

Detailed Design Description (DDD)

Terma case

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This document is confidential between company F and the parties involved in the SPS project. For other parties, it is prohibited to continue reading beyond this point.

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1 Revision history

| Date | Ver. No | Author | Contact | Description |
|-------------|------------|--------|---------|-----------------|
| 17-Feb-2014 | 1.0 | - | - | Initial version |

2 Stakeholders

| Name | Role | Contact |
|--------------------------------|---------------|----------------------|
| Stefan Hallerstede | Customer | sha@iha.dk |
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| Company F, Training department | Trainers | 201210732@post.au.dk |

3 Subcontracter Information

A subcontractor will be used to develop and manufacture the pod and any additional climate control protection as described in Requirement 29 and 41 in the document F-SRS-2014-V1 . The subcontractor will be Group G.

4 Scope

4.1 Identification

4.2 System-overview

The goal of the system is to protect the aircraft from enemy incoming missiles by deploying flares and chaffs. It also provides threat information to the information computer, which interacts with the pilot. It is possible for a technician to load the system with chaffs and flares. During the preparation phase before the missions, the system informs the technicians about the current amount of chaffs and flares present on the aircraft.

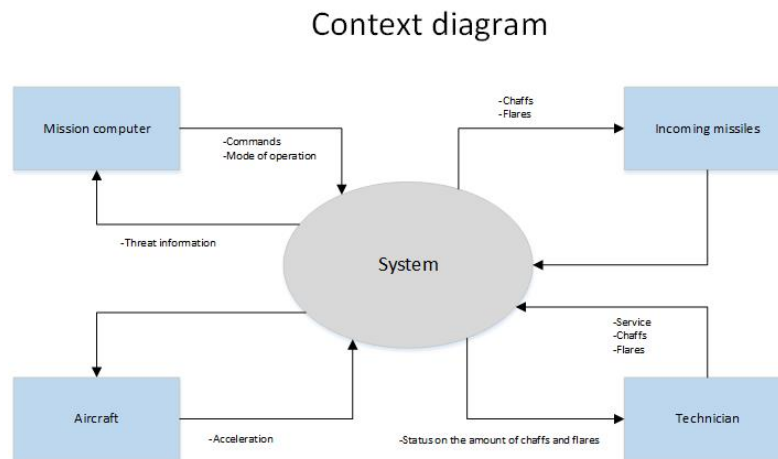


Figure 1: Context diagram

4.3 Document overview

5 System-wide design decisions

System-wide design decisions for the system were made as part of the preliminary design effort. The team evaluated potential system-wide design issues and conducted analysis on how the system and its components would behave under different environmental conditions. TODooo . Write more stuff here

States of the system The system will have different states depending on what is set by the mission computer. The system has three distinct states:

- Automatic: The system automatically detects and deploys the payload without the pilot's interaction
- Semi-automatic: The system detects the enemy missile but it asks for the pilot's consent before deploying the payload
- Manual: The pilot has to select the desired payload and deploy it himself. Relevant constraints: The system has a built-in safety feature which will prevent deployment of the payload when the plane is not airborne. Detection and action upon incoming threats We are using the missile warning system (MWS) to detect incoming missiles. Incoming missiles are considered an input in this design where the payload

deployment system will respond to this input by deploying the payload if the missile is close enough to the aircraft. The payload is located in the pod that is mounted on the aircraft.

Components:

- Pod The physical dimensions of the pod cannot exceed 0.5X0.5X5 meter. The pod will have the same color as the rest of the aircraft in order to blend in with the environment. The pod will have a correct aerodynamic shape in such a way that it will create as little drag as possible so it will have minimum effect on the aircrafts speed.
- Cockpit unit To prevent dispensing the payloads on the ground we will request sensor input from the mission computer that will make the system aware if the plane is in flight.
- MWS
- Dispenser
- Magazines

After listing all the data. We justify that we use a cockpit unit that works with all of the data and acting on inputs from the missile warning system.

