|  |  |  |  |  |  |  |
| --- | --- | --- | --- | --- | --- | --- |
|  |  | Rtm | HE | N | nt |  |
| E:\Aero\Masters\thesis\some papers\guidence\dr.ayman\Guidance_matlab\clean_files\ch2L1\2) -20 deg HE , N=3, nt=0.jpg | E:\Aero\Masters\thesis\some papers\guidence\dr.ayman\Guidance_matlab\clean_files\ch2L1\1) -20 deg HE , N=3, nt=0.jpg | 0.4659 | -20 | 3 | 0 | 1 |
| E:\Aero\Masters\thesis\some papers\guidence\dr.ayman\Guidance_matlab\clean_files\ch2L1\2) -60 deg HE , N=3, nt=0.jpg | E:\Aero\Masters\thesis\some papers\guidence\dr.ayman\Guidance_matlab\clean_files\ch2L1\1) -60 deg HE , N=3, nt=0.jpg | 0.2474 | -60 | 3 | 0 | 2 |
| E:\Aero\Masters\thesis\some papers\guidence\dr.ayman\Guidance_matlab\clean_files\ch2L1\2) -20 deg HE , N=5, nt=0.jpg | E:\Aero\Masters\thesis\some papers\guidence\dr.ayman\Guidance_matlab\clean_files\ch2L1\1) -20 deg HE , N=5, nt=0.jpg | 0.5408 | -20 | 5 | 0 | 3 |
| E:\Aero\Masters\thesis\some papers\guidence\dr.ayman\Guidance_matlab\clean_files\ch2L1\2)  HE=-60 deg , N=5, nt=0.jpg | E:\Aero\Masters\thesis\some papers\guidence\dr.ayman\Guidance_matlab\clean_files\ch2L1\1)  HE=-60 deg , N=5, nt=0.jpg | 0.0533 | -60 | 5 | 0 | 4 |
| E:\Aero\Masters\thesis\some papers\guidence\dr.ayman\Guidance_matlab\clean_files\ch2L1\2) HE=0 deg , N=3, nt=32.174 | E:\Aero\Masters\thesis\some papers\guidence\dr.ayman\Guidance_matlab\clean_files\ch2L1\1) HE=0 deg , N=3, nt=32.174 | 0.7775 | 0 | 3 | 32.174 | 5 |
| E:\Aero\Masters\thesis\some papers\guidence\dr.ayman\Guidance_matlab\clean_files\ch2L1\2) HE=0 deg , N=3, nt=96.6 | E:\Aero\Masters\thesis\some papers\guidence\dr.ayman\Guidance_matlab\clean_files\ch2L1\1) HE=0 deg , N=3, nt=96.6 | 0.0900 | 0 | 3 | 96.6 | 6 |
| E:\Aero\Masters\thesis\some papers\guidence\dr.ayman\Guidance_matlab\clean_files\ch2L1\2) HE=0 deg , N=5, nt=32.174 | E:\Aero\Masters\thesis\some papers\guidence\dr.ayman\Guidance_matlab\clean_files\ch2L1\1) HE=0 deg , N=5, nt=32.174 | 0.3072 | 0 | 5 | 32.17 | 7 |
| E:\Aero\Masters\thesis\some papers\guidence\dr.ayman\Guidance_matlab\clean_files\ch2L1\2) HE=0 deg , N=5, nt=96.6 | E:\Aero\Masters\thesis\some papers\guidence\dr.ayman\Guidance_matlab\clean_files\ch2L1\1)HE=0 deg , N=5, nt=96.6 | 0.5815 | 0 | 5 | 96.6 | 8 |

Studying the effect of navigation ratio

Case of heading error only

|  |  |
| --- | --- |
| E:\Aero\Masters\thesis\some papers\guidence\dr.ayman\Guidance_matlab\clean_files\ch2L1\2) -20 deg HE , N=3, nt=0.jpg | E:\Aero\Masters\thesis\some papers\guidence\dr.ayman\Guidance_matlab\clean_files\ch2L1\1) -20 deg HE , N=3, nt=0.jpg |
| E:\Aero\Masters\thesis\some papers\guidence\dr.ayman\Guidance_matlab\clean_files\ch2L1\2) -20 deg HE , N=5, nt=0.jpg | E:\Aero\Masters\thesis\some papers\guidence\dr.ayman\Guidance_matlab\clean_files\ch2L1\1) -20 deg HE , N=5, nt=0.jpg |
| Increasing effective navigation ratio causes more acceleration initially | Increasing effective navigation ratio causes heading error to be removed more rapidly. |