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Rev. 3
Amendment 1
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5 May 1987

SPECIFICATION
for
USAF STANDARD
FORM, FIT and FUNCTION (F³)
MEDIUM ACCURACY

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JUL 02 1992
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INERTIAL NAVIGATION UNIT

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28 FEBRUARY 1986

AERONAUTICAL SYSTEMS DIVISION
AIR FORCE SYSTEMS COMMAND
WRIGHT-PATTERSON AFB, OH

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1.0 SCOPE. This specification establishes the requirements in terms of Form, Fit, and Function (F3) (including performance) for an Inertial Navigation Unit (INU) applicable to a broad spectrum of vehicles. It is the intent of this specification to define the INU requirements such that multiple contractor designed and produced hardware can be used interchangeable at the Line Replaceable Unit (LRU) level in any given vehicle.

2.0 APPLICABLE DOCUMENTS.

2.1 Government Documents. The following documents shown form a part of this specification to the extent specified herein. In the event of conflict between the documents referenced herein and the contents of this specification, the contents of this specification shall be considered as superseding requirements.

SPECIFICATIONS AND STANDARDS

Military

MIL-B-5087B (2) 31 Aug 1970	Bonding, Electrical, and Lightning Protection, or Aero-space Systems
MIL-E-5400T (1) 5 Sept 1980	Electronic Equipment, Aerospace, General Specification For
MIL-H-5606E 29 Aug 1980	Hydraulic Fluid, Petroleum Base, Aircraft, Missile, and Ordnance
MIL-T-5624L 16 Jun 1980	Turbine Fuel, Aviation, Grade JP-4 and JP-5
MIL-E-6051D (1) 5 Jul 1968	Electromagnetic Compatibility Requirements. Systems
MIL-M-7793D 31 Dec 1969	Meter, Time Totalizing
MIL-L-7808H 1 Nov 1977	Lubricating Oil, Aircraft Turbine Engine, Synthetic Base
MIL-A-8243C 17 Nov 1980	Anti-icing and Deicing- Defrosting Fluid
MIL-T-83133A (1) 4 Apr 1980	Turbine Fuel, Aviation, Kerosene Type, Grade JP-3
MIL-H-83282A 22 Feb 1974	Hydraulic Fluid, Fire Resistant Synthetic Hydrocarbon Base, Aircraft

MIL-C-83733B Connector, Electrical, Miniature, Rectangular
 10 Dec 1980 Type, Rack to Panel, Environmental Resisting, 200
 Degrees C Total Continuous Operating Temperature,
 General Specification For

MIL-HDBK-217D Reliability Prediction of Electronic Equipment
 15 Jan 1982
 Notice 1
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 Notice 3 for the Control of Electromagnetic Interference
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MIL-STD-462/ Electromagnetic Interference Characteristics,
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MIL-STD-704A/ Electric Power, Aircraft Characteristics and
 Notice 3 Utilization of
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 11 Apr 1973

MIL-STD-.781C/ Notice 1 21 Oct 1977/ 20 Mar 1981	Reliability Tests Exponential Distribution
MIL-STD-810C/ Notice 1 10 Mar 1975/ 07 Apr 1981	Environmental Test Methods and Engineering Guidelines
MIL-STD-882A 28 Jun 1977	System Safety Program Requirements
MIL-STD-883A(1) 15 Nov 1974	Test Methods and Procedures for Microelectronics
MIL-STD-1472C 2 May 1981	Human Engineering Design Criteria for Military Systems, Equipment and Facilities
MIL-STD-1553B/ Notice 1 21 Sep 1978/ Feb 1980	Aircraft Internal Time Division Command/ Response Multiplex Data Bus
MIL-STD-1589C 6 Jul 1984	JOVIAL (J73)
MIL-STD-1750A 2 Jul 1980 Notice 1 21 May 1982	Sixteen Bit Computer Instruction Set Architecture
DOD-STD-1686 2 May 1980	Electrostatic Discharge Control Program for Protection of Electrical and Electronics Parts, Assemblies and Equip- ment (Excluding Electrically Initiated Explosive Devices) (Metric)
MS17322E 31 Dec 1969	Meter, Time Totalizing, Miniature Digital 115V, 400Hz
MS25083K 8 May 1980	Jumper Assembly, Electric Bonding and Current Return
MS25271E 3 Nov 1975	Relay, 10 Amp, 4 PDT, Type I, Hermetically Sealed, Solder Hook
MS27505E Mounting 11 Jul 1980	Connector, Receptacle, Electrical, Back Panel, Box Flange, Crimp Type, Bayonet Coupling, Series 1

MS33660A
28 Oct 1959

Tubing End, Hose Connection, Standard Dimensions For (ASG)

Federal

FED-STD-595A Color
1 Feb 1980

General Dynamics

16ZE012C Critical Item Development Specification for the F-16 Fire
27 Jul 1976 Control/Navigation Panel

F2M-6632 F-16 INU Interface Discussion and User.s Manual
14 Jan 1977

16PP303 F-16 Avionics System Interface Control Document For Block
10 Jun 1982 25 Aircraft

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AFM 39-1 Airman Classification Manual
29 Dec 1969

AFSC DM 1-4 Design Handbook for Electromagnetic Compatibility

AFSC DM 1-6 Design Handbook for System Safety

PAR 121-89, Doppler Radar and Inertial Navigation Systems
Appendix G
29 Apr 1972

OSHA Standard Code for Federal Regulations
1910-93
18 Oct 1972

ASCC AIR STD The Specification for evaluation of the accuracy of hybrid
53/16 Navigation System
24 Oct 1984

SJU 84-1, 28 FEBRUARY 1986

3.0 REQUIREMENTS.

3.1 Item Description. This Inertial Navigation Unit (INU) shall be a self-contained, all-attitude navigation set providing outputs of linear and angular acceleration, velocity, position, heading, attitude (roll, pitch and azimuth), baro-inertial altitude, body angular rates and time tags. The INU shall require vehicle electrical power, turn-on and mode commands, initialization data, and barometric altitude data for unaided inertial operation. In addition, the INU shall be capable of interfacing with an external computer, via serial digital multiplex lines, which can request data and transmit update data based on their avionics sensors (e.g., LANTIRN, doppler radar, position fixes, GPS, etc.). The aircraft inertial navigation system shall be comprised of three (3) Line Replaceable Units (LRUs):

- a. Inertial Navigation Unit (INU)
- b. Control Display Unit (CDU) (Reference only)
- c. INU Mount (Reference only)

3.1.1 Item Diagram. FIGURE 1 is a pictorial description of the three (3) LRUs which comprise a typical inertial navigation system with standard interconnecting wiring shown for reference only.

3.1.2 Interface Definition. The signal interface between the INU and vehicle avionics shall conform to the input/output signals listed in Appendices I, II, III and VI. The parameters which the INU shall provide to and receive from other vehicle avionics shall be grouped into message sets as referenced in the appendices and shall be available 3 seconds subsequent to receipt of the INU Turn-On discrete. Serial digital data transfer between the INU and other avionics subsystems shall be accomplished in accordance with Appendix VI.

3.1.2.1 Bus Control. In accordance with Appendix VI, paragraph 60.4.4.

3.1.2.1.1 Data Bus Redundancy. In accordance with Appendix VI, paragraph 60.4.4.2.2.

3.1.2.1.2 Bus Address. In accordance with Appendix VI, paragraph 60.4.2.2.2.7.

3.1.2.1.3 Status Word Bit Assignment. In accordance with Appendix VI, paragraph 60.4.2.2.3.

3.1.2.1.4 Mode Commands. In accordance with Appendix VI, paragraph 60.4.2.2.7.

3.1.2.1.5 Input/Output (I/O). The I/O shall contain registers and the associated logic necessary to receive and transmit serial binary coded decimal (BCD) and binary (BNR) data. Analog I/O shall be comprised of solid-state devices and external excitation shall be used for all digital-to-analog signals. 28 VDC discrete signal power shall be furnished by the vehicle DC bus through pins 5 and 6 of connector J132.

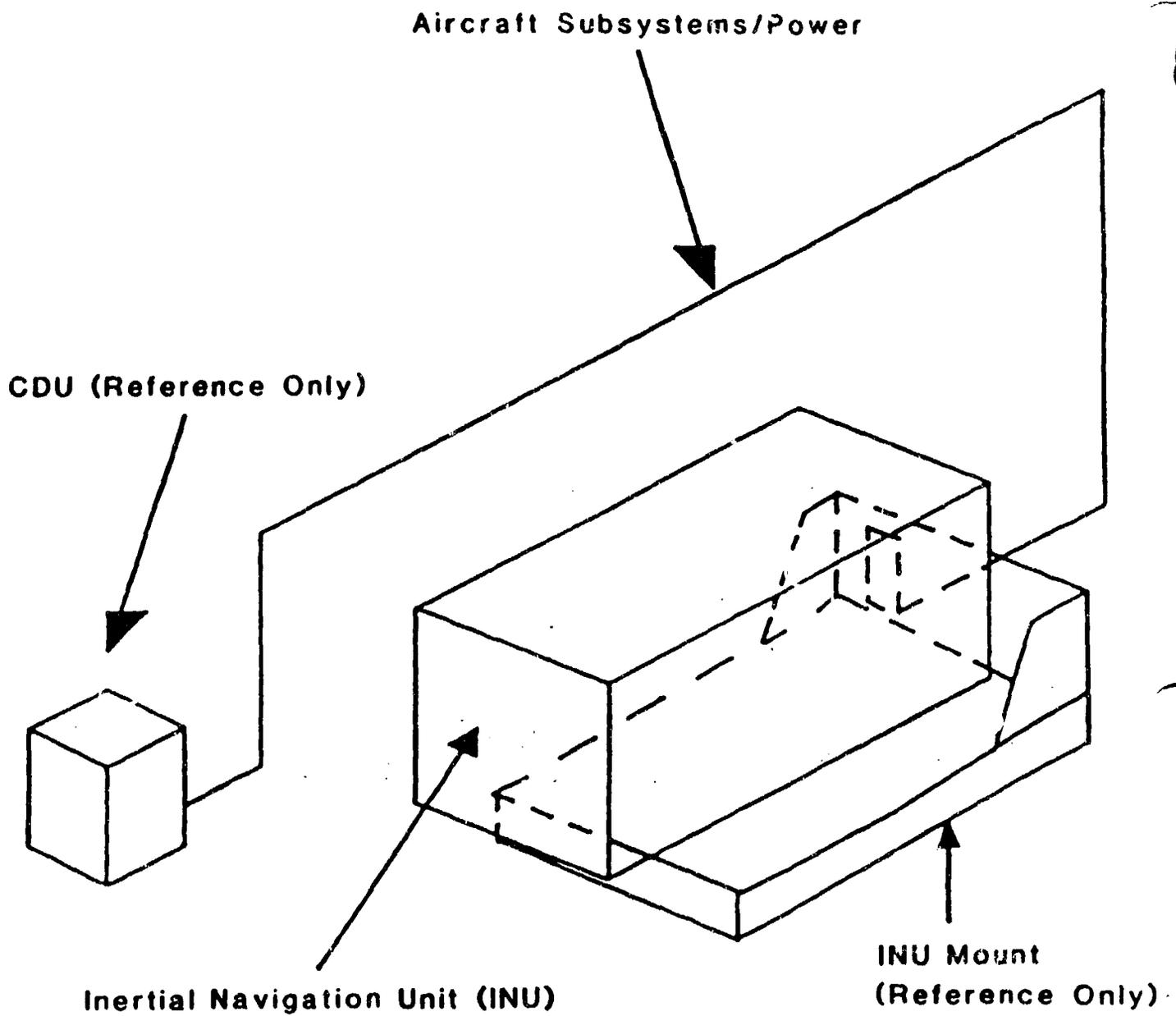


FIGURE 1 - INERTIAL NAVIGATION SYSTEM

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3.2 Characteristics.

3.2.1 Performance. These performance requirements apply for all flight and ground environments called out in paragraph 3.2.5 and subparagraphs thereof. The INU shall be capable of determining position, velocity, heading, accelerations, body rates and attitude to the accuracies specified herein in an autonomous mode from take-off to landing after a ground alignment in any of the following modes:

- a. Gyrocompass (GC)
- b. Stored Heading (SH)
- c. Best Available True Heading (BATH)

3.2.1.1 Position Accuracy. The INU shall provide present position determination with a Radial Error Rate (RER) of 0.8 nmi/h (1.48 km/h) Circular Error Probable (CEP) or less for flight times up to one hour after a complete gyrocompass or a stored heading alignment. For flight times greater than one hour (with a gyrocompass alignment), the INU shall meet the performance requirements set forth for the civil environment (FAR 121-89, Appendix G) which states that "... the Inertial Navigation System must meet the following accuracy requirements, as appropriate:

- a. For flights up to 10 hours duration, no greater than 2.0 nmi/h (3.7 km/h) of circular error on 95 percent of systems flights completed is permitted.

- b. For flights over 10 hours duration, a tolerance of +20 nmi (37 km) cross-track and +25 nmi (46 km) along-track on 95 percent of systems flights completed is permitted...

3.2.1.2 Velocity Accuracy. IAW Table I.

3.2.1.3 Acceleration Accuracy. IAW table I.

3.2.1.4 Attitude Accuracy. IAW Table I.

3.2.1.5 Altitude Accuracy. The steady state baro-inertial altitude error shall not exceed 150 feet, whenever valid barometric pressure altitude is being received by the INU.

3.2.1.5.1 Performance of the Vertical Channel. The INU shall accept full scale/step inputs without overflowing registers, peak vertical velocity error during the dive flight profile does not exceed 2.0 fps, and vertical velocity and acceleration outputs comply with the accuracy and jitter requirements specified in Appendix 2 of this specification.

a. Barometric Pressure Altitude Input. The barometric pressure altitude input shall have transient errors as large as 500 feet with 0.3 seconds lag during steep dives. Errors of 2,000 feet in barometric pressure altitude from level flight prior to the dive to level flight after the dive shall occur. Full scale/step inputs during level flight shall occur.

b. Dive Flight Profile. The dive flight profile shall be defined as follows:

Pull-Down into Dive	4 g
Dive Angle	60 degrees
Sink Rate	750 fps
Pull-Up to Level	4 g
Duration (level flight to level flight)	60 seconds

3.2.1.6 Reaction Times. Reaction time requirements are as shown in Table I. All times include warm-up time. A signal shall be provided to the CDU to select a steady "NAV RDY" light when the system will support degraded navigation.

3.2.1.7 Latitude Range. The INU shall meet the requirements of this specification for all alignments between 78 degrees North and 73 degrees South latitudes.

3.2.1.8 Vehicle Motion During Ground Alignment. The INU shall meet the requirements of this specification for ground alignments when subjected to normal wind buffeting and normal ground maintenance activities. Air vehicle motion during alignment will be characterized by 0.05g at 1.0 Hz lateral displacement, plus a 2 cm movement in 0.5 seconds at the least opportune moment during alignment.

	PULL GC	DEGRADED GC	EIA	SR	BATH	ATT
GN TIME (MAXIMUM) (min) -40 TO +71 DEGREES CELSIUS)	8.0	1.5	8.0 ** TAXI 4.0 **	1.5	1.5	-
POSITION ACCURACY (nmi/h)						
FLIGHTS ≤1.0 h (CEP)	0.8	5.0	0.5	0.8	-	-
FLIGHTS 1 and ≤10.0 h (95%)	2.0	-	2.0	-	-	-
FLIGHTS 10.0 h						
CROSS TRACK	+/- 20	-	+/- 20	-	-	-
ALONG TRACK	+/- 25	-	+/- 25	-	-	-
VELOCITY ACCURACY						
LINEAR (X,Y) 1 min (fps)	2.5 RMS*	-	0.15 ***	5.0 RMS	-	-
2 min (fps)	2.5 RMS*	-	0.3 ***	-	-	-
5 min (fps)	2.5 RMS*	-	0.4 ***	-	-	-
5 min (fps)	2.5 RMS*	-	2.0 RMS*	-	-	-
LINEAR (Z) (fps RMS)	2.0 *	-	2.0 *	3.0	-	-
JITTER (X,Y,Z) (fps RMS)	0.002 *	-	0.002 *	-	-	-
LINEAR (N,E) (fps RMS)	2.5 *	-	2.5 *	-	-	-
JITTER (N,E) (fps RMS)	0.125 *	-	0.125 *	-	-	-
ANGULAR (P,Q,R) (deg RMS)	0.043 *	-	0.043 *	-	-	-
JITTER (P,Q,R) (deg RMS)	0.02 *	-	0.02 *	-	-	-
ACCELERATION ACCURACY						
LINEAR (X,Y,Z) (ft/s/s RMS)	0.064 *	-	0.064 *	-	-	-
JITTER (X,Y,Z) (ft/s/s RMS)	0.1 *	-	0.1 *	-	-	-
ANGULAR (LATERAL, LONGITUDINAL, NORMAL) (ft/s/s RMS)	2.0 *	-	2.0 *	-	-	-
JITTER (LATERAL, LONGITUDINAL, NORMAL) (ft/s/s RMS)	0.1 *	-	0.1 *	-	-	-
ANGULAR (deg/s/s)	10.0	-	10.0	-	-	-
JITTER ANGULAR (deg/s/s)	0.5 *	-	0.5 *	-	-	-
STATIC ATTITUDE (ROLL, PITCH, YAW)						
DIGITAL (deg RMS)	0.05	0.1	0.05	0.1	0.1	-
ANALOG (deg RMS)	0.067	0.1	0.067	0.1	0.1	-
TRUE HEADING (deg)	0.1 RMS	0.5 RMS	0.1 RMS	0.1 RMS	-	15/h
MAG HEADING (deg)	0.2 RMS	1.0 RMS	0.2 RMS	0.2 RMS	-	15/h
JITTER (DIGITAL, ANALOG, TRUE AND MAG HEADINGS) (deg RMS)	0.018	-	0.018	-	-	-
* FOR FLIGHTS UP TO TWO HOURS ** 8 MIN GC ALIGN, TAXI TO NEW HEADING 70 DEGREES DELTA, 4 MIN GC ALIGN *** ONE SIGMA VALUE						

TABLE I - PERFORMANCE REQUIREMENTS

SNU 84-1, AMDT 1, CHANGE NOTICE 1, 5 MAY 1987

3.2.1.9 INU Functions. The INU shall provide the following functions:

a. Present position and Waypoint/Markpoint Insertion. Provide for manually inserting local geodetic latitude and longitude (L/L), and alpha numeric Universal Transverse Mercator (UTM) coordinates via the MUX. Entry of destination coordinates into the INU shall be implemented as follows:

(1) Destination zero shall automatically be loaded with the present position when present position is entered during normal alignment whether using L/L or UTM coordinates.

(2) Entry of L/L into a selected destination (Present Position or Waypoint/Markpoint) in the INU via the CDU shall set a memory bit internal to the INU recording that destination as a L/L entered destination. The same spheroid as that entered during the last UTM entry for that destination shall be used. Once a destination has been recorded as a L/L entered destination, the entry of UTM coordinates into that location will cause the following to occur:

(a) If a UTM entry is made where only the spheroid number is different from that transmitted by the INU for that destination, the INU shall interpret this UTM entry as a change of spheroid only. Whereupon the UTM coordinates will be updated to reflect that same location on the earth in the spheroid just entered with the destination still recorded in the INU as being L/L entered.

(b) If, however, a UTM entry is made where either the grid zone, 100,000 meter area, eastings or northings change from that transmitted by the INU for that destination, the INU shall accept this UTM entry as a new entry and flag it internally as a UTM entered destination.

(3) Entry of a new UTM location into a destination in the INU which has been previously recorded as a UTM entered destination shall be accepted and implemented in total even if the difference between the old and newly entered UTM destination is only a change in the spheroid number. A corresponding change will occur in the L/L output from the INU.

3.2.1.9 a. (cont'd)

(4) Markpoints are normally entered either by operator manual entry, by depressing the MARK button on the CDU, or by depressing the designate switch. Using one of the last two methods listed, the value of present position (PPOS) is automatically inserted into the next available markpoint location. If the next markpoint location is the selected steerpoint, it is not available. In this case, the value of PPOS is inserted into the markpoint location following the selected steerpoint. The following are examples of markpoint entries:

(a) Last markpoint A; current steerpoint C; pilot depresses MARK; PPOS is inserted into markpoint B.

(b) Last markpoint B; current steerpoint C; pilot depresses MARK, PPOS is inserted into markpoint D since C is the steerpoint.

b. Align Status. Provide an align progress indication during alignment that signifies expected performance if the navigate mode is selected at any point in time, and an indication when the alignment is sufficiently accurate to provide the specified performance.

c. Calibration. Calibration shall be required no more frequently than 60 days for systems which have a CDU selectable "CAL" mode mechanized (see paragraph 3.2.1.10 h.). Systems not mechanizing the selectable "CAL" mode shall require calibration no more frequently than 18 months.

d. Automatic Magnetic Variation Computation. The INU shall automatically compute magnetic variation (MV) in all regions of the earth. Above 72 North latitude or below 60 South latitude, computed MV shall be based on longitude and 72 degrees North or 60 degrees South latitude. MV from this computation shall be added in the INU to true heading in the computation of all magnetic heading outputs; however, if MV has been manually entered, it shall be used in lieu of computed MV. The ability to select or deselect any manually entered MV shall be controlled by D01-C2 bit 12. The accuracy of the MV computation shall be +/- 0.2 degrees assuming that reference data (similar to C-141 table, "GEO MAG" with coefficients and partials, or equivalent) supplied by the government is errorless.

e. Self-Test. Provide for inflight and on-the-ground self-test to monitor INU operation and provide an appropriate indication when the INU is not operating properly in addition to transmitting a degraded mode signal(s) to other equipment. Fault codes for the INU malfunctions shall be stored in the non-volatile memory.

f. Attitude. Determine and maintain a continuous knowledge of the vehicle attitude relative to local geodetic vertical, transmit roll, pitch and platform azimuth (X axis displacement from INU boresight) to other equipment, and serve as a back up attitude reference in the "ATT" mode.

g. True Heading. Determine and maintain a continuous knowledge of the vehicle longitudinal axis azimuth relative to true north, and transmit true heading to other equipment or accept true heading as manually inserted via the CDU during a BATH alignment.

3.2.1.9 (cont.d)

h. Acceleration. Determine and maintain a continuous knowledge of the vehicle acceleration and transmit the three orthogonal accelerations in the INU reference frame (X, Y, and coriolis/local g corrected Z) to other equipment; the North, East and Vertical accelerations, and body accelerations.

i. Velocity. Determine and maintain a continuous knowledge of the vehicle velocities relative to the ground and transmit the three orthogonal velocities in the INU reference frame (X, Y and coriolis/local g corrected Z) and angular rates (p, q and r) to other equipment.

j. Present Position. Continuously compute and make available for display, vehicle present position altitude and geographic latitude/longitude coordinates. Latitude/longitude coordinates shall also be made available in alpha-numeric UTM coordinates for transmission to other equipment.

k. Position Update. Correct present position while airborne by (1) overflying a known position which has been inserted via the data bus or (2) accepting present position signals via a correction vector. When either the "AUXILIARY" or "OVERFLY" update mode described in paragraph 3.2.1.10g herein is selected, the difference between INU computed present position and the actual known position (however inserted) shall be computed as N/S and E/W errors in nautical miles and tenths and transmitted via the data bus for display at the CDU (note exception in paragraph 3.2.1.10 g.(3)(a) for the unique CDU interface). When the "AIR ALIGN" update mode described in paragraph 3.2.1.10g herein is selected, the present "pure inertial" position is replaced with the input sensor present position signals contained in the correction vector.

l. Steering. Compute and make available as outputs course, course deviation, range to destination, time to destination, ground track and steering error for steering to any of 10 destinations and six Markpoint locations. When the INU is interfaced with the Unique CDU, three Markpoints may be transmitted to the INU on the MUX bus under external computer control, or three Markpoints may be established internal to the INU in response to a CDU Mark command. When the INU is interfaced with a Generalized CDU, three Markpoints may be transmitted to the INU on the MUX bus under external computer control, or six Markpoints may be transmitted to the INU from the CDU or established internal to the INU in response to a CDU mark command or a Designate Discrete Mark Command when an overfly fix (Function Select Code 00101) is not being commanded.

m. Back Up Bus Control. Serve as a back up controller for a maximum of two serial data buses.

n. Back Up Attitude. Serve as a back up attitude reference.

3.2.1.9 (cont'd)

o. Auto-mode Transition. Detection of motion that will cause INU alignment degradation beyond the INU's ability to provide performance IAW Table I shall result in the INU automatically transitioning to an appropriate in-flight mode, i.e. ATTITUDE or NAVIGATE. This event shall be recorded in the INU Align Events history. Activation of this mode shall not inhibit RER calculations provided that normal alignment criteria have been otherwise satisfied. This event shall not prevent the performance of EIA provided that the normal alignment criteria of paragraph 3.2.1.10 c.(2) have been otherwise satisfied.

p. Mode Status. A mode status indication in the form of a mode word shall be provided to the interfacing weapon system via the serial digital lines indicating an INU controlled mode status, including indication of when a position and velocity update is applied.

q. Non-volatile Memory Storage. The INU shall provide sufficient non-volatile memory storage capability to retain a history of destination/markpoint coordinates, initialization coordinates and heading, specified alignment and navigation events, results of self tests, and record of navigation performance on previous flights to include, as a minimum, INU standard MISC PARAMETER/READ functions coded 132,133, and 0 to 100 inclusive.

(1) Record of ALIGN Events. INU standard MISC PARAMETER 62 shall be used to provide the record of ALIGN Events. The MISC PARAMETER/READ output address where this record is stored shall be cleared and the current ALIGN events record shall be stored at each ALIGN-TO-NAV or ALIGN-TO-ATTITUDE transition. The following octally coded ALIGN events shall be provided as one of the contractor unique MISC PARAMETER/READ outputs:

000001	BATH ALIGN
000010	SH ALIGN
000100	Auto-mode transition
001000	Early selection of NAV (degraded NAV)
010000	Align re-entry (for any reason)
100000	Present position not entered (degraded NAV)

(2) Record of Time in the ALIGN Mode. INU standard MISC PARAMETER 63 shall be used to provide time in ALIGN mode. The time shall be updated at each ALIGN-TO-NAV or ALIGN-TO-ATTITUDE transition and shall be formatted as "XXXX.X" minutes.

(3) Record of NAV Events. INU standard MISC PARAMETER 64 shall be used to provide the record of NAV events. NAV shall be stored as they occur and cleared at each ALIGN-TO-NAV or ALIGN-TO-ATTITUDE transition. The following octally coded NAV events shall be provided as one of the contractor unique MISC PARAMETER/READ outputs:

000001	OVERFLY update accepted
000010	AUXILIARY update accepted
000100	AIR ALIEN update accepted
001000	Cumulative CEP update accepted

3.2.1.9 q. (cont'd)

(4) Record of time in the NAV mode (includes the OVERFLY, AUXILIARY and AIR ALIGN update modes). INU standard MISC PARAMETER 65 shall be used to provide the record of time in the NAV mode. The time shall count up during NAV, freezing on the last value when switched out of NAV, resetting and counting up anew at each ALIGN-TO-NAV transition. It shall be formatted as "XXXX.X" minutes.

(5) Mission RER. INU standard MISC PARAMETER/READ code 19 shall be used to provide the mission RER. This RER shall be automatically computed by the INU and output for display upon receipt of a MISC PARAMETER/READ code 19.

(a) Mission RER shall be formatted as "RERX.X" except that "RER NA" shall be output whenever any of the following conditions exist:

- (1) A BATH, SH, or degraded performance alignment was performed
- (2) AIR ALIGN update has been accepted by the INU.
- (3) Present groundspeed exceeds 50 knots.
- (4) The INU is in the ALTITUDE mode.

(b) Mission RER shall be output as "RER9.9" whenever the actual value equals or exceeds 9.9 nmi/h.

(c) The mission RER shall be computed by dividing displacement distance by the elapsed time in the NAV mode. Displacement distance shall be computed by the converting the distance between the selected Destination Waypoint/Markpoint (DEST WP/MP) Latitude/Longitude (Lat/Long) and the "PURE INERTIAL" Lat/Long to radial distance in nautical miles. Note that manual or semi-automatic updates shall not inhibit computation of mission RER, since "PURE INERTIAL" values are used.

(d) When terminating a mission, the operator must identify the terminal base location to the INU in order that the INU may compute a valid mission RER. This is accomplished by insuring that the selected DEST WP/MP at the time MISC 19 is entered, contains the coordinates of the terminal base. However, selection of a different DEST WP/MP shall cause a new mission RER to be computed and output. The "PURE INERTIAL" and terminal base position data used for computing the mission RER shall be stored in MISC registers as follows:

- | | |
|-------------|----------------------|
| (1) MISC 22 | Terminal base Lat |
| (2) MISC 23 | Terminal base Long |
| (3) MISC 24 | "PURE INERTIAL" Lat |
| (4) MISC 25 | "PURE INERTIAL" Long |

3.2.1.9 q.(5) (cont.d)

(e) Upon INU shutdown, the last calculated mission RER, that is, the value when MISC 19 was last entered, shall be stored in the INU non-volatile memory for potential use in computing the cumulative CEP history, and shall be available for output to the display during the next ground alignment. During align, the value in MISC 19 shall never be recomputed. Insertion of data into MISC 19, 22, 23, 24 and 25 via the MISC PARAMETER INSERT function shall be inhibited. MISC locations 19, 22, 23, 24 and 25 shall be cleared on all Align-to-NAV transitions.

(f) If no mission RER is requested during a mission, or if "RER NA" was output when MISC 19 was last selected, the Operational Flight Program (OFF) will regard RER computation for that mission as invalid.

(g) Each time MISC 19 is selected, new mission RER computations shall take place, until MISC 20 (paragraph (6) below) has been selected. At that time the value in MISC 19 will remain until the next Align-to-NAV transition, or until cleared (Paragraph 3.2.1.9 q.(7) below).

(6) Cumulative CEP History. INU standard MISC PARAMETER READ Codes 20 and 21 shall be used to provide a recent history of navigation CEP performance.

(a) While in the NAV mode, entry of MISC 20 shall cause the cumulative CEP to be updated with the last valid mission RER (MISC 19), provided that the last mission RER is less than 2.5 nmi/h. The output format for cumulative CEP shall be "X X.X", where the first character shall be the sample size N, which shall be less than or equal to 8, and the last three characters shall be the cumulative CEP to the nearest tenth nmi/h.

(b) If the mission RER (MISC 19) was greater than or equal to 2.5 nmi/h (Operator "Write-up" criteria for a single flight), the output of MISC 20 shall be "SQUAWK" in lieu of the cumulative CEP. In this case the mission RER (MISC 19) shall freeze, but no calculation of cumulative CEP will take place. This mission RER may be included in the cumulative CEP during the following alignment by entering a MISC 20.

(c) If the mission RER (MISC 19) was "RER NA", entry of MISC 20 would result in the same values as the last valid cumulative CEP calculation. That is, a new calculation will not be made. This applies to both the ALIGN and NAV modes.

(d) Entry of MISC PARAMETER READ Code 21 at any time results in the display of the Last Cumulative CEP computed using MISC 20. This MISC register is used for display only and does not cause any calculations to be performed.

(e) Only one cumulative CEP calculation may be made during a mission. In this case a mission is defined as a NAV run followed by an alignment.

3.2.1.9 q.(6) (cont.d)

(f) The computation of the cumulative CEP shall be IAW paragraph 6.2 contained herein. Reference on this subject is ASCC AIR STD 53/16, 24 Oct 1984.

(g) MISC registers 26 through 33 shall contain the last 8 mission RERs where the oldest RER is in MISC 26 and the most current is in MISC 33. The cumulative CEP calculation shall include only the last 8 mission RERs. Therefore, when MISC 26 through MISC 33 are filled, new mission RERs into MISC 33 will "dump" old mission RERs out of MISC 26. These "bumped" values are no longer included in the CEP calculations, and are no longer available for display. The format of MISC 26 through MISC 33 shall be the same as that of MISC 19. Insertion of data into MISC 26 through MISC 33, and into MISC 20 via the MISC PARAMETER INSERT function shall be inhibited.

(h) Once MISC 20 displays "SQUAWK" as a result of meeting the operator "write-up" criteria for a single flight, the following tabulated reject criteria, as a function of the number of missions included in the cumulative CEP history (MISC 21), shall be used in determining whether the system has "failed" to meet specified navigation performance.

NO. MISSIONS	REJECT IF CEP
1	>/= 2.6 nmi/h
2	>/= 2.1 nmi/h
3	>/= 1.9 nmi/h
4	>/= 1.8 nmi/h
5	>/= 1.7 nmi/h
6	>/= 1.7 nmi/h
7	>/= 1.7 nmi/h
8	>/= 1.6 nmi/h

(i) Example of RER/CEP operation: Suppose that at the end of a flight the operator selects MISC 19 which equals "RER3.0" and then selects MISC 20. A "SQUAWK" will appear in the MISC 20 location alerting the operator to "write-up" the system. During the next alignment, maintenance personnel have the opportunity to include this last RER in the cumulative CEP if desired. The decision is made by examining:

MISC 19 (RER 3.0)
MISC 21 (history of CEP)
MISC 22-25 (Terminal Base/"Pure Inertial" coordinates
to see if proper terminal position was used)

If it appears that this is truly a valid RER, then it is included in the CUM CEP by entering a MISC 20. If it appears that this was not a valid RER, then MISC 20 is not entered and this RER will not be included.

3.2.1.9 q. (cont.d)

(7) Clearing Cumulative CEP history. Insertion of the word "ZERO" into MISC 21 where "ZER" are ASCII alpha characters and "0" is an ASCII zero will cause MISC 19 through MISC 33 to be cleared.

(8) Miscellaneous output data format. The output format for MISC 19 through MISC 33 displays (IO7-30 through IO7-32) shall be ASCII coded alpha numeric characters spaced as follows:

(a)	MISC 19	R	E	R	X	.	X
	MISC 20 and 21	X			X	.	X
	MISC 26-33	R	E	R	X	.	X

(b)	MISC 19	R	E	R		N	A
	MISC 20	S	Q	U	A	V	K

(a)	MISC 22 and 24		D	D	H	H	T
	MISC 23 and 25		D	D	M	M	T

where D= degrees
M= minutes
T= 1/10 min

(9) Retention of DEST VP/MP information. The DEST VP/MP table existing at turn-off shall be recallable in its exact form upon subsequent turn-on's.

(10) INU ON/OFF Cycles. The number of INU on/off cycles accumulated since last INU repair shall be stored in MISC PARAMETER READ location 34.

r. Baro-Inertial Altitude. The INU shall compute and output baro-inertial altitude. This altitude shall be generated from internally derived inertial data and externally derived barometric pressure altitude. The baro-inertial altitude mechanization shall be optimized for vertical velocity accuracy and quick response during all flight situations. Short term inertial altitude shall be derived by double integration of vertical acceleration. Long term baro-inertial altitude shall be damped by barometric pressure altitude. Baro-inertial altitude shall become valid 90 seconds after receiving valid barometric pressure altitude. The INU shall set the Altitude Loop Bit in the INU Control Word to logic "1" to signal that the baro-inertial altitude is invalid.

However, the INU shall not indicate an INU failure under this condition and shall continue to compute and output baro-inertial altitude. While in the align modes, the Altitude Loop Bit shall be set immediately upon detecting that valid barometric pressure altitude is not being received by the INU. While in the NAV mode, the Altitude Loop Bit shall be set upon detecting that valid barometric pressure altitude has not been received for 5 seconds. The Altitude Loop Bit shall be re-set to logic "0" upon subsequent receipt of valid barometric pressure altitude and

3.2.1.9 r. (Cont.d)

baro-inertial altitude becoming valid. During periods that the INU is not receiving valid barometric pressure altitude, the INU shall assume, for computation purposes, that the barometric pressure altitude is equal to the internally derived inertial altitude. Thus, the vertical channel of the INU will track the accelerometers during this period. However, if this period exceeds 5 minutes, the INU shall assume, for computation purposes, that the barometric pressure altitude becomes fixed at the baro-inertial altitude existing at the 5 minute point. Without respect to the time period that has elapsed since last receiving valid barometric pressure altitude, the INU shall provide valid baro-inertial altitude outputs within 90 seconds of receiving valid barometric pressure altitude.

s. **Miscellaneous Parameters Insert/Read.** The INU shall provide the capability for storing/retrieving miscellaneous data via the miscellaneous parameter read and miscellaneous parameter insert functions (Appendix VI, Section I, FORMATS IX, X). This miscellaneous parameter storage shall consist of INU standard miscellaneous parameter data (see 3.2.1.9q above) and contractor unique miscellaneous parameter data.

3.2.1.10 **Selectable Modes.** The INU shall be capable of operating in the modes contained herein. These modes shall be selectable from the CDU via the serial data bus, except for the Standby (STBY) mode. Turn-on and Attitude (ATT) modes are hard-wired discrete inputs. These discretes take priority over the serial data bus commands in all cases. Serial data bus mode commands shall have a 1 Hz filter in the INU to prevent inadvertent mode transitions which are possible with CDU rotary switches. During the alignment modes, the INU shall provide signals to an outside source which are adequate to determine the covariance matrix of the errors in the INU output signals.

a. **"Off Mode".** All input power shall be removed from all INU circuits except for (1) input EMI filter loads, and (2) for simple circuits required to respond to the power-on command. The INU can only be turned off via the serial data bus or by the absence of the INU "on" discrete.

b. **"STANDBY" mode.** Following turn-on, the system shall enter the STANDBY mode. The INU shall not enter any mode until a valid function select code is received. The STANDBY mode is otherwise not a selectable mode. While in STANDBY mode, all navigation data outputs shall be set to zero, null or invalid as appropriate. All input messages may be received and processed. The system shall respond to all mux bus data requests.

c. **"GC" Alignment Mode.** This is the primary alignment mode. In this mode, present position shall be entered via the CDU, then a gyrocompass alignment shall be performed in azimuth to determine the vehicle true heading. During alignment, the INU shall compute, and make available for display at the CDU an alignment status indication which is proportional to navigation performance. The INU shall provide a signal for selection of a flashing "NAV RDY" indication on the CDU when the set will provide performance as specified in paragraph 3.2.1. Also, a signal shall be provided to select a steady "NAV RDY" indication on the CDU not later than the time specified in TABLE I so "NAV" can be entered (at the operator's option) to give a degraded performance rapid gyrocompass capability.

3.2.1.10 c. (cont'd)

(1) Degraded Performance. Two types of degraded performance "GC" alignments shall be available: early selection of the NAV mode prior to the flashing NAV RDY indication, and full GC alignment to the previous flight terminal position. When interfaced with the unique CDU, entry of present position shall terminate a degraded performance alignment and initialize a full performance alignment which shall terminate with a flashing NAV RDY indication. Failure of the operator to enter present position shall result in a potentially degraded performance alignment which shall terminate with a flashing NAV RDY indication. When interfaced with the generalized CDU, insertion of present position within two minutes of start of align shall result in full GC performance eight minutes after start of align. Should present position be entered after two minutes of start of align, the alignment is restarted and full GC performance is obtained eight minutes after insertion of present position. Failure of the operator to enter present position within the allowed time shall result in a potentially degraded performance alignment to the "inertial display" position stored from the previous flight, and the NAV RDY indication shall remain steady. Termination of this alignment mode shall be signaled to the operator via a bit in an INU Control Word and time and status indications transmitted via INU to CDU message, word I07-19.

(2) Enhanced Interrupted Align (EIA). The INU shall incorporate an Interrupted Align capability to enhance the functional operation of ground alignment. This capability shall allow the operator to suspend normal GC or SH Align operation, taxi the aircraft to a different position on the ground, and resume the suspended alignment without degradation of initial performance. Transition from GC or SH Align to Interrupted Align shall be accomplished by selection of NAV mode via the D01-01 Function Select Code (FSC) or by auto-mode transition, consistent with paragraph 3.2.1.9 c. Once in the EIA mode, normal alignment is resumed by simply selecting GC Align via the D01-01 FSC. When EIA is accomplished via auto-mode transition, selection of the NAV mode, followed by the GC Align FSC, shall be required to continue the alignment process. Transition to Interrupted Align shall be allowed anytime after "Degraded NAV Ready" (I06-01 bit 6 or I01-01 bit 6) indication is provided. After the first two minutes of initial alignment, Present Position entry during the alignment period shall result in a new GC alignment being initiated. A ground speed in excess of 50 knots shall disabled the Interrupted Align capability, and any subsequent selection of GC Align from the NAV mode shall result in a restart of GC Alignment.

In addition to its functional benefits, Interrupted Align shall provide enhanced performance IAW Table I when the following conditions are met:

- (a) The INU will complete a full performance GC Alignment.
- (b) The vehicle shall be taxied in NAV mode to a new heading at least 70 degrees different from the heading used for the initial GC Align. The taxi time shall not exceed 10 minutes.
- (c) After the taxi maneuver, GC Align shall be continued for a minimum of four minutes.
- (d) The maximum vehicle constant acceleration from take-off through the first five minutes of flight is 3.5 fps². The maximum vehicle acceleration for the first 10 seconds of take-off roll is 13.0 fps². The maximum peak acceleration after the first 10 seconds of take-off roll through the first five minutes of flight is 7.0 fps².

Since the full GC performance accuracy is available during the second alignment, "NAV Ready" shall be true throughout the second alignment.

Note: The performance of the INU during Interrupted Align can provide enhanced

INU performance, but the INU can only guarantee performance IAW Table I when conditions A-D (Above) are followed.

	10 min (max)		
: 8 min	: taxi	: 4 min	: -----
: ALIGN	: NAV	: ALIGN	: NAV
:	:	:	:
power-up		take-off	

d. "SH" Alignment Mode. In this fast alignment mode, the INU shall level to local vertical and align to the last stored heading. As a prerequisite for a stored heading alignment, the vehicle is spotted and a complete gyrocompass alignment is performed before the INU is shut down. Shutdown must occur while still in the gyrocompass alignment mode. The vehicle is not moved prior to the next alignment. A signal shall be provided to the CDU to select a steady NAV RDY indication when the NAV mode can be entered with degraded performance. A signal shall also be provided to the CDU to select a flashing NAV RDY indication when the set will provide performance as specified in paragraph 3.2.1. During the GC and SH modes, the INU will define the quality of navigation performance to be expected should alignment be terminated for entry into the NAV mode. Entry of heading or present position while in this mode shall cause the INU to revert to a BATH alignment mode as defined below.

3.2.1.10 (cont'd)

e. "BATH" Alignment Mode. The Best Available True Heading (BATH) alignment mode is a sub-mode of the "SH" alignment mode. When the prerequisites for a "SH" alignment mode have been satisfied, insertion of true or magnetic heading shall cause the INU to revert to the "BATH" alignment mode. In this case, heading must be entered before present position and not later than one minute subsequent to placing the INU in the "SH" mode. Entry of present position may occur at any time subsequent to entry of heading, but not later than two minutes after placing the INU in the "SH" mode. When the prerequisites for a "SH" alignment mode have not been satisfied, selection of the "SH" alignment mode shall result in the INU initiating a "BATH" alignment to the heading and present position stored from the previous flight. In this case, heading and/or present position may be updated in any order and at any time during the alignment mode, but not later than two minutes after placing the INU in the "SH" mode. Initiation of the "BATH" alignment mode shall provide a quick reaction, degraded performance, alignment for which no specified performance can be guaranteed. Completion of a "BATH" alignment shall be within the times specified in TABLE I. When interfaced with the unique CDU, a signal shall be provided to the CDU a select a flashing "NAV RDY" indication when the INU has completed a "BATH" alignment. When interfaced with the generalized CDU, a signal shall be provided to the CDU to select a steady "NAV RDY" indication when the INU has completed a "BATH" alignment.

f. "NAV" Mode. This is the primary flight mode of operation and is entered after a satisfactory alignment upon receipt of a bit in a function switch word. If satisfactory alignment conditions are not met, the INU shall provide an appropriate output status indication. If the NAV mode is selected from the CDU prior to the INU's ability to support the NAV mode with MAG HDG GOOD, the INU will switch to the ATT mode and continue to indicate MAG HDG BAD, without storing a fault in the fault table.

g. "UPDATE" Modes. In the update modes, the INU shall be capable of accepting corrections for selected system quantities from external sources via the data bus. This update capability will be available for the quantities available in FO2, Section V. If commanded from an outside source (via the data bus), the INU shall be able to apply these corrections and provide an acknowledge signal to an outside source (via the data bus). The acknowledge bit shall be set in the first computation cycle following reception of the update command. The following three update modes shall be available:

(1) "AIR ALIGN". The INU, in conjunction with external sensor information, via the FO2 correction vector (generated by an external computer), shall be capable of performing an inflight alignment having had no ground alignment, partial ground alignment or a complete gyro compass alignment. This same mode shall provide the capability for performing "aided" navigation (i.e., automatic update).

3.2.1.10 g. (cont'd)

(2) "AUXILIARY". The INU shall be capable of accepting suitable position update data from outside sources such as radar, TACAN, and GPS via the data bus. Operator intervention via the CDU shall be required to either accept or reject the update (i.e., semi-automatic update). Position fix deltas computed between the input sensor present position location and the present "inertial display" position shall be transmitted via the data bus to the CDU for display. An operator accept decision shall cause these deltas to be applied to the present "inertial display" position. Present "pure inertial" position shall be transmitted to the CDU, as INU Miscellaneous Data, upon receipt of an appropriate "MISC PARAMETER READ" request from the CDU.

(3) "OVERFLY". The INU shall be capable of being updated manually by overflying a known position.

(a) When interfaced with a "Unique CDU" the present "pure inertial" position shall be updated to match the selected steerpoint upon initial receipt of the designate discrete.

(b) When interfaced with a "Generalized CDU", the following mechanization shall be used: Subsequent to selection of the overfly function, and upon receipt of either a digital update command from the CDU or a 28 VDC designate update discrete, position fix deltas shall be computed between the present "inertial display" position and a known position stored in the selected destination Waypoint/Markpoint location in the INU memory. These update position fix deltas shall be transmitted via the data bus to the CDU for display and operator accept/reject decision. Selection of alternate Waypoints/Markpoints (destinations), or insertion of new position information in the selected destination prior to receipt of the accept/reject command, shall cause new deltas to be computed relative to the redefined known position and the new deltas shall be transmitted to the CDU for display and operator accept/reject decision. Upon receipt of an accept command from the CDU, the deltas relative to the latest selected destination shall be applied to the present "inertial display" position. When the INU is interfaced with a Generalized CDU, present "pure inertial" position shall not be updated using this update mode. Present "pure inertial" position shall be transmitted to the CDU, as INU Miscellaneous Data, upon receipt of an appropriate "MISC PARAMETER READ" request from the CDU.

h. "CAL" Mode. A vehicle self-calibration mode shall provide for automatic calibration of the azimuth component of gyro bias drift, in addition to the gyro bias drift terms calibrated during the alignment mode. The "CAL" mode shall require no more than 90 minutes to complete, and shall include provisions for updating the affected calibration constants stored in the INU. Systems which do not require calibration more frequently than 18 months are not required to mechanize the "CAL" mode. If the "CAL" mode is not mechanized in a system, the INU CDU response to a CDU commanded "CAL" mode shall be setting of an Illegal Command bit in an appropriate serial digital word. The "CAL" mode shall be initiated by a bit in a serial digital word and shall require no external inputs other than vehicle present position for operation. It shall operate in the ground alignment environment, without the need for any Support Equipment (SE), and shall provide a status indication for output. No manual insertion of calibration data shall be required by Organization or Intermediate Level personnel, either after calibration or at any other time, for proper operation of the system. Performance history (see 3.2.1.9q) shall be automatically re-initialized at the completion of the "CAL" mode. Excess time over ground alignment may be used to provide incremental calibration of the platform.

3.2.1.10 (Cont.d)

i. "ATT" Mode. The attitude mode is a back up mode mechanized as a leveling mode entirely within the INU. It shall be capable of being initiated either by the INU computer or by external control. The attitude mode shall be able to be initiated while the INU is moving or stationary and thereafter shall provide a stable reference frame for generation of roll, pitch and inertial heading angles. Upon selection, the INU will reinitialize the Attitude, and not use the existing Attitude solution at the time of transition.

j. "TEST" Mode. The TEST mode shall incorporate functional performance tests, fault detection, and fault localization checks. It shall be initiated by a bit in a serial word in conjunction with appropriate function and/or data select codes, and shall proceed automatically with no other requirements for external equipment or operator action. Entry into the TEST mode shall only be allowed from the OFF/STANDBY and ORIENT modes. If the TEST mode function select code is received after some other mode has been selected, the INU shall maintain the previous mode and shall not initiate the TEST mode. If, while in the TEST mode, a valid mode other than TEST is selected, the INU shall immediately switch to the new mode. Entry into the TEST mode shall not be allowed unless CADC True airspeed is invalid or if True airspeed is valid and less than 80 knots. ORIENT mode shall be entered before the TEST mode for other than the default condition. The combined capabilities of the "TEST" mode, the system Built-In-Test (BIT) and other operator observable conditions (e.g., results of in place navigation runs) shall have a 95% confidence level in fault detection on the vehicle, with the false alarm rate not to exceed 2%. The TEST mode shall be exercised with the INU stationary in the ground environment. It shall not require removal of the INU from its mount in the vehicle. While it is operating, the TEST mode shall provide system status indications for output.

k. "GRID" Mode. A grid steering mode shall be implemented to compute grid heading from inertially derived true heading and a manually inserted convergence factor. The grid mode shall be manually selected. If a convergence factor is not entered by the operator, grid heading shall be computed using either a convergence factor of 1.0 or the INU computed convergence factor. Entry into the GRID mode shall be enunciated. INU MAG heading outputs (digital and analog) shall be replaced by grid heading in this mode and it shall be possible to readout both true and grid heading on the CDU during grid operation. Reversion to the normal steering mode shall be possible at any time without system degradation.

l. "ORIENT" Mode. This mode shall provide the capability to mount the INU in any valid orientation and/or to allow software boresighting. This mode shall be selectable over the serial data bus only IAW 50.1.1. Definition of this mode is contained in paragraph 50.5.5.2.1. Initialization of orient/boresight shall be carried out upon every INU turn-on. Entry into the ORIENT mode from other than the STANDBY mode shall result in an illegal command.

3.2.1.11 Data Output. The INU shall output the signals specified in Appendix II during the "NAV" and "GRID" modes when applicable. During the "CAL" and "ALIGN" modes, the gyro and accelerometer parameters which are updated shall be available in a serial digital data stream.

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3.2.1.12 Validity Output Discretes. The INU shall provide output discretes that define the validity of the analog output signals of roll, pitch, and magnetic heading.

a. Attitude Good. The discrete that defines the validity of the roll and pitch analog output signals shall be set true (28 VDC) in the align, navigate, and attitude modes whenever the INU has an established vertical to ± 1 deg of uncertainty. The discrete shall be set false (open circuit) for any malfunction that would prevent the INU from maintaining a vertical reference or cause invalid analog output roll and pitch signals. The discrete shall not be affected by normal 400 Hz power interrupts which are consistent with MIL-STD-704A (50 ms as shown in limit 3, Figure 3). The discrete shall be fail-safe to the false state.

b. Magnetic Heading Good. The discrete that defines the validity of the magnetic heading output signal shall be set true (28 VDC) in the align and navigate modes whenever the INU has established heading within one degree of uncertainty. The discrete shall be set false when magnetic heading is invalid. However, flight north of latitude 72N or south of latitude 60S shall not be the basis for setting this discrete false. The discrete shall not be affected by 400 Hz power interrupts which are consistent with MIL-STD-704A (50 ms as shown in limit 3, Figure 3). The discrete shall be fail safe to the false state.

c. Magnetic Heading Bad. This discrete maintains the opposite state of Magnetic Heading Good at all times.

3.2.1.13 Data Latency. Where specified latency shall be defined as the time from raw accelerometer/attitude data sampling to that time when the calculated data is available in the output Data Bus buffers. It shall not include Data Bus transmission delay or the effects of asynchronous Data Bus operation. Data Latency of all calculated data shall not exceed 1/refresh rate under any circumstances. (e.g. for I06 maximum data latency for any quantity shall be 1/50 Hz = 20 ms)

3.2.2 Physical Characteristics.

3.2.2.1 Size. The INU shall comply with the form factor dimensions and tolerances as set forth in Appendix IV of this specification.

3.2.2.2 Electrical Interface. FIGURE 2 and FIGURE 2A establishes the electrical interface for the INU. They define the signals by pin assignment.

3.2.2.3 Electrical Power. The INU shall operate with electric power having the characteristics specified by MIL-STD-704 for Category B equipment. The INU shall receive 26 volts, 400 Hz single phase reference power in accordance with FIGURE 2A and TABLE II. INU performance and utilization of power shall be in accordance with MIL-STD-704 and the following:

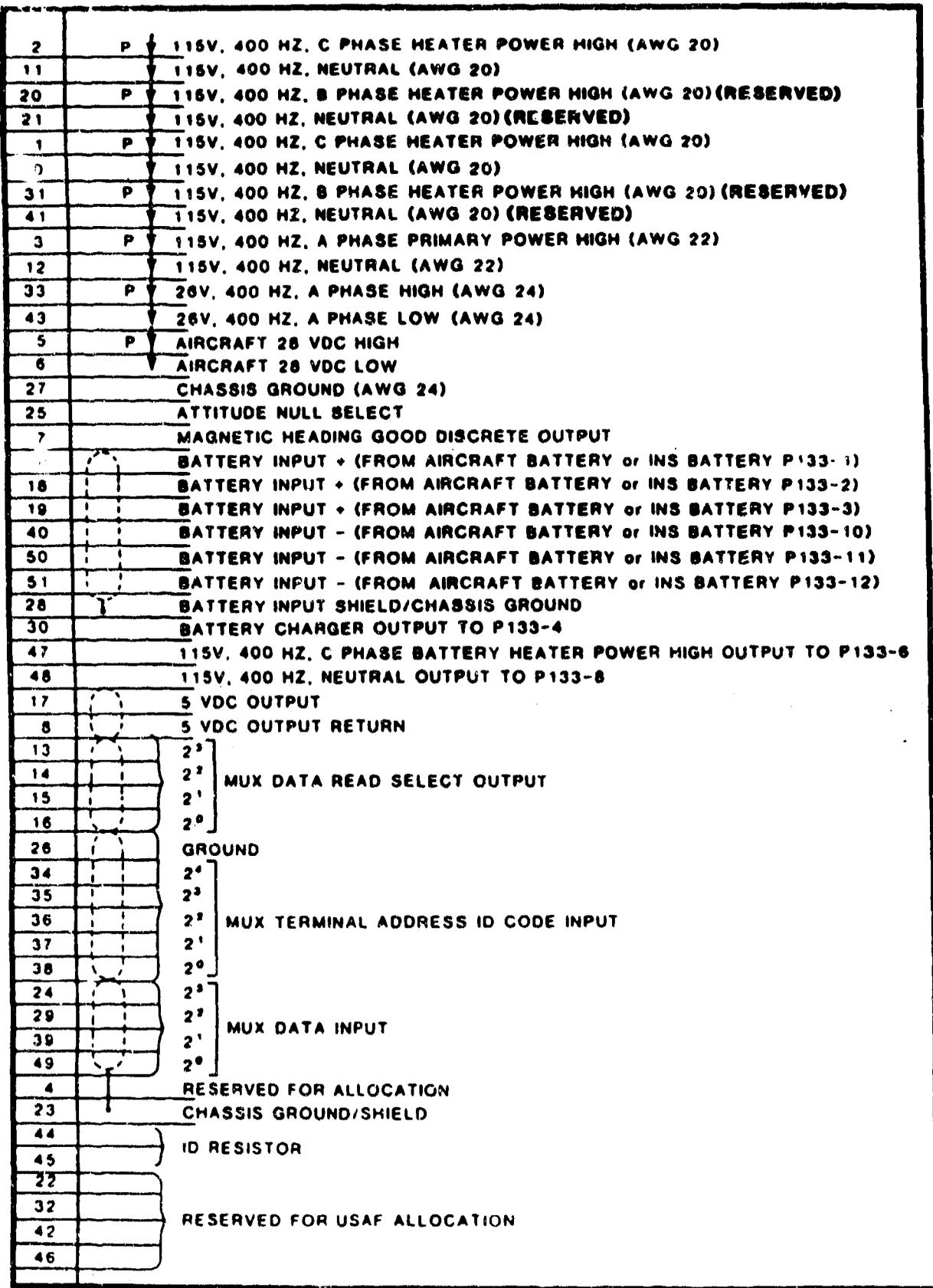
		BUFFERED ROLL/PITCH Z SYNCHROS GROUNDED TO CHASSIS INTERNAL TO INS
3		BUFFERED ROLL SYNCHRO OUTPUT X
4		BUFFERED ROLL SYNCHRO OUTPUT Y
12		BUFFERED PITCH SYNCHRO X
22		BUFFERED PITCH SYNCHRO OUTPUT Y
13		SHIELD/CHASSIS GROUND
28	P	INS TURN-ON DISCRETE INPUT HIGH
8		INS TURN-ON DISCRETE INPUT LOW
39		ATTITUDE MODE DISCRETE INPUT HIGH
40		ATTITUDE GOOD DISCRETE OUTPUT
23		SPARE
7	P	NETWORK 2 DATA BUS I/O TRUE (CHANNEL A)
16		NETWORK 2 DATA BUS I/O COMP. (CHANNEL A)
26	P	NETWORK 2 DATA BUS I/O TRUE (CHANNEL B)
38		NETWORK 2 DATA BUS I/O COMP. (CHANNEL B)
49		SPARE
9		DESIGNATE DISCRETE INPUT
50		MAGNETIC HEADING BAD DISCRETE OUTPUT
61	P	BUS CONTROL DISCRETE INPUT HIGH
17		BUS CONTROL DISCRETE INPUT LOW
27	T	COURSE DEVIATION OUTPUT +
19		COURSE DEVIATION OUTPUT +
18		COURSE DEVIATION OUTPUT -
30	P	TO/FROM OUTPUT +
29		TO/FROM OUTPUT -
1	T	ROLL CX (BUFFERED) OUTPUT X
2		ROLL CX (BUFFERED) OUTPUT Y
11		ROLL CX (GROUNDED) OUTPUT Z
10	T	PITCH CX (BUFFERED) OUTPUT X
20		PITCH CX (BUFFERED) OUTPUT Y
21		PITCH CX (GROUNDED) OUTPUT Z
31	T	RELATIVE BEARING TO STEERPOINT OUTPUT X
41		RELATIVE BEARING TO STEERPOINT OUTPUT Y
42		RELATIVE BEARING TO STEERPOINT OUTPUT Z
32	T	MAGNETIC HEADING OUTPUT X
33		MAGNETIC HEADING OUTPUT Y
43		MAGNETIC HEADING OUTPUT Z
34	T	SELECTED MAGNETIC COURSE INPUT X
44		SELECTED MAGNETIC COURSE INPUT Y
45		SELECTED MAGNETIC COURSE INPUT Z
5	T	RANGE TO STEERPOINT OUTPUT X-10°
6		RANGE TO STEERPOINT OUTPUT Y-10°
15		RANGE TO STEERPOINT OUTPUT X-10'
24		RANGE TO STEERPOINT OUTPUT Y-10'
25		RANGE TO STEERPOINT OUTPUT X-10²
35		RANGE TO STEERPOINT OUTPUT Y-10²
14		RANGE TO STEERPOINT OUTPUT Z
47	P	NETWORK 1 DATA BUS I/O TRUE (CHANNEL A)
48		NETWORK 1 DATA BUS I/O COMP. (CHANNEL A)
36	P	NETWORK 1 DATA BUS I/O TRUE (CHANNEL B)
37		NETWORK 1 DATA BUS I/O COMP. (CHANNEL B)
46		SHIELD/CHASSIS GROUND

P-131 INS SIGNAL CONNECTOR M83733-00RA051

ELECTRICAL INTERFACE

Figure 2

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P-132 INS POWER CONNECTOR M83733-06RA051

ELECTRICAL INTERFACE

Figure 2A

3.2.2.3 a. (cont'd)

a. The INU shall provide performance as specified herein when supplied electric power having the characteristics specified by MIL-STD-704 for the normal, abnormal and emergency modes of electric system operation. The applicable units for steady state and transient voltage and frequency are as follows:

(1) AC POWER

115/200 volts, 400 Hz (nominal)
Steady state voltage - 104 to 122 volts
(includes normal and emergency limits)
Steady state frequency - 360 to 440 Hz
(includes normal, abnormal and emergency limits)
Transient voltage - limits 1 and 4, Figure 3, MIL-STD-704
(includes normal and abnormal limits)
Transient frequency - limits 1 and 4, Figure 5, MIL-STD-704
(includes normal and abnormal limits)

(2) DC POWER

28 volts (normal)
Steady state voltage - 16 to 30 volts
(includes normal, abnormal and emergency limits)
Transient voltage - limits 1 and 4, Figure 9, MIL-STD-704
(includes normal and abnormal limits)

b. The INU shall not be damaged when subjected to the steady state AC abnormal limits of MIL-STD-704. The INU shall be capable of returning to full performance operation subsequent to an abnormal power transfer from an emergency power generator system to the main power system. The required transfer conditions are described as follows:

(1) Coast down of the generator, to the point of transfer of the bus, requires 0.5 to 1.0 seconds. During this period, frequency of the AC voltage decreases linearly from 400 Hz to 275 Hz +/-25 Hz. The AC voltage drops from 115 volts at 400 Hz to 85 volts at the point that transfer is initiated. During transfer the voltage is zero for 0.002 to 0.005 seconds.

