**Missile Warning System**

**System Requirement Specification**

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**History**

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| 17-09-2010 | Initial document | kpi | 1 |
| 18-09-2010 | Format requirements to heading 1 | kpi | 2 |
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**References**

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| --- | --- | --- |
| **ID** | **Document Name** | **Version** |
| Ref-1 | Therma case.pdf | 1 |
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**Abbriviations**

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| --- | --- |
| UR | User Requirement |
| FR | Functional Requirement |

# Scope

## Identification

This document describes a self protection suite for the F-16 combat aircraft used by the Royal Danish Air Force. The protection suite incorporates a pod for mounting under the left wing and an intelligent cockpit control unit for controlling the system. In the pod is mounted a Missile Warning System (MWS) which gives input to the cockpit control unit. From the cockpit control unit is the dispensing of flares and chaffs from the pod controlled. The solution shall provide warning upon detection of missile threats and be able to automatically dispense payloads in response.

The MWS will be provided as Government Furnished Equipment (GFE) and be physically installed by your company.

If there where more information about the system it should also be placed here, that could be information about which version and type of MWS system that shall be mounted.

## System overview

The system is a self protection suite for a F-16 combat aircraft , it shall protect the aircraft against missile attacks. The system consists of 2 main systems:

* Cockpit Unit, which communicate with the systems in the POD and Aircraft Mission Computer. Has also an interface to the aircraft intercom system and an interface for the user to control the system.
* POD, which holds magazines for flares and chaffs and what is needed for firing them of, plus the MWS system.



Missiles shall be detected by the MWS that are provided as a GFE equipment and mounted by Company F. When missile attacks are detected information is sent to the cockpit control unit, which depending on the mode it is in will react on the information and is able to react according to a number of programs by dispensing flares and chaffs according to the program chosen. By the interface to the aircraft intercom system audio cues and warnings can be provided.

The system has a number of different users depending on what is done and where:

* On ground the system can be maintained by technicians that update SW and control the system
* Ground personnel shall be able to mount it and when ready to takeoff arm it.
* The pilot shall use the system, by choosing an appropriate program and depending on program chosen do further to let it dispense when missile attacks are detected.
* After dispensing has happened maintenance has to be done again to fill up the magazines again with flares and chaffs.

Other relevant documents for this system are:

* Technical description of MWS system. Document number xxx
* Mechanical description of MWS system. Document number xxx
* User handbook of MWS system. Document number xxx

System overview. This paragraph shall briefly state the purpose of the system to which

this document applies. It shall describe the general nature of the system; summarize the history

of system development, operation, and maintenance; identify the project sponsor, acquirer, user,

developer, and support agencies; identify current and planned operating sites; and list other

relevant documents.

## Document overview

This document shall describe all the Systems Requirements for the Self Protection System for the F-16 combat aircraft and the development of the system shall be based on this document, when the system fulfil the requirements in this document the requirement of the Royal Danish Air Force is fulfilled.

This document must only be used in the project group by Company F and project group and other personal at The Royal Danish Air force that are cleared to have access to this project.

Document overview. This paragraph shall summarize the purpose and contents of this

document and shall describe any security or privacy considerations associated with its use.

