed current aircraft weight into the performance computations. When AUTO DATA ENTRY is selected, it is not possible to manually enter these variables.

Fuel/distance time is computed for a trip segment when segment distance (DIST) is entered in the input data. Estimated time enroute (ETE) and estimated fuel required (FUEL REQ) are included in the cruise performance output data.

Table 7. Weight and Balance Function Algorithms

Inputs	Process	Outputs
<p>IDCC INPUT DATA</p> <ul style="list-style-type: none"> - Fuel Main - Fuel Auxiliary - Wing Lockers - Seat 1 & 2 - Seat 3 & 4 - Seat 5 & 6 - Avionics Bay - Nose Bay - Aft Cabin - Other Weight - Distance Behind Seat 1 <p>Coded Constants</p> <ul style="list-style-type: none"> - Empty Weight - Empty Moment 	<p>Takeoff Fuel = Fuel Main + Fuel Aux.</p> <p>Takeoff Weight = Empty Weight + Takeoff Fuel + Seat 1 & 2 + Seat 3 & 4 + Seat 5 & 6 + Avionics Bay + Nose Bay + Aft Cabin + Other Wt.</p> <p>Forward Center of Gravity Limit If Takeoff Weight ≤ 5000 Then Forward Limit = 147.49 Else Forward Limit = 147.49 + .00252 X (Takeoff Weight - 5000)</p> <p>AFT Center of Gravity Limit If Takeoff Weight ≤ 5900 Then Aft Limit = 160.20 Else Aft Limit = 160.20 - .00125 X (Takeoff Weight - 5900)</p> <p>Center of Gravity = {Empty Moment + 152 X (Fuel Main) + 164 X (Fuel Aux) + 186 X (Wing Lockers) + 137 X (Seats 1 & 2) + 175 X (Seats 3 & 4) + 218 X (Seats 5 & 6) + 32 X (Avionics Bay) + 71 X (Nose Bay) + 266 (Aft Cabin) + (Distance Behind Seat 1 + 137) X (Other Weight)}/ Takeoff Weight</p>	<p>IDCC OUTPUT DATA</p> <ul style="list-style-type: none"> Takeoff Fuel Takeoff Weight <p>Forward Center of Gravity Limit</p> <p>AFT Center of Gravity Limit</p> <p>Center of Gravity</p>

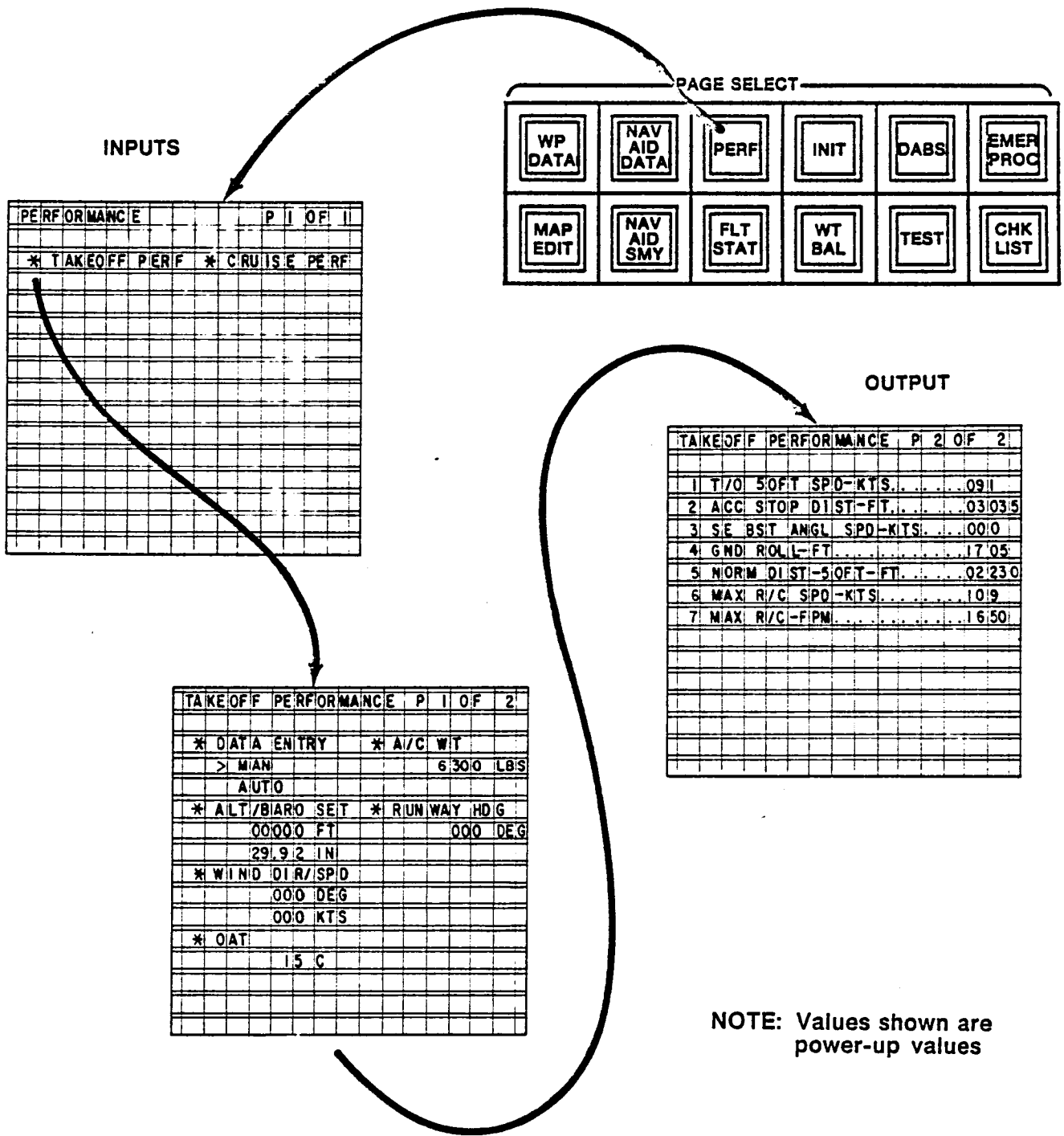


Figure 40. Takeoff Performance Function IDCC Controls and Displays

Table 8. Takeoff Performance Algorithms

Inputs	Process	Outputs
<ul style="list-style-type: none"> -Altitude -Barometer -Wind Direction -Wind Speed -Outside Air Temp. -A/C Wt (T/O performance or initialization) -Runway Heading Sensor Input -Outside Air Temperature 	<ul style="list-style-type: none"> -Altitude = Field Elevation + 922.9 X (29.9 - Pressure) -Wind Correction <ul style="list-style-type: none"> Head wind = Wind Magnitude X COS (Wind Direction - Runway Heading) If Headwind 0, Wind Correction = .0075 x Headwind (+) Else Wind Correction = .025 X Headwind (-) -Takeoff - 50 ft Speed = .008 X A/C Weight + 40.6 -Distance to Clear 50 ft = Distance to Clear 50 ft (Pilot's Operational Handbook) X (1-Wind Correction) -Ground Roll Distance = Ground Roll (Pilot's Operational Handbook) X (1-Wind Correction) -Accelerate Stop Distance = Accelerate Stop Distance X (1-Wind Correction) -Max Rate of Climb Speed = 47.9 + .0097 X A/C Weight -Max Rate of Climb (feet/min) = Max Rate of Climb (feet/min) (Pilot's Operational Handbook) -Single Engine Best Angle Speed = 98 KTAS 	<ul style="list-style-type: none"> T/O - 50 ft Speed Accelerate - Stop Distance *Accelerate - Go Distance Single Engine Best Angle Speed Ground Roll Normal Distance to 50 Feet Max Rate of Climb Speed Max Rate of Climb

*Accelerate-Go Distance Algorithm Not Yet Defined.

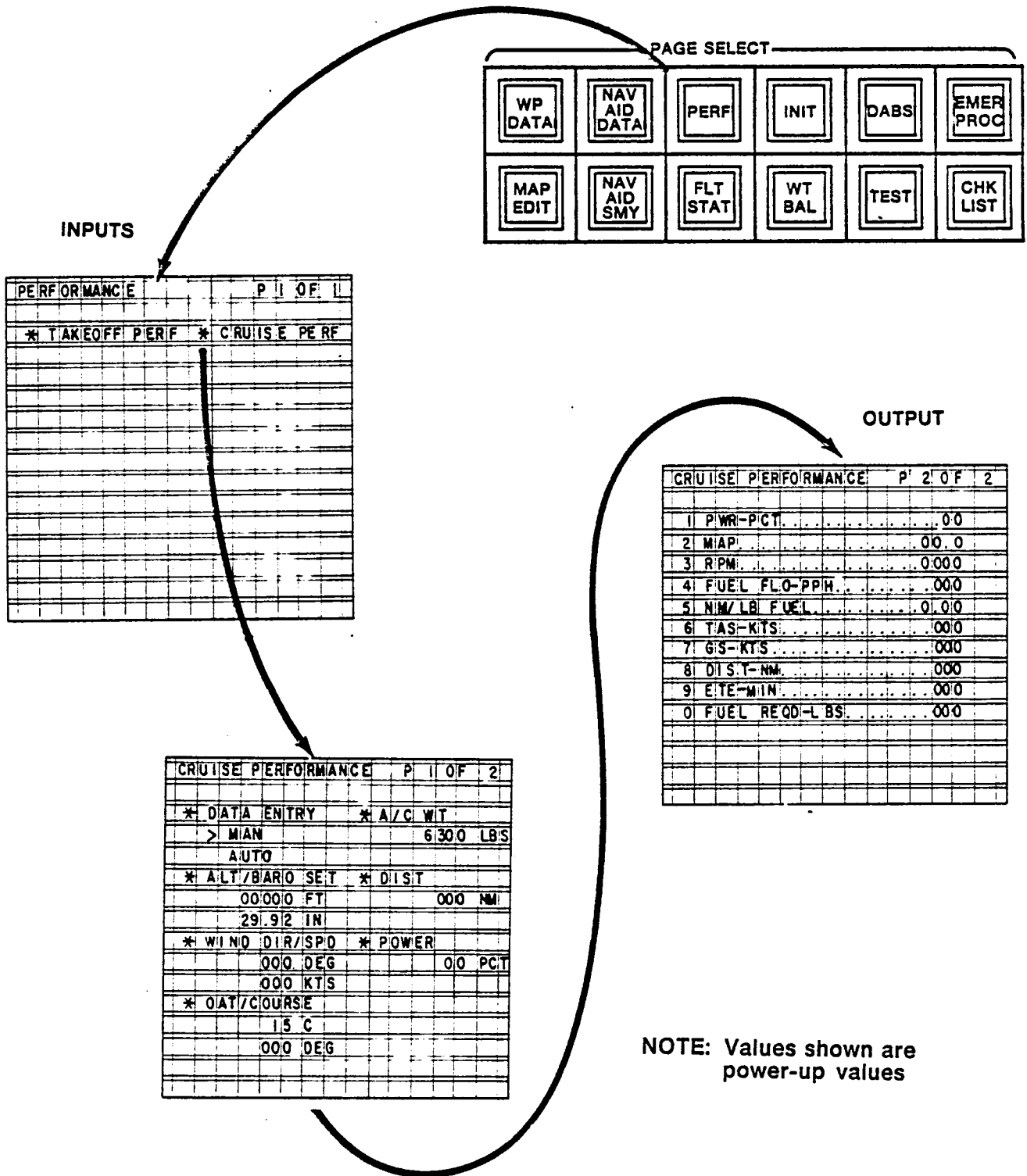


Figure 41. Cruise Performance Fuel/Distance/Time Function IDCC Controls and Displays

Table 9. Fuel Performance, Fuel/Distance/Time Function Algorithms

Inputs	Process	Outputs
<p>IDCC Inputs</p> <ul style="list-style-type: none"> - Altitude - Barometer - Wind Direction - Wind Speed - Outside Air Temperature - Course - Aircraft Weight - Distance - Power <p>Sensor Inputs</p> <ul style="list-style-type: none"> - Altitude - Outside Air Temperature - Wind Direction - Wind Speed 	<p>Computation of RPM, MAP, and TAS From Percent Power Cruise Altitude = Altitude + 922.9 (29.92 - Baro) Corrected Power = .01 X Power X $\left[1 + \frac{.003 (OAT-15 + Cr. Alt.)}{500}\right]$</p> <p>If corrected power $\leq .61$ Then corrected power = Corrected Power -1.5×10^{-6} X Altitude</p> <p>Case 1 Corrected Power $\leq .606$ RPM = 2100 MAP = 12.11 X EXP (1.468 X Corrected Power) + .7 Corrected TAS = 166 X Corrected Power + 57</p> <p>Case 2 .606 < Corrected Power $\leq .650$ RPM = 2200 MAP = 12.12 X EXP (1.366 X Corrected Power) + .7 Corrected TAS = 126 X Corrected Power + 77</p> <p>Case 3 .650 < Corrected Power $\leq .692$ RPM = 2300 MAP = 12.14 X EXP (1.284 X Corrected Power) + .7 Corrected TAS = 122 X Corrected Power + 81</p> <p>Case 4 .692 < Corrected Power $\leq .753$ RPM = 2450 MAP = 12.16 X EXP (1.177 X Corrected Power) + .7 Corrected TAS = 103 X Corrected Power + 94</p> <p>TAS = corrected TAS + $\frac{6300 - GWT}{200}$ + $\frac{Altitude}{670}$ - $\frac{Temp - 15}{10}$</p> <p>Fuel Flow Rate (Lbs/Hr) If Power < 60% Then Fuel Flow = 2.12 X Power (%) + 40.5 Else Fuel Flow = 2.45 X Power (%) + 20.7</p> <p>Relative Wind Angle (RWA) = Course - Wind Direction</p> <p>Ground Speed = SQRT [TAS² - (Wind Speed X SIN (RWA))² - Wind Speed X COS (RWA)]</p> <p>NM/LB Fuel = Ground Speed/Fuel Flow Rate</p> <p>Estimated Time Enroute (Min) = 60 Min/Hr X Distance / Ground Speed</p> <p>Estimated Fuel Required = $\frac{Estimated Time Enroute}{60 Min/Hr}$ X Fuel Flow Rate</p>	<p>MAP RPM Fuel Flow NM/LB Fuel TAS Ground Speed Estimated Time Enroute Estimated Fuel Required</p>

5.9 DABS FUNCTION

The DABS function as incorporated in the DAAS system is intended to provide a demonstration test bed for the DABS development program. This description is based on AFC Working Paper No. 42WP-5083 DABS Data Link Applications Formats (Revision 1), 12 Feb. 80 by J.L. Leeper and R.S. Kennedy.

The DAAS system will include the hardware and software to demonstrate the following DABS applications:

1. Minimum Safe Altitude Warning (MSAW) alerts (terminal area)
2. Takeoff Clearance Confirmation
3. Altitude Assignment Clearance Confirmation (Enroute)
4. Weather Requests, Reports
 - a) Surface Observations
 - b) Terminal Forecasts
 - c) Pilot Reports
 - d) Winds
 - e) Hazardous Weather Advisories
5. ATC Message Acknowledgement

Growth Provisions and hardware compatibility will be provided for:

1. Digitized Weather Radar Maps
2. Downlink of other Comm B Airborne Messages
3. Enhanced Terminal Information Services (ETIS)

Pilot interfaces to the DABS function are through the:

- DABS Light
- Horn
- IDCC Complex

which are indicated on Figure 42.

The DABS light is grouped with the DAAS system warning and caution lights above the EHSI moving map display and to the left of the ADI. This alert is lit whenever a DABS

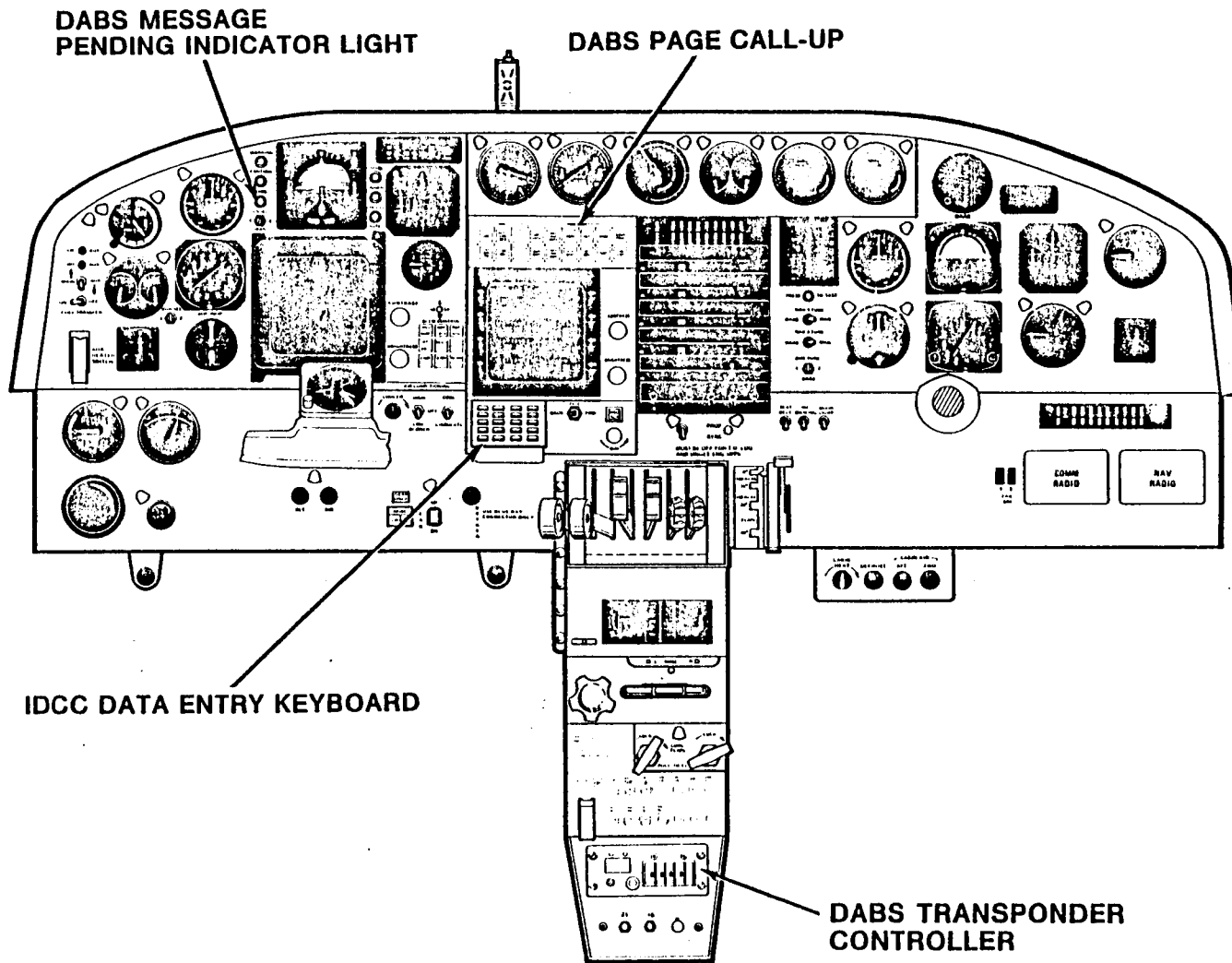


Figure 42. DAAS Panel

uplink message is pending. The horn (not shown) is sounded along with the light if the uplink message is a priority message. The IDCC complex is the pilot's primary interface, with the DABS function. The DABS page select button is used to call up DABS pages on the IDCC CRT. The keyboard is used to enter data.

