

Data Processing System Dictionary

FOR ASCAN TRAINING ONLY

**Mission Operations Directorate
Operations Division**

**Generic, Rev I
March 29, 1996**

NOTE
For use with OI-25 and subs
Retain Rev H for use with OI-24
flights

National Aeronautics and
Space Administration

Lyndon B. Johnson Space Center
Houston, Texas



DATA PROCESSING SYSTEM DICTIONARY

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REV I 03/29/96

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OVERVIEW

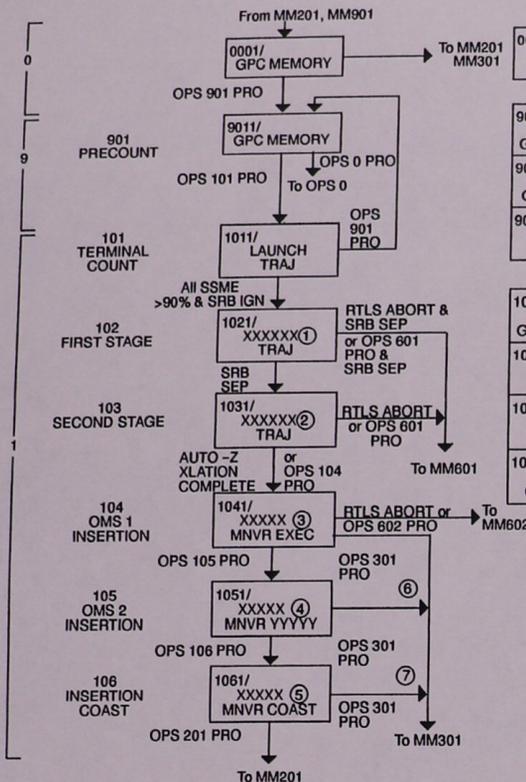
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OVERVIEW

GNC MAJOR MODE TRANSITIONS AND DISPLAY SUMMARY (PASS)

OPS MAJOR MODE OPS DISPLAY SPEC FUNCTIONS AND DISPLAYS SYSTEM SUMMARY



0001/001 DPS UTILITY	0001/002 TIME	0001/ /008 GPC/BUS STATUS
-------------------------	------------------	------------------------------

9011/000 GPC MEMORY	9011/001 DPS UTILITY	9011/002 TIME	9011/ /008 GPC/BUS STATUS	9011/062 PCMMU/ PL COMM
9011/100 GTS DISPLAY	9011/101 SENSOR SELF-TEST	9011/102 RCS/RGA/ ADTA TEST	9011/104 GND IMU CNTL/MON	9011/105 TCS CNTL
9011/ /106 MANUAL CONTROLS	9011/110 BUS/BTU STATUS	9011/112 GPC/BTU I/F	9011/113 ACTUATOR CONTROL	

10X1/000 GPC MEMORY	10X1/001 DPS UTILITY
10X1/ /008 GPC/BUS STATUS	10X1/023 RCS
10X1/050 HORIZ SIT	10X1/051 OVERRIDE
10X1/053 CONTROLS	