(2) The INU shall operate continuously when supplied with Phase A prime power only. Specified performance shall be maintained for at least five minutes in the absence of Phase B and Phase C heater power.

c. The INU shall not be damaged by the loss of one or more phases of AC power or by the total loss of power at any input terminal.

d. Battery Power Supply. The INU shall be capable of operating from battery power during aircraft 400 Hz phase A prime power interrupts.

(1) INU Requirement. The INU shall perform as specified herein when interfacing with a battery bus which has the following DC power supply characteristics.

3.2.2.3 d. (cont.d)

(a) Power. The battery bus voltage is a nominal 28 volts with a minimum and maximum value of 16 VDC and 30 VDC, respectively. If the battery voltage exceeds 21.5 +/- 0.5 volts at the next turn-on, bit 10 of I02 word 10 shall be reset.

(b) AC Ripple. The maximum allowable AC ripple voltage vs frequency is shown in MIL-STD-704, Figure 7.

(c) Line Transients. The line transients at the INU Battery input terminals are in accordance with MIL-STD-704, Figure 9, Curves 5 and 6.

(2) INU DC BUS Isolation. Electrical isolation (greater than 10 million OHMS) shall be provided between the positive voltage battery BUS and the INU positive 28 VDC input terminals.

(3) DC Voltage Drop Out. If, during any mode of operation, the INU has transferred to battery power because of a 400 Hz phase A prime power failure, the INU shall monitor the bus voltage. Battery test shall not load the battery.

(a) Unique CDU Interface. If the INU is interfaced with the Unique CDU, it shall initiate an orderly shutdown whenever the battery steady state voltage drops below 21.5 +/- 0.5 VDC or at the end of 10 seconds, whichever occurs first, and bit 10 of message block I02 word 10 shall be set at the next turn on.

(b) Generalized CDU Interface. The INU shall initiate an orderly shutdown whenever the battery steady state voltage drops below 16.0 +/- 0.5 VDC.

(4) Battery Trickle Charge. When operating, the INU shall deliver at least 25 but not more than 50 milliamps rectified 400 Hz current to the battery charging circuit (see FIGURE 2A).

(5) Battery Heater Requirements. The INU shall provide heater power at connector J-132, pins 47 and 48 (see FIGURE 2A). The maximum heater power shall not exceed 241 watts.

e. The INU shall provide a 5 VDC output power supply source for use by external equipment. The intent of this source is to provide fail-safe power for the Orientation/Boresight external logic, and for strapping to the Bus Control Discrete input for inhibiting the Bus Control Function of the INU. This power source shall be regulated to +10%, current limited to 500 ma, and short circuit/polarity protected (see FIGURE 2A).

f. The INU AC power consumption shall not exceed that described in TABLE II.

Vehicle Power	Starting	Running	Power Factor
115 V, 400 Hz, 1 Phase A INU Prime Power	340 VA	280 VA	(1)
Phase B (RESERVED)			
115 V, 400 Hz, 1 Phase C Heater	300 VA (2)	70 VA	(1)
26 V, 400 Hz, 1 Phase (Supplied through transformer from Prime Power Phase)	5 VA	5 VA	(1)
Notes: (1) Reference MIL STD-704A, FIGURE 12. (2) Includes 241 watts maximum thru-put for battery heater power.			

TABLE II - INU AC POWER CONSUMPTION SUMMARY

g. The INU DC power consumption shall not exceed that described in TABLE IIa.

	<u>Running</u>
Aircraft Signal Power	(Note 1)
Battery Power	240 watts maximum (Note 2)
Note 1: Aircraft 28 VDC discrete signal power is required during AC powered operation, to provide ATTITUDE Good, Mag HDG Good, and Mag HDG Bad.	
Note 2: Battery power is required only during loss of AC power to the INU.	

TABLE IIa - INU DC POWER CONSUMPTION SUMMARY

h. Performance While Operating on Battery. When the 115 Volts AC is not present and the INU is operating steady state from the battery, the INU shall provide navigation data continuously with accuracies specified in Table I. Analog outputs as defined in Appendix III are unavailable.

3.2.3 Reliability. The reliability of the Standard INU shall have a minimum predicted MTBF of 2600 hours IAW MIL-HDBK-217D analysis. The prediction shall be conducted using an airborne inhabited transport environment at 50 degrees Celsius plus internal rise temperature. Cooling air shall be assumed to be at a flow rate of 1.5 pounds per minute at 38 degrees Celsius.

3.2.3.1 Reliability of Replacement and Spare SRU/Modules. The reliability of Replacement SRU/modules and spare SRU/modules shall not result in a degradation of the INU reliability.

3.2.4 Maintainability Program. The contractor shall develop and follow a maintainability program in accordance with MIL-STD-470 and this specification.

3.2.4.1 Design. The maintainability of the INU shall be a prime consideration during equipment and installation design. The Built-In-Test (BIT) functions, provisions for test points, packaging, and modular design features shall be in accordance with MIL-STD-415 and this specification. The INU, including BIT provisions, shall be designed to meet the quantitative maintainability requirements of paragraph 3.2.4.2 herein.

3.2.4.1.1 Calibration Interval. The time between required calibration shall be greater than 60 days if the "CAL" mode is mechanized (see paragraph 3.2.1.8g) or greater than 18 months if the "CAL" mode is not mechanized. If the "CAL" mode is not mechanized, the bit in the serial word that initializes the "CAL" mode shall cause an illegal command bit to be set in the INU to CDU message.

3.2.4.1.2 Maintainability Definitions.

a. Equipment Repair Time (ERT). Either the summation of all corrective maintenance task times after each task time has been multiplied by its individual task frequency, divided by the summation of the task frequencies; or a statistically developed approximation of the above which is satisfactory to the procuring activity.

b. Mmax. Time within which 90 percent of all corrective maintenance tasks can be accomplished.

c. Line Replaceable Unit (LRU). Any item whose flight line removal and replacement with a like serviceable item is considered the optimum corrective method for a specific higher indenture level item.

d. Shop Replaceable Unit (SRU). A subunit of an LRU which is normally removed and replaced to effect repair of the LRU.

e. Corrective Maintenance Task. The work performed as a result of a failure, for the purpose of restoring an item to a specific condition. The steps of a corrective maintenance task are: Fault isolation, Fault Correction, Adjustment/Calibration and Checkout. This includes the task of connecting and utilizing Support Equipment (SE) (if required) but excludes the tasks of positioning SE and obtaining spares resources.

f. **Fault Correction.** That step of a corrective maintenance task during which a failure is corrected by (1) repairing in place; (2) removing, repairing, and replacing a failed item; or (3) removing and replacing with a like serviceable item.

g. **Fault Isolation.** That step of a corrective maintenance task during which testing and analysis are performed on an item to locate a failure to the level of repair action.

h. **Physical Adjustment/Calibration.** That step of a corrective maintenance task during which manual adjustments or calibrations are made.

i. **Checkout.** That step of a corrective maintenance task during which performance of an item is verified to be restored to the full specification level.

j. **Test Access Point.** Any circuit access point which is specifically designed into the SRU for functional input/output, and/or test connection, shall be considered a test access point (Examples - all connectors and test jacks). In-circuit component tie points, eyelets, and shoulder pads are not considered test access points.

3.2.4.2 **Repair.** Organizational maintenance on the INU will be limited to the location, removal, and replacement of failed Line Replaceable Units (LRUs). Intermediate shop maintenance will be limited to the location, removal, and replacement of failed Shop Replaceable Units (SRUs).

a. The Equipment Repair Time (ERT) median at the Organizational Level is specified to be 18 minutes with an Mmax = 30 minutes (assuming free access to equipments as installed, i.e., the cockpit and any other necessary access door or panels are opened or removed) and includes the time to accomplish the following:

- (1) Location of a fault to an LRU.
- (2) Removal and replacement (not including vehicle access time).
- (3) Checkout of repair.

b. The Equipment Repair Time (ERT) median at the Intermediate Shop Level is specified to be 48 minutes with an Mmax = 1.5 hours and includes the items to accomplish the following:

- (1) Verification of a fault in an LRU.
- (2) Location of a fault to an SRU.
- (3) Removal and replacement of an SRU(s).
- (4) Calibration (when required) of the LRU.
- (5) Checkout of the repair.
- (6) Purge and fill.

3.2.4.2.1 Organizational-Level Maintainability Requirements.

3.2.4.2.1.1 Equipment Handling. The equipment shall be designed and constructed such that "on-vehicle" maintenance can be performed in environments of humidity up to 100 percent relative, temperatures from minus 65 degrees F (minus 54 degrees C) to plus 160 degrees F (plus 71 degrees C) and specified sand and dust by personnel wearing clothing, such as heavy gloves, required by the particular environment. Required maintenance, such as testing, removal, replacement and hookup shall be possible over this expected range of flight line environments with only external cleaning or wiping allowed. The LRU shall be designed so that LRU handling or protective equipment is not needed for installation or for transport between the local maintenance and/or supply facility and the vehicle. The LRU mounting provisions for vehicle installation shall permit removal and replacement in five minutes or less by no more than one man using standard tools. Access and secure time shall not be included. The LRU weight limits shall be in accordance with the requirements of paragraph 5.9.11.3 of MIL-STD-1472.

3.2.4.2.1.2 Adjustments. Except for calibrations allowed in paragraph 3.2.4.1.1, "on-vehicle" adjustments, alignments or calibrations shall not be allowed for this equipment. If any adjustments, alignments or calibrations are required at the intermediate level of maintenance, except as specified in paragraph 3.2.4.1.1, these adjustments, alignments, or calibrations shall not be accessible at the Organizational Level of maintenance. The INU shall require no periodic maintenance.

3.2.4.2.1.3 Boresighting. Boresighting shall be in accordance with Appendix V.

3.2.4.2.1.4 INU Mount. The INU mount shall provide for interchangeable installation of INUs without adjustment to retain INU boresight. In addition, boresight shall be retained through the environmental extremes specified in paragraph 3.2.5 and its subparagraphs.

3.2.4.2.1.5 INU Mount Bonding. The footprint of the INU mount shall be conductive to provide a bonding resistance of less than 2.5 milliohms between the INU mount and the host platform structure ground.

3.2.4.2.2 Intermediate-Level Maintainability Requirements.

3.2.4.2.2.1 Packaging. Elements within LRUs shall be packaged to group functionally related elements within common SRUs so as to minimize interconnections between SRUs and simplify fault isolation to a single SRU. All functional parts of the LRU shall be contained in separately removable, plug-in SRUs, except for the following:

- a. Elapsed Time Meter
- b. Connectors

- c. Interconnecting Wiring
- d. LRU Structure and Mounting Provisions
- e. External Fault Indicators

3.2.4.2.2.2 Adjustments. SRUs shall be designed such that all replacement SRUs, when installed in an LRU, shall be immediately operable at design accuracy without requirements for continuity testing or functional adjustment or calibration of the replacement SRU or the LRU, except as approved in writing by the procuring activity. If such adjustments are approved, they should be distinctly labeled and accessible with the SRU installed in its normal position and without disturbing any other SRU or part.

3.2.4.2.2.3 Reversibility Restrictions. The equipment design and construction shall incorporate features such that it is mechanically and electrically impossible to install equipments incorrectly, and to attach cables, tubes, electrical plugs, and any other such items in an improper manner. Mechanically keyed mating, different size connectors, etc., shall be incorporated to eliminate all such possibilities. Shape of tubing tie-down provisions, color codes, labeling, etc., shall not be used as primary methods of satisfying this requirement.

3.2.4.2.2.4 Accessibility.

a. The equipment shall be designed and constructed such that it shall be possible to remove and replace any SRU without removing or other assembly in the LRU unless otherwise approved in writing by the procuring activity. If removal of the LRU structure (i.e., covers) is required for access, such removal shall not affect electrical or mechanical alignment of the equipment nor shall the mechanical strength of the LRU be impaired to the point that damage to the equipment, its assemblies, subassemblies, or electrical harness will occur during normal bench handling of the LRU.

b. All SRU, assembly, and subassembly installation hardware and LRU covers which are required to be removed for SRU assembly or subassembly replacement shall employ captive-type hardware to prevent loss during normal field maintenance.

c. All LRU installation hardware shall be captive to prevent loss during vehicle maintenance.

d. The design and construction of the equipment shall provide ready access to test points and adjustments for the replacement of items in the shop.

3.2.4.3 Built-In-Test (BIT) Function. Suitable BIT features shall be incorporated into the INU to provide both a failure detection function and a failure location function. The BIT shall include the following:

a. Self-Tests. That portion of BIT which operates continuously and automatically in conjunction with the normal item operation. Self-test is usually the major technique for fault detection.

b. Operator-Initiated. Supplemental tests initiated by the system operator or maintenance technician. Appendix VII provides detailed requirements for the Operator Initiated Bit Mode.

c. The results of the above tests shall be available for display on the CDU and appear on the NAV status word and the Attitude Good Discrete. Verification of repair shall be accomplished by these tests. In addition, the INU shall provide an external indication, located near the elapsed time meter (visible on the INU as installed), that the LRU has failed self-test. The external indicator shall be resettable upon passing self-test or SE test.

3.2.4.3.1 Failure Detection Function. The failure detection function shall provide an indication of equipment status. The failure detection function shall energize an advisory or caution indicator when equipment performance is below an acceptable level both while on the ground and in flight. This indicator shall be on either the operator's panel (CDU) or at a remote location panel, or both, as the installation warrants. This Built-In-Test feature shall not require any auxiliary test devices external to the vehicle. The BIT circuitry shall automatically initiate a GO/NO-GO test upon equipment turn on and at periodic intervals unless it can be demonstrated that only on-demand, manually activated test modes are practical. Built-In-Test shall minimize interface with the hardware functions.

3.2.4.3.1.1 Failure Detection Performance. The BIT capability to detect failures shall be that shown in TABLE III where (XFD) is percent failures detected and (XFFI) is percent false failure indications. In all cases (XFD) figures are minimum values whereas (XFFI) are not-to-exceed values.

PERCENT FAILURES DETECTED (XFD)	PERCENT FALSE FAILURE INDICATIONS (XFFI)
95 (Self-test only design goal = 99%)	1 (Self-test only)
$(XFD) = \frac{\# \text{ of operational failures detected by BIT}}{\# \text{ of total operational equipment failures}} \times 100$	
$(XFFI) = \frac{\# \text{ of BIT failure indications not associated with an actual failure}}{\# \text{ of operational failures detected by BIT}} \times 100$	
where: Failure is defined as any situation in which the unit does not meet specification requirements during operation, detected by any means.	

TABLE III - BIT REQUIREMENTS

3.2.4.3.2 Failure Location Function. The equipment shall incorporate features which shall locate a malfunction for the performance of Organizational and Intermediate Level maintenance.

3.2.4.3.2.1 Organizational Level. The failure location function shall locate a failure to a Line Replaceable Unit (LRU) both on the ground and in the air with no special test equipment. The built-in-failure location function shall obviate the need for any auxiliary test devices for maintenance at this level. The failure location function shall be implemented such that a signal device(s) located on the LRU clearly indicates when a malfunction has occurred within. The device shall be such that it will hold the last test result (GO/NO-GO) if power is interrupted or removed and be clearly visible to the maintenance technician when the equipment is installed in the vehicle. If it is determined that operator participation can enhance fault location, such manually conducted tests (limited to keyboard entry, test switch positioning, checklist look-up, display observation, etc.) shall be permitted. Regardless of operator participation, the 18 minute requirement of paragraph 3.2.4.2 applies.

3.2.4.3.2.2 Intermediate Level. The failure location function shall locate a failure to a Shop Replaceable Unit (SRU) within an LRU. The failure location function shall be implemented such that a signal device(s) located external or internal to the LRU clearly indicates where a malfunction has occurred. The device shall be such that it will hold the last test results (GO/NO-GO) if power is interrupted or removed and be clearly visible to the maintenance technician when the LRU is either installed in the vehicle, removed from the vehicle, or when an initial LRU maintenance action such as removal of an inspection plate, cover, etc., occurs. The INU shall incorporate external test connectors for the use of test equipment which will further enhance fault location to the SRU level. Each SRU shall contain sufficient test points in a test connector and normal interface connector to allow for the utilization of automated test equipment.

3.2.4.3.2.3 Failure Location Performance. The system capability to isolate faults shall be that defined in the following paragraphs:

a. Organizational Level. The percent malfunctions isolated to the correct LRU without ambiguity, out of the total number of malfunctions, shall not be less than 95% when located automatically, nor less than 98% when the automatic fault location function is enhanced by operator intervention (paragraph 3.2.4.2).

b. Intermediate Level. The faults shall be isolated to the correct SRU(s) without ambiguity.

(1) The minimum acceptable requirements, when no external test equipment is used, are as follows:

(a) In at least 85% of the cases, the fault shall be isolated to the correct SRU.

(b) In at least 90% of the cases, the fault shall be isolated to the correct SRU and no more than one other SRU.

(c) In at least 97% of the cases, the fault shall be isolated to the correct SRU and no more than two other SRU.s.

(2) When external test equipment is used, the minimum acceptable requirements are as follows:

(a) In at least 97% of the cases, the fault shall be isolated to the correct SRU.

(b) In all cases, the fault shall be isolated to the correct SRU and no more than two other SRUs.

3.2.5 Environmental Conditions. The INU shall deliver specified performance under any and all probable combinations of environmental conditions contained in MIL-E-5400, paragraph 3.2.24 and its subparagraphs contained therein except as modified below.

3.2.5.1 Temperature. (Reference MIL-E-5400, paragraphs 1.2 and 3.2.24.1) The INU shall comply with Class 2X environmental requirements. The temperature of the air surrounding the INU (operational and nonoperational conditions) may vary at a rate as high as 1.7 degrees Celsius per second within the applicable range. MIL-E-5400, Table I, Column I for Class 2 equipment is modified to read "-40 to +71 degrees Celsius and Columns IX and X are modified to read "-54 to +95 degrees Celsius.

3.2.5.2 Altitude. (Reference MIL-E-5400, paragraph 3.2.24.2) The altitude (pressure) range is modified to include a steady state operation from 75,000 feet (0.5058 psia) down to minus 1,500 feet (15.1 psia), with intermittent operation from 75,000 feet (0.5058 psia) up to 80,000 feet (0.398 psia) for up to two minutes. The pressure may vary at a rate as high as 0.6 psia per second. Operation at surrounding pressures from 0.5058 to 0.398 psia shall be limited to two minutes per exposure.

3.2.5.3 Vibration. (Reference MIL-E-5400, paragraph 3.2.24.5) The INU shall provide normal performance as specified herein while subjected to the performance level of FIGURE 6, herein. Further, the INU shall survive, without damage or deterioration, a one hour per axis exposure to the endurance level of Figure 6 herein.

3.2.5.3.1 Gunfire Vibration. Gunfire vibration for all vehicle installations shall be satisfied by the random vibration endurance level of FIGURE 6.

3.2.5.4 Rain. The INU shall meet the performance requirements of this specification with water dripping from the overhead structure or in rain as may occur when the access panels are left open. The 45 degree drip-proof requirements of MIL-STD-108 and Requirement 31 of MIL-STD-454 are applicable.

3.2.5.5 Solar Radiation. INU equipment mounted in the cockpit shall meet the performance requirements of this specification when subjected to solar

radiation of an intensity and for the duration specified in MIL-STD-810, Method 505.1, Procedure II.

3.2.5.6 Acoustic Noise. The INU shall meet the performance requirements of this specification and not suffer damage or deterioration when exposed to the acoustical environment specified in MIL-STD-810, Method 515.2, Procedure I, Category A.

3.2.5.7 Flight Environment. The INU shall meet performance requirements when subjected to the following flight environments (a, b, and c may occur in any combination):

PARAMETER	ACCELERATION	RATE	RANGE
a. Azimuth	+ 6 rad/s/s	+ 3 rad/s	Unlimited
b. Pitch	+ 6 rad/s/s	+ 1 rad/s	Unlimited
c. Roll	+ 17.5 rad/s/s	+ 7 rad/s	Unlimited

- d. Velocity + 3,000 fps in all axes
- e. Latitude Unlimited in Navigate Mode
- f. Altitude -1,500 ft (-457.2 m) to +75,000 ft (22,860 m) steady-state, +75,000 ft (22,860 m) to +80,000 ft (24,384 m) intermittent (2 min)
- g. Altitude Rate Up to 150,000 ft/min (45,720 m/min) h. Linear Acceleration per paragraph 3.3.3.1.

3.2.5.8 Fluids. Fuel temperature will be within the range of -54 to +93 degrees Celsius. Hydraulic fluid, lubricating oil, and coolant temperatures will be within the range of -54 to +135 degrees Celsius. Drain holes may be provided to prevent entrapment of fluids. The INU shall withstand contact with the following fluids without damage or degradation of performance:

- a. Water
- b. JP-4 and JP-5 Fuels (MIL-T-5624); JP-8 Fuel (MIL-T-83133)
- c. Hydraulic Fluid (MIL-H-5606 and MIL-H-83282)
- d. Lubricating Oil (MIL-L-7808)
- e. Coolants of the Fluorocarbon, silicon, silicate ester, and glyco families
- f. Anti-icing and Deicing - Defrosting Fluid (MIL-A-8243)

3.2.5.9 Shock. The INU shall survive, without damage or deterioration, the shock environments of handling, servicing, and transportation.

3.2.6 Transportability. The INU shall not require any special means of transportation. INU packing case(s) shall provide for safe, reliable, and efficient transport of units during shipment, by standard commercially available carriers.

3.3 Design and Construction. The INU shall be designed and constructed in accordance with MIL-E-5400 only to the extent covered in paragraph 3.2.5, herein, and its subparagraphs except as modified below.

3.3.1 Useful Life. The INU shall have a useful life of not less than 15 years under any combination of operating and storage life, when the operational service life has not been exceeded.

3.3.2 Operational Service Life. The INU shall have an operational service life of not less than 10,000 hours under any natural combination of environmental conditions specified herein. Operational service life is defined as the total operating time between the start of operation and wear out. Wear out is defined as the point where overhaul or repair cost exceeds one-half of the replacement cost of the equipment.

3.3.2.1 Storage. The INU shall meet all requirements of this specification without component or part replacement, adjustment, or maintenance after being in storage for up to 18 months.

3.3.3 Design Loads. The INU shall be designed to meet the following requirements. Load factors are referenced to aircraft coordinates.

3.3.3.1 Normal Operating Load Factors. The INU, when installed in the vehicle, shall meet all performance requirements of this specification during application of normal operating load factors between +12.0 g (down) and -6.0 g (up) and +6.1 g (side) acceleration and load factors of 7.5 g forward and aft. Reference is to the 3 axes of the vehicle in all vehicle attitudes. The INU shall not suffer damage, deterioration or permanent deformation while subjected to the normal operating load factors.

3.3.3.2 Ultimate Load Factors. The INU shall survive 1.5 times the normal operating load factors of 3.3.3.1 without failure (damage allowed) and without hazard during "power on" operation.

3.3.4 Thermal Design. The INU shall be designed to be forced air cooled with air supplied by the vehicle Environmental Control System (ECS) at the conditions and flows described in subparagraphs 3.3.4.1 and 3.3.4.2. The equipment shall require cooling air only when operating, but shall not be adversely affected by receiving cooling air when not operating. The INU shall use cold plates/heat exchangers so that none of the cooling air will come into contact with internal parts, circuitry or connectors. The INU shall incorporate a temperature sensing device for thermal protection. Automatic INU shut-off will occur when critical temperature limits are exceeded. BIT shall monitor the overtemp condition and shall be stored in the computer memory. The INU mount will be configured such that when the INU is removed from the vehicle, the air flow to the INU will be automatically shut-off at the mount.

3.3.4.1 Cooling Air Conditions. The INU shall be capable of satisfactory operation while being supplied 3.6 lb/min air at the minimum and maximum abnormal temperature limits for durations up to 30 min. The equipment shall sustain no permanent damage as a result of this exposure. The INU shall meet the performance requirements of this specification when exposed to the environmental conditions of paragraph 3.2.5 and when supplied with cooling air having the following characteristics:

a. Supply Air Temperature.

(1) Minimum for Preflight and ground maintenance: -51 degrees Celsius.

(2) Minimum for vehicle ECS (flight and ground): -18 degrees Celsius (normal) and -54 degrees Celsius (abnormal).

(3) Maximum for Ground operation including start-up: +49 degrees Celsius.

(4) Maximum for inflight operation (all altitudes): +38 degrees Celsius (normal) and +49 degrees Celsius (abnormal).

(5) Variation: During normal operation, the supply air temperature may vary at a rate as high as 1.7 degrees Celsius per second within the above ranges. During start-up, the supply air temperature may vary at rates of as high as 5.5 degrees Celsius per second. The start-up variation on a cold day may occur over the range of -54 to +49 degrees Celsius. The start-up variation on a hot day may occur over the range of +49 to +100 degrees Celsius. The equipment shall sustain no damage as a result of exposure to start-up transients.

b. Water Content. Each pound of cooling air may contain up to 210 grains of water, including up to 55 grains in the form of free water.

c. Sand and Dust. Each pound of cooling air may contain up to 0.1 grams of dust, the particle size not exceeding 50 microns.

3.3.4.2 Cooling Air Flow. The INU shall deliver specified performance when exposed to the range of environmental conditions of paragraph 3.2.5 and supplied with cooling air between 3.6 lb/min and the minimum flow rate curve shown on FIGURE 3. All INU alignments shall be performed with cooling air supplied between the minimum and maximum flow rate curves of FIGURE 3.

3.3.4.3 Resistance to Overcooling. The INU shall meet the performance requirements when receiving cooling air as specified in 3.3.4.2 herein.

For interchangeability within the vehicle, the pressure loss of the delivered production units shall be as follows:

INU: 2 inches water, nominal, plus or minus 10%. (All measurements shall be made at a flow rate of 1.2 lb/min, at an inlet temperature of +27 degrees Celsius, and at 14.7 psia).

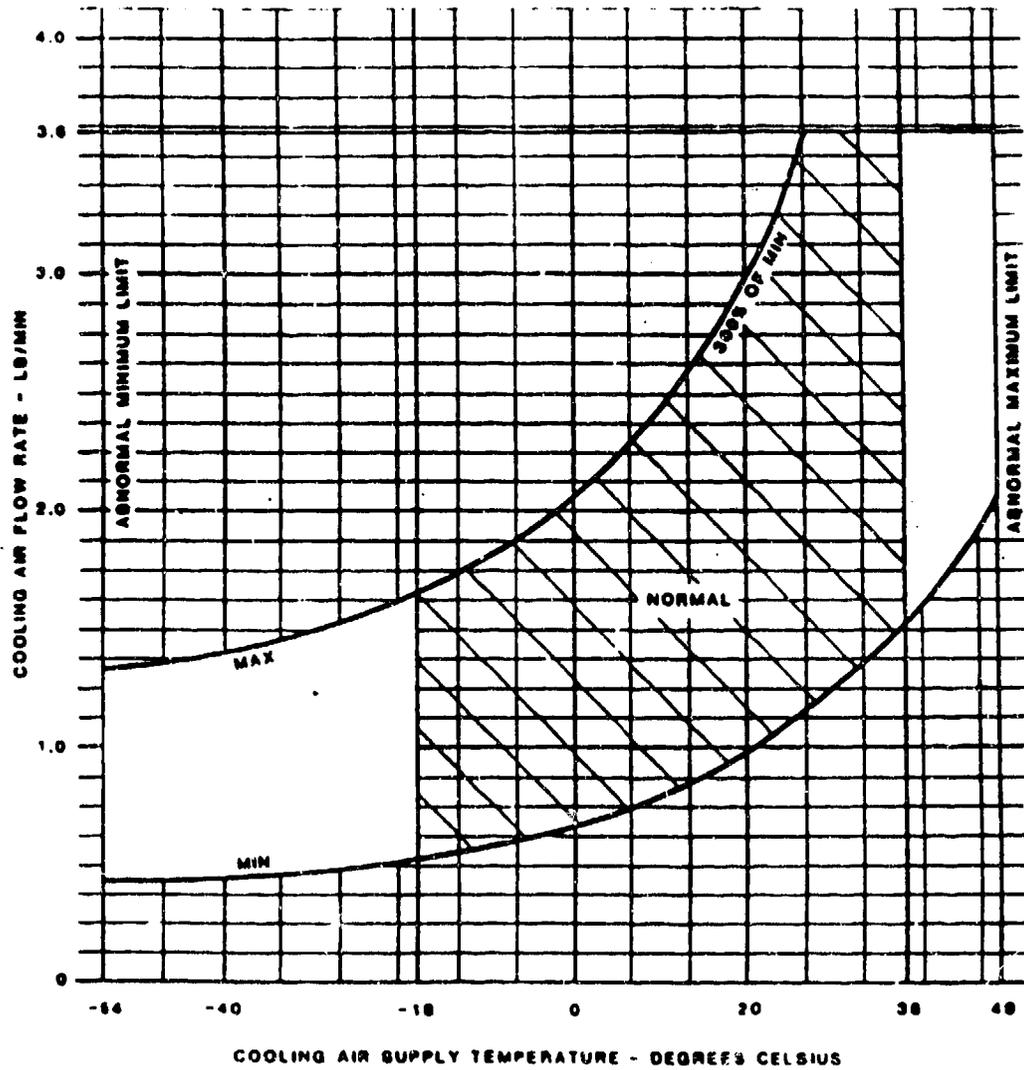


FIGURE 3 - COOLING AIR FLOW

3.3.4.4 Pressurization. No equipment pressurization air will be supplied from the vehicle environmental control system.

3.3.4.5 Cooling Air Connectors. Equipment mounted in supplier furnished mounts: The air inlet port for each INU shall be located so as to be compatible with a suitable located blind mating air plenum on the INU mount. A separate, automatically actuated, shut-off device shall be provided on the mount to prevent the direct flow of cooling air from the mount blind mating plenum when the INU is removed from the mount. Flow restriction devices shall not be used in supplier furnished mounts. The shut-off device shall be an integral part of the mount. A single air inlet connector per MS-33660 shall be provided on the equipment mount for connection to the vehicle source of cooling air. The size, orientation and location of this connector shall be subject to approval by the procuring activity. Suitable provisions shall be incorporated in the equipment mount to route cooling air from this connector to the INU air inlet port(s).

3.3.5 Electromagnetic Interference (EMI). The INU system shall be designed using design handbook AFSC DH 1-4 as a guide. The generation of and susceptibility to electromagnetic interference shall be controlled in the INU. The INU shall meet the design requirements of MIL-STD-461 as specified and/or modified below. The specific requirements and modifications of MIL-STD-461 are as follows:

TEST METHOD

CE01 - This test shall be performed for data purposes only.

CE03 - Change frequency range to "0.10 MHz to 50 MHz". Data shall be collected from 0.014 MHz to 0.10 MHz for information purposes.

RS02 - The procedures and limits of Method RS02 (a) and (b) shall apply except that voltage E of Part (b) shall be 400 volts across 5 ohms.

CS01, CS02, CS06, RE02, RS03, CE04 - Per MIL-STD-461.

In addition, the following EMC requirements shall apply:

a. Transient (Impulse) Susceptibility. No change in indications, malfunction, or degradation of performance shall be indicated in the INU or its loads when exposed to an electromagnetic impulse field generated by a type MS25271 relay or an acceptable equivalent when wired for continuous operation with a switch in series with the positive side of the line from a 28 volt DC power source. No suppression components (shielding, diodes, etc.) shall be attached to the relay or its wiring. The unshielded

positive lead leaving the switch shall be laid over three sides of the test sample and then connected to the relay. The unshielded return lead from the relay shall be taped to and in parallel with input power leads, signal leads, and interconnecting leads. The total length of each external wiring harness paralleled with the relay circuit shall not be less than 60 inches. The 28 volts input shall be reversed and the transient repeated.

b. Magnetic Susceptibility. The INU shall operate without degradation of performance when subjected to a magnetic field which has a magnitude of 4 gauss at the equipment envelope and a gradient of 20 gauss per foot, or a field which has a gradient of 2.5 gauss per foot and a calculated level of 1 gauss at the center of the sensitive item within the INU equipment.

3.3.5.1 Bonding. The INU equipment shall be designed to provide a continuous low impedance path from the equipment enclosure to its intended mounting rack. In accordance with paragraph 3.3.5.1 of MIL-B-5087, the direct current resistance of this path shall be less than 2.5 milliohms. Use of bonding straps, jumpers, or bonding clamps between the equipment enclosure and the mounting rack shall not be allowed.

3.3.6 Nameplates and Product Marking. All parts and assemblies shall be marked in accordance with MIL-E-5400, paragraph 3.1.16. A nameplate conforming to the requirements of MIL-STD-130 shall be permanently attached to each unit.

3.3.7 Workmanship. Workmanship shall be in accordance with MIL-STD-454, Requirement 9.

3.3.8 Safety. The system safety criteria and requirements of MIL-STD-454, Requirements 1 and 3, AFSC DH 1-6 and paragraphs 5.4 and 5.6 of MIL-STD-882 are applicable.

3.3.8.1 Safety Markings. Warnings/cautions and other markings shall be applied as necessary to aid personnel in avoiding potential hazards. Unless otherwise specified, such markings shall be consistent with MIL-STD-1472 except that warnings shall be white on conspicuous red, and cautions black on bright yellow with a black border.

3.3.9 Human Engineering. The design of the INU including design specification manuals, and calibration procedures supporting this equipment shall be in accordance with MIL-STD-1472 requirements.

3.3.10 Elapsed Time Meter. The INU shall include a 9999 hour, digital, non-resettable, elapsed time meter conforming to MS17322 and MIL-M-7793. The meter shall be located on the front of the INU and shall be easily readable without removing the INU cover when mounted in the vehicle.

3.3.11 Connectors. Connectors shall conform to Requirement 10 of MIL-STD-454. Support Equipment (SE) connectors shall conform to MS-27505. Power and signal connectors shall conform to MIL-C-83733.

3.3.12 Parts, Materials and Processes. The parts, materials, and processes shall be in accordance with paragraph 3.1 of MIL-E-5400 and shall be subject to the approval of the procuring activity prior to their use.

3.3.12.1 Microcircuits. Microcircuits shall conform to Requirement 64 of MIL-STD-454, Class B devices. Nonstandard microcircuits shall be screened to Method 5004.2, MIL-STD-883, Class B requirement as a minimum. Plastic encapsulated microcircuits shall not be used.

3.3.12.2 Semiconductors. Semiconductors shall conform to Requirement 30 of MIL-STD-454, JANTX CLASS. Nonstandard semiconductors shall be screened to equivalent JANTX requirements. Plastic encapsulated semiconductors shall not be used.

3.3.12.3 Passive Devices. Passive devices shall be selected from the Established Reliability (ER) specifications of MIL-STD-454.

3.3.12.4 NonStandard Parts. Nonstandard parts require procuring activity approval prior to use. Nonstandard parts shall be equal to or better than the same type military standard part and where possible shall be replaceable in the field by a military standard part. Parts used in tests must be in subsequent production, spares, etc.

3.3.13 Finishes and Colors. Equipment installed in the cockpit area shall be Lusterless Black, Color No. 37038 in accordance with FED-STD-595. Finish of all other equipment shall be Lusterless Gray Color No. 36231, in accordance with FED-STD-595.

3.3.14 Handles and Grasp Areas. Each unit shall be designed for ease of handling during installation and maintenance. Handles shall not be required. Grasp areas shall be in accordance with Paragraph 5.9.11.5 of MIL-STD-1472.

3.3.15 Environmental Protection. Using personnel shall be protected from any adverse environmental conditions (e.g., temperature, shock, vibration and low pressure) in which the INU may be employed per paragraph 5.13 of MIL-STD-1472.

3.3.15.1 Toxicity. Personnel exposure to toxic air contaminants during INU operation, maintenance and training shall not exceed the ceiling values of OSHA Standard 1910.93.

3.3.15.2 High Voltage. Personnel exposure to high voltage during INU operation, maintenance and training shall be IAW Requirement 1 of MIL-STD-454.

3.3.16 Hazard Protection. Hazards which may cause adverse explosive, fire, mechanical, or biological effects on personnel during INU operation, test, maintenance and training shall be eliminated or controlled.

3.3.17 Switching Transients. Transients from switching within the equipment, whether automatically or manually controlled, shall be minimized by good equipment design.

3.3.18 Overload Protection. In addition to the overload protection requirements of 3.2.20 of MIL-E-5400, the INU shall be protected from chain reaction failures, including those from external overloads (shorts) caused by grounding of external wiring during installation, test, or other causes. In so far as practical, no damage to the INU shall result from open circuits or grounding of wiring external to the LRU.

3.3.19 Modular Design. The INU shall utilize modular space assignment and plug-in subassemblies to the greatest extent possible, consistent with requirements of this specification. Modules shall be designed on a functional block basis that permits simple functional checkout for location of malfunction and to facilitate repair. Modules which cooperate to achieve an identifiable subfunction shall be located together within a the greatest possible extent. Potted or sealed modules which cause difficulty in basic part replacement shall be used only when required.

3.3.20 Personnel and Training. The design of the INU shall be such that its maintenance shall not require skills that exceed Level 5 as defined in AFM 39-1, Airman Classification Manual.

3.3.21 Protection of Electrostatically Sensitive Parts, Assemblies and Equipment. Where equipment design dictates the use of electrostatically sensitive parts, protection shall be in accordance with provisions of DOD-STD-1686.

3.3.22 INU Resonance. There shall be no INU resonance below 20 Hz and there shall be no resonance Q level greater than 4 between 20 Hz and 30 Hz.

3.3.23 INU Computer Processing Design Requirements.

a. Programming Language. An Air Force approved Higher Order Language (HOL) as described in MIL-STD-1589 (JOVIAL J73) is required to be used for all real-time processing within the INU. If there is significant rationale for using other than MIL-STD-1589, it shall be fully stated in a request for deviation to the procuring activity. A trade-off analysis shall be provided which fully justifies, in a quantitative way, the rationale for selection of a different Air Force approved HOL or any other non-approved language. The rationale provided must include life cycle cost, supportability, technical risk, and schedule risk. A mixture of HOL and assembly language is acceptable, but at least 90% of the executable code shall be generated from HOL source code. Deviation from use of an approved Air Force HOL will require submission of a request and sufficient justification to support a waiver.

b. Instruction Set. MIL-STD-1750 Sixteen Bit Computer Instruction Set Architecture is the required instruction set for the INU. If a non-MIL-STD-1750 instruction set is chosen, a trade-off analysis must be provided which fully justifies to the procuring activity, in a quantitative way, the rationale for the instruction set chosen. The areas for which rationale is to be provided must include life cycle cost, supportability, technical risk, and schedule risk. Deviation from the use of MIL-STD-1750 shall require submission of a request and sufficient justification to support a waiver.

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4.0 QUALITY ASSURANCE PROVISIONS.

4.1 General. The INU shall be subjected to verification in accordance with the requirements of this section to demonstrate compliance with this specification. The provisions of MIL-STD-810 as specified herein and the requirements of this section shall apply. When the two documents are in conflict, this specification shall govern. A record shall be made of all data necessary to determine compliance with performance requirements. A cross reference of requirements to verification method is provided in TABLE IV. Compliance with the requirements of Section 3.0 shall be verified by inspection, analysis, demonstration, test, or a combination thereof as defined below:

a. Inspection. Inspection is defined as a visual verification that the equipment as manufactured conforms to the documentation to which it was designed.

b. Analysis. Analysis is defined as the verification that a specified requirement has been met through the technical evaluation of equations, charts, reduced data and/or representative data.

c. Demonstration. Demonstration is defined as a non-instrumented test where success is determined by observation alone. Included in this category are tests that require simple quantitative measurements such as dimensions, time to perform tasks, etc.

d. Test. Test is defined as the verification that a specified requirement is met by a thorough exercising of the applicable element under appropriate conditions in accordance with test procedures.

4.1.1 Responsibility for Tests. All inspections, analyses, demonstrations and tests will be performed at the facilities specified in the contract statement of work.

4.1.2 Test Samples. The quantity and schedule for delivery of all test samples submitted for inspection and/or test will be specified in the contract statement of work.

4.1.3 Standard Conditions. The following conditions shall be used to establish normal functional performance characteristics:

- | | |
|-----------------------------|-----------------------------|
| a. Ambient Room Temperature | 23 \pm 10 degrees Celsius |
| b. Surrounding Air Pressure | Prevailing lab conditions |
| c. Relative Humidity | Room ambient up to 90% |

- d. Input Power AC: 115 +3, -7 volts, 400 +/- 20 Hz,
26 +2 volts, -6 volts,
400 HZ, in phase with aircraft
primary power
DC: 28 +0.5 volts, -4.0 volts
- e. Cooling Air Temperature Per FIGURE 3
Cooling Air Humidity Up to 95% relative
Cooling Air Flow Per FIGURE 3, Cooling Air Flow

4.1.4 Test Apparatus Accuracy. All test equipment shall comply with the requirements of MIL-STD-810, paragraph 3.1.3.

4.1.5 Failure Criteria. A failure is defined to be a complete malfunction or a reduction in the performance of the INU below the requirements of this specification which was corrected by repair, replacement, or calibration of any part of the INU. A failure must be disregarded if it can be convincingly proven that it was caused by abnormal external events or human errors in operating and handling equipment. The following criteria shall constitute a failure:

- a. The failure symptoms must be repeatable.
- b. For systems which have mechanized the selectable "CAL" mode, unscheduled calibrations, unscheduled maintenance and/or unscheduled reprogramming are failures if they occur within 60 days of the previous calibration. For systems which have not mechanized the "CAL" mode, unscheduled calibrations, unscheduled maintenance and/or unscheduled reprogramming are failures if they occur within 18 months.
- c. Monitored functional parameters that deviate beyond acceptable specification limits shall constitute a failure.
- d. Failures can be catastrophic or structural in nature.
- e. Deterioration, corrosion, or change in tolerance limits of any internal or external parts which prevent the test item from meeting operational service or maintenance requirements constitute failures.

4.1.6 Test Sample Refurbishment. The test samples which have been subjected to testing and exhibit deterioration shall not be delivered on contract until they have been refurbished. The wear items to be replaced shall be determined by agreement between the contractor and the procuring activity. Test samples which have been subjected to safety of flight crash loads shall not be delivered on contract.

<u>REFERENCE</u>	<u>REQUIREMENT</u>	<u>LABORATORY</u>
3.1	Item Description	4.2.1
3.1.1	Item Diagram	4.2.1
3.1.2	Interface Definition	4.2.3.2
3.1.2.1	Bus Control	4.2.3.2
3.1.2.1.1	Data Bus Redundancy	4.2.3.2
3.1.2.1.2	Bus Address	4.2.3.2
3.1.2.1.3	Status Word BIT Assignment	4.2.3.2
3.1.2.1.4	Mode Commands	4.2.3.2
3.1.2.1.5	Input/Output (I/O)	4.2.3.2
3.2	Characteristics	-
3.2.1	Performance	4.2.3.2
3.2.1.1	Position Accuracy	4.2.3.2
3.2.1.2	Velocity Accuracy	4.2.3.2
3.2.1.3	Acceleration Accuracy	4.2.3.2
3.2.1.4	Attitude Accuracy	4.2.3.2
3.2.1.5	Altitude Accuracy	4.2.3.2
3.2.1.6	Reaction Times	4.2.3.2
3.2.1.7	Latitude Range	-
3.2.1.8	Vehicle Motion During Ground Alignment	-
3.2.1.9	INU Functions	4.2.3.2
3.2.1.10	Selectable Modes	4.2.3.2
3.2.1.11	Data Output	4.2.3.4
3.2.1.12	Validity Output Discretes	4.2.3.2
3.2.1.13	Data Latency	4.2.3.2
3.2.2	Physical Characteristics	-
3.2.2.1	Size	4.2.3.1
3.2.2.2	Electrical Interface	4.2.3
3.2.2.3	Electrical Power	4.2.4.4
3.2.3	Reliability	-
3.2.3.1	Reliability of Replacement and Spare SRU/Modules	4.2.8
3.2.4	Maintainability Program	4.2.7
3.2.4.1	Design	4.2.7
3.2.4.1.1	Calibration Interval	4.2.3
3.2.4.1.2	Maintainability Definitions	-
3.2.4.2	Repair	4.2.7
3.2.4.2.1	Organizational Level Maintainability Requirements	4.2.7
3.2.4.2.1.1	Equipment Handling	4.2.7
3.2.4.2.1.2	Adjustments	4.2.7

TABLE IV - QUALITY ASSURANCE CROSS REFERENCE

	REQUIREMENT	LABORATORY
3.2.4.2.1.3	Boresighting	4.2.7
3.2.4.2.1.4	INU Mount	4.2.7
3.2.4.2.1.5	INU Mount Bonding	4.2.7
3.2.4.2.2	Intermediate Level	
	Maintainability Requirements	4.2.7
3.2.4.2.2.1	Packaging	4.2.7
3.2.4.2.2.2	Adjustments	4.2.7
3.2.4.2.2.3	Reversibility Restrictions	4.2.7
3.2.4.2.2.4	Accessibility	4.2.7
3.2.4.3	Built-In-Test (BIT) Function	4.2.7
3.2.4.3.1	Failure Detection Function	4.2.7
3.2.4.3.1.1	Failure Detection Performance	4.2.7
3.2.4.3.2	Failure Location Function	4.2.7
3.2.4.3.2.1	Organizational Level	4.2.7
3.2.4.3.2.2	Intermediate Level	4.2.7
3.2.4.3.2.3	Failure Location Performance	4.2.7
3.2.5	Environmental Conditions	4.2.4.2
3.2.5.1	Temperature	4.2.4.2.1
3.2.5.2	Altitude	4.2.4.2.1
3.2.5.3	Vibration	4.2.4.2.3
3.2.5.3.1	Gunfire Vibration	4.2.4.2.15
3.2.5.4	Rain	4.2.4.2.5
3.2.5.5	Solar Radiation	4.2.4.2.9
3.2.5.6	Acoustic Noise	4.2.4.2.13
3.2.5.7	Flight Environment	4.2.3.2
3.2.5.8	Fluids	4.2.4
3.2.5.9	Shock	4.2.4.2.14
3.2.6	Transportability	4.2.1 & 4.2.7
3.3	Design and Construction	4.2.1
3.3.1	Useful Life	4.2.1 & 4.2.7
3.3.2	Operational Service Life	4.2.1 & 4.2.7
3.3.2.1	Storage	4.2.1. & 4.2.7
3.3.3	Design Loads	
3.3.3.1	Normal Operating Load Factors	
3.3.3.2	Ultimate Load Factors	4.2.4.2.14
3.3.4	Thermal Design	4.2.4.2.4
3.3.4.1	Cooling Air Conditions	4.2.4.2.4
3.3.4.2	Cooling Air Flow	4.2.4.2.4
3.3.4.3	Resistance to Overcooling	4.2.4.2.4
3.3.4.4	Pressurization	4.2.4.2.4
3.3.4.5	Cooling Air Connectors	4.2.3.1
3.3.5	Electromagnetic	
	Interference (EMI)	4.2.4.3
3.3.5.1	Bonding	4.2.4.3
3.3.6	Nameplates and Product Marking	4.2.1
	4.2.1	
	3.3.7 Workmanship	

TABLE IV - QUALITY ASSURANCE CROSS REFERENCE
(Cont.d)

	REQUIREMENT	LABORATORY
3.3.8	Safety	4.2.2
3.3.8.1	Safety Markings	4.2.1
3.3.9	Human Engineering	4.2.1
3.3.10	Elapsed Time Meter	4.2.1
3.3.11	Connectors	4.2.3.1
3.3.12	Parts, Materials & Processes	4.2.1
3.3.12.1	Microcircuits	4.2.1
3.3.12.2	Semiconductors	4.2.1
3.3.12.3	Passive Devices	4.2.1
3.3.12.4	NonStandard Parts	4.2.1
3.3.13	Finishes and Colors	4.2.1
3.3.14	Handles and Grasp Areas	4.2.1
3.3.15	Environmental Protection	4.2.1
3.3.15.1	Toxicity	4.2.1
3.3.15.2	High Voltage	4.2.1 & 4.2.4.4
3.3.16	Hazard Protection	4.2.1
3.3.17	Switching Transients	4.2.1 & 4.2.4.4
3.3.18	Overload Protection	4.2.4.4
3.3.19	Modular Design	4.2.3.1
3.3.20	Personnel Training	4.2.1
3.3.21	Electrostatic Protection	
3.3.22	INU Resonance	
3.3.23	INU Computer Processing Design Requirements	4.2.1

TABLE IV -QUALITY ASSURANCE CROSS REFERENCE
(Cont.d)

4.1.7 Functional Tests. Functional tests are required during acceptance, product verification, and pre/post-qualification tests. The following criteria shall apply to the attitude and navigation accuracy parts of these tests:

a. **Attitude Test.** The attitude test shall start with the INU stabilizes at room temperature with all power off. The INU will be turned on and allowed to complete a full alignment before entering the navigation mode. Following the alignment sequence, the INU case will be incrementally positioned in azimuth, pitch, roll and compound pitch and roll. The INU output data will be allowed no more than 5 seconds stabilization time before a comparison of case position to output data position in all three axes is recorded. A failure is defined as any difference in azimuth, pitch, or roll by more than 0.125 degree between case orientation and output data orientation.

b. **Navigation Test.** The navigation test shall consist of two in place navigation runs at two different headings. Each navigation run shall start with the INU stabilizes at room temperature with all power off. The INU will be turned on and allowed to complete a full alignment before entering the navigation mode. Radial position error shall not exceed 0.5 nmi during the first 15 minutes of navigation and shall not exceed 2.0 nmi/h during the remainder of the test. The velocity error in either horizontal axis shall not exceed the following limits: 0.25 fps at the instant the navigation mode is entered, 8.0 fps peak to peak oscillation, and 2.5 fps RMS for the first two hours of the test based on velocity data recorded at five minute intervals.

(1) The first run of the navigation tests shall consist of a stationary run of at least 90 minutes after entry into the navigation mode. The test will be performed at a case heading of North.

(2) The second navigation run shall consist of a stationary run of at least 90 minutes after alignment. This run shall be accomplished at an East case axis heading.

4.1.8 Performance Checks. The procedures, test parameters, etc., required to accomplish performance checks shall be submitted to the procuring activity for review and approval prior to commencing any tests.

4.2 Test Classification. Inspection and testing of the INU will be classified as follows:

- a. Examination of Product - paragraph 4.2.1
- b. Operational Flight Program Demonstration - paragraph 4.2.2
- c. Acceptance Test - paragraph 4.2.3
- d. Qualification Test - paragraph 4.2.4
- e. Combined Environments Test - paragraph 4.2.5
- f. Production Verification Test - paragraph 4.2.6
- g. Maintainability Demonstration - paragraph 4.2.7

4.2.1 Examination of Product. Each test item submitted shall be given a thorough visual and mechanical inspection to determine that the quality of material, workmanship and design is in compliance with the requirements of this specification.

4.2.2 Operational Flight Program (OFF) Demonstration. The procedures required to demonstrate that the OFF, when resident in the INU hardware, complies with the functional and performance requirements of this specification shall be submitted to the procuring activity for review and approval prior to commencing the formal OFF demonstration. Realism in simulating operational conditions shall be a prime consideration in structuring demonstration procedures. The OFF shall be verified as in compliance with the functional and performance requirements of this specification when formal OFF demonstration has been completed with no out of specification conditions being recorded.

4.2.3 Acceptance Test. Each deliverable item shall be subjected to the following acceptance tests.

4.2.3.1 Examination of Product. Each deliverable item shall be examined to determine conformance with the applicable drawing and all requirements of this specification for which there is not a specific test. In addition, the requirements of paragraph 4.2.1 of this specification shall apply.

4.2.3.2 Functional Tests. The functional characteristics of the equipment shall be measured in accordance with the acceptance test procedures and the data recorded. Any equipment found out of tolerance shall be rejected. The acceptance test procedures shall be submitted to and approved by the procuring activity prior to use in formal testing.

4.2.3.3 Rejection and Retest. Equipment which has failed to meet the acceptance tests of this specification shall be rejected. Final acceptance of rejected equipment shall not be made until it is determined that the item meets all acceptance test requirements. The equipment may be reworked or have parts replaced to correct the cause of rejection. Full particulars concerning the rejection and action to correct the fault shall be submitted with the equipment.

4.2.3.4 Test Conditions. Unless otherwise specified, all acceptance tests shall be conducted under the standard conditions of paragraph 4.1.3.

4.2.4 Qualification Tests. This test series shall be used to certify that the INU complies with the requirements of this specification. The location(s) where testing will be conducted and the required surveillance of tests shall be as stated in the contract.

a. Test Samples. The test samples shall consist of models representative of production equipment. The quantity to be subjected to qualification testing shall be specified in the contract.

b. Certification. Certification of the satisfactory completion of qualification tests shall be submitted to the government as required by the contract.

c. Test Sequence. The following sequence of tests shall be used to accomplish the qualification test series:

- (1) Prequalification Acceptance Test, see para 4.2.4.1
- (2) Environmental Tests, see paragraph 4.2.4.2
- (3) Electromagnetic Interference Tests, see para 4.2.4.3
- (4) Electrical Power Test, see paragraph 4.2.4.4
- (5) Post-Qualification Functional Test, see para 4.2.4.5

4.2.4.1 Prequalification Acceptance Test. A complete acceptance test in accordance with paragraph 4.2.3 shall be performed on each test item prior to the start of the environmental, EMI, etc. tests in this series.

4.2.4.2 Environmental Tests. Environmental tests shall be in accordance with MIL-STD-810 except as modified herein. The equipment shall be subjected to performance checks (paragraph 4.1.8) before, during (unless otherwise specified), and after each environmental test to determine satisfactory operation. The equipment under test shall sustain neither physical damage nor performance degradation either during or as a result of exposure to these tests. If Combined Environments Testing (CET) is performed as specified in paragraph 4.2.5 of this specification, then paragraph 4.2.4.2.1 through paragraph 4.2.4.2.3 may be optional if contractually specified. Otherwise, the following testing shall be accomplished. Tests indicated with an asterisk shall be performed on the equipment prior to the first flight in any vehicle (Safety of Flight). Safety of Flight (SOF) tests required are as described in paragraphs 4.2.4.2.1, 4.2.4.2.3, 4.2.4.2.10, 4.2.4.2.12, and 4.2.4.2.14.

4.2.4.2.1 Temperature and Altitude (SOF). Test in accordance with MIL-STD-810, Method 504.1, Procedure I (Category 6) for the temperature and altitude requirements of paragraph 3.2.5.1 and 3.2.5.2 herein.

4.2.4.2.2 Humidity Test. Test in accordance with MIL-STD-810, Method 507.1, Procedure I.

4.2.4.2.3 Random Vibration (SOF). Test in accordance with MIL-STD-810, Method 514.2 for the performance and endurance levels as specified in FIGURE 6 herein. The INU shall be subjected to one half-hour of performance test, followed by one hour of endurance test, completed by one half-hour of performance test in each of its three orthogonal axes. During the performance test the INU shall demonstrate requirements of paragraph 3.2.1. However, during the endurance test, the INU shall be in the NAV mode, and system performance shall be checked by functional testing upon completion of the test. While the functional tests are being performed, the INU shall be mounted with respect to its vehicle installed axes and shall not be subjected to vibration. SOF tests shall be a fifteen minute performance test in each axis.

4.2.4.2.4 Cooling Air. The purpose of these tests is to ensure the INU meets the performance requirements when designed to be forced air cooled and supplied with cooling air over the specified design range.

a. Air Flow and Pressure Loss. The system will be operated in the maximum heat dissipating mode. The cooling air temperature and flow rate shall be adjusted to the specified conditions. The total air pressure loss through the INU shall be compared to the specified maximum allowable loss.

b. Overcooling. The INU shall be stabilizes at -40 ± 2 degrees Celsius at ambient pressure. The cooling air shall be adjusted to -18 degrees Celsius at three times the minimum specified flow rate. The INU shall be turned on, aligned and operated in the NAV mode for 84 minutes. No degradation of performance shall be allowed. The test shall be repeated with operation in the NAV mode for 30 minutes, but with cooling air temperature of -51 degrees Celsius, for which degraded performance is allowed.

c. Undercooling. The INU shall be stabilizes at $+71 \pm 2$ degrees Celsius at ambient pressure. The cooling air shall be adjusted to $+38$ degrees Celsius at the minimum specified flow rate. The INU shall be turned on, aligned and operated in the NAV mode for 84 minutes. No degradation of performance shall be allowed. The test shall be repeated with operation in the NAV mode for 30 minutes, but with cooling air at $+49$ degrees Celsius, for which degraded performance is allowed.