The pilot responds to a DABS "Message Pending" light by pushing the DABS function button on the IDCC. This action will call up the DABS page. Only one message will be displayed at a time. However, up to five Comm A messages will be queued by the DABS processor. Priority messages will always be moved to the top of the queue. The "Message Pending" light is extinguished when all stored messages have been displayed.

DABS IDCC pages are shown in Figure 43. DABS page 1 displays received messages and provides capability for message acknowledgement and message clear. DABS page 2 is the weather request data input page, and includes capability to command the transmission (SEND) of the weather request message.

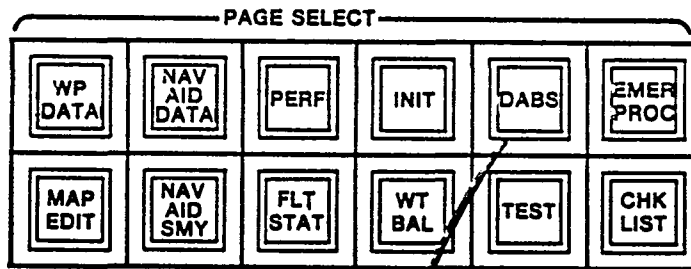
The DABS page 1 MSG CLR touchpoint is used to remove a received message from the IDCC display, and allow display of the next pending message. If no additional DABS uplink messages are pending, the message field of the IDCC will go blank and the DABS light will go out. The DABS page 1 MSG ACK touchpoint will send a message acknowledge downlink transaction to the ground station.

Examples of received messages associated with minimum safe altitude warning, takeoff clearance confirmation, and altitude assignment are as follows:

Message Type	Example Message
Minimum Safe Altitude Warning	"MSAW 1500"
Takeoff Clearance Confirmation	"TAKEOFF 27R"
ATC Altitude Assignment	"MNTN 50"
	"CTAM FL230"
	"DTAM 120"

Weather report messages are presented using standard abbreviations.

Input data required for various weather reports is indicated on the IDCC DABS page 2. Three letter location ID (LOC) must be entered for any request. Two-digit GMT at which a forecast is desired must be entered for any request except Surface Observation. Altitude in feet must be entered for Winds Aloft request.



DABS MESSAGE FIELD

DABS					P 1 OF 2
MESSAGE					
* DABS MSG			* DABS MSG		
ACK			CLR		

DABS					P 2 OF 2
WEATHER REQUESTS					
* TERM FORCAST			* WIND ALOFT		
XXIX LOC			XXIX LOC		
XX GMT			XX GMT		
* SURFACE OBS			* WIND ALOFT		
XXIX LOC			XXIX ALTY		
* PILOT RPTS			* HAZI WEATHER		
XXIX LOC			XXIX LOC		
XX GMT					
			* SEND		

Figure 43. DABS IDCC Display Pages

The SEND touchpoint is used to send a weather request message. The IDCC clear key and enter keys are used along with the alphanumeric keys to enter data onto the pilot request for data page. The SEND command will send weather requests as indicated by a >. The > will point to the last selected touchpoint.

Figure 44 shows the basic DABS information flow in the DAAS system. Uplink and downlink transmissions are sent on dedicated serial busses between the transponder and the DABS processor. This processor formats and controls all DABS information. Uplink messages are sent to the IDCC for display on the 488 system bus. Pilot entered data and responses are returned on the system bus to the DABS processor. Pilot alert signals are also sent by the DABS processor via the system to the Autopilot I/O Processor which controls the lights.

5.10 DAAS Built-In Test (BIT)

The DAAS system includes built-in test (BIT) to assist maintenance and fault isolation. The BIT is designed to facilitate demonstration of avionics testing in the context of projected advanced general aviation maintenance concepts. The ultimate objective of the BIT approach is system fault detection and fault localization to a replaceable unit with confidence over 90 percent without using special test equipment. DAAS includes a sampling of the BIT required to accomplish this objective.

DAAS BIT test modes include:

- In-flight test
- Functional test/fault localization — automatic
- Functional test/fault localization — interactive
- Maintenance troubleshooting

Characteristics of the various modes are summarized in Table 10.

In-flight test is continuous, and will generate a warning when a detected failure will disable a system function. The DAAS will automatically reconfigure for some computer unit processor failures.

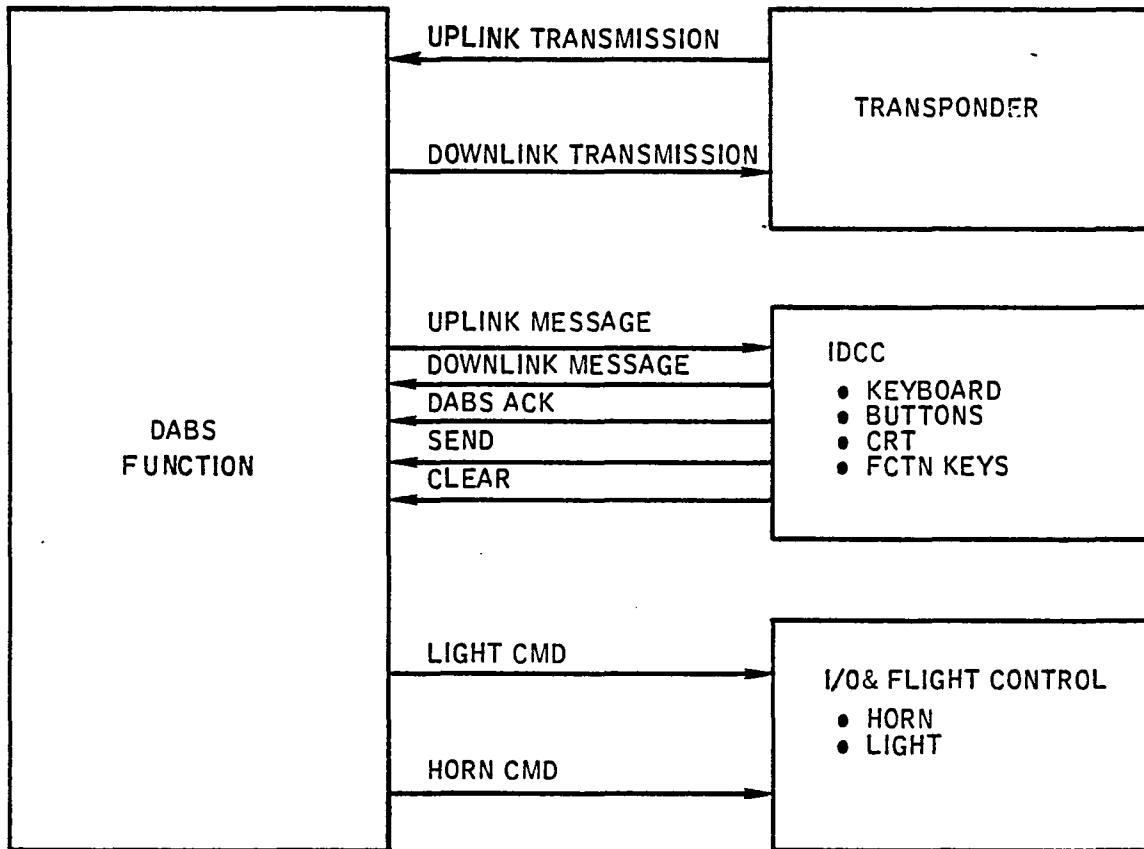


Figure 44. DABS Information Flow

Table 10. DAAS BIT Mechanization

Test Mode	Inputs, Commands	Outputs
IN-FLIGHT TEST	Continuous, no input required	<ul style="list-style-type: none"> ● Warning, Failure Identification ● In Flight Failure Data Recording
FUNCTIONAL TEST/ FAULT LOCALIZATION AUTOMATIC	<ul style="list-style-type: none"> ● Automatic Initiation at Power Up. ● Test Initiate Commands System Test 	<ul style="list-style-type: none"> ● Warning, Failure Identification ● Faulty LRU, Faulty Module Identification for Selected Faults
FUNCTIONAL TEST/ FAULT LOCALIZATION INTERACTIVE	<ul style="list-style-type: none"> ● Test Pattern Command 	<ul style="list-style-type: none"> ● IDCC Test Pattern ● EHSI Test Pattern
MAINTENANCE TROUBLE SHOOTING		
<ul style="list-style-type: none"> ● In Flight Failure Data Declaration 	<ul style="list-style-type: none"> ● Memory Word Address 	<ul style="list-style-type: none"> ● Memory Word Contents Displayed (Sample at 1 Second Interval)
<ul style="list-style-type: none"> ● DC Signal Generation 	<ul style="list-style-type: none"> ● DC Signal Address, Magnitude Desired 	<ul style="list-style-type: none"> ● DC Voltage Applied on Selected Computer Output
<ul style="list-style-type: none"> ● Discrete Signal Generation 	<ul style="list-style-type: none"> ● Discrete Signal Address, State Desired 	<ul style="list-style-type: none"> ● State Applied on Selected Discrete Output
<ul style="list-style-type: none"> ● DC Signal Measurement 	<ul style="list-style-type: none"> ● Signal Address 	<ul style="list-style-type: none"> ● Selected DC Voltage Magnitude Displayed (Sample at 1 second intervals)
<ul style="list-style-type: none"> ● Discrete Signal Measurement 	<ul style="list-style-type: none"> ● Signal Address 	<ul style="list-style-type: none"> ● Selected Discrete Signal State Displayed (Sample at 1 second intervals)

In-flight failures that are detected by BIT will cause the red or amber warning light to light. A message identifying the fault will be displayed on the IDCC on the line reserved for warning messages. Failure messages are defined in Table 11.

Functional-Test/Fault-Localization-Automatic is performed at power-up or when commanded by the operator and tests system components as feasible without operator interaction. This test function exercises DAAS equipment and identifies failed LRU's as well as failed modules within the LRU as feasible.

The IDCC INIT page is the first page displayed after power-up. Appearance of the INIT page indicates passage of power-up test.

Functional Localization/Interactive Testing is performed on command and allows testing of devices where operator actions or observations are necessary to complete a test. IDCC and EHSI test pattern tests are included in DAAS as examples of avionics interactive testing.

Table 11. DAAS BIT Tests

Test Initiation	BIT Test	AP I/O Proc	Bus Contr	Spare Proc	EHSI Proc	IDCC Proc	NAV Proc	DAAS Proc	RAU Proc	Reconfiguration	Warning Message	Light	Stored Fail Code
Continuous In-Flight	1. Processor Self-Test-Gen	X	X	X		X		X	X	DAAS Shutdown	(IDCC Blanked)	Red	7FFX
Continuous In-Flight	EHSI, NAV Processor Self-Test				X		X			Spare Proc. Activated	EHSI - Spare in use NAV - Spare in use	Amber	7FFX
Continuous In-Flight	2. Watch Dog Timer	X								DAAS Shutdown	(IDCC Blanked)	Red	E57X
Continuous In-Flight	3. Power Supply Ref. Tests												
Continuous In-Flight	+5V DC Supply	X								DAAS Shutdown	(IDCC Blanked)	Red	F17
Continuous In-Flight	+15V DC Supply	X								DAAS Shutdown	(IDCC Blanked)	Red	F07
Continuous In-Flight	-15V DC Supply	X								DAAS Shutdown	(IDCC Blanked)	Red	FC7
Continuous In-Flight	+21V DC Supply	X								None	Air Data Inop (FA7)	Amber	FA7
Continuous In-Flight	-21V DC Supply	X								None	Air Data Inop (FA7)	Amber	FA7
Continuous In-Flight	+12V DC Supply	X								None	Plus 12 Inop (EF7)	Amber	EF7
Continuous In-Flight	-12V DC Supply	X								None	Minus 12 Inop (EE7)	Amber	EE7
Continuous In-Flight	+24V DC Supply	X								None	Batt Inop (ED7)	Red	ED7
Continuous In-Flight	26V AC Supply	X								Autopilot Dis-engage	DAAS 26VAC Inop (F97)	Red	F97
Continuous In-Flight	4. Processor Valid Bus Test	X	X							DAAS Shutdown	(IDCC Blanked)	Red	F1X
Continuous In-Flight	5. Bus Monitoring	X				X				DAAS Shutdown	(IDCC Blanked)	Red	E3X
Continuous In-Flight	6. Bus Controller Monitoring		X							DAAS Shutdown	(IDCC Blanked)	Red	E38
Continuous In-Flight	7. Trim Servo Monitor	X								Autopilot Dis-engage	Trim Inop (EC7)	Red	EC7
Continuous In-Flight	8. Servo, Flt Dir Com Wrap Around												
Continuous In-Flight	Pitch Servo Com	X								Autopilot Dis-engage	Autopilot Inop (F87)	Red	F87
Continuous In-Flight	Roll Servo Com	X								Autopilot Dis-engage	Autopilot Inop (F77)	Red	F77
Continuous In-Flight	Yaw Servo Com	X								Autopilot Dis-engage	Autopilot Inop (F67)	Red	F67
Continuous In-Flight	Pitch Flt Dir Com	X								Autopilot Dis-engage	Autopilot Inop (F57)	Red	F57
Continuous In-Flight	Roll Flt Dir Com	X								Autopilot Dis-engage	Autopilot Inop (F47)	Red	F47

Table 11. DAAS BIT Tests (Concluded)

Test Initiation	BIT Test	API/O Proc	Bus Contr	Spare Proc	EHSI Proc	IDCC Proc	NAV Proc	DAIS Proc 2	RAV Proc	Reconfiguration	Warning Message	Light	Stored Fail Code
Continuous In-Flight	9. Data Valid Tests												
	VG Valid Discrete (VG 208)	X								Autopilot Disengage	VG Inop (EB7)	Red	EB7
Continuous In-Flight	Alt Valid Discrete (Rt 221)	X								None	Radar Alt Inop (EA7)	Amber	EA7
Continuous In-Flight	Alt Valid Discrete (KDC 380)	X								Alt Mode Disengage	Alt Inop (E97)	Amber	E97
Continuous In-Flight	IAS Valid Discrete (KDC 380)	X								None	IAS Inop (E87)	Amber	E87
Continuous In-Flight	Gyro Valid Discrete (KSG 105)	X								Autopilot Wings Level Mode	Dir Gyro Inop (E77)	Amber	E77
Continuous In-Flight	Baro Alt Valid Discrete (28702)	X								Alt Mode Disengage	Baro Alt Inop (E67)	Amber	E67
Continuous In-Flight	10. Bus Hardware Test	X	X	X	X	X	X	X	X	DAAS Shutdown	(IDCC Blanked)	Red	E2X
Power Up	1. Processor Self-Test	X	X	X	X	X	X	X		DAAS Shutdown	(IDCC Blanked)	Red	7FFX
Power Up	2. RAM Memory Tests	X	X	X	X	X	X	X		DAAS Shutdown	(IDCC Blanked)	Red	BFFX
Power Up	3. Memory Load Sum Check	X	X	X	X	X	X	X		DAAS Shutdown	(IDCC Blanked)	Red	DFFX
Power Up	4. Watch Dog Timer Hdwe Test	X				X				DAAS Shutdown	DAAS Fctn Fail (EFFX)	Red	EFF7
Power Up	5. Real Time Clock Hdwe Test	X	X							DAAS Shutdown	(IDCC Blanked)	Red	FDB
Power Up	6. G-Dump Test	X								DAAS Shutdown	DAAS Fctn Fail (E17)	Red	E17
System Test Com	1. Discrete Wrap Around Test	X								Autopilot Disengage	Autopilot Inop (F37)	Red	F37
System Test Com	2. Analog Wrap Around Test	X								Autopilot Disengage	Autopilot Inop (F27)	Red	F27
System Test Com	3. Servo Test	X								Autopilot Disengage	Autopilot Inop (F17)	Red	F17
System Test Com	4. Radar Altimeter Test	X								None	Radar Alt Inop (F07)	Amber	F07
EHSI Test Com	1. EHSI Test Pattern				X					None	None	None	-
IDCC Test Com	1. IDCC Test Pattern					X				None	None	None	-
EEPROM Mem Update	1. EEPROM Load Sum Check		X							Utility Only	(IDCC Blanked)	Red	FHB
KCI 310 Test Com	1. KCI 310 Tests	X									Failure dependent		-
Maintenance Test Com	1. Stimulate and Measure Tests	X								-	-	-	-
Maintenance Test Com	2. Memory Access	X	X	X	X	X	X	X		-	-	-	-
Continuous	3. Failure Recording		X							-	-	-	-

Maintenance Troubleshooting allows the operator to apply signals and measure signals via IDCC with equipment installed in the aircraft without test equipment. Memory words can be displayed. Analog and discrete signals can be applied at computer outputs, and various system analog and discrete signals can be measured and displayed.