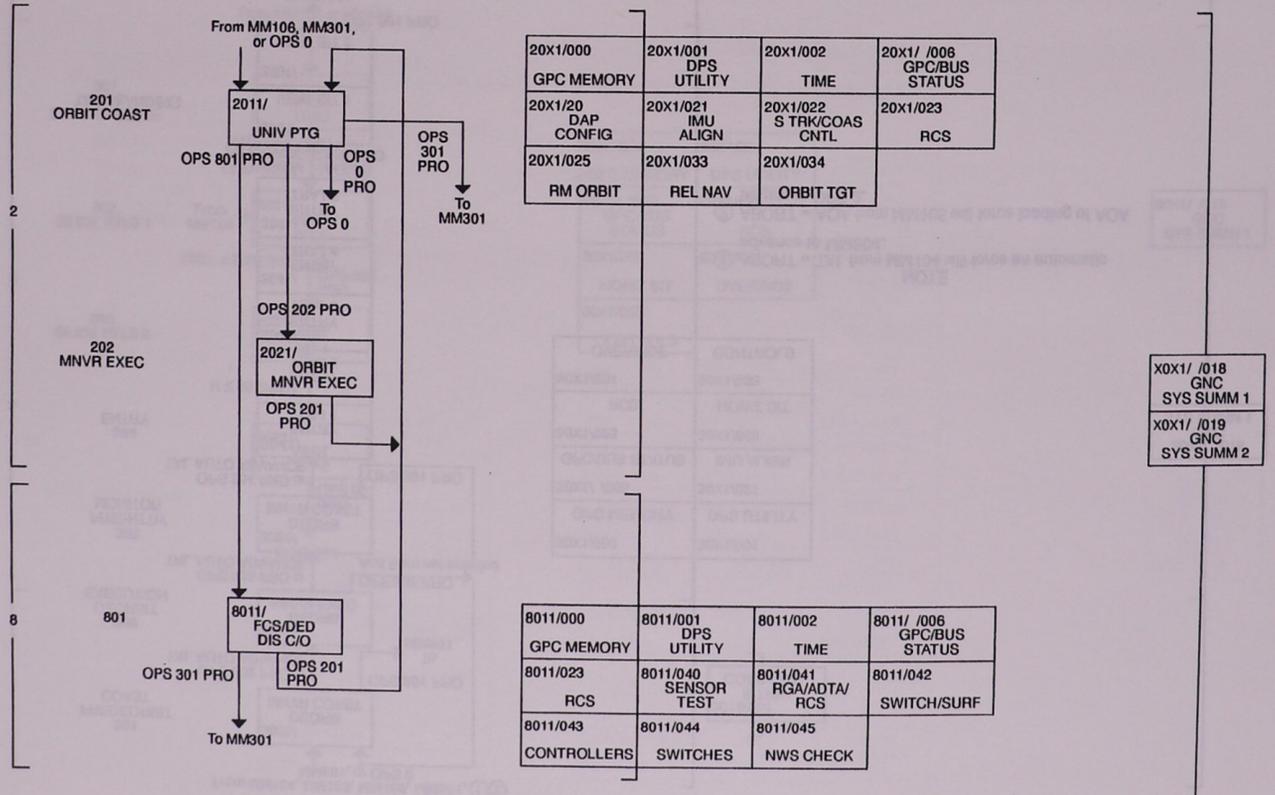
X0X1/ /018
GNC
SYS SUMM 1

NOTE
Calling the FAULT display by page number blanks all messages. This display should be called by FAULT KEY only if it is desired to clear the table. The FAULT display is available in all OPS via the FAULT SUMMARY key.

- ① XXXXXX is ASCENT, ATO, AOA, or RTLS.
- ② XXXXXX is ASCENT, TAL, ATO, or RTLS.
- ③ XXXXX is OMS 1, AOA 1, or ATO 1.
- ④ XXXXX is OMS 2, AOA, or ATO 2. YYYYY is TRANS if AOA, otherwise EXEC.
- ⑤ XXXXX is OMS 2 or ATO 2.
- ⑥ ABORT = TAL will force OPS 3 to automatic advance to MM304.
- ⑦ ABORT = AOA will force AOA targets to be loaded.