4.2.4.2.5 Rain. Test in accordance with MIL-STD-810, Method 506.1, Procedure II.

4.2.4.2.6 Sand and Dust. Test in accordance with MIL-STD-810, Method 510.1, Procedure I.

4.2.4.2.7 Fungus. Vendor certification shall be accepted for well established materials. However, the government reserves the right to test the INU IAW fungus test Method 508.1 of MIL-STD-810, Procedure I.

4.2.4.2.8 Salt Fog. Test in accordance with MIL-STD-810, Method 509.1, Procedure I.

4.2.4.2.9 Solar Radiation. Test in accordance with MIL-STD-810, Method 505.1, Procedure II (for INUs mounted in the cockpit only).

4.2.4.2.10 Explosive Atmosphere (SOF). Explosion proof all INU equipment which is not hermetically sealed or which is not enclosed in pressurized or sealed containers shall be conducted to accordance with MIL-STD-810, Method 511.1, Procedure I, modified to include 75,000 feet simulated altitude in paragraph 3.1.2 of Procedure I.

4.2.4.2.11 Linear Acceleration - Limit Load. The purpose of this test is to verify satisfactory performance after the application of limit loads.

a. The test shall be performed with an INU mounted on a centrifuge.

b. The INU shall be prepared in accordance with appropriate pretest performance requirements, gyrocompass aligned, and placed in the NAV mode for ten minutes of static navigation.

c. The INU shall be maintained in the NAV mode during acceleration and for 84 minutes after each acceleration. Record INU horizontal position and velocity once per minute for each test.

d. With the case oriented so that lateral loading is placed on the case by the centrifuge when it rotates, impose a steadily increasing acceleration on the INU peaking at 2 g.s. Total test time is limited to five minutes and the angular rate shall not exceed 3 radians per second during test. Rotate the case 180 degrees about a vertical axis, then impose a steadily increasing acceleration on the INU peaking at 2 g.s. Time and angular rate limitations are as above.

e. Orient the case to simulate a vehicle in vertical flight that is experiencing negative g.s. Impose a steadily increasing g-load on the case peaking at 6 g.s. Total time is limited to 7 minutes and the angular rate shall not exceed 7 radians per second.

f. Orient the case as shown in FIGURE 4 to simulate a vehicle experiencing a 13 g normal acceleration with a simultaneous 4 g deceleration (forward load). Impose a steadily increasing centrifugal load peaking at 13.56 g.s so that down and forward loads are 13 g.s and 4 g.s respectively. Total test time is limited to 10 minutes and the

centrifuge angular rate shall not exceed 7.51 rad/s (equivalent to 7 rad/s about the roll axis and 2.73 rad/s about the yaw axis). Rotate the case 180 degrees with respect to the case vertical axis, then impose a steadily increasing centrifugal load peaking at 13.56 g's. Time and angular limitations are as above.

g. A time history of horizontal position and velocity errors indicated by the INU during each test shall be plotted. These results shall be compared with the specified position and velocity accuracy requirements.

4.2.4.2.12* Sinusoidal Vibration (SOF). Test in accordance with MIL-STD-810, Method 514.2, Procedure I, Figure 514.2-3 Level M.

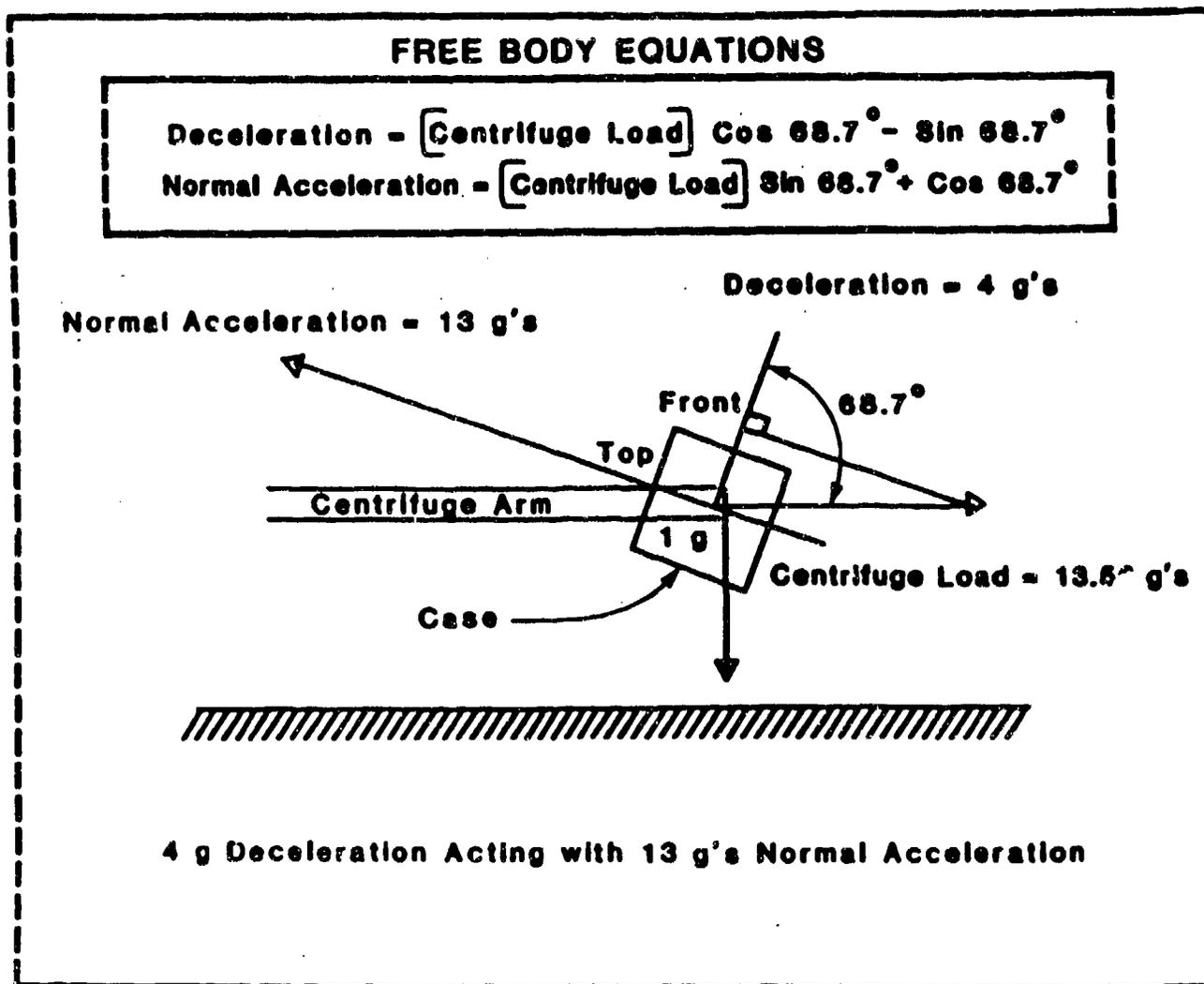


FIGURE 4 - LINEAR ACCELERATION TEST SET-UP

4.2.4.2.13 Acoustic Noise. Test in accordance with MIL-STD-810, Method 515.2, Procedure I, Category A.

4.2.4.2.14* Shock (SOF). Test in accordance with MIL-STD-810, Method 516.2, Procedures I, II, III, and V.

4.2.4.2.15 Gunfire Vibration. Testing of this requirement will have been accomplished previously under paragraph 4.2.4.2.3 test guidelines.

4.2.4.2.16 Toxicity. Materials in the equipment which appear in Tables G-1, G-2, and G-3 of OSHA Standard 1910.93 will be identified. Designs containing such materials are limited to the ceiling values on eight-hour time weighted averages given in the above tables. Tests will be conducted to determine material concentrations whenever analyses are inconclusive.

4.2.4.3 Electromagnetic Interface (EMI) Tests. Compliance with the applicable requirements of MIL-STD-461 specified in paragraph 3.3.5 shall be demonstrated by testing of the INU in accordance with MIL-STD-462, test methods CE01, CE03, CE04, CS01, CS02, CS06, RE02, RS02 and RS03. Compliance with Transient (Impulse) Susceptibility, Magnetic Susceptibility, and bonding requirements of paragraph 3.3.5 shall be demonstrated by testing the INU in accordance with plans/procedures approved by the procuring activity.

4.2.4.3.1 Test Cable Shield Terminations. For purposes of EMI testing, the shields on wiring of the test set signal connector (simulating vehicle cabling to the INU) shall be bonded to the INU mount by means of a ground strap with a length-to-width ratio of less than five to one, and a direct current resistance of less than 2.5 milliohms.

4.2.4.3.2. Test 28 VDC Grounding. For purposes of EMI testing, 28 VDC return power lines, pins 40, 50 and 51 shall be bonded to the test ground plane.

4.2.4.4 Electrical Power Test. The system shall be prepared in accordance with the performance of test requirements (MIL-STD-810, paragraph 3.2). Outputs of velocity and attitude will be recorded during power tests.

a. Normal and Emergency AC Power. The INU shall be operated in the navigate mode at the voltages of 104, 113, 108, 113, 118, 113, and 122 for a period of not less than 10 minutes for each voltage value.

b. AC Power Factor. The INU individual phase power factors shall be determined with the system operating in the NAV mode and shall meet the limits of TABLE II of this specification.

c. AC Frequency. The INU shall be operated in the NAV mode at 400 Hz, 420 Hz, 380 Hz and 400 Hz for a period of not less than 10 minutes for each frequency.

d. AC Transients. The INU shall be tested for AC transient sensitivity as specified in MIL-STD-704, limits 1 and 4 of FIGURE 3. The INU shall be operated in the NAV mode for a period of not less than 10 minutes following each transient.

4.2.4.4.1 DC Power.

a. Normal and Emergency Levels. The INU shall be operated in the navigate mode at the normal aircraft power distribution 28 volt DC line voltages of 16, 28, 24, 28, 22.5, 28, 30 and 28 vdc for a period of not less than 10 minutes for each voltage value.

b. DC Transients. The INU shall be tested for DC transient sensitivity by applying transient voltages on the normal aircraft power distribution 28 VDC line, as specified in MIL-STD-704, limits 1 and 4 of FIGURE 9. The INU shall then be operated in the NAV mode for a period of not less than 10 minutes following each transient.

4.2.4.4.2 Vehicle Battery Power.

a. Battery Steady State Voltage. With the normal AC and DC power inputs removed, the INU shall be operated in the navigate mode with vehicle battery power at voltages of 16.5 volts and 29.5 volts. Operation shall be for a period of not less than 10 minutes for each voltage.

b. Battery Transient Voltage. With the normal AC and DC power inputs removed, and with the INU operating in the navigate mode with vehicle battery power applied, the INU shall be tested for sensitivity to the battery transient voltages of limits 5 and 6 of FIGURE 9, MIL-STD-704. The INU shall then be operated in the NAV mode for a period of not less than 10 minutes following each transient.

4.2.4.4.3 Power Consumption. The AC and Vehicle Battery DC inputs shall be monitored and recorded. The Vehicle Battery DC power shall not exceed the limits shown in TABLE IIa. The Vehicle AC power (start-up and running) shall not exceed the limits shown in TABLE II.

4.2.4. Post-Qualification Functional Test. A post-qualification functional test shall be performed IAW the procedures of paragraph 4.2.3.2.

4.2.5 Combined Environments Test (CET). The Purpose of the CET is to evaluate system design by obtaining engineering failure data while the system is operating in a simulated service environment. Three types of environments will be simulated: arctic, desert, and tropic. Altitude, temperature, relative humidity, and vibration shall be varied in accordance with the requirements of this specification while the INU is operating in the NAV mode. Only the tropic flights shall require humidity control. All normal INU outputs shall be monitored for compliance with the requirements of this specification during all test cycles.

4.2.5.1 Test Samples. The quantity and configuration of the test samples shall be as specified in the contract.

4.2.5.2 Test Procedure. Each test cycle shall consist of a 65 minute temperature soak, a simulated flight, a 15 minute null, and a simulated flight for a total of 480 minutes. The total test consists of 100 hours (30 simulated flights) in accordance with the schedule as shown in TABLE V. The profiles for temperature, altitude, relative humidity (tropic only) and vibration are shown in FIGURES 5 and 6A. A detailed description of the profiles is provided in TABLE VI. For each test condition of the CET, the INU shall be provided with the cooling air as specified in paragraph 3.3.4 herein. The vertical axis shall be the vibration axis (relative to the mounting installation) for all cycles.

4.2.6 Production Verification Test (PVT). Production verification tests shall be conducted in accordance with the requirements specified herein to expose design deficiencies and defects due to inadequate quality control, introduction of new production lines or design changes. Each deliverable INU shall be subjected to the PVT sequence. All normal INU outputs shall be monitored for compliance with the requirements of this specification during each portion of the PVT cycle when the INU is operating.

4.2.6.1 Procedure. FIGURE 7 illustrates the PVT test sequence. For each test condition specified in the PVT, the INU, while operating, shall be provided with cooling air equivalent to that specified in paragraph 3.3.4 herein. The test procedure consists of the following sequence of events:

- a. Random Vibration - see paragraph 4.2.6.1.1
- b. Temperature Cycling - see paragraph 4.2.6.1.2
- c. Acceptance Test - see paragraph 4.2.3

4.2.6.1.1 Random Vibration. As illustrated in FIGURE 7, the INU shall be subjected to random vibration at a minimum Power Spectral Density (PSD) of 0.04g squared per Hz, for 10 minutes in each of the three orthogonal axes illustrated in FIGURE 8. The INU shall be operating while being subjected to this test.

4.2.6.1.2 Temperature Cycling. Each PVT sequence shall include a minimum of 10 temperature cycles with the last three cycles failure free. Temperature cycles shall be as described in paragraph 4.2.6.1.2.1 and as illustrated in FIGURE 9. A survey shall be run in accordance with MIL-STD-781, paragraph 5.1.5, to establish the INU stabilization temperature.

4.2 6.1.2.1 Temperature Cycle Steps. Each PVT sequence shall consist of the following steps as illustrated in FIGURE 9.

1. Reduce the chamber air temperature at a minimum rate of 5 degrees Celsius per minute and stabilize the INU temperature at -54 degrees Celsius.

2. Raise the chamber air temperature at a minimum rate of 5 degrees Celsius per minute and stabilize the INU temperature at -40 degrees Celsius.

3. Turn the INU on and perform a gyrocompass alignment while raising the chamber air temperature at a minimum rate of 5 degrees Celsius per minute, but not to exceed 102 degrees Celsius per minute from -40 to +71 degrees Celsius. Switch to the NAV mode as soon as the INU transmits a flashing NAV READY status. Monitor INU performance. Minimum time in NAV mode shall be 90 minutes.

4. Upon completion of the first 90 minute navigation run, turn the INU off. As soon as the INU stabilizes at +71 degrees Celsius turn the INU on and perform a gyrocompass alignment. Switch to the NAV mode as soon as the INU transmits a flashing NAV READY status. Then reduce the chamber air temperature at a minimum rate of 5 degrees Celsius per minute but not to exceed 102 degrees Celsius per minute to -54 degrees Celsius. Monitor INU performance. Minimum time in NAV mode shall be 90 minutes.

5. Turn the INU off. Continue temperature cycling by stabilizing the INU temperature at -54 degrees Celsius. Repeat steps 2 thru 4 until the required number of cycles have been completed.

6. At the end of the second NAV run of the last failure free cycle, turn the INU off and return the chamber temperature to ambient.

4.2.6.2 Failure and Retest Criteria. A failure for PVT is defined as the inability of the INU to perform its prescribed function within specified tolerances.

4.2.6.2.1 Failure Necessitating INU Retest During PVT.

a. There shall be no adjust, replacement, or repair of a part or assembly within the INU during the failure free period (see FIGURE 7).

b. The need to reprogram the INU shall be classified as a failure.

c. Failures which are directly attributed to technician error made during test or test equipment malfunction, which do not require replacement or repair of a part or assembly may not require a repeat of completed PVT cycles. The government shall determine if completed cycles shall be repeated.

d. Navigation accuracy errors greater than the following shall require a restart of the PVT:

(1) 1.0 nmi/h CEP for the 20 navigation runs in the 10 cycle PVT (See Paragraph 6.2 for the method of calculating CEP.)

(2) Any error within a single navigation run exceeding an envelope bounded by 1.25 nmi position error during the first 15 minutes and 5.0 nmi/h position error rate for the remainder of the navigation run. ALL position error rates shall be referenced to the time that the NAV mode is entered.

CYCLE	TEMPERATURE SOAK (DEGREES CELSIUS)	TYPE CYCLE
1	71	Desert
2	50	Desert
3	50	Tropic
4	50	Desert
5	50	Desert
6	50	Tropic
7	4	Arctic
8	4	Arctic
9	4	Arctic
10	-40	Arctic
11	4	Arctic
12	4	Arctic
13	50	Desert
14	50	Desert
15	50	Tropic

TABLE V - COMBINED ENVIRONMENTS TEST

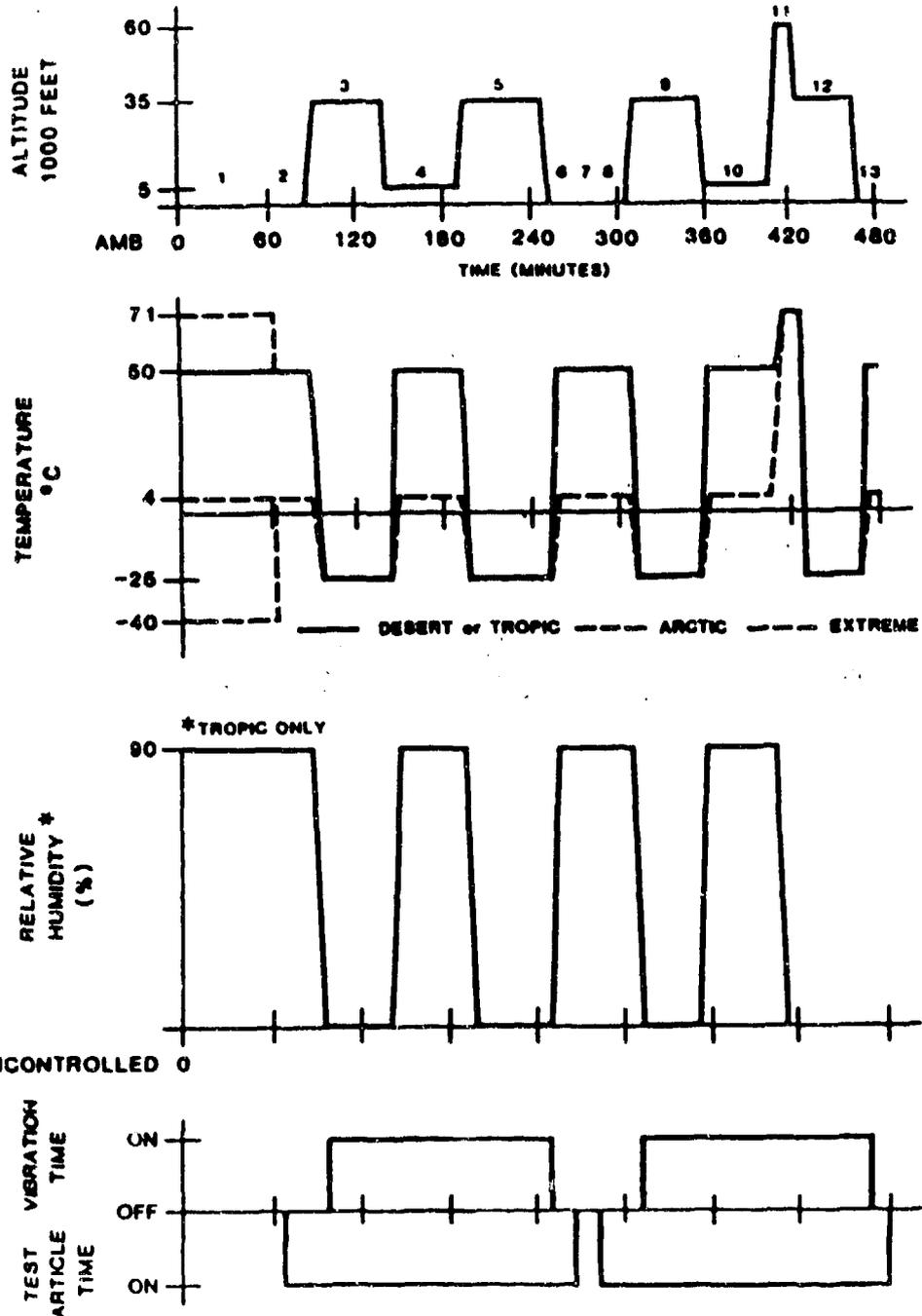


FIGURE 5 - COMBINED ENVIRONMENTS TEST PROFILES

	STEP NUMBER	TIME INTERVAL (Min)	ALTITUDE (1000 ft)	DESERT		ARCTIC		TROPIC		VIBRATION G ² /Hz
				TEMP °C	HUMIDITY % RH	TEMP °C	HUMIDITY % RH	TEMP °C	HUMIDITY % RH	
SOAK TEMP	1A	0 to 66	amb	71		-40		--		0
	1B	0 to 66	amb	60		4		50	> 90	0
SIMULATED FLIGHT	2	66 to 90	amb	60		4		60	> 90	0
	3	96 to 140	36	-26		-26		-26	Uncontrolled	0.02
	4	146 to 190	6	60		4		50	> 90	0.02/0.04*
	5	196 to 260	36	-26		-26		-26	Uncontrolled	0.02
	6	266 to 286	amb	60		4		60	> 90	0
	7	266 to 280	amb	60		4		60	> 90	0
SIMULATED FLIGHT	8	280 to 306	amb	60		4		60	> 90	0
	9	310 to 366	36	-26		-26		-26	Uncontrolled	0.02
	10	360 to 406	6	60		4		50	> 90	0.02/0.04*
	11	410 to 420	60	70		70		70	Uncontrolled	0.02
	12	426 to 466	36	-26		-26		-26	Uncontrolled	0.02
	13	470 to 480	amb	50		4		60	Uncontrolled	0

* See footnotes on Figure 6A

TABLE VI - COMBINED ENVIRONMENTS TEST PROFILES

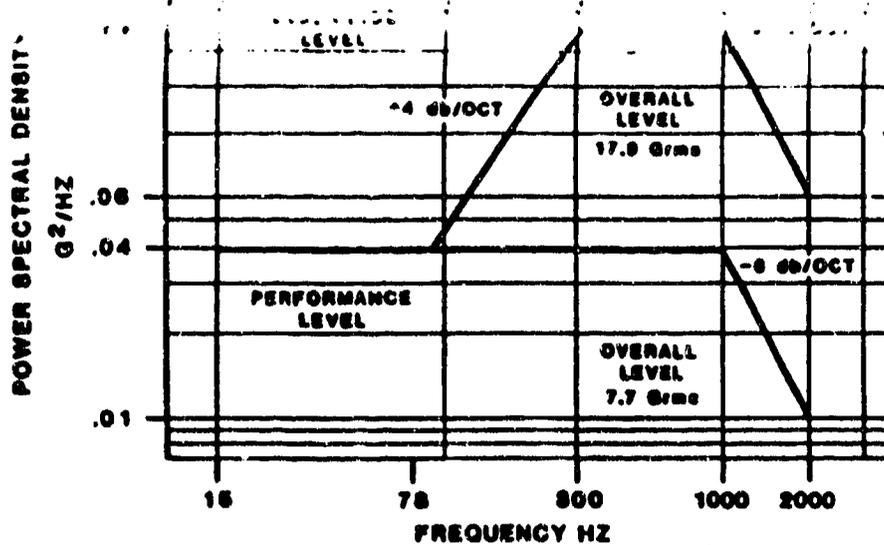


FIGURE 5 - RANDOM VIBRATION TEST LEVELS

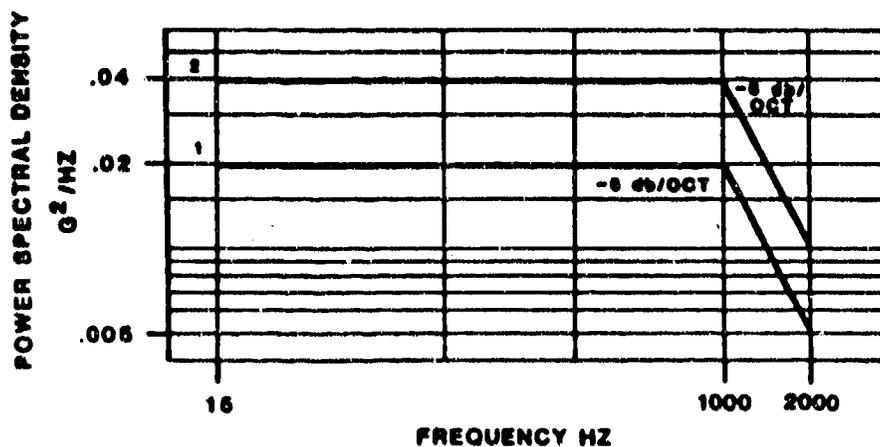


FIGURE 6A - CET RANDOM VIBRATION TEST LEVELS

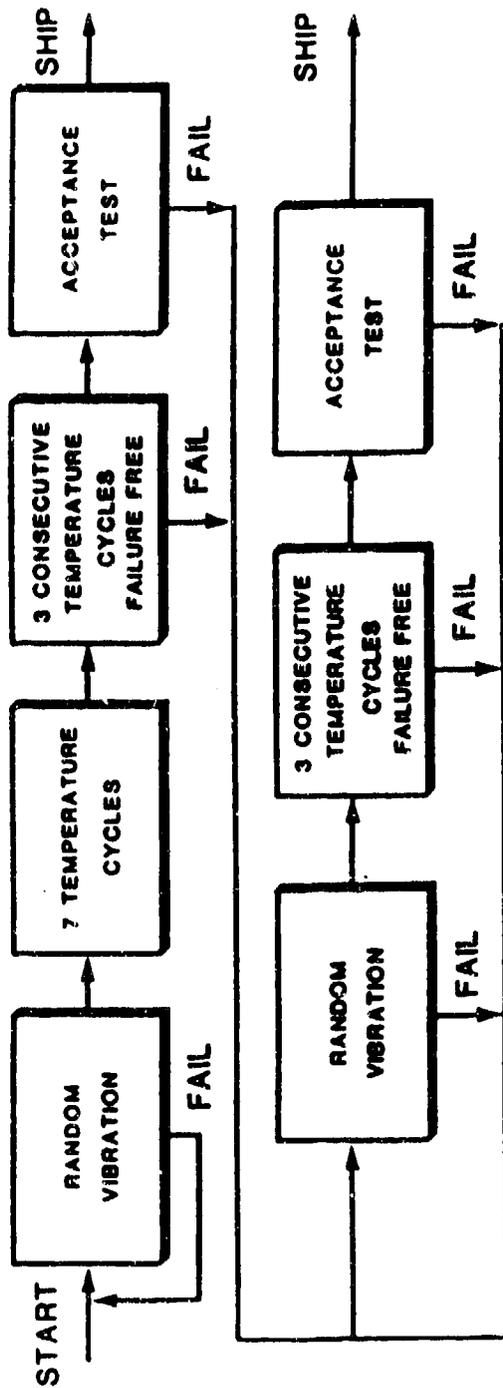
NOTES: 1. In reference to FIGURE 5 and Table VI, the vibration during ascending altitude phases is $0.04 \text{ g}^2/\text{Hz}$ and during descending phases is $0.02 \text{ g}^2/\text{Hz}$.

2. Curve 1 to be run during all INU on-times except as specified below (Reference FIGURE 5).

3. Curve 2 to be run during all ascending altitude segments of the flight profile and during each 5,000 ft altitude segment as detailed below.

a. CET, in addition to vibration qualification (4.2.4.2.3) - Curve 2 to be run 5 minutes during each 5,000 ft altitude segment for a total of 10 minutes per 8 hour CET cycle.

b. CET, in lieu of vibration qualification (4.2.4.2.3) - Curve 2 to be run throughout each 5,000 ft altitude segment for a total of 110 minutes per 8 hour CET cycle.



NOTE: A FAILURE DURING ANY OF THE FIRST 7 TEMPERATURE CYCLES REQUIRES ONLY A SUCCESSFUL REPEAT OF THE FAILED CYCLE(s).

FIGURE 7 - PRODUCTION VERIFICATION TEST SEQUENCE

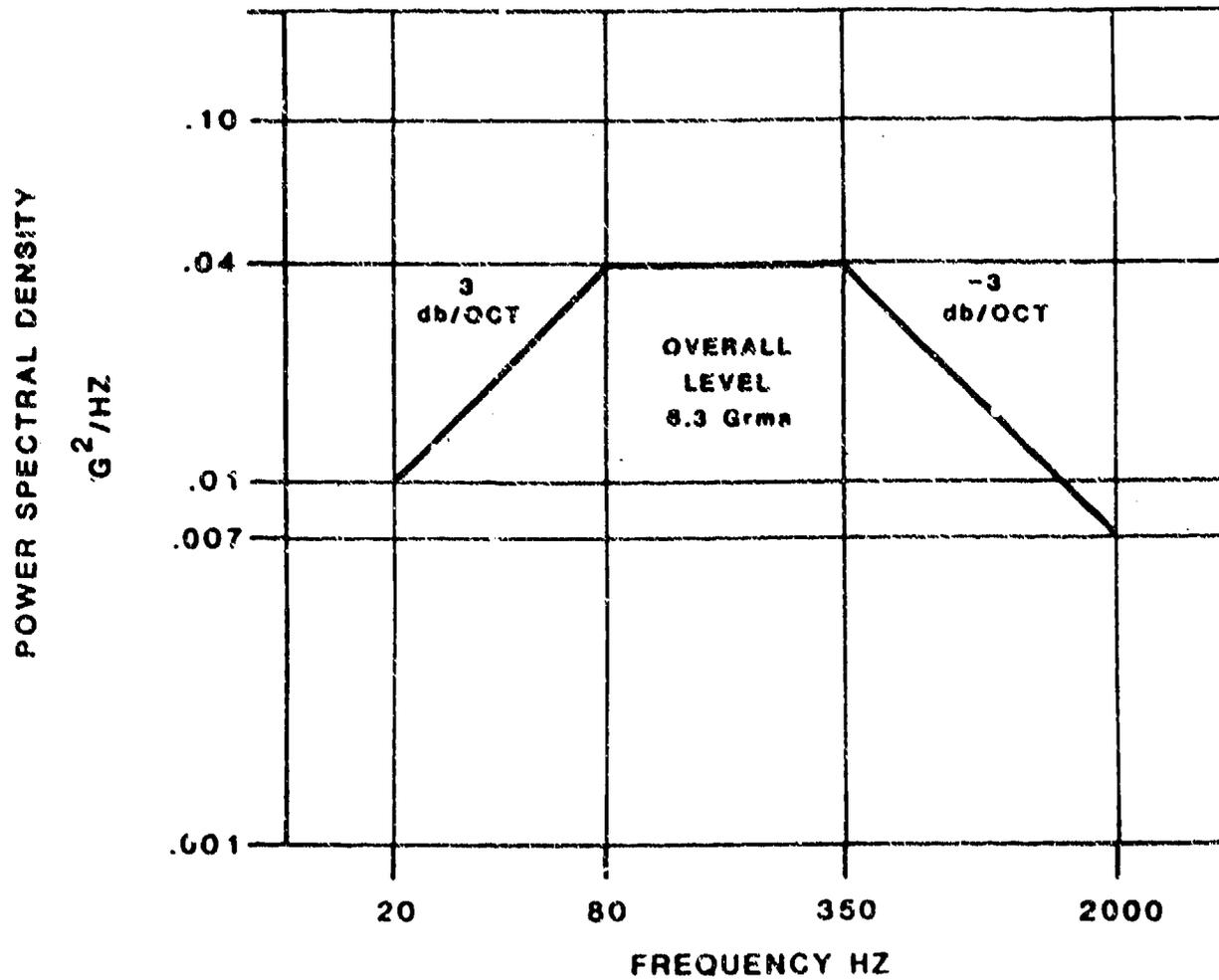


FIGURE 8 - PVT RANDOM VIBRATION SPECTRUM

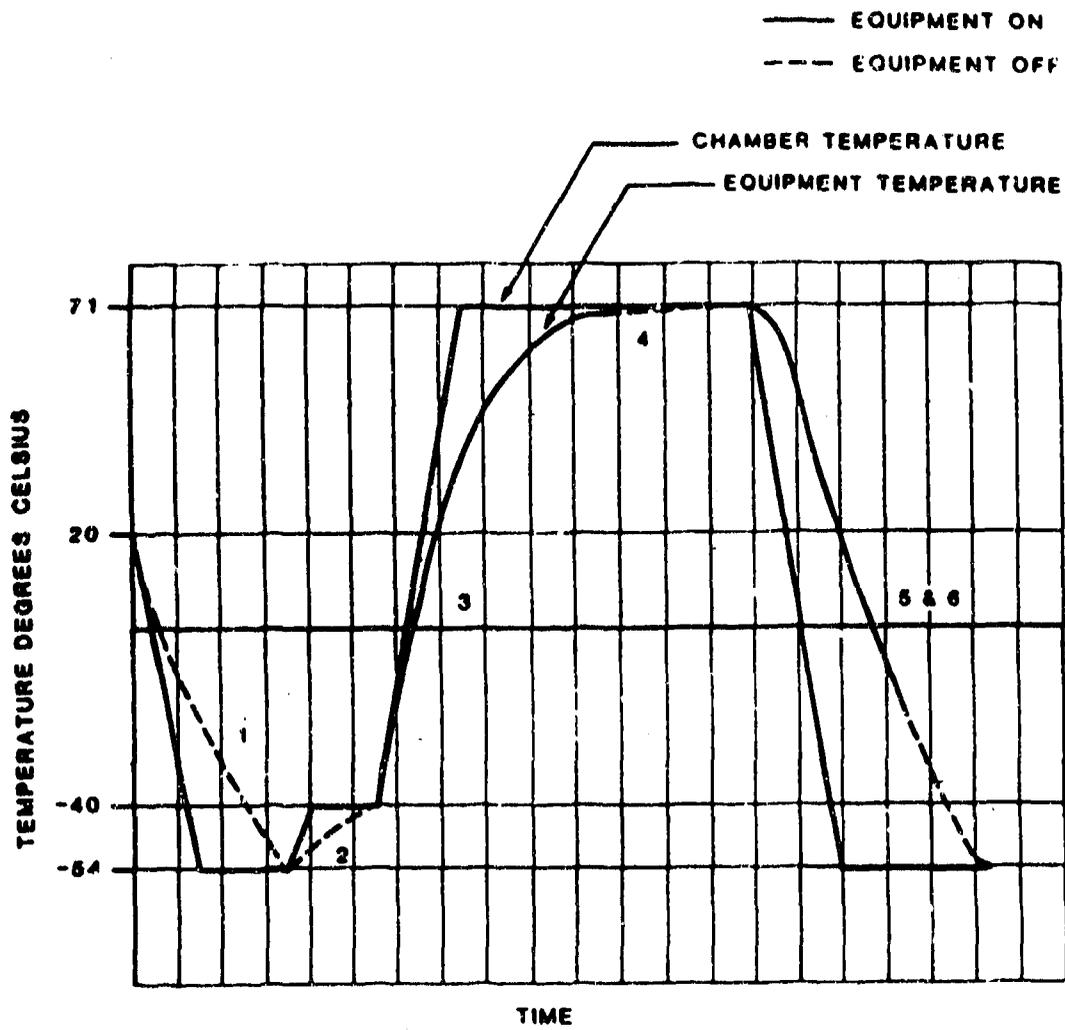


FIGURE 9 - SINGLE PVT TEMPERATURE CYCLE

satisfy the PVT failure rate requirements. If the testing shall be required to restart the PVT procedure except as specified in paragraph 4.2.6.2.1.

4.2.6.2.3 PVT Trial Cycles. Any system which fails during PVT cycling or acceptance testing may, at the option of the test supervisor, be submitted to PVT or burn-in type trial cycles for trouble-shooting or to verify the validity of any repairs performed. Failures occurring during these trial cycles shall be recorded by the contractor, but shall not be included in the customer failure reporting documents. Prior to start of the trial cycle, the log shall identify the cycle and associated data as "Trial Cycle".

4.2.6.3 Failure Reporting and Analysis. All failures occurring after the system has started the PVT shall be reported and analyzed. A summary of all failures shall be provided to the government as required in the contract.

4.2.6.3.1 Test Log Book. All failures during the Production Verification Test Sequence, after completion of the contractor burn in, shall be recorded. A test log book shall be maintained for each INU and shall accompany it throughout the test period. Each page of the log reviewed by government personnel shall be signed or stamped by the government representative.

4.2.7 Maintainability/BIT Demonstrations.

4.2.7.1 General. Compliance with the requirements of this specification for maintainability/BIT will be demonstrated through the testing outline below. The testing to determine compliance will be integrated with other quality assurance tests as applicable.

4.2.7.2 Maintainability Demonstration. Compliance with the requirements of paragraph 3.2.4.2 (excluding Equipment Repair Time (ERT) and maximum maintenance time (Mmax) requirements) shall be assessed by inspection (observation) during the maintainability demonstrations delineated in paragraph 4.2.7.2.1 and 4.2.7.2.2. The procuring activity shall reserve the right to provide and/or select the technicians to perform organizational and intermediate maintenance level demonstrations. The contractor shall provide adequate training to qualify the military technician(s) to perform the maintainability demonstrations. The technical documentation to be used shall be limited to the equipment technical manuals. Where practical, two or more INUs shall be used during the demonstrations in order to assess the interchangeability of the equipment.

4.2.7.2.1 Organization Level. A demonstration of organizational level maintainability requirements (excluding INU fault location) shall be accomplished and shall simulate as closely as practical the organizational scenario.

a. The demonstration shall include the following organizational level maintenance tasks:

- (1) Removal and replacement (not including vehicle access time).
- (2) Checkout of repair.

b. The Organizational Level Equipment Repair Time (ERT) acceptance criterion shall be in accordance with MIL-STD-471, Test Method 4.

4.2.7.2.2 Intermediate Level. An intermediate level maintainability demonstration shall be conducted in accordance with MIL-STD-471, Notice 1, Method 9, to verify the requirements specified in paragraph 3.2.4.2.2. The sample size and fault selection shall be in accordance with MIL-STD-471.

4.2.7.3 Failure Detection. Data to determine degree of compliance with the requirements of paragraph 3.2.4.3.1 shall be obtained from two sources by recording INU BIT capability to correctly indicate, or failure to indicate, the existence of an INU malfunction as follows:

a. When sample failures are introduced in accordance with the I-Level demonstration specified in paragraph 4.2.7.2.2 above.

b. During the combined environments test (paragraph 4.2.5) and production verification test (paragraph 4.2.6) specified herein.

4.2.7.4 Failure Location. The contractor shall maintain a record of all failures occurring or introduced into the INU during the maintainability demonstrations, combined environments tests, and production verification tests required in this specification. At each failure event or malfunction, the BIT capability to locate the source of the failure to the INU and the SRU will be recorded. In the event the BIT circuitry fails, or is unable to detect or locate an equipment failure, an analysis shall be made and documented. From these data, equipment compliance with the requirements of paragraph 3.2.4.3.2 will be determined.

4.2.8 Replacement and Spare SRU/Modules. Replacement and spare SRUs and modules shall be tested by subjecting all SRUs/modules to the PVT series of tests.

5.0 PREPARATION FOR DELIVERY.

5.1 General. The INU shall be packaged, packed and marked for delivery in accordance with the applicable purchase order. Packing shall be adequate for the type and conditions of shipment.

6.0 NOTES.

6.1 Position Accuracy. RER is defined to be a best fit number half under and half over the as-specified performance data. The best fit line must be forced through the zero intercept at time zero. Furthermore, the RER line should be a straight line. The civil requirement is imposed to comply with FAA certification rules and is the governing requirement for flights longer than one hour. The military navigation accuracy requirement will be the governing requirement for flight durations up to one hour. Position accuracy will be based on an ensemble of flights. 0.8 nmi/h (1.48 km/h) CEP converts to 1.7 nmi/h (3.1 km/h) on a 95 percentile basis.

6.2 PVT Navigation Accuracy. CEP will be calculated as the Root Mean Square (RMS) of the total ensemble of position radial error rates (RER) times a 0.83 factor.

$$CEP = 0.83 \left[\frac{1}{n} \sum_{i=1}^n (RER_i)^2 \right]^{\frac{1}{2}}$$

where: RER_i is the i th mission RER
 n is the total number of mission RER's

6.3 Velocity Accuracy. The intent of specifying an RMS number here was to warrant that 68 percent of the data taken would fall within the specified limit. Further, the RMS is taken over an ensemble of time so that the maximum RMS number is always met within the first two hour period. For purposes of analysis, a perfect barometric input of zero will be assumed here. The following equation may be used for making time RMS calculations.

$$RMS \text{ Velocity} = \left[\frac{1}{mn} \sum_{k=1}^m \sum_{i=1}^n (V_k(t_i))^2 \right]^{\frac{1}{2}}$$

where $V_k(t_i)$ = velocity of the k th run as a function of time, t_i .

where t is equally spaced across time and K is the index across the ensemble of runs; n is total number of data points per run and m is the total number of data runs.

6.4 Coordinate Frame Definitions. The coordinate frames used in this specification are defined in this section. These frames are right hand and orthogonal systems. The signs of rotations that occur within these frames are defined by the right hand rule unless specifically defined to the contrary. The reference ellipsoid used in defining these frames and the relationships between them will be the one defined in WGS-72 or latest published WGS (see section 6.6).

Several coordinate frames have their origin at a point called the computed specific force origin. This point is the point in the instrument cluster from which the INU manufacturer computes accelerations, velocities, and translations.

6.4.1 Earth-Centered Earth-Fixed Frame (E Frame: X_e, Y_e, Z_e). The origin is located at the mass center of the earth. X_e is directed north along the polar axis. Y_e and Z_e are in the equatorial plane with Z_e directed through the Greenwich meridian, and Y_e directed through 90 degree W longitude. Geographic position denoted in terms of geodetic latitude (ϕ), longitude (λ), and altitude (h), is defined with respect to the earth-centered, earth-fixed system as shown in FIGURE 10.

6.4.2 Local Geodetic Frame (G Frame: X_g, Y_g, Z_g). The origin is located at the computed specific force origin. X_g and Y_g are in a plane parallel to a plane that is tangent to the reference ellipsoid at the geographic location of the INU, with X_g pointed north and Y_g pointed west. Z_g is perpendicular to the ellipsoid and pointed up (see FIGURE 10).

6.4.3 Navigation Frame (N Frame: X, Y, Z). The origin is located at the computed specific force origin. The Z is aligned with Z_g and X and Y are in the same plane as X_g and Y_g (see FIGURE 10). The angle from X_g to X is defined as vander angle (α). Its initial value is determined by the INU manufacturer's particular mechanization. Its time rate of change however is governed by the following equation:
 $(\alpha)' = [-(\lambda)'] [\sin(\phi)]$

NOTE: This is the only frame used in this specification whose axes are not subscripted (see FIGURE 11).

6.4.4 "Sensor" Frame (S Frame: X_s, Y_s, Z_s). The purpose of this coordinate frame is to allow an external filter to model, identify, and correct the instrument errors. A secondary purpose is to provide convenient access to body coordinates in the case of a strapdown system. The sensor coordinate frame is defined as follows:

a. In the case of a local level gimbale system, sensor coordinates are identical to navigation reference frame coordinates.

b. In the case of strapdown systems, sensor coordinates are identical to aircraft body coordinates.

These definitions should not be construed as constraining the input axes of the actual inertial instruments to these axes. The intent is that the filter will model "analytic" inertial instruments whose axes may have some fixed offset from the actual instrument axes, and consequently whose errors will be linear combinations of the actual instruments errors.

6.4.5 Gyro Frame (O Frame: X_o, Y_o, Z_o). The origin is translated to/located at the computed specific force origin. The X_o axis is aligned with the X-gyro input axis, and the Y_o and Z_o axes are orthogonal and aligned as closely to the Y and Z-gyro input axes as possible.

6.4.6 Accelerometer Frame (A Frame: X_a, Y_a, Z_a). The origin is located at the computed specific force origin. The X_a axis is aligned with the X-accelerometer input axes, and the Y_a and Z_a axes are orthogonal and aligned to the Y and Z-accelerometers input axes as closely as possible.

6.4.7 Chassis Frame (R Frame: X_r, Y_r, Z_r). The chassis frame is defined relative to the mounting pins on the rack. The center of the diamond mounting pin (see Figure 13) as it emerges from the mounting surface at the rear of the rack defines the origin of the coordinate frame. The X_r axis is defined from this point towards the center of the round mounting pin at the rear of the rack. The Y_r axis is defined as the axis of the diamond mounting pin. The Z_r axis forms a right hand orthogonal frame with X_r and Y_r .

6.4.8. Aircraft Body Frame (B Frame: X_b, Y_b, Z_b). The origin is located at the computed specific force origin. X_b is out the nose, Y_b is out the right wing, and Z_b is out the belly of the aircraft (see FIGURE 12).

6.5 Coordinate Frame Transformations. The relationships between the coordinate systems used in the INU are conveyed by either direction cosine matrices (DCMs) or Euler angles which can be used to create DCMs. The transformations in this section and their inverses, when used in combination, allow vectors to be transformed between any two frames of interest. Since each of the DCM.s is orthogonal, the inverse transform can be obtained by simply taking the transpose of the appropriate matrix, i.e. the inverse of CAB is the transpose of CAB. The DCM.s output by the standard INU contain the first two rows only. The user can obtain the third row by computing the cross product of the first two. In this section, the following symbols are used:

alpha	= wander angle
phi	= latitude
lambda	= longitude
psiAZ	= platform azimuth
psiTH	= true heading

PsiAZ and psiTH are available directly in data blocks I01, I06, or I11. Lambda is available in data block I01. Phi must be derived from the data in I01 or I10 by $\phi = \arcsin(CNExz)$. Alpha must also be derived from the same data by $\alpha = \arctan(-CNExy/CNExx)$. Note: Care shall be taken to maintain the correct sign. An alternative (with reduced accuracy for gimballed systems due to resolver resolution) is to use the data in I01, I06, or I11 with $\alpha = \psi_{iAZ} - \psi_{iTH}$.

6.5.1 Aircraft Chassis Frame to Body Frame. The relationship between these two frames is given by three Euler angles which are sent from the aircraft to the INU in the miscellaneous parameters in D01. This information is used internally in the INU and is output in I13 for comparison purposes.

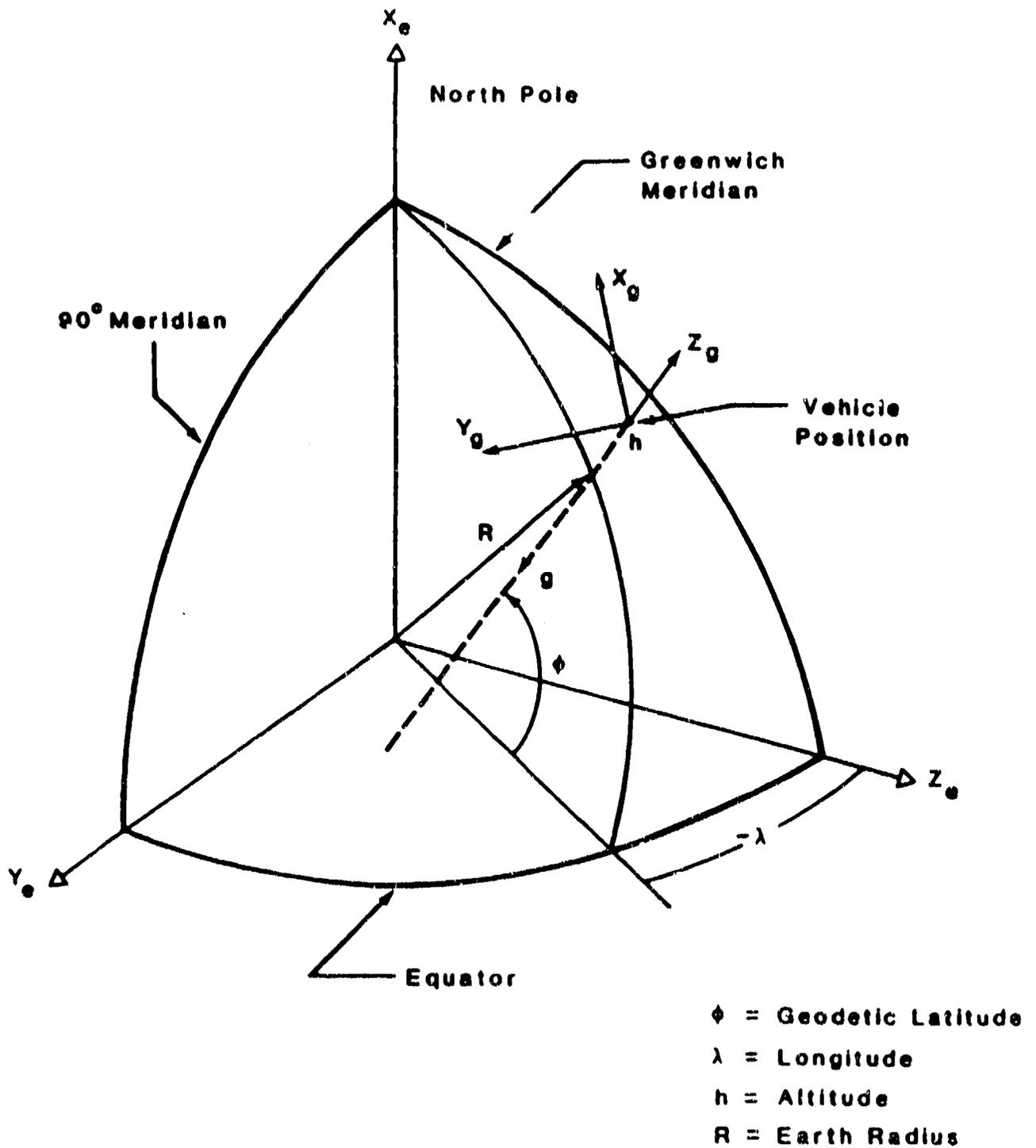
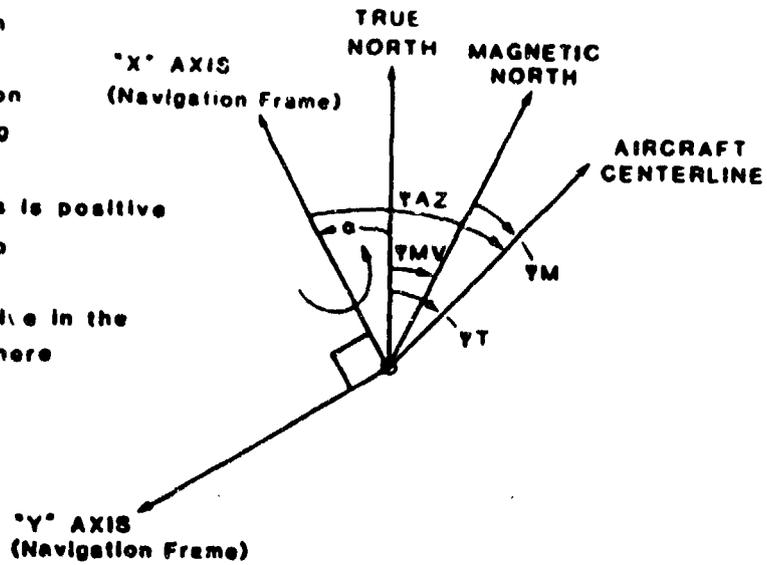


FIGURE 10 - EARTH CENTERED, EARTH FIXED COORDINATE SYSTEM

- YAZ = Platform Azimuth
- YT = True Heading
- YMV = Magnetic Variation
- YM = Magnetic Heading
- α = Wander Angle

"Z" platform axis is positive when directed up

Latitude is positive in the Northern Hemisphere



- θSC = Selected Magnetic Course
- YG = True Ground Track
- YB = Steerpoint True Bearing
- θRB = Steerpoint Relative Bearing
- θSE = Great Circle Steering Error
- θCD = Course Deviation (positive when steering bar is to the right - a steer to the right is commanded)

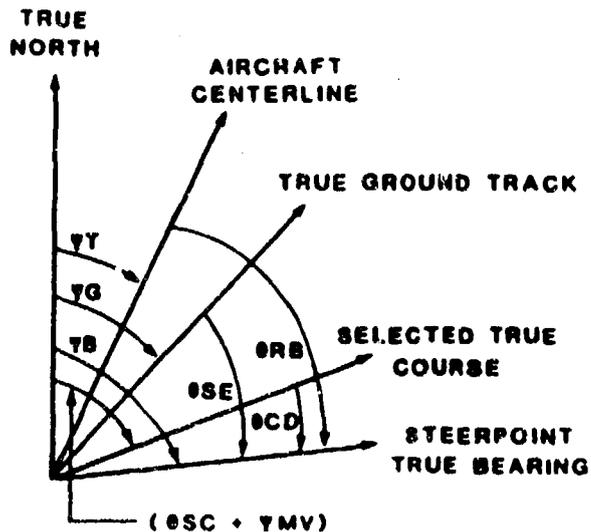
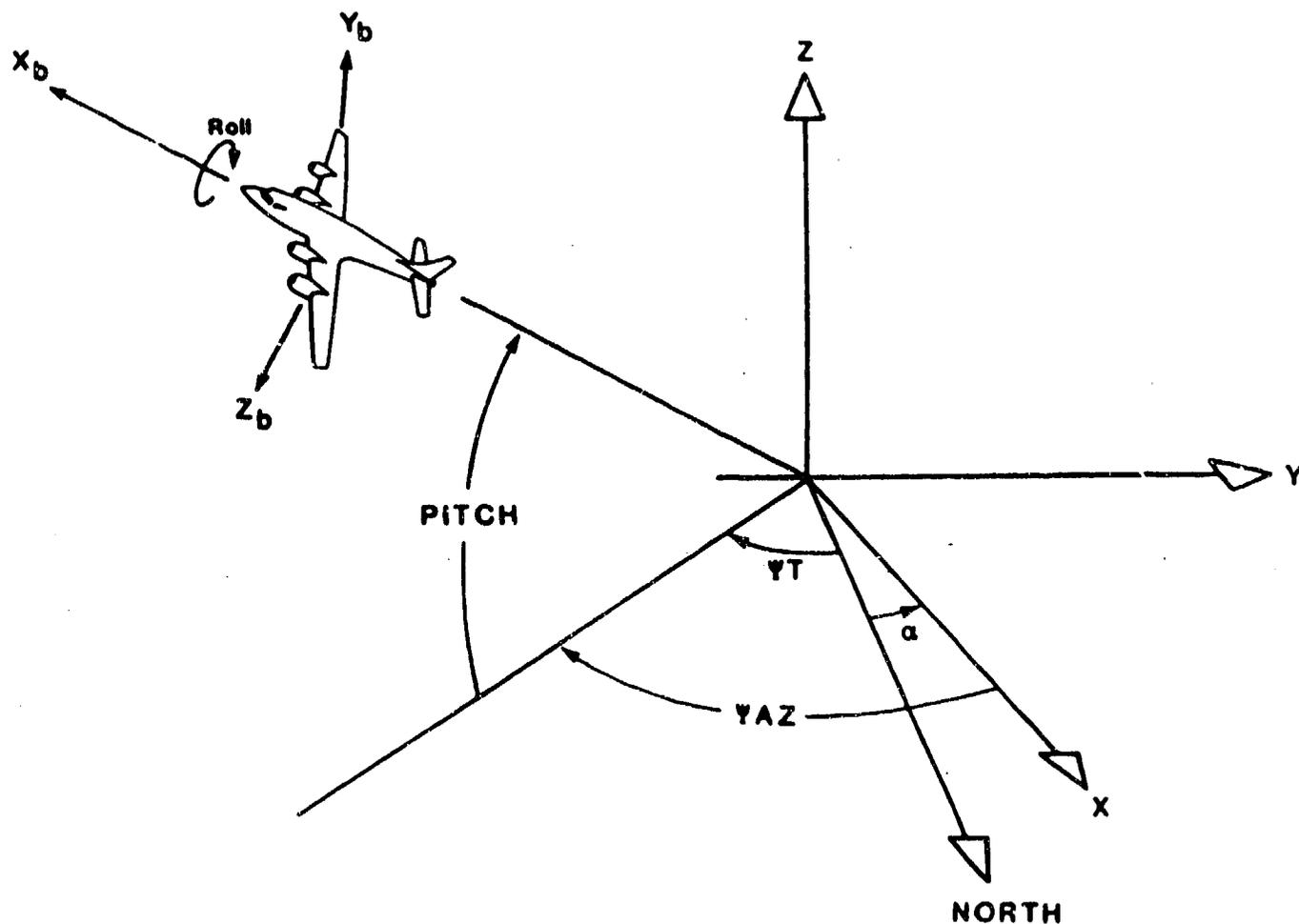


FIGURE 11 - DEFINITION OF INU AZIMUTH ANGLES

X, Y, Z = Navigation Frame
 X_b, Y_b, Z_b = Body Frame
 α = Wander Angle
 ψ_T = True Heading
 ψ_{AZ} = Platform Azimuth



Note: Origin of body frame displaced from that of nav frame only for clarity of diagram, they are actually coincident at aircraft center of mass.