6 System architectural design

6.1 System components

6.1.1 Component overview

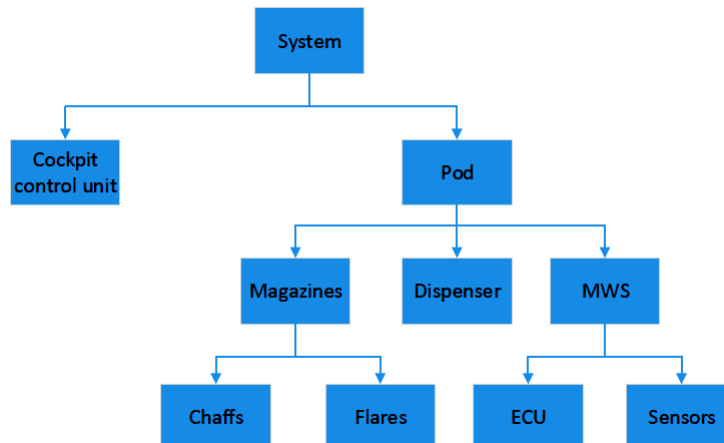


Figure 2: Overview of components

- Cockpit Control Unit (ID: CCU)
- Pod (ID: POD)
 - Dispenser (ID: DIS)
 - Magazines (ID: MAG)

- MWS (ID: MWS)
 - ECU (ID: ECU)
 - Sensors (ID: SEN)

6.1.2 Detailed component description

This section describes all system components and their connection to the requirements.

Cockpit Control Unit

The Cockpit Control Unit (CCU) shall provide all necessary data to the aircraft mission computer.

- The CCU is responsible for switching between the three defined modes when receiving the respective signal from the aircraft mission computer (Req. No. 1-4).
- The CCU shall be able to turn power ON and OFF for the dispensing system and the MWS (Req. No. 7).
- The system shall be able to erase sensitive data upon input from a discrete zeroize signal from aircraft and the zeroize signal shall be received by the CCU (Req. No. 25-26).
- The system shall provide the aircraft mission computer with status information and built-in test results (Req. No. 15).
- The system status on individual LRU level shall be provided by cockpit unit (Req. No. 17).

POD

The pod is a detachable compartment on an aircraft for carrying chaffs and flares. The pod also holds the dispenser, magazines and the MWS.

- The pod structure must be functional when exposed to steady state acceleration levels of 4g forward, 2.5g backward, 22g upward or 10g downward.
- The weight of the pod cannot exceed 270 kg (Req. No. 28).
- The pod shall be operational at temperatures of maximum 134 degree Celcius on outer skin and 152 degree Celcius on leading edge for maximum 3 minutes (Req. No. 29).
- The pod shall be operational at temperatures of maximum 95 degrees Celcius on outer skin and 152 degrees Celcius on leading egde for a maximum of 25 minutes (Req. No. 41).
- The physical dimensions of the pod cannot exceed 0.5×0.5×5 meter (Req. No. 35).

Dispenser

The dispenser is the mechanism in which the magazines are installed.

- The dispenser shall be able to dispense forwards, downwards and side-ways (Req. No. 6).
- The system shall be able to dispense a minimum of two payloads within 0.1 sec (Req. No. 8).
- The system shall be able to dispense a pattern of payloads programmable by the customer (Req. No. 9).

Magazines

The magazines contain the chaffs and flares.

- The pod shall include eight standard magazines (Req. No. 5).
- The magazines shall be stored at no lower than -10 degrees Celcius and no higher than 70 degrees Celcius (Req. No. 26).

Chaffs and flares

The chaffs and flares are the payload of the system. They are to be dispensed from the magazines.

- The aircraft has to be loaded with the payloads before takeoff (Req. No. 36).

Missile Warning System

The missile warning system (MWS) consists of an Electronic Control Unit and six sensors.