# Referenced documents

# Requirements

|  |  |
| --- | --- |
| **REQ ID** | **Requirement** |
| FR-1 | The POD shall contain three dispenser magazine mounts henceforth named first, second and third. |
| FR-2 | The POD’s first dispenser magazine mount shall physically be located before the second and third dispenser magazine mount relative to the nose of the plane. |
| FR-3 | The POD’s first dispenser magazine mount shall support forward dispensing. |
| FR-4 | The POD’s first dispenser magazine mount shall support two magazines. |
| FR-5 | The POD’s second dispenser magazine mount shall physically be located before the third dispenser magazine mount relative to the nose of the plane. |
| FR-6 | The POD’s second dispenser magazine mount shall support leftwards dispensing. |
| FR-7 | The POD’s first dispenser magazine mount shall support four magazines. |
| FR-8 | The POD’s third dispenser magazine mount shall support backwards dispensing. |
| FR-9 | The POD’s third dispenser magazine mount shall support two magazines. |
| FR-10 | The POD shall support standard NATO dispenser magazines type DM30p. |
| FR-11 | The POD must comply with all F-16 requirements for aerodynamics and radar reflections as specified by the F-16 POD standard FP42f. |
| FR-12 | The systems must comply with all F-16 EW standards for EMC and data bus load as specified by the F-16 EW standard FE16d. |
| FR-13 | The POD shall be mounted under the left wing. |
| FR-14 | The POD shall be mounted by two T-hooks as specified by the F-16 POD mounting standard PM11b. |
| FR-15 | The cockpit unit shall forward all threat data received from the MWS to the aircraft mission computer in body frame format. |
| FR-16 | The cockpit unit shall forward the threat data received from the MWS within 20ms (latency of one 50Hz MIL-1553B packet). |
| FR-17 | The cockpit unit shall use the NATO dispenser threat format DF14b to forward threat data to the aircraft mission computer. |
| FR-18 | The MWS shall forward threat data to the cockpit unit via a separate MIL-1553B data bus in NATO dispenser threat format DF14b (50Hz). |
| FR-19 | The cockpit unit shall request the performance of a built in test by the ECU every 15 minutes. |
| FR-20 | The ECU shall perform the built in test that is supported by this Government Furnished Equipment (GFE). |
| FR-21 | The cockpit unit shall perform an internal built-in test of its internal subsystems and HW, as specified by the F-16 subsystem BIT standard FBIT12c. |
| FR-22 | The cockpit unit shall forward the built in test results to the aircraft mission computer with a maximum latency of 1 second from receiving the results. |
| FR-23 | The cockpit unit shall request status information from the ECU every 20ms (MIL-1553B 50Hx frame) |
| FR-24 | The ECU shall report the status information available for this Government Furnished Equipment (GFE). |
| FR-25 | The cockpit unit shall forward the status of the individual subsystems and LRUs; Magazine, DSS, ECU, aircraft unit to the aircraft mission computer with a maximum latency of 100ms from receiving the information. |
| FR-26 | The cockpit unit shall play an audio queue on the aircrafts audio system when a threat is detected. |
| FR-27 | The audio queue played in case of a threat shall be an indication of threat type (e.g. “Missile”), location (e.g. “4 o’clock”) and elevation (e.g. “low”), as specified by the audio queue table *ACTv2*. |
| FR-28 | The POD shall include a safety pin that prevents the dispenser from firing. |
| FR-29 | The POD safety pin shall be clearly labeled and accessible by aircraft maintenance crew as specified by the aircraft maintenance manual AMM32f. |
| FR-30 | The cockpit unit must include a button to trigger the erasing of sensitive data procedure. |
| FR-31 | The cockpit unit shall keep all sensitive data in an encrypted format as specified by the DOD sensitive data standard SDS23v. |
| FR-32 | The cockpit unit shall erase the decryption key using the DOD data wipe specification DWS12g. |
| FR-33 | The erasing of sensitive data procedure shall set the POD erase sensitive data discrete within 10ms of being initiated. |
| FR-34 | The erasing of sensitive data procedure shall erase the cockpit unit’s decryption key within 100ms of being initiated. |
| FR-35 | The POD shall keep all sensitive data in an encrypted format as specified by the DOD sensitive data standard SDS23v. |
| FR-36 | The POD shall receive a discrete signal to indicate that it should erase its sensitive data, i.e. erase the decryption key. |
| FR-37 | The POD shall erase the decryption key using the DOD data wipe specification DWS12g. |
| FR-38 | The POD sensitive data decryption key must be erased within 100ms of receiving the erase signal. |
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## States and modes

## Functional requirements

## External interfaces

## Internal nterfaces

## Design constraints

# Requirement traceability

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| --- | --- | --- | --- |
| **REQ ID** | **Requirement (short)** | **Trace ID** | **Reference** |
| FR-1 |  | UR-2 |  |
| FR-2 |  | UR-2 |  |
| FR-3 |  | UR-2 |  |
| FR-4 |  | UR-1 |  |
| FR-5 |  | UR-2 |  |
| FR-6 |  | UR-2 |  |
| FR-7 |  | UR-1 |  |
| FR-8 |  | UR-2 |  |
| FR-9 |  | UR-1 |  |
| FR-10 |  | UR-1 |  |
| FR-11 |  | UR-3 |  |
| FR-12 |  | UR-3 |  |
| FR-13 |  | UR-4 |  |
| FR-14 |  | UR-4 |  |
| FR-15 |  | UR-5 |  |
| FR-16 |  | UR-5 |  |
| FR-17 |  | UR-5 |  |
| FR-18 |  | UR-5 |  |
| FR-19 |  | UR-6 |  |
| FR-20 |  | UR-6 |  |
| FR-21 |  | UR-6 |  |
| FR-22 |  | UR-6 |  |
| FR-23 |  | UR-6 |  |
| FR-24 |  | UR-6 |  |
| FR-25 |  | UR-6 |  |
| FR-26 |  | UR-7 |  |
| FR-27 |  | UR-7 |  |
| FR-28 |  | UR-8 |  |
| FR-29 |  | UR-8 |  |
| FR-30 |  | UR-9 |  |
| FR-31 |  | UR-9 |  |
| FR-32 |  | UR-9 |  |
| FR-33 |  | UR-9 |  |
| FR-34 |  | UR-9 |  |
| FR-35 |  | UR-9 |  |
| FR-36 |  | UR-9 |  |
| FR-37 |  | UR-9 |  |
| FR-38 |  | UR-9 |  |
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## Standards

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| **Standard** | **Description** |
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