FIGURE 12 - NAVIGATION AND BODY COORDINATE FRAMES

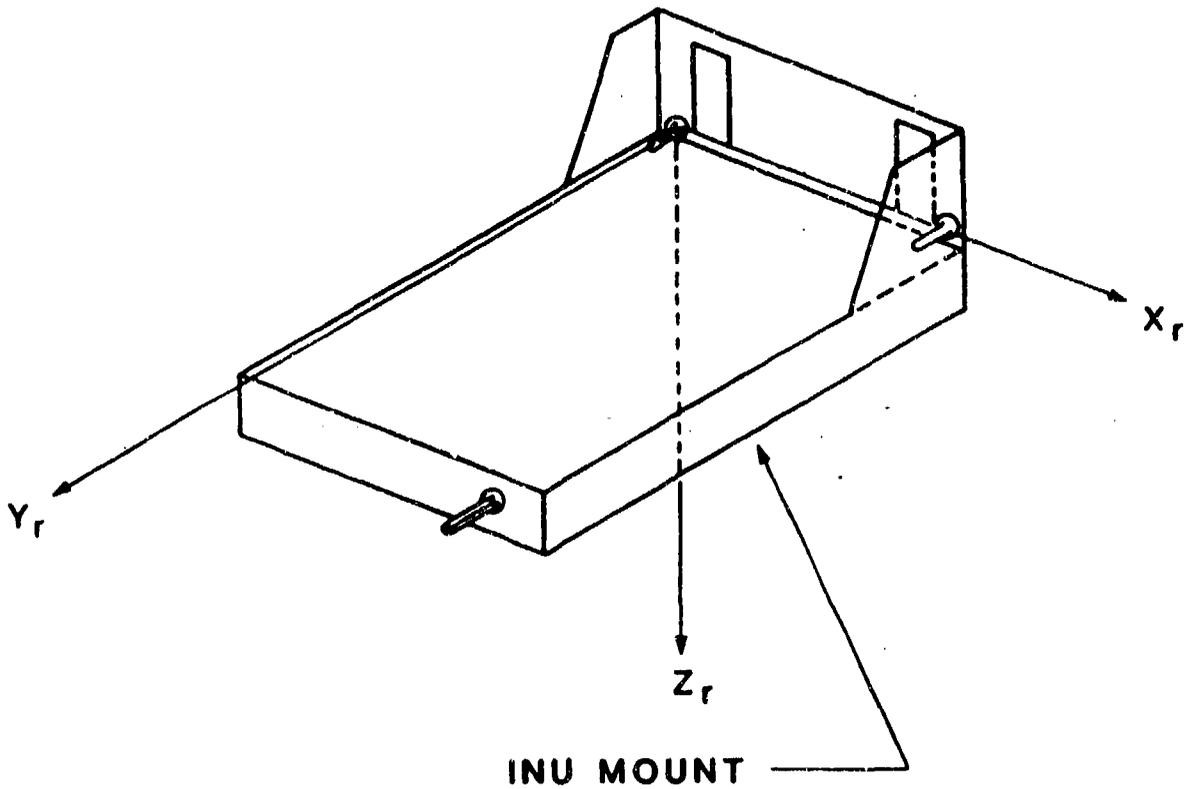


FIGURE 13 - DEFINITION OF THE CHASSIS AXES (R FRAME: X_r , Y_r , Z_r)

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6.5.2 Aircraft Body Frame to Navigation Frame (CBN). In the case of a strapdown INU this DCM is provided as CSN in data block I10. For a gimbaleed system it must be created from the platform Euler angles in data blocks I01, I06, or I08 using the following equations:

$$CBN_{xx} = \cos(\psi_{IAZ}) * \cos(\text{pitch})$$

$$CBN_{xy} = \cos(\psi_{IAZ}) * \sin(\text{pitch}) * \sin(\text{roll}) - \sin(\psi_{IAZ}) * \cos(\text{roll})$$

$$CBN_{xz} = \cos(\psi_{IAZ}) * \sin(\text{pitch}) * \cos(\text{roll}) + \sin(\psi_{IAZ}) * \sin(\text{roll})$$

$$CBN_{yx} = -\sin(\psi_{IAZ}) * \cos(\text{pitch})$$

$$CBN_{yy} = -\sin(\psi_{IAZ}) * \sin(\text{pitch}) * \sin(\text{roll}) - \cos(\psi_{IAZ}) * \cos(\text{roll})$$

$$CBN_{yz} = \cos(\psi_{IAZ}) * \sin(\text{roll}) - \sin(\psi_{IAZ}) * \sin(\text{pitch}) * \cos(\text{roll})$$

$$CBN_{zx} = \sin(\text{pitch})$$

$$CBN_{zy} = -\cos(\text{pitch}) * \sin(\text{roll})$$

$$CBN_{zz} = -\cos(\text{pitch}) * \cos(\text{roll})$$

6.5.3 Aircraft Body Frame to Local Geodetic Frame (CBG). This DCM is not provided. It can be created by using the platform Euler angles in data blocks I01, I06, or I08. Use the equations in 6.5.2 but substitute ψ_{ITH} for each occurrence of ψ_{IAZ} .

6.5.4 Sensor Frame to Navigation Frame (CSN). This frame is provided in data block I10.

NOTE: CSN = CBN for strapdown systems

CSN = I (the identity matrix) for local level gimbaleed systems.

Read Section 6.4.4 for details.

6.5.5 Accelerometer Frame to Sensor Frame. Three Euler angles are provided in data block I13 to relate these two frames.

6.5.6 Gyro Frame to Sensor Frame. Three Euler angles are provided in data block I13 to relate these two frames.

6.5.7 Navigation Frame to Local Geodetic Frame (CNG). This DCM is not provided. It can be created from the following equations:

$$\text{CNGxx} = \cos(\alpha)$$

$$\text{CNGxy} = -\sin(\alpha)$$

$$\text{CNGxz} = 0.0$$

$$\text{CNGyx} = \sin(\alpha)$$

$$\text{CNGyy} = \cos(\alpha)$$

$$\text{CNGyz} = 0.0$$

$$\text{CNGzx} = 0.0$$

$$\text{CNGzy} = 0.0$$

$$\text{CNGzz} = 1.0$$

6.5.8 Navigation Frame to Earth-Centered Earth-Fixed Frame (CNE). The first two rows of this DCM are provided in data block II0. The DCM is composed of the following elements:

$$\text{CNExx} = \cos(\alpha) * \cos(\Phi)$$

$$\text{CNExy} = -\sin(\alpha) * \cos(\phi)$$

$$\text{CNExz} = \sin(\phi)$$

$$\text{CNEyx} = \sin(\alpha) * \cos(\lambda) + \cos(\alpha) * \sin(\phi) * \sin(\lambda)$$

$$\text{CNEyy} = \cos(\alpha) * \cos(\lambda) - \sin(\alpha) * \sin(\phi) * \sin(\lambda)$$

$$\text{CNEyz} = -\cos(\phi) * \sin(\lambda)$$

$$\text{CNEzx} = \sin(\alpha) * \sin(\lambda) - \cos(\alpha) * \sin(\phi) * \cos(\lambda)$$

$$\text{CNEzy} = \cos(\alpha) * \sin(\lambda) + \sin(\alpha) * \sin(\phi) * \cos(\lambda)$$

$$\text{CNEzz} = \cos(\Phi) * \cos(\lambda)$$

6.6 Geodetic Constants. The WGS-72, or latest published WGS (WGS-84), reference ellipsoid, earth rate, and gravity constants are to be used in all applicable places in the INU software. The exceptions allowed include the software that produces the UTM coordinate data, and special gravity models for precision navigators.

6.7 Definitions.

6.7.1 INU Data is defined to be that information required to be output from the INU. Thus, data is not raw, uncompensated, unprocessed, instantaneous sensor or the gimbals signals. Data is compensated sensor signals averaged over the sample window. (Not true for velocity)

6.7.2 Data Validity Point is defined to be the time at which the sensor is strobed and the beginning of the computational cycle (i.e., sample window) for the INU data of interest. This computational cycle is also called the "refresh rate". This point is also the point sent in the Time Tag.

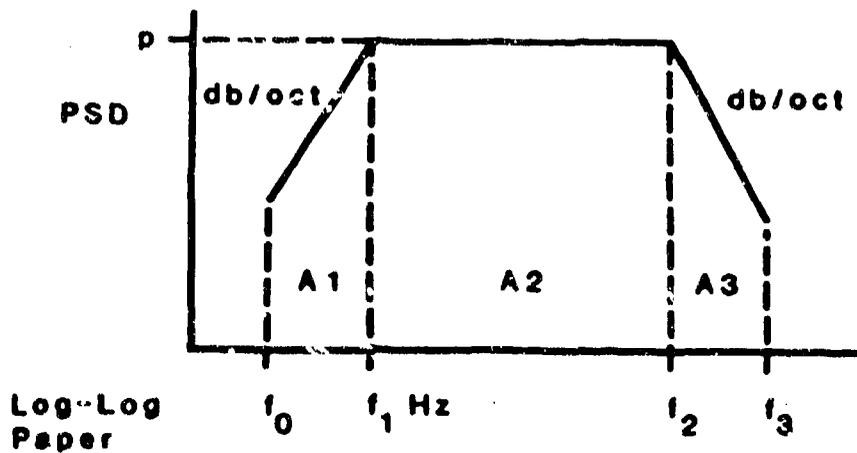
6.7.3 Data Latency is defined to be the time between the data validity point and the availability of the data in to the INU output Data Bus Buffers. (Also see para. 3.2.1.13).

6.7.4 Jitter is defined as the RMS of the output about a least mean squared straight line fit of the output over a 10 second period with a sample rate equal to the transmission rate.

6.8 Align Time. This INU function is to indicate to the maintenance man when the system was switched from align to navigate to preclude having a system being pulled and later retesting OK because the operator switched to NAV mode before gyrocompass alignment was completed. The align time status and time at which the system was switched to NAV will be stored in the computer memory such that only the maintenance officer can erase it from memory. In addition, the INU should have the capability to count and store the number of times the unit is cycled ON and OFF. This data will be used to make an operational reliability assessment.

6.9 Cooling Air Conditions. The minimum and maximum abnormal supply air temperatures are transient in nature. The normal supply temperatures occur when the vehicle ECS is functioning properly. The abnormal supply temperatures occur when ram air is supplied to the INU because of a failure in the vehicle ECS, and during initial cool-down or heat-up.

6.10 Vibration. The method for calculating overall Grms levels for random vibration spectrums follows (reference: Tustin Institute of Technology, Revised 1972):



A = Area Under Each Exponential Curve
P = PSD Level in Flat Region (G^2/Hz)
R = Rolloff Rate (db/oct)

LET: $Z_1 = \frac{R}{3} + 1$, with respect to A_1

$Z_3 = \frac{R}{3} - 1$, with respect to A_3

THEN: $A_1 = \frac{P f_1}{Z_1} \left[1 - \left(\frac{f_0}{f_1} \right)^{Z_1} \right]$

$A_2 = P (f_2 - f_1)$

$A_3 = \frac{P f_2}{Z_3} \left[1 - \frac{1}{\left(\frac{f_3}{f_2} \right)^{Z_3}} \right]$

Caution, when $R=3$, $A_3 = 2.3 P f_2 \text{ Log } f_3/f_2$

APPENDIX I
INU INPUT SIGNAL INTERFACES
(SERIAL DIGITAL)

INPUTS

<u>SIGNAL</u>	<u>UNITS</u>	<u>REQUIRED RANGE</u>	<u>POSITIVE DIRECTION</u>	<u>REMARKS</u>
True Airspeed	knots	+ 2024		
Baro Altitude	feet	+ 81920		
Cal Mode	-	-		
Test Mode	-	-		
Heads Up Display	degrees	0-359.9	CW WRT True North	
Sensor (TACAN, Doppler, GPS, etc)	----- See Appropriate P02 Message -----			
Selected Course	degrees	0-359.9	CW WRT True North	
UTM Spheroid	-	-		US ASCII
UTM Grid Zone Designation	2 numeric 1 alpha	0-60 A-Z		US ASCII
100,000 Meter UTM Area	2 alpha	A-Z		US ASCII
UTM Easting	meters	0-99998		BINARY
UTM Northing	meters	0-99998		BINARY
CNEXX	none	+ 1		
CNEXY	none	+ 1		
CNEXZ	none	+ 1		
Longitude	radians	+ pi	East	
Velocity Correction X	fps	+ 3000	+X	
Velocity Correction Y	fps	+ 3000	+Y	
Tilt Correction X	arc sec	+ 2 ¹⁵	R.H. WRT +X	
Tilt Correction Y	arc sec	+ 2 ¹⁵	R.H. WRT +Y	
Gyro Bias Correction X	rad/s	+ 2 ⁻¹³	R.H. WRT +X	
Gyro Bias Correction Y	rad/s	+ 2 ⁻¹³	R.H. WRT +Y	

Note: US ASCII (American Standard Committee on Information Interchange)

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INPUTS (cont'd)

<u>SIGNAL</u>	<u>UNITS</u>	<u>REQUIRED RANGE</u>	<u>POSITIVE DIRECTION</u>	<u>REMARKS</u>
Gyro Bias Correction Z	rad/s	$\pm 2^{-13}$	R.H. WRT +Z	
Steering Error	degrees	± 180	Right Steering Command	
CADC Mode Word	-	-	-	
Pressure Altitude	feet	± 81920	Up	
Convergence Factor	-	0-1.00000	-	
Mode Word CC/INU/CDU	-	-	-	
Panel Switch Words 1 & 2				
Keyboard Functions:				
POS & DEST Latitude	deg & Min	± 90	North	BCD
POS & DEST Longitude	deg & Min	± 180	East	BCD
POS True Heading	degrees	0-359.9	CW WRT True North	BCD
STD Mag Heading	degrees	0-359.9	CW WRT Mag North	BCD
POS Mag Variation	degrees	± 180.0	CW WRT True North	BCD
MISC Mem Address	-	-	-	BCD
Alpha Display Characters(3)	-	-	-	
CC/INU Mode Word	-	-	-	
CDU/INU Mode Word	-	-	-	
Steerpoint (0-9) Coordinates				
Latitude	radians	$\pm \pi$	North	
Longitude	radians	$\pm \pi$	East	
Markpoint (1-3) Coordinates				
Latitude	radians	$\pm \pi$	North	
Longitude	radians	$\pm \pi$	East	

Note: CC (Central Computer), BCD (Binary Coded Decimal). Refresh and Transmission rates are contained in TABLE VI-2, VI-2a, VI2b and the data word format section Table VI-8.

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APPENDIX II
INU OUTPUT SIGNAL INTERFACES
(SERIAL DIGITAL)

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OUTPUTS

SIGNAL	UNITS	REQUIRED RANGE	POSITIVE DIRECTION	REMARKS
INU Mode Word		---	---	
Time Tag	microsec	---	---	LSB=64 microsec
Velocity X	fps	+3000	+X	Accuracy: 2.5 Jitter : 0.002
Velocity Y	fps	+3000	+ Y	Accuracy: 2.5 Jitter : 0.002
Velocity Z	fps	+3000	+ Z	Accuracy: 2.0 Jitter : 0.002
Platform Azimuth	radians	+pi	CW WRT X AXIS	Accuracy: 0.00117 analog 0.00087 digital Jitter : 0.00031
Roll	radians	+pi	Right Bank	Accuracy: 0.00117 analog 0.00087 digital Jitter : 0.00031
Pitch	radians	+pi	Nose Up	Accuracy: 0.00117 analog 0.00087 digital Jitter : 0.00031
True Heading	radians	+pi	CW WRT True/Mag North	Accuracy: 0.00175 Jitter: 0.00031
Magnetic Heading	radians	+pi	CW VR True/Mag North	Accuracy: 0.00349 Jitter: 0.00031
Acceleration X	fps ²	+512	+X	Accuracy: 0.064 Jitter : 0.1
Acceleration Y	fps ²	+512	+Y	Accuracy: 0.064 Jitter : 0.1
Acceleration Z	fps ²	+512	+Z	Accuracy: 0.064 Jitter : 0.1
CNEXX	none	+1	---	
CNEXY	none	+1	---	
CNEXZ	none	+1	---	
CNEYX	none	+1	---	
CNEY Y	none	+1	---	
CNEYZ	none	+1	---	

Note: CW WRT (Clockwise With Respect To)

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OUTPUTS (cont'd)

SIGNA	UNITS	REQUIRED RANGE	POSITIVE DIRECTION	REMARKS
Position Error N/S	nmi	0-999.9	North	
Position Error E/W	nmi	0-999.9	East	
Latitude	radians	<u>+pi</u>	North	
Longitude	radians	<u>+pi</u>	East	
Inertial Altitude	ft	-1060 to +80337.5	+Z	Accuracy: 150 Jitter : 12
Computed Course Deviation	radians	<u>+pi</u>	CW WRT Selected Course	
Residual Tilt X	arc sec	<u>+429.406</u>	R.H. WRT +X	
Residual Tilt Y	arc sec	<u>+429.406</u>	R.H. WRT +Y	
BITE Summary Words (2)	---	---	---	
Alpha Display Characters (3)	---	---	---	
Left & Right MISC Display	---	---	---	
Backup INU/MDU Mode Word, left & Right MISC	---	---	---	
Display & Alpha Display Characters (3)	---	---	---	
Fault Acknowledge	---	---	---	
Calibrate Mode	---	---	---	
Align Status	---	---	---	
Great Circle Steering Error	radians	<u>+pi</u>	CW WRT True Track	
Relative Bearing	radians	<u>+pi</u>	CW WRT True Heading	

NOTE: R.H. WRT (Right Hand With Respect To).

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OUTPUTS (cont.d)

SIGNAL	UNITS	REQUIRED RANGE	POSITIVE DIRECTION	REMARKS
Selected Mag Course	radians	$\pm\pi$	CW WRT Mag North	
Magnetic Hdg to Selected Waypoint/Mark-point	radians	$\pm\pi$	CW WRT Mag North	
True Airspeed in Use	knots	0-999	---	
Ground Speed	knots	0-2000	---	
Wind Speed	knots	0-999	---	
Wind Direction	radians	$\pm\pi$	CW WRT True North	
Distance to Go	nmi	0-3999.9	---	
Time to Go	seconds	0-65536	---	
Magnetic & True Ground Track	radians	$\pm\pi$	CW WRT Mag/True North	
Magnetic Variation	degrees	± 180.0	CW WRT True North	
Drift Angle	radians	$\pm\pi$	Right Drift WRT Aircraft Centerline	
Convergence Factor in Use	---	0-1.00000	---	
Desired Grid & Present Grid Heading	radians	$\pm\pi$	CW WRT Grid North	
UTM Coordinates		[Same as UTM Inputs, Page 82]		

SIGNAL	UNITS	REQUIRED RANGE	POSITIVE DIRECTION	REMARKS
Present Position	nmi/h	---	---	Accuracy: 0.8 nmi/h CEP 0.65 nmi/h (CEP) for Flights (2-10 Hrs)
Attitude Time Tag	Microsec	0 to 4,194,304	---	Accuracy: 100 Jitter : 64
Pitch Rate	Rad/s	<u>+2</u> pi	Nose Up	Accuracy: 0.00075 Jitter : 0.00035
Yaw Rate	Rad/s	<u>+2</u> pi	CW WRT X Axis	Accuracy: 0.00075 Jitter : 0.00035
Roll Rate	Rad/s	+2 pi	Right Bank	Accuracy: 0.00075 Jitter : 0.00035
Pitch Acceleration	Rad/s ²	<u>+4</u> pi	Nose Up	Accuracy: 0.17 Jitter : 0.0087
Yaw Acceleration	Rad/s ²	<u>+4</u> pi	CW WRT	Accuracy: 0.17 Jitter : 0.0087
Roll Acceleration	Rad/s ²	<u>+4</u> pi	Right Bank	Accuracy: 0.17 Jitter : 0.0087
Lateral Acceleration	fps ²	<u>+512</u>	Right	Accuracy: 2.0 Jitter : 0.1
Longitudinal Acceleration	fps ²	<u>+512</u>	Forward	Accuracy: 2.0 Jitter : 0.1
Normal Acceleration	fps ²	<u>+12</u>	Up	Accuracy: 2.0 Jitter : 0.1
Velocity North	fps	<u>+42048</u>	North	Accuracy: 2.5 Jitter : 0.125
Velocity East	fps ²	<u>+2048</u>	East	Accuracy: 2.5 Jitter : 0.125
Velocity Vertical	fps	<u>+1024</u>	Up	Accuracy: 2.0 Jitter : 0.25

NOTE: See TABLES VI-2b and data format sections for refresh and transmission rates, Table VI-3.

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APPENDIX III
ANALOG/DISCRETE SIGNAL INTERFACE

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ANALOG/DISCRETE INPUTS

<u>SIGNAL</u>	<u>UNITS/REQUIRED RANGE</u>	<u>POSITIVE SENSE</u>	<u>REMARKS</u>
INU TURN-ON	Continuity or open on J-131 pins 8 and 28	Cont=INU ON	Discrete (Note 1)
BUS CONTROL	Logic 1 = +2 volts min diff P-131 pin 51=+2.4V to +5.5V pin 17=+0.0V to +0.4V Logic 0 = -2 volts min diff P-131 pin 51=+0.0V to +0.4V pin 17=+2.4V to +5.5V	INU RT INU Backup Controller	Complimentary Differential
ATTITUDE MODE	28 volts DC or Open	28 volts = True	Discrete-INU load>10K ohms
SELECTED COURSE	ZERO TO 359.9 Deg	CW WRT Mag North	3 Wire Synchro (Note 2)
DESIGNATE	28 volts DC or Open	28 volts = True	Discrete

NOTE 1: Turn-off via Mux Bus or by the absence of the INU "on" discrete.

NOTE 2: This input may be from one CDSH-10-AS-4, or equivalent, 3 wire synchro or from two CDSH-10-AS-4 synchros connected in parallel. Only one synchro will transmit at a time. Synchro high null electrical zero shall be at zero degrees for the North selected course.

DUAL ANALOG OUTPUTS

<u>SIGNAL</u>	<u>RANGE/POSITIVE SENSE</u>	<u>ACCURACY</u>	<u>REMARKS</u>
ROLL (Note 1) 50 Hz Minimum Refresh Rate	0-to 359.9 degrees/Right Bank	0.067 degree (RMS)	Synchro Buffered (X & Y legs buffered, Z leg grounded at the buffer output within the INU)
PITCH (NOTE 1) 50 Hz Minimum Refresh Rate	0 to 359.9 degrees/Nose up	0.067 degree (RMS)	Synchro Buffered (X & Y legs buffered, Z leg grounded at the buffer output within the INU)
COMPUTED COURSE DEV 12.5 Hz Minimum Refresh Rate	+/-10 degrees (+/-150 uAMP) per Bar to Right	+/-10 uAMP	Analog (DC);1000ohm minimum, load to each output

NOTE 1: Each output shall be from separately driven buffers and be capable of driving one 5000 ohm +5X balanced load and two ADI loads of the type CTH-8-A-6 or equivalent, with equivalent Zso = 47 + J74 ohms line to line. Phase shift shall be plus 14, plus or minus 4 degrees lead. The synchro output signals must interface with equipments utilizing either high or low null. Selection must be made external to the INU. The roll and pitch synchro output high null electrical zero shall be at zero degrees roll and pitch indication when pin 25 on J-132 is open (not grounded). With pin 25 on J-132 grounded, zero roll and pitch indication shall be provided at 180 degrees roll and pitch synchro output angles. When grounded, pin 25 shall be tied to pin 27.

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NOT . . . When interfaced with the unique CDU, this output shall be shifted in phase by 180 degrees (i.e. positive sense is Bar to left). This output shall also be synchronized with the TO/FROM output to simulate operation similar to a TACAN or VOR operation, i.e. ABS(Great Circle Bearing - Selected Course) < 90 degrees results in a TO indication; a FROM indication results whenever ABS(Great Circle Bearing - Selected Course) > 90 degrees.

SINGLE ANALOG/DISCRETE OUTPUTS

SIGNAL	RANGE/POSITIVE SENSE	ACCURACY	REMARKS
COMPUTED RANGE TO STEERPOINT (Note 1) 1.5625 Hz Min Refresh Rate	0-999/Range Increase	0.5 nmi (RMS)	Two sets of three each HSI synchro loads, type CRH-8-A-1, single Zso = (10+J45) ohms, min. Line-to-Line; 10+6 degrees lead phase shift.
COMPUTED STR-PT RELATIVE BRG (Note 1) 12.5 Hz Min Refresh Rate	0-359.9 degrees/Clockwise Increasing Course	+/-0.5 deg (MAX)	Two HSI CTH-8-A-6 synchro loads, single Zso=(120+J450)ohms, min line-to-Line, +/-1 deg phase shift
MAG HEADING (PLATFORM HDG I AT MODE) (Note 1) 50 Hz Min Refresh Rate	0-359.9 degrees/Increasing Heading WRT Magnetic North	0.2 degree (RMS)	Shall be capable of driving two HSI and one TACAN synchro loads. Combined Zso = (47+J74) ohms min Line-to-Line; +14 +/- 4 degrees lead phase shift.
TO/FROM (Note 2)	0 +/- 30 uAMPS = No Flag; +325 +/- 100 uAMPS = TO; -325 +/- 100 uAMPS = FROM	-	This discrete shall be capable of driving two HSI TO/FROM flags with a combined load of 100 ohms (200ohms each)+/-15%
ATTITUDE GOOD	Open or Aircraft 28 VDC (28 VDC = True)	-	This discrete shall be capable of driving two ADI flags with a combined load of 750 ohms minimum (1500 ohms each).

SINGLE ANALOG/DISCRETE OUTPUTS (Cont.d)

<u>SIGNAL</u>	<u>RANGE/POSITIVE SENSE</u>	<u>ACCURACY</u>	<u>REMARKS</u>
MAG HEADING be GOOD driving one ohm load.	'Open or Aircraft 28 VDC (28 VDC = True) +10	-	This discrete shall be capable of 720 percent
MAG HEADING be BAD driving one ohm load.	Open or Aircraft 28 VDC (28 VDC = True) +10	-	This discrete shall be capable of 720 percent

Note 1: Null requirements for outputs to HSIs are as follows:

a. Computed Range to Steerpoint Outputs. High null electrical zero shall be at zero degrees for a zero range indication. Increasing synchro output angle to 36 degrees shall result in a "1" being displayed on the HSI range readout for each synchro. Increasing numerical range readings shall be indicated for each 36 degrees increase in each synchro output.

b. Computed Steerpoint Relative Bearing Output. High null electrical zero shall be at synchro output angle of 180 degrees.

c. Magnetic Heading Output. High null electrical zero shall correspond to a synchro angle of zero degrees at the North heading.

Note 2: When interfaced with the Unique CDU, this output shall be shifted in phase by 180 degrees (i.e. +325 +100 uAMPS = FROM). TO/FROM indications shall be consistent with the operation expected when being driven by a TACAN or VOR and shall be synchronized with the Computed Course Deviation output, i.e. $|\text{Great Circle Bearing} - \text{Selected Course}| < 90$ degrees results in a TO indication; whenever $|\text{Great Circle Bearing} - \text{Selected Course}| \geq 90$ degrees, the result is a FROM indication.

APPENDIX IV
INU OUTLINE AND MOUNTING DRAWINGS

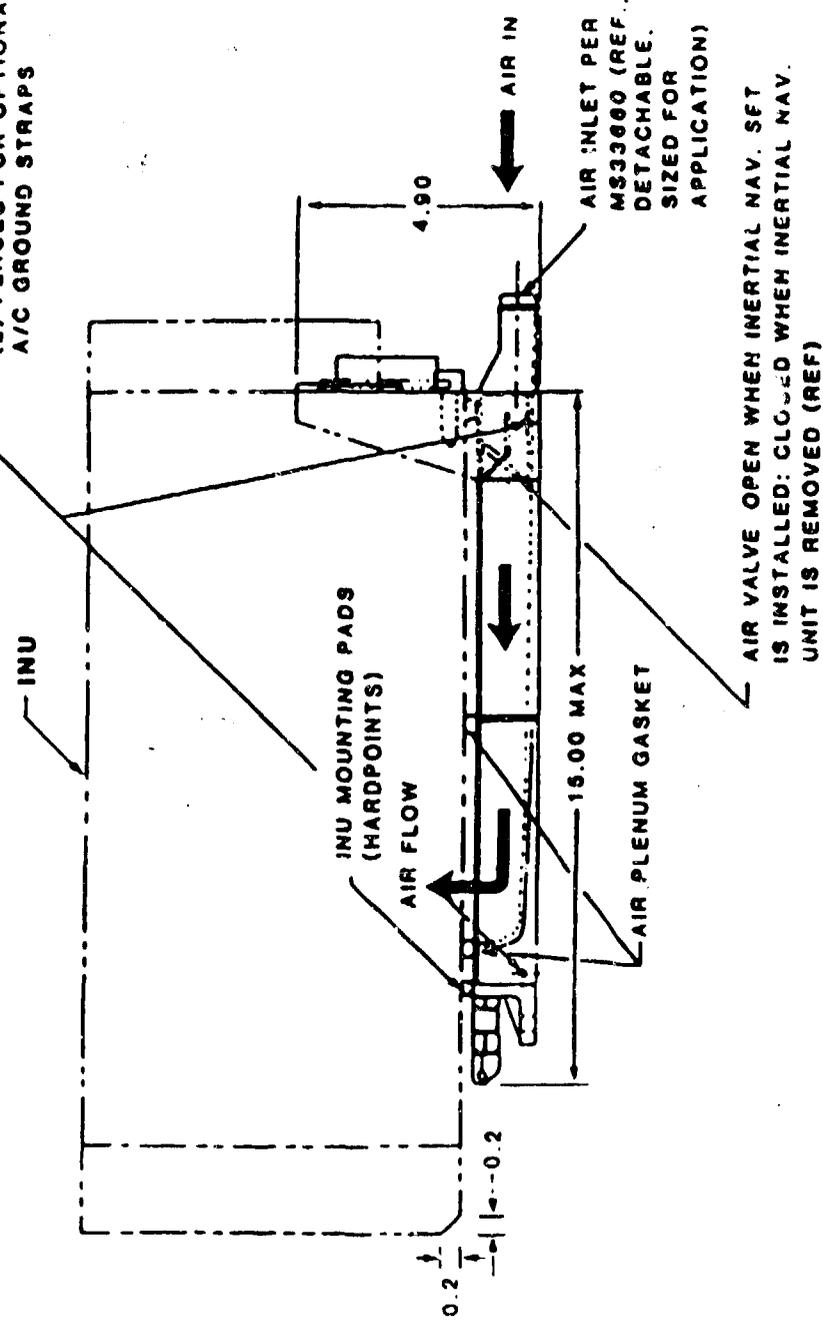
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DECIMAL TOLERANCES

(2) PLACE ±.03

(3) PLACE ±.010

Note:
LOCATE TAPPED HOLE, TYP
(2) PLACES FOR OPTIONAL
A/C GROUND STRAPS



INU MOUNT
(SIDE VIEW) REF ONLY

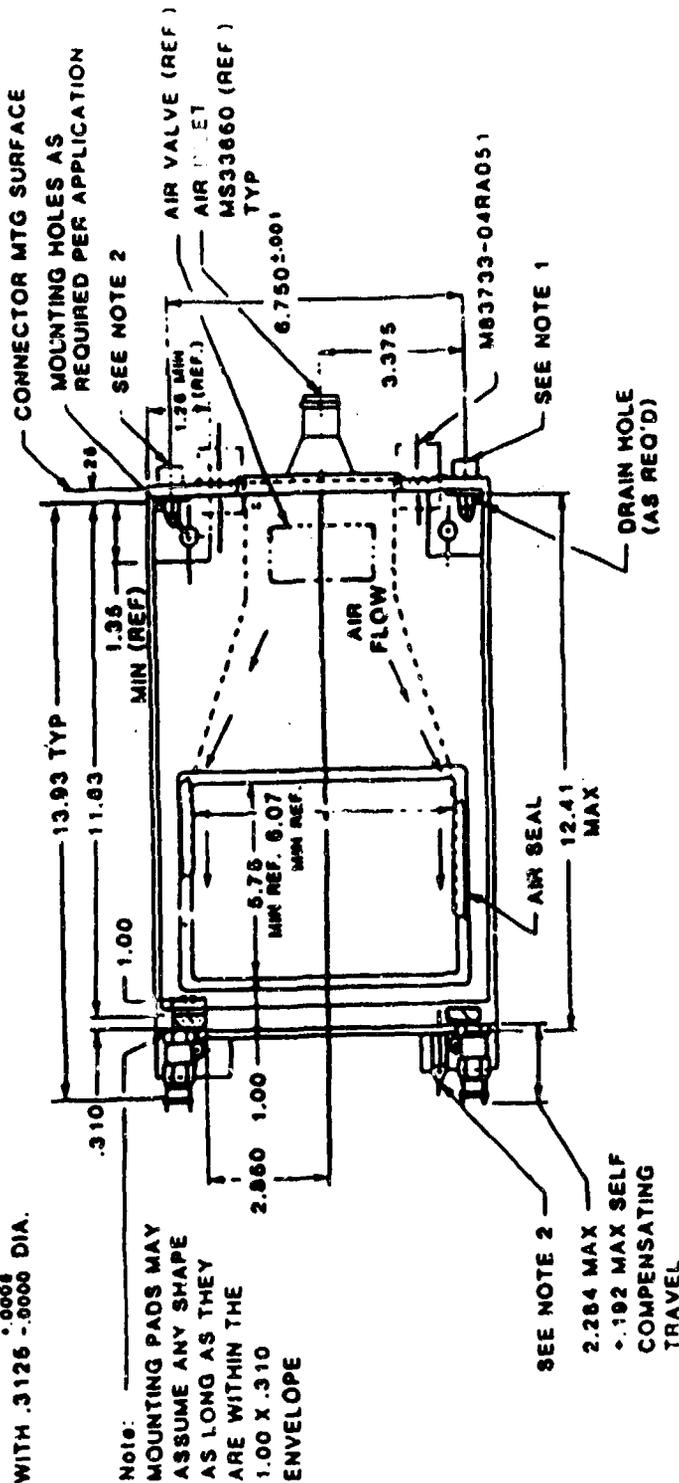
NOTE: A potential for accidental cable reversal exists on the integrator side of the INU mount. Precautions must be taken by the integrator to insure that accidental cable reversal does not cause damage to the INU during installation/integration or attachment to test equipment.

Notes:

1. ROUND RETAINER PIN .3087 O.D.
(1 REQUIRED) MATES WITH
.3126 $\pm .0006$ DIA.
2. DIAMOND RETAINER PIN
.3080 O.D. (2 REQUIRED) MATES
WITH .3125 $\pm .0006$ DIA.

DECIMAL TOLERANCES

- (2) PLACE $\pm .03$
- (3) PLACE $\pm .010$

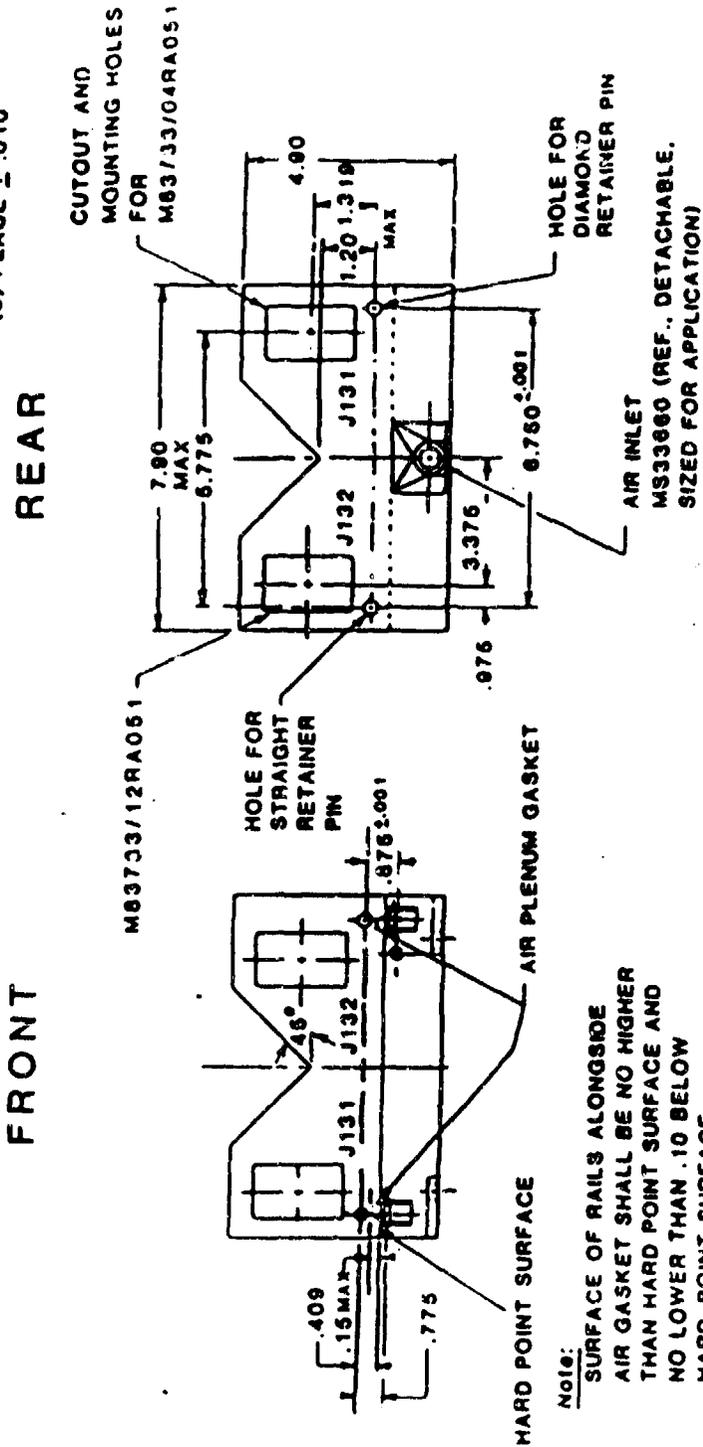


INU MOUNT
(TOP VIEW) REF. ONLY

NOTE: A potential for accidental cable reversal exists on the integrator side of the INU mount. Precautions must be taken by the integrator to insure that accidental cable reversal does not cause damage to the INU during installation/integration or attachment to test equipment.

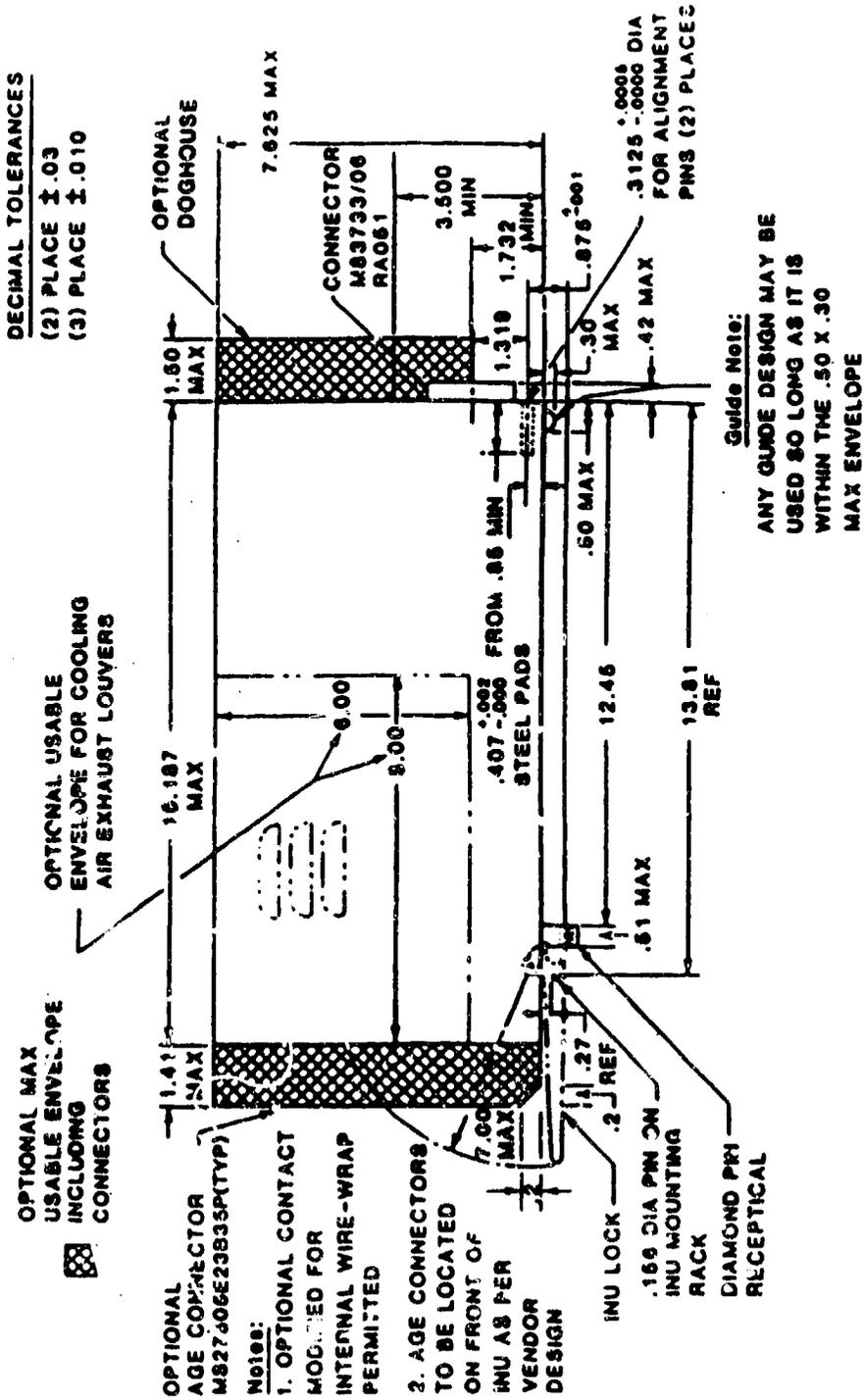
DECIMAL TOLERANCES

- (2) PLACE $\pm .03$
- (3) PLACE $\pm .010$



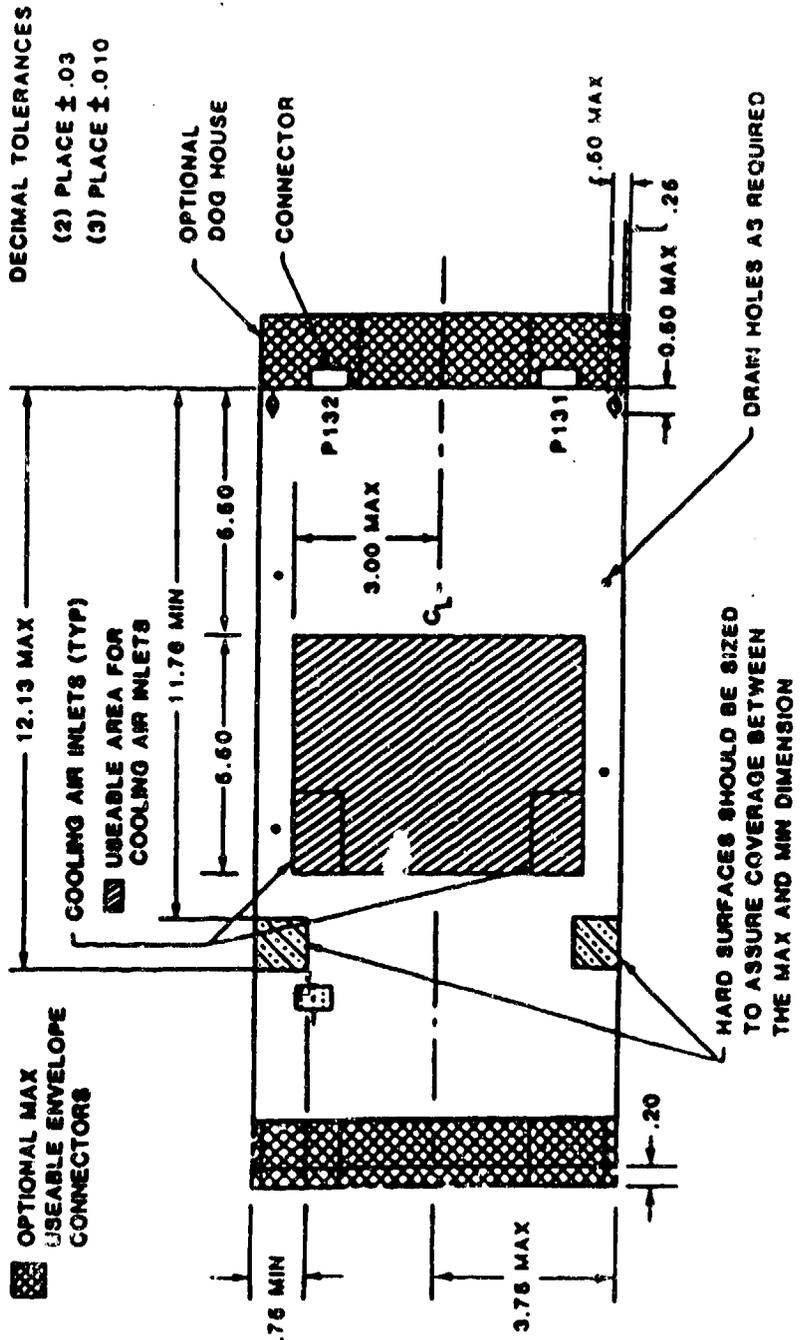
INU MOUNT
(END VIEWS) REF. ONLY

NOTE: A potential for accidental cable reversal exists on the integrator side of the INU mount. Precautions must be taken by the integrator to insure that accidental cable reversal does not cause damage to the INU during installation/integration or attachment to test equipment.



INERTIAL NAVIGATION UNIT
 (SIDE VIEW)

NOTE: A potential for accidental cable reversal exists on the integrator side of the INU mount. Precautions must be taken by the integrator to insure that accidental cable reversal does not cause damage to the INU during installation/integration or attachment to test equipment.



INERTIAL NAVIGATION UNIT
 (BOTTOM VIEW)

NOTE: A potential for accidental cable reversal exists on the integrator side of the INU mount. Precautions must be taken by the integrator to insure that accidental cable reversal does not cause damage to the INU during installation/integration or attachment to test equipment.

NOTES

Identification of vendor box by Automated Test Equipment shall be accomplished by a resistive load being placed between pins 44 and 45 of connector P-132. The following resistive loads shall identify vendors:

<u>VENDOR</u>	<u>LOAD (OHMS)</u>
Rockwell Collins Division-----	OPEN
Delco-----	1000
General Electric-----	2000
Hamilton Standard-----	3000
Honeywell-----	4000
Lear Siegler-----	5000
Litton Guidance and Control Systems Division-----	6000
Litton Aero products Division-----	7000
Northrop-----	8000
Raytheon-----	9000
Rockwell Autonetics Division-----	10000
Singer Kearfott Division-----	11000
Sperry-----	12000
Teledyne-----	13000

APPENDIX V
MOUNTING ORIENTATION
AND
SOFTWARE BORESIGHTING

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50.0 MOUNTING ORIENTATION AND SOFTWARE BORESIGHTING.

50.1 Introduction. The purpose of this section is to provide the ability to mount the INU in any orientation in the aircraft and/or to allow software boresighting of the INU to the aircraft to compensate for known mechanical misalignment of the INU mounting rack assembly relative to the aircraft axes.

50.1.1 Expected Use. The orient function is defined as an operational mode. It is expected that entry and control of this mode shall be implemented by the weapon system integrator as an automatic part of the overall system initialization process. Except for maintenance actions after a system component change, the orient mode shall not be made routinely available to operators. Caution should be exercised in system integration to ensure this mode will not be entered at inappropriate times.

50.2 Reference Frame and Axis Definitions. The orientation of the INU shall be referenced to aircraft body roll, pitch, and yaw axes (Xb' Yb' and Zb). The INU mount and IFU chassis axes are assumed to be coincident. The orthogonal axes referenced to the INU chassis (Xr' Yr and Zr) shall be with respect to the center of the precision diamond mounting alignment pin as it emerges from the INU mount and are defined for the default orientation as shown in Figure 13.

a. The inertial instruments are assumed to be rotated/translated to the INU chassis (Xr' Yr' and Zr). The INU manufacturer shall include internal provisions for establishing the inertial instrument axes with respect to the INU chassis axes; however, such provision shall be separate from and transparent to corrections for orientation/boresighting.

b. The location and orientation of the instruments within the chassis relative to the precision diamond mounting pin shall be made available in I13-07 through I13-15.

50.2.1 Order of Rotation. The processing of orientation and boresight angle data shall be in roll, pitch, and yaw order. Note that this requirement does not constrain the order in which angle data is entered into the INU.

50.3 Orientation Term Definitions. The terms "Basic" and "total" orientation will be used throughout this section. Basic orientation refers to orientations achieved by orthogonal (90 degrees) rotations of the INU chassis about the aircraft body axes (Xb' Yb and Zb) without additional rotations as a result of boresight corrections. Total orientation is defined as the sum of any basic orientation and any boresight correction (see section 50.6) that the INU must apply to its outputs. Note that total orientation as defined also includes any correction applied by the manufacturer to establish the inertial instrument axes with respect to the INU chassis axes.

50.4 Bit Field Numbering Convention. Throughout this section, binary patterns are presented which represent data bits appearing in fields within 16-bit words. Data bits or fields are referenced by bit numbers which represent bit locations as follows:

Bit Number	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	
Binary Data	0	0	0	0	1	0	1	0	1	1	1	0	1	0	1	0	
MSB	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	LSB

For example, the binary pattern for a field containing bits 13-16 would be shown as 1010. Likewise, the binary pattern for bits 3-5 is 001. Note that bit 1 is the first to be transmitted in a serial bit stream.

50.5 Orientations.

50.5.1 General. Provision is made to allow the INU to operate in multiple orthogonal orientations in the aircraft. The operating orientation shall be programmed either over the data bus or by reading the orientation directly from external hardware using multiplexed data lines.

50.5.2 Basic Orientation Range. The basic orientations are 0, 90, 180, and 270 degrees about each of the aircraft body roll, pitch, and yaw axes (Xb, Yb, and Zb) individually or in combination. The INU shall accept programming commands for the entire range of basic orientations regardless of the INU's ability to operate in the commanded orientation. If a commanded basic (or total) orientation will result in INU performance degrading beyond that specified, the INU shall set appropriate out-of-range flag bit(s) in the Orient Status Word and INU mode/control words.

50.5.3 Performance. Within the required operating capability, the INU shall provide specified performance when mounted in any basic orientation in the aircraft. The INU shall be able to accommodate commanded orientations and/or boresight angles without internal mechanical adjustment to or repositioning of the sensor assembly. All INU attitude, velocity, and acceleration data shall be corrected internally to compensate for INU orientation so that the data will be correct for the aircraft axes (Xb, Yb, and Zb). All data output from the INU shall be the correct values for the aircraft body axes after corrections are applied.

50.5.4 Required Operating Capability. The required operating capability shall comply with the values shown in TABLE V-1.

Roll (X>r>)	0, 90*, 180*, 270* degrees
Pitch (Y>r>)	0, 90*, 180*, 270* degrees
Yaw (Z>r>)	0, 90, 180, 270 degrees

TABLE V-1. Required Basic Orientation Capability

50.5.5 Orientation Programming. Command to assume any basic orthogonal orientation shall be accomplished via data bus software command. The orientation of the INU relative to the aircraft body axes shall be programmable by data bus software command and by reading hardware MUX Data lines for any specified basic orientation.

a. The INU shall ignore any Orient/Boresight command which is defined to be a prohibited, illegal, or reserved function command. Bit 14 (Illegal Command) of IO6/IO8-22 shall be set in response to such commands.

50.5.5.1 Default Basic Orientation. Upon application of power, the orient function shall be disabled and the INU shall assume the default basic orientation of 0 degrees roll, 0 degrees pitch, and 0 degrees yaw. The default basic orientation shall remain in effect until overridden by command of Orient mode via D01-01 function select and subsequent appropriate command and data insert via D01-02 and D01-03.

50.5.5.2 Non default Orientations Operation. Operation of the INU in any orientation other than the default orientation shall require programming via the data bus. Entry of orientation commands and data shall be possible only when the INU is in the ORIENT mode.

50.5.5.2.1 Orient Mode. The purpose of the Orient mode is to prevent inadvertent programming of orientations or boresight angles into the INU while in normal operation. Any attempt to enter orientation/boresighting commands or data when the INU is not in the ORIENT mode shall invoke an illegal command error.

a. The Orient mode may only be entered from the STANDBY mode. Entry into the ORIENT mode shall be commanded via D01-01 CDU control word 1 Function Select Code 01101 (ORIENT).

b. When the INU is in the ORIENT mode, orientation and boresight command programming and angle data programming shall be by the D01-02 CDU Control Word 2 commanding ORIENT Command/Data Insert. The ORIENT Command/Data Insert code for D01-02 bits 6-10 shall be 01100 (ORIENT Command/Data Insert).

c. Following selection of Orient mode via D01-01 and command of ORIENT Command/Data Insert via D01-02, the actual orientation and boresight functions to be initiated must be specified via the Orient Control Word (D01-03). The structure of the Orient Control Word D01-03 is shown in Appendix VI Section I Format XIII.

50.5.5.2.2 Non-default Orientation Command. In order to operate the INU in a non-default orientation, the INU must be commanded to the Orient mode via both D01-01 Orient function select and D01-02 Orient command and data insert. Data bits 1 and 2 of the Orient Control Word (D01-03) determine whether the orient function is enabled.

a. Data bit 1 set to logic 1 shall enable the orient function. When the orient function is enabled, the INU shall assume the basic orthogonal orientation which is specified by basic orientation data bits stored in the Orient Status Word. The stored basic orientation must have been previously specified for each axis and shall override the default orientation assumed during power-up when the orient function is enabled.

b. Data bit 1 set to logic 0 shall disable the orient function. In this condition, the INU shall assume the default orientation. The stored values for basic orientation shall not be altered but shall not be used to correct INU outputs.

50.5.6 Basic Orientation Storage. The basic orientation shall be stored in bits 3-8 of the Orient Status Word (Miscellaneous Parameter 36). The basic orientation for each axis shall be encoded as unsigned two-bit binary values. Miscellaneous Parameter 36 shall be non-volatile; however, it shall be set to all zeroes upon power-up. Therefore, any non-default orientation must be programmed during the INU initialization sequence following any shutdown.

50.5.6.1 Basic Orientation Entry. Basic orientation shall be entered into the Orient Status Word (Miscellaneous Parameter 36) according to the method specified by the binary pattern of data bits 3, 4, and 5 of the Orient Control Word D01-03. Directly storing data via Miscellaneous Parameter Insert to Miscellaneous Parameter 36 shall not be permitted; and any attempt to do so shall invoke an "illegal command" error. The functions of bits 3, 4, and 5 of D01-03 are described below.

a. Binary pattern 000 shall command that no basic orientation is to be entered. Values previously stored in the Orient Status Word shall remain unaltered.

b. Binary pattern 001 shall command comparison or reprogramming of basic orientation data stored in the Orient Status Word according to the the option selected by data bit 6 of the Orient Control Word.

1. If data bit 6 of Orient Control Word specifies Compare Entered Data (Bit 6 set to 0), data from subsequent word D01-04 shall be compared to corresponding values stored in the Orient Status Word. The results of the comparison shall be reflected in the Orient Status Word Entered Data Compare bit (bit 9). The stored values shall remain unaltered.

2. If data bit 6 of the Orient Control Word specifies Store Entered Data (Bit 6 set to 1), data from subsequent word D01-04 shall overwrite previously stored data in the appropriate bits of the Orient Status Word.

c. Binary pattern 100 combined with appropriately set MUX Data Read Select Bits (bits 7-10) shall command the specified hardware MUX Data Input values to be read and either compared to or stored in appropriate corresponding bit locations in the Orient Status Word. Comparison or store function is selected by bit 6.

1. If data bit 6 of the Orient Control Word specifies Compare Entered Data (Bit 6 set to 0), the data appearing at the MUX Data Input pins is compared to corresponding bits in the appropriate Orient Status Word storage location. The results of the comparison shall be reflected in the Orient Status Word Entered Data Compare bit (bit 9). The stored values in the orientation control bits of the Orient Status Word shall remain unaltered.

2. If data bit 6 of the Orient Control Word specifies Store Entered Data (Bit 6 set to 1), the data appearing at the MUX Data Input pins shall overwrite previously stored data in the corresponding bits in the appropriate Orient Status Word storage location.

d. Binary pattern 101 shall command that all basic orientation bits stored in the Orient Status Word shall be set to zero.

50.5.6.1.1 Software Basic Orientation Entry Format. When the Orient Control Word D01-03 specifies data bus entry of basic orientation (bits 3, 4 and 5 of D01-03 set to binary 001), bits in subsequent data word D01-04 shall represent unsigned 2-bit values encoded to represent basic orthogonal orientations in each of the roll (X>r>), pitch (Y>r>), and yaw (Z>r>) axes. The format for the basic orientation data word is shown in Appendix VI, Section I Format XIII.

50.5.6.1.2 Hardware Basic Orientation Entry Format. Entry of basic orientation data via the MUX Data Input lines (INU connector P132 pins 24, 29, 39 and 49) shall occur when appropriate bits in D01-03 command hardware read/compare or hardware read/store functions. Binary data representing the values of interest shall be placed by external hardware onto the MUX Data Input lines according to the binary pattern appearing on the MUX Data Read Select lines (P132 pins 13, 14, 15 and 16). The binary pattern presented on the MUX Data Read Select pins shall be specified by bits 7-10 of D01-03 as shown in Appendix VI. Note that although a four-bit wide data field is read for each MUX Data Read Select function, the full four bit field is used only for reading boresight angle data. For the basic orientation data read function, only bits 1 and 2 in the four bit wide field represent variable data. Bits 3 and 4 in the field shall be set to logic 0 by the external hardware when reading basic orientation data.

50.5.6.2 Basic Orientation Readout. Stored basic orientation shall be readable from the INU via I13-17 or a Miscellaneous Parameter Read of Miscellaneous parameter storage location 36 (Orient Status Word). The format of the data presented shall depend upon the method used.

a. Readout of the basic orientation via Miscellaneous Parameter Read of data stored in Miscellaneous Parameter 36 shall comply with the Miscellaneous Parameter Read format (Format IX) described in Appendix VI. The ASCII characters presented shall display the basic orientation as described in TABLE V-3.

b. Readout of I13-17 shall present the Orient Status Word and shall comply with the format shown for the Orient Status Word shown in section 50.7. Within I13-17 data bits 3-8 shall present the basic orientation data.

50.6 Boresighting.

50.6.1 General. Boresighting the INU in the aircraft may be accomplished by the traditional mechanical methods, by software, or by a combination of both. Provision is made to allow software boresight corrections to be entered either over the data bus or by reading correction values directly from external hardware using multiplexed data lines.

50.6.2 Boresight Range. The software boresight correction angle range shall be ± 45 degrees in each of the INU roll, pitch, and yaw axes ($X>r>$, $Y>r>$ and $Z>r>$) individually or in combination. Software boresight corrections may be applied to any basic orientation, thus allowing operation in any total orientation in the aircraft. The INU shall accept programming commands for the entire range of boresight corrections regardless of the INU's ability to operate using the correction programmed or to operate in the total orientation resulting from application of the correction. If a commanded boresight correction and/or resulting total orientation will result in performance degrading beyond that specified, the INU shall set appropriate out-of-range and/or degraded performance flag bit(s) in the Orient Status Word and INU mode/control words. Entry of any boresight angles greater than ± 45 degrees shall also set the boresight angle out of range flags.

50.6.3 Performance. Within the minimum required operating capability, the INU shall provide specified performance when commanded to use any specified boresight correction value applied to any basic orientation which the INU is required to accommodate in TABLE V-1. The INU shall accommodate commanded boresight corrections without internal mechanical adjustment to or repositioning of the sensor assembly. All INU attitude, velocity, and acceleration data shall be corrected internally to compensate for total orientation so that the data will be correct for the aircraft axes ($X>b>$, $Y>b>$, and $Z>b>$). All data output from the INU shall be the correct values after corrections are applied.

50.6.4 Required Operating Capability. The required operating capability shall comply with the values shown in TABLE V-2 below.

Roll (X>r>)	+ 3 degrees
Pitch (Y>r>)	+ 3 degrees
Yaw (Z>r>)	+ 3 degrees

TABLE V-2. Required Boresight Correction
About Any Basic Orientation

50.6.5 Boresight Programming. Command to apply boresight corrections shall be accomplished via data bus software command. The boresight correction angles applied to the INU outputs shall be programmable by via data bus software command and via hardware read of the boresight multiplex data lines for the entire range of boresight corrections.