- The aircraft has to be loaded with the payloads before takeoff (Req. No. 36).

Electronic Control Unit

- The Electronic Control Unit (ECU) provides threat information in inertial format and the direction of the threat is relative to north (Req. No. 14).

Sensors

The sensors are responsible for detecting incoming missiles (threats).

6.2 Concept of execution

Figure. 2 provides an overview of the signals and protocols used in the system. The aircraft communicates with the cockpit unit using MIL-STD-1553-B. The same standard is used between the cockpit unit and the missile warning system (MWS).

Figure. 3 provides an overview of the components comprising the system. The system has two major parts; the cockpit unit and the pod. The pod contains the MWS and components for handling and dispensing the payload.

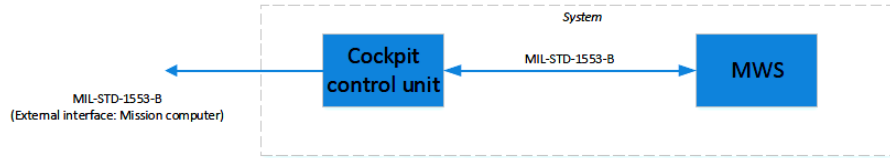


Figure 3: System signal overview

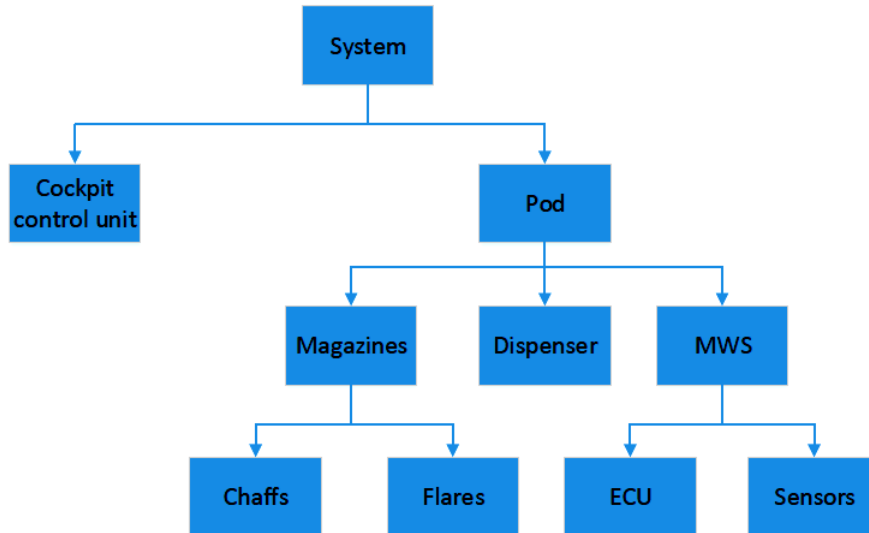


Figure 4: Hierarchical overview of system

6.3 Interface design

There are different ways in which a system interact with it's environment and the other systems. The interaction happening at the various boundaries are called the system's external interfaces. The boundaries between individual components inside the system are called system's internal interfaces.

The external and internal identification can fall into different types such as: electrical, mechanical, real-time data transfer and storage-and-retrieval of data.

6.3.1 External interfaces

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- Interface identification and diagrams.