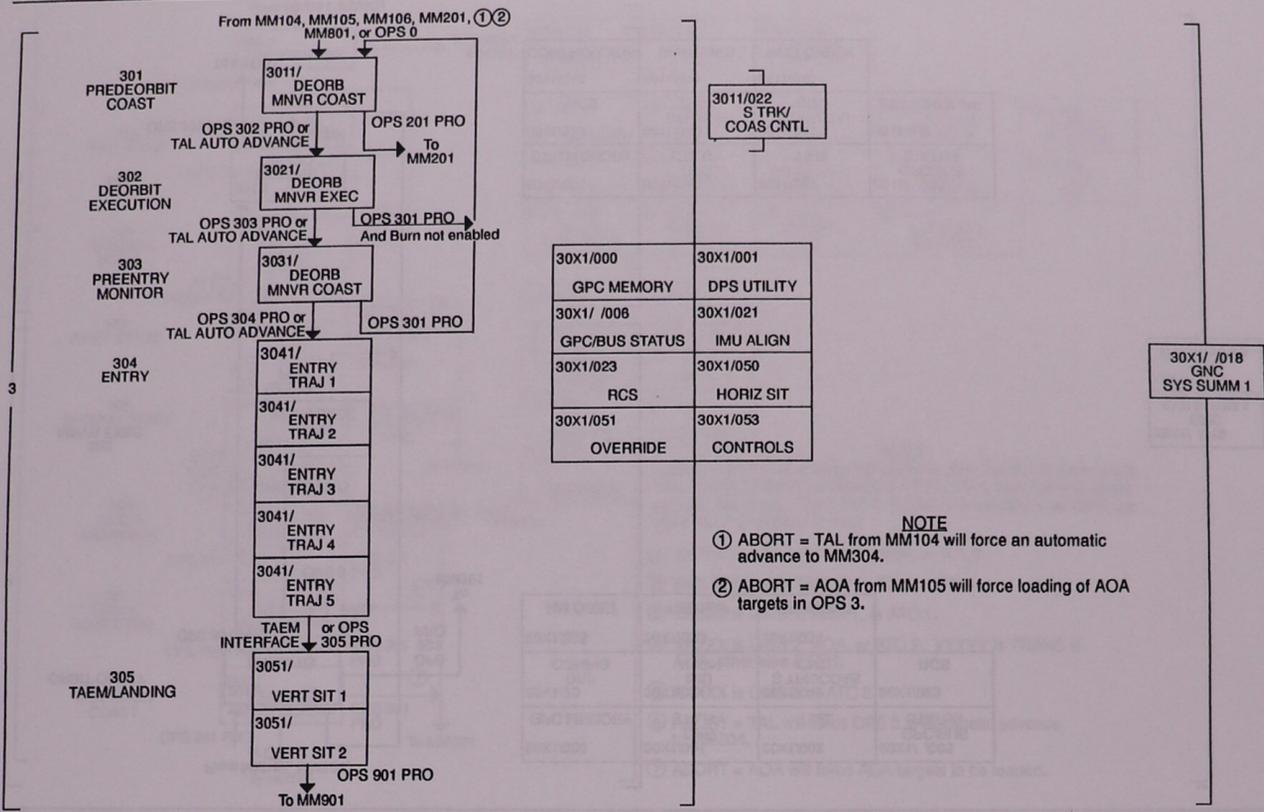
GNC MAJOR MODE TRANSITIONS AND DISPLAY SUMMARY (PASS) - Continued