50.6.5.1 Default Boresight Operation. Upon application of power, the INU shall assume the default condition of boresight correction disabled. Stored boresight correction angles shall remain unaltered but shall not be used for correction of INU data output. The default condition shall remain in effect until overridden by command of Orient mode via D01-01 function select and subsequent appropriate command and data insert via D01-02 and D01-03.

50.6.5.2 Non-Default Boresight Operation. Because boresighting is an extension of the Orient mode, the INU must be be commanded to the Orient mode via both D01-01 function select and D01-02 Orient command and data insert to enable and program boresight corrections. Boresight correction is enabled by setting data bits 1 and 2 of D01-03 to binary pattern 11 (Orient On/Boresight ON). INU operation involving boresight corrections shall require simultaneous specification of a basic orientation to which the corrections shall be applied.

a. When boresight correction is enabled, the boresight correction values stored in non-volatile memory shall be applied to the specified basic orientation to achieve correct INU data output for the resulting total orientation.

b. When boresight correction is disabled, correction angles previously stored remain unaltered, but are not used to correct INU output data for the commanded basic orientation.

50.6.6 Boresight Correction Angle Storage. The boresight correction angles which are applied to the INU roll (X>r>), pitch (Y>r>), and yaw (Z>r>) axes shall be stored in Miscellaneous Parameters 37, 38, and 39 respectively. The angles shall be stored as signed 16-bit binary values as described in Format XIII in Appendix VI. Miscellaneous Parameters 37, 38, and 39 shall be non-volatile and shall retain their stored values through INU turn on and turn off sequences until re-programmed by appropriate command sequence.

50.6.6.1 Boresight Angle Entry. Boresight angles shall be entered into Miscellaneous Parameters 37, 38, and 39 according to the method specified by the binary pattern of data bits 3, 4, and 5 of the Orient Control Word D01-03. Directly storing data via Miscellaneous Parameter Insert to Miscellaneous Parameters 37, 38, and 39 shall not be permitted; and any attempt to do so shall invoke an "illegal command" error. The functions of bits 3, 4, and 5 of D01-03 are described below.

a. Binary pattern 000 shall command that no boresight data is to be entered. Values previously stored in Miscellaneous Parameters 37-39 shall remain unaltered.

b. Binary pattern 010 shall command comparison or reprogramming of boresight angles stored in Miscellaneous Parameters 37-39 according to the option selected by data bit 6 of the Orient Control Word.

1. If data bit 6 of Orient Control Word specifies Compare Entered Data (Bit 6 set to 0), data from subsequent words D01-04, D01-05, and D01-06 shall be compared to values stored in Miscellaneous Parameters 37, 38, and 39 respectively. The results of the comparison shall be reflected in the Orient Status Word Entered Data Compare bit (bit 9). The stored values shall remain unaltered.

2. If data bit 6 of the Orient Control Word specifies Store Entered Data (Bit 6 set to 1), data from subsequent words D01-04, D01-05, and D01-06 shall overwrite previously stored data in Miscellaneous Parameters 37-39 respectively.

c. Binary pattern 100 combined with appropriately set MUX Data Read Select Bits (bits 7-10) shall command the specified hardware MUX Data Input data be read and either compared to or stored in appropriate corresponding bit locations in Miscellaneous Parameters 37-39. Comparison or store function is selected by bit 6.

1. If data bit 6 of the Orient Control Word specifies Compare Entered Data (Bit 6 set to 0), the data appearing at the MUX Data Input pins shall be compared to corresponding bits in the appropriate Miscellaneous Parameter storage location. The results of the comparison shall be reflected in the Orient Status Word Entered Data Compare bit (bit 9). The stored values in Miscellaneous Parameters 37-39 shall remain unaltered.

2. If data bit 6 of the Orient Control Word specifies Store Entered Data (Bit 6 set to 1), the data appearing at the MUX Data pins shall overwrite previously stored data in the corresponding bits in the appropriate Miscellaneous Parameter storage location. Additionally, the first command to store MUX Data subsequent to a reset of the Hardware Boresight Data Store Complete flag (bit 10 of the Orient Status Word) shall cause the flag to be set to logic 1 to indicate that all bits of the corresponding angle have not yet been reprogrammed. The flag shall remain

set until all 16 bits of the selected boresight angle have been successfully read and stored at which time it shall be reset to logic 0. An attempt to store MUX Data Input into a different Miscellaneous Parameter boresight angle storage location than that originally selected shall not be permitted while the Hardware Boresight Store Complete flag is set. Any attempt to do so shall invoke an "illegal command" error.

d. Binary pattern 110 shall command that the boresight correction angles stored in Miscellaneous Parameters 37-39 shall be set to zero. This command shall also reset the Hardware Boresight Store Complete flag (bit 10 of the Orient Status Word) to logic 0.

50.6.6.1.1 Software Boresight Angle Entry Format. When the Orient Control Word D01-03 specifies data bus entry of boresight angles (bits 3, 4 and 5 of D01-03 set to binary 010), subsequent data words D01-04, D01-05, and D01-06 shall represent signed 16-bit values in the range of 0 to +/- 45 degrees for boresight correction to the INU chassis roll (X>r>), pitch (Y>r>), and yaw (Z>r>) axes respectively. The format for these angle data words is shown in Format XIII in Appendix VI.

50.6.6.1.2 Hardware Boresight Angle Entry Format. Entry of boresight angle data via the MUX Data Input lines (INU connector P132 pins 24, 29, 39 and 49) shall occur when appropriate bits in D01-03 command hardware read/compare or hardware read/store functions. Binary data representing the values of interest shall be placed by external hardware onto the MUX Data Input lines according to the binary pattern appearing on the MUX Data Read Select pins (P132 pins 13, 14, 15 and 16). The binary pattern presented on the MUX Data Read Select pins shall be specified by bits 7-10 of D01-03 as shown in Appendix VI Section I Format XIII. Note that all four bits of the four-bit wide field represent variable data when reading boresight angles.

50.6.6.2 Boresight Angle Readout. Stored boresight correction angles shall be readable from the INU via I13-18 through I13-20 or a Miscellaneous Parameter Read of Miscellaneous Parameter storage locations 37, 38, and 39. The format of the data presented shall depend upon the method used.

a. Readout of the boresight angles via Miscellaneous Parameter Read of angles stored in Miscellaneous Parameters 37, 38, and 39 shall comply with the Miscellaneous Parameter Read format (Format IX) described in Appendix VI. The ASCII characters presented shall display the boresight angle in the following manner: sDDMMSS where s represents the sign character (+ or -), DD represents 0 to 45 whole degrees, MM represents 0 to 60 arc minutes, and SS represents 0 to 60 arc seconds.

b. Readout of the boresight correction angles via I13-18 through I13-20 shall be a signed binary representation of the values stored and shall comply with the format shown for words D01-04 through D01-06 in Appendix VI. I13-18, I13-19, and I13-20 shall present values for roll, pitch, and (X>r>, Y>r> and Z>r>) boresight corrections stored in Miscellaneous Parameter locations 37, 38, and 39 respectively.

50.7 Orient Status Word (Miscellaneous Parameter 5b).

50.7.1 Description. The Orient Status Word shall reflect the on/off status of the orient and boresight functions, the selected basic orientation, entered data compare flag, hardware boresight store complete flag, and orientation and boresight range check flags. The structure of the Orient Status Word is shown in TABLE V-4.

50.7.1.1 Orient and Boresight On/Off Status. The ON/OFF status of the orient and boresight functions commanded via D01-03 shall be reflected in bits 1 and 2. The binary pattern 01 which represents an illegal command shall never occur.

50.7.1.2 Stored Basic Orientation. The basic orientation (default or programmed) shall be reflected in data bits 3 through 8. When Orient mode is enabled, the basic orientation reflected shall always be that basic orientation which the INU is using to correct its data outputs. When Orient mode is disabled, the basic orientation reflected shall be either the default orientation assumed at power-up or the last programmed basic orientation.

50.7.1.3 Entered Data Compare Flag. The value of the entered data compare flag (bit 9) shall reflect the result of a bit-wise comparison of entered data (via data bus or hardware MUX data read) and the corresponding data stored within the INU whenever any commanded data entry function specifies the entry compare option. The flag shall remain in the state reflecting the result of the comparison until a subsequent entered data compare option command.

50.7.1.4 Boresight Data Store Complete Flag. The Boresight Data Store Complete Flag (bit 10) shall reflect the status of the process of storing boresight angle data either via the data bus or by four-bit fields read from external hardware into appropriate bit locations in the 16-bit boresight angle Miscellaneous Parameter storage locations.

a. The flag shall be set to logic 1 upon receipt of a command to store data bus angle data and it shall remain set until successful storage of all boresight angles has been accomplished at which time it shall be reset to logic 0.

b. The flag shall be set to logic 1 upon the first command to store hardware boresight data into any boresight angle storage location. It shall remain set until the three remaining four-bit hardware data fields have been successfully read and stored in the same 16-bit boresight angle Miscellaneous Parameter. After successful storage of all 16 bits of the particular boresight angle, the flag shall be reset to logic 0. Note that the four-bit fields may be read and stored in any sequence; however, all 16 bits of the angle data must be read before the flag is reset. An attempt to read and store hardware data into a different Miscellaneous Parameter than that originally begun shall not be permitted until that angle has been completely reprogrammed. An attempt to do so shall invoke an "illegal command" error.

c. Enabling the boresight function shall not be permitted while the flag is set. An attempt to do so shall invoke an "illegal command" error.

d. The flag shall be reset by complete storage of hardware MUX Data into the 16-bit angle, a command to clear all boresight angles, or successful storage of boresight angles via data bus entry.

50.7.1.5 Orient and Boresight Range Check Flags. The orient and boresight range check flags shall reflect the ability of the INU to operate using the basic orientation, boresight angles, and resulting total orientation which would be in effect if the stored orientation and boresight values were used. The values of the range check flags (bits 11, 12, and 13) shall reflect potential use of stored values regardless of whether orient or boresight functions (determined by bits 1 and 2) are on or off.

50.7.2 Orient Status Word Storage. The Orient Status Word shall be stored in Miscellaneous Parameter 36.

a. Miscellaneous Parameter 36 shall be non-volatile memory and shall be set to all zeroes upon power-up. After power-up, appropriate bits within the Orient Word shall be set by the INU according to the results of internal calculations/operations and/or in response to Orient Control Word (D01-03) commands.

b. Miscellaneous Parameter 36 shall be read-only and writing directly to this location via Miscellaneous Parameter Insert shall not be permitted. An attempt to write directly to this location shall invoke an "illegal command" error.

50.7.3 Status Readout. The status of the INU orientation and boresight functions shall be able to be determined during any operational mode by performing either a Miscellaneous Parameter Read of Miscellaneous Parameter 36 or via I13-17. The format of the data presented shall depend upon the method used.

a. Readout of the Orient Status Word via Miscellaneous Parameter read of Miscellaneous Parameter 36 shall comply with the Miscellaneous Parameter Read format (Format IX) described in Appendix VI. The ASCII characters presented shall comply with TABLE V-3.

b. Readout of the Orient Status Word via I13-17 shall be a binary representation of the bits stored in Miscellaneous Parameter 36 and shall comply with the format shown in TABLE V-4.

50.8 MUX Data Input/Output Characteristics.

50.8.1 MUX Data Select Outputs. The MUX Data Read Select output pins (P-132 Pins 13, 14, 15, and 16) shall be latched to reflect the logic states of bits 7-10 of any valid Orient Control Word. The outputs shall remain latched and stable until altered by a subsequent valid Orient Control Word. If an Orient Control Word is rejected as an illegal command, the MUX Data Read Select pins shall remain latched at their previous levels.

a. A logic 1 in bits 7-10 of the Orient Control Word shall be reflected at the appropriate output pin as a +4.0 to +5.5 VDC TTL level. A logic 0 shall be reflected as a 0 to +0.5 VDC TTL level. Any MUX Data Read Select output shall be capable of driving at least 2 standard TTL loads (3.2 mA total).

50.8.2 MUX Data Inputs. MUX Data Inputs (P-132 pins 24, 29, 39, and 49) shall be level-sensitive with sufficient hysteresis to ensure proper decoding of levels presented. Data presented to the MUX Data Inputs by external hardware in response to a MUX Data Read Select shall be :

a. A logic 0 shall be presented as a +3.0 to +5.5 VDC level and logic 1 shall be presented as a 0 to +0.6 VDC level. The MUX Data Inputs shall present no more than a 5 ma load maximum.

b. Open circuit inputs shall be decoded as logic 0. External pull-ups of unused inputs shall not be required.

50.8.3 MUX Data Timing. The INU shall not expect valid data at the MUX Data Input pins any earlier than 100 microseconds after the MUX Data Read Select output becomes valid and stable.

CHAR	BITS	VALUE	ASCII	FUNCTION				
1	1-2	00	D	Orient OFF / Boresight OFF				
		01	P	Prohibited Command	(Note 1)			
		10	O	Orient ON / Boresight OFF				
		11	B	Orient ON / Boresight ON				
:2,3	3-8	000000	00	Basic Orientation	(Note 2)			
		000001	01					
		100000	32					
		111110	62					
		111111	63					
4	9-10	00	P	Compare PASS / Store COMPLETE				
		01	I	Compare PASS / Store INCOMPLETE				
		10	F	Compare FAIL / Store COMPLETE				
		11	B	Compare FAIL / Store INCOMPLETE				
5	11-13	000	0	Range Check (Note 3)	BO/BA/TO	IN		
		001	1		BO	OUT	BA/TO	IN
		010	2		BA	OUT	BO/TO	IN
		011	3		BO/BA	OUT	BO	IN
		100	4		TO	OUT	BO/BA	IN
		101	5		TO/BO	OUT	BA	IN
		110	6		TO/BA	OUT	BO	IN
		111	7		BO/BA/TO	OUT		
6	14-16	000	0	Function Reserved				

Note 1: Appearance of binary pattern 01 would represent entry of a Prohibited command. This pattern should not occur in normal operation and its appearance in these bit locations would most likely indicate a memory failure.

Note 2: The ASCII characters shall be two numeric digits in the range of 00 to 63 as determined by the binary value represented by the various basic orientation combinations.

Note 3: BO = Basic Orientation, BA = Boresight Correction Angle, TO = Total Orientation, OUT = OUT OF RANGE, and IN = WITHIN RANGE.

1

Table V-3. ASCII Representation of Orient Status Word
During Miscellaneous Parameter 36 Read

ORIENT STATUS WORD

DATA BIT	VALUE	FUNCTION DESCRIPTION	
1-2	00	Orient OFF / Boresight OFF	(Default)
	01	Prohibited	(Note 1)
	10	Orient ON / Boresight OFF	
	11	Orient ON / Boresight ON	
3-4	00	0 Degree Roll Orientation	(Default)
	01	90 Degree "	
	10	180 Degree "	
	11	270 Degree "	
5-6	00	0 Degree Pitch Orientation	(Default)
	01	90 Degree	
	10	180 Degree	
	11	270 Degree	
7-8	00	0 Degree Yaw Orientation	(Default)
	01	90 Degree "	
	10	180 Degree "	
	11	270 Degree "	
9	0	Entered Data Compare PASS	(Note 2)
	1	FAIL	
10	0	Boresight Data Store COMPLETE	(Note 3)
	1	INCOMPLETE	
11	0	Basic Orientation WITHIN RANGE	(Note 4)
	1	OUT OF RANGE	
12	0	Boresight Angles WITHIN RANGE	(Note 5)
	1	OUT OF RANGE	
13	0	Total Orientation WITHIN RANGE	(Note 6)
	1	OUT OF RANGE	
14	0	Function Reserved	
15	0		
16	0		

Remark: Default values represent functions or conditions which shall be assumed by INU upon power-up unless otherwise Programmed. See Notes, page 118.

TABLE V-4. Orient Status Word

TABLE V-4 (NOTES)

Note 1: This value represents a prohibited command and shall not be permitted. Attempt to enter this command shall invoke an "illegal command" error.

Note 2: This bit shall be set subsequent to any data entry (via data bus or hardware MUX Data read) command when the compare option is specified. This bit shall be set to logic 0 if the compare was successful, logic 1 if the compare was unsuccessful.

Note 3: This bit shall be set to logic 1 under the following conditions:

1. Upon receipt of a command enter boresight angles via the data bus in words D01-04, D01-05, and D01-06. The bit shall remain set until successful completion of storage of all boresight angles, at which time it shall be reset to 0.

2. Upon the first occurrence of a command to store any boresight angle via hardware MUX Data Read subsequent to the bit having been reset. The bit shall remain set throughout any subsequent operation until sufficient commands to store all remaining bits of the particular boresight angle have been successfully executed, at which time it shall be reset.

This bit shall be reset to logic 0 upon successful completion of MUX Data angle storage, upon command to clear all angles, and upon completion of data bus angle storage. Enabling boresight function shall not be permitted while this flag is set.

Note 4: This bit is set to 0 when commanded orientation can be accommodated by the INU without performance degradation. Bit is set to 1 if INU cannot accommodate commanded orientation.

Note 5: This bit is set to 0 when stored boresight angles can be accommodated by INU irrespective of orientation. Bit is set to 1 if INU cannot accommodate the commanded boresight angle(s).

Note 6: This bit is set to 0 when INU can accommodate total commanded orientation (basic orientation plus boresight corrector). Bit is set to 1 if INU cannot accommodate total orientation without performance degradation.

APPENDIX VI
MULTIPLEX DATA BUS OPERATION
AND INU MESSAGE FORMATS

SNU 84-1, 28 FEBRUARY 1986

60.0 MULTIPLEX DATA BUS OPERATION AND INU MESSAGE FORMATS

60.1 Scope and Purpose

60.1.1 Scope. This appendix defines requirements for the multiplex data bus portion of the INU hardware. Conventional stand alone navigation systems are discussed. Systems where the INU is integrated with a central computer are discussed.

60.1.2 Purpose. The purpose of this document is to establish uniform requirements for an INU which uses multiplex data buses as interface devices. A secondary purpose is to identify unique subaddress codes and data message word and bit assignments. The document will promote technical interchange by further defining digital interfaces.

60.2 Applicable Documents

STANDARDS

MIL-STD-1553B
21 Sept 1978
Notice 1, 12 Feb 1980

Aircraft Internal Time Division
Command/Response Multiplex Data Bus

SPECIFICATIONS

MIL-E-6051D(1)
05 Jul 1968

Electromagnetic Compatibility
Requirements Systems

60.3 Networking Data Bus Requirements

60.3.1 Networking General. The following paragraphs outline the procedures for the INU data buses. All of the requirements in Section 60.4 apply to both INU data buses, with the exception of Section 60.4.4 requirements which shall not apply to Network 2.

60.3.2 Message and Word Format. The message and word formats specified in TABLE VI-8, shall be available on both Network 1 and Network 2 data buses. Data form will be in accordance with paragraph 60.4.2.1 and transmission method shall be as specified in Section 60.4.2.2.

60.3.3 Networking Bus Characteristics. The networking bus characteristics are as follows:

- a. The INU will be identified with only one RT address.
- b. Both Network 1 and Network 2 will use this address.
- c. Network 2 (Channels A and B) is always an RT, never a BC.

60.3.4 Inter-Bus Compatibility. The INU shall be able to accept any of the defined messages, on either bus network, at any time. There shall be no combination of messages on any bus, at any time, that shall cause the INU to lock-up or enter an undefined state.

60.4 MIL-STD-1553 Requirements

60.4.1 INU/Data Bus Operation. When operating as a remote terminal, the INU components shall conform in accordance with the data bus operation, as defined in MIL-STD-1553 and Notice 1 thereto. Sole control of information transmission shall reside with the bus controller which shall initiate all transmissions. The INU shall implement a bus controller configuration in accordance with MIL-STD-1553 and paragraph 60.4.4. Requirements contained herein shall supersede those contained in MIL-STD-1553 when conflicts between the two exists. Typical multiplex data bus functional interfaces for operation under primary bus control are depicted in FIGURE VI-1. Multiplex data bus functional interfaces for operation under INU bus control are depicted in FIGURE VI-2.

60.4.1.1 Information Transfer Modes. The INU component shall use only the following modes of information transfer: (1) Bus controller to remote terminal (RT) transfer; (2) RT to controller transfer; (3) RT to RT transfer. Broadcast commands shall not be allowed for data/information transfer, i.e. IO6, IO1, etc. However, the INU shall be capable of receiving the synchronize mode commands via a broadcast transfer in addition to the normal transfers, see paragraphs 60.4.2.2.2 and 60.4.2.2.2.7.

60.4.2 Characteristics

60.4.2.1 Data Form. Digital data shall be transmitted in a form compatible with the message and word formats defined in TABLE VI-8. Negative quantities shall follow the 2's complement convention. Data bit number "1" as defined in TABLE VI-8 shall be the most significant bit and data bit "16" shall be the least significant bit. Word formats which define least significant bits to a higher resolution than the computational capability of the INU shall be filled with logic zeros subsequent to the least significant INU computed bit. Any unused bit positions in a word shall be transmitted as logic zeros.

60.4.2.2 Transmission Method.

60.4.2.2.1 Transmission Rate. The transmission rate on the bus shall be 1.0 megabit per second with a long term stability of ± 0.01 percent (i.e., ± 100 Hz). The short term stability (i.e., stability over a 1.0 second interval) shall be at least 0.001 percent (i.e., ± 10 Hz).

60.4.2.2.2 Command Word. A command word shall be comprised of a sync waveform, address, transmit/receive bit, subaddress/ mode, data word count/mode code, and a parity bit, except as modified by 60.4.2.2.2.7.

60.4.2.2.2.1 Sync. The command sync waveform shall be an invalid Manchester waveform. The width shall be three bit times, with the waveform being positive for the first one and one-half bit times, and then negative for the following one and one-half bit times. If the next bit following the sync is a logic zero, then the last half of the sync waveform shall have an apparent width of two clock periods due to the Manchester encoding.

60.4.2.2.2.2 Address. The next five bits following the sync shall be the RT address. This permits a maximum of 32 RT.s to be attached to any one data bus. All 1.s shall indicate a decimal address of 31 broadcast and shall not be used except as stated in paragraph 60.4.2.2.2.7 and 60.4.1.1. All 0.s shall indicate a decimal address of 32. The most significant bit of the address shall be transmitted first.

60.4.2.2.2.2.1 Unique Address. Selection of the specific address shall be determined by the presence or absence of continuity between pins on the INU components input-output connectors. The presence or absence of continuity shall be established in the vehicle wiring. The INU addresses shall be established in the vehicle wiring. A zero condition shall be indicated by pin to ground continuity. All five pins shall be connector programmable. See Table VI-1 for allocated address assignments.

60.4.2.2.2.3 Transmit/Receive. The next bit following the address shall be the transmit/receive bit, which shall indicate the action required of the RT. A logic zero shall indicate the RT is to receive, and a logic one shall indicate the RT is to transmit.

60.4.2.2.2.4 Subaddress/Mode. The next five bits following the transmit/receive bit shall be utilized for either a RT subaddress or modecontrol, as is dictated by the individual terminal requirements. The subaddress/mode values of 00000 and 11111 are reserved for special purposes, as specified in 60.4.2.2.2.7, and shall not be utilized for any other function.

60.4.2.2.2.5 Word Count/Mode Code. The next five bits following the subaddress/mode control shall be the quantity of data words to be either sent out or received by the RT, with the exceptions specified in paragraph 60.4.2.2.2.7. A maximum of 32 data words may be transmitted or received in any one message block. All 1.s shall indicate a decimal count of 31, and all 0's shall indicate a decimal count of 32.

60.4.2.2.2.6 Parity. The last bit in the word shall be used for parity over the preceding sixteen bits. Odd parity shall be utilized.

60.4.2.2.2.7 Mode Control. In accordance with MIL-STD-1553, paragraph 4.3.3.5.1.7. A subaddress/mode field bit pattern of 00000 and/or 11111 shall imply that the contents of the word count field are to be decoded as a five bit mode command. The mode code indicators 00000, and 11111 shall not convey different information. The INU shall implement the following mode codes as a minimum:

Mode Code	Function
00001	Synchronize (without data)
00010	Transmit Status Word
00011	Initiate Self Test (RT)
00100	Transmitter Shutdown

00101	Override Transmitter Shutdown
01000	Reset Remote Terminal
10001	Synchronize (with data)
10010	Transmit Last Command
10011	Transmit BIT Word

The two synchronize mode commands shall also be implemented as broadcast commands. The synchronize mode commands shall only apply to the bus network that it is received on (see paragraph 60.4.3.2).

60.4.2.2.2.7.1 Reset Remote Terminal. As per MIL-STD-1553 paragraph 4.3.3.5.1.7.9. An RT receiving the Reset Remote Terminal mode code shall respond with a status word as specified in MIL-STD-1553 paragraph 4.3.3.5.3 and then reset. While the RT is being reset, the RT shall respond to a valid command with one of the following three responses: RT offline (no response on the data bus), status word transmitted with the busy bit set, or normal response. If any data is transmitted from the RT while it is being reset, the information content of the data must be valid. An RT receiving this mode code shall complete the reset function within 5.0 milliseconds following transmission of the status word.

60.4.2.2.2.7.2 Initiate Self-Test. As per MIL-STD-1553 paragraph 4.3.3.5.1.7.4. An RT receiving the Initiate Self-Test mode code shall respond with a status word as specified in MIL-STD-1553 paragraph 4.3.3.5.3 and then initiate the self-test function. While the self-test is in progress, the RT shall respond to a valid command with one of the following three responses: RT offline (no response on the data bus), status word transmitted with the busy bit set, or normal response. If any data is transmitted from the RT while it is in self-test, the information content of the data must be valid. An RT receiving this mode code shall complete the self-test function within 20.0 milliseconds following transmission of the status word.

60.4.2.2.2.7.3 Transmit Bit Word. Per MIL-STD-1553 paragraph 4.3.3.5.1.7.14. Any bit(s) set to a logic one in the BIT word shall indicate a failure in the INU's MIL-STD-1553 Terminal.

60.4.2.2.2.8 Allocated Subaddress Mode. TABLE VI-2 lists INU subaddresses which have been allocated. Use of other subaddresses for the INU system shall be subject to approval by the procuring activity.

60.4.2.2.2.9 Instrumentation Bit. Bit 10 of the command word shall be set to a "1".

60.4.2.2.2.10 Variable Message Block. The INU RT shall be able to transmit a subset of any message block defined in Table VI-2 (i.e., send the first n-x words of a message, where n is the defined word count of that message in TABLE VI-2 and $X < n-1$). This shall be done by varying the word count up to the maximum defined by a particular subaddress in TABLE VI-2. The INU shall receive and use the word count to determine the number of words in a message block.

60.4.2.2.3 Status Word. The following bits, message error, instrumentation, broadcast command received, subsystem flag, and terminal flag MIL-STD-1553, paragraph 4.3.3.5.3.3, 4.3.3.5.3.4, 4.3.3.5.3.7, and 4.3.3.5.3.9 and 4.3.3.5.3.11) shall be implemented. Other bits may be optionally implemented, but may not be implemented as constraints on system operation.

60.4.2.3 Transmission Line.

60.4.2.3.1 Cable Coupling. Transformer coupling as defined in MIL-STD-1553, paragraph 4.5.1.5.1 shall be used.

60.4.2.3.2 Wiring and Cabling for EMC. For purposes of electromagnetic compatibility (EMC), the wiring and cabling provisions of MIL-E-6051 shall apply.

60.4.2.4 RT/Bus Interface Circuits.

60.4.2.4.1 RT Output Levels. The RT signal output circuitry shall be capable of driving the cable specified in MIL-STD-1553, paragraph 4.5.1.1, and not less than 33 other RT.s, as specified herein, each attached to the cable by means of a cable stub with a maximum length of 20 feet. The output circuitry shall maintain the specified operation with the exception of a 25 percent maximum reduction of the data bus signal amplitude in the event that one of the RT.s has a fault that causes it to reflect the fault impedance specified in MIL-STD-1553, paragraph 4.5.1.5.1.2, onto the bus. The RT signal output voltage shall be within the range of 18.0 to 27.0 volts, peak to peak line-to-line, when measured at the RT output, terminated into a 70 ohm plus or minus 5 percent resistive load. The RT signal voltage shall be greater than or equal to 18.0 volts p-p line to line at the RT output when terminated into a 143 ohm plus or minus 1 percent resistive load.

60.4.2.4.2 RT Input Impedance. The magnitude of the RT input impedance, when the RT is not transmitting, or has power removed, shall be a minimum of 1000 ohms within the frequency range of 75 kHz to 1.0 MHz. This impedance is that measured line-to-line at point A of Figure 9, MIL-STD-1553.

60.4.3 Remote Terminal Operation. The illegal command option as defined in MIL-STD-1553, paragraph 4.4.3.4 shall not be implemented. The INU shall respond "in form" to all valid commands, i.e., respond with status and the proper number of data words as defined by the command word.

60.4.3.1 RT Time Out Requirements. When the INU is acting as a remote terminal, it shall time out if data is not received. This time out shall occur no sooner than 52 microseconds and no later than 58 microseconds subsequent to the receipt of an RT to RT receive command. These times are referenced from the end of the receive command to the beginning of the first expected data word.

60.4.3.2 Time Tag. Timer information shall be output as specified in the message formats of table VI-8. The timer for each network shall be free running and independently controllable with an LSB of 64 microseconds and shall be reset to logic 0 or preset to a defined value via the synchronize mode commands defined in 60.4.2.2.2.7. The time tag shall reflect the time at which its associated data was sampled, i.e. at the INU validity point.

60.4.3.3 Data Coherency/Sample Consistency. The INU shall maintain the time coherence of information transferred over the bus. It shall provide mutually consistent samples of information and deterministic transport lags. The INU design shall insure that messages transmitted over the bus contain only mutually consistent samples of information. Different words used to transmit multiple precision parameters shall all be members of the same set. Functionally related parameters updated at the same rate shall of the same sample set. Suitable buffering and transmission control logic shall be provided to prevent the transmission of a partially updated message that would contain mutually inconsistent data. Indicator bits shall be consistent with their corresponding data without respect to refresh or transmission rates. The only exception to these requirements are as noted in TABLE VI-2 and word formats in TABLE VI-8.

60.4.3.4 Data Wraparound. The INU shall implement a data wraparound capability with subaddress 28 (11100). The RT shall be capable of receiving and transmitting 32 data words at this subaddress. A valid receive message with this subaddress to the INU shall cause the INU to store the commanded number of data words. A valid transmit command with this subaddress to the INU shall cause the INU to transmit the commanded number of stored data words. The data words shall be transmitted in the same order as the words received by this subaddress. This may be used to verify the output symmetry in sections 4.5.2.1.1.4 and 4.5.2.2.1.4 of MIL-STD-1553. Any intervening valid receive command to the INU may alter the content of the stored data.

60.4.3.5 Subsystem Status. The INU shall, upon command, transmit its self-test/status information. Status here refers to Mode, State, Health, or Identification information for the complete RT, BC, and all other INU components. I14 subaddress 10100 (20) shall be reserved for this function. The INU shall be capable of transmitting at least one data word for this subaddress. The first data word transmitted by the RT shall be all zeros to indicate that the RT, BC, and INU components have no failures and nonzero if there are any failures; this word reflects current status. Any nonzero value shall be reflected via the subsystem flag or terminal flag as appropriate. Subsequent data words may be used to expound on the failures and to transmit mode, state, or identification information. The specific bit definitions shall be defined by each manufacturer based upon their particular design within the above constraints.

60.4.4 Bus Controller. The INU shall perform the function of Bus Controller when the double-ended bus control discrete is a logic 0 (see Appendix III), or if the discrete is left floating or if the driver is powered down. The INU shall relinquish control of the bus if the bus control discrete is a logic 1 (see Appendix III). The input circuits of the receiver shall present a minimum impedance of 10 kilohms. Short circuit of the bus control discrete shall not damage the INU. The bus control function shall be inhibited whenever any unused terminal address line (P-132 pins 34 through 38) is strapped to the Bus Control Discrete high (P-131 pin 51) while the Bus Control Discrete low (P-131 pin 17) is tied to ground.

60.4.4.1 Two Bus Control System. The INU will function as a remote terminal when the bus control discrete is a logic 1 (2.4 VDC Min). When the primary bus controller is operational, it will raise the bus control discrete 20 ms before initiating activity. The INU should cease controller operation immediately upon detection of a high bus control discrete. INU must, after detecting the bus control discrete low for 20 ms, monitor each bus for valid command words to determine the presence of data bus traffic prior to assuming control of the data bus. Failure to detect valid command words on the data buses within 40 ms subsequent to the above detection period shall constitute quiet bus conditions and bus controller operation should begin. Detection of valid commands on either data bus while in this time period shall inhibit the INU Bus Controller function. However, the INU shall continue to monitor for bus traffic and shall initiate bus controller operation if bus traffic ceases for any subsequent 40 ms period.

60.4.4.2 Bus Control Functions. The bus control functions are to supervise all serial digital data transmissions and to manage the data bus redundancy.

60.4.4.2.1 Transmission Supervision. The bus control function shall initiate all communication sequences by issuing command words over the data bus requesting subsystems to transmit or receive data. Refresh rate, message block identification, subaddress fields and word counts required to generate the command words are contained in TABLE VI-2. The sequence of these commands shall be established by operational software in the INU. The bus control function shall also monitor each communication sequence and initiate corrective action for command words which are not properly executed. All refresh rates shall be construed to be minimum computation rates.

60.4.4.2.2 Redundancy Management. The bus controller shall manage the serial digital data bus redundancy. The error handling function of the INU bus controller shall monitor the bus transmissions for the errors

listed in MIL-STD-1553, paragraph 4.4.1.1. Errors detected during the transmission of a data block on one bus will cause an immediate retry, within the same frame, of the same message on the opposite bus for the next attempt to transmit data.

60.4.4.3 INU Command Table Requirements. When bus control is transferred to the INU, the INU shall perform the bus control function as follows:

a. If the INU terminal address as determined from the aircraft connector (in accordance with paragraph 60.4.2.2.2.1) is either 00100 or 00101, the INU shall operate as a controller according to the Unique CDU Interface Command Table VI-3. SAFE/MODE Commands will contain 1111 in the subaddress/mode field.

b. If the INU terminal address as determined from the aircraft connector is any address other than 00100 or 00101, the INU shall operate as a controller according to the Generalized CDU Interface Command, Table VI-3.

c. All Safe commands shown in Command Table VI-3 (i.e., S02Safe, S04Safe, etc.) are defined to be mode commands (dedicated function commands) which have a word count/mode code of 01000. This mode code resets the receiving RT of the preceding RT to RT message.

60.4.4.4 Bus Controller Time Out Requirement. When acting as a bus controller, the INU shall time out when awaiting a response to an issued command but not sooner than 12 microseconds.

TERMINAL ADDRESS	SUBSYSTEM
01000	Unique Control Display Unit (CDU)
01100	Heads-Up-Display (HUD)
10000	Radar Display
10100	Radar
10101	Generalized CDU #1
10110	Generalized CDU #2
10111	Generalized CDU #3
11000	Stores Management System
11010	Global Positioning System
11100	Central Air Data Computer (CADC)
11111	Prohibited Address

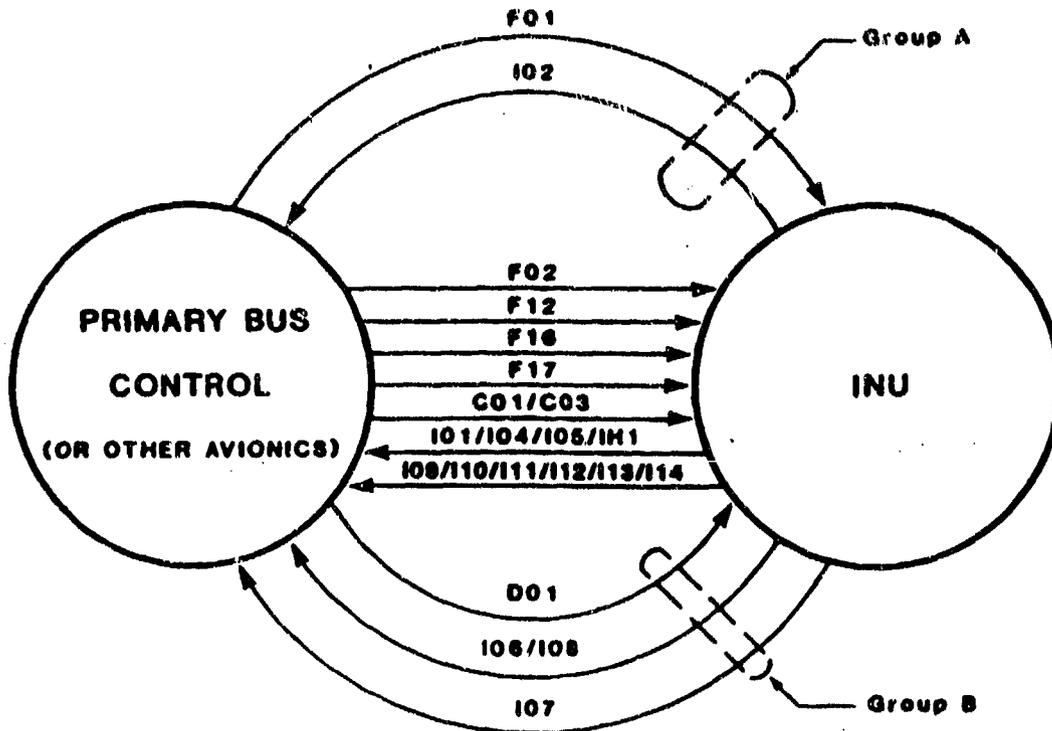
TABLE VI-1 BACK-UP CONTROL FUNCTION AVIONIC SUBSYSTEM TERMINAL ADDRESSES

NOTE

All five bits of the terminal address field shall be connector programmable. The INU terminal address when interfaced with the Unique CDU shall be either 00100 or 00101. The INU terminal address when interfaced with a Generalized CDU shall not be any address listed in TABLE VI-1 above or 00100 or 00101. The aircraft system integrator may define any other terminal addresses. CDU #2 shall be used during INU Back-Up Bus Control operation.

Message blocks shown define INU transmit/receive requirements when operating as a remote terminal.

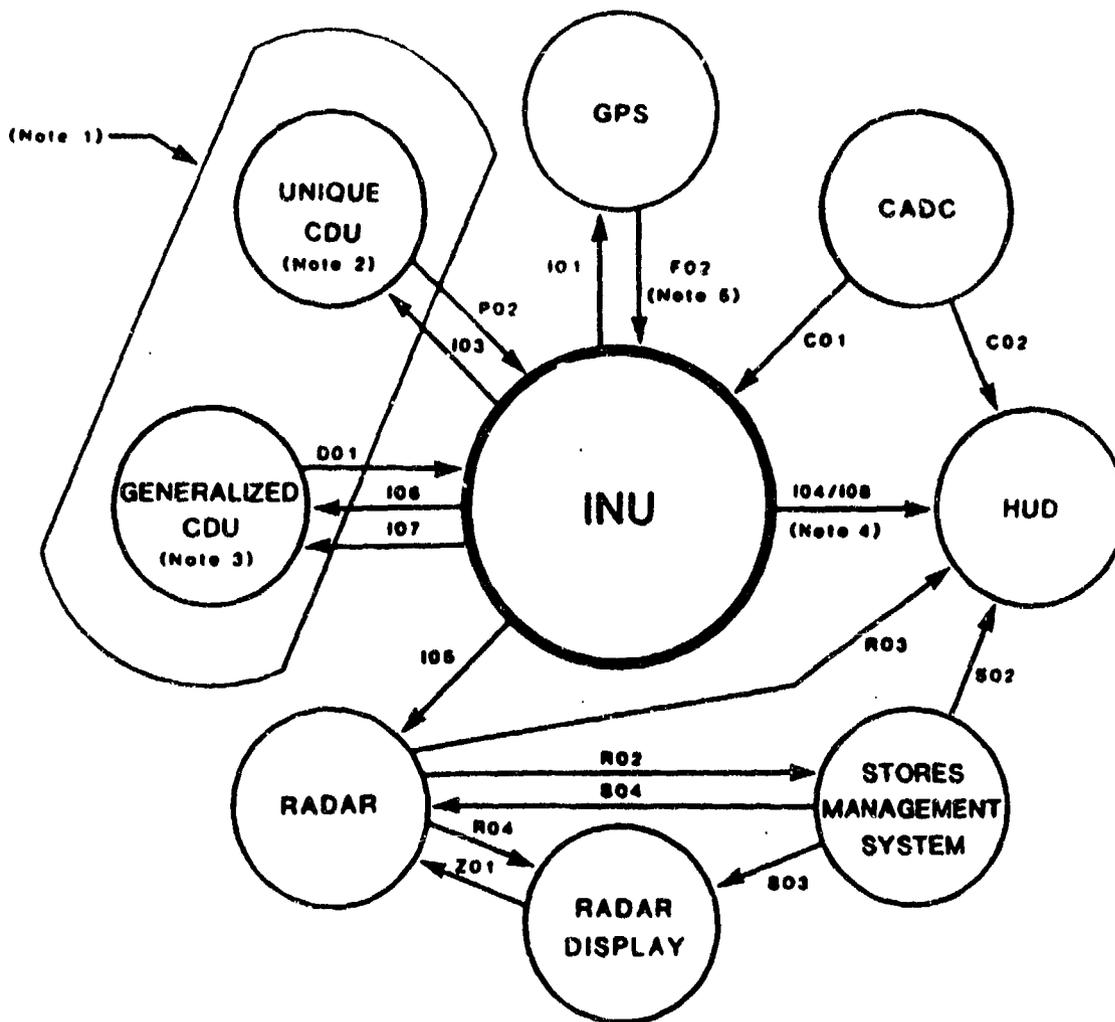
Groups A and B are mutually exclusive to any typical system. (i.e., Group B may only be used if the aircraft connector is programmed to provide some INU terminal address other than 00100 or 00101). Message blocks other than Group A and Group B are useable with any INU terminal address.



Group A message blocks are used with a unique CDU panel mechanization which is dependent on INU software.

Group B message blocks are used with a generalized CDU panel mechanization which is independent of INU software.

FIGURE VI-1 TYPICAL MULTIPLEX DATA BUS
FUNCTIONAL DIAGRAM (UNDER PRIMARY BUS CONTROL)



NOTE 1: These two CDU interfaces are mutually exclusive. The INU Bus Control function must command either one or the other in the backup mode, but not both simultaneously.

NOTE 2: CDU Panel/Operator interface dependent on INU software.

NOTE 3: CDU Panel/Operator interface independent of INU software.

NOTE 4: I04 is used with INU terminal addresses 00100 or 00101 as determined from the aircraft connector. I08 is used when the terminal address is determined to be any other value.

NOTE 5: F02 correction vector must be computed by an external computer (i.e. other than the INU) that accepts sensor information and INU data to compute the corrections to the INU.

**Figure VI-2 Multiplex Data Bus Functional Diagram
(Under INU Bus Control)**

TRANSMITTING SUBSYSTEMS				RATE (TIMES/SECOND) (SEE NOTE)	
SUBSYSTEM	BLOCK ID	SUBADDRESS	WORD COUNT	REFRESH	TRANSMIT
INU	I01	10000	32	50	50
	I02	10001	10	5	12.5
	I03	10001	8	5	12.5
	I04	10000	13	50	50
	I05	10000	13	50	50
	I06	11001	32	*	12.5
	I07	11011	32	2.5	12.5
	I08	11001	31	*	50
	I09	10011	23	200	200
	I10	10010	28	12.5	12.5
	I11	10110	26	As Req	As Req
	I12	10111	15	As Req	As Req
	I13	11000	24	As Req	As Req
	I14	11010	17	200	200
UNIQUE CDU CDU #2	P02	10000	4	As Req	12.5
	D01	11010	7	5	12.5
CADC	C01, C06	10000	10	20	25
	C02	10000	9	20	25
	C03	10000	4	20	25
RADAR DISPLAY	Z01	10001	1	6.25	6.25
RADAR	R02	10001	3	50	50
	R03	10000	5	50	50
	R04	10010	9	25	25
STORES MGT SYSTEM	S02	10000	4	50	50
	S03	10000	2	1.5625	1.5625
	S04	10000	4	50	50
GPS (EXT.COMP.)	F02	10001	30	As Req	As Req
*Refresh Rates as specified in Formats section					

Note: All refresh rates are a minimum. Subsystems may refresh at any higher rates consistent with their capability. Minimum rates for INU messages shall not imply an infinite rate requirement, but shall imply that when a maximum transmit/receive rate described by 16 back-to-back 32 word messages, with intermessage gaps of not more than 2 microseconds, are requested, the INU data shall be valid. Whenever message rates exceed those described here, any INU function or performance, other than bus communication, shall be unaffected. Upon return to rates described here, the bus communication shall recover to normal operation.

Table VI-2 TRANSMITTING SUBSYSTEM SUBADDRESS/WORD COUNT/RATES

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RECEIVING SUBSYSTEMS				(See Note) RATE (TIMES/SECOND)	
SUBSYSTEM	BLOCK ID	SUBADDRESS	WORD COUNT	REFRESH	TRANSMIT
INU	C01	11110	10	20	25
	C03	10011	4	20	25
	D01	11010	7	5	12.5
	F01	10100	7	As Req	12.5
	F02	10001	30	As Req	As Req
	F12	10110	25	As Req	1.5625
	F16	10101	29	As Req	1.5625
	F17	10010	2	As Req	As req
P02	10100	4	As Req	12.5	
UNIQUE CDU CDU #2	I03	10000	8	5	12.5
	I06	11001	32	*	12.5
	I07	11011	32	2.5	12.5
RADAR DISPLAY	R04	10100	9	25	25
	S03	10011	2	1.5625	1.5625
RADAR	I05	10001	13	50	50
	S04	10010	4	50	50
	Z01	10011	1	6.25	6.25
HUD	C02	11101	9	20	25
	I04	11010	13	50	50
	I08	11001	31	*	50
	R03	11011	5	50	50
	S02	11100	4	50	50
STORES MGT SYSTEM	R02	10001	3	50	50
GPS	I01	10001	32	50	50

* Refresh rates as specified in Word formats Section.

Note: All rates are minimum. Subsystems may refresh at any higher rates consistent with their capability. Minimum rates for INU messages shall not imply an infinite rate requirement, but shall imply that when a maximum transmit/receive rate described by 16 back-to-back 32 word messages, with intermessage gaps of not more than 2 microseconds, are requested, the INU data shall be valid. Whenever message rates exceed those described here, any INU function or performance, other than bus communication, shall be unaffected. Upon return to rates described here, the bus communication shall recover to normal operation.

TABLE VI-2a RECEIVING SUBSYSTEM SUBADDRESS/WORD COUNT/RATES

GENERALIZED CDU INTERFACE							
FRAME NUMBER							
1	2	3	4	5	6	7	8
FRAME TIME (MILLISECONDS)							
20	40	60	80	100	120	140	160
I08	I08	I08	I08	I08	I08	I08	I08
I05	I05	I05	I05	I05	I05	I05	I05
I01	I01	I01	I01	I01	I01	I01	I01
S02	S02	S02	S02	S02	S02	S02	S02
S04	S04	S04	S04	S04	S04	S04	S04
R02	R02	R02	R02	R02	R02	R02	R02
R03	R03	R03	R03	R03	R03	R03	R03
P02	C02	I06	C02	Z01	C02	I06	C02
	C01	I07	C01		C01	I07	C01
	R04	D01	R04		R04	D01	R04
FRAME NUMBER							
9	10	11	12	13	14	15	16
FRAME TIME (MILLISECONDS)							
180	200	220	240	260	280	300	320
I08	I08	I08	I08	I08	I08	I08	I08
I05	I05	I05	I05	I05	I05	I05	I05
I01	I01	I01	I01	I01	I01	I01	I01
S02	S02	S02	S02	S02	S02	S02	S02
S04	S04	S04	S04	S04	S04	S04	S04
R02	R02	R02	R02	R02	R02	R02	R02
R03	R03	R03	R03	R03	R03	R03	R03
	C02	I06	C02	Z01	C02	I06	C02
	C01	I07	C01		C01	I07	C01
	R04	D01	R04		R04	D01	R04
FRAME NUMBER							
17	18	19	20	21	22	23	24
FRAME TIME (MILLISECONDS)							
340	360	380	400	420	440	460	480
I08	I08	I08	I08	I08	I08	I08	I08
I05	I05	I05	I05	I05	I05	I05	I05
I01	I01	I01	I01	I01	I01	I01	I01
S02	S02	S02	S02	S02	S02	S02	S02
S04	S04	S04	S04	S04	S04	S04	S04
R02	R02	R02	R02	R02	R02	R02	R02
R03	R03	R03	R03	R03	R03	R03	R03
S03	C02	I06	C02	Z01	C02	I06	C02
	C01	I07	C01		C01	I07	C01
	R04	D01	R04		R04	D01	R04

TABLE VI-3 - BACK-UP BUS COMMAND TABLE

		FRAME NUMBER					
25	26	27	28	29	30	31	32
FRAME TIME (MILLISECONDS)							
500	520	540	560	580	600	620	640
	I08	I08	I08	I08	I08	I08	I08
I05	I05	I05	I05	I05	I05	I05	I05
I01	I01	I01	I01	I01	I01	I01	I01
S02	S02	S02	S02	S02	S02	S02	S02
S04	S04	S04	S04	S04	S04	S04	S04
R02	R02	R02	R02	R02	R02	R02	R02
R03	R03	R03	R03	R03	R03	R03	R03
	C02	I06	C02	Z01	C02	I06	C02
	C01	I07	C01		C01	I07	C01
	R01	D01	R04		R04	D01	R01
UNIQUE CDU INTERFACE							
		FRAME NUMBER					
1	2	3	4	5	6	7	8
FRAME TIME (MILLISECONDS)							
20	40	60	80	100	120	140	160
I01	I01	I01	I01	I01	I01	I01	I01
I04	I04	I04	I04	I04	I04	I04	I04
I05	I05	I05	I05	I05	I05	I05	I05
S02	S02	S02	S02	S02	S02	S02	S02
S02*	S02*	S02*	S02*	S02*	S02*	S02*	S02*
S04	S04	S04	S04	S04	S04	S04	S04
S04*	S04*	S04*	S04*	S04*	S04*	S04*	S04*
R02	R02	R02	R02	R02	R02	R02	R02
R02*	R02*	R02*	R02*	R02*	R02*	R02*	R02*
R03	R03	R03	R03	R03	R03	R03	R03
R03*	R03*	R03*	R03*	R03*	R03*	R03*	R03*
P02	C02	I03	C02	Z01	C02	I03	C02
	C02*	P02	C02*	Z01*	C02*	P02	C02*
	C01		C01		C01		C01
	R04		R04		R04		R04
	R04*		R04*		R04*		R04*

TABLE VI-3 - BACK-UP BUS COMMAND TABLE (cont.d)

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FRAME NUMBER							
9	10	11	12	13	14	15	16
FRAME TIME (MILLISECONDS)							
180	200	220	240	260	280	300	320
I01	I01	I01	I01	I01	I01	I01	I01
I04	I04	I04	I04	I04	I04	I04	I04
I05	I05	I05	I05	I05	I05	I05	I05
S02	S02	S02	S02	S02	S02	S02	S02
S02*	S02*	S02*	S02*	S02*	S02*	S02*	S02*
S04	S04	S04	S04	S04	S04	S04	S04
S04*	S04*	S04*	S04*	S04*	S04*	S04*	S04*
R02	R02	R02	R02	R02	R02	R02	R02
R02*	R02*	R02*	R02*	R02*	R02*	R02*	R02*
R03	R03	R03	R03	R03	R03	R03	R03
R03*	R03*	R03*	R03*	R03*	R03*	R03*	R03*
	C02	I03	C02	Z01	C02	I03	C02
	C02*	P02	C02*	Z01*	C02*	P02	C02*
	C01		C01		C01		C01
	R04		R04		R04		R04
	R04*		R04*		R04*		R04*

FRAME NUMBER							
17	18	19	20	21	22	23	24
FRAME TIME (MILLISECONDS)							
340	360	380	400	420	440	460	480
I01	I01	I01	I01	I01	I01	I01	I01
I04	I04	I04	I04	I04	I04	I04	I04
I05	I05	I05	I05	I05	I05	I05	I05
S02	S02	S02	S02	S02	S02	S02	S02
S02*	S02*	S02*	S02*	S02*	S02*	S02*	S02*
S04	S04	S04	S04	S04	S04	S04	S04
S04*	S04*	S04*	S04*	S04*	S04*	S04*	S04*
R02	R02	R02	R02	R02	R02	R02	R02
R02*	R02*	R02*	R02*	R02*	R02*	R02*	R02*
R03	R03	R03	R03	R03	R03	R03	R03
R03*	R03*	R03*	R03*	R03*	R03*	R03*	R03*
S03	C02	I03	C02	Z01	C02	I03	C02
S03*	C02*	P02	C02*	Z01*	C02*	P02	C02*
	C01		C01		C01		C01
	R04		R04		R04		R04
	R04*		R04*		R04*		R04*

TABLE VI-3 - BACK-UP BUS COMMAND TABLE (cont'd)

FRAME NUMBER							
25	26	27	28	29	30	31	32
FRAME TIME (MILLISECONDS)							
500	520	540	560	580	600	620	640
I01	I01	I01	I01	I01	I01	I01	I01
I04	I04	I04	I04	I04	I04	I04	I04
I05	I05	I05	I05	I05	I05	I05	I05
S02	S02	S02	S02	S02	S02	S02	S02
S02*	S02*	S02*	S02*	S02*	S02*	S02*	S02*
S04	S04	S04	S04	S04	S04	S04	S04
S04*	S04*	S04*	S04*	S04*	S04*	S04*	S04*
R02	R02	R02	R02	R02	R02	R02	R02
R02*	R02*	R02*	R02*	R02*	R02*	R02*	R02*
R03	R03	R03	R03	R03	R03	R03	R03
R03*	R03*	R03*	R03*	R03*	R03*	R03*	R03*
	C02	I03	C02	Z01	C02	I03	C02
	C02*	P02	C02*	Z01*	C02*	P02	C02*
	C01		C01		C01		C01
	R04		R04		R04		R04
	R04*		R04*		R04*		R04*

* = MODE COMMANDS referred to as SAFE COMMANDS in the Unique CDU interface.