5.10.1 BIT Controls and Displays

BIT IDCC display pages are shown in Figure 45. TEST page 1 allows command of system test, EHSI, or IDCC test patterns, selection of signal generate/measure or memory monitor pages, or EEPROM fault storage to be cleared.

EHSI and IDCC test patterns are checkerboards which allow evaluation of display linearity.

Signal generate and measure is performed in the Autopilot I/O Processor. The IDCC buffers the data and sends it to the Autopilot I/O Processor where the commanded signals are applied if the aircraft has weight-on-wheels and the SIG GEN/MEASURE page is displayed. The signal address is the least significant byte(s) in the I/O address.

Memory monitoring is performed on the MEMORY MONITOR page. Processor ID and memory location are entered as hexadecimal numbers. Continuous or frozen display modes can be selected. Memory readout is also in hexadecimal. Stored fault history data can be cleared using the FAULT MEM CLEAR function.

The KCI 310 ADI test is commanded by the test button on the ADI.

5.10.2 BIT Mechanization

DAAS BIT tests are listed in Table 11.

Shown are the CPUs that perform the tests, the test mode that activates the tests, and the safety interlocks to prevent the tests during unsafe conditions. In flight, ten tests are active. These are:

1. Processor Self-test Sample Problem — A short sample problem is performed in each processor to test its operation.

PAGE SELECT

WP DATA	NAV AID DATA	PERF	INIT	DABS	EMER PROC
MAP EDIT	NAV AID SMY	FLT STAT	WT BAL	TEST	CHK LIST

MAINIT TEST	P 1 OF 1
* SYSTEM TEST INITIATE	* SIG GEN/ MEAS
* EHSI TEST PATTERN	* MEMORY MON
* IDCC TEST PATTERN	* FAULT MEM CLEAR
* A/C SIM >OFF ON	

SIG GEN/MEASURE	P 1 OF 1
* DC GEN/VOLTS	* DISC GEN/VAL
0.0 ADR	0 ADR
+0.0 V	000.0 VAL
* DC IN MEAS	* DISC IN MEAS
0.0 ADR	0 ADR
1 DC IN-VOLTS	+0.0
2 DISC IN-VAL	0000

MEMORY MONITOR	P 1 OF 1
* ID/LOC 1	* ID/LOC 2
0000 ID	0000 ID
0000 LOC	0000 LOC
* ID/LOC 3	* DISP MODE
0000 ID	> CONIT
0000 LOC	STOP
1 MEM WORD 1	0000
2 MEM WORD 2	0000
3 MEM WORD 3	0000

NOTE: Values shown are power-up values

Figure 45. BIT IDCC Display Pages

2. Watchdog Timer — The Autopilot I/O Processor and IDCC watchdog timers are tested to make sure that neither has timed out. If the IDCC watch dog timer times out, the IDCC screen goes blank.
3. Power Supplies — The power supplies are tested for proper outputs.
4. Processor Valid Bus Test — The Bus Controller and the Autopilot I/O Processors monitor the valid words sent from each processor. These processors store failure indications and print warning measures for system failures.
5. Bus Monitoring — The Autopilot I/O Processor and the IDCC test for periodic transmission from the bus controller to detect a dead bus.
6. Watchdog Timer of Bus Control Algorithm — The bus controller tests itself via the real-time clock interrupt for proper sequencing through its program.
7. Pitch Trim Monitor — The pitch trim monitor checks the pitch trim for a run away condition.

The trim system is monitored by comparing the trim motor command and the sense of the trim motor operation. A failure is declared if

- a. the motor runs with no command.
- b. the motor runs in the opposite direction from the command.
- c. there is a trim command but the motor fails to run after 10-second delay.

The manual electric trim action is monitored in the same fashion by comparing the command with the resulting motor response.

8. Servo Command Wraparound — The servo commands are tested via wrap-arounds for proper commands.

9. Data Valid Tests — The valid discrettes from the vertical gyro, radar altimeter, altimeter, airspeed sensor, and directional gyro are tested.
10. Bus Hardware Test — Check to see that IEEE 488 bus drivers are capable of sending and receiving all 1s and 0s.

Tests automatically initiated at power up consist of the following:

1. Processor self-test
2. Memory Test — Prior to loading from the EEPROM memory, each processor tests its RAM memory.
3. Sum Check — After loading from the EEPROM memory, each memory is sum checked to verify the load.
4. WDT Hardware Tests — The Autopilot I/O Processor and IDCC Processor check their watchdog timer circuitry.
5. Real Time Clock Hardware Test — Check for running clock.
6. G-Dump Test — G-Dump circuitry is tested.

Four tests are performed in the Autopilot I/O Processor when system test is commanded.

1. Discrete Wraparound Tests — The Autopilot I/O Processor tests the discrete wraparounds for both states.
2. Analog Wraparound Tests — Analog outputs and inputs are tested via wraparound tests.
3. Servo Monitors — The servo amps and servos are tested for proper operation.
4. Radar Altimeter Test — The altimeter is tested for nominal output by commanding it into test mode and measuring the test output.

The operation of both the IDCC and EHSI are also tested on command. These tests check the CRT memories as well as displaying a test pattern. Additional tests include a sum check when loading the EEPROM memory, KCI 310 tests, signal generate and measure tests, and memory access testing.

BIT hardware logic is illustrated in Figure 46. Hardware logic is included to control:

- Red warning light operation
- Yaw damper and autopilot engagement enable
- Autopilot clutch engagement enable
- IDCC blanking

The DAAS warning light, yaw damper enable, autopilot enable, and autopilot clutch enable will be activated by the autopilot I/O processor for detected processor faults. The autopilot I/O processor watch dog timer (WDT) will time out for an autopilot I/O processor failure and will light the red warning light, disengage the yaw damper and autopilot clutch, and blank the IDCC. A normal acceleration greater than 1-g (g-DUMP) will also disengage the autopilot.

The IDCC processor will command the display to be blanked for a detected processor or bus fault. The IDCC WDT and the autopilot I/O processor WDT also blank the display for detected processor or bus faults. The IDCC is blanked for failed autopilot I/O processor because the IDCC is not trustworthy with faulty system I/O.

DAAS includes capability to induce two representative failures for demonstration purposes. Failure command switches cause:

1. Total computer failure (system master clear), or
2. EHSI processor failure.

5.10.3 Simulator Mode

The DAAS system has the capability of simulating navigation and aircraft sensor signals on the ground in order to test or demonstrate the navigation and flight control features of the system.

In order to use the simulator, the operator must first set up the cruise performance page with appropriate initial conditions. The simulation gets true air speed from the cruise performance calculation and uses cruise performance course, and barometric altitude as initial values of heading and altitude when the simulation mode is first entered.

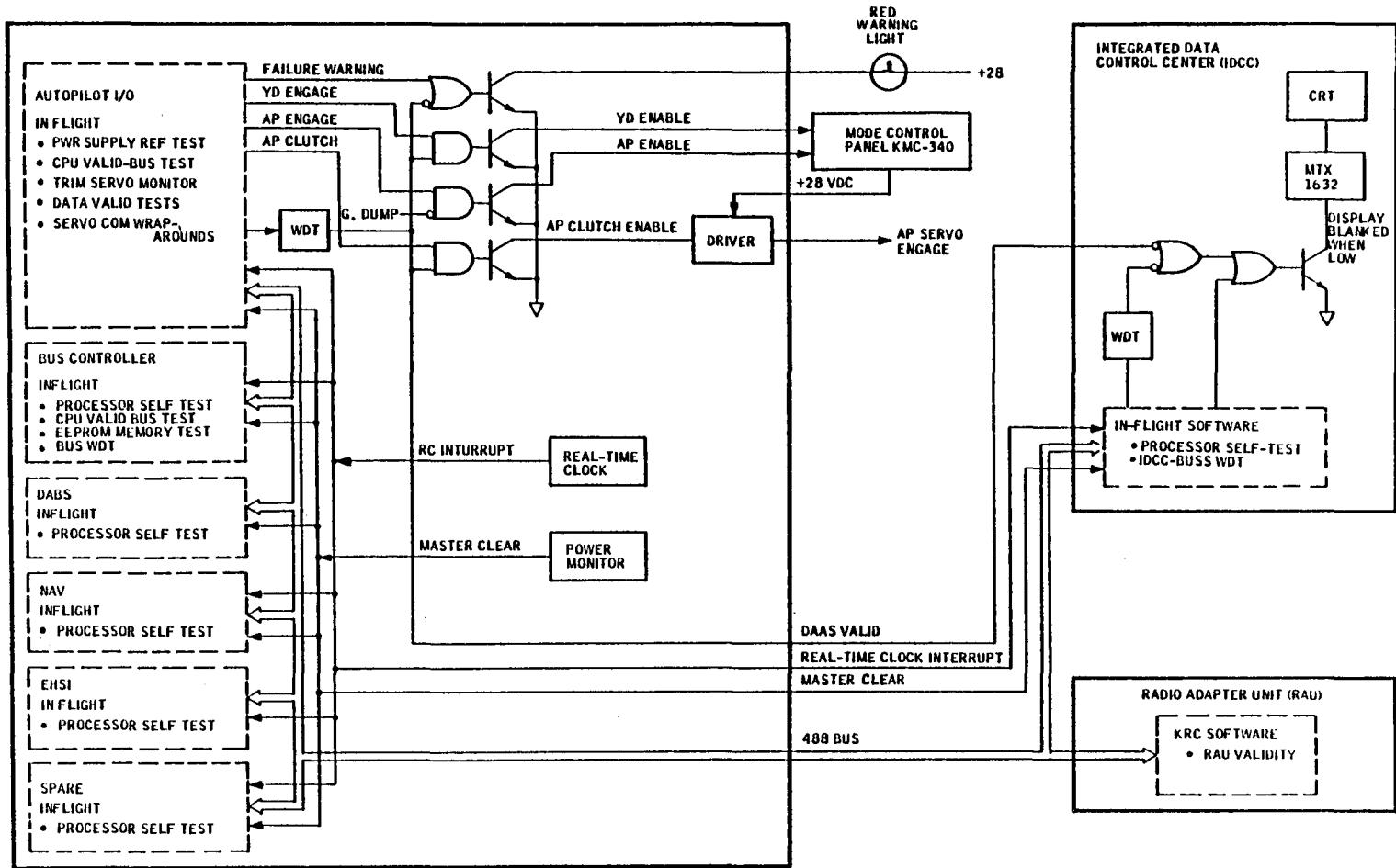


Figure 46. DAAS BITE Hardware Logic

The operator enters the simulator mode by pushing the simulator mode touchpoint on the TEST page. The status arrow will move from OFF to ON. If there is no weight on the landing gear, the system will not go into the simulator mode. The IDCC screen will indicate simulator mode for 1-second before returning to simulator off.

Navigation is simulated as follows: When the pilot puts the system into the simulator mode, the aircraft location is initialized to coincide with the active waypoint. In all navigation modes the waypoint distance, bearing, and course deviation are found by integrating air speed to calculate the aircraft's latitude and longitude. Wind speed is assumed to be zero.

In ILS approach, a course deviation signal is simulated by limiting the difference between the waypoint bearing and the course to ± 3 degrees. Since simulation of navigation is based on calculation of aircraft position, it is only possible to simulate flying from one waypoint to another if both waypoints are located. This applies even when one or both waypoints are not RNAV waypoints.

All required radio signals are assumed to be valid. Any waypoint specified as RNAV is assumed to have a valid DME signal from its NAVAID.

Simulation of aircraft dynamics is shown in Figure 47. Fuel flow is not simulated.

5.11 CHECKLISTS, EMERGENCY PROCEDURES

Stored Cessna 402B checklists and emergency procedures are shown in Figure 48 and 49, respectively. The IDCC page back/advance control can be used to step from checklist to checklist. The checklist or procedure item arrow can be advanced by hitting the ENTR button. The arrow cannot be backspaced.

The engine-out takeoff emergency procedure is the only one implemented for demonstration purposes.

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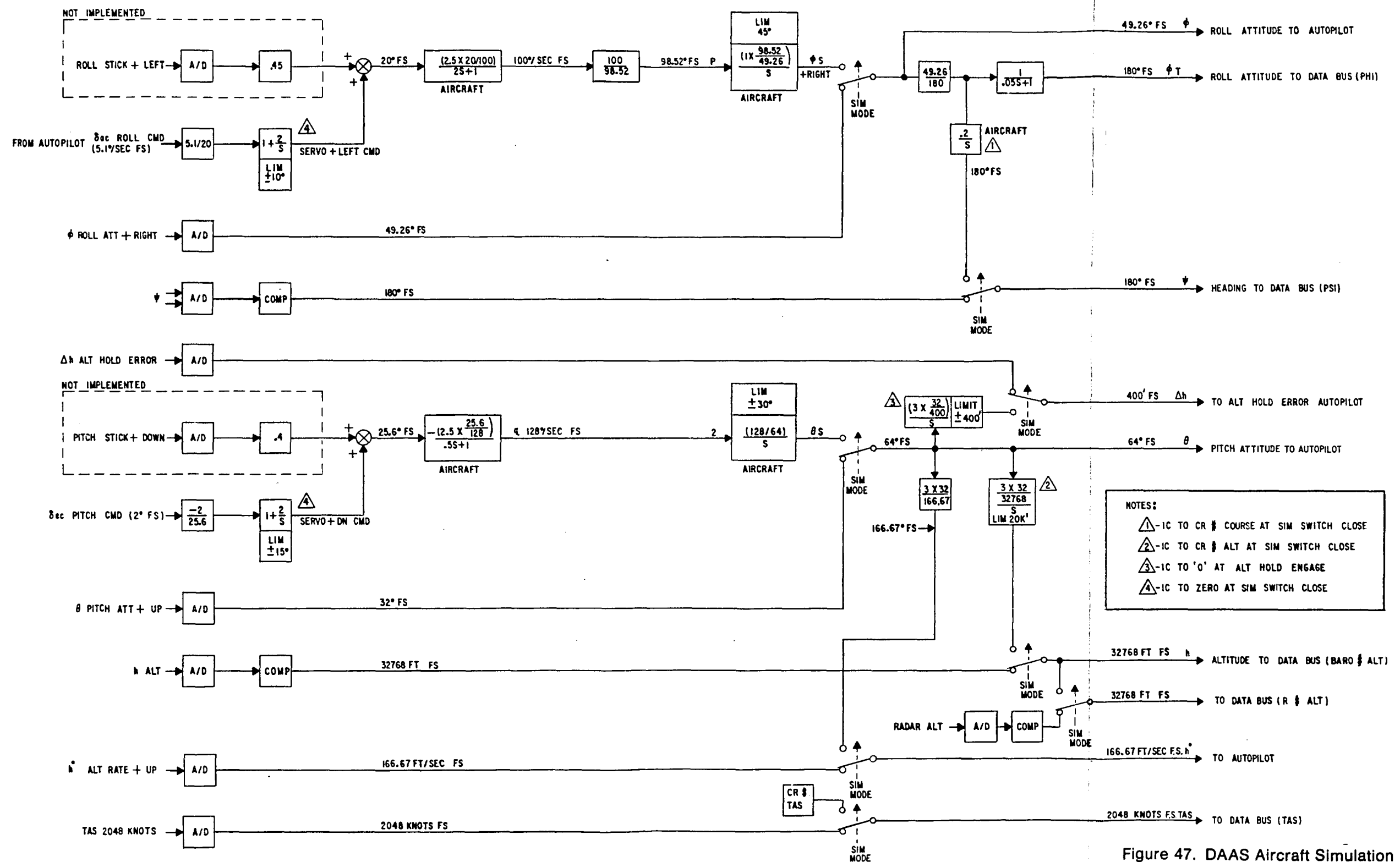


Figure 47. DAAS Aircraft Simulation

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PRESTART ENG CHKLIST P 1 OF 2	
ALL SWITCHES	OFF
DAAS PWR/PREFLY	ON/PREFLY
DAAS FLT PLAN	ENTER
DOOR	LATCHED
CONTROL LOCKS	REMOVE
BELTS/HARNESSES	ADJUST
CKT BRKS	IN
EXT PWR OR BATT/ALT	ON/OFF
BRAKE	SET
LDG GR SW/LT	DNN GREEN

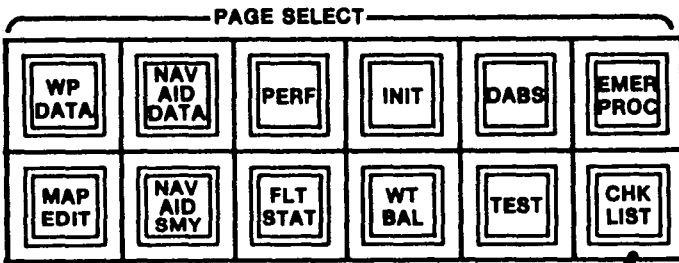
PRESTART ENG CHKLIST P 2 OF 2	
ALT AIR CONT	IN
ALTIM/CLOCK	SET
THR/PROP/MIXT	SET
FUEL QUANT	CHECK
ANNUN PANEL	TEST
CABIN AIR/HEAT	ADJUST
COWL FLAPS	OPEN
FUEL SELECTOR	MAIN
LIGHT/ANTI-COL	ADJ/ON

START ENG CHKLIST P 1 OF 1	
PROPS	CLEAR
MAG SW	BOTH
START BUTTON	PRESS
PRIMER SW	LFT/RT
AUX FUEL PMP	LOW
THROT ADJ RPM	800
ENG INST	CHECK
OTHER ENG	REPEAT
EXT PWR	REMOVE
BATT/ALT	ON/ON

PRETAXI/TAXI CHKLIST P 1 OF 1	
AVIONICS	ON/SET
DAAS PREFLY SW	NORMAL
KCI 310 TEST	PERFORM
WING FLAPS	UP
FLT CLEARANCE	RADIO
ALTIM SET	SET
BRAKES	CHECK
FLT INST	CHECK
FLT CONT	CHECK
T/O PERF	ID CC