OPS MAJOR MODE OPS DISPLAY SPEC FUNCTIONS AND DISPLAYS SYSTEM SUMMARY



GNC MAJOR MODE TRANSITIONS AND DISPLAY SUMMARY (PASS) - Continued

OPS MAJOR MODE OPS DISPLAY SPEC FUNCTIONS AND DISPLAYS SYSTEM SUMMARY

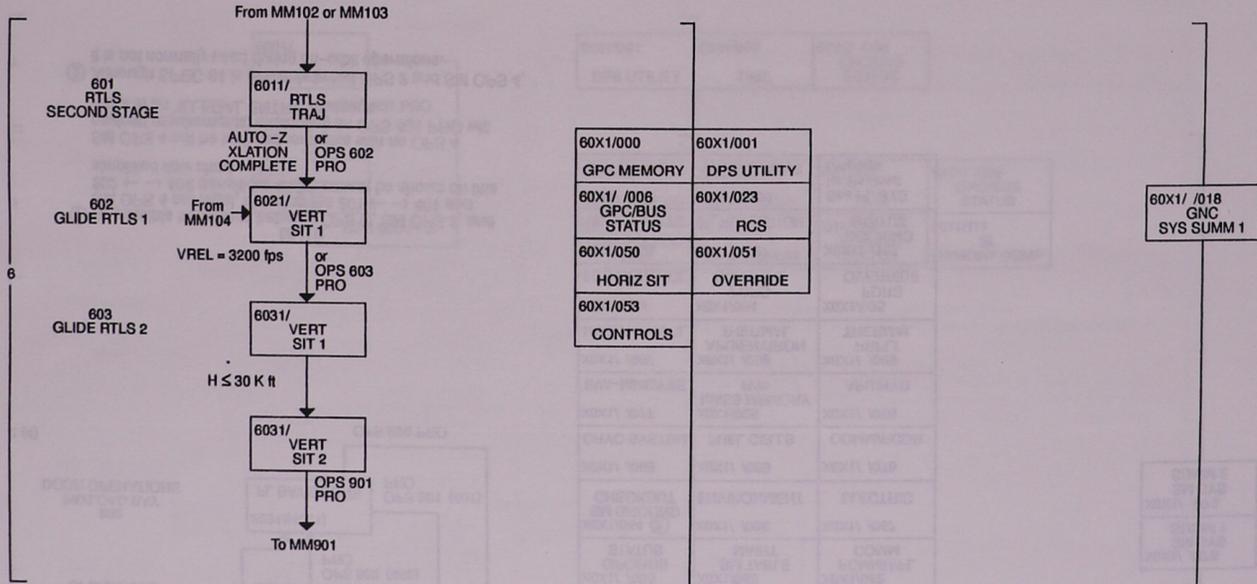


NOTE

- ① ABORT = TAL from MM104 will force an automatic advance to MM304.
- ② ABORT = AOA from MM105 will force loading of AOA targets in OPS 3.

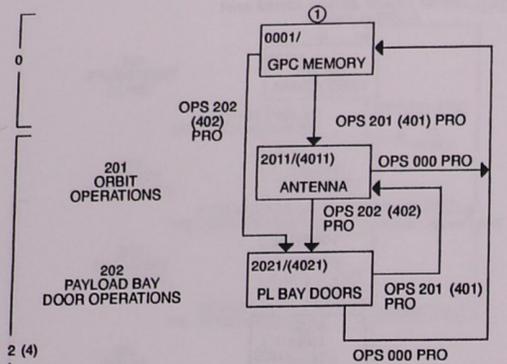
GNC MAJOR MODE TRANSITIONS AND DISPLAY SUMMARY (PASS) - Continued

OPS MAJOR MODE OPS DISPLAY SPEC FUNCTIONS AND DISPLAYS SYSTEM SUMMARY



SM MAJOR MODE TRANSITIONS AND DISPLAY SUMMARY (PASS)

OPS MAJOR MODE OPS DISPLAY SPEC FUNCTIONS AND DISPLAYS SYSTEM SUMMARY



0001/001 DPS UTILITY	0001/002 TIME	0001/006 GPC/BUS STATUS
X0X1/000 GPC MEMORY	X0X1/001 DPS UTILITY	X0X1/002 TIME
X0X1/006 GPC/BUS STATUS	X0X1/060 SM TABLE MAINT	X0X1/062 PCMMU/PL COMM
X0X1/064 ② SM GROUND CHECKOUT	X0X1/066 ENVIRONMENT	X0X1/067 ELECTRIC
X0X1/068 CRYO SYSTEM	X0X1/069 FUEL CELLS	X0X1/076 COMM/RCDR
X0X1/077 EVA-MMU/FSS	X0X1/085 MASS MEMORY R/W	X0X1/086 APU/HYD
X0X1/087 HYD/THERMAL	X0X1/088 APU/ENVIRON THERMAL	X0X1/089 PRPLT THERMAL
X0X1/090/ PCS CONTROL	X0X1/094 PDRS CONTROL	X0X1/095 PDRS OVERRIDE
X0X1/096 PDRS FAULTS	X0X1/097 PL RETENTION	X0X1/167 DOCKING STATUS
X0X1/168 CRYO PALLET	X0X1/169 PDRS STATUS	See PL SYS for Payload Displays