TABLE VI-3 - BACK-UP BUS COMMAND TABLE (cont'd)

I06-01	INU Control Word 1.
I06-02	Time Tag - Referenced to the beginning of the velocity computation cycle (INS Control Word 2).
I06-03	Velocity X, Y, Z - Velocity components referenced to the thru platform axis.
I06-08	
I06-09	Platform Azimuth - Clockwise angle from the platform X axis to the vehicle mounting pads
I06-10	Koll - Referenced to local earth level
I06-11	Pitch - Referenced to local earth level
I06-12	Present True Heading
I06-13	Present Magnetic Heading
I06-14	Great Circle Steering Error - Defined as a function of Steering Mode: Great Circle Steering - Bit 15 of D01-02 set to Logic "0" See Theta SE on Figure 11 Selected Course Steering-Bit 15 of D01-02 set to Logic "1" Theta SE is defined to be zero

TABLE VI-4 - SUMMARY OF I06 THRU I13 OUTPUTS

I06-15	<p>Computed Course Deviation-Defined as a function of Steering Mode: Great Circle Steering - Bit 15 of D01-02 set to Logic "0" See Theta CD on Figure 11 Selected Course Steering-Bit 15 of D01-02 set to Logic "1" Theta CD= -(Magnetic bearing to position where bit 15 was set to Logic "1") +/- (180 degrees) + (Selected Magnetic Course)</p>
I06-16	Time to Steerpoint = Predicted time based on groundspeed computed from using last computed wind assuming that present true air speed shall remain constant
I06-17	Distance to Steerpoint
I06-18	Relative Bearing to Steerpoint: $RB = TB - TH$
I06-19	Relative Bearing to nth Waypoint/Markpoint: $RB = TB - TH$
I06-20	Time to nth Waypoint/Markpoint = Predicted time based on groundspeed computed from using last computed wind assuming that present true airspeed shall remain constant
I06-21	Distance to nth Waypoint/Markpoint
I06-22	INU Control Word 3
I06-23	nth Waypoint/Markpoint Latitude (MSP)
I06-24	nth Waypoint/Markpoint Latitude (LSP)
I06-25	nth Waypoint/Markpoint Longitude (MSP)
I06-26	nth Waypoint/Markpoint Longitude (LSP)
I06-27	Selected Magnetic Course to Steerpoint = Desired magnetic ground track to Steerpoint (used with Great Circle Steering)
I06-28	Selected Magnetic Course = Desired magnetic ground track from point where Selected Course Steering was selected
I06-29	Magnetic Heading to nth Waypoint/Markpoint = Magnetic course to selected position corrected for Drift Angle as computed using last computed wind assuming present true air speed shall remain constant
I06-30	True Air Speed = Last true air speed received from the central air data computer or manually input via MISC PARAMETER INSERT
I06-31	Present Magnetic Ground Track
I06-32	Drift Angle
I07-01	nth Waypoint/Markpoint Spheroid/UTM Grid Zone (MSP)
I07-02	nth Waypoint/Markpoint UTM Grid Zone (LSP)
I07-03	nth Waypoint/Markpoint 100,000 Meter UTM Area
I07-04	nth Waypoint/Markpoint UTM Easting
I07-05	nth Waypoint/Markpoint UTM Northing
I07-06	"Inertial Display" Present Position Latitude (MSP)
I07-07	"Inertial Display" Present Position Latitude (LSP)
I07-08	"Inertial Display" Present Position Longitude (MSP)
I07-09	"Inertial Display" Present Position Longitude (LSP)
I07-10	"Inertial Display" Present Position Spheroid/UTM Grid Zone (MSP)
I07-11	"Inertial Display" Present Position UTM Grid Zone (LSP)
I07-12	"Inertial Display" Present Position 100,000 Meter UTM Grid Area
I07-13	"Inertial Display" Present Position UTM Easting

TABLE VI-4 - SUMMARY OF I06 THRU I13 OUTPUTS (cont'd)

I07-14	"Inertial Display" Present Position UTM Northing
I07-15	Entered True Heading
I07-16	Entered Magnetic Heading
I07-17	Entered Magnetic Variation
I07-18	Computed Magnetic Variation
I07-19	Align Time and Status
I07-20	Wind Direction = Direction from which the wind blows, i.e. the angle measured clockwise from True North to the head of the wind vector, plus 180 degrees.
I07-21	Wind Velocity at Last Mark Point Code
I07-22	Present Ground speed
I07-23	Present Ground Track
I07-24	Predicted Ground Speed = Ground speed computed from last computed wind assuming that present true air speed shall remain constant
I07-25	Present Convergence Factor in Use (Grid Mode)
I07-26	Present Grid Heading = Vehicle Heading referenced to Grid North
I07-27	Desired Grid Heading = Desired Grid Course corrected for Drift Angle as computed using last computed wind assuming that present true air speed shall remain constant
I07-28	Position Error North (AUXILIARY and OVERFLY update modes)
I07-29	Position Error East (AUXILIARY and OVERFLY update modes)
I07-30 thru I07-32	INU Miscellaneous Data
I09-01	INU Mode Word
I09-02	Time Tag
I09-03	X Velocity (MSP)
I09-04	X Velocity (LSP)
I09-05	Y Velocity (MSP)
I09-06	Y Velocity (LSP)
I09-07	Z Velocity (MSP)
I09-08	Z Velocity (LSP)
I09-09	Platform Azimuth
I09-10	Roll
I09-11	Pitch
I09-12	Roll Rate (p)
I09-13	Pitch Rate (q)
I09-14	Yaw Rate (r)
I09-15	Longitudinal Acceleration (nx)
I09-16	Lateral Acceleration (ny)
I09-17	Normal Acceleration (nz)
I09-18	Platform Azimuth Time Tag
I09-19	Roll Time Tag
I09-20	Pitch Time Tag
I09-21	Roll Axis Angular Acceleration
I09-22	Pitch Axis Angular Acceleration
I09-23	Yaw Axis Angular Acceleration
REMARKS: MSP = Most Significant Part; LSP = Least Significant Part	

TABLE VI-4 - SUMMARY OF I06 THRU I13 OUTPUTS (cont'd)

I10-01	Time Tag
I10-02	X Axis Residual Tilt
I10-03	Y Axis Residual Tilt
I10-04	Z Axis Residual Tilt
I10-05	CNExx
I10-06	CNExx
I10-07	CNExy
I10-08	CNExy
I10-09	CNExz
I10-10	CNExz
I10-11	CNEyx
I10-12	CNEyx
I10-13	CNEyy
I10-14	CNEyy
I10-15	CNEyz
I10-16	CNEyz
I10-17	CSNxx
I10-18	CSNxy
I10-19	CSNxz
I10-20	CSNyx
I10-21	CSNyy
I10-22	CSNyz
I10-23	Altitude Feedback Constant
I10-24	Altitude Feedback Constant
I10-25	Velocity Feedback Constant
I10-26	Velocity Feedback Constant
I10-27	Acceleration Feedback Constant
I10-28	Acceleration Feedback Constant
I11-01	Reserved
I11-02	Accelerometer Bias Uncertainty
I11-03	(X,Y,Z) Accelerometer Scale Factor (SF) Uncertainty
I11-04	X Gyro Bias Uncertainty
I11-05	Y Gyro Bias Uncertainty
I11-06	Z Gyro Bias Uncertainty
I11-07	(X,Y,Z) Gyro SF Uncertainty
I11-08	X Gyro Randomness
I11-09	X Gyro Correlation Time
I11-10	Y Gyro Randomness
I11-11	Y Gyro Correlation Time
I11-12	Z Gyro Randomness
I11-13	Z Gyro Correlation Time
I11-14	(X,Y,Z) Accelerometer Randomness
I11-15	(X,Y,Z) Accelerometer Randomness Correlation Time
I11-16	X Gyro Input/Quad Mass Unbalance (MUB) Uncertainty (Reserved)
I11-17	Y Gyro Input/Quad Mass Unbalance (MUB) Uncertainty (Reserved)
I11-18	Z Gyro Input/Quad Mass Unbalance (MUB) Uncertainty (Reserved)
I11-19	(X,Y,Z) Platform Tilt (Ground Align) Uncertainty
I11-20	(X,Y,Z) Platform Azimuth (Ground Align) Uncertainty
I11-21	(X,Y,Z) Accelerometer Nonorthogonality Uncertainty

TABLE VI-4 - SUMMARY OF I06 THRU I13 OUTPUTS (cont.d)

I11-22	Reserved
I11-23	Reserved
I11-24	(X,Y,Z) Gyro Misalignment Uncertainty
I11-25	Reserved
I11-26	Reserved
I12-01	Reserved
I12-02	Accelerometer Scale Factor Asymmetry
I12-03	Gravity Compensation (Reserved)
I12-04	Gravity Compensation Correlation Distance (Reserved)
I12-05	X Gyro Trending (Reserved)
I12-06	Y Gyro Trending (Reserved)
I12-07	Z Gyro Trending (Reserved)
I12-08	X Gyro Warmup (Reserved)
I12-09	X Gyro Warmup Correlation Time (Reserved)
I12-10	Y Gyro Warmup (Reserved)
I12-11	Y Gyro Warmup Correlation Time (Reserved)
I12-12	Z Gyro Warmup (Reserved)
I12-13	Z Gyro Warmup Correlation Time (Reserved)
I12-14	Accelerometer Warmup
I12-15	Accelerometer Warmup Correlation Time
I13-01	Max Normal Rate For X Precision Torquing (Reserved)
I13-02	Max Normal Rate For Y Precision Torquing (Reserved)
I13-03	Max Normal Rate For Z Precision Torquing (Reserved)
I13-04	Max Slewing Rate For X Coarse Slewing (Reserved)
I13-05	Max Slewing Rate For Y Coarse Slewing (Reserved)
I13-06	Max Slewing Rate For Z Coarse Slewing (Reserved)
I13-07	Position of the Specific Force Origin, Xr
I13-08	Position of the Specific Force Origin, Yr
I13-09	Position of the Specific Force Origin, Zr
I13-10	Gyro Orientation About Zb, gamma Zo
I13-11	Gyro Orientation About Yb, gamma Yo
I13-12	Gyro Orientation About Xb, gamma Xo
I13-13	Accelerometer Orientation About Zb, gamma Za
I13-14	Accelerometer Orientation About Yb, gamma Ya
I13-15	Accelerometer Orientation About Xb, gamma Xa
I13-16	Terminal Address
I13-17	Orient Status Word
I13-18	Roll Boresight Correction Angle
I13-19	Pitch Boresight Correction Angle
I13-20	Yaw Boresight Correction Angle
I13-21	Position of INU CG Along Xr
I13-22	Position of INU CG Along Yr
I13-23	Position of INU CG Along Zr
I13-24	Weight of the INU

TABLE VI-4 - SUMMARY OF I06 THRU I13 OUTPUTS (cont'd)

INU MODES *

BLOCK/WORD ID	DESCRIPTION	0	1	2	3	4	5	6	7	8	9	13
I06-16	Time to Steerpoint	X	X	X					X	X	X	X
I06-20	Time to nth Waypoint/Markpoint (WP/MP)	X	X	X					X	X	X	X
I06-29	Magnetic Heading to nth WP/MP	X	X	X					X	X	X	X
I07-24	Predicted Ground Speed	X	X	X					X	X	X	X
I07-27	Desired Grid Heading to nth WP/MP	X	X	X					X	X	X	X

*INU modes marked with an X indicate that the indicated I06 and/or I07 words shall contain all logic "0's" in the indicated INU mode. The INU modes are as follows:

0 - STANDBY	6 - AUXILIARY FIX
1 - STORED HEADING ALIGN	7 - CALIBRATE
2 - GYROCOMPASS ALIGN	8 - ATTITUDE
3 - AIR ALIGN	9 - TEST
4 - NAVIGATE	13 - ORIENT
5 - OVERFLY FIX	

TABLE VI-5 - PREDICTED SITUATION OUTPUT DATA

INU MODES*

DESCRIPTION	**										
	0	1	2	3	4	5	6	7	8	9	13
Time Tags	X							X			
Velocity X, Y, Z	X							X	X		X
Platform Azimuth	X							X			X
Roll	X							X			X
Pitch	X							X			X
Present True Heading	X	X	X					X	X	X	X
Present Magnetic Heading	X	X	X					X	X	X	X
Great Circle Steering Error	X	X	X					X	X	X	X
Computed Course Deviation	X	X	X					X	X	X	X
Distance to Steerpoint	X	X	X					X	X	X	X
Relative Bearing to Steerpoint	X	X	X					X	X	X	X
Relative Bearing to nth VP/MP	X	X	X					X	X	X	X
Distance to nth Waypoint/Markpoint	X	X	X					X	X	X	X
True Air Speed	X	X	X					X	X	X	
Present Magnetic Ground Track	X	X	X					X	X	X	X
Drift Angle	X	X	X					X	X	X	X
Present Position Latitude & Longitude	X							X			
Present Position UTM & Spheroid	X							X			
Computed Magnetic Variation	X							X			
Align Time and Status	X							X	X		
Wind Direction	X	X	X					X	X	X	X
Wind Velocity & Last Markpoint Code	X	X	X					X	X	X	X
Present Ground Speed	X	X	X					X	X	X	X
Present True Ground Track	X	X	X					X	X	X	X
Present Convergence Factor in Use	X							X	X		X
Present Grid Heading	X	X	X					X	X	X	X
Position Error North	X	X	X					X	X	X	X
Position Error East	X	X	X					X	X	X	X
Roll Rate	X							X		X	X
Pitch Rate	X							X		X	X
Yaw Rate	X							X		X	X
Longitudinal Acceleration	X							X	X	X	X
Lateral Acceleration	X							X	X	X	X

** In the TEST mode, output data words designated with an X shall be set to all logic zero's upon entry into the TEST mode. From then on, these outputs shall reflect the requirements in accordance with section 70.

TABLE VI-6 - CURRENT SITUATION OUTPUT DATA

INU MODES *

DESCRIPTION	INU MODES *												
	0	1	2	3	4	5	6	7	8	9	13	**	
Normal Acceleration	X							X	X	X	X		
Roll Axis Angular Acceleration	X							X		X	X		
Pitch Axis Angular Acceleration	X							X		X	X		
Yaw Axis Angular Acceleration	X							X		X	X		
X,Y,Z Acceleration	X							X	X		X		
CNE xx thru CNE yz	X							X	X		X		
Inertial Altitude	X							X	X		X		
Residual Tilts (X, Y, Z)	X							X	X		X		
BITE Summary Words	X												
Unique CDU Outputs	X						X	X			X		
Selected Mag Course	X	X	X					X	X		X		
UTM Coordinates	X							X	X		X		
Velocities (North and East)	X							X	X				
CSN xx thru CSN yz	X							X	X		X		
Baro Feedback Constant (I10-23 thru I10-28)	X							X					
I11 thru I13	X								X				
I14									X				

* X's designated for the various INU modes indicate the words contained therein shall consist of all Logic "0's". The INU modes are as follows:

- | | |
|--------------------------|-------------------|
| 0 - STANDBY | 6 - AUXILIARY FIX |
| 1 - STORED HEADING ALIGN | 7 - CALIBRATE |
| 2 - GYROCOMPASS ALIGN | 8 - ATTITUDE |
| 3 - AIR ALIGN | 9 - TEST |
| 4 - NAVIGATE | 13 - ORIENT |
| 5 - OVER FLY FIX | |

** In the TEST mode, output data words designated with an X shall be set to all logic zero's upon entry into the TEST mode. From then on, these outputs shall reflect the requirements in accordance with section 70.

Note: INU control/mode words I01-01, I01-29, I06-01, I06-22 are available in all power-on modes.

TABLE VI-6 - CURRENT SITUATION OUTPUT DATA (cont.d)

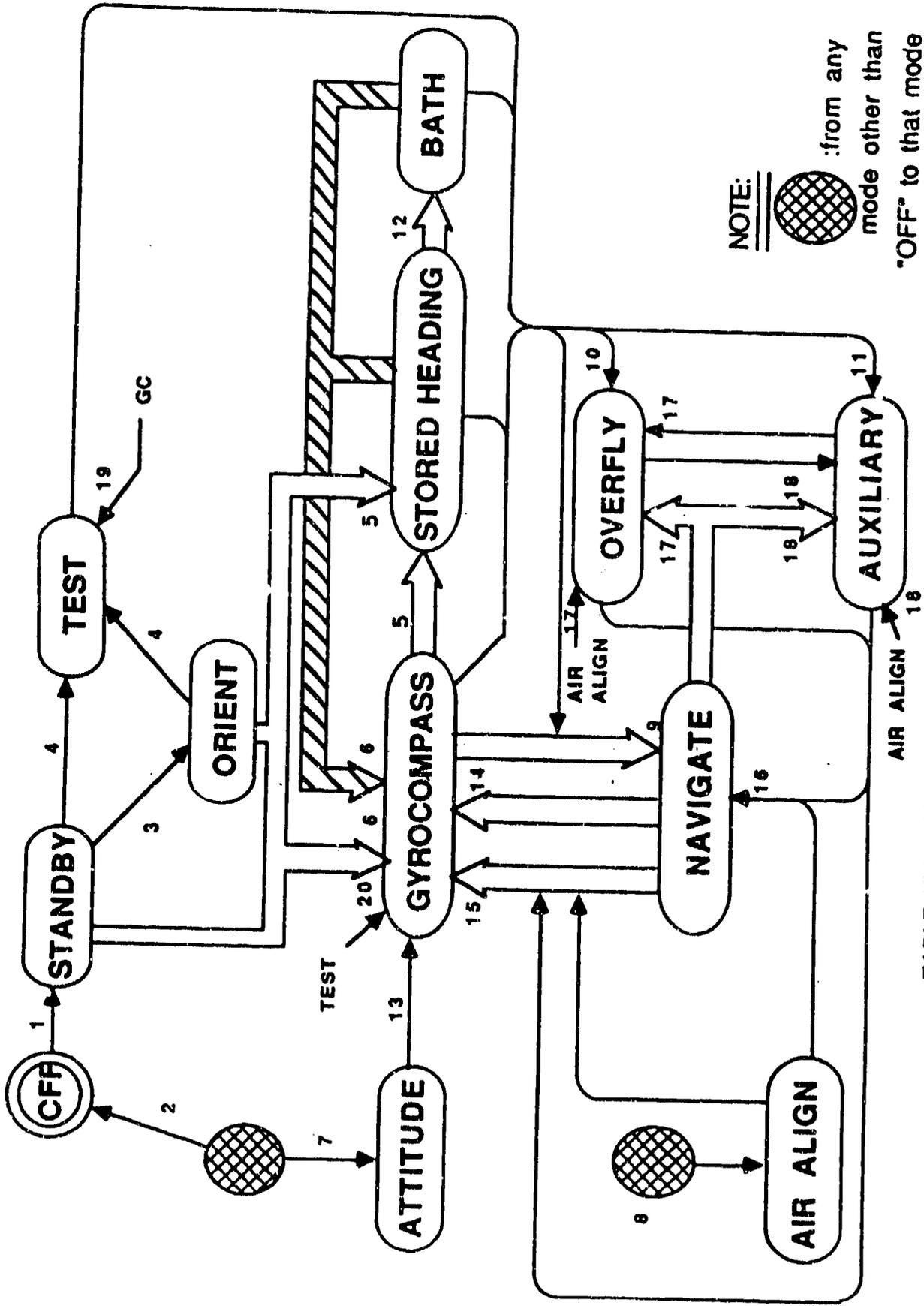


TABLE VI-7 MODE CONTROL TRANSITION LOGIC

SNU 84-1, REV. 3, AMD 1, CHANGE NOTICE 1, 5 MAY 1987

FROM	TO	OFF	STBY	ORIENT	TEST	SB	BATH	GC	ATT	AIR ALIGN	NAV	OVER PLY	AUX
OFF		-	1										
STANDBY		2	-	3	4	5		6	7	8			
ORIENT		2		-	4	5		6	7	8			
TEST		2			-	5		20	7	8	9	10	11
SB		2				-	12	6	7	8	9	10	11
BATH		2					-	6	7	8	9	10	11
GC		2			19	5		-	7	8	9	10	11
ATT		2						13	-	8			
AIR ALIGN		2						15	7	-	16	17	18
NAV		2						14, 15	7	8	-	17	18
OVERFLY		2						15	7	8	16	-	18
AUX		2						15	7	8	16	17	-

1. Power applied
2. $B+L+AE. [(P.(N+AF)+(P'.O)] + M$
3. K
4. J.O
5. C.O.(AA)'
6. (D.O)+2
7. $I+U+[(V'.(AD)'.(AA)'.(P+AB+(P.G)+(P'.T'.G)+(P'.T'.S.H))]$
8. $(P'.T.E)+(P.S)$
9. $(P+AB).(AA+AD+W)$
10. $[P+(P'.T')].G.(AA+AD+W)$
11. $P'.T'.S.H.(AA+AD+W)$
12. $V+W+(AD)'$
13. (U+I) THEN D.Q.U'
14. P THEN [D.(AB)'.X'] (Align cont'd)
15. D.R.X (Align cont'd)
16. $(P.P')+(P.P.S')$
17. $(T'.G.P')+(P.G.S')$
18. T'.S.H.P'
19. P.(AH).Q.AG
20. $(D.O).[P'+(AI)+AG]$

TABLE VI-7 MODE CONTROL TRANSITION LOGIC (cont'd)

A: Power-up processing complete
B: D01-01 FSC = OFF (00000) for > 1 sec (P02/F01-02, BITS 5-8-0000)
C: D01-01 FSC = SH ALIGN (00001) for > 1 sec (P02/F01-02, BITS 5-8-0001)
D: D01-01 FSC = GC ALIGN (00010) for > 1 sec (P02/F01-02, BITS 5-8-0010)
E: D01-01 FSC = AIR ALIGN (00011) for > 1 sec
F: D01-01 FSC = NAVIGATE (00100) for > 1 sec (P02/F01-02, BITS 5-8-0011)
G: D01-01 FSC = OVERFLY PIX (00101) for > 1 sec (P02/F01-02, BITS 5-8-0111)
H: D01-01 FSC = AUXILIARY PIX (00110) for > 1 sec
I: D01-01 FSC = ATTITUDE (01000) for > 1 sec (P02/F01-02, BITS 5-8-1011)
J: D01-01 FSC = TEST (01001) for > 1 sec
K: D01-01 FSC = ORIENT (01101) for > 1 sec
L: ON/OFF discrete opened for > 1 sec
M: INU OVER TEMP
N: Battery voltage < 22 VDC
O: Battery voltage < 16 VDC
P: Terminal address indicates Unique CDU interface (00100 or 00101)
Q: C01/ C02/ C03-04 TAS < 80 knots or TAS invalid
R: Groundspeed < 50 knots (current condition)
S: Filter mode bit = 1 (P02-01 bit 2)
T: Auto mode bit = 1 (D01-02 bit 11)
U: ATTITUDE discrete is true > 1 sec
V: Present position has been entered
W: True or MAG HDG has been entered
X: Groundspeed has exceeded 50 knots (latched)
Y: Reserved
Z: INU has better estimate of heading
AA: Degraded NAV Ready
AB: Vehicle motion has exceeded acceptable limits
AC: Reserved
AD: SH is available
AE: Operating on battery
AF: On battery for 10 sec or more

TABLE VI-7 MODE CONTROL TRANSITION LOGIC (cont'd)

AG: P02/F01-02, BITS 1-4=0 (TEST MODE), BITS 5-8-0010 (GC MODE),
 F01-05,06,07 BITS 1-6=INS AND P02/F01-03 BIT 9 CHANGES FROM 0 TO 1
 (DATA OPTION)
AH: TIME IN ALIGN <= 2.0 MINUTES
AI: INU HASN'T COMPLETED TEST MODE

<u>FORMAT SECTION</u>	<u>BLOCK ID</u>	<u>PAGE</u>
I. GENERALIZED CDU TO INU	D01	146
II. INU TO HSI/HUD/HUD/DISPLAYS	I06/I08;I07	167, 177
III. UNIQUE CDU/CC TO INU	P02/P01	189
IV. INU TO UNIQUE CDU/CC	I02/I03	193
V. FILTER/SENSOR TO INU	F02	199
VI. INU STATE VECTOR	I01/I04/I05	207
VII. CADC TO INU	C01/C02/C03	214
VIII. CC TO INU	F12/F16/F17	216
IX. DEDICATED HIGH SPEED VECTOR	IH1	218
X. INU HIGH SPEED VECTOR TO CC/FC	I09	222
XI. INITIALIZATION VECTORS	I10/I11/ I12/I13	225
XII. SUBSYSTEM STATUS	I14	245

TABLE VI-8 - INU MESSAGE BLOCK/WORD FORMATS

<u>CODE</u>	<u>INSERTED DATA</u>	<u>FORMAT</u>	<u>D01-03</u>	<u>D01-04</u>	<u>D01-05</u>	<u>D01-06</u>	<u>D01-07</u>
00000	Present Position (L/L)	I	Q	Q	Q	Q	X
00001	Present Position UTM & Sph	II	Q	Q	Q	Q	Q
00010	True Heading (BATH Entry)	III	Q	X	X	X	X
00011	Magnetic Variation	IV	Q	X	X	X	X
00100	Selected Mag Course to SP	V	Q	X	X	X	X
00101	Waypoint/Markpoint (L/L)	VI	Q	Q	Q	Q	X
00110	Waypoint/Markpoint UTM & Sph	VII	Q	Q	Q	Q	Q
00111	Convergence Factor	VIII	Q	X	X	X	X
01000	MISC Parameter Read	IX	Q	X	X	X	X
01001	MISC Parameter Insert	X	Q	Q	Q	Q	X
01010	MAG Heading (BATH Entry)	XI	Q	X	X	X	X
01011	Selected Magnetic Course	XII	Q	X	X	X	X
01100	Orient Command/Data Insert	XIII	Q	Q	Q	Q	X
01101							
thru	Reserved codes						
11111							

Note: The presence of a "Q" on the table indicates that the word is used to represent a quantity for a given Inserted Data Code. If the word is not used, indicated by an "X", it shall be transmitted as all Logic zeros.

TABLE VI-8A - D01 WORD USAGE

Note 3:

BINARY	WAYPOINT	BINARY	WAYPOINT	BINARY	MARKPOINT
0000	0	0101	5	1010	A
0001	1	0110	6	1011	B
0010	2	0111	7	1100	C
0011	3	1000	8	1101	D
0100	4	1001	9	1110	E
				1111	F

Note 4: A logic "1" shall indicate that the Waypoint/Markpoint identified by bits 7 thru 10 is the selected Steerpoint. This bit will be held to logic "1" until IO6/IO8-22 bits 6 thru 9 agree with the selected Steerpoint.

Note 5: A logic "1" shall indicate that the D01 message is invalid. The INU will not process the D01 message.

SUBADDRESS: 11010(T/R)

WORD: D01-02

Signal Name - CDU Control Word 2

DATA BIT	DESCRIPTION
1	Fix Freeze Flag (See Note 1)
2	Fix Enter Flag (See Note 1)
3	Mark Flag (See Note 1)
4	Clear Flag (See Note 1)
5	Data Ready Flag (See Note 2)
6	MSB
7	*
8	** Inserted Data ID Code (See Note 3)
9	*
10	LSB
11	Manual/Automatic Update (See Note 4)
12	Magnetic Variation Flag (See Note 5)
13	Digital Select Flag (See Note 6)
14	Grid Mode Flag (See Note 7)
15	Steering Mode Code (See Note 8)
16	Logic "0"

Note 1: This D01-02 bit shall be set to logic "1" when the indicated INU operation is to be activated. When this D01-02 flag bit is set, the INU shall respond with a logic "1" set in the corresponding bit of the IO6/IO8-22 word. Subsequent to receipt of a logic "1" in the corresponding IO6/IO8-22 bit, this D01-02 bit shall be reset to logic "0". Reset of the corresponding IO6/IO8-22 Flag Acknowledge bit shall be formed only after the corresponding D01-02 bit is reset to logic "0" and shall indicate INU processing complete and the availability of the INU to perform the same function again.

Note 2: This D01-02 bit is set to logic "1" whenever new data is to be inserted into the INU and the appropriate code has been defined for bits 6 thru 10 of D01-02. All defined Inserted Data ID Codes require the Data Ready Flag and appropriate words from D01-03 thru D01-07 to be set. While the Data Ready Flag is set, the D01 data shall not change. This bit shall be reset either upon receipt of the Data Ready Flag acknowledge in I06/I08-22 or the I06/I08-22 Illegal Command bit 14. After the I06/I08-22 Data Ready Flag acknowledge has been reset or upon receipt of the I06/I08-22 Illegal Command bit, the INU is available to receive new inserted data (see I06/I08-22 Notes 2 and 3).

Note 3: BINARY

INSERTED DATA

00000	Present Position in Latitude/Longitude
00001	Present Position in UTM (plus spheroid)
00010	True Heading (BATH Entry)
00011	Magnetic Variation
00100	Selected Magnetic Course to Steerpoint (G/C Steering)
00101	Waypoint/Markpoint in Latitude/Longitude
00110	Waypoint/Markpoint in UTM (plus spheroid)
00111	Convergence Factor
01000	Miscellaneous Parameter Read
01001	Miscellaneous Parameter Insert
01010	Magnetic Heading (BATH Entry)
01011	Selected Magnetic Course (Selected Course Steering)
01100	Orient Command/Data Insert
01101	*
thru	** Reserved Codes
11111	*

Note 4: This bit is used in conjunction with the Automatic Semi-Automatic and Manual update modes. Automatic updates supersede and cancel any pending Semi-Automatic or Manual updates. The Semi-Automatic and Manual update modes are mutually exclusive. The Semi-Automatic mode is active upon receipt of an F02 Correction Vector while the INU is in the Auxiliary Fix mode (Function Select Code 00110). The Manual update mode is active in the Overfly Fix mode (Function Select Code 00101) upon receipt of either the FIX FREEZE (D01-02 bit 1 = 1) or DESIGNATE discrete. Once activated, the Semi-Automatic and Manual update modes remain pending. If the mode is exited without an accept (FIX ENTER) or reject (CLEAR) decision, the mode must be re-entered in order to accept or reject a pending update. Entry into the Semi-Automatic mode causes the position error deltas to be computed based upon the first F02 received in the mode in which F02-01 bit 2 is set to a logic "1". Receipt of the first and all subsequent F02 messages will be acknowledged with the Control Vector Acknowledge bit 8 in I06/I08-01, and I01-01. However these subsequent F02 messages will be inhibited from causing new position error deltas to be

computed until the pending Semi-Automatic update is accepted or rejected. If the Auxiliary Fix mode is entered while a previous Semi-Automatic update is pending, the position error deltas from the pending update are active until accepted or rejected. Receipt of Manual update commands while the Manual update mode is pending shall always terminate the pending update and activate the new update.

a. Automatic - When operative, this mode updates the INU from the F02 Correction Vector message without intervention from the operator. The related bit logic is:

- (1) D01-01 bits 2 thru 6 - set to Air Align logic code 00011
- (2) F02-01 bit 2 - set to logic "1"
- (3) D01-02 bit 11 - set to logic "1"
- (4) D01-02 bits 1, 2 4 - set to logic "0"

b. Semi-Automatic - When operative, this mode provides for automatic input of update data from the F02 Correction Vector message with operator intervention required to either accept or reject the update. Position data only shall be used in this update mode regardless of whether other data is contained in the F02 message. The related bit logic is:

- (1) D01-01 bits 2 thru 6 - set to Auxiliary Fix logic code 00110
- (2) F02-01 bit 2 - set to logic "1"
- (3) D01-02 bit 11 - set to logic "0"
- (4) D01-02 bit 1 - set to logic "0"
- (5) D01-02 bit 2 - set to logic "1" if update is desired
- (6) D01-02 bit 4 - set to logic "1" if update is not desired

c. Manual - This mode is used to update the INU by overflying a known position which has been inserted via the CDU or an external computer. Operator intervention via the CDU shall be required to either accept or reject the update. The related bit logic is:

- (1) D01-01 bits 2 thru 6 - set to Overfly Fix logic code 00101
- (2) D01-02 bit 11 - set to logic "0"
- (3) D01-02 bit 1 - set to logic "1"
- (4) D01-02 bit 2 - set to logic "1" if update is desired
- (5) D01-02 bit 4 - set to logic "1" if update is not desired

Note 5: The Magnetic Variation Flag is set to a logic "1" to command the INU to use entered magnetic variation, rather than computed magnetic variation in all INU computations involving magnetic variation. Logic "0" commands the INU to use computed magnetic variation in all INU computations involving magnetic variation.

Note 6: The Digital Select Flag set to logic "1" causes digitally inserted Selected Magnetic Course i.e., Inserted Data ID Code 00100 or 01011 depending on the Steering Mode Code, to be used in lieu of analog (HSI) selected course (see I06/I08-01, Note 9). If the bit is set to logic "0", the analog selected course input is used.

Note 7: This bit is set to logic "1" to place the INU in the Grid Mode in which all INU magnetic heading outputs, both analog and digital, are replaced with computer grid heading. Logic "0" is the normal magnetic heading mode (see I06/I08-01, Note 10).

Note 8: Logic "0" for Great Circle Steering mode. Logic "1" for Selected Course Steering mode.

SUBADDRESS: 11010(T/R) WORD D01-03; D01-04; D01-05; D01-06; D01-07
 Signal Name - CDU Inserted Data Words

<u>DATA BIT</u>	<u>DESCRIPTION</u>
1-16	(See Remarks)

REMARKS: The format for each of the five data words shall be defined by the Inserted Data ID Code in bits 6 thru 10 of word D01-02. For quantities which do not require all five words to express their values, the unused words shall be sent as all logic "0"s. TABLE VI-8A indicates which words are unused for a given quantity.

FORMAT I: INSERTED PRESENT POSITION LATITUDE/LONGITUDE

Data ID Code: 00000 (See D01-02) WORD: D01-03 (MSP); D01-04 (LSP)
 Signal Name - Latitude (pi rad)

<u>DATA BIT</u>	<u>DESCRIPTION (MSP)</u>	<u>DESCRIPTION (LSP)</u>
1	Sign Bit	*
2	MSB (0.5)	*
3-15	*	*
16	*	LSB (4.65661E-10)

REMARKS: MSP - Most Significant Part; LSP - Least Significant Part.

Data ID CODE: 00000 (See D01-02) WORD: D01-05 (MSP); D01-06 (LSP)
 Signal Name - Longitude (pi rad)

<u>DATA BIT</u>	<u>DESCRIPTION (MSP)</u>	<u>DESCRIPTION (LSP)</u>
1	Sign Bit	*
2	MSB (0.5)	*
3-15	*	*
16	*	LSB (4.65661E-10)

FORMAT II INSERTED POSITION UTM SPHEROID

Data ID Code: 00001 (See D01-02) WORD: D01-03
Signal Name - Spheroid/UTM Grid Zone

<u>DATA BIT</u>	<u>DESCRIPTION</u>
1	Logic "0"
2	MSB
3	*
4	** ASCII Code for Spheroid Model
5	** (See Notes 1 and 3)
6	*
7	*
8	LSB
9	Logic "0"
10	MSB
11	*
12	** ASCII Coded UTM Grid Zone (MSC)
13	** (See Note 2)
14	*
15	*
16	LSB

REMARKS: MSC - Most Significant Character.

Note 1:

<u>BINARY</u>	<u>ASCII</u>	<u>MODEL</u>
0110000	0	International
0110001	1	Clark 1866
0110010	2	Clark 1880
0110011	3	Everest
0110100	4	Bessel
0110101	5	Australian National/South American
0110110	6	Airy
0110111	7	Reserved
0111000	8	Reserved
0111001	9	Reserved
1000001	A	WGS-72
1000010	B	WGS-84

Note 2: The order of characters designating the UTM Grid Zone is column first and then row.

Note 3: Default is WGS-84.

FORMAT II: INSERTED POSITION UTM SPHEROID (cont.d)

Data ID Code: 00001 (See D01-02) WORD: D01-04
Signal Name - UTM Grid Zone

<u>DATA BIT</u>	<u>DESCRIPTION</u>
1	Logic "0"
2	MSB
3	*
4	** ASCII Coded UTM Grid Zone (2nd LSC)
5	*
6	*
7	*
8	LSB
9	Logic "0"
10	MSB
11	*
12	** ASCII Coded UTM Grid Zone (LSC)
13	*
14	*
15	*
16	LSB

REMARKS: LSC - Least Significant Character.

Data ID Code: 00001 (See D01-02) WORD: D01-05
Signal Name - 100,000 Meter UTM Grid Area

<u>DATA BIT</u>	<u>DESCRIPTION</u>
1	Logic "0"
2	MSB
3	*
4	** ASCII Coded UTM Grid Zone (MSC)
5	** (See Remarks)
6	*
7	*
8	LSB
9	Logic "0"
10	MSB
11	*
12	** ASCII Coded UTM Grid Area (LSC)
13	*
14	*
15	*
16	LSB

REMARKS: The order of the characters designating the 100,000 Meter UTM Grid Area is column first and then row.

FORMAT II: INSERTED POSITION UTM SPHEROID (cont.d)

Data ID Code: 00001 (See D01-02) WORD: D01-06
Signal Name - UTM Easting (m)

<u>DATA BIT</u>	<u>DESCRIPTION</u>
1	MSB (65,536.0)
2-15	UTM Easting (See Remarks)
16	LSB (2.0)

REMARKS: Maximum value shall not exceed 99,998.0 meters (m).

Data ID Code: 00001 (See D01-02) WORD: D01-07
Signal Name - UTM Northing (m)

<u>DATA BIT</u>	<u>DESCRIPTION</u>
1	MSB (65,536.0)
2-15	UTM Northing (See Remarks)
16	LSB (2.0)

REMARKS: Maximum value shall not exceed 99,998.0 meters.

FORMAT III: INSERTED TRUE HEADING (BATH ENTRY)

Data ID Code: 00010 (See D01-02) WORD: D01-03
Signal Name - True Heading (pi rad)

<u>DATA BIT</u>	<u>DESCRIPTION</u>
1	Sign Bit
2	MSB (0.5)
3-15	*
16	LSB (3.05176E-05)

FORMAT IV: INSERTED MAGNETIC VARIATION

Data ID Code: 00011 (See D01-02) WORD: D01-03
Signal Name - Magnetic Variation (pi rad)

<u>DATA BIT</u>	<u>DESCRIPTION</u>
1	Sign Bit
2	MSB (0.5)
3-5	*
6	LSB (3.05176E-05)

FORMAT V: INSERTED SELECTED MAGNETIC COURSE TO STEERPOINT

Data ID Code: 00100 (See D01-02) WORD: D01-03
Signal Name - Magnetic Course to Steerpoint (pi rad)

<u>DATA BIT</u>	<u>DESCRIPTION</u>
1	Sign Bit
2	MSB (0.5)
3-15	*
16	LSB (3.05176E-05)

FORMAT VI: INSERTED WAYPOINT/MARKPOINT LATITUDE/LONGITUDE

Data ID Code: 00101 (See D01-02) WORD: D01-03 (MSP); D01-04 (LSP)
Signal Name - Latitude (pi rad)

<u>DATA BIT</u>	<u>DESCRIPTION (MSP)</u>	<u>DESCRIPTION (LSP)</u>
1	Sign Bit	*
2	MSB (0.5)	*
3-15	*	*
16	*	LSB (4.65661E-10)

FORMAT VI: INSERTED WAYPOINT/MARKPOINT LATITUDE/LONGITUDE (cont'd)

Data ID Code: 00101 (See D01-02) WORD: D01-05 (MSP); D01-06 (LSP)
Signal Name - Longitude (pi rad)

<u>DATA BIT</u>	<u>DESCRIPTION (MSP)</u>	<u>DESCRIPTION (LSP)</u>
1	Sign Bit	*
2	MSB (0.5)	*
3-15	*	*
16	*	LSB (4.65661E-10)

FORMAT VII: INSERTED WAYPOINT/MARKPOINT UTM & SPHEROID

Data ID Code: 00110 (See D01-02) WORD: D01-03
Signal Name - Spheroid/UTM Grid Zone

<u>DATA BIT</u>	<u>DESCRIPTION</u>
1	Logic "0"
2	MSB
3	*
4	** ASCII Code for Spheroid Model
5	** (See Notes 1 and 3)
6	*
7	*
8	LSB
9	Logic "0"
10	MSB
11	*
12	** ASCII Coded UTM Grid Zone (MSC)
13	** (See Note 2)
14	*
15	*
16	LSB

Note 1:

<u>BINARY</u>	<u>ASCII</u>	<u>MODEL</u>
0110000	0	International
0110001	1	Clark 1866
0110010	2	Clark 1880
0110011	3	Everest
0110100	4	Bessel
0110101	5	Australian National/South American
0110110	6	Airy
0110111	7	Reserved
0111000	8	Reserved
0111001	9	Reserved
1000001	A	WGS-72
1000010	B	WGS-84

Note 2: The order of the characters designating the UTM Grid Zone is column first and then row.

Note 3: Default is WGS-84.

FORMAT VII: INSERTED WAYPOINT/MARKPOINT UTM & SPHEROID (cont.d)

Data ID Code: 00110 (See D01-02) WORD: D01-04
Signal Name - UTM Grid Zone

<u>DATA BIT</u>	<u>DESCRIPTION</u>
1	Logic "0"
2	MSB
3	*
4	** ASCII Coded UTM Grid Zone (2nd LSC)
5	*
6	*
7	*
8	LSB
9	Logic "0"
10	MSB
11	*
12	** ASCII Coded UTM Grid Zone (LSC)
13	*
14	*
15	*
16	LSB

Data ID Code: 00110 (See D01-02) WORD: D01-05
Signal Name - 100,000 Meter UTM Grid Area

<u>DATA BIT</u>	<u>DESCRIPTION</u>
1	Logic "0"
2	MSB
3	*
4	*
5	** ASCII Coded UTM Grid Area (MSC)
6	** (See Remarks)
7	*
8	LSB
9	Logic "0"
10	MSB
11	*
12	*
13	**ASCII Coded UTM Grid Area (LSC)
14	*
15	*
16	LSB

REMARKS: The order of the characters designating the 100,000 meter UTM Grid Area is column first and then row.

FORMAT VII: INSERTED WAYPOINT/MARKPOINT UTM & SPHEROID (cont.d)

Data ID Code: 00110 (See D01-02) WORD: D01-06
Signal Name - UTM Easting (m)

<u>DATA BIT</u>	<u>DESCRIPTION</u>
1	MSB (65,536.0)
2-15	UTM Easting (See Remarks)
16	LSB (2.0)

REMARKS: Maximum value shall not exceed 99,998.0 meters.

Data ID Code: 00110 (See D01-02) WORD: D01-07
Signal Name - UTM Northing (m)

<u>DATA BIT</u>	<u>DESCRIPTION</u>
1	MSB (65,536.0)
2-15	UTM Northing (See Remarks)
16	LSB (2.0)

REMARKS: Maximum value shall not exceed 99,998.0 meters.

FORMAT VIII: INSERTED CONVERGENCE FACTOR

Data ID Code: 00111 (See D01-02) WORD: D01-03
Signal Name - Convergence

<u>DATA BIT</u>	<u>DESCRIPTION</u>
1	MSB (1.0)
2-15	*
16	LSB (3.05176E-05)

FORMAT IX: MISCELLANEOUS PARAMETER READ

Data ID Code: 01000 (See D01-02) WORD: D01-03
Signal Name - Miscellaneous Parameter Code

<u>DATA BIT</u>	<u>DESCRIPTION</u>
1	MSB
2-15	Binary Code (See Remarks)
16	LSB

REMARKS: Decimal equivalent of codes are defined as follows:

TABLE OF MISCELLANEOUS PARAMETERS

#	DEFINITION	UNITS	RANGE	FORMATS	ALTERNATE
0	Manufacturer's ID Code	Special	Constant	"bbbbbc"	
1	BITE History (BITE status for previous operation update for each INU turn-on) See Note 1	Decimal	0-99999	"b00000"	
2	BITE Status (BITE status for present operation update for each INU turn-on) See Note 1	Decimal	0-99999	"b00000"	
3	Initialization Latitude	Deg - Min	+/-90°00.0	"+/-b000MT"	
4	Initialization Longitude	Deg - Min	+/-180°00.0	"+/-D000MT"	
5	Present Pure Inertial Latitude	Deg - Min	+/-90°00.0	"+/-b000MT"	
6	Present Pure Inertial Longitude	Deg - Min	+/-180°00.0	"+/-D000MT"	
7	INU OFF ID Number	Special	Constant	"ccccbc"	
8	Current MUX Controller and Time INU Last Assumed Control	Binary & Minutes	0(RT), 1(BBC) 0-999.9	"BbMMMT"	
9	Delta Position North (Update #1)	Mai	+/-327.7	"+/-bbMMNT"	
10	Delta Position East (Update #1)	Mai	+/-327.7	"+/-bbMMNT"	
11	Time in NAV at Update #1	Minutes	0-9999.9	"bMMMMT"	
12	Delta Position North (Update #2)	Mai	+/-327.7	"+/-bbMMNT"	
13	Delta Position East (Update #2)	Mai	+/-327.7	"+/-bbMMNT"	
14	Time in NAV at Update #2	Minutes	0-9999.9	"bMMMMT"	

Note: MISC words 1 & 2 are summaries of BIT status for the last two INU operations. They will be used by the dependent diagnostic aids.

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TABLE OF MISCELLANEOUS PARAMETERS

#	DEFINITION	UNITS	RANGE	FORMATS	ALTERNATE
0	Manufacturer's ID Code	Special	Constant	"bbbbbc"	
1	BITE History (BITE status for previous operation) Update for each INU turn-on) See Note 1	Decimal	0-99999	"b000000"	
2	BITE Status (BITE status for present operation, Update for each INU turn-on) See Note 1	Decimal	0-99999	"b000000"	
3	Initialization Latitude	Deg - Min	+/-90°00.0	"+/-bDDMMHT"	
4	Initialization Longitude	Deg - Min	+/-180°00.0	"+/-DDMMHT"	
5	Present Pure Inertial Latitude	Deg - Min	+/-90°00.0	"+/-bDDMMHT"	
6	Present Pure Inertial Longitude	Deg - Min	+/-180°00.0	"+/-DDMMHT"	
7	INU OPP ID Number	Special	Constant	"CCCCbc"	
8	Current MUX Controller and Time INU Last Assume: Control	Binary & Minutes	0(RT), 1(BBC) 0-999.9	"BBMMHT"	
9	Delta Position North (Update #1)	Nmi	+/-327.7	"+/-bbNNNT"	
10	Delta Position East (Update #1)	Nmi	+/-327.7	"+/-bbNNNT"	
11	Time in NAV at Update #:	Minutes	0-9999.9	"bMMHMT"	
12	Delta Position North (Update #2)	Nmi	+/-327.7	"+/-bbNNNT"	
13	Delta Position East (Update #2)	Nmi	+/-327.7	"+/-bbNNNT"	
14	Time in NAV at Update #:	Minutes	0-9999.9	"bMMHMT"	

Note: MISC words 1 & 2 are summaries of BIT status for the last two INU operations. They will be used by the depot's diagnostic aids.

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TABLE OF MISCELLANEOUS PARAMETERS

#	DEFINITION	UNITS	RANGE	FORMATS	ALTERNATE
15	Delta Position North (Update =	Nmi	+/-327.7	"+/-bbNNNT"	
16	Delta Position East (Update =	Nmi	+/-327.7	"+/-bbNNNT"	
17	Time in NAV at Update #3	Minutes	0-9999.9	"bMMMMT"	
18	Manually-Entered True Airspeed	Knots	0-2047.8	"bKKKKKT"	
19	Mission Radial Error Rate (REF	Nmi/hr	0-9.9	"RERN.T"	"RERBNA"
20	CUM CEP Update (GC)	Decimals	1-8	"Dbbn.T"	"SQUAWK"
21	Last Computed Value of Misc =	Nmi/hr	0-9.9	"Dbbn.T"	
22	Terminal Base Lat Used for Last RER	Deg-Min	+/-90° 00.0		"+/-bDDMMT"
23	Terminal Base Long Used for Last RER	Deg - Min	+/-180° 00.0		"+/-DDDDMMT"
24	Pure Inertial Lat Used for Last RER	Deg - Min	+/-90° 00.0		"+/-bDDMMT"
25	Pure Inertial Long Used for Last RER	Deg - Min	+/-180° 00.0		"+/-DDDDMMT"
26	Last 8 Mission RER's (old) thru (For GC Alignments)	Nmi/hr	0-9.9	"RERN.T"	
33	(Previous Mission RER - GC)				
34	INU On/Off Cycles	Integer	0-65536	"bIIIII"	
35	Misc Location of Last Computed RER	Integer	26-33, 42-49, or 52-59	"bbbbII"	

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TABLE OF MISCELLANEOUS PARAMETERS

#	DEFINITION	UNITS	RANGE	FORMATS	ALTERNATE
36	Orient Status Word	Alphanumeric	-	"AAAAAA"	
37	Roll Boresight Angle	Deg-Min-Sec	+/-45°00'00"	"+/-DDMMSS"	
38	Pitch Boresight Angle	Deg-Min-Sec	+/-45°00'00"	"+/-DDMMSS"	
39	YAV Boresight Angle	Deg-Min-Sec	+/-45°00'00"	"+/-DDMMSS"	
40	CUM CEP Update (ENE GC)	Decimal & Nmi/hr	1-8, 0-9.9	"DbbN.T"	
41	Last Computer Value of Misc #40	Decimal & Nmi/hr	1-8, 0-9.9	"DbbN.T"	
42	Last 8 Mission RER's (old) for Enhanced Alignments	Nmi/hr	0-9.9	"RERN.T"	
49	(Previous Mission RER - ENE GC)				
50	CUM CEP Update (Prec GC)	Decimal & Nmi/hr	1-8, 0-9.9	"DbbN.T"	
51	Last Computed Value of Misc #50	Decimal & Nmi/hr	1-8, 0-9.9	"DbbN.T"	
52	Last 8 Mission RER's (old) for Precision Alignments	Nmi/hr	0-9.9	"RERN.T"	
59	(Previous Mission RER - Prec GC)				
60	Terminal Address	Alphanumeric	-	"bAAAAA"	
61	Baro-Inertial Altitude	Feet	-1500 to +80000	"+/-bFFFFFF"	

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TABLE OF MISCELLANEOUS PARAMETERS

DEFINITION	UNITS	RANGE	FORMATS	ALTERNATE
Align Events	Octal	0-111111	"111111"	
Time in Align Mode	Minutes	0-9999.9	"MMMM.T"	
Nav Events	Octal	0-1111	"b11111"	
Time in Nav Mode	Minutes	0-9999.9	"MMMM.T"	
INU Standard Functions - TBD by Procuring Activity				
Contractor Unique Functions - TBD by Contractor				
INU Malfunction Severity Word	Alphanumeric	-	"00AA00"	
Battery Status	Alphanumeric	-	"000A0C"	
Contractor Unique Functions - TBD by Contractor up				

FORMAT X: MISCELLANEOUS PARAMETER INSERT

Data ID Code: 01001 (See D01-02) WORD: D01-03
Signal Name - Miscellaneous Parameter Code

<u>DATA BIT</u>	<u>DESCRIPTION</u>
1	MSB
2-15	*Binary Code (See Remarks)
16	LSB

REMARKS: Decimal equivalent of codes are defined as follows:

<u>DECIMAL EQUIVALENT</u>	<u>MISC PARAMETER INSERT DEFINITION</u>
0 thru 17	Shall not be used
18	Manually entered TAS
19 thru 20	Shall not be used
21, 41, 51	Cumulative CEP/Mission RER history clear
22 thru 40	Shall not be used
42 thru 50	Shall not be used
52 thru 65	Shall not be used
66 thru 100	INU Standard Functions - TBD (by Procuring Activity)
101 thru 131	Contractor Unique Functions - TBD (by Contractor)
132, 133	Shall not be used
134 & up	Contractor Unique Functions - TBD (by Contractor)

FORMAT X: MISCELLANEOUS PARAMETER INSERT (cont.d)

Data ID Code: 01001 (See DC1-02) WORD: D01-04
Signal Name - Parameter Word 1

<u>DATA BIT</u>	<u>DESCRIPTION</u>
1	Sign Bit
2	MSB
3	*
4	*
5	** ASCII Parameter LSC)
6	*
7	*
8	LSB
9	Logic "0"
10	MSB
11	*
12	*
13	** ASCII Parameter (5th LSC)
14	*
15	*
16	LSB

REMARKS: Non-printing and lower case characters shall not be used except that an ASCII coded blank is permissible.

Data ID Code: 01001 (See D01-02) WORD: D01-05
Signal Name - Parameter Word 2

<u>DATA BIT</u>	<u>DESCRIPTION</u>
1	Logic "0"
2	MSB
3	*
4	*
5	** ASCII Parameter (4th LSC)
6	*
7	*
8	LSB
9	Logic "0"
10	MSB
11	*
12	*
13	** ASCII Parameter (3rd LSC)
14	*
15	*
16	LSB

REMARKS: Non-printing and lower case characters shall not be used except that an ASCII coded blank is permissible.

FORMAT X: MISCELLANEOUS PARAMETER INSERT (cont.d)

Data ID Code: 01001 (See D01-02) WORD: D01-06
Signal Name - Parameter Word 3

<u>DATA BIT</u>	<u>DESCRIPTION</u>
1	Logic "0"
2	MSB
3	*
4	*
5	** ASCII Parameter (2nd LSC)
6	*
7	*
8	LSB
9	Logic "0"
10	MSB
11	*
12	*
13	** ASCII Parameter (LSC)
14	*
15	*
16	LSB

REMARKS: Non-printing and lower case characters shall not be used except that an ASCII coded blank is permissible.

FORMAT XI: INSERTED MAGNETIC HEADING (BATH ENTRY)

Data ID Code: 01010 (See D01-02) WORD: D01-03
Signal Name - Magnetic Heading (pi rad)

<u>DATA BIT</u>	<u>DESCRIPTION</u>
1	Sign Bit
2	MSB (0.5)
3-15	*
16	LSB (3.05176E-05)

FORMAT XII: INSERTED SELECTED MAGNETIC COURSE

Data ID Code: 01011 (See D01-02) WORD: D01-03
Signal Name - Selected Magnetic Course (pi rad)

<u>DATA BIT</u>	<u>DESCRIPTION</u>
1	Sign Bit
2	MSB (0.5)
3-15	*
16	LSB (3.05176E-05)

FORMAT XIII: ORIENT CONTROL WORD

Data ID Code: 01100 (See D01-02) WORD: D01-03

Signal Name - Orient Function

<u>DATA BIT</u>	<u>VALUE</u>	<u>FUNCTION DESCRIPTION</u>	
1-2	00	Orient OFF / Boresight OFF	(Default)
	01	Prohibited	(Note 1)
	10	Orient ON / Boresight OFF	
	11	Orient ON / Boresight ON	
3-5	000	No Entry / RESET Flags	(Default - Note 2)
	001	Data Bus Entry of Basic Orientation	(Note 3)
	010	Data Bus Entry of Boresight Angles	(Note 4)
	011	Function Reserved	(Note 5)
	100	Hardware Entry of MUX Data	(Note 6)
	101	Clear Stored Basic Orientation	(Note 7)
	110	Boresight Angles	(Note 8)
111	Function Reserved		
6	0	Compare Entered Data	
	1	Store Entered Data	
7	X	MUX Data Read Select P132 Pin 13	(Note 9)
8	X	P132 Pin 14	
9	X	P132 Pin 15	
10	X	P132 Pin 16	
11	0	Function Reserved	
12	0		
13	0		
14	0		
15	0		
16	0		

Remark: Default values represent functions or conditions which shall be assumed by the INU upon power-up unless otherwise programmed.

Note 1: This command shall not be permitted. Attempt to program this command shall invoke an "illegal command" error.

Note 2: No data is to be entered either in subsequent data words or via hardware MUX Data Input read. All previously stored values shall remain unaltered. The Entered Data Compare flag in the Orient Status Word shall be reset to logic 0.

Note 3: This function shall require a basic orientation to be supplied in subsequent data word D01-04.

Note 4: This function requires boresight angles to be supplied in subsequent data words D01-04, D01-05, and D01-06.

Note 5: This function is reserved for future use. Attempt to command this function shall invoke an "illegal command" error.

Note 6: This function requires specification of Compare or Store option (bit 6) and specification of which input is to be read in MUX Data Read Select bits (bits 7-10).

Note 7: This command shall clear the basic orientation values stored in the Orient Status word to the default basic orientation. This command shall be permitted only when the Orient function is disabled. An attempt to program this command while the Orient function is enabled shall invoke an "illegal command" error.

Note 8: This command shall clear all stored boresight correction angles to zero and reset the Boresight Store Complete flag (bit 10 of the Orient Status Word) to logic 0. This command shall be permitted only when the Boresight function is disabled. An attempt to program this command with the Boresight function enabled shall invoke an "illegal command" error.

Note 9: These bits shall determine which hardware input value is to be read. Corresponding logic levels shall be placed on the INU MUX Data Select pins. The values which external hardware shall place on the INU MUX Data Input pins in response are as follows:

Orient Control MUX Data Input Value
Word Bit to be read

MUX Data Input
Field Read

7 8 9 10

P132 pin #
13 14 15 16

P132 pin #
24 29 39 49

0 0 0 0	Function Reserved (Note 9A)	0 0 0 0
0 0 0 1	Basic Orientation Roll (Xr)	Bits 1-2 (Note 9B)
0 0 1 0	Pitch (Yr)	Bits 3-4
0 0 1 1	Yaw (Zr)	Bits 5-6
0 1 0 0	Roll Boresight Correction Angle (Xr)	Bits 1-4 (Note 9C)
0 1 0 1		Bits 5-8
0 1 1 0		Bits 9-12
0 1 1 1		Bits 13-16
1 0 0 0	Pitch Boresight Correction Angle (Yr)	Bits 1-4
1 0 0 1		Bits 5-8
1 0 1 0		Bits 9-12
1 0 1 1		Bits 13-16
1 1 0 0	Yaw Boresight Correction Angle (Zr)	Bits 1-4
1 1 0 1		Bits 5-8
1 1 1 0		Bits 9-12
1 1 1 1		Bits 13-16

Note 9A: This MUX Data Select code is a legal request. The meaning of data returned for this select code is presently undefined. Request of this MUX Data Select code in bits 7-10 of the Orient Control Word shall not invoke an "illegal command" error.

Note 9B: Only bits 1 and 2 (P-132 pins 24 and 29) of the four-bit wide MUX Data Input field shall be significant when reading Basic Orientations. Bits 3 and 4 (P-132 pins 39 and 49) of this MUX Data Input field shall be set to logic 0. Bit numbers indicated are corresponding bit locations in the equivalent 16-bit D01-04 Basic Orientation data word (see Format XIII Appendix VI) into which the two significant data bits read from the four-bit wide MUX Data Input lines are stored.

Note 9C: All bits of the four-bit wide MUX Data Input field shall be significant when reading Boresight Angles. Bit numbers indicated are corresponding bit locations in the appropriate equivalent 16-bit boresight angle data word (see Format XIII Appendix VI) into which the four significant data bits read from the MUX Data Input lines are stored.

FORMAT XIII: ORIENT CONTROL WORD (cont.d)

Data ID Code: 01100 (See D01-02) WORD: D01-04
 Signal Name - Basic Orientation

<u>Data Bit</u>	<u>Description</u>
1	MSB Basic Orientation Roll (Xr)
2	LSB
3	MSB Basic Orientation Pitch (Yr)
4	LSB
5	MSB Basic Orientation Yaw (Zr)
6	LSB
7-16	Logic "0"

REMARKS: Format to be used for D01-04 shall depend upon whether Basic Orientation or Boresight Angle data entry has been specified in D01-03.

Basic Orientations are coded as follows:

<u>MSB</u>	<u>LSB</u>	<u>Orientation</u>
0	0	0 deg
0	1	90 deg
1	0	180 deg
1	1	270 deg

FORMAT XIII: ORIENT CONTROL WORD (cont.d)

Data ID Code: 01100 (See D01-02) WORD: D01-04
 Signal Name - Roll Boresight Correction Angle(deg)

<u>Data Bit</u>	<u>Description</u>
1	Sign Bit
2	MSB (45.0)
3-15	*
16	LSB (2.74658E-03)

REMARKS: Format to be used for D01-04 shall depend upon whether Basic Orientation or Boresight Angle data entry has been specified in D01-03.

FORMAT XIII: ORIENT CONTROL WORD (cont.d)

Data ID Code: 01100 (See D01-02) WORD: D01-05
Signal Name - Pitch Boresight Correction Angle(deg)

<u>Data Bit</u>	<u>Description</u>
1	Sign Bit
2	MSB (45.0)
3-15	*
16	LSB (2.74658E-03)

REMARKS: All bits in this word shall be set to 0 unless Boresight Angle entry has been specified in D01-03.

Data ID Code: 01100 (See D01-02) WORD: D01-06
Signal Name - Yaw Boresight Correction Angle(deg)

<u>Data Bit</u>	<u>Description</u>
1	Sign Bit
2	MSB (45.0)
3-15	*
16	LSB (2.74658E-03)

REMARKS: All bits in this word shall be set to 0 unless Boresight Angle entry has been specified in D01-03.

II. INU TO HSI/HUD/DISPLAYS

BLOCK ID: I06/I08

Refresh Rate - Shown for each word
Transmit Rate - 12.5Hz (I06); 50Hz (I08)

SUBADDRESS: 11001 (T/R) WORD: I06/I08-01 Refresh Rate - 50Hz
Signal Name - INU Control Word 1

<u>DATA BIT</u>	<u>DESCRIPTION</u>	
1	Analog Attitude Data Fail	(Note 1)
2	Any Navigation Data Fail	(Note 1 and 2)
3	Degraded Navigation	(Note 3)
4	Navigation Data Unavailable	(Note 4)
5	Digital Attitude Data Fail	(Note 1)
6	Degraded NAV Ready	(Note 5)
7	Attitude Ready	(Note 6)
8	Control Vector Acknowledge	(Note 7)
9	Altitude Loop Bit	(Note 8)
10	INU in Self-Test	(Note 9)
11	Degraded Align Complete	(Note 10)
12	In Manual Magnetic Variation	(Note 11)
13	Digital Select	(Note 12)
14	In Grid Mode	(Note 13)
15	CDU Fail	(Note 14)
16	NAV Ready	(Note 15)

REMARKS: A logic "1" shall indicate that the referenced condition is true. NAV data is defined to be INU computed data exclusive of ATTITUDE data, where ATTITUDE data is defined to be platform azimuth (not true/magnetic heading) roll, and pitch.

Note 1: Applicable to failures only (not invalid data).

Note 2: Applicable to NAV data only, not attitude data.

Note 3: The INU is in the NAV mode and degraded performance is expected as a result of a detected failure, or a degraded performance alignment was performed in accordance with TABLE I. This bit is the complement of F02-01 bit 3 when in the AIR ALIGN mode.

Note 4: The INU is not in the NAVIGATE, AIR ALIGN, OVERFLY or AUXILIARY mode.

Note 5: NAV mode may be entered with at least degraded GC navigation performance IAV TABLE I.

Note 6: Useable ATTITUDE data of unspecified accuracy is available. The NAV mode may not be entered unless the filter mode bit (F02-01, bit 2) is set.

Note 7: Acknowledge receipt of all F02 correction vectors in all system modes. In addition, when used in any unique CDU NAV mode or the generalized CDU AIR ALIGN mode, this bit provides feedback that a block F02 has been received and applied per the description on sheet 2 of the block F02 definition.

Note 8: Baro-Inertial data is invalid. CADC fail in the align mode will set this bit immediately. CADC fail in the navigate mode will set this bit after five seconds of continuous CADC fail.

Note 9: The INU is in the initiated Built-In-Test (BIT) mode. This bit shall be reset to logic "0" at the completion of initiated BIT.

Note 10: Alignment to previously stored "inertial display" position is complete. NAV mode may be entered with unspecified performance.

Note 11: Manually entered magnetic variation is used in the computation of all magnetic related outputs.