PRE T/O CHKLIST P 1 OF 2	
BRAKES	SET
ENG RUNUP RPM	1700
ALTER/VAC	CHECK
MAG DRP/DIF RPM	150/50
PROP FTWR RPM	1200
ENG INST	GREEN
FUEL QTY/SEL	CK/MAIN
ALT AIR CONT	IN
TRIM TABS	SET
COWL FLAPS	OPEN

PRE T/O CHKLIST P 2 OF 2	
WING FLAPS	UP
PROP SYNC	OFF
INST/AVION	SET
EXT/LINT LGTS	SET
DR/MQW/BLTS	SECURE
ANNUN PANEL	CLEAR
AUX FUEL PMP	ON
FLT CONTROLS	FREE
ICE PROTECT	SET
MIXT/PROPS	FWD



TAKEOFF P 1 OF 2	
ENG PWR	FULL
ENG INST	GREEN
MIN CONT SPD-KTS	82
T/O 50FT SPD-KTS (6300LBS)	91

CLIMB CHECKLIST P 1 OF 1	
LDG GEAR	UP
MAP	29.5
RPM	2450
NORM CL-KTS	120
AUX FUEL PMP	AS REQ
COWL FLAPS	AS REQ
PROP SYNC	AS DES
MIXTURE	ADJUST

LDG CHKLIST P 1 OF 1	
BELTS/HARNESSES	SECURE
FUEL SELECTOR	MAIN
AUX FUEL PMP	ON
ALT AIR	IN
MIXTURE	AS REQ
GEAR/FLAPS	DOWN
PROP/PROP SYNC	FWD/OFF
MIN CONT SPD-KTS	82
APP SPD-KTS (6200 LBS)	95

TAXI/SHUT DOWN P 1 OF 1	
AUX FUEL PMP	LOW
COWL FLAPS	OPEN
WING FLAPS	UP
DE-ICE	OFF
AVIONICS	OFF
AUX FUEL PMP	OFF
MIXTURE	CUTOFF
MAG/BATT/ALT	OFF
CONTROL LOCKS	INSTALL
FUEL SELECTORS	OFF

CHECKLISTS P 1 OF 1	
* PRESTART ENGINES	* TAKEOFF
* START ENGINES	* CLIMB
* PRETAXI/TAXI	* LANDING
* PRETAKEOFF	* TAXI/SHUTDOWN

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Figure 48. IDCC Check List

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PAGE SELECT					
WP DATA	NAV AID DATA	PERF	INIT	DABS	EMER PROC
MAP EDIT	NAV AID SMY	FLT STAT	WT BAL	TEST	CHK LIST

EMERGENCY PROC	P	I	OF	I
* ENG OUT T/O				* ENG FIRE-FL
* ENG FAULT				* ENG FIRE-GO
* ENG OUT LDG				* CABIN FIRE
* MAIN GEAR EXT				

ENG OUT T/O CHKLIST	P	I	OF	I
THROTT/PROPS				FWD
MIXTURE				RICH
LDG GEAR				UP
ENG OUT-THROT				CLOSE
-MIXT				CUTOFF
-PROP				FTHR
BNK TO OPR ENG-DEG				5
CLIMB TO 50FT-KTS				91
BEST R/C SPD-KTS				103
ENGINE OUT				SECURE

ENG SECURE CHK LIST	P	I	OF	I
THROTTLE				CLOSE
MIXTURE				CUTOFF
PROP				FTHR
FUEL SEL				OFF
AUX FUEL PMP				OFF
MAG SWS				OFF
PROP SYNC				OFF
ALTERNATOR				OFF
COWL FLAPS				CLOSE

Figure 49. IDCC Emergency Procedures

Section 6.0 Safety Pilot Instrument Panel

The right side cockpit panel (Figure 50) has all the instruments required for IFR flight. The attitude instrument is a KG 258 air driven artificial horizon. The KG 258 can provide the pilot with information to control the aircraft attitude in the unlikely event of a total electrical failure. The horizontal situation indicator is a KI 525A which is driven by a King KCS 55A Compass System and Navigation Receiver which are part of the Cessna 402B current equipment. The standard aircraft engine instruments are arranged for convenient use by both left and right seat pilots.

The safety pilot panel provides IFR flight capability if the DAAS should not be installed in the aircraft or if the DAAS should fail and become inoperable.

A navigation radio and a communication transceiver are located on the lower right side of the instrument panel. These radios are independent of DAAS and are for the use of the safety pilot. The navigation receiver is connected to the KG525 Pictorial Navigation Indicator on the safety pilot side. The KMA24 Audio Control Panel allows the safety pilot to monitor all radios, including the DAAS radios, and to transmit on either the DAAS KY196 Transceivers or the safety pilot's communication transceiver.

The DME receiver can be used by the safety pilot by placing the switch on the front of the DME in the "FREQ" position for tuning, and then in the "GS/T" position to read the distance to the station, ground speed toward the station, and the time to station.

The DAAS navigation radios may also be tuned by the safety pilot, but the only navigation indicator, driven by the DAAS radios, independent of the DAAS computer is the KI226 located at the left side of the panel. For safety pilot use, the navigation receivers must be placed in the manual tuning mode using the switches to the right of the radios. The proper radio (NAV1 or NAV2) must also be selected with the switch located at the lower left of the KI226 RMI. If desired, the DME may be channeled from the navigation receivers by selecting the proper NAV receiver (1 or 2) on the switch to the right of the DME receiver. The switch on the front of the DME must be in the remote (RMT) position for channeling from the NAV receiver. The KY76A Transponder is independent of DAAS and can be operated by either pilot.

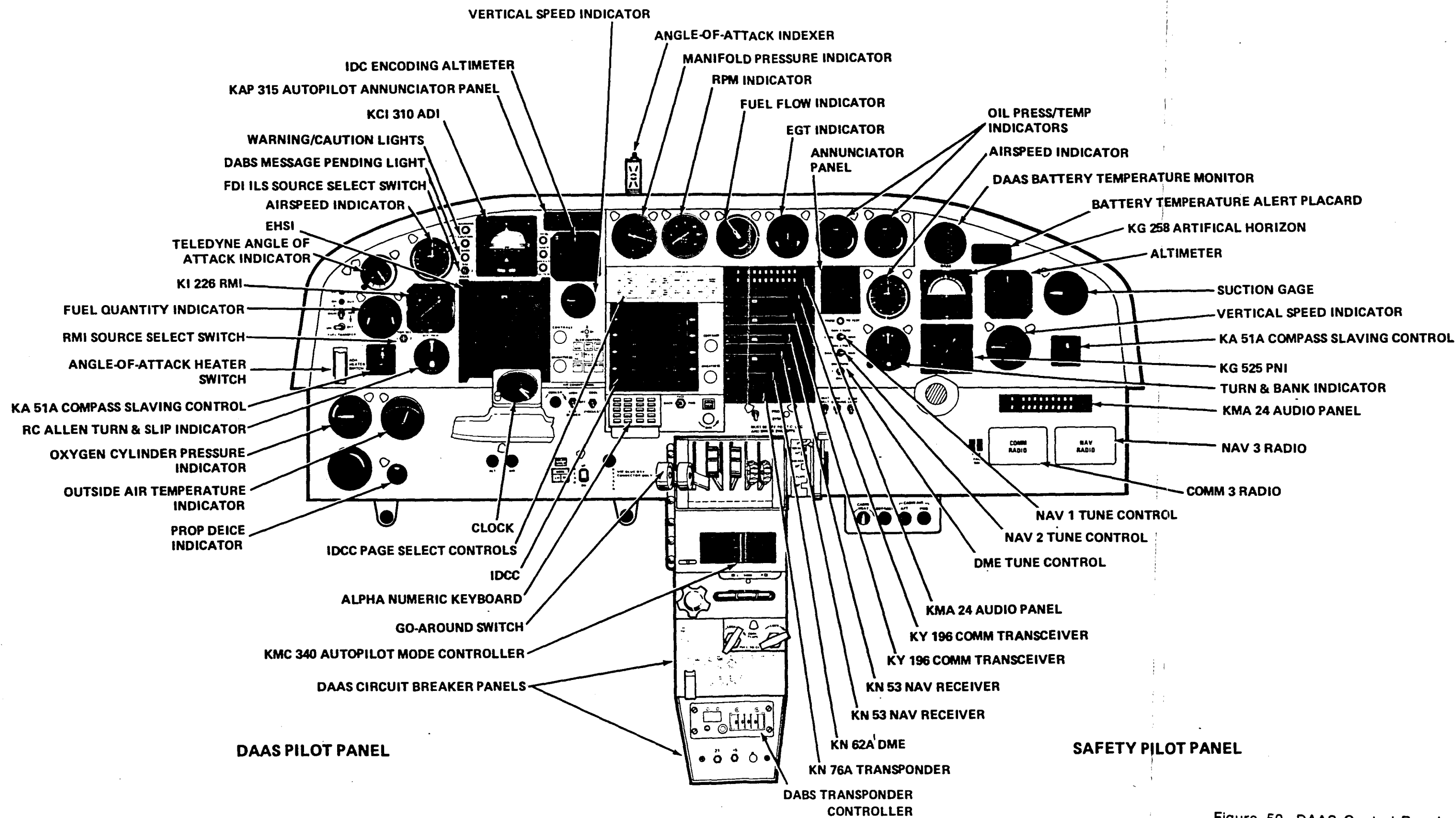


Figure 50. DAAS Control Panel

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Engine starting, battery, fuel boost pumps, and magnetic switches are located on a center overhead panel as shown in Figure 50. This provides the safety pilot with access to the switches necessary for engine starting and engine shutdown.

A circuit breaker panel located in the center lower pedestal provides the pilots with a means of disconnecting DAAS functions. If the upper left circuit breaker is pulled (CBD 01), the computer is disconnected and the servos are disengaged. See Figure 50 for panel location.

The safety pilot panel, including central instruments and controls, thus provides complete facilities for IFR flight independent of the DAAS system.

Section 7.0 DAAS System Interface

The DAAS system block diagram is shown in Figures 2 and 3. The interfaces connecting the system elements are as follows:

- Computer I/O
- Computer/IDCC interface
- Computer/EHSI interface
- Computer/RAU interface

7.1 COMPUTER I/O

The computer I/O is the system interfacing with the aircraft. It includes all aircraft sensor inputs and command outputs. It consists of analog inputs, analog outputs, discrete inputs, and discrete outputs. All inputs and outputs are memory mapped. Table 12 shows the analog inputs along with the sensor output scaling, prefilter characteristics, and prefilter output scaling. There are 64 analog inputs, including 13 spares. Table 13 shows the analog outputs together with the sample and hold output scaling and the computer box output scaling where applicable. A total of 16 outputs are provided. Table 14 lists the discrete inputs and outputs. As shown there are 48 discrete outputs including nine spares and 48 discrete inputs including two spares. Both the discrete inputs and outputs are implemented as bit packed words. The inputs are implemented with four words and use 12 bits of each word. The outputs are implemented with three words that use 16 bits each. The complement of the output of word 1 is "wrapped around" to input word 4 for monitoring purposes.

7.2 COMPUTER/IDCC INTERFACE

The computer/IDCC interface is accomplished over the IEEE 488 bus. This bus is a 16-wire, 8-bit parallel bus. The data transmitted over this bus includes keyboard output data, IDCC messages, EHSI display related information, etc. Table 15 shows the definition of the various data buffer contents that are transmitted over the bus.

Table 12. Analog Inputs

Signal Designation	Analog Input Ref No.	Sensor Output	Prefilter Gain	Prefilter τ (sec)	Prefilter Output	Sensor Full Scale	Full Scale Re A/C	Full Scale At A/D	Address Hex	
MAP (Port) #1	1	3.68mV/in. Hg	66.56	0.02	0.245V/in. Hg	40 in. Hg	34.5 in. Hg	8.45V	08640	
MAP (Stbd) #2	2	3.68mV/in. Hg	66.56	0.02	0.245V/in. Hg	40 in. Hg	34.5 in. Hg	8.45V	08662	
Fuel Flow (Port) #1	3	0.025V/PPH	1	0.02	0.025V/PPH	200 PPH	191 PPH	4.8V	08644	
Fuel Flow (Stbd) #2	4	0.025V/PPH	1	0.02	0.025V/PPH	200 PPH	191 PPH	4.8V	08666	
Yaw Rate	5	0.2V ^o /sec	-2.5	0.02	0.5V ^o /sec	20 ^o /sec	20 ^o /sec	10V	08620	+ Yaw left
Radar Alt	6	-4mV/ft	-1	0.02	4mV/ft	2500 ft	--	10V	08660	.
Baro Alt	7	V 0.025/kft	0.667	0.02	V 0.0167/kft	--	--	--	0860C	V = 15V nom, 0ft = 0.05V nom
a B+ Ref	8	- 24 Vdc	0.399	0.02	- 9.58	--	--	--	08670	
a VFUP	9	$(0.875-0.75a)H^*$ $1 + IS$	0.458	0.02	--	--	a=0 9.62 + 1.37	a=1	0864E	
Pitch Trim Adj	10	± 15Vdc	0.667	0.02	± 10V	--	--	± 10V	0862E	
Roll Trim Adj	11	± 15Vdc	0.667	0.02	± 10V	--	--	± 10V	08630	
Yaw Trim Adj	12	± 15Vdc	0.667	0.02	± 10V	--	--	± 10V	08632	
OAT	13	6.36mV/ ^o C	15.748	0.02	0.1V/ ^o C	± 100 ^o C	--	± 10V	0866C	
Pitch (Gyro)	14	206mV/ ^o	0.987Vdc/Vac	2nd order	203mV/ ^o	--	57.9 ^o	± 10V	08600	Up +
Roll (Gyro)	15	206mV/ ^o	0.987Vdc/Vac	2nd order	203mV/ ^o	--	57.9 ^o	± 10V	08602	Rt +
RPM (Port)	16	1.67mV/rpm	1	0.02	1.67mV/RPM	--	2700 rpm	4.5V	08642	
RPM (Stbd)	17	1.67mV/rpm	1	0.02	1.67mV/RPM	--	2700 rpm	4.5V	08664	
Hdg. Sel. Slew	18	± 4.25 ± 0.5Vdc	0.667	0.02	± 2.83 ± 0.33Vdc	--	--	± 10V	08608	Rt + (1V)
Vert Trim	19	± 15Vdc	0.667	0.02	± 10V	--	--	± 10V	0860A	Discrete +15 ^o , 0 ^o , -15V + 1p
Hdg (Sin)	20	11.8V Synchro	--	0.02	8.485 Sin ψ	--	--	8.485V	08604	
Hdg (Cos)	21	11.8V Synchro	--	0.02	8.485 Cos ψ	--	--	8.485V	08606	
Cowl Flap (Port)	22		0.667	0.02					08616	
Cowl Flap (Stbd)	23		0.667	0.02					08668	
Pitch Servo I.b.	24	0.19V/ ^o /s	1	0.02	0.19V/ ^o /s				08610	
Roll Servo I.b.	25	0.046V/ ^o /s	1	0.02	0.046V/ ^o /s				08612	
Yaw Servo I.b.	26	0.061V/ ^o /s	1	0.02	0.061V/ ^o /s				08622	
Alt (380)	27	25mV/ft	1	0.02	25mV/ft	± 600ft		± 400ft	0860E	± 15V max + above
h	28	60mV/ft/s	1	0.02	60mV/ft/s	± 250ft/s		± 166ft/s	0864A	
IAS	29	+75mV/kt -18.75V	0.667	0.02	50mV/kt -12.5V			50 + 450kt	0864B	0V = 250kt -10V = 50kt
Elev. Trim	30	8.38/11.76	0.667	0.02	5.59/7.84				0862C	To range
Flt Test Spare 1	31	± 15V	0.667	0.02	± 10V	--	--	± 10V	0864C	
Flt Test Spare 2	32	± 15V	0.667	0.02	± 10V	--	--	± 10V	0866E	
TAS	33	45Hz/kt	0.889V/Hz	0.02	0.04V/kt	250kt	250kt	10V	0866A	

Table 12. Analog Inputs (Concluded)

Signal Designation	Analog Input Ref No.	Sensor Output	Prefilter Gain	Prefilter τ (sec)	Prefilter Output	Sensor Full Scale	Full Scale Re A/C	Full Scale At A/D	Address Hex	
+5V DC	34	1 V/V	1	0.02	- 5Vdc				0861E	5.0V nom
25VAC Mon	35	1 V/V	0.270Vdc/Vac	0.02	0.270Vdc/Vac	--		10 VDC 37 VAC	08626	7.031 nom
Flap Pos (Right)	36	5.55V- 0.0523 (FlapL)	1	0.02	5.55V- 0.0523 (FlapL)V				08624	
Pitch Cnd Bar WA	37	0.667V/ $^{\circ}$	1	0.02	0.667V/ $^{\circ}$	\pm 10V			08650	
Roll Cnd Bar WA	38	0.5V/ $^{\circ}$	1	0.02	0.5V/ $^{\circ}$	\pm 10V			08652	
VNAV Dev. WA	39	1.5mV/ft	13.32V/V	0.02	20mV/ft	500ft		10V	08672	
Pitch Servo Cnd WA	40	5.0V/ $^{\circ}$ /s	1	0.02	5.0V/ $^{\circ}$ /s	\pm 10V		\pm 10V	08614	
Roll Servo Cnd WA	41	3.33V/ $^{\circ}$ /s	1	0.02	3.33V/ $^{\circ}$ /s	\pm 10V		\pm 10V	08616	
Yaw Servo Cnd WA	42	2.0V/ $^{\circ}$ /s	1	0.02	2.0V/ $^{\circ}$ /s	\pm 10V		\pm 10V	08628	
Spare Output WA #1 (BIT)	43	\pm 10V	1	0.02	\pm 10V	\pm 10V		\pm 10V	0862A	
Spare Output WA #2	44	\pm 10V	1	0.02	\pm 10V	\pm 10V		\pm 10V	08674	
+15VDC	45	1 V/V	0.5	0.02	0.5V/V	--			0863E	+7.5V nom
-15VDC	46	1 V/V	0.5	0.02	0.5V/V	--			0865E	-7.5V nom
+21VDC	47	1 V/V	0.249	0.02	0.249V/V	--			0861C	+5.23 nom
-21VDC	48	1 V/V	0.249	0.02	0.249V/V	--			0863C	-5.23 nom
+28VDC	49	1 V/V	0.249	0.02	0.249V/V	--			0867E	6.97 nom
+12VDC	50	1 V/V	0.5	0.02	0.5V/V	--			0865C	+6.0 nom
-12VDC	51	1 V/V	0.5	0.02	0.5V/V	--			0867C	-6.0 nom
Spare	52								08654	
Spare	53								08656	
Spare	54								08658	
Spare	55								0865A	
Spare	56								08676	
Spare	57								08678	
Spare	58								0867A	
Spare	59								08618	
Spare	60								0861A	
Spare	61								08631	
Spare	62								08636	
Spare	63								08638	
Spare	64								0863A	