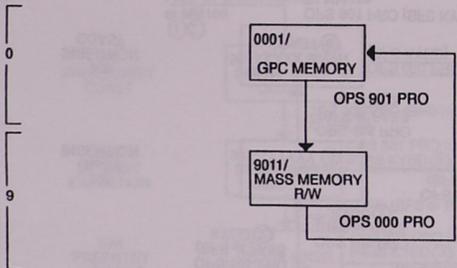
X0X1/078 SM SYS SUMM 1
X0X1/079 SM SYS SUMM 2

NOTE

- ① All possible transitions between OPS 0, SM OPS 2, and SM OPS 4 are legal, including the 201 ← → 401 and 202 ← → 402 transitions which cannot be shown on this simplified flow chart.
- SM OPS 4 will be inhibited for flights with no OPS 4 payload requirements; attempting an OPS 401 PRO will result in an 'ILLEGAL ENTRY' message.
- ② Although SPEC 64 is available in SM OPS 2 and SM OPS 4, it is not normally used during on-orbit operations.

PL MAJOR MODE TRANSITIONS AND DISPLAY SUMMARY (PASS)

OPS MAJOR MODE OPS DISPLAY SPEC FUNCTIONS AND DISPLAYS SYSTEM SUMMARY

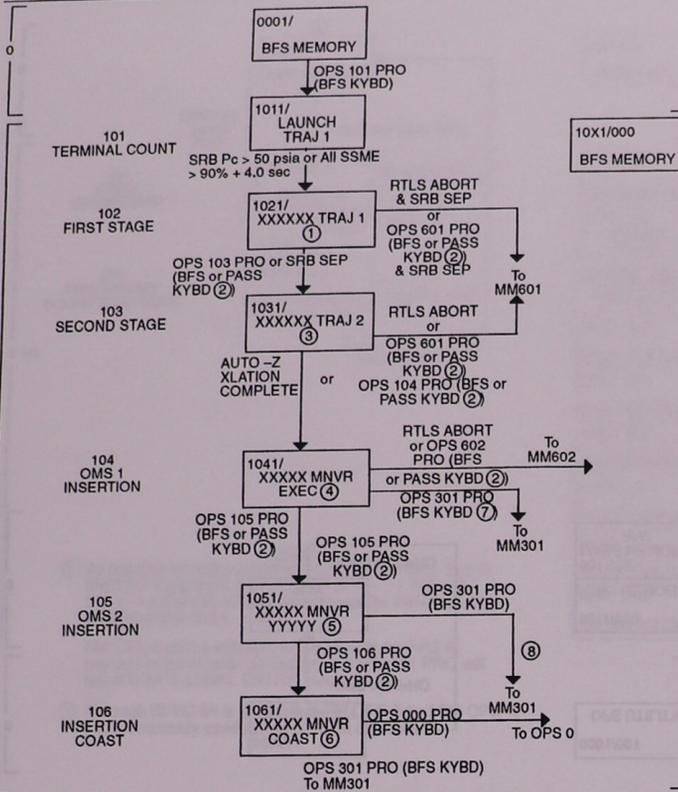


0001/001 DPS UTILITY	0001/002 TIME	0001/ /006 GPC/BUS STATUS
-------------------------	------------------	---------------------------------

9011/000 GPC MEMORY	9011/001 DPS UTILITY	9011/002 TIME	9011/ /006 GPC/BUS STATUS
9011/085 MASS MEMORY R/W	9011/100 GTS DISPLAY	9011/110 BUS/BTU STATUS	9011/111 SL MEMORY DUMP

GNC MAJOR MODE TRANSITIONS AND DISPLAY SUMMARY (BFS)