Note 12: Digital Select Flag Acknowledge. This bit shall be set to a logic "1" in response to receiving a logic "1" in a corresponding bit of D01-02. Subsequent to the INU receiving a logic "0" in the corresponding bit of D01-02, the INU shall reset this I06/I08-01 bit to logic "0". Digitally entered selected magnetic course is used in lieu of analog (HSI) selected course.

Note 13: Grid Mode Flag Acknowledge. This bit shall be set to a logic "1" in response to receiving a logic "1" in a corresponding bit of D01-02. Subsequent to the INU receiving a logic "0" in the corresponding bit of D01-02, the INU shall reset this I06/I08-01 bit to logic "0". INU magnetic heading outputs (digital and analog) shall be replaced by grid heading in this mode.

Note 14: Echo of D01-01 bit 1 CDU fault flag.

Note 15: NAV mode may be entered with full specified performance. This bit shall also be set in the CDU selectable "CAL" mode to denote when the navigate mode may be entered.

SUBADDRESS: 11001 (T/R) WORD: I06/I08-02 Refresh Rate = 50Hz
Signal Name - INU Control Word 2 (TIME TAG)(Micro seconds)

<u>DATA BIT</u>	<u>DESCRIPTION</u>
1	MSB (2,097,152.0)
2-15	*
16	LSB (64.0)

REMARKS: This word shall be updated continuously after power up/system initialization (approximately 5 seconds).

SUBADDRESS: 11001 (T/R) WORD: I06/I08-03 (MSP) Refresh Rate = 50Hz
I06/I08-04 (LSP) Refresh Rate = 50Hz
Signal Name - X Velocity(fps)

<u>DATA BIT</u>	<u>DESCRIPTION (MSP)</u>	<u>DESCRIPTION (LSP)</u>
1	Sign Bit	*
2	MSB (4,096.0)	*
3-15	*	*
16	*	LSB (3.81470E-06)

SUBADDRESS: 11001 (T/R) WORD: I06/I08-05 (MSP) Refresh Rate = 50Hz
I06/I08-06 (LSP) Refresh Rate = 50Hz
Signal Name - Y Velocity(fps)

<u>DATA BIT</u>	<u>DESCRIPTION (MSP)</u>	<u>DESCRIPTION (LSP)</u>
1	Sign Bit	*
2	MSB (4,096.0)	*
3-15	*	*
16	*	LSB (3.81470E-06)

SUBADDRESS: 11001 (T/R) WORD: I06/I08-07 (MSP) Refresh Rate = 50Hz
I06/I08-08 (LSP) Refresh Rate = 50Hz
Signal Name - Z Velocity(fps)

<u>DATA BIT</u>	<u>DESCRIPTION (MSP)</u>	<u>DESCRIPTION (LSP)</u>
1	Sign Bit	*
2	MSB (4,096.0)	*
3-15	*	*
16	*	LSB (3.81470E-06)

SUBADDRESS: 11001 (T/R) WORD: I06/I08-09 Refresh Rate = 50Hz
Signal Name - Platform Azimuth(pi rad)

<u>DATA BIT</u>	<u>DESCRIPTION</u>
1	Sign Bit
2	MSB (0.5)
3-15	*
16	LSB (3.05176E-05)

SUBADDRESS: 11001 (T/R) WORD: I06/I08-10 Refresh Rate = 50Hz
Signal Name - Roll (pi rad)

<u>DATA BIT</u>	<u>DESCRIPTION</u>
1	Sign Bit
2	MSB (0.5)
3-15	*
16	LSB (3.05176E-05)

SUBADDRESS: 11001 (T/R) WORD: I06/I08-11 Refresh Rate = 50Hz
Signal Name - Pitch(pi rad)

<u>DATA BIT</u>	<u>DESCRIPTION</u>
1	Sign Bit
2	MSB (0.5)
3-15	*
16	LSB (3.05176E-05)

SUBADDRESS: 11001 (T/R) WORD: I06/I08-12 Refresh Rate = 50Hz
Signal Name - Present True Heading(pi rad)

<u>DATA BIT</u>	<u>DESCRIPTION</u>
1	Sign Bit
2	MSB (0.5)
3-15	*
16	LSB (3.05176E-05)

SUBADDRESS: 11001 (T/R) WORD: I06/I08-13 Refresh Rate = 10Hz
Signal Name - Present Magnetic Heading(pi rad)

<u>DATA BIT</u>	<u>DESCRIPTION</u>
1	Sign Bit
2	MSB (0.5)
3-15	*
16	LSB (3.05176E-05)

SUBADDRESS: 11001 (T/R) WORD: I06/I08-14 Refresh Rate = 2.5Hz
Signal Name - Great Circle Steering Error(pi rad)

<u>DATA BIT</u>	<u>DESCRIPTION</u>
1	Sign Bit
2	MSB (0.5)
3-15	*
16	LSB (3.05176E-05)

SUBADDRESS: 11001 (T/R) WORD: I06/I08-15 Refresh Rate = 2.5Hz
Signal Name - Computed Course Deviation(pi rad)

<u>DATA BIT</u>	<u>DESCRIPTION</u>
1	Sign Bit
2	MSB (0.5)
3-15	*
16	LSB (3.05176E-05)

SUBADDRESS: 11001 (T/R) WORD: I06/I08-16 Refresh Rate = 5Hz
Signal Name - Time to Steerpoint(seconds)

<u>DATA BIT</u>	<u>DESCRIPTION</u>
1	MSB (32,768.0)
2-15	*
16	LSB (1.0)

SUBADDRESS: 11001 (T/R) WORD: I06/I08-17 Refresh Rate = 2.5Hz
Signal Name - Distance to Steerpoint(nmi)

<u>DATA BIT</u>	<u>DESCRIPTION</u>
1	MSB (3,276.8)
2-15	*
16	LSB (0.1)

SUBADDRESS: 11001 (T/R) WORD: I06/I08-18 Refresh Rate = 5Hz Signal Name
- Relative Bearing to Steerpoint(pi rad)

<u>DATA BIT</u>	<u>DESCRIPTION</u>
1	Sign Bit
2	MSB (0.5)
3-15	*
16	LSB (3.05176E-05)

SUBADDRESS: 11001 (T/R) WORD: I06/I08-19 Refresh Rate = 5Hz Signal Name -
Relative Bearing to nth Waypoint/Markpoint(pi rad)

<u>DATA BIT</u>	<u>DESCRIPTION</u>
1	Sign Bit
2	MSB (0.5)
3-15	*
16	LSB (3.05176E-05)

SUBADDRESS: 11001 (T/R) WORD: I06/I08-20 Refresh Rate = 2.5Hz Signal Name
- Time to nth Waypoint/Markpoint(seconds)

<u>DATA BIT</u>	<u>DESCRIPTION</u>
1	MSB (32,768.0)
2-15	*
16	LSB (1.0)

SUBADDRESS: 11001 (T/R) WORD: I06/I08-21 Refresh Rate = 2.5Hz Signal
Name - Distance to nth Waypoint/Markpoint(nmi)

<u>DATA BIT</u>	<u>DESCRIPTION</u>
1	MSB (3,276.8)
2-15	*
16	LSB (0.1)

SUBADDRESS: 11001 (T/R) WORD: I06/I08-22
Signal Name - INU Control Word 3

Refresh Rate = 50Hz

<u>DATA BIT</u>	<u>DESCRIPTION</u>	
1	Fix Freeze Flag Acknowledge	(See Note 1)
2	Fix Enter Flag Acknowledge	(See Note 1)
3	Mark Flag Acknowledge	(See Note 1)
4	Clear Flag Acknowledge	(See Note 1)
5	Data Ready Flag Acknowledge	(See Note 2)
6	MSB	
7	** Present Steerpoint Code	
8	**	
9	LSB	
10	MSB	
11	** Present Waypoint/Markpoint Code	
12	**	
13	LSB	
14	Illegal Command	(See Note 3)
15	Position Error Valid	(See Note 4)
16	CADC Invalid	(See Note 5)

Note 1: This I06-22 bit shall be set to logic "1" in response to receiving a logic "1" in the corresponding bit of D01-02. The I06-22 bit being set to logic "1" shall cause the D01-02 bit to be reset to logic "0". Transmission of the Flag Acknowledge shall mean the INU has received the flag in D01-02 and is processing the corresponding INU function. When INU processing is completed and all corresponding outputs in I06 and I07 have been updated to reflect the function activated, and the D01 Data Ready Flag has been reset to logic "0", the Flag Acknowledge shall be reset to logic "0". Upon transmission of a reset Flag Acknowledge, the INU shall be available to perform the same function again.

Note 2: INU transmission of the Data Ready Flag Acknowledge (logic "1") shall mean the INU has received the D01 02 Data Ready Flag and is processing the D01 data. The D01 02 Data Ready Flag shall be reset to logic "0" upon receipt of the Data Ready Flag Acknowledge (logic "1"). When the INU processing is completed and all corresponding outputs in I06 and I07 have been updated to reflect the new inserted quantity, and the D01 Data Ready Flag has been reset to logic "0", the Flag Acknowledge shall be reset to logic "0". Upon transmission of a reset Flag Acknowledge, the INU shall be available to receive new inserted data. Data Bits 5 and 14 are mutually exclusive events.

Note 3: Set illegal command bit for illegal mode transition. Logic "1" shall indicate that the INU cannot comply with the D01 Function. Select code or inserted command. If a miscellaneous parameter is undefined, a Miscellaneous Read or Miscellaneous Insert message encoded for that parameter shall cause the Illegal Command bit to be set. If a miscellaneous parameter is a read only quantity, transmission of a Miscellaneous Insert message encoded for that parameter shall cause the Illegal Command bit to be set. INU transmission of the Illegal Command bit set to logic "1" shall cause the D01-02 Data Ready Flag to be reset to logic "0". Subsequent to the INU receiving a reset Data Ready Flag bit, the INU shall reset the Illegal Command Bit to logic "0".

Note 4: The Position Error Valid bit shall be set to a logic "1" whenever either the Semi-Automatic or Manual Update modes are active and the position error deltas in I07-28 and I07-29 are valid. Subsequent to deactivation of the update mode, this bit shall be set to logic "0".

Note 5: As a minimum, CADC Invalid shall be set to logic "1" if C01 is not received at least once per second or if the C01-01 bit 1 Pressure Altitude Valid is set to logic "0". Subsequent to receiving the Pressure Altitude Valid bit set to logic "1" in C01-01, this bit shall be set to logic "0".

SUBADDRESS: 1001 (T/R) WORD: I06/I08-23 (MSP) Refresh Rate = 2.5Hz
I06/I08-24 (LSP) Refresh Rate = 2.5Hz

Signal Name - nth Waypoint/Markpoint Latitude(pi rad)

<u>DATA BIT</u>	<u>DESCRIPTION (MSP)</u>	<u>DESCRIPTION (LSP)</u>
1	Sign Bit	*
2	MSB (0.5)	*
3-15	*	*
16	*	LSB (4.65661E-10)

SUBADDRESS: 11001 (T/R) WORD: I06/I08-25 (MSP) Refresh Rate = 2.5Hz
I06/I08-26 (LSP) Refresh Rate = 2.5Hz

Signal Name - nth Waypoint/Markpoint Longitude(Pi rad)

<u>DATA BIT</u>	<u>DESCRIPTION (MSP)</u>	<u>DESCRIPTION (LSP)</u>
1	Sign Bit	*
2	MSB (0.5)	*
3-15	*	*
16	*	LSB (4.65661E-10)

SUBADDRESS: 11001 (T/R) WORD: I06/I08-27 Refresh Rate = 5Hz Signal Name
- Selected Magnetic Course to Steerpoint(pi rad)

<u>DATA BIT</u>	<u>DESCRIPTION</u>
1	Sign Bit
2	MSB (0.5)
3-15	*
16	LSB (3.05176E-05)

SUBADDRESS: 11001 (T/R) WORD: I06/I08-28 Refresh Rate = 5Hz
Signal Name - Selected Magnetic Course(pi rad)

<u>DATA BIT</u>	<u>DESCRIPTION</u>
1	Sign Bit
2	MSB (0.5)
3-15	*
16	LSB (3.05176E-05)

SUBADDRESS: 11001 (T/R) WORD: I06/I08-29 Refresh Rate = 5Hz Signal Name
- Magnetic Heading to nth Waypoint/Markpoint(pi rad)

<u>DATA BIT</u>	<u>DESCRIPTION</u>
1	Sign Bit
2	MSB (0.5)
3-15	*
16	LSB (3.05176E-05)

SUBADDRESS: 11001 (T/R) WORD: I06/I08-30 Refresh Rate = 20Hz
Signal Name - True Air Speed(knots)

<u>DATA BIT</u>	<u>DESCRIPTION</u>
1	MSB (4,096.0)
2-15	*
16	LSB (0.125)

SUBADDRESS: 11001 (T/R) WORD: I06/I08-31 Refresh Rate = 5Hz Signal Name
- Present Magnetic Ground Track(pi rad)

<u>DATA BIT</u>	<u>DESCRIPTION</u>
1	Sign Bit
2	MSB (0.5)
3-15	*
16	LSB (3.05176E-05)

SUBADDRESS: 11001 (T/R) WORD: I06-32 Refresh Rate = 5Hz
Signal Name - Present Drift Angle(pi rad)

DATA BIT
1
2
3-15
16

DESCRIPTION
Sign Bit (See Note 1)
MSB (0.5)
*
LSB (3.05176E-05)

Note 1: Sign is positive when drift is to the right of the Aircraft Centerline (requires a left heading correction).

BLOCK ID: I07 Refresh Rate = 2.5Hz Transmission Rate = 12.5Hz.
 SUBADDRESS: 11011 (T/R) WORD: I07-01
 Signal Name - nth Waypoint/Markpoint Spheroid/UTM Grid Zone

<u>DATA BIT</u>	<u>DESCRIPTION</u>
1	Logic "0"
2	MSB
3	*
4	** ASCII Code for Spheroid Model
5	** (See Notes 1 and 3)
6	*
7	*
8	LSB
9	Logic "0"
10	MSB
11	*
12	** ASCII Coded UTM Grid Zone (MSC)
13	** (See Note 2)
14	*
15	*
16	LSB

Note 1:

<u>BINARY</u>	<u>ASCII</u>	<u>MODEL</u>
0110000	0	International
0110001	1	Clark 1866
0110010	2	Clark 1880
0110011	3	Everest
0110100	4	Bessel
0110101	5	Australian National/South American
0110110	6	Airy
0110111	7	Reserved
0111000	J	Reserved
0111001	Q	Reserved
1000001	A	WGS 72
1000010	B	WGS 84

Note 2: The order of characters designating the UTM Grid Zone is column first and then row.

Note 3: Default is WGS-84.

SUBADDRESS: 11011 (T/R)

WORD: I07-02

Signal Name - nth Waypoint/Markpoint UTM Grid Zone

<u>DATA BIT</u>	<u>DESCRIPTION</u>
1	Logic "0"
2	MSB
3	*
4	** ASCII Coded UTM Grid Zone (2nd LSC)
5	*
6	*
7	*
8	LSB
9	Logic "0"
10	MSB
11	*
12	** ASCII Coded UTM Grid Zone (LSC)
13	*
14	*
15	*
16	LSB

SUBADDRESS: 11011 (T/R)

WORD: I07-03

Signal Name - nth Waypoint/Markpoint 100,000 Meter UTM Grid Area

<u>DATA BIT</u>	<u>DESCRIPTION</u>
1	Logic "0"
2	MSB
3	*
4	** ASCII Coded UTM Grid Area (MSC)
5	** (See Remarks)
6	*
7	*
8	LSB
9	Logic "0"
10	MSB
11	*
12	** ASCII Coded UTM Grid Area (LSC)
13	*
14	*
15	*
16	LSB

REMARKS: The order of the characters designating the 100,000 Meter UTM Grid Area is column first and then row.

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SUBADDRESS: 11011 (T/R)
Waypoint/Markpoint UTM Easting (m)

WORD: I07-04 Signal Name - nth

<u>DATA BIT</u>	<u>DESCRIPTION</u>
1	MSB (65,536.0)
2-15	UTM Easting (See Remarks)
16	LSB (2.0)

REMARKS: Maximum value shall not exceed 99,998.0 meters.

SUBADDRESS: 11011 (T/R)
nth Waypoint/Markpoint UTM Northing (m)

WORD: I07-05 Signal Name -

<u>DATA BIT</u>	<u>DESCRIPTION</u>
1	MSB (65,536.0)
2-15	UTM Northing (See Remarks)
16	LSB (2.0)

REMARKS: Maximum value shall not exceed 99,998.0 meters.

SUBADDRESS: 11011 (T/R)
Signal Name - Present Position Latitude (pi rad)

WORD: I07-06 MSP); I07-07 (LSP)

<u>DATA BIT</u>	<u>DESCRIPTION (MSP)</u>	<u>DESCRIPTION (LSP)</u>
1	Sign Bit	*
2	MSB (0.5)	*
3-15	*	*
16	*	LSB (4.65661E-10)

SUBADDRESS: 11011 (T/R)
Signal Name - Present Position Longitude (pi rad)

WORD: I07-08 MSP); I07-09 (LSP)

<u>DATA BIT</u>	<u>DESCRIPTION (MSP)</u>	<u>DESCRIPTION (LSP)</u>
1	Sign Bit	*
2	MSB (0.5)	*
3-15	*	*
16	*	LSB (4.65661E-10)

SUBADDRESS: 11011 (T/R)

WORD: I07-10

Signal Name - Present Position Spheroid/UTM Grid Zone

<u>DATA BIT</u>	<u>DESCRIPTION</u>
1	Logic "0"
2	MSB
3	*
4	** ASCII Code for Spheroid Model
5	** (See Notes 1 and 3)
6	*
7	*
8	LSB
9	Logic "0"
10	MSB
11	*
12	** ASCII Coded UTM Grid Zone (MSC)
13	** (See Note 2)
14	*
15	*
16	LSB

Note 1:

<u>BINARY</u>	<u>ASCII</u>	<u>MODEL</u>
0110000	0	International
0110001	1	Clark 1866
0110010	2	Clark 1880
0110011	3	Everest
0110100	4	Bessel
0110101	5	Australian National/South American
0110110	6	Airy
0110111	7	Reserved
0111000	8	Reserved
0111001	9	Reserved
1000001	A	WGS-72
1000010	B	WGS-84

Note 2: The order of characters designating the UTM Grid Zone is column first and then row.

Note 3: Default is WGS-84.

SUBADDRESS: 11011 (T/R)
Signal Name - UTM Grid Zone

WORD: I07-11

<u>DATA BIT</u>	<u>DESCRIPTION</u>
1	Logic "0"
2	MSB
3	*
4	** ASCII Coded UTM Grid Zone (2nd LSC)
5	*
6	*
7	*
8	LSB
9	Logic "0"
10	MSB
11	*
12	** ASCII Coded UTM Grid Zone (LSC)
13	*
14	*
15	*
16	LSB

SUBADDRESS: 11011 (T/R) WORD: I07-12
Signal Name - Present Position 100,000 Meter UTM Grid Area

<u>DATA BIT</u>	<u>DESCRIPTION</u>
1	Logic "0"
2	MSB
3	*
4	** ASCII Coded UTM Grid Area (MSC)
5	** (See Remarks)
6	*
7	*
8	LSB
9	Logic "0"
10	MSB
11	*
12	** ASCII Coded UTM Grid Area (LSC)
13	*
14	*
15	*
16	LSB

REMARKS: The order of the characters designating the 100,000 meter UTM Grid Area is column first and the row.

SUBADDRESS: 11011 (T/R)
Position UTM Easting (m)

WORD: I07-13 Signal Name - Present

DATA BIT
1
2-15
16

DESCRIPTION
MSB (65,536.0)
UTM Easting (See Remarks)
LSB (2.0)

REMARKS: Maximum value shall not exceed 99,998.0 meters.

SUBADDRESS: 11011 (T/R)
Position UTM Northing (m)

WORD: I07-14 Signal Name - Present

DATA BIT
1
2-15
16

DESCRIPTION
MSB (65,536.0)
UTM Northing (See Remarks)
LSB (2.0)

REMARKS: Maximum value shall not exceed 99,998.0 meters.

SUBADDRESS: 11011 (T/R)
True Heading (p1 rad)

WORD: I07-15 Signal Name - Entered

DATA BIT
1
2
3-15
16

DESCRIPTION
Sign Bit
MSB (0.5)
*
LSB (3.05176E-05)

SUBADDRESS: 11011 (T/R)
Magnetic Heading (p1 rad)

WORD: I07-16 Signal Name - Entered

DATA BIT
1
2
3-15
16

DESCRIPTION
Sign Bit
MSB (0.5)
*
LSB (3.05176E-05)

SUBADDRESS: 1011 (T/R) WORD: I07-17
Signal Name - Entered Magnetic Variation (pi rad)

<u>DATA BIT</u>	<u>DESCRIPTION</u>
1	Sign Bit
2	MSB (0.5)
3-14	*
15	LSB (6.10352E-05)
16	Steering Mode Code (See Remarks)

Remarks: Logic "0" for Great Circle Steering Mode. Logic "1"
for Selected Course Steering.

SUBADDRESS: 11011 (T/R) WORD: I07-18
Signal Name - Computed Magnetic Variation (pi rad)

<u>DATA BIT</u>	<u>DESCRIPTION</u>
1	Sign Bit
2	MSB (0.5)
3-15	*
16	LSB (3.05176E-05)

SUBADDRESS: 11011 (T/R)

WORD: 107-19

Signal Name - Align Time and Status (seconds)

<u>DATA BIT</u>	<u>DESCRIPTION</u>
1	MSB
2	*
3	** Alignment Status Code
4	** (See Note 1)
5	*
6	LSB
7	MSB (3072.0)
8	*
9	*
10	*
11	** Alignment Time
12	*
13	*
14	*
15	*
16	LSB (6.0)

Note 1: The following alignment status codes shall be used for operator information only and shall not imply system performance requirements. When a degraded performance alignment is being performed as a result of failure of the operator to enter present position, the alignment status codes shall alternate at a 1 Hz rate between code 000000 and the code for the expected navigation performance achieved.

<u>BINARY</u>	<u>ALIGNMENT STATUS</u>
000000	Initial Condition
000001	Attitude Available
000010	Attitude and Heading Available
000011	8.0
000100	7.2
000101	6.4
000110	5.6
000111	4.8
001000	4.0
001001	3.2
001010	2.4
001011	1.6
001100	0.8
001101	0.7
001110	0.6
001111	0.5
010000	0.4
010001	0.35
010010	0.30
010011	0.25
010100	0.20
010101	0.15
010110	0.10
010111	0.05

SUBADDRESS: 11011 (T/R) WORD: I07-20
Signal Name - Wind Direction (pi rad)

<u>DATA BIT</u>	<u>DESCRIPTION</u>
1	Sign Bit
2	MSB (0.5)
3-15	*
16	LSB (3.05176E-05)

SUBADDRESS: 11011 (T/R) WORD: I07-21
Signal Name - Wind Velocity/Last Mark Point Code (knots)

<u>DATA BIT</u>	<u>DESCRIPTION</u>
1	HSE (256.0)
2-12	*
13	LSB (0.0625)
14	MSB
15	* Last Mark Point Code (See Note 1)
16	LSB

Note 1: The location that the last Mark Point was loaded into shall be coded as follows:

<u>BINARY</u>	<u>LOCATION</u>	<u>BINARY</u>	<u>LOCATION</u>
000	No Mark Point	100	Mark Point D
001	Mark Point A	101	Mark Point E
010	Mark Point B	110	Mark Point F
011	Mark Point C		

SUBADDRESS: 11011 (T/R) WORD: I07-22
Signal Name - Present Ground Speed (knots)

<u>DATA BIT</u>	<u>DESCRIPTION</u>
1	MSB (2,048.0)
2-15	*
16	LSB (0.0625)

SUBADDRESS: 11011 (T/R) WORD: I07-23
Signal Name - Present True Ground Track (pi rad)

<u>DATA BIT</u>	<u>DESCRIPTION</u>
1	Sign Bit
2	MSB (0.5)
3-15	*
16	LSB (3.05175E-05)

SUBADDRESS: 11011 (T/R) WORD: I07-24
Signal Name - Predicted Ground Speed (knots)

<u>DATA BIT</u>	<u>DESCRIPTION</u>
1	MSB (2,048.0)
2-15	*
16	LSB (0.0625)

SUBADDRESS: 11011 (T/R) WORD: I07-25
Signal Name - Present Convergence Factor in Use

<u>DATA BIT</u>	<u>DESCRIPTION</u>
1	MSB (1.0)
2-15	*
16	LSB (3.05176E-05)

SUBADDRESS: 11011 (T/R) WORD: I07-26
Signal Name - Present Grid Heading (pi rad)

<u>DATA BIT</u>	<u>DESCRIPTION</u>
1	Sign Bit
2	MSB (0.5)
3-15	*
16	LSB (3.05176E-05)

SUBADDRESS: 11011 (T/R) WORD: I07-27
Signal Name - Desired Grid Heading (pi rad)

<u>DATA BIT</u>	<u>DESCRIPTION</u>
1	Sign Bit
2	MSB (0.5)
3-15	*
16	LSB (3.05176E-05)

SUBADDRESS: 11011 (T/R) WORD: I07-28
Signal Name - Position Error North (nmi)

<u>DATA BIT</u>	<u>DESCRIPTION</u>
1	Sign Bit
2	MSB (163.84)
3-15	*
16	LSB (0.01)

SUBADDRESS: 11011 (T/R) WORD: I07-29
Signal Name - Position Error East (nmi)

<u>DATA BIT</u>	<u>DESCRIPTION</u>
1	Sign Bit
2	MSB (163.84)
3-15	*
16	LSB (0.01)

REMARKS: These position errors are transmitted whenever either a Semiautomatic (AUXILIARY) or a Manual (OVERFLY) mode update is pending. Upon acceptance or rejection of an update, the position errors are reset to logic zero. If the deltas are more than 327.68 nmi, an accept command shall result in bit 14 of I06/I08-22 being set to logic "1" in lieu of the deltas being applied to the present "inertial display" position.

SUBADDRESS: 11011 (T/R)
Signal Name - INU Miscellaneous Data

WORD: I07-30; I07-31; I07-32

<u>DATA BIT</u>	<u>DESCRIPTION (I07-30)</u>	<u>DESCRIPTION (I07-31)</u>
1	Sign	Logic "0"
2	MSB	MSB
3-7	ASCII Parameter (MSC)	ASCII Parameter (4th LSC)
8	LSB	LSB
9	Logic "0"	Logic "0"
10	MSB	MSB
11-15	ASCII Parameter (5th LSC)	ASCII Parameter (3rd LSC)
16	LSB	LSB

<u>DATA BIT</u>	<u>DESCRIPTION (I07-32)</u>
1	Logic "0"
2	MSB
3-7	ASCII Parameter (2nd LSC)
8	LSB
9	Logic "0"
10	MSB
11-15	ASCII Parameter (1SC) (Manufacturer's ID Code - See Note 1)
16	LSB

REMARKS Non-printing and lower case characters shall not be used except that an ASCII coded blank is permissible. In the absence of Miscellaneous Parameter Inserted Data ID codes (Read or Insert), the I07-30 thru I07-32 words shall contain the current data corresponding to the last received Miscellaneous Parameter Code (D01-03). Manufacturer's ID Codes (LSC) shall be as follows:

Note 1: BINARY ASCII MANUFACTURER

0110000	0	Singer Kearfott Division	(Gimballed Systems)
0110001	1	Litton Guidance Division	(Gimballed Systems)
0110010	2	Rockwell Autonetics Division	(Strapdown Systems)
0110011	3	Litton Guidance Division	(Strapdown Systems)
0110100	4	GM Delco Division	(Strapdown Systems)
0110101	5	Lear Seigler	(Strapdown Systems)
0110110	6	Honeywell	(Strapdown Systems)
0110111	7	Teledyne	(Strapdown Systems)
0111000	8	Raytheon	(Strapdown Systems)
0111001	9	Singer Kearfott Division	(Strapdown Systems)

III. UNIQUE CDU/CC TO INU

BLOCK ID: P02 Refresh Rate = As Req Transmit Rate = 12.5Hz
P01 Refresh Rate = As Req Transmit Rate = 12.5Hz

SUBADDRESS: 10100(R); 10000(T) WORD: P02/P01-01
Signal Name - CDU MODE WORD

<u>DATA BIT</u>	<u>DESCRIPTION</u>
1	CDU Status
2	CDU Status Discrete 1
3	CDU Status Discrete 2
4	Power Supply Status
5	Logic "0"
6	Logic "0" Self-Test Bit
7	Logic "1" Self-Test Bit
8	Logic "1"
9	Logic "0"
10	Logic "0" Self-Test Bit
11	Logic "1" Self-Test Bit
12	Logic "1"
13	Logic "0"
14	Logic "0" Self-Test Bit
15	Logic "1" Self-Test Bit
16	Logic "0"

SUBADDRESS: 10100(R); 10000(T)
 Signal Name - Panel Switch Word No. 1

WORD: P02/FC -02

<u>DATA BIT</u>	<u>DESCRIPTION</u>
1	MSB
2	** DATA Select Switch Code
3	** (See Notes 1 & 4)
4	LSB
5	MSB
6	** FUNCTION Switch Code
7	** (See Note 2)
8	LSB
9	MSB
10	** Destination Thumbwheel
11	** Code (See Note 3)
12	LSB
13	Allocated
14	Allocated
15	INU Power
16	Logic "0"

<u>CODE</u>	<u>Note 1: CDU DATA</u>	<u>Note 2: CDU FUNCTIONS</u>	<u>Note 3: CDU THUMBWHEEL</u>
0000	TEST	OFF	0
0001	Allocated	STDR HDG	1
0010	STRG	NORM	2
0011	CRUISE	NAV	3
0100	ALT CAL	Spare	4
0101	POS	FIX RADAR	5
0110	DEST	FIX TACAN	6
0111	WIND	FIX OVERFLY	7
1000	Allocated	FIX HUD	8
1001	Allocated	Spare	9
1010	MISC	CAL	A
1011	Spare	ATT	B
1100	Not Applicable	Not Applicable	C
1101	Not Applicable	Not Applicable	D
1110	Not Applicable	Not Applicable	E
1111	Not Applicable	Not Applicable	F

Note 4: When MISC DATA code 1010 is set on the Data Select Switch, all INU standard MISC PARAMETER READ codes identified in FORMAT IX of the Generalized CDU D01 message block shall be available in the I02/I03 response to this P02/F01 request. Contractor unique functions shall also be available on request with coding modifications as required to be compatible with the Unique CDU.

SUBADDRESS: 10100(R); 10000(T)
Signal Name - Panel Switch Word No. 2

WORD: P02/F01-03

<u>DATA BIT</u>	<u>DESCRIPTION</u>
1-3	Allocated
4	HUD Ready
5	Allocated
6	Spare Ready
7	Allocated
8	Data Change
9	Mode Select (See Note 1)
10	Data Option (See Note 1)
11	Fault Acknowledge (See Note 1)
12	Mark (See Note 2)
13	Allocated
14	Spare Ready
15	Spare Push Button
16	Logic "0"

Note 1: Momentary contact switches - set when released, reset by software.

Note 2: Momentary contact switch - set when depressed, reset by software.

SUBADDRESS: 10100(R); 10000(T)
Signal Name - Keyboard Function

WORD: P02/F01-04

<u>DATA BIT</u>	<u>DESCRIPTION</u>
1	Enter (See Note 1)
2	Clear (See Note 2) Page 192
3	Keyboard Depress Flag (See Note 3) Page 192
4	MSB
5	** Keyboard BCD (See Note 4) Page 192
6	**
7	LSB
8	Logic "0"
9	Logic "1"
10	Logic "0"
11	Logic "1"
12	Logic "0"
13	Logic "1"
14	Logic "0"
15	Logic "1"
16	Logic "0"

Note 1: Momentary contact switch - set when released, reset by MUX transfer.

Note 2: Momentary contact switch - set while depressed.

Note 3: Momentary contact switch - set when keyboard enable switch is depressed and any key (0-9) is released, reset by MUX transfer.

Note 4: Set when any key (0-9) is depressed, remains set after key is released, reset by MUX transfer.

SUBADDRESS: 10100(R) WORD: F01-05
Signal Name - Alpha Display Left Character

<u>DATA BIT</u>	<u>DESCRIPTION</u>
1	MSB
2-5	Left Character (See Note 1)
6	LSB
7-11	Logic "0"
12	LMD Minute
13	LMD Degree
14	LMD Decimal
15	LMD Geographic/Arithmetic (See Note 2)
16	LMD Direction (See Note 3)

REMARKS: LMD = Left Miscellaneous Display.

Note 1: The left alpha display character shall be coded as follows:

<u>CODE</u>	<u>DISPLAY</u>	<u>CODE</u>	<u>DISPLAY</u>
000000	0	010100	K
000001	1	010101	L
000010	2	010110	M
000011	3	010111	N
000100	4	011000	O
000101	5	011001	P
000110	6	011010	Q
000111	7	011011	R
001000	8	011100	S
001001	9	011101	T
001010	A	011110	U
001011	B	011111	V
001100	C	100000	W
001101	D	100001	X
001110	E	100010	Y
001111	F	100011	Z
010000	G	100100	+
010001	H	100101	
010010	I	100110	
010011	J	100111	All Segments
		111111	Blank

Note 2: Logic "0" for geographic and logic "1" for arithmetic.

Note 3: Logic "0" for an "N" display and logic "1" for an "S" or "-" display.

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SUBADDRESS: 10100(R)

WORD: F01-06

Signal Name - Alpha Display Middle Character

<u>DATA BIT</u>	<u>DESCRIPTION</u>
1	MSB
2-5	Middle Character (See Remarks)
6	LSB
7	NAV Ready (Lamp)
8	Data Change (Lamp and Keyboard Enable)
9	Mode Select (Logic Reset of F01-03 BIT 9)
10	Data Option (Logic Reset of F01-03 BIT 10)
11	Fault Acknowledge (Logic Reset of F01-03 BIT 11)
12	Mark (Logic Reset of F01-03 BIT 12)
13	Bit Initiate (Logic Set)
14	Avionics Caution (Logic Set)
15	Mode Select (Lamp)
16	Logic "0"

REMARKS: The middle alpha display character shall be coded the same as the left alpha display character (see F01-05, Note 1).

SUBADDRESS: 10100(R)

WORD: F01-07

Signal Name - Alpha Display Right Character

<u>DATA BIT</u>	<u>DESCRIPTION</u>
1	MSB
2-5	Right Character (See Note 1)
6	LSB
7-10	Logic "0"
11	RMD Secinal (after MSD)
12	RMD Minute
13	RMD Degree
14	RMD Decimal
15	RMD Geographic/Arithmetic (See Note 2)
16	RMD Direction (See Note 3)

REMARKS: RMD = Right Miscellaneous Display.

Note 1: The right alpha display character shall be coded the same as the left and middle alpha display characters (See F01-05, Note 1).

Note 2: Logic "0" for geographic and logic "1" for arithmetic.

Note 3: Logic "0" for an "E" display and logic "1" for a "V" or "-" display.

IV. INU TO UNIQUE CDU/CC

BLOCK ID: I02/I03 Refresh Rate = 5Hz Transmit Rate = 12.5Hz

SUBADDRESS: 10001(T); 10000(R) WORD: I02/I03-01
 Signal Name - INU Mode Word

[The INU Mode Words for I02/I03 and I01/I04/I05 are identical]

SUBADDRESS: 10001(T); 10000(R) WORD: I02/I03-02
 Signal Name - Alpha Display Left Character

<u>DATA BIT</u>	<u>DESCRIPTION</u>
1	MSB
2-5	Left Character (See Note 1)
6	LSB
7-11	Logic "0"
12	LMD Minute
13	LMD Degree
14	LMD Decimal
15	LMD Geographical/Arithmetic (See Note 2)
16	LMD Direction (See Note 3)

REMARKS: LMD - Left Miscellaneous Display.

Note 1: The left alpha display character is coded as follows:

<u>BINARY</u>	<u>DISPLAY</u>	<u>BINARY</u>	<u>DISPLAY</u>
000000	0	010100	K
000001	1	010101	L
000010	2	010110	M
000011	3	010111	N
000100	4	011000	O
000101	5	011001	P
000110	6	011010	Q
000111	7	011011	R
001000	8	011100	S
001001	9	011101	T
001010	A	011110	U
001011	B	011111	V
001100	C	100000	W
001101	D	100001	X
001110	E	100010	Y
001111	F	100011	Z
010000	G	100100	+
010001	H	100101	
010010	I	100110	
010011	J	100111	All Segments
		111111	Blank

Note 2: Logic "0" for geographic and logic "1" for arithmetic.

Note 3: Logic "0" for an "N" display and logic "1" for an "S" or "-" display.

SUBADDRESS: 10001(T); 10000(R) WORD: I02/I03-03
Signal Name - Alpha Display Middle Character

<u>DATA BIT</u>	<u>DESCRIPTION</u>
1	MSB
2-5	Middle Character (See Remarks)
6	LSB
7	NAV Ready Lamp)
8	Data Change (Lamp and Keyboard Enable)
9	Mode Select (Logic Reset of F01/P02-03 Bit 9)
10	Data Option (Logic Reset of F01/P02-03 Bit 10)
11	Fault Acknowledge (Logic Reset of F01/P02-03 Bit 11)
12	Mark (Logic Reset of F01/P02-03 Bit 12)
13	BITE Initiate (Logic Set)
14	Avionics Caution (Logic Set)
15	Mode Select (Lamp)
16	Logic "0"

REMARKS: The middle alpha display character shall be coded the same as the left alpha display character (see I02/I03-02, Note 1).

SUBADDRESS: 10001(T); 10000(R) WORD: I02/I03-04
Signal Name - Alpha Display Right Character

<u>DATA BIT</u>	<u>DESCRIPTION</u>
1	MSB
2-5	Right Character (See Note 1)
6	LSB
7-10	Logic "0"
11	RMD Decimal (After MSD)
12	RMD Minute
13	RMD Degree
14	RMD Decimal
15	RMD Geographic/Arithmetic (See Note 2)
16	RMD Direction (See Note 3)

REMARKS: RMD - Right Miscellaneous Display; MSD - Most significant digit.

Note 1: The right alpha display character shall be coded the same as the left and middle alpha display characters (see I02/I03-02, Note 1).

Note 2: Logic "0" for geographic and logic "1" for arithmetic.

Note 3: Logic "0" for an "E" display and logic "1" for a "W" or "-display.

SUBADDRESS: 10001(T); 10000(R)

WORD: I02/I03-05 (MSP)
I02/I03-06 (LSP)

Signal Name - Left Miscellaneous Display

<u>DATA BIT</u>	<u>DESCRIPTION (MSP)</u>	<u>DESCRIPTION (LSP)</u>
1	Logic "0"	MSB
2	Logic "0"	** 4th LSD (Note 2)
3	Logic "0"	*
4	MSD Flag (Note 1)	LSB
5	4th LSD Flag (Note 1)	MSB
6	3rd LSD Flag (Note 1)	** 3rd LSD (Note 2)
7	2nd LSD Flag (Note 1)	*
8	LSD Flag (Note 1)	LSB
9	Logic "0"	MSB
10	Logic "0"	** 2nd LSD (Note 2)
11	Logic "0"	*
12	Logic "0"	LSB
13	MSB	MSB
14	** MSD (Note 2)	** LSD (Note 2)
15	*	*
16	LSB	LSB

REMARKS: MSP = Most Significant Part; LSP = Least Significant Part; MSD = Most significant digit; LSD = Least significant digit.

Note 1: The left miscellaneous display digits shall be coded as defined in Note 2 where the first character of each code is defined to be the MSD/LSD Flag. When the MSD/LSD Flag = 0, the code is a binary coded decimal (BCD) number, and when the MSD/LSD Flag = 1, the code is an alpha coded character.

Note 2: The left miscellaneous display codes are as follows:

<u>BINARY</u>	<u>DISPLAY</u>	<u>BINARY</u>	<u>DISPLAY</u>
00000	0	10001	A
00001	1	10010	C
00010	2	10011	E
00011	3	10100	P
00100	4	10101	G
00101	5	10110	H
00110	6	10111	J
00111	7	11000	L
01000	8	11001	P
01001	9	11010	U
01111	Blank	11011	Y
10000	----		

SUBADDRESS: 10001(T); 10000(R)

WORD: I02/I03-07 (MSP)
I02/I03-08 (LSP)

Signal Name - Right Miscellaneous Display

<u>DATA BIT</u>	<u>DESCRIPTION (MSP)</u>	<u>DESCRIPTION (LSP)</u>
1	Logic "0"	MSB
2	Logic "0"	** 4th LSD (See Remarks)
3	Logic "0"	*
4	Logic "0"	LSB
5	Logic "0"	MSB
6	Logic "0"	** 3rd LSD (See Remarks)
7	Logic "0"	*
8	Logic "0"	LSB
9	MSB	MSB
10	** MSD (See Remarks)	** 2nd LSD (Note 2)
11	*	*
12	LSB	LSB
13	MSB	MSB
14	** 5TH LSD (See Remarks)	** LSD (See Remarks)
15	*	*
16	LSB	LSB

REMARKS: MSD = Most Significant Digit; LSD = Least Significant Digit. The right miscellaneous display shall be coded as follows:

<u>BINARY</u>	<u>DISPLAY</u>
0000	0
0001	1
0010	2
0011	3
0100	4
0101	5
0110	6
0111	7
1000	8
1001	9
1111	Blank

SUBADDRESS: 10001(T); 10000(R) WORD: I02-09
Signal Name - INU Malfunction Severity Word

<u>DATA BIT</u>	<u>DESCRIPTION</u>
1	Logic "0"
2	Logic "0"
3	Logic "0"
4	Logic "0"
5	Logic "0"
6	Logic "0"
7	Severity 1 (See Note 1)
8	Severity 2 (See Note 2)
9	Severity 2 (See Note 3)
10	Logic "0"
11	Severity 3 (See Note 4)
12	Logic "0"
13	Logic "0"
14	Logic "0"
15	Logic "0"
16	Logic "0"

REMARKS: The contents of this word shall be BCD coded and output upon request as miscellaneous data. MISC 132 shall be used for this purpose. The bit groupings for BCD coding shall be bits 1 thru 3 for first decimal character, bits 4 thru 6 for second decimal character, etc., i.e., bit 7 set in I02-09 would result in a unique CDU display of 004000.

Note 1: This bit shall be set for any malfunction for which the INU should be interpreted by the operator as inoperative, i.e., inertial source data has failed and no navigation or attitude data is available. Note 2: This bit shall be set whenever degraded performance is expected as a result of a detected failure while in the navigate mode.

Note 3: This bit shall be set whenever degraded performance is expected as a result of a detected failure while in the align mode.

Note 4: This bit shall be set whenever any condition exists for which navigation performance is expected to degrade with time.

SUBADDRESS: 10001(T)1 10000(R)
Signal Name - Battery Status Word

WORD: I02-10

<u>DATA BIT</u>	<u>DESCRIPTION</u>	<u>DATA BIT</u>	<u>DESCRIPTION</u>
1	Logic "0"	9	Logic "0"

SUBADDRESS: 10001(T); 10000(R)
Signal Name - Battery Status Word

WORD: I02-10

<u>DATA BIT</u>	<u>DESCRIPTION</u>	<u>DATA BIT</u>	<u>DESCRIPTION</u>
1	Logic "0"	9	Logic "0"
2	Logic "0"	10	Battery Fail
3	Logic "0"	11	Logic "0"
4	Logic "0"	12	Logic "0"
5	Logic "0"	13	Logic "0"
6	Logic "0"	14	Logic "0"
7	Logic "0"	15	Logic "0"
8	Logic "0"	16	Logic "0"

REMARKS: This word shall be BDC coded for a unique CDU MISC 133 output. Bit groupings shall start with bit 16 of I02-09 and bits 1 and 2 of this word to form the first decimal character, bits 3 thru 5 for the second, etc.

V. FILTER/SENSOR TO INU CORRECTION VECTOR

BLOCK ID: F02 Refresh Rate - As Req Transmit Rate - As Req

F02 - Correction Vector

An external computer shall transmit the following correction vector to the INU as required. The correction vector states are:

- a. CC/INU Mode Word (F02-01)
- b. CNEXX Correction (F02-02, 03)
- c. CNEYX Correction (F02-04, 05)
- d. CNEYZ Correction (F02-06, 07)
- e. Longitude Correction (F02-08, 09)
- f. Velocity Correction (X) (F02-10)
- g. Velocity Correction (Y) (F02-11)
- h. Tilt Correction (X) (F02-12)
- i. Tilt Correction (Y) (F02-13)
- j. X Gyro Bias Correction (F02-14)
- k. Y Gyro Bias Correction (F02-15)
- l. Z Gyro Bias Correction (F02-16)
- m. CNEYX Correction (F02-17, 18)
- n. CNEYZ Correction (F02-19, 20)
- o. CNEYZ Correction (F02-21, 22)
- p. Tilt Correction (Z) (F02-23)
- q. X Accelerometer Bias Correction (F02-24)
- r. Y Accelerometer Bias Correction (F02-25)
- s. Z Accelerometer Bias Correction (F02-26)
- t. Velocity Correction (Z) (F02-27)
- u. Baro Bias Correction (F02-28)
- v. Altitude Correction (F02-29)
- w. 2nd CC/INU Mode Word (F02-30)

When message block F02 is received with the INU in the Auxiliary Fix mode, the "inertial display" position shall be updated consistent with D01-02, Note 4 with corrections contained in states b through e. When the F02 message block is received with the INU in the Automatic Fix mode, the "pure inertial" position shall be updated with corrections contained in states b through e consistent with D01-02, Note 4, and with states f through l as defined below. All corrections to the current value of the INU will be additive corrections (i.e. deltas) that is $CURRENT + DELTAS = UPDATED\ VALUES$. The input axes for the gyros and accelerometers are transmitted in the sensor frame Xs, Ys, Zs axes for strapdown systems and in the navigation frame X, Y, Z axes for gimballed systems. Corrections to the gyros and accelerometers will be applied to these axes. The sign conventions are as follows: Positive gyro bias is a positive rotation around the axis. Positive accelerometer bias is a positive acceleration in the direction of the axis (i.e., a negative specific force along the axis).

Velocities shall be corrected according to states f and g. The above correction shall be performed and the control vector acknowledge bit (CVAB) in the INU Mode/Control word shall be set during the first 50/sec computation cycle following the reception of the control vector. The CVAB shall be reset 40 msec after being set.

The removal of tilt errors according to states h and i and the application of gyro bias according to states j through l shall begin at the first calculation of torquing rates following the reception of the control vector. Tilts shall be corrected at the highest rate consistent with normal torquing rates and maximum accurate torquing rates. Externally generated gyro bias shall be set equal to zero at INU power on. Tilt corrections are cumulative in that new tilt corrections are added to the previous corrections which have not yet been applied to the platform. Gyro bias are also cumulative.

States b through d contain corrections for the 3 navigation reference frame direction cosines which, with longitude corrections, define position update corrections to be applied to INU position. An alternative position update mechanism is available. See Note 1 on word F02-30. Direction cosines are defined in Paragraph 6.5.8.

When the unique CDU function switch is placed in any "NAV" mode position before the INU reaches a "NAV Ready" align status, and the INU has not received the Filter Mode bit set to logic "1", the INU automatically enters the "Attitude" mode. Subsequent receipt of the Filter Mode bit set to logic "1" shall force the INU into the "NAV" mode provided that initial INU power-on mode sequencing is complete. Otherwise a "NAV" mode pending condition shall exist until the initial INU power-on sequencing is complete.

If the Filter Mode bit is being received and the unique CDU function switch is placed in any "NAV" mode position from any non-NAV mode, the INU shall not enter the "Attitude" mode but shall enter the "NAV" mode

provided that initial INU power-on sequencing is complete. Otherwise a "NAV" mode pending condition shall exist until initial INU power-on sequencing is complete. When initial INU power-on sequencing is complete, transition to the NAV mode shall occur not later than 100 msec subsequent to receipt of the Filter Mode bit. In all the above cases, the F02 Correction Vector is applied in its entirety and subsequent F02 messages shall likewise be applied whether or not the Filter Mode bit is set. Use of the F02 Correction Vector and the Filter Mode bit with the Generalized CDU shall be consistent with D01-02, Note 4.

SUBADDRESS: 10001(T/R)
Signal Name - CC/INU Mode Word

WORD F02-01

DATA BIT	DESCRIPTION
1	Spare
2	Filter Mode
3	All Navigation Data Good
(note 1)	
4-16	Spares

Note 1: In the AIR ALIGN mode and when using the generalized interface:
a. The Attitude and Mag Hdg Good discretely will echo this bit.
b. The degraded NAV flag (I06-01 / I01-01 bit 3) will echo the complement of this bit.
c. When this bit is set, ATT Ready (I06-01 / I01-01 bit 7) will be reset.

SUBADDRESS: 10001(T/R)
Signal Name: CNEXX Correction

WORD F02-02 (MSP)
F02-03 (LSP)

DATA BIT	DESCRIPTION (MSP)	DESCRIPTION (LSP)
1	Sign Bit	*
2	MSB (1.0)	*
3-7	*	*
8	*	LSB (2.38419E-07)
9-16	*	Spares

SUBADDRESS: 10001(T/R)
Signal Name: CNEXY Correction

WORD F02-04 (MSP)
F02-05 (LSP)

DATA BIT	DESCRIPTION (MSP)	DESCRIPTION (LSP)
1	Sign Bit	*
2	MSB (1.0)	*
3-7	*	*
8	*	LSB (2.38419E-07)
9-16	*	Spares

SUBADDRESS: 10001(T/R)
Signal Name: CNEXZ Correction

WORD F02-06 (MSP)
F02-07 (LSP)

DATA BIT	DESCRIPTION (MSP)	DESCRIPTION (LSP)
1	Sign Bit	*
2	MSB (1.0)	*
3-7	*	*
8	*	LSB (2.38419E-07)
9-16	*	Spares

SUBADDRESS: 10001(T/R) WORD: F02-08 (MSP)
Signal Name - Longitude Correction (pi rad) F02-09 (LSP)

<u>DATA BIT</u>	<u>DESCRIPTION (MSP)</u>	<u>DESCRIPTION (LSP)</u>
1	Sign Bit	*
2	MSB (0.5)	*
3-7	*	*
8	*	LSB (1.19209E-07)
9-16	*	Spares

SUBADDRESS: 10001(T/R) WORD: F02-10
Signal Name - X Velocity Correction (fps)

<u>DATA BIT</u>	<u>DESCRIPTION</u>
1	Sign Bit
2	MSB (4,096.0)
3-15	* (See Note 2, F02-30, page 206)
16	LSB (0.25)

SUBADDRESS: 10001(T/R) WORD: F02-11
Signal Name - Y Velocity Correction (fps)

<u>DATA BIT</u>	<u>DESCRIPTION</u>
1	Sign Bit
2	MSB (4,096.0)
3-15	* (See Note 2, F02-30, Page 206)
16	LSB (0.25)

SUBADDRESS: 10001(T/R) WORD: F02-12
Signal Name - X Tilt Correction (arc sec)

<u>DATA BIT</u>	<u>DESCRIPTION</u>
1	Sign Bit
2	MSB (16,384.0)
3-15	* (See Note 2, Page 206)
16	LSB (1.0)

SUBADDRESS: 10001(T/R) WORD: F02-13
Signal Name - Y Tilt Correction (arc sec)

<u>DATA BIT</u>	<u>DESCRIPTION</u>
1	Sign Bit
2	MSB (16,384.0)
3-15	* (See Note 2, F02-30, page 206)
16	LSB (1.0)

SUBADDRESS: 10001(T/R) WORD: F02-14
 Signal Name - X Gyro Bias Correction (rad/s)

<u>DATA BIT</u>	<u>DESCRIPTION</u>
1	Sign Bit
2	MSB (6.10351E-05)
3-15	* (See Note 2, F02-30, Page 206)
16	LSB (3.72529E-09)

SUBADDRESS: 10001(T/R) WORD: F02-15
 Signal Name - Y Gyro Bias Correction (rad/s)

<u>DATA BIT</u>	<u>DESCRIPTION</u>
1	Sign Bit
2	MSB (6.10351E-05)
3-15	* (See Note 2, F02-30, page 206)
16	LSB (3.72529E-09)

SUBADDRESS: 10001(T/R) WORD: F02-16
 Signal Name - Z Gyro Bias Correction (rad/s)

<u>DATA BIT</u>	<u>DESCRIPTION</u>
1	Sign Bit
2	MSB (6.10351E-05)
3-15	* (See Note 2, F02-30, page 206)
16	LSB (3.72524E-09)

SUBADDRESS: 10001 (T/R) WORD: F02-17 (MSP)
 Signal Name - CNEYX CORRECTION F02-18 (LSP)

<u>DATA BIT</u>	<u>DESCRIPTION (MSP)</u>	<u>DESCRIPTION (LSP)</u>
1	Sign Bit	*
2	MSB (6.10351E-05)	*
3-8	* (See Note 2, F02-30, page 206)	*
9-16	LSB (2.38419E-07)	Spares

SUBADDRESS: 10001 (T/R)

WORD F02-19 (MSP)
F02-20 (LSP)

Signal Name - CNEyy CORRECTION

<u>DATA BIT</u>	<u>DESCRIPTION (MSP)</u>	<u>DESCRIPTION (LSP)</u>
1	Sign Bit	*
2	MSB (1.0)	*
3-7	*	*
8	*	LSB (2.38419E-07)
9-16	*	Spares

SUBADDRESS: 10001 (T/R)

WORD: F02-21 (MSP)
F02-22 (LSP)

Signal Name - CNEyz CORRECTION

<u>DATA BIT</u>	<u>DESCRIPTION (MSP)</u>	<u>DESCRIPTION (LSP)</u>
1	Sign Bit	*
2	MSB (1.0)	*
3-7	*	*
8	*	LSB (2.38419E-07)
9-16	*	Spares

SUBADDRESS: 10001 (T/R)

WORD: F02-23

Signal Name - TILT CORRECTION Z(arc sec)

<u>DATA BIT</u>	<u>DESCRIPTION</u>
1	Sign Bit
2	MSB (16,384.0)
3-15	* (See Note 2, F02-30 page 206)
16	LSB (1.0)

SUBADDRESS: 10001 (T/R)

WORD: F02-24

Signal Name - X ACCELEROMETER BIAS CORRECTION(mg)

<u>DATA BIT</u>	<u>DESCRIPTION</u>
1	Sign Bit
2	MSB (8.192)
3-15	*
16	LSB (5.0E-04)

SUBADDRESS: 10001 (T/R) WORD: F02-25
Signal Name - Y ACCELEROMETER BIAS CORRECTIONS(mg)

<u>DATA BIT</u>	<u>DESCRIPTION</u>
1	Sign Bit
2	MSB (8.192)
3-15	*
16	LSB (5.0E-04)

SUBADDRESSES: 10001 (T/R) WORD: F02-26
Signal Name - Z ACCELEROMETER BIAS CORRECTION(mg)

<u>DATA BIT</u>	<u>DESCRIPTION</u>
1	Sign Bit
2	MSB (8.192)
3-15	*
16	LSB (5.0E-04)

SUBADDRESSES: 10001 (T/R) WORD F02-27
Signal Name - Z VELOCITY CORRECTION(fps)

<u>DATA BIT</u>	<u>DESCRIPTION</u>
1	Sign Bit
2	MSB (4096.0)
3-15	* (See Note 2, F02-30, page 206)
16	LSB (0.25)

SUBADDRESSES: 10001 (T/R) WORD: F02-28
Signal Name - LARO-BIAS CORRECTION(ft)

<u>DATA BIT</u>	<u>DESCRIPTION</u>
1	Sign Bit
2	MSB (2048.0)
3-15	*
16	LSB (0.125)

SUBADDRESSES: 10001 (T/R) WORD: F02-29
Signal Name - ALTITUDE CORRECTION(ft)

<u>DATA BIT</u>	<u>DESCRIPTION</u>
1	Sign Bit
2	MSB (2048.0)
3-15	*
16	LSB (0.125)

<u>DATA BIT</u>	<u>DESCRIPTION</u>
1 (See Note 1)	0 for old update method (1 row DCM and Longitude)
	1 for new update method (2nd row DCM correction)
2 (See Note 2)	0 the current scaling
	1 the scaling for velocity, tilt and gyro bias corrections are divided by 16 for enhanced, precision and high accuracy applications.
3 (See Note 3)	Command Slew Rate X, 0-No Slew, 1-Slew
4 (See Note 3)	Direction X, 0-positive, 1- negative direction
5 (See Note 3)	Command Slew Rate Y, 0-No Slew, 1-Slew
6 (See Note 3)	Direction Y, 0-positive, 1-negative direction
7 (See Note 3)	Command Slew Rate Z, 0-No Slew, 1-Slew
8 (See Note 3)	Direction Z, 0-positive, 1-negative direction
9	Always 1 to indicate longer F02 message
10	Spare
11	Spare
12	Spare
13	Spare
14	Spare
15	Spare
16	Spare

Note 1: Two methods of correcting position and wander angle are available. The method to be used by the INU is determined by the value of this bit. When Bit=0:

This method was used in previous editions of the spec. It is subject to numerical degradation in polar regions ($\text{abs}(\text{lat}) > 75 \text{ deg}$) and is indeterminate at the pole. It consists of corrections to the first row of CNE (F02-02 thru F02-07) and longitude (F02-08,09).

When Bit=1:

This method will work in all regions. It consists of corrections to the first row of CNE (F02-02 thru F02-07) and the second row of CNE (F02-17 thru F02-22).

Note 2: Two sets of scale factors are available for the following quantities:

velocity corrections
tilt corrections
gyro bias corrections

When bit=0:

The normal scale factors apply.

When bit=1:

The scale factors are 1/16 the normal value, i.e. if the MSB = 1, it would be rescaled to 1/16.

Note 3: Data bits 3 thru 8 are for use in air aligning gimballed systems. See I13-01 thru I13-06 for further information.

VI. INU STATE VECTOR

BLOCK ID: I01/I04/I05

Refresh Rate - 50Hz

Transmit Rate - 50Hz

SUBADDRESS: 10000(T)

WORD: I01/I04/I05-01

Signal Name - INU Mode Word

<u>DATA BIT</u>	<u>DESCRIPTION</u>	
1	Inertial Sensor/Reference Fail	(Note 1)
2	Any Navigation Data Fail	
3	Degraded Navigation	(Note 2)
4	Navigation Data Unavailable	(Note 3)
5	Digital Attitude Data Fail	
6	Degraded NAV Ready	(Note 4)
7	Attitude Ready	(Note 5)
8	Control Vector Acknowledge	(Note 6)
9	Altitude Loop Bit	(Note 7)
10	INU in Self-Test	(Note 8)
11	Mechanization Flag	(Note 9)
12	In Manual Magnetic Variation	(Note 10)
13	Digital Select	(Note 11)
14	In Grid Mode	(Note 12)
15	CDU Fail	(Note 13)
16	Logic "0"	

REMARKS: A logic "1" shall indicate that the referenced condition is true. Navigation data is defined to be INU computed data exclusive of attitude data, where attitude data is defined to be platform azimuth (not true/magnetic heading), roll, and pitch.