Table 13. Analog Outputs

Signal Designation	Output at S&H	Output at Comp. Box	Address Hex
Pitch Servo Cmd	5.0 V/°/s (+Up)		08000
Roll Servo Cmd	3.33 V/°/s (+Rt)		08002
Yaw Servo Cmd	2.0 V/°/s (+Rt)		08004
Pitch Cmd Bar	.667 V/°-(Up)	1.0 V/°	08006
Roll Cmd Bar	.50 V/° -(Rt)	0.75 V/°	08008
VNAV Dev	20 mV/ft -(Above)	0.30 μA/ft	0800A
Spare Output #1			0800C
Spare Output #2			0800E
Flight Rec. Ch 1			08010
Flight Rec. Ch 2			08012
Flight Rec. Ch 3			08014
Flight Rec. Ch 4			08016
Flight Rec. Ch 5			08018
Flight Rec. Ch 6			0801A
Spare Output #3			0801C
Spare Output #4			0801E

Table 14. Discrete Inputs and Outputs

BIT	Input Word 1 08800	Input Word 2 08802	Input Word 3 08804	Input Word 4 08806	Compliment	Output Word 1 08200	Output Word 2 08202	Output Word 3 08204
15	HDGSSLW (1=on)	APENG (1=eng)	AUXPMP 1 (1=on)	APCLENG		APCLENG	NAV ARM A	MSTR WRN A
14	HDG SEL (1=on)	YDENG (1=eng)	AUXPMP 2 (1=on)	AP SOL		AP SOL	NAVCPLD A	MSTR CTN A
13	APPR (1=on)	APYDDC (1=disc)	DROPEN (1=open)	YD SOL		YD SOL	REV LOC A	TRM FAIL A
12	NAV (1=on)	FLT DIR (1=on)	WOW (0=wow)	ALT ENG		ALT ENG	YAW DMP A	ALTAERT
11	VNAV (1=on)	MNTRM (1=on)	GR DN LK (0=down)	VNAVSHTR		VNAVSHTR	HDGSEL A	DH ANN
10	ALT (1=on)	FLTT 1 (1=on)	VG VAL (1=val)	CMDBRRET		CMD BR RET	VNAVARM A	MDA ANN
9	ALT ARM (1=on)	TRMPWR (1=on)	DG VAL (1=val)	REV LOC		REV LOC	VNAVCPLD A	DABS ANN
8	SYSINTLK (0=inter-lock)	TRM UP M (1=on)	BALT VAL (0=val)	ATRM UP		ATRM UP	GS CPLD A	PTRMTST
7	G DUMP (0=dump)	TRM DN M (1=on)	FLT T 2 (1=on)	ATRM DN		ATRM DN	ALTARM A	R ALT TST
6	CWS (0=on)	PATL UP (0=up lim)	IAS VAL (0=val)	CMPTRVAl		CMPTRVAl	ALTHLD A	ADC TEST
5	GOARND (0=on)	PATL DN (0=dn lim)	ADCALTV (0=val)	x		x	GOARD A	WRN HRN
4	MMSNS (1=sensed)	PFLTT (1=test)	ALT VAL (1=val)	x		x	FLTDIR A	TEST UP
3						x	APRARM A	TEST DN
2						x	APRCPLD A	x
1						x	AP ANN	x
0						x		x

Note: WDT update = 08400 write
x = spare

7.3 COMPUTER/EHSI INTERFACE

The computer/EHSI interface consists of a coaxial video cable. The video information for the EHSI display is generated in the EHSI refresh memory which is located in the computer box. This video information is transmitted over the coax cable to the EHSI. The coax has an impedance of 75 ohms.

7.4 COMPUTER/RAU INTERFACE

The computer/RAU interface is accomplished over the IEEE 488 bus. Refer to Table 15 for the definition of the data transmitted over the bus.

Table 15. Bus Data Buffer Definition

Buffer: AC\$VECTOR Processor _____ Rate: 20 CPS ID: 1
 POINTER LOC: COH
 From: I/O To: EHSI, NAV, IDCC #Bytes $11 \times 30\mu s + 60\mu s = 390\mu s$ Transfer Time

Variable	Sym	Seq	Name	Scale	MEM LOC	W/ ⁽¹⁾ B	Module	G/ ⁽²⁾ u	Comments
Buffer Active Flag		0	BUF1\$ACT	Logic		B			FF = Active
A/C Heading	ψ	1	PSI	FS=180°		W			
True Airspeed	TAS	3	TAS	FS=2048Knots		W			
A/C Roll Attitude	ϕ	5	PHI	FS=180°		W			
Altitude	h	7	BARO\$ALT	1'/LSB		W			
VNAV Engage		9	VNAV\$ENG	Logic		B			FF = Engaged
DG Valid		10	DG\$VALID	Logic		B			FF = Valid

(1) Word/Byte
 (2) Generate/use

Buffer: AC\$STATUS Processor _____ Rate: 20 CPS ID: 2
 Pointer LOC: C2H
 From: I/O To: EHSI, IDCC #Bytes $5 \times 30\mu s + 60\mu s = 540\mu s$ Transfer Time

Variable	Sym	Seq	Name	Scale	MEM LOC	W/ ⁽¹⁾ B	Module	G/ ⁽²⁾ u	Comments
Buffer Active Flag		0	BUF2\$ACT	Logic		B			FF = Active
% Power		1	PWR	1%/LSB		B			
Selected Heading	h_s	2	SEL\$HDG	FS=180°		W			
Radar Altitude	h_r	4	R\$ALT	1 /LSB		W			
Total Fuel Flow		6	TFF	FS=256#/hr		W			
Fuel Remaining LBS		8	FUEL\$REM\$LBS	1#/LSB		W			
A/C Gr. Weight		10	AC\$GR\$WGT	1#/LSB		W			
I/O Memory Word		12	IO\$MEM\$WORD	Hex		W			
EHSI Fail Sel		14	EHSI\$FAIL\$SEL	Logic		B			FF = Active

(1) Word/Byte
 (2) Generate/use

Table 15. Bus Data Buffer Definition (Continued)

Buffer: MAP\$CNTR Processor _____ Rate: 10 CPS ID: 3
 Pointer LOC: C4H
 From: IDCC To: EHSI #Bytes 23 x30µs + 60µs = 750 Transfer Time

Variable	Sym	Seq	Name	Scale	MEM LOC	W/ B ⁽¹⁾	Module	G/ u ⁽²⁾	Comments
Buffer Active Flag		0	BUF3\$ACT	Logic		B			FF = Active
Heading/North Up Flag		1	NO\$MODE	Logic		B			FF = North Up ⁽¹⁾
Waypoint Bearing Flag		2	BRG\$MODE	Logic		B			FF = Active ⁽¹⁾
Map Review Mode		3	REV\$MODE	Logic		B			FF = Active ⁽¹⁾
Scale Select		4	MAP\$SCALE	Logic		B			0=40, 1=8, 2=2NMI/IN
MAP/Cursor Slew Mode		5	CUR\$MODE	Logic		B			FF = Cursor Mode
MAP Up		6	MAP\$UP\$SLEW	64k unit/LSB		W			WRT
MAP Up		8		1 unit/LSB		W			1 Raster Unit = A/C
MAP Right		10	MAP\$RIGHT\$SLEW	64k unit/LSB		W			1/256 of Screen
MAP Right		12		1 unit/LSB		W			
Cursor Latitude Deg		14		1°/LSB		W			1°=60NMI + No
Cursor Latitude Min		16	CUR\$LAT\$LONG	FS=120		W			60' = 1 Deg + No
Cursor Longitude Deg		18		1°/LSB		W			1°=60NMI + West
Cursor Longitude Min		20		FS=120		W			60' = 1 Deg + West
EHSI Test Mode Active		22	EHSI\$TEST\$ACTIVE	Logic		B			FF = Active ⁽¹⁾

(1) Word/Byte
 (2) Generate/use

(1) Toggle done in IDCC

Table 15. Bus Data Buffer Definition (Continued)

Buffer: NAVAID\$DATA\$BASE Processor _____ Rate: 5 CPS ID: 4
 Pointer LOC: C6H
 *From: NAV and Flt Plan To: EHSI, IDCC, Bus Cont #Bytes 221 x 30µs + 60µs = 6690µsec Transfer Time

Variable	Sym	Seq	Name	Scale	MEM LOC	W/ ⁽¹⁾ B	Module	G/ ⁽²⁾ u	Comments
Buffer Active Flag		0	BUF4\$ACT	Logic		B			FF = Active
NAVAID Freq Defined		1	NAVAID\$FREQ\$DEF	Logic		B			Array of 10 bytes FF= Defined
NAVAID Frequency		11	NAVAID\$FREQ	See Note (1)		W			Array of 10 words
NAVAID Variation		31	NAVAID\$VAR	FS=180 ⁰		W			Array of 10 words + East
NAVAID Elevation		51	NAVAID\$ELEV	1 /LSB		W			Array of 10 words
NAVAID ID Defined		71	NAVAID\$ID\$DEF	Logic		B			Array of 10 bytes
NAVAID ID		81	NAVAID\$ID	ASCII		3B			Array of 3x10 bytes
NAVAID Lat-Long Defined		111	NAVAID\$LAT\$LONG\$DEF	Logic		B			Array of 10 bytes FF= Defined
NAVAID Latitude Defined		121	NAVAID\$LAT\$DEF	Logic		B			Array of 10 bytes FF= Defined
NAVAID Latitude Deg		131	NAVAID\$LAT	1 ⁰ /LSB		W			60NMI/Deg Array of 2x10
NAVAID Latitude Min				FS=120		W			60Min/Deg Words
NAVAID Longitude Defined		171	NAVAID\$LONG\$DEF	Logic		B			Array of 10 bytes
NAVAID Longitude Deg		181	NAVAID\$LONG	1 ⁰ /LSB		W			60NMI/Deg Array of 2x10
NAVAID Longitude Min				FS=120		W			60NMI/Deg Words

(1) Word/Byte
 (2) Generate/use

(1)LSB=50KHZ, Offset=108MHZ
 * Sent from Bus Cont to NAV and Flt Plan at IC

Table 15. Bus Data Buffer Definition (Continued)

Buffer: WP\$DATA\$BASE1

Processor _____

Rate: 5 CPS

ID: 5

Pointer LOC: C8H

*From: NAV and Flt Plan

To: EHSI, IDCC, Bus Cont

#Bytes 381 x30µs + 60µs = 11490µs Transfer Time

Variable	Sym	Seq	Name	Scale	MEM LOC	W/ ⁽¹⁾ B	Module	G/ ⁽²⁾ u	Comments
Buffer Active Flag		0	BUF5\$ACT	Logic		B			FF=Active
WP Located Flag		1	WP\$LOCATED	Logic		B			Array of 10 bytes FF=Located
WP Latitude Deg		11		1°/LSB		W			60NMI/Deg
WP Latitude Min			WP\$LAT\$LONG	FS=120		W			Array of 10x4 words
WP Longitude Deg		51		1°/LSB		W		60NMI/Deg	
WP Longitude Min				FS=120		W			60 /Deg
WP Linked		91	WP\$LINKED	Logic		B			Array of 10 bytes, FF=Linked
WP Course 1 Defined		101	WP\$CRS1\$DEF	Logic		B			Array of 10 bytes, FF=Defined
WP Course 1		111	WP\$CRS1	FS=180°		W			Array of 10 words
WP Course 2 Defined		131	WP\$CRS2\$DEF	Logic		B			Array of 10 bytes, FF=Defined
WP Course 2		141	WP\$CRS2	FS=180°		W			Array of 10 words
WP NAVAID No Defined		161	WP\$NA\$NO\$DEF	Logic		B			Array of 10 bytes, FF=Defined
WP NAVAID Number		171	WP\$NA\$NO	Integer		B			Array of 10 bytes
WP Blink NAVAID ID		181	WP\$BLINK\$NA\$ID	Logic		B			Array of 10 bytes, FF=Blink
WP NAVAID ID Defined		191	WP\$NA\$ID\$DEF	Logic		B			Array of 10 bytes, FF=Defined
WP NAVAID ID		201	WP\$NA\$ID	ASCII		3B			Array of 3x10 bytes
WP NAVAID Latitude Deg		231	WP\$NA\$LAT	1°/LSB		W			Array of 2X10 words
WP NAVAID Latitude Min				FS=120		W			
WP NAVAID Longitude Deg		271	WP\$NA\$LONG	1°/LSB		W			Array of 2X10 words
WP NAVAID Longitude Min				FS=120		W			
WP Altitude Defined		311	WP\$ALT\$DEF	Logic		B			Array of 10 bytes
WP Altitude		321	WP\$ALT	1 /LSB		W			Array of 10 words
WP VOR/ILS Select		341	WP\$VOR\$ILS\$SEL	Logic		B			Array of 10 bytes FF=VOR/ILS
WP MDA/DH Select		351	WP\$MDA\$DH\$SEL	Logic		B			Array of 10 bytes FF=MDA/DH
WP NAVAID Variation		361	WP\$NA\$NVAR	FS=180°		W			

(1) Word/Byte

(2) Generate/use

*Sent from Bus Cont
to NAV and Flight Plan
at IC

Table 15. Bus Data Buffer Definition (Continued)

Buffer: WP\$DATA\$BASE2 Processor _____ Rate: 5 CPS ID: 6
 Pointer LOC: CAH
 *From: NAV and Flt Plan To: IDCC, Bus Cont #Bytes 111 x30µs + 60µs = 3390µs Transfer Time

Variable	Sym	Seq	Name	Scale	MEM LOC	W/B ⁽¹⁾	Module	G/u ⁽²⁾	Comments
Buffer Active Flag		0	BUF6\$ACT	Logic		B			FF=Active
WP Offset		1	WP\$OFFSET	FS=2048NMI		W			Array of 10 words
WP NAVAID Freq Defined		21	WP\$NA\$FREQ\$DEF	Logic		B			Array of 10 bytes, FF= Defined
WP NAVAID Frequency		31	WP\$NA\$FREQ	See Note (1)		W			Array of 10 words
WP NAVAID Elevation		51	WP\$NA\$ELEV	1 /LSB		W			Array of 10 words
WP NAVAID Radial		71	WP\$NA\$RADL	FS=180 ⁰		W			Array of 10 words
WP NAVAID Distance		91	WP\$NA\$DIST	FS=2048NMI		W			Array of 10 words

(1) Word/Byte
 (2) Generate/use

(1) LSB=50KHZ, Offset=108MHZ
 * Sent from Bus Control to
 NAV and Flt Plan at IC

Table 15. Bus Data Buffer Definition (Continued)

Buffer: NAV\$BUFFER Processor _____ Rate: 5 CPS ID: 7
 From: NAV and Flt Plan To: EHSI Pointer LOC: CCH
 #Bytes 23 x30µs + 60µs = 750µsec Transfer Time

Variable	Sym	Seq	Name	Scale	MEM LOC	W/ ⁽¹⁾ B	Module	G/ ⁽²⁾ u	Comments
Buffer Active Flag		0	BUF7\$ACT	Logic		B			FF=Active
VOR Mode		1	VOR\$MODE	Logic		B			FF=VOR Mode
ILS Mode		2	ILS\$MODE	Logic		B			FF=ILS Mode
Time in Dead Reckoning		3	DR\$TIME	Integer SEC		W			DR Mode if DR\$TIME≠0
Active NAV Receiver Valid		5	NAV\$RCVR\$VALID	Logic		B			FF=Valid
Active NAV Receiver		6	NAV\$RCVR	Integer		B			
Active DME Receiver Valid		7	DME\$VALID	Logic		B			FF=Valid
Active DME Receiver		8	DME\$RCVR	Integer		B			
WP Available		9	WP\$AVAIL	Integer		B			
A/C Latitude Deg		10		1°/LSB		W			60NMI/Deg
A/C Latitude Min		12	AC\$LAT\$LONG	FS=120		W			60 /Deg
A/C Longitude Deg		14		1°/LSB		W			60NMI/Deg
A/C Longitude Min		16		FS=120		W			60 /Deg
WP Bearing		18	WP\$BRG	FS=180°		W			
Vertical Track Angle		20	VTA	FS=180°		W			
Map Valid for Display		22	MAP\$VALID	Logic		B			FF=Valid

(1) Word/Byte

(2) Generate/use

Table 15. Bus Data Buffer Definition (Continued)

Buffer: NAV\$STATE Processor _____ Rate: 20 CPS ID: 8
 Pointer LOC: CEH
 From: NAV and Flt Plan To: EHSI, IDCC, I/O and Flt Cont #Bytes 43 x30us + 60us = 1350us Transfer Time

