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ACN Report #5

This week my report focused primarily on learning more about a system that is closely related to the ACN, which is the Aviation Mission Planning Systems, or the AMPS for short. I briefly mentioned this system before when I went into detail on the four subsystems of the ACN’s software, but I didn’t get into the purpose and practices of the system. That is what I’ll be covering in this report. I found quite a lot of this information on the exhibit P-40 Budget Line document covering the financial supports regarding ACN, AMPS, and several other noteworthy designs. This document will be included in the source material page of the GitHub. The AMPS is dedicated to working alongside the ACN software systems, it is designed to support the pre-mission planning, this can include but is not limited to the route planning, communications planning, as well as aircraft configuration systems. These mission data forms are made into both physical and electronic formats. The electronic formats are the portion that is sent to ACN subsystems that process this kind of information so that it can be used in flight for both more confirmed security and an overall more informed experience as far as how the aircraft will handle the flight based on the data it has. As for the software side of the AMPS it is supports the FiteScene Software licenses, manages agreements and related engineering services. FiteScene is a digital mapping system that provides enhanced mapping systems that holds to high performance, dynamic elevation bandings, threat depiction, variable scaling, and symbology overlays. Moving to the hardware side, the AMPS hardware is noted to be replaced every 5 years to ensure there’s no faulty works or slowing systems during usage. More about both software and hardware for AMPS can be found in report 4.5 on the GitHub, where I have attempted to make a large-scale presentation of capabilities without constrictions of space requirements.