OPS MAJOR MODE OPS DISPLAY SPEC FUNCTIONS AND DISPLAYS SYSTEM SUMMARY



10x1/000 BFS MEMORY	10x1/050 HORIZ SIT
	10x1/051 OVERRIDE
	10x1/055 GPS STATUS

10x1/ /018 GNC SYS SUMM 1
10x1/ /019 GNC SYS SUMM 2

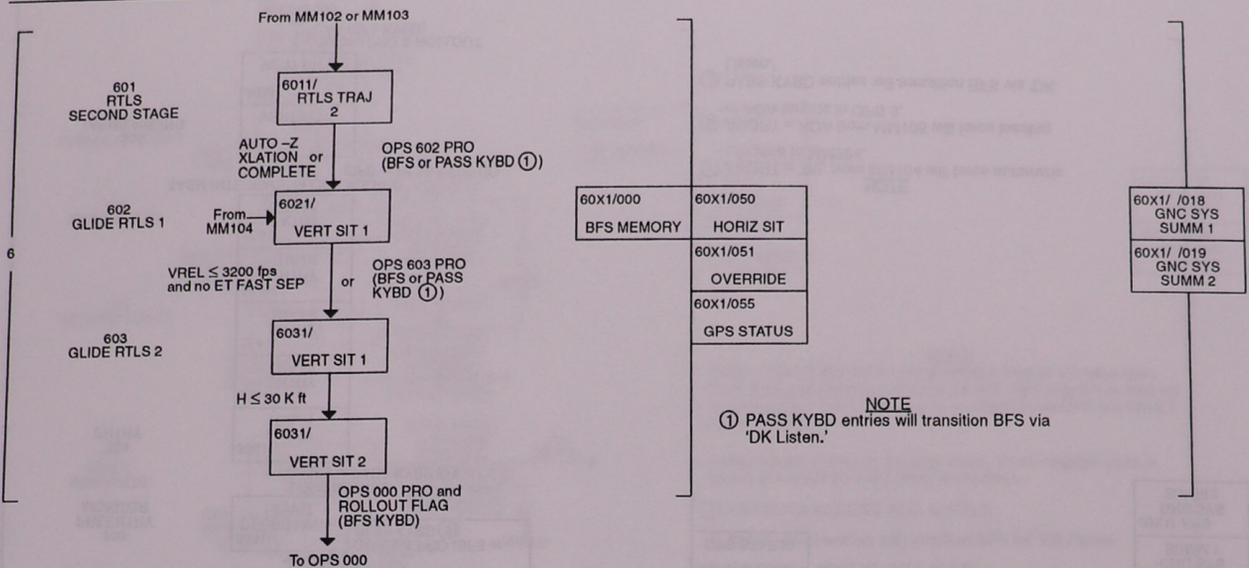
NOTE
 Calling FAULT display by page number blanks all messages. This display should be called by FAULT KEY only if it is desired to clear table. FAULT display is available in all OPS via FAULT SUMMARY key.

These tables show pre-engage case. Post-engage case is identical except for 'DK Listen' transitions.

- ① XXXXXX is ASCENT, ATO, or RTLS.
- ② PASS KYBD entries will transition BFS via 'DK Listen.'
- ③ XXXXXX is ASCENT, ATO, or TAL.
- ④ XXXXX is OMS 1, ATO 1, AOA 1.
- ⑤ Titles are OMS 2 MNVR EXEC, ATO 2 MNVR EXEC, or AOA MNVR TRANS.
- ⑥ XXXXX is OMS 2, ATO 2.
- ⑦ ABORT = TAL will force OPS 3 to automatic advance to MM304.
- ⑧ ABORT = AOA will force AOA target to be loaded.

GNC MAJOR MODE TRANSITIONS AND DISPLAY SUMMARY (BFS) – Continued

OPS MAJOR MODE OPS DISPLAY SPEC FUNCTIONS AND DISPLAYS SYSTEM SUMMARY



6

NOTE
① PASS KYBD entries will transition BFS via 'DK Listen.'