Variable	Sym	Seq	Name	Scale	MEM LOC	W/ ⁽¹⁾ B	Module	G/ _u ⁽²⁾	Comments
Buffer Active Flag		0	BUF\$ACT	Logic		B			FF=Active
Active WP Number		1	ACT\$WP\$NO	Integer		B			
Active Course Number		2	ACT\$CRS\$NO	Integer		B			
Course Datum		3	CRS\$DATUM	FS=180°		W			
Course Deviation		5	CRS\$DEV	FS=25 dots		W			Scaling Dependent on Mode*
Wind Direction		7	WIND\$DIR	FS=180°		W			180° is from South Magnetic
Wind Velocity		9	WIND\$VEL	FS=2048knots		W			
Ground Speed		11	GND\$SPD	FS=2048knots		W			
VNAV Valid		13	VNAV\$VALID	Logic		B			FF=Valid
Back Course Mode		14	BACK\$CRS	Logic		B			FF=Back CRS
Vertical Deviation		15	VERT\$DEV	1'/LSB		W			Δhv
VOR/RNAV/LOC Valid		17	VOR\$RNAV\$LOC	Logic		B			FF=Valid
ALT Select Valid		18	ALT\$SEL\$VAL	Logic		B			FF=Valid
RNAV Mode		19	RNAV\$MODE	Logic		B			FF=RNAV Mode
RNAV Capture		20	RNAV\$CAPT	Logic		B			FF=Capture
Glide Slope Valid		21	GS\$VALID	Logic		B			FF=Valid
Distance to Active WP		22	DIST\$ACT\$WP	FS=512		W			
Glideslope Deviation		24	FIL\$GS\$DEV	FS=32°		W			
Altitude Select Deviation		26	ALT\$SEL\$DEV	1 ft/LSB		W			Δhs
VTA Valid		28	VTA\$VALID	Logic		B			FF=Valid
NAV Sequence		29	NAV\$SEQ	Logic		B			FF=Switch Modes
ILS Valid		30	ILS\$VALID	Logic		B			FF=Valid
NAVAID ID Valid		31	NAV\$ID\$VALID	Logic		B			FF=Valid
Ground Track		32	GND\$TRK	FS=180		W			
MDA Arm		34	MDA\$ARM	Logic		B			FF = Arm
DH Arm		35	DH\$ARM	Logic		B			FF = Arm
Active WP Alt		36	ACT\$WP\$ALT	1 /LSB		W			
Active WP Alt Def.		38	ACTWP\$ALT\$DEF	Logic		B			
Auto Seq Mode		39	AUTO\$SEQ\$MODE	Logic		B			
Active CRS Def.		40	ACT\$CRS\$DEF	Logic		B			
Active CRS Change		41	ACT\$CRS\$CHG	Logic/Momentary		B			
Radio Valid		42	RADIO\$VALID	Logic		B			

(1) Word/Byte
 (2) Generate/use

*1 dot=1NM RNAV
 =2° VOR
 =0.5° ILS

Table 15. Bus Data Buffer Definition (Continued)

Buffer: NAV\$CHG Processor _____ Rate: 5 CPS ID: 9
 From: IDCC To: NAV and Flt Plan #Bytes 10 x 30μs + 60μs = 360μsec Transfer Time
 Pointer LOC: DOH

Variable	Sym	Seq	Name	Scale	MEM LOC	W/ ⁽¹⁾ B	Module	G/ ⁽²⁾ u	Comments
Buffer Active		0	BUF9\$ACT	Logic		B			FF = Active
Destination Buffer No		1	NAV\$DEST\$BUF	Integer		B			
Input Index		2	NAV\$IN\$INDEX	Integer		B			
Parameter Offset		3	NAV\$PARAM\$OFST	Integer		W			
Parameter Reset		5	NAV\$PARAM\$RESET	Logic		B			FF = Reset
Parameter		6	NAV\$PARAM	Variable Dependent		4B			4 Byte Array

(1) Word/Byte
 (2) Generate/use

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Buffer: PERF\$CHG Processor _____ Rates: 5 CPS ID: 10
 From: IDCC To: I/O and Flt Cont #Bytes 10 x 30μs + 60μs = 360μsec Transfer Time
 Pointer LOC: D2H

Variable	Sym	Seq	Name	Scale	MEM LOC	W/ ⁽¹⁾ B	Module	G/ ⁽²⁾ u	Comments
Buffer Active		0	BUF10\$ACT	Logic		B			FF = Active
Destination Buffer No		1	PERF\$DEST\$BUF	Integer		B			
Input Index		2	PERF\$IN\$INDEX	Integer		B			
Parameter Offset		3	PERF\$PARAM\$OFST	Integer		W			
Parameter Reset		5	PERF\$PARAM\$RESET	Logic		B			FF = Reset
Parameter		6	PERF\$PARAM	Variable Dependent		4B			4 Byte Array

(1) Word/Byte
 (2) Generate/use

Table 15. Bus Data Buffer Definition (Continued)

Buffer: FLT\$WARN Processor _____ Rate: 4 CPS ID: 11
 Pointer LOC: D4H
 From: I/O and Flt Cont To: IDCC #Bytes 34 x 30µs + 60µs = 1080µsec Transfer Time

Variable	Sym	Seq	Name	Scale	MEM LOC	W/ ⁽¹⁾ B	Module	G/ _u ⁽²⁾	Comments
Buffer Active		0	BUF11\$ACT	Logic		B			FF = Active
Message ID		1	WARN\$MSG\$ID	Integer		B			
Message		2	WARN\$MSG	ASCII		32B			32 Byte Array

(1) Word/Byte
 (2) Generate/use

Buffer: SYS\$ADV\$WARN Processor _____ Rate: 5 CPS ID: 12
 Pointer LOC: D6H
 From: NAV and Flt Plan To: IDCC #Bytes 20 x 30µs + 60µs = 660µs Transfer Time

Variable	Sym	Seq	Name	Scale	MEM LOC	W/ ⁽¹⁾ B	Module	G/ _u ⁽²⁾	Comments
Buffer Active		0	BUF12\$ACT	Logic		B			FF = Active
Message Pending		1	SYS\$MSG\$PEND	Logic		B			FF = Message Pending
Message		2	SYS\$MSG	ASCII		18B			

(1) Word/Byte
 (2) Generate/use

Table 15. Bus Data Buffer Definition (Continued)

Buffer: NAV\$EDIT Processor _____ Rate: 5 CPS ID 13
 Pointer LOC: D8H
 From: NAV and Flt Plan To: IDCC #Bytes 16 x30 μ s + 60 μ s = 540 μ sec Transfer Time

Variable	Sym	Seq	Name	Scale	MEM LOC	W/ ⁽¹⁾ B	Module	G/ ⁽²⁾ u	Comments
Buffer Active		0	BUF13\$ACT	Logic		B			FF = Active
Start Waypoint		1	START\$WP	Integer		B			
End Waypoint		2	END\$WP	Integer		B			
Waypoint Generate		3	WP\$GEN	Logic		B			FF = Generate
Insert Waypoint Flag		4	INS\$WP\$FLG	Logic		B			FF = Insert, WP# in Index (ID4)
Delete Waypoint Flag		5	DEL\$WP\$FLG	Logic		B			FF = Delete, WP# in Index (ID4)
Use Waypoint Flag		6	USE\$WP\$FLG	Logic		B			FF = Use, WP# in Index (ID4)
Course Select Flag		7	CRS\$SEL\$FLG	Logic		B			FF = Toggle Course
Auto Sequence Flag		8	AUTO\$SEQ\$FLG	Logic		B			FF = Toggle Mode
Lat-Direct-To Flag		9	LAT\$DIR\$FLG	Logic		B			FF = Direct to
System Advisory Clear		10	SYS\$ADV\$CLR\$FLG	Logic		B			FF = Clear
Spare		11							
WP Data Clear Flag		12	WP\$DATA\$CLR	Logic		B			FF = Clear
NAVAID Data Clear Flag		13	NAV\$DATA\$CLR	Logic		B			FF = Clear
Copy Active WP		14	CPY\$ACT\$WP	Logic		B			FF = Copy (Display WP in Index)
WP Present Position Flag		15	WP\$PRES\$POS	Logic		B			FF = Copy (To Designated WP)

- (1) Word/Byte
 (2) Generate/use

Buffer: PERF\$EDIT Processor _____ Rate: 5 CPS ID: 14
 Pointer LOC: DAH
 From: I/O and Flt Cont To: IDCC #Bytes 10 x30 μ s + 60 μ s = 360 μ sec Transfer Time

Variable	Sym	Seq	Name	Scale	MEM LOC	W/ ⁽¹⁾ B	Module	G/ ⁽²⁾ u	Comments
Buffer Active		0	BUF14\$ACT	Logic		B			FF = Active
Initial Gr. Wgt. Defined		1	INIT\$GR\$WGT\$DEF	Logic		B			
Initial Gr. Weight		2	INIT\$GR\$WGT	1#/LSB		W			
Initial Fuel Defined		4	INIT\$FUEL\$DEF	Logic		B			FF = Defined
Initial Fuel Load		5	INIT\$FUEL\$LD	1#/LSB		W			
System Test Mode		7	SYS\$TST\$MODE	Logic		B			FF = Test Mode
Message Acknowledge Mode		8	MSG\$ACK\$MODE	Logic		B			FF = Remove Message
Signal Stim Measure Mode		9	SIG\$TST\$MODE	Logic		B			FF = Test Mode

- (1) Word/Byte
 (2) Generate/use

Table 15. Bus Data Buffer Definition (Continued)

Buffer: WT\$BALANCE Processor _____ Rate: 5 CPS ID: 15
 Pointer LOC: DCH
 From: ID and Flt Cont To: IDCC #Bytes 33 x 30μs + 60μs = 1050μsec Transfer Time

Variable	Sym	Seq	Name	Scale	MEM LOC	W/ ⁽¹⁾ B	Module	G/ ⁽²⁾ u	Comments
Buffer Active		0	BUF\$ACT	Logic		B			FF = Active
Seat 1 & 2 Weight		1	SEAT 1\$2	1#/LSB		W			
Seat 3 & 4 Weight		3	SEAT 3\$4	1#/LSB		W			
Seat 5 & 6 Weight		5	SEAT 5\$6	1#/LSB		W			
Avionics Bay Weight		7	AV\$BAY	1#/LSB		W			
Nose Bay Weight		9	NOSE\$BAY	1#/LSB		W			
AFT Cabin Weight		11	AFT\$CABIN	1#/LSB		W			
Wing Locker Weight		13	WING\$LOCK	1#/LSB		W			
Other Weight		15	OTHER\$WGT	1#/LSB		W			
Distance Behind Seat 1		17	DIST\$SEAT\$1	1024 F.S.		W			1/32 IN/LSB
Main Fuel Weight		19	MAIN\$FUEL	1#/LSB		W			
Aux Fuel Weight		21	AUX\$FUEL	1#/LSB		W			
Takeoff Fuel		23	TO\$FUEL	1#/LSB		W			
Takeoff Weight		25	TO\$AC\$WGT	1#/LSB		W			
CG Position		27	CG\$POS	1024 F.S.		W			
Forward CG Position		30	FWD\$CG	1024 F.S.		W			
AFT CG Position		32	AFT\$CG	1024 F.S.		W			

- (1) Word/Byte
- (2) Generate/use

Table 15. Bus Data Buffer Definition (Continued)

Buffer: PERF (Sheet 1 of 2) Processor _____ Rate: 5 CPS ID: 16
 Pointer LOC: DEH
 From: I/O and Flt Cont To: IDCC #Bytes 72 x30µs + 60µs = 2220µsec Transfer Time

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Variable	Sym	Seq	Name	Scale	NEM LOC	W/ ⁽¹⁾ B	Module	G/ ⁽²⁾ u	Comments
Buffer Active		0	BUF16\$ACT	Logic		B			FF = Active
T.O. Perf Auto Entry		1	TO\$AUTO\$ENT	Logic		B			FF = Auto Entry Mode
T.O. Altitude		2	TO\$ALT	1'/LSB		W			
T.O. Baro Set Defined		4	TO\$BARO\$DEF	Logic		B			FF = Defined
T.O. Baro Setting		5	TO\$BARO\$SET	FS=256"		W			
T.O. Wind Direction		7	TO\$WIND\$DIR	FS=180°		W			
T.O. Wind Magnitude		9	TO\$WIND\$MAG	FS=2048Knots		W			
T.O. Outside Air Temp Defined		11	TO\$OAT\$DEF	Logic		B			FF = Defined
T.O. Outside Air Temp		12	TO\$OAT	1°C/LSB		W			
T.O. A/C Weight Defined		14	TO\$WGT\$DEF	Logic		B			FF = Defined
T.O. A/C Weight		15	TO\$WGT	1#/LSB		W			
Runway Heading		17	RNWAY\$HDG	FS=180°		W			
Accel Go Dist		19	GO\$DIST	1'/LSB		W			
Takeoff 50' Speed		21	TO\$50\$SPEED	FS=2048Knots		W			
Ground Roll		23	GRND\$ROLL	1'/LSB		W			
A/C Stop Distance		25	STOP\$DIST	1'/LSB		W			
Best Rate of Climb Speed		27	BEST\$ROC\$SPD	FS=2048Knots		W			
Best Rate of Climb		29	BEST\$ROC	FS=2048Ft/Min		W			
Best Angle Speed		31	BEST\$ANG\$SPD	FS=2048Knots		W			
Distance to 50 Feet		33	DIST\$50\$FT	1'/LSB		W			
Cruise Perf Auto Entry		35	CR\$AUTO\$ENT	Logic		B			FF = Auto Entry Mode
Cruise Altitude		36	CR\$ALT	1'/LSB		W			
Cruise Baro Set Defined		38	CR\$BARO\$DEF	Logic		B			FF = Defined
Cruise Baro Setting		39	CR\$BARO\$SET	FS=256"		W			
Cruise Wind Direction		41	CR\$WIND\$DIR	FS=180°		W			

(1) Word/Byte

(2) Generate/use

Table 15. Bus Data Buffer Definition (Continued)

Buffer: PERF (Sheet 2 of 2) Processor: _____ Rate: 5 CPS ID: 16
 Pointer LOC: DEH
 From: I/O and Flt Cont To: IDCC #Bytes 71 x30µs + 60µs = 2190µsec Transfer Time

Variable	Sym	Seq	Name	Scale	MEM LOC	W/ ⁽¹⁾ B	Module	G/ ⁽²⁾ u	Comments
Cr. Wind Magnitude		43	CR\$WIND\$MAG	FS=2048Knots		W			
Cr. OAT Defined		45	CR\$OAT\$DEF	Logic		B			FF = Defined
Cr. Outside Air Temp		46	CR\$OAT	1°C/LSB		W			
Cr. A/C Weight Defined		48	CR\$WGT\$DEF	Logic		B			FF = Defined
Cr. A/C Weight		49	CR\$WGT	1#/LSB		W			
Cr. Segment Distance		51	CR\$DIST	FS=2048Knots		W			
Cr. Perf TAS		53	CR\$TAS	FS=2048Knots		W			
Cr. Perf Ground Speed		55	CR\$GND\$SPD	FS=2048Knots		W			
Cr. Perf % Power		57	CR\$PWR	1%/LSB		B			
Cr. Manifold Pressure		58	CR\$MAP	FS=2048"		W			
Cr. RPM		60	CR\$RPM	1RPM/LSB		W			
Cr. Fuel Rate		62	CR\$FUEL\$RATE	FS=256#/Hr		W			
Cr. NM/LB Fuel		64	CR\$MILE\$LBS	FS=128Knots		W			
Cr. ETA in Min		66	CR\$ETE	1Min/LSB		W			
Cr. Fuel Required		68	CR\$FUEL\$REQ	1#/LSB		W			
Cr. Course		70	CR\$COURSE	180° FS		W			

- (1) Word/Byte
- (2) Generate/use

Table 15. Bus Data Buffer Definition (Continued)

Buffer: DABS Processor _____ Rate: 5 CPS ID: 17
 Pointer LOC: E0H
 From: DABS To: IDCC #Bytes 56 x 30µs + 60µs = 1740µsec Transfer Time

Variable	Sym	Seq	Name	Scale	MEM LOC	W/B ⁽¹⁾	Module	G/u ⁽²⁾	Comments
Buffer Active		0	BUF17\$ACT	Logic		B			FF = Active FF = Acknowledge FF = Send FF = Clear 0=NONE, 1=SUR, 2=TERM, 3=RPT, 4=WND 0=8 ≡ Line 1-9
DABS Acknowledge		1	DABS\$ACK	Logic		B			
DABS Send		2	DABS\$SEND	Logic		B			
DABS Clear		3	DABS\$CLR	Logic		B			
Surface Location		4	SUR\$LOC	ASC II		3B			
Terminal Location		7	TERM\$LOC	ASC II		3B			
Terminal GMT		10	TERM\$GMT	1 hr/LSB		B			
Pilot Reports Location		11	REPTS\$LOC	ASC II		3B			
Pilot Reports GMT		14	REPTS\$GMT	1 hr/LSB		B			
Wind Reports Location		15	WND\$LOC	ASC II		3B			
Wind Reports GMT		18	WND\$GMT	1 hr/LSB		B			
Wind Altitude		19	WND\$ALT	1k ft/LSB		B			
Down Link Msg Pointer		20	DN\$LINK\$PTR	Integer		B			
DABS Memory Word		21	DABS\$MEM\$WORD	Hex		W			
Message Line Number		23	MSG\$LINE\$NO	Integer		B			
DABS Message Line		24	DABS\$MSG\$LINE	ASC II		32B			

- (1) Word/Byte
- (2) Generate/use

Buffer: DABS\$CHG Processor _____ Rate: 5 CPS ID: 18
 Pointer LOC: E2H
 From: IDCC To: DABS #Bytes 10 x 30µs + 60µs = 360µsec Transfer Time

Variable	Sym	Seq	Name	Scale	MEM LOC	W/B ⁽¹⁾	Module	G/u ⁽²⁾	Comments
Buffer Active		0	BUF18\$ACT			B			FF = Active FF = Reset 4 Byte Array
Destination Buffer No		1	DABS\$DEST\$BUF			B			
Input Index		2	DABS\$IN\$INDEX			B			
Parameter Offset		3	DABS\$PARAM\$OFST			W			
Parameter Reset		5	DABS\$PARAM\$RESET			B			
Parameter		6	DABS\$PARAM			4B			