Note 1: Inertial source data has failed and no navigation or attitude data is available.

Note 2: The INU is in the NAV mode and degraded performance is expected as a result of performance of a degraded performance alignment, IAW TABLE I, or a detected failure.

Note 3: The INU is not in the NAV, OVERFLY, AIR ALIGN, or AUXILIARY mode.

Note 4: N/7 mode may be entered with at least degraded GC navigation performance in accordance with TABLE I.

Note 5: Useable attitude data of unspecified accuracy is available. Unless the Filter Mode bit (FO2-01 bit 2) is set, the NAV mode may not be entered.

SUBADDRESS: 10000(T) WORD: I01-14
 Signal Name - X Acceleration (ft/s2)

<u>DATA BIT</u>	<u>DESCRIPTION</u>
1	Sign Bit
2	MSB (512.0)
3-15	*
16	LSB (0.03125)

SUBADDRESS: 10000(T) WORD: I01-15
 Signal Name - Y Acceleration (ft/s2)

<u>DATA BIT</u>	<u>DESCRIPTION</u>
1	Sign Bit
2	MSB (512.0)
3-15	*
16	LSB (0.03125)

SUBADDRESS: 10000(T) WORD: I01-16
 Signal Name - Z Acceleration (ft/s2)

<u>DATA BIT</u>	<u>DESCRIPTION</u>
1	Sign Bit
2	MSB (512.0)
3-15	*
16	LSB (0.03125)

REMARKS: Acceleration consists of accelerometer reading plus coriolis compensation. The static condition output reading shall be approximately one g.

NOTE: Words I01-17 thru I01-24 contain "pure inertial" information.

SUBADDRESS: 10000(T) WORD: I01-17(MSP);
 Signal Name - CNEXX I01-18(LSP)

<u>DATA BIT</u>	<u>DESCRIPTION (MSP)</u>	<u>DESCRIPTION (LSP)</u>
1	Sign Bit	*
2	MSB (1.0)	*
3-7	*	*
8	*	LSB (2.38419E-07)
9-16	*	Logic "0"

SUBADDRESS: 10000(T)
Signal Name - CNExy

WORD: I01-19(MSP);
I01-20(LSP)

<u>DATA BIT</u>	<u>DESCRIPTION (MSP)</u>	<u>DESCRIPTION (LSP)</u>
1	Sign Bit	*
2	MSB (1.0)	*
3-7	*	*
8	*	LSB (2.38419E-07)
9-16	*	Logic "0"

SUBADDRESS: 10000(T)
Signal Name - CNExz

WORD: I01-21(MSP);
I01-22(LSP)

<u>DATA BIT</u>	<u>DESCRIPTION (MSP)</u>	<u>DESCRIPTION LSP)</u>
1	Sign Bit	*
2	MSB (1.0)	*
3-7	*	*
8	*	LSB (2.38419E-07)
9-16	*	Logic "0"

SUBADDRESS: 10000(T)
Signal Name - Longitude (Pi rad)

WORD: I01-23(MSP);
I01-24(LSP)

<u>DATA BIT</u>	<u>DESCRIPTION (MSP)</u>	<u>DESCRIPTION (LSP)</u>
1	Sign Bit	*
2	MSB (0.5)	*
3-7	*	*
8	*	LSB (1.19209E-07)
9-16	*	Logic "0"

SUBADDRESS: 10000(T)
Signal Name - Inertial Altitude (ft)

WORD: I01-25

<u>DATA BIT</u>	<u>DESCRIPTION</u>
1	Sign Bit
2	MSB (65,536.0)
3-15	*
16	LSB (4.0)

REMARKS: Positive direction is up. Altitude cannot go from a negative value to a positive value (or visa versa) without passing through 0.

SUBADDRESS: 10000(T) WORD: I01-26
Signal Name - Great Circle Steering Error (pi rad)

<u>DATA BIT</u>	<u>DESCRIPTION</u>
1	Sign Bit
2	MSB (0.5)
3-15	*
16	LSB (3.05175E-05)

SUBADDRESS: 10000(T) WORD: I01-27
Signal Name - X-Axis Residual Tilt (arc sec)

<u>DATA BIT</u>	<u>DESCRIPTION</u>
1	Sign Bit
2	MSB (16,384.0)
3-15	*
16	LSB (1.0)

SUBADDRESS: 10000(T) WORD: I01-28
Signal Name - Y-Axis Residual Tilt (arc sec)

<u>DATA BIT</u>	<u>DESCRIPTION</u>
1	Sign Bit
2	MSB (16,384.0)
3-15	*
16	LSB (1.0)

SUBADDRESS: 10000(T)
Signal Name - Mode Word II

WORD: I01-29

DATA BIT

DESCRIPTION

1	Off
2	Standby
3	Air Align
4	Stored Heading Align
5	GC Align
6	Enhanced GC Align (Reserved)
7	Precision GC Align (Reserved)
8	High Accuracy GC Align (Reserved)
9	Navigate
10	Overfly
11	Auxiliary
12	Orient/Boresight
13	Attitude
14	Test
15	Calibrate (Reserved)
16	Spare

Note: This is the current operational mode of the INU.

SUBADDRESS: 10000 (T) WORD: I01-30
SIGNAL NAME - Roll Rate (p) (pi rad/s)

DATA BIT

1
2
3-15
16

DESCRIPTION

Sign Bit
MSB (2.0)
*
LSB (1.22070E-04)

SUBADDRESS: 10000 (T) WORD: I01-31
SIGNAL NAME - PITCH Rate (q) (pi rad/s)

DATA BIT

1
2
3-15
16

DESCRIPTION

Sign Bit
MSB (2.0)
*
LSB (1.22070E-04)

SUBADDRESS: 10000 (T) WORD: I01-32
SIGNAL NAME - Yaw Rate (r) (pi rad/s)

DATA BIT

1
2
3-15
16

DESCRIPTION

Sign Bit
MSB (2.0)
*
LSB (1.22070E-04)

VII. CADC to INU

BLOCK ID: C01/C02/C03 Refresh Rate = 20Hz Transmit Rate=25Hz

SUBADDRESS: 10000(T); 11110(R:C01); 11101(R:C02); 10011(R:C03)
WORD: C01/C02/C03-01

Signal Name - CADC MODE WORD

<u>DATA BIT</u>	<u>DESCRIPTION</u>
1	Pressure Altitude Valid
2	Baro Reference Altitude Valid
3	TAS/AIR Density Ratio Valid
4	Mach Number Valid
5	Calibrated Airspeed Valid
6	Pressure Ratio Valid
7	True Angle of Attack Valid
8	True Freestream Air Temp
Valid 9-16	Spares

REMARKS: Logic "1" represents valid signal; Logic "0" represents invalid signal.

SUBADDRESS: 10000(T); 11110(R:C01); 11101(R:C02); 10011(R:C03)
WORD: C01/C02/C03-02

Signal Name - Pressure Altitude (ft)

<u>DATA BIT</u>	<u>DESCRIPTION</u>
1	Sign Bit
2	MSB (40,960.0)
3-15	*
16	LSB (2.5)

SUBADDRESS: 10000(T); 11110(R:C01); 11101(R:C02); 10011(R:C03)
WORD: C01/C02/C03-03

Signal Name - Baro Reference Altitude (ft)

<u>DATA BIT</u>	<u>DESCRIPTION</u>
1	Sign Bit
2	MSB (40,960.0)
3-15	*
16	LSB (2.5)

SUEADDRESS: 0000(T); 11110(R:C01); 11101(R:C02); 10011(R:C03)
WORD: C01/C02/C03-04

Signal Name - True Airspeed (knots)

DATA BIT

DESCRIPTION

SUBADDRESS: 10000(T); 11110(R:C01); 11101(R:C02); 10011(R:C03)
WORD: C01/C02/C03-04

Signal Name - True Airspeed (knots)

DATA BIT

DESCRIPTION

1	Sign Bit
2	MSB (1,024.0)
3-14	*
15	LSB (0.125)
16	Spare

SUBADDRESS: 10000(T); 11110(R:C01); 11101(R:C02)
WORD: C01/C02-05

Signal Name - Mach Number (M)

DATA BIT

DESCRIPTION

1	Sign Bit
2	MSB (2.0)
3-14	*
15	LSB (2.44141E-04)
16	Spare

SUBADDRESS: 10000(T); 11110(R:C01); 11101(R:C02)
WORD: C01/C02-06

Signal Name - Calibrated Airspeed (knots)

DATA BIT

DESCRIPTION

1	Sign Bit
2	MSB (512.0)
3-14	*
15	LSB (0.0625)
16	Spare

SUBADDRESS: 10000(T); 11110(R:C01); 11101(R:C02)
WORD: C01/C02-07

Signal Name - True Angle of Attack (deg)

DATA BIT

DESCRIPTION

1	Sign Bit
2	MSB (90.0)
3-15	*
16	LSB (5.49316E-03)

REMARKS: Signal is relative to the aircraft velocity vector. Angle of attack is positive when FRL is above velocity vector.

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SUBADDRESS: 10000(T); 11110(R:C01); 11101(R:C02)
WORD: C01/C02-08
Signal Name - Pressure Ratio (p/po)

<u>DATA BIT</u>	<u>DESCRIPTION</u>
1	Sign Bit
2	MSB (1.0)
3-14	*
15	LSB (1.22070E-04)
16	Spare

SUBADDRESS: 10000(T); 11110(R:C01); 11101(R:C02)
WORD: C01/C02-09
Signal Name - Air Density Ratio (rho/rho0)

<u>DATA BIT</u>	<u>DESCRIPTION</u>
1	Sign Bit
2	MSB (1.0)
3-14	*
15	LSB (1.22070E-04)
16	Spare

SUBADDRESS: 10000(T); 11110(R)
WORD: C01-10
Signal Name - True Freestream Air Temperature (degrees Kelvin)

<u>DATA BIT</u>	<u>DESCRIPTION</u>
1	Sign Bit
2	MSB (256.0)
3-14	*
15	LSB (0.03125)
16	Spare

VIII. CC to INU

BLOCK ID: F12/F16 Refresh Rate - As Req Transmit Rate - 1.5625Hz

SUBADDRESS: 10110(R:F12); 10101(R:F16) WORD: F12/F16-01
Signal Name - Mode Word

<u>DATA BIT</u>	<u>DESCRIPTION</u>
1	Spare
2	Logic "0"
3-16	Spares

SUBADDRESS: 10110(R:F12); 10101(R:F16) WORD: See Note 1

Signal Name - Steerpoint/Markpoint Coordinates (Latitude & Longitude)
(pi rad)

DATA BIT	DESCRIPTION (MSP)	DESCRIPTION (LSP)
1	Sign Bit	*
2	MSB (0.5)	*
3	*	LSB (3.81470E-06)
4-16	*	Spares

REMARKS: Accuracy shall be 0.1 Arc Minutes. Positive sense is North for latitude and East for longitude.

Note 1: The latitude and longitude coordinates are double precision inputs with word assignments for the MSP and LSP as follows:

MESSAGE BLOCK/WORD ASSIGNMENT		
STEERPOINT NO.	LATITUDE (MSP/LSP)	LONGITUDE (MSP/LSP)
SP 0	F16-02/F16-03	F16-04/F16-05
SP 1	F16-06/F16-07	F16-08/F16-09
SP 2	F16-10/F16-11	F16-12/F16-13
SP 3	F16-14/F16-15	F16-16/F16-17
SP 4	F16-18/F16-19	F16-20/F16-21
SP 5	F16-22/F16-23	F16-24/F16-25
SP 6	F16-26/F16-27	F16-28/F16-29
SP 7	F12-02/F12-03	F12-04/F12-05
SP 8	F12-06/F12-07	F12-08/F12-09
SP 9	F12-10/F12-11	F12-12/F12-13
MARKPOINT NO.	LATITUDE (MSP/LSP)	LONGITUDE (MSP/LSP)
MP 1	F12-14/F12-15	F12-16/F12-17
MP 2	F12-18/F12-19	F12-20/F12-21
MP 3	F12-22/F12-23	F12-24/F12-25

BLOCK ID: F17 Refresh Rate = As Req Transmit Rate = As Req

SUBADDRESS: 10010(R) WORD: F17-01
Signal Name - Mode Word

DATA BIT	DESCRIPTION
1	Spare
2	Logic "0"
3-16	Spares

SUBADDRESS: 10010(R) WORD: F17-02
Signal Name - Steering Error (pi rad)

DATA BIT	DESCRIPTION
1	Sign Bit
2	MSB (0.5)
3-15	*
16	LSB (3.05176E-05)

IX. DEDICATED HIGH SPEED VECTOR

Block ID: IH1 Refresh/Transmit Rates: 200 HZ
SUBADDRESS: 11010 (T) WORD: IH1-01
SIGNAL NAME - PITCH (pi rad)

<u>DATA BIT</u>	<u>DESCRIPTION</u>
1	Sign Bit
2	MSB (0.5)
3-15	*
16	LSB (3.05176E-05)

REMARKS: Positive sense is nose up.

SUBADDRESS: 11010 (T) WORD: IH1-02
SIGNAL NAME - ROLL (pi rad)

<u>DATA BIT</u>	<u>DESCRIPTION</u>
1	Sign Bit
2	MSB (0.5)
3-15	*
16	LSB (3.05176E-05)

REMARKS: Positive sense is right bank (right wing down).

SUBADDRESS: 11010 (T) WORD: IH1-03
SIGNAL NAME - TRUE HEADING (pi rad)

<u>DATA BIT</u>	<u>DESCRIPTION</u>
1	Sign Bit
2	MSB (0.5)
3-15	*
16	LSB (3.05176E-05)

REMARKS: Positive sense is CW WRT true North.

SUBADDRESS: 11010 (T) WORD: IH1-04 SIGNAL NAME -
NORTH - SOUTH VELOCITY (fps)

<u>DATA BIT</u>	<u>DESCRIPTION</u>
1	Sign Bit
2	MSB (2,048.0)
3-15	*
16	LSB (0.125)

REMARKS: Positive direction is North.

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SUBADDRESS: 11010 (T) WORD: IH1-05
 SIGNAL NAME - EAST - WEST VELOCITY (fps)

<u>DATA BIT</u>	<u>DESCRIPTION</u>
1	Sign Bit
2	MSB (2,048.0)
3-15	*
16	LSB (0.125)

Remarks: Positive direction is East

SUBADDRESS: 11010 (T) WORD: IH1-06
 SIGNAL NAME - Z VELOCITY (fps)

<u>DATA BIT</u>	<u>DESCRIPTION</u>
1	Sign Bit
2	MSB (1.024.0)
3-15	*
16	LSB (0.0625)

REMARKS: Positive direction up.

SUBADDRESS: 11010 (T) WORD: IH1-07
 SIGNAL NAME - PLATFORM AZIMUTH (pi rad)

<u>DATA BIT</u>	<u>DESCRIPTION</u>
1	Sign Bit
2	MSB (0.5)
3-15	*
16	LSB (3.05176E-05)

SUBADDRESS: 11010 (T) WORD: IH1-08 (MSP)
 SIGNAL NAME - X VELOCITY (fps) IH1-09 (LSP)

<u>DATA BIT</u>	<u>DESCRIPTION (MSP)</u>	<u>DESCRIPTION (LSP)</u>
1	Sign Bit	*
2	MSB (4,096.0)	*
3-15	*	*
16	*	LSB (3.81470E-06)

SUBADDRESS: 11010 (T)

WORD: IH1-10 (MSP)
IH1-11 (LSP)

SIGNAL NAME - Y VELOCITY (fps)

<u>DATA BIT</u>	<u>DESCRIPTION (MSP)</u>	<u>DESCRIPTION (LSP)</u>
1	Sign Bit	*
2	MSB (4,096.0)	*
3-15	*	*
16	*	LSB (3.81470E-06)

SUBADDRESS: 11010 (T)

WORD: IH1-12 (MSP)
IH1-13 (LSP)

SIGNAL NAME - Z VELOCITY (fps)

<u>DATA BIT</u>	<u>DESCRIPTION (MSP)</u>	<u>DESCRIPTION (LSP)</u>
1	Sign Bit	*
2	MSB (4,096.0)	*
3-15	*	*
16	*	LSB (3.81470E-06)

SUBADDRESS: 11010 (T)

WORD: IH1-14

SIGNAL NAME - VELOCITY TIME TAG (micro sec)

<u>DATA BIT</u>	<u>DESCRIPTION</u>
1	MSB (2,097,152.0)
2-15	*
16	LSB (64.0)

SUBADDRESS: 11010 (T)

WORD: IH1-15

SIGNAL NAME - PLATFORM AZIMUTH TIME TAG (micro sec)

<u>DATA BIT</u>	<u>DESCRIPTION</u>
1	MSB (2,097,152.0)
2-15	*
16	LSB (64.0)

SUBADDRESS: 11010 (T)
SIGNAL NAME - ROLL TIME TAG (micro sec)

WORD: IH1-16

DATA BIT

1
2-15
16

DESCRIPTION

MSB (2,097,152.0)
*
LSB (64.0)

SUBADDRESS: 11010 (T)
SIGNAL NAME - PITCH TIME TAG (micro sec)

WORD: IH1-17

DATA BIT

1
2-15
16

DESCRIPTION

MSB (2,097,152.0)
*
LSB (64.0)

X. INU HIGH SPEED VECTOR TO CC/FCC

Block II: I09 Refresh/Rate: 200Hz Transmit Rate = 200Hz

SUBADDRESS: 10011 WORD I09-01

SIGNAL NAME - INU Mode Word

DATA BIT

DESCRIPTION

The INU Mode Words for I09 and I01/I04/I05 are identical.

SUBADDRESS: 10011 WORD: I09-02 Thru I09-11

SIGNAL NAME - [NOTE: These words are identical to I06/I08-02
thru I06/I08-11].

SUBADDRESS: 10011 WORD: I09-12
SIGNAL NAME Roll Rate (p) (pi rad/s)

DATA BIT

DESCRIPTION

1	Sign Bit
2	MSB (2.0)
3-15	*
16	LSB (1.22070E-04)

SUBADDRESS: 10011 WORD: I09-13
SIGNAL NAME - PITCH RATE (q) (pi rad/s)

DATA BIT

DESCRIPTION

1	Sign Bit
2	MSB (2.0)
3-15	*
16	LSB (1.22070E-04)

SUBADDRESS: 10011
SIGNAL NAME - Yaw Rate (r) (pi rad/s)

WORD: I09-14

DATA BIT

DESCRIPTION

1

Sign Bit

SUBADDRESS: 10011
SIGNAL NAME - Yaw Rate (r) (Pi rad/s)

WORD: I09-14

DATA BIT

DESCRIPTION

1

Sign Bit

2

MSB (2.0)

3-15

*

16

LSB (1.22070E-04)

SUBADDRESS: 10011
SIGNAL NAME - LONGITUDINAL ACCELERATION (nx) (ft/s²)

WORD: I09-15

DATA BIT

DESCRIPTION

1

Sign Bit

2

MSB (512.0)

3-15

*

16

LSB (0.03125)

Remarks: Body acceleration is computed at the center of specific force (see section 6.4).

SUBADDRESS: 10011
SIGNAL NAME - Lateral Acceleration (ny) (ft/s²)

WORD: I09-16

DATA BIT

DESCRIPTION

1

Sign Bit

2

MSB (512.0)

3-15

*

16

LSB (0.03125)

Remarks: See Word I09-15 remarks.

SUBADDRESS: 10011
SIGNAL NAME - NORMAL ACCELERATION (nz) (ft/s²)

WORD: I09-17

DATA BIT

DESCRIPTION

1

Sign Bit

2

MSB (512.0)

3-15

*

16

LSB (0.03125)

Remarks: See Word I09-15 remarks.

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WORD: I09-18

SIGNAL NAME - PLATFORM AZIMUTH TIME TAG (micro sec)

DATA BIT

DESCRIPTION

1
2-15
16

MSB (2,097,152.0)
*
LSB (64.0)

WORD: I09-19

SIGNAL NAME - ROLL TIME TAG (micro sec)

DATA BIT

DESCRIPTION

1
2-15
16

MSB (2,097,152.0)
*
LSB (64.0)

WORD: I09-20

SIGNAL NAME - PITCH TIME TAG (micro sec)

DATA BIT

DESCRIPTION

1
2-15
16

MSB (2,097,152.0)
*
LSB (64.0)

SUBADDRESS: 10011

WORD: I09-21

SIGNAL NAME - Roll Axis Angular Acceleration (pi rad/s²)

DATA BIT

DESCRIPTION

1
2
3-15
16

Sign Bit
MSB (4.0)
*
LSB (2.44141E-04)

SUBADDRESS: 10010

WORD: I10-09 (MSP)
I10-10 (LSP)

SIGNAL NAME - CNExz

<u>DATA BIT</u>	<u>DESCRIPTION (MSP)</u>	<u>DESCRIPTION (LSP)</u>
1	Sign Bit	*
2	MSB (1.0)	*
3-15	*	*
16	*	LSB (9.31323E-10)

SUBADDRESS: 10010

WORD: I10-11 (MSP)
I10-12 (LSP)

SIGNAL NAME - CNEyx

<u>DATA BIT</u>	<u>DESCRIPTION (MSP)</u>	<u>DESCRIPTION (LSP)</u>
1	Sign Bit	*
2	MSB (1.0)	*
3-15	*	*
16	*	LSB (9.31323E-10)

SUBADDRESS: 10010

WORD: I10-13 (MSP)
I10-14 (LSP)

SIGNAL NAME - CNEyy

<u>DATA BIT</u>	<u>DESCRIPTION (MSP)</u>	<u>DESCRIPTION (LSP)</u>
1	Sign Bit	*
2	MSB (1.0)	*
3-15	*	*
16	*	LSB (9.31323E-10)

SUBADDRESS: 10010

WORD: I10-15 (MSP)
I10-16 (LSP)

SIGNAL NAME - CNEyz

<u>DATA BIT</u>	<u>DESCRIPTION (MSP)</u>	<u>DESCRIPTION (LSP)</u>
1	Sign Bit	*
2	MSB (1.0)	*
3-15	*	*
16	*	LSB (9.31323E-10)

SUBADDRESS: 10010
SIGNAL NAME - CSNxx

WORD: I10-17

DATA BIT

DESCRIPTION

1	Sign Bit
2	MSB (1.0)
3-15	*
16	LSB (6.10352E-05)

REMARKS: See Sections 6.5.2 and 6.5.4 for details.

SUBADDRESS: 10010
SIGNAL NAME - CSNxy

WORD: I10-18

DATA BIT

DESCRIPTION

1	Sign Bit
2	MSB (1.0)
3-15	*
16	LSB (6.10352E-05)

REMARKS: See Sections 6.5.2 and 6.5.4 for details.

SUBADDRESS: 10010
SIGNAL NAME - CSNxz

WORD: I10-19

DATA BIT

DESCRIPTION

1	Sign Bit
2	MSB (1.0)
3-15	*
16	LSB (6.10352E-05)

REMARKS: See Sections 6.5.2 and 6.5.4 for details.

SUBADDRESS: 10010
SIGNAL NAME - CSNyx

WORD: I10-20

DATA BIT

DESCRIPTION

1	Sign Bit
2	MSB (1.0)
3-15	*
16	LSB (6.10352E-05)

REMARKS: See Sections 6.5.2 and 6.5.4 for details.

SUBADDRESS: 10010
SIGNAL NAME - CSNyy

WORD: I10-21

<u>DATA BIT</u>	<u>DESCRIPTION</u>
1	Sign Bit
2	MSB (1.0)
3-15	*
16	LSB (6.10352E-05)

REMARKS: See Sections 6.5.2 and 6.5.4 for details.

SUBADDRESS: 10010
SIGNAL NAME - CSNyz

WORD: I10-22

<u>DATA BIT</u>	<u>DESCRIPTION</u>
1	Sign Bit
2	MSB (1.0)
3-15	*
16	LSB (6.10352E-05)

REMARKS: See Sections 6.5.2 and 6.5.4 for details.

SUBADDRESS: 10010

WORD: I10-23 (MSP)
I10-24 (LSP)

SIGNAL NAME - Altitude Feedback Constant (1/sec)

<u>DATA BIT</u>	<u>DESCRIPTION (MSP)</u>	<u>DESCRIPTION (LSP)</u>
1	Sign Bit	*
2	MSB (3.0) (See Note)	*
3-15	*	*
16	*	LSB (2.79397E-09)

Note: These constants are the best fit to a steady state third order vertical loop.

SUBADDRESS: 10010

WORD: I10-25 (MSP)
I10-26 (LSP)

SIGNAL NAME - Velocity Feedback Constant (1/sec²)

<u>DATA BIT</u>	<u>DESCRIPTION (MSP)</u>	<u>DESCRIPTION (LSP)</u>
1	Sign Bit	*
2	MSB (3.0) (See Note)	*
3-15	*	*
16	*	LSB (2.79397E-09)

Note: These constants are the best fit to a steady state third order vertical loop.

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SUBADDRESS: 10010

WORD: I10-27 (MSP)
I10-28 (LSP)

SIGNAL NAME - Acceleration Feedback Constant (1/sec³)

<u>DATA BIT</u>	<u>DESCRIPTION (MSP)</u>	<u>DESCRIPTION (LSP)</u>
1	Sign Bit	*
2	MSB (1.0)	*
3-15	*	*
16	*	LSB (9.31323E-10)

Note: These constants are the best fit to a steady state third order vertical loop.

XII. INITIALIZATION VECTORS.

Block ID: I11 Refresh Rate - As required Transmission Rate - As Required

Note: Parameters contained in I11 words are one sigma values and represent INU error budget uncertainty constants unless otherwise indicated.

SUBADDRESS: 10110

WORD: I11-01

SIGNAL NAME - RESERVED

SUBADDRESS: 10110

WORD: I11-02

SIGNAL NAME - (X,Y,Z) Accelerometer Bias Uncertainty (mg)

<u>DATA BIT</u>	<u>DESCRIPTION</u>
1	MSB (52.4288)
2-15	*
16	LSB (0.0016)

SUBADDRESS: 10110

WORD: (SF) I11-03

SIGNAL NAME - (X,Y,Z) Accelerometer Scale Factor Uncertainty (%)

<u>DATA BIT</u>	<u>DESCRIPTION</u>
1	MSB (0.32768)
2-15	*
16	LSB (1.0E-05)

SUBADDRESS: 10110

WORD: I11-04

SIGNAL NAME - X Gyro Bias Uncertainty (deg/h)

<u>DATA BIT</u>	<u>DESCRIPTION</u>
1	MSB (0.32768)
2-15	*
16	LSB (1.0E-05)

SUBADDRESS: 10110 WORD: I11-05
SIGNAL NAME - Y Gyro Bias Uncertainty (deg/h)

<u>DATA BIT</u>	<u>DESCRIPTION</u>
1	MSB (0.32768)
2-15	*
16	LSB (1.0E-05)

SUBADDRESS: 10110 WORD: I11-06
SIGNAL NAME - Z Gyro Bias Uncertainty (deg/h)

<u>DATA BIT</u>	<u>DESCRIPTION</u>
1	MSB (0.32768)
2-15	*
16	LSB (1.0E-05)

SUBADDRESS: 10110 WORD: I11-07
SIGNAL NAME - X,Y,Z Gyro SF Uncertainty (X)

<u>DATA BIT</u>	<u>DESCRIPTION</u>
1	MSB (0.32768)
2-15	*
16	LSB (1.0E-05)

SUBADDRESS: 10110 WORD: I11-08
SIGNAL NAME - X Gyro Randomness (deg/h)

<u>DATA BIT</u>	<u>DESCRIPTION</u>
1	MSB (0.032768) (See Note)
2-15	*
16	LSB (1.0E-06)

Note: If I11-09 correlation time is 0 minutes, the MSB is Deg/square root hour and I11-08 represents random walk.

SUBADDRESS: 10110 WORD: I11-09
SIGNAL NAME - X Gyro Correlation Time (min)

<u>DATA BIT</u>	<u>DESCRIPTION</u>
1	MSB (327.68)
2	*
3-15	*
16	LSB (0.01)

SUBADDRESS: 10110 WORD: III-10
SIGNAL NAME - Y Gyro Randomness (deg/h)

<u>DATA BIT</u>	<u>DESCRIPTION</u>
1	MSB (0.032768)(See Note)
2-15	*
16	LSB (1.0E-06)

Note: If I11-11 correlation time is 0 minutes, the MSB is Deg/square root hour and I11-10 represents random walk.

SUBADDRESS: 10110 WORD: I11-11
SIGNAL NAME - Y Gyro Correlation Time (min)

<u>DATA BIT</u>	<u>DESCRIPTION</u>
1	MSB (327.68)
2-15	*
16	LSB (0.01)

SUBADDRESS: 10110 WORD: I11-12
SIGNAL NAME - Z Gyro Randomness (deg/h)

<u>DATA BIT</u>	<u>DESCRIPTION</u>
1	MSB (0.032768)(See Note)
2-15	*
16	LSB (1.0E-06)

Remarks: This word can be considered as a white acceleration noise or random walk velocity.

Note: If I11-13 correlation time is zero minutes, the MSB is Deg/square root hour and I11-12 represents random walk.

SUBADDRESS: 10110 WORD: I11-13
SIGNAL NAME - Z Gyro Correlation Time (min)

<u>DATA BIT</u>	<u>DESCRIPTION</u>
1	MSB (327.68)
2-15	*
16	LSB (0.01)

SUBADDRESS: 10110 WORD: I11-14
SIGNAL NAME - X,Y,Z Accelerometer Randomness (mg)

<u>DATA BIT</u>	<u>DESCRIPTION</u>
1	MSB (0.32768)
2-15	*
16	LSB (1.0E-05)

SUBADDRESS: 10110 WORD: I11-15
SIGNAL NAME - X,Y,Z Accelerometer Randomness Correlation Time (min)

<u>DATA BIT</u>	<u>DESCRIPTION</u>
1	MSB (327.68)
2-15	*
16	LSB (0.01)

SUBADDRESS: 10110 WORD: I11-16
SIGNAL NAME - X Gyro Input/Quad Mass Unbalance (MUB) Uncertainty (RESERVED, SET TO ZERO)

SUBADDRESS: 10110 WORD: I11-17
SIGNAL NAME - Y Gyro Input/Quad Mass Unbalance (MUB) Uncertainty (RESERVED, SET TO ZERO)

SUBADDRESS: 10110 WORD: I11-18
SIGNAL NAME - Z Gyro Input/Quad Mass Unbalance (MUB) Uncertainty (RESERVED, SET TO ZERO)

SUBADDRESS: 10110 WORD: I11-19
SIGNAL NAME - X,Y Platform Tilt (Ground Align) Uncertainty (arc sec)

<u>DATA BIT</u>	<u>DESCRIPTION</u>
1	MSB (32,768.0)
2-15	*
16	LSB (1.0)

Note: Updated at the ALIGN-TO-NAV transition.

SUBADDRESS: 10110 WORD: I11-20
SIGNAL NAME - Z Platform Azimuth (Ground Align) Uncertainty (arc sec)

<u>DATA BIT</u>	<u>DESCRIPTION</u>
1	MSB (32,768.0)
2-15	*
16	LSB (1.0)

Note: Updated at the ALIGN-TO-NAV transition.

SUBADDRESS: 10110 WORD: I11-21
SIGNAL NAME - X,Y,Z Accelerometer Nonorthogonality Uncertainty (arc sec)

<u>DATA BIT</u>	<u>DESCRIPTION</u>
1	MSB (32,768.0)
2-15	*
16	LSB (1.0)

SUBADDRESS: 10110 WORD: I11-22
SIGNAL NAME - (RESERVED, SET TO ZERO)

SUBADDRESS: 10110 WORD: I11-23
SIGNAL NAME - (RESERVED, SET TO ZERO)

SUBADDRESS: 10110 WORD: I11-24
SIGNAL NAME - X,Y,Z Gyro Misalignment Uncertainty (arc sec)

<u>DATA BIT</u>	<u>DESCRIPTION</u>
1	MSB (32,768.0)
2-15	*
16	LSB (1.0)

SUBADDRESS: 10110 WORD: I11-25
SIGNAL NAME - (RESERVED, SET TO ZERO)

SUBADDRESS: 10110 WORD: I11-26
SIGNAL NAME - (RESERVED, SET TO ZERO)

Block ID: I12 Refresh Rate - As Required Transmission Rate - As Required

SUBADDRESS: 10111 WORD: I12-01

SIGNAL NAME - RESERVED

SUBADDRESS: 10111 WORD: I12-02

SIGNAL NAME - Accelerometer Scale Factor Asymmetry(PPM)

<u>DATA BIT</u>	<u>DESCRIPTION</u>
1	MSB (3,276.8)
2-15	*
16	LSB (0.1)

SUBADDRESS: 10111 WORD: I12-03

SIGNAL NAME - Gravity Compensation

(RESERVED, SET TO ZERO)

SUBADDRESS : 10111 WORD: I12-04

SIGNAL NAME - Gravity Compensation Correlation Distance

(RESERVED, SET TO ZERO)

SUBADDRESS: 10111 WORD: I12-05

SIGNAL NAME - X Gyro Trending

(RESERVED, SET TO ZERO)

SUBADDRESS: 10111 WORD: I12-06

SIGNAL NAME - Y Gyro Trending

(RESERVED, SET TO ZERO)

SUBADDRESS: 10111 WORD: I12-07
SIGNAL NAME - Z Gyro Trending
(RESERVED, SET TO ZERO)

SUBADDRESS: 10111 WORD: I12-08
SIGNAL NAME - X Gyro Warm-up
(RESERVED, SET TO ZERO)

SUBADDRESS: 10111 WORD: I12-09
SIGNAL NAME - X Gyro Warm-up Correlation Time
(RESERVED, SET TO ZERO)

SUBADDRESS: 10111 WORD: I12-10
SIGNAL NAME - Y Gyro Warm-up
(RESERVED, SET TO ZERO)

SUBADDRESS: 10111 WORD: I12-11
SIGNAL NAME - Y Gyro Warm-up Correlation Time
(RESERVED, SET TO ZERO)

SUBADDRESS: 10111 WORD: I12-12
SIGNAL NAME - Z Gyro Warm-up
(RESERVED, SET TO ZERO)

SUBADDRESS: 10111 WORD: I12-13
SIGNAL NAME - Z Gyro Warm-up Correlation Time
(RESERVED, SET TO ZERO)

SUBADDRESS: 10111 WORD: I12-14
SIGNAL NAME - Accelerometer Warm-up (mg)

<u>DATA BIT</u>	<u>DESCRIPTION</u>
1	MSB (32.768)
2-15	*
16	LSB (0.001)

SUBADDRESS: 10111 WORD: I12-15
SIGNAL NAME - Accelerometer Warm-up Correlation Time (min)

<u>DATA BIT</u>	<u>DESCRIPTION</u>
1	MSB (327.68)
2-15	*
16	LSB (0.01)

Block ID: I13 Refresh Rate - As Required Transmission Rate - As Required

SUBADDRESS: 11000 WORD: I13-01
SIGNAL NAME - Max normal rate for X precision torquing
(RESERVED, SET TO ZERO)

SUBADDRESS: 11000 WORD: I13-02
SIGNAL NAME - Max normal rate for Y precision torquing
(RESERVED, SET TO ZERO)

SUBADDRESS: 11000 WORD: I13-03
SIGNAL NAME - Max normal rate for Z precision torquing
(RESERVED, SET TO ZERO)

SUBADDRESS: 11000 WORD: I13-04
SIGNAL NAME - Max slewing rate for X coarse slewing
(RESERVED, SET TO ZERO)

SUBADDRESS: 11000 WORD: I13-05
SIGNAL NAME - Max slewing rate for Y coarse slewing
(RESERVED, SET TO ZERO)

SUBADDRESS: 11000 WORD: I13-06
SIGNAL NAME - Max slewing rate for Z coarse slewing
(RESERVED, SET TO ZERO)

SUBADDRESS: 11000 WORD: I13-07
SIGNAL NAME - Position of the Specific Force Origin in Xr (in)

<u>DATA BIT</u>	<u>DESCRIPTION</u>
1	Sign Bit
2	MSB (16.384)
3-15	*
16	LSB (0.001)

Remarks: Refer to definitions of specific force origin (Section 6.4) and the chassis frame (Section 6.4.7).

SUBADDRESS: 11000 WORD: I13-08
SIGNAL NAME - Position of the Specific Force Origin in Yr (in)

<u>DATA BIT</u>	<u>DESCRIPTION</u>
1	Sign Bit
2	MSB (16.384)
3-15	*
16	LSB (0.001)

Remarks: Refer to definitions of specific force origin (Section 6.4) and the chassis frame (Section 6.4.7).

SUBADDRESS: 11000 WORD: I13-09
SIGNAL NAME - Position of the Specific Force Origin in Zr (in)

<u>DATA BIT</u>	<u>DESCRIPTION</u>
1	Sign Bit
2	MSB (16.384)
3-15	*
16	LSB (0.001)

Remarks: The position of Specific Force Origin shall be defined as the distances along the Xr, Yr, Zr Axes.

SUBADDRESS: 11000 WORD: I13-10
SIGNAL NAME - Gyro Orientation About Zb, γ Zo (pi rad)

<u>DATA BIT</u>	<u>DESCRIPTION</u>
1	Sign Bit
2	MSB (0.5)
3-15	*
16	LSB (3.05176E-05)

Remarks: The orientation of the instrument axes shall be defined relative to the sensor coordinate frame Xs, Ys, Zs. For a strapdown system, the sensor coordinates are defined to be identical to the aircraft body frame Xb, Yb, Zb. Euler angles shall be used to define the requisite orientation of the Xo, Yo, Zo instrument frame. These angles shall be called γ Xo, γ Yo, γ Zo. The order of rotation shall be γ Zo about Zs, γ Yo about the new Ys axis, and γ Xo about the final Xs axis.

SUBADDRESS: 11000 WORD: I13-11
SIGNAL NAME - Gyro Orientation About Yb, γ Yo (pi rad)

<u>DATA BIT</u>	<u>DESCRIPTION</u>
1	Sign Bit
2	MSB (0.5)
3-15	*
16	LSB (3.05176E-05)

Remarks: See Remarks Word I13-10.

SUBADDRESS: 11000 WORD: I13-12
SIGNAL NAME - Gyro Orientation About Xb, γ Xo (pi rad)

<u>DATA BIT</u>	<u>DESCRIPTION</u>
1	Sign Bit
2	MSB (0.5)
3-15	*
16	LSB (3.05176E-05)

Remarks: See Remarks Word I13-10.

SUBADDRESS: 11000 WORD: I13-13
SIGNAL NAME - Accelerometer Orientation About Zb, gamma Za (pi rad)

<u>DATA BIT</u>	<u>DESCRIPTION</u>
1	Sign Bit
2	MSB (0.5)
3-15	*
16	LSB (3.05176E-05)

Remarks: See Remarks Word I13-10.

SUBADDRESS: 11000 WORD: I13-14
SIGNAL NAME - Accelerometer Orientation About Yb, gamma Ya (pi rad)

<u>DATA BIT</u>	<u>DESCRIPTION</u>
1	Sign Bit
2	MSB (0.5)
3-15	*
16	LSB (3.05176E-05)

Remarks: See Remarks Word I13-10.

SUBADDRESS: 11000 WORD: I13-15
SIGNAL NAME - Accelerometer Orientation About Xb, gamma Xa (pi rad)

<u>DATA BIT</u>	<u>DESCRIPTION</u>
1	Sign Bit
2	MSB (0.5)
3-15	*
16	LSB (3.05176E-05)

Remarks: See Remarks Word I13-10.

SUBADDRESS: 11000 WORD: I13-16
SIGNAL NAME - Terminal Address

<u>DATA BIT</u>	<u>DESCRIPTION</u>
1	MSB
2	*
3	*
4	*
5	LSB
6-16	0

SUBADDRESS: 11000
SIGNAL NAME - Orient Status Word

WORD: I13-17

<u>DATA BIT</u>	<u>VALUE</u>	<u>DESCRIPTION</u>	
1-2	00	Orient OFF/Boresight OFF	(Default)
	01	Prohibited	(Note 1)
	10	Orient ON/Boresight OFF	
	11	Orient ON/Boresight ON	
3-4	00	0 Degree Roll Orientation	(Default)
	01	90 Degree Roll Orientation	
	10	180 Degree Roll Orientation	
	11	270 Degree Roll Orientation	
5-6	00	0 Degree Pitch Orientation	(Default)
	01	90 Degree Pitch Orientation	
	10	180 Degree Pitch Orientation	
	11	270 Degree Pitch Orientation	
7-8	00	0 Degree Yaw Orientation	(Default)
	01	90 Degree Yaw Orientation	
	10	180 Degree Yaw Orientation	
	11	270 Degree Yaw Orientation	
9	0	Entered Data Compare PASS	(Note 2)
	1	Entered Data Compare FAIL	
10	0	Boresight Data Store COMPLETE	
	1	Boresight Data Store INCOMPLETE	(Note 3)
11	0	Basic Orientation WITHIN RANGE	(Note 4)
	1	Basic Orientation OUT OF RANGE	
12	0	Boresight Angles WITHIN RANGE	(Note 5)
	1	Boresight Angles OUT OF RANGE	
13	0	Total Orientation WITHIN RANGE	(Note 6)
	1	Total Orientation OUT OF RANGE	
14	0	Function Reserved	
15	0	Function Reserved	
16	0	Function Reserved	

Remark: Default values represent functions or conditions which shall be assumed by INU upon power-up unless otherwise programmed.

Note 1: This value represents a prohibited command and shall not be permitted. Attempt to enter this command shall invoke an "illegal command" error.

Note 2: This bit shall be set subsequent to any data entry (via data bus or hardware MUX Data read) command when the compare option is specified. This bit shall be set to logic 0 if the compare was successful, logic 1 if the compare was unsuccessful.

Note 3: This bit shall be set to logic 1 under the following conditions:

a. Upon receipt of a command enter boresight angles via the data bus in words D01-04, D01-05, AND D01-06. The bit shall remain set until successful completion of storage of all boresight angles, at which time it shall be reset to 0.

b. Upon the first occurrence of a command to store any boresight angle via hardware MUX Data Read subsequent to the bit having been reset. The bit shall remain set throughout any subsequent operation until sufficient commands to store all remaining bits of the particular boresight angle have been successfully executed, at which time it shall be reset.

This bit shall be reset to logic 0 upon successful completion of MUX Data angle storage, upon command to clear all angles, and upon completion of data bus angle storage. Enable boresight function shall not be permitted while this flag is set.

Note 4: This bit is set to 0 when commanded orientation can be accommodated by the INU without performance degradation. Bit is set to 1 if INU cannot accommodate commanded orientation.

Note 5: This bit is set to 0 when stored boresight angles can be accommodated by INU irrespective of orientation. Bit is set to 1 if INU cannot accommodate the commanded boresight angle(s).

Note 6: This bit is set to 0 when INU can accommodate total commanded orientation (basic orientation plus boresight correction). Bit is set to 1 if INU cannot accommodate total orientation without performance degradation.

SUBADDRESS: 11000 WORD: I13-18
SIGNAL NAME - Roll Boresight Correction Angle (pi rad)

<u>DATA BIT</u>	<u>DESCRIPTION</u>
1	Sign Bit
2	MSB (0.25)
3-15	*
16	LSB (1.52588E-05)

Remarks: Boresighting offsets of the chassis shall be characterized as rotations of the chassis reference frame X_r, Y_r and Z_r to the standard orientation relative to the roll, pitch, and azimuth axes of the vehicle X_b, Y_b, Z_b . The standard orientation shall be: Roll out the nose of the aircraft, Pitch out the right wing of the aircraft, and Azimuth (Yaw) out the belly of the aircraft.

SUBADDRESS: 11000 WORD: I13-19
SIGNAL NAME - Pitch Boresight Correction Angle (Pi rad)

<u>DATA BIT</u>	<u>DESCRIPTION</u>
1	Sign Bit
2	MSB (0.25)
3-15	*
16	LSB (1.52588E-05)

Remarks: See Remarks Word I13-18.

SUBADDRESS: 11000 WORD: I13-20
SIGNAL NAME - Yaw Boresight Correction Angle (pi rad)

<u>DATA BIT</u>	<u>DESCRIPTION</u>
1	Sign Bit
2	MSB (0.25)
3-15	*
16	LSB (1.52588E-05)

Remarks: See Remarks Word I13-18.

SUBADDRESS: 11000 WORD: I13-21
SIGNAL NAME - Position of INU CG Along Xr (in)

<u>DATA BIT</u>	<u>DESCRIPTION</u>
1	Sign Bit
2	MSB (8.0)
3-15	*
16	LSB (4.88281E-04)

Remarks: The reference position of the mount diamond pin is the center of the pin as it emerges forward from the mounting surface at the rear of the rack.

SUBADDRESS: 11000 WORD: I13-22
SIGNAL NAME - Position of INU CG Along Yr (in)

<u>DATA BIT</u>	<u>DESCRIPTION</u>
1	Sign Bit
2	MSB (8.0)
3-15	*
16	LSB (4.88281E-04)

Remarks: See Remarks Word I13-21.

SUBADDRESS: 11000 WORD: I13-23
SIGNAL NAME - Position of the INU CG Along Zr (in)

<u>DATA BIT</u>	<u>DESCRIPTION</u>
1	Sign Bit
2	MSB (8.0)
3-15	*
16	LSB (4.88281E-04)

Remarks: See Remarks Word I13-21.

SUBADDRESS: 11000 WORD: I13-24
SIGNAL NAME - Weight of the INU (lb)

<u>DATA BIT</u>	<u>DESCRIPTION</u>
1	MSB (30.0)
2-15	*
16	LSB (9.15527E-04)

Block ID: I14 Refresh Rate: As Required Transmission Rate: As Required

SUBADDRESS: 10100
SIGNAL NAME: INU Status

WORD: I14-01

DATA BIT

1-16

DESCRIPTION

* (All zeros for normal INU operation IAW para 60.4.3.5)

SUBADDRESS: 10100
SIGNAL NAME: INU Vendor

WORD: I14-02

DATA BIT

1-16

DESCRIPTION

* (IAW Note 1 of word I07-32, page 188)

SUBADDRESS: 10100
SIGNAL NAME: Mode Word

WORD: I14-03

DATA BIT

1
2-4
5
6
7-9
10
11
12-14
15
16

DESCRIPTION

MSB
* (Function Select Code, see Note 1)
LSB
MSB
* (Function Select Code, see Note 2)
LSB
MSB
* (Function Operating Code, see Note 3)
LSB
Logic "0"

Note 1: Echo of D01-01 (Bits 2-6), Function Select Code; these bits (1-5) shall indicate the last commanded mode.

Note 2: INU acknowledge of D01-01 bit 2-6. Function Select Code is received for a least one second (See D01-01, Note 2)

Note 3: Present operational mode of the INU. Function Operating Codes are defined with the same five bit binary code as used for Function Select Codes (See D01-01, Note 2).

SUBADDRESS: 10100
SIGNAL NAME: SRU Failure Indicator

WORD: I14-04

DATA BIT

1-16

DESCRIPTION

* (See Notes)

Note 1: Each data bit shall represent an SRU/assembly of the INU. The description of the failed SRU shall be contained in the appropriate technical manual.

Note 2: All zeros for normal INU operation.

Note 3: Indicate all SRU's that may have failed. Maintain this action until cleared via a maintenance action (same as maintenance action which clears the BITE Summary Words).

SUBADDRESS: 10100
SIGNAL NAME: RESERVED

WORD: I14-05 thru I14-10

SUBADDRESS: 10100
SIGNAL NAME: Contractor Unique

WORD: I14-11 thru I14-32

APPENDIX VII

OPERATOR INITIATED BIT MODE

SNU 84 1 ADMT 1, 13 FEB 1987

70.0 OPERATOR INITIATED BIT MODE

70.1 Introduction. Supplemental tests initiated by the operator shall be executed upon receipt of a binary Function Select Code 01001 in word 1 of the generalized CDU message D01. This mode provides the opportunity for unique contractor testing with BIT and also provides interface tests of analog outputs which will be visible on flight instruments.

70.2 Test Mode Software Functions. The system will always come up through a normal system initialization prior to entering the TEST mode unique functions. This includes Power-on, BIT and 1553 MUX initialization. Once the TEST mode has been entered, the BIT software shall continue to receive Mode Control data for an indication of when to exit the mode. If the Gyrocompass Alignment segment has been started before another valid mode is commanded the INU shall retain alignment information already calculated to be used in the new alignment mode selected or in a selected valid navigation mode. All digital data equating to the analog functions presented in this mode shall be available on request to the INU using the normal protocol established by this specification. There may be unique contractor testing throughout the TEST mode period of 18 minutes but visual displays on flight instruments must follow a prescribed pattern. The TEST mode is broken into the following phases:

<u>TIME</u>	<u>TEST MODE PHASE (Note 1)</u>
0 - 30 seconds	System Initialization
30 seconds - 6.5 minutes	Interface Test Sequence
6.5 - 15 minutes (Note 2)	GC Alignment/NAV Ready
15 - 18 minutes	Contractor Unique Testing/ TEST Mode Complete

- NOTES: 1. Periodic BIT tests will be run in all phases of the TEST mode.
2. This phase of the TEST mode will continue until NAV READY (Full Performance Gyrocompass Align) is obtained or until a total of 15 min. in the TEST mode, whichever occurs first.

70.3 System Initialization. This 30 second period shall be used by the contractor to perform unique initialization testing and to set up the initial conditions for the analog and digital interface testing described in the following paragraphs. The interface initialization shall be as follows:

<u>Signal</u>	<u>Initialized Output</u>
Pitch, Roll, Mag Hdg, Rel Brg	0 degrees
Attd Good, Mag Hdg Good	Not valid/off
Body Rates	0 deg/sec
Range	000 miles
Course Deviation	Null
TO/FROM	Null/off

These signals/discretes shall be initialized a minimum of 5 seconds prior to entry into the interface test phase.

70. 4 Interface Test Sequence. Signals/discretes shall be output as defined below. The digital equivalent signals shall also be set such that if proper bus protocol is used they may be accessed simultaneously with the analog outputs. When a slewing type command is issued for the analog testing of pitch, roll and heading the slew rate shall be available as a body rate on the digital bus for the respective axis being tested.

<u>Signal/discrete (analog/digital)</u>		<u>Time Sequence</u> <u>From Start of Segment</u>
<u>Attitude Good</u>	<u>Mag Hdg Good</u>	
Valid	Not valid	0 - 4 sec
Valid	Valid	4 - 8 sec
Not valid	Valid	8 - 12 sec
Not valid	Not valid	For rest of segment
 <u>Pitch/Pitch rate</u>		
Slew at 5°/sec to 90°		17 - 35 sec
Hold 5 seconds		35 - 40 sec
Reset to 0° and hold 5 sec		40 - 45 sec
Slew at -5°/sec to -90°		45 - 63 sec
Hold 5 sec and reset to 0°		63 - 68 sec
 <u>Roll/Roll rate</u>		
Slew at 5°/sec to 180°		68 - 104 sec
Hold 5 seconds		104 - 109 sec
Slew at -5°/sec to 0°		109 - 145 sec
Hold 5 sec, then set pitch & roll to 0°		145-150 sec
 <u>Mag Hdg/YAW rate</u>		
Slew at 10°/sec to 180°		150 - 158 sec
Hold 5 seconds		168 - 173 sec
Slew at -10°/sec to 0°		173 - 191 sec
Hold 5 seconds		191 - 196 sec
 <u>Relative Bearing</u>		
Slew at 10°/sec to 180°		198 - 214 sec
Hold 5 seconds		214 - 219 sec
Slew at -10°/sec to 0°		219 - 237 sec
Hold 5 seconds		237 - 242 sec

70.4 (CON'T)

<u>Signal/discrete (analog/digital)</u>	<u>Time Sequence From Start of Segment</u>
<u>Range</u>	
Step individual range digits from 000 to 009 to 010 to 090 to 100 to 900 to 000 at a 2 sec/step rate	242 - 296 sec
Hold 5 seconds	296 - 301 sec
Step range digits collectively from 000 to 111 to --- 999 to 000 at a 2 sec/step rate	301 - 321 sec
Hold 5 seconds	321 - 326 sec
<u>Course Deviation</u>	
Step course deviation bar from null to +PS to +1/2PS to null to -1/2PS to -PS to null at a 3 sec/step rate	326 - 344 sec
Hold 5 seconds	344 - 349 sec
<u>TO/FROM</u>	
Step TO/FROM flag from null to TO to FROM to null at a 2 sec/step rate	349 - 355 sec
Hold 5 seconds	355 - 360 sec
END of Interface test mode Time in Test is 6.5 minutes	

70.5 Gyrocompass Alignment in Test Mode. A normal Gyrocompass alignment shall be performed at the completion of the Interface Test Sequence (6.5 minutes after entry into the TEST mode). At this time, the TIME IN ALIGN clock shall be started. Allowance shall be made for present position to be entered anytime in the first 8.5 minutes of the TEST mode. If Present Position is entered after 8.5 minutes in Test Mode (2 minutes into GC Alignment) the TIME IN ALIGN counter shall be reset and the Time in TEST Mode counter shall be reset to 6.5 minutes. All flags, discretes, 1553 MUX operation, etc., shall be driven as though the INU was performing a normal gyrocompass alignment. If the alignment is successful within 8.5 minutes of entry into Align, IO6/IO8 word 1 bit 16 (NAV ready) shall be set. If the GC Alignment is unsuccessful the INU status relating to failures shall be reported in IO6/IO8 word 1 (NAV ready, bit 16 shall not be set). Also, INU failures shall be reported in BIT records stored in miscellaneous word 2 (for depot use) and miscellaneous word 1 (for BIT history).

70.6 Contractor Unique Testing in Test Mode. The last three minutes of the Test Mode (15 to 18 minutes) is reserved for contractor unique testing of the INU in order to meet the fault detection requirements of Para 3.2.1.10j. The INU shall not degrade a successful GC alignment (accomplished via Para 70.5) by any unique testing done in the last three minutes of test mode. All status and validity flags shall be reset to zero (indicating that the TEST MODE has completed) as appropriate, during the final three minutes of the TEST MODE to be consistent with the digital and analog output data. The IO6/IO8 Word 1 Bit 10 shall be set or reset after a total of 18 minutes have elapsed since entry into the test mode. The INU BIT Status shall be updated relating to miscellaneous word 2 (for depot use) and miscellaneous word 1 (for BIT history).

GLOSSARY

AC	Alternating Current
A/C	Aircraft
ADI	Attitude Direction Indicator
Amp-sec	Amperes - second
ATT	Attitude
AZ	Azimuth
BATH	Best Available True Heading
BCD	Binary Coded Decimal
BIT	Built-In-Test
BNR	Binary
BRG	Bearing
°C	Degrees Celsius
CADC	Central Air Data Computer
CAL	Calibration
CBG	Aircraft Body frame to local Geodetic frame
CBN	Aircraft body frame to Navigation frame
CC	Central Computer
CDU	Control Display Unit
CEP	Circular Error Propable
CET	Combined Environments Testing
cm	centimeter
CNE	Navigation frame to Earth Centered - Earth fixed frame
CNG	Navigation frame to local Geodetic frame
CSN	Sensor frame to Navigation frame
Cum	Cumulative
CV	Clockwise
DC	Direct Current
DCM	Direction Cosine Matrix
deg	degree
DEST	Destination
E	East
ECS	Environmental Control System
EMI	Electromagnetic Interference
ER	Established Reliability
ERT	Equipment Repair Time
F3	Form, Fit and Function
FC	Flight Control
FD	Failures Detected
FFI	Fals: Failure Indication
fps	feet per second
ft	feet
g	unit of gravity
GC	Gyro Compass
GPS	Global Positioning System
h	hour
Hdg	Heading
HOL	High Order Language
HSI	Horizontal Situation Indicator
HUD	Heads-Up-Display

GLOSSARY (Cont.d)

Hz	Hertz
IAW	In Accordance With
INU	Inertial Navigation Unit
INS	Inertial Navigation System
I/O	Input/Output
km	kilometer
kHz	kilohertz
L/L	Latitude/Longitude
Lat/Long	Latitude/Longitude
lbs	pounds
LMD	Left Miscellaneous Display
LRU	Line Replaceable Unit
LSB	Least Significant Bit
LSC	Least Significant Character
LDS	Least Significant Digit
LSP	Least Significant Part
m	meter
M	Mach number
Mag	Magnetic
mg	milli g (unit of gravity)
MH	Magnetic Heading
MHz	Megahertz
min	minute
MISC	Miscellaneous
MP	Markpoint
ms	millisecond
MSB	Most Significant Bit
MSC	Most Significant Character
MSD	Most Significant Digit
MSP	Most Significant Part
MTBF	Mean Time Between Failures
MUB	Mass unbalance
MUX	Multiplex
MV	Magnetic Variation
N	North
N/A	Not Applicable
NAV	Navigation
nmi	nautical mile
OPF	Operational Flight Program
p/po	Ratio of ambient static pressure to standard sea level pressure
pi rad	pi radians
PPOS	Present position
PSD	Power Spectral Density
psia	pounds per squared inch absolute
PVT	Production Verification Test
rad	radians
RDY	Ready
REF	Reference
RER	Radial Error Rate
rho/rho0	Ratio of ambient air density to standard sea level air density

GLOSSARY (Cont'd)

R.H. WRT	Right Hand With Respect To
RMD	Right Miscellaneous Display
RMS	Root Mean Squared
RT	Receive - Transmit
S	South
s	second
SE	Support Equipment
sec	second
SH	Stored Heading
SOP	Safety Of Flight
Sph	Spheroid
SRU	Shop Replaceable Unit
STBY	Standby
STR-PT	Steering Point
TH	True Heading
TBD	To Be Determined
TH	True Heading
TTL	Transistor Transistor Logic
T/R	Transmit/Receive
UTM	Universal Transverse Mercator
VA	Volts Amperes
VAC	Volts AC
VDC	Volts DC
W	West
WGS	World Geodetic Survey
WP	Waypoint
WRT	With Respect To



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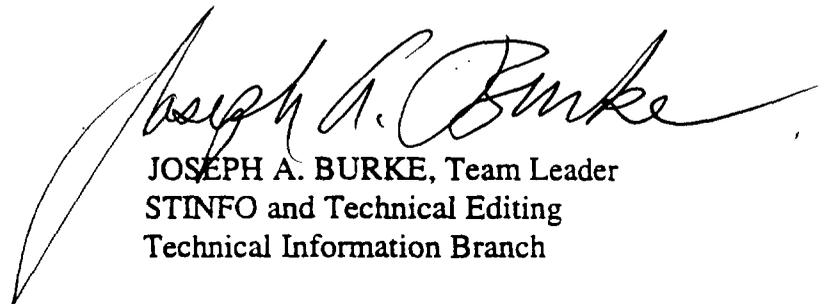
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SUBJECT: Notice of Changes in Technical Report(s) ADB 165 119

Please change subject report(s) as follows:

Per the OPR at OL-AAC/LIIRN, Steve Cox (DSN 336-7727) the above listed report can be changed in distribution to: Statement A, Approved for Public Release, distribution unlimited.


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