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- Project-unique identifier of interface

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| Type | Interaction medium | data element | communication methods | protocols | physical compatibility |
|----------------------------|--------------------|--------------|-----------------------|-----------|------------------------|
| Incoming missile | | | | | |
| Chaffs and flares | | | | | |
| Aircraft Mission Computers | | | | | |
| System Operators | | | | | |
| Maintenance | | | | | |
| Support | | | | | |
| System Housing | | | | | |
| Shipping and handling | | | | | |

Table 1: External Interface Elements

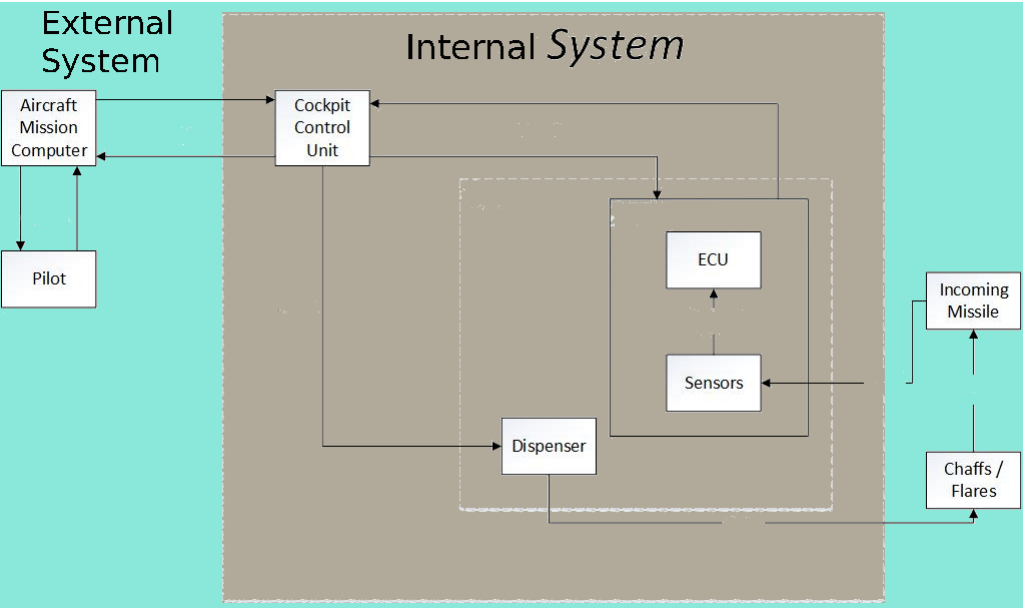


Figure 5: Signal Flow Diagram

6.3.2 Internal interfaces

This section describes the internal interfaces. The system interfaces can be seen on figure ???. The internal interfaces are:

«««< HEADInterface identification and diagrams.

blaa Project-unique identifier of interface

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- I-IF-MWSCCTRL

I-IF-DISCTRL

I-IF-PODPWR

I-IF-MWSCCTRL

| Interface name | Identification | Endpoint A | Endpoint B | Standard |
|------------------|----------------|--------------|------------|----------------|
| MWS Con- trol | I-IF-MWSCCTRL | Cockpit unit | MWS | MIL-STD-1553-B |

Some description...

The data

- Threat data (MWS → Cockpit unit)
 - Direction relative to north
 - Size
 - Velocity

- Aircraft navigation data (Cockpit unit → MWS)
 - Altitude
 - Heading
 - Position data

The physical layer is defined by the MIL-STD-1553-B standard.

I-IF-DISCTRL

| Interface name | Identification | Endpoint A | Endpoint B | Standard |
|-------------------|----------------|--------------|--------------------|----------------|
| Dispenser Control | IF-DISCTRL | Cockpit unit | Dispenser assembly | MIL-STD-1553-B |

Some description...

Something about data:

- direction to fire
- what to fire (chaffs/flares)
- pattern to fire
- fire command

The physical layer is defined by the MIL-STD-1553-B standard.

I-IF-PODPWR

| Interface name | Identification | Endpoint A | Endpoint B | Standard |
|-------------------|----------------|--------------|----------------------------|----------|
| Pod power control | IF-PODPWR | Cockpit unit | Dispenser assembly and MWS | N/A |

This analog signal connects from the cockpit unit to the dispenser assembly and the MWS in the pod. When asserted, this signal enables power to the dispenser assembly and MWS. When not asserted, the power is off.

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7 Requirements traceability