- (1) Word/Byte
- (2) Generate/use

Table 15. Bus Data Buffer Definition (Continued)

Buffer: SIG\$MEAS Processor _____ Rate: ___ CPS ID: 19
 Pointer LOC: E4H
 From: IO and Flt Cont To: IDCC #Bytes 14 x30µs + 60µs = 360µsec Transfer Time

Variable	Sym	Seq	Name	Scale	MEM LOC	W/B ⁽¹⁾	Module	G/u ⁽²⁾	Comments
Buffer Active Flag		0	BUF19\$ACT	Logic		B			FF = Active
Signal Measure Test Active		1	SIG\$MEAS\$ACT	Logic		B			FF = Active
Analog Measure Address		2	DC\$IN\$ADR			B			
Analog Input Volts		3	DC\$IN\$VOLTS			W			
Analog Output Address		5	DC\$OUT\$ADR			B			
Analog Output Value		6	DC\$OUT\$VAL			W			
Discrete Measure Address		8	DISC\$IN\$ADR			B			
Discrete Input Word		9	DISC\$IN\$WORD			W			
Discrete Output Address		11	DISC\$OUT\$ADR			B			
Discrete Output Value		12	DISC\$OUT\$VAL			W			

(1) Word/Byte
 (2) Generate/use

Buffer: BUS\$CONT\$STATUS Processor _____ Rate: CPS ID: 20
 Pointer LOC: E6H
 From: Bus Cont To: IDCC #Bytes 5 x30µs + 60µs = 210µsec Transfer Time

Variable	Sym	Seq	Name	Scale	MEM LOC	W/B ⁽¹⁾	Module	G/u ⁽²⁾	Comments
Buffer Active Flag		0	BUF20\$ACT	Logic		B			FF = Active
Bus Memory Word		1	BUS\$MEM\$WORD	Hex		W			
Fail Clear Response		3	FAIL\$CLR\$RESP	Logic		B			FF = Active
Bus Test Bus		4	BUS\$TST\$BUS	Logic		B			All Ones

(1) Word/Byte
 (2) Generate/use

Table 15. Bus Data Buffer Definition (Continued)

Buffer: IO\$VALID Processor _____ Rate: ___CPS ID: 21
 Pointer LOC: E8H
 From: IO and Flt Cont To: Bus Cont #Bytes 5 x 30µs + 60µs = 210µsec Transfer Time

Variable	Sym	Seq	Name	Scale	MEM LOC	W/ ⁽¹⁾ B	Module	G/ ⁽²⁾ u	Comments
Buffer Active		0	BUF21\$ACT	Logic	0030H	B			FF = Active See Bit Disc for Format
Valid Word		1	IO\$VAL	Logic	0031H	W			
Sim EHSI Fail		3	SIM\$EHSI\$ FAIL	Logic		B			
Bus Test I/O		4	BUS\$TST\$IO	Logic				All Ones	

(1) Word/Byte
 (2) Generate/use

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Buffer: NAV\$VAL Processor _____ Rate: ___CPS ID: 22
 Pointer LOC: EAH
 From: NAV and Flt Plan To: Bus Cont, IO and Flt Cont #Bytes 6 x 30µs + 60µs = 240µsec Transfer Time

Variable	Sym	Seq	Name	Scale	MEM LOC	W/ ⁽¹⁾ B	Module	G/ ⁽²⁾ u	Comments
Buffer Active		0	BUF22\$ACT	Logic	0030H	B			FF = Active See BIT Disc. for Format
Valid Word		1	NAV\$VALID	Logic	0031H	W			
NAV Memory Word		3	NAV\$MEM\$WORD	Hex		W			
Bus Test NAV		5	BUS\$TST\$NAV	Logic		B		All Ones	

(1) Word/Byte
 (2) Generate/use

Table 15. Bus Data Buffer Definition (Continued)

Buffer: IDCC\$VAL Processor _____ Rate: ___ CPS ID: 23
 Pointer LOC: ECH
 From: IDCC To: Bus Cont, IO and Flt Cont #Bytes 4 x 30µs + 60µs = 180µsec Transfer Time

Variable	Sym	Seq	Name	Scale	MEM LOC	W/ ⁽¹⁾ B	Module	G/ ⁽²⁾ u	
Buffer Active		0	BUF23\$ACT	Logic	0030H	B			FF = Active See BIT Disc for Format All Ones
Valid Word		1	IDCC\$VALID	Logic	0031H	W			
Bus Test IDCC		3	BUS\$TST\$ IDCC	Logic		B			

(1) Word/Byte

(2) Generate/use

181

Buffer: EHSI\$VAL Processor _____ Rate: 5 CPS ID: 24
 Pointer LOC: EEH
 From: EHSI To: Bus Cont, IO and FLT Cont #Bytes 6 x 30µs + 60µs = 240µsec Transfer Time

Variable	Sym	Seq	Name	Scale	MEM LOC	W/ ⁽¹⁾ B	Module	G/ ⁽²⁾ u	
Buffer Active		0	BUF24\$ACT	Logic	0030H	B			FF = Active See BIT Disc for Format All Ones
Valid Word		1	EHSI\$VALID	Logic	0031H	W			
EHSI Memory Word		3	EHSI\$MEM\$WORD	Hex		W			
Bus Test EHSI		5	BUS\$TST\$EHSI	Logic		B			

(1) Word/Byte

(2) Generate/use

Table 15. Bus Data Buffer Definition (Continued)

Buffer: RAU\$VAL Processor _____ Rate: ___ CPS ID: 25
 Pointer LOC: FOH
 From: NAV and Flt Plan To: Bus Cont, IO and Flt Cont #Bytes 3 x30µs + 60µs = 150µsec Transfer Time

Variable	Sym	Seq	Name	Scale	MEM LOC	W/ ⁽¹⁾ B	Module	G/ ⁽²⁾ u	Comments
Buffer Active Valid Word		0 1	BUF25\$ACT RAU\$VALID	Logic Logic		B W			FF = Active See BIT Disc for Format

(1) Word/Byte
 (2) Generate/use

182

Buffer: SPARE\$VAL Processor _____ Rate: ___ CPS ID: 26
 Pointer LOC: F2H
 From: Spare To: Bus Cont and Flt Cont #Bytes 6 x30µs + 60µs = 240µsec Transfer Time

Variable	Sym	Seq	Name	Scale	MEM LOC	W/ ⁽¹⁾ B	Module	G/ ⁽²⁾ u	Comments
Buffer Active Valid Word		0 1	BUF26\$ACT SPARE\$VALID	Logic Logic	0030H 0031H	B W			FF = Active See BIT Disc for Format
Spare Memory Word		3	SPARE\$MEM\$ WORD	Hex		W			
Bus Test Spare		5	BUS\$TST\$ SPARE	Logic		B			All Ones

(1) Word/Byte
 (2) Generate/use

Table 15. Bus Data Buffer Definition (Continued)

Buffer: DABS\$VAL Processor _____ Rate: ___CPS ID: 27
 Pointer LOC: F4H
 From: DABS To: Bus Cont and Flt Cont #Bytes 4 x 30µs + 60µs = 180µsec Transfer Time

Variable	Sym	Seq	Name	Scale	MEM LOC	W/ ⁽¹⁾ B	Module	G/ ⁽²⁾ u	Comments
Buffer Active		0	BUF27\$ACT	Logic	0030H	B			FF = Active See BIT Disc for Format All Ones
Valid Word		1	DABS\$VALID	Logic	0031H	W			
Bus Test Dabs		3	BUS\$TST\$ DABS	Logic		B			

(1) Word/Byte
 (2) Generate/use

Buffer: BUS\$CONT\$VAL Processor _____ Rate: ___CPS ID: 28
 Pointer LOC: FGH
 From: Bus Cont To: IO and Flt Cont #Bytes 3 x 30µs + 60µs = 150µsec Transfer Time

Variable	Sym	Seq	Name	Scale	MEM LOC	W/ ⁽¹⁾ B	Module	G/ ⁽²⁾ u	Comments
Buffer Active		0	BUF28\$ACT	Logic		B			FF = Active See BIT Disc for Format
Valid Word		1	BUS\$CONT\$VALID	Logic		W			

(1) Word/Byte
 (2) Generate/use

Table 15. Bus Data Buffer Definition (Continued)

Buffer: TIME Processor _____ Rate: 5 CPS ID: 29
 Pointer LOC: F8H
 *From: IDCC To: Bus Cont #Bytes 5 x 30µs + 60µs = 210µsec Transfer Time

Variable	Sym	Seq	Name	Scale	MEM	LOC	W/ ⁽¹⁾ B	Module	G/ ⁽²⁾ u	Comments
Buffer Active		0	BUF29\$ACT	Logic			B			FF = Active
Time Gmt Hrs		1	GMT\$HRS	1Hr/LSB			B			
Time Gmt Min		2	GMT\$MIN	1Min/LSB			B			
Time Gmt Sec		3	GMT\$SEC	1Sec/LSB			B			
Fail Record Clr		4	FAIL\$REC\$CLR	Logic			B			

(1) Word/Byte

(2) Generate/use

Table 15. Bus Data Buffer Definition (Continued)

Buffer: RADIO DATA Processor _____ Rate: 20 CPS ID: 30
 Pointer LOC: FAH
 From: RAU To: NAV and Flt Plan #Bytes 30 x30μs + 60μs = 960μsec Transfer Time

Variable	Sym	Seq	Name	Scale	MEM LOC	W/ B ⁽¹⁾	Module	G/ u ⁽²⁾	Comments
RAU Status Word		0	RAU\$STATUS	See		W			
NAV1 VOR/LOC		2	NAV1\$VOR\$LOC	Attachment		W			
NAV1 GS		4	NAV1\$GS			W			
NAV1 Freq		6	NAV1\$FREQ			B			
NAV1 Ident		7	NAV1\$IDENT			3B			
NAV2 VOR/LOC		10	NAV2\$VOR\$LOC			W			
NAV2 GS		12	NAV2\$GS			W			
NAV2 Freq		14	NAV2\$FREQ			B			
NAV2 Ident		15	NAV2\$IDENT			3B			
DME Range		18	DME\$RANGE			W			
DME Freq		20	DME\$FREQ			B			
DME Ident		21	DME\$IDENT			3B			
COM1 Freq		24	COM1\$FREQ			W			
COM2 Freq		26	COM2\$FREQ			W			
Switch Status		28	RAU\$SW\$STATUS			B			
Spare		29	RAU\$SPARE						

(1) Word/Byte
 (2) Generate/use
 MSB=BIT 15

Table 15. Bus Data Buffer Definition (Continued)

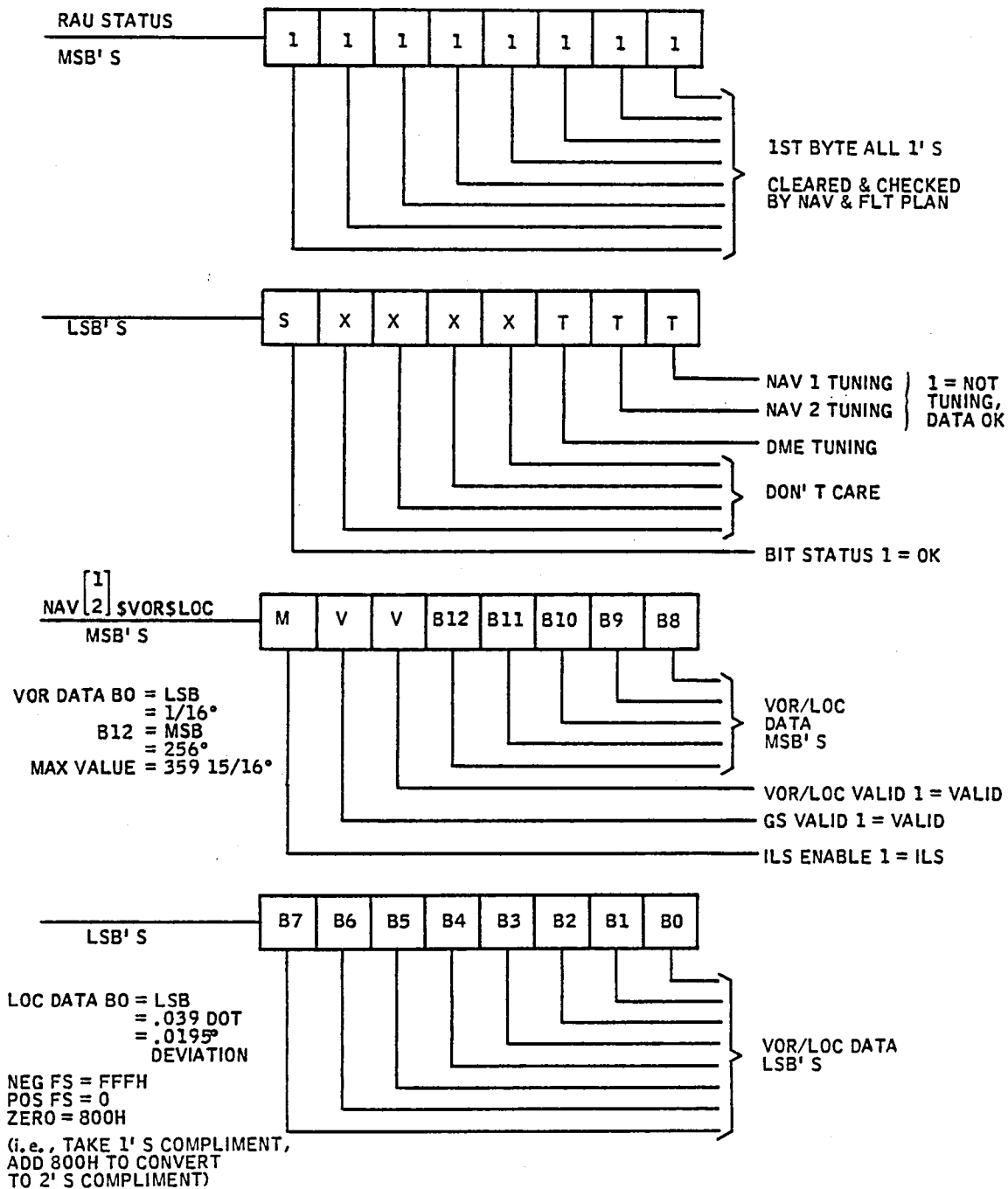


Table 15. Bus Data Buffer Definition (Continued)

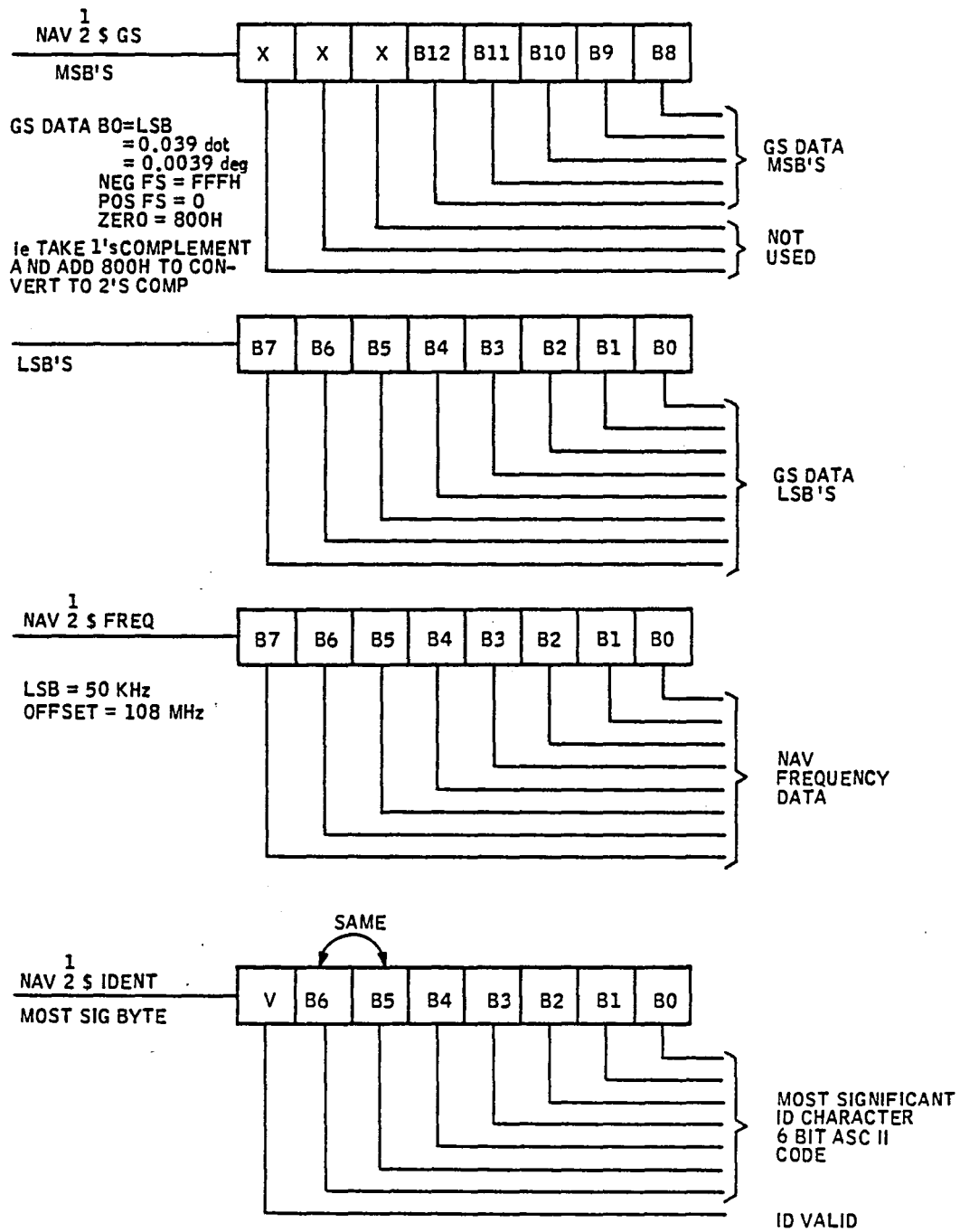


Table 15. Bus Data Buffer Definition (Continued)