SM DISPLAY SUMMARY (BFS)

OPS	MAJOR MODE	OPS DISPLAY	SPEC FUNCTIONS AND DISPLAYS	SYSTEM SUMMARY
-----	------------	-------------	-----------------------------	----------------

[
0
]

0001/ THERMAL

0001/000 BFS MEMORY	0001/063 PL BAY DOORS
0001/168 CRYO PALLET	

0001/ /078 SM SYS SUMM 1
0001/ /079 SM SYS SUMM 2

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SYS S/W

SYSTEM SOFTWARE CRT DISPLAYS

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*SPEC 2 TIME	2-9
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DISP 99 FAULT	2-13
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XXXXIPL MENU	2-16
OPERATIONAL TEST PROGRAM	2-18

*Not available in OPS G1, OPS G3, or OPS G6

M/S
SYS
S/W

		(3)										(1)																			
		GPC MEMORY					XXX					DDD/HH:MM:SS					DDD/HH:MM:SS														
1	0001/000/																														
2	MEM/BUS CONFIG	READ/WRITE XXX																													
3	1 CONFIG XX(XX)	DATA 20X BIT SET 22X SEQ ID 24																													
4	2 GPC X X X X X	CODE 21X BIT RST 23X WRITE 25																													
5		26 ENG UNITS XXX										HEX 27X																			
6		ADD ID DESIRED										ACTUAL																			
7	STRING 1 7 X	28 XXXXX 29 XXXX ±XXXXXXXXXXXX																													
8	2 8 X	30 XXXXX 31 XXXX ±XXXXXXXXXXXX																													
9	3 9 X	32 XXXXX 33 XXXX ±XXXXXXXXXXXX																													
10	4 10 X	34 XXXXX 35 XXXX ±XXXXXXXXXXXX																													
1	PL 1/2 11 X	36 XXXXX 37 XXXX ±XXXXXXXXXXXX																													
2		38 XXXXX 39 XXXX ±XXXXXXXXXXXX																													
3	CRT 1 12 X	MEMORY DUMP										STORE MC=XX																			
4	2 13 X	40 START ID XXXXX										45 CONFIG XX																			
5	3 14 X	41 NO WORDS XXXXXX										46 GPC X																			
6	4 15 X	42 WDS/FRAME XXX										STORE 47																			
7		DUMP 43																													
8	LAUNCH 1 16 X	44 DOWNLIST GPC X										MM AREA																			
9	2 17 X	OPS 0 ENA 49 X										PL 52 X																			
20	MM 1 18 X	ERR LOG RESET 48										GNC 53 X																			
1	2 19 X											SM 54 X																			
2																						(XX)									
3	OPS 3 UPLK 50X																														
4	OPS 3 INIT 51																														
5																															
6																															

- (1)* GPC MEMORY display. This display is the format always associated with OPS 000 and SPEC 000. The GPC MEMORY provides crew controls to: (2) review and/or modify the Memory Configuration (MC) and string and bus assignment tables; (3) review and change the value contained in any specified GPC MEMORY location; (4) provide the capability to perform a main memory dump; (5) select the downlist GPC and control the non-prime OPS 0 GPC downlisting; (6) perform a GPC freeze dry; (7) perform an error log reset; (8) control and initialize OPS 3 overlay uplink to GPC in OPS 0; and (9) select Mass Memory area for GPC Memory overlay.
- (2)* MEM/BUS CONFIG. The desired MC is input (item 1) and the corresponding MC/GPC and MC/STRG assignments and calling OPS number are displayed. The calling OPS identifies to the user the OPS that must be called to initiate loading of the input MC. The OPS number is indicated by major function (G, S, or P) and numeral. The MC/GPC assignments may be modified by inputting the desired GPC in the appropriate location (items 2 thru 6). Deselection is done by inputting zero (0) in the appropriate location for each GPC. The GPC/STRG assignments may be modified