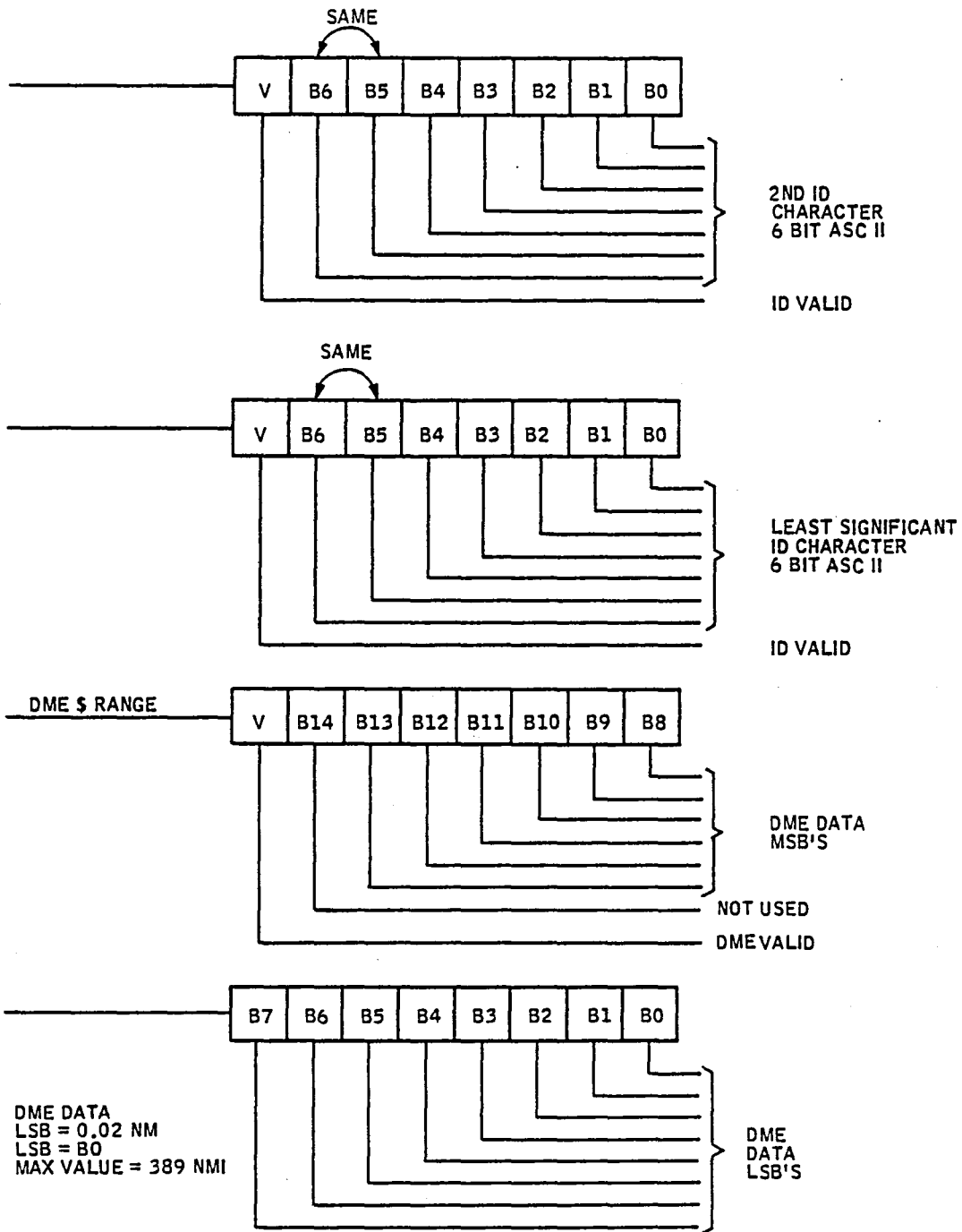


Table 15. Bus Data Buffer Definition (Continued)

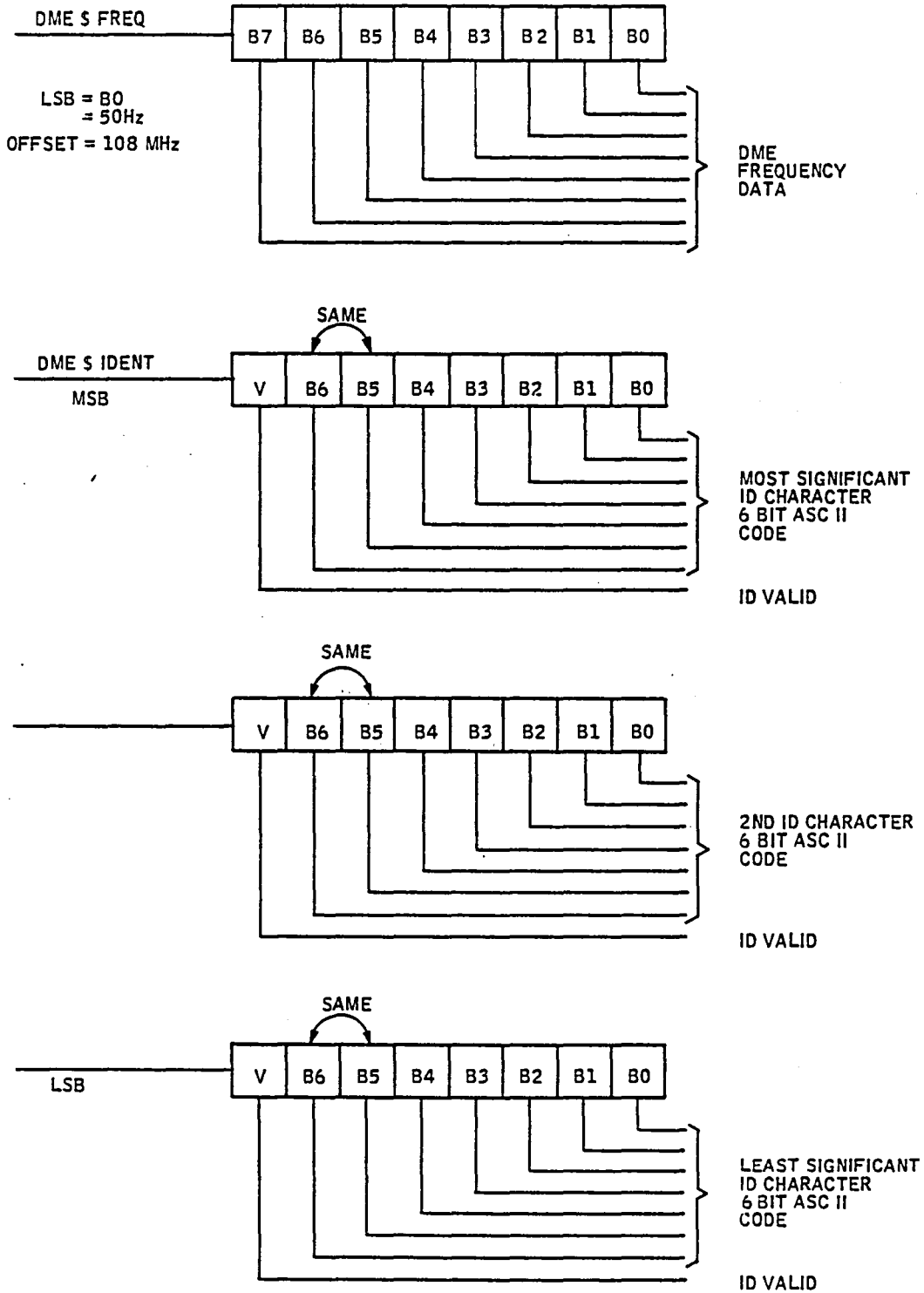


Table 15. Bus Data Buffer Definition (Continued)

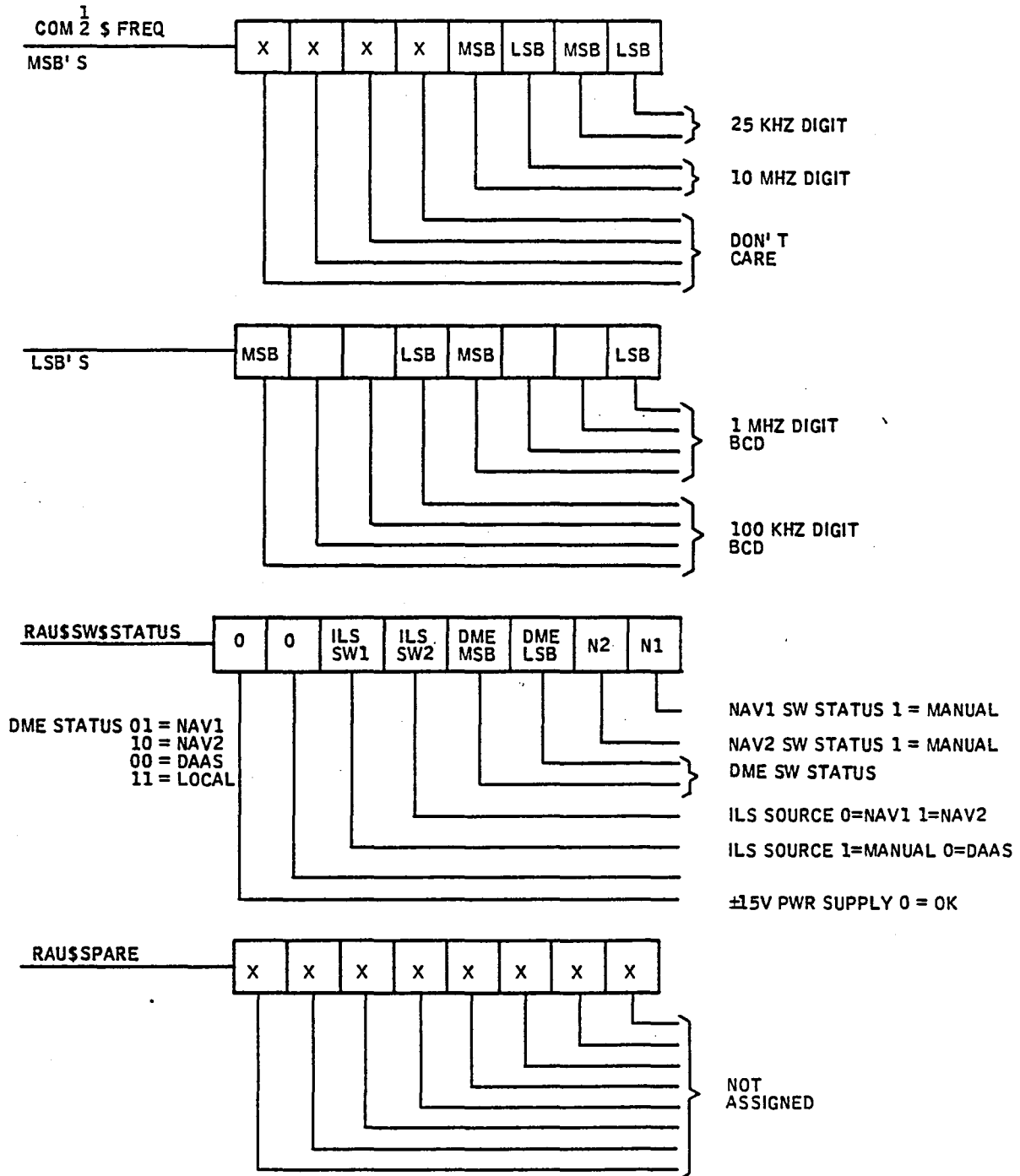


Table 15. Bus Data Buffer Definition (Continued)

Buffer: TUNE\$CMDS Processor _____ Rate: 20 CPS ID: 31
 Pointer LOC: FCH
 From: NAV and Flt Plan To: RAU #Bytes 2 x 30μs + 60μs = 120μsec Transfer Time

Variable	Sym	Seq	Name	Scale	MEM LOC	W/ ⁽¹⁾ B	Module	G/ ⁽²⁾ u	Comments
RAU Command Word		0	RAU\$ COMMAND\$ WORD	See Attachment		W			

(1) Word/Byte

(2) Generate/use

Table 15. Bus Data Buffer Definition (Continued)

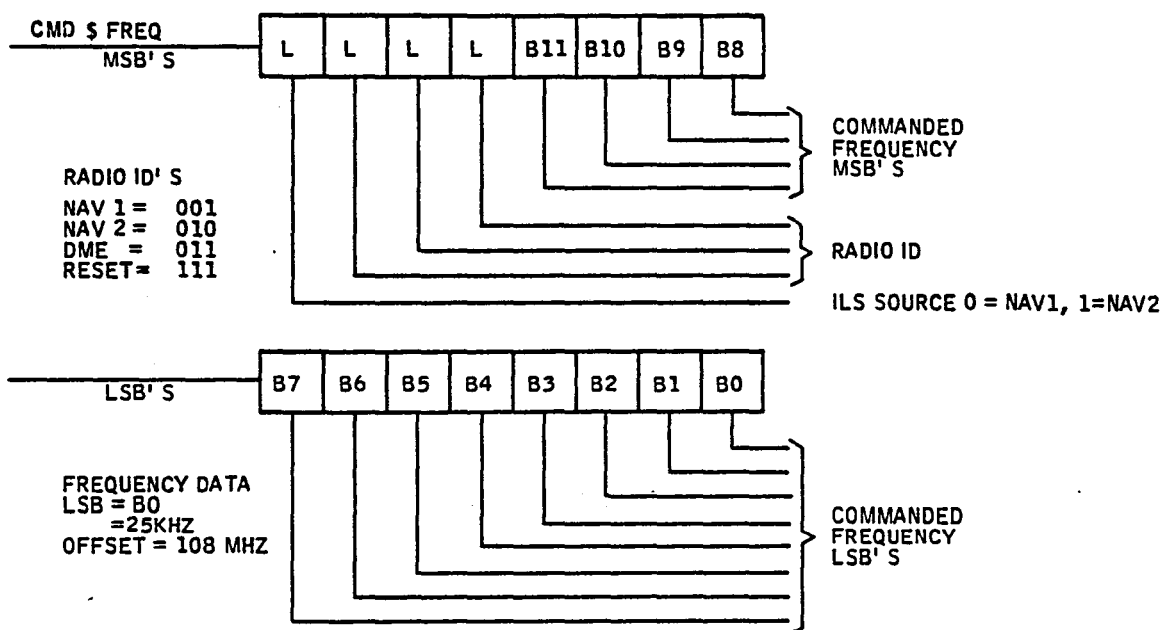


Table 15. Bus Data Buffer Definition (Continued)

Buffer: DABS\$CONT Processor _____ Rate: 5 CPS ID: 32
 Pointer LOC: FEH
 From: DABS To: IO and Flt Cont #Bytes 3 x 30µs + 60µs = 150µsec Transfer Time

Variable	Sym	Seq	Name	Scale	MEM LOC	W/ ⁽¹⁾ B	Module	G/ ⁽²⁾ u	Comments
Buffer Active		0	BUF32\$ACT	Logic		B			FF = Active FF = Light FF = Horn
DABS LT. Command		1	DABS\$LT	Logic		B			
DABS Horn Command		2	DABS\$HORN	Logic		B			

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Buffer: MEM\$MONITOR Processor _____ Rate: 5 CPS ID: 33
 Pointer LOC: 1COH
 From: IDCC To: All Except RAU #Bytes 13 x 30µs + 60µs = 450µsec Transfer Time

Variable	Sym	Seq	Name	Scale	MEM LOC	W/ ⁽¹⁾ B	Module	G/ ⁽²⁾ u	Comments
Buffer Active Flag		0	BUF33\$ACT	Logic		B			FF = Active
Bus Controller Adr.		1	BUS\$ADR	Integer		W			
NAV Adr.		3	NAV\$ADR	Integer		W			
Spare Adr		5	SPARE\$ADR	Integer		W			
EHSI Adr.		7	EHSI\$ADR	Integer		W			
I/O Adr.		9	IO\$ADR	Integer		W			
DABS Adr.		11	DABS\$ADR	Integer		W			

(1) Word/Byte

(2) Generate/use

Table 15. Bus Data Buffer Definition (Concluded)

Buffer: NAV\$FLT\$REC Processor _____ Rate: 10CPS ID: 34

Pointer LOC: 1C2H

From: NAV To: Autopilot #Bytes: 9 x 30μs + 60μs = 330μsec Transfer Time

Variable	Sym	Seq	Name	Scale	Mem LOC	W/B ⁽¹⁾	Module	G/u ⁽²⁾	Comments
Buffer Active Flag		0	BUF34\$ACT	Logic		B			FF = Active
Rprime Record		1	Rprime REC.	Integer		W			
Theta Record		3	THE REC.	Integer		W			
Xerror Record		5	XERROR REC.	Integer		W			
Yerror Record		7	YERROR REC.	Integer		W			

(1) Word/Byte

(2) Generate/use

Section 8.0 Support Equipment

The development support equipment to be used during the system development and flight test phase consists of the following items:

- MDS 230 Microcomputer Development System
- MDS 311 PL/M86 compiler and assembler software package
- MDS 201 Expansion chassis for MDS 230 to accommodate the ICE 86
- ICE 86 In-circuit Emulator

The MDS 230 is the development system hardware that consists of a CPU, 64K bytes of RAM, 4K bytes of ROM, a 2000-character CRT, full ASCII keyboard, and dual double density diskette drives.

The MDS-311 is the software package that includes the compiler (PL/M-86) and assembler that operates on MDS-230. It also includes the linker and location software.

The MDS-201 is additional hardware that is required to allow the MDS 230 to handle the in-circuit emulator. The MDS-201 is needed to supply both card space and power for the in-circuit emulator.

The ICE-86 is the in-circuit emulator that allows monitoring of the program operation in the actual hardware. The ICE-86 is used to debug system software and hardware.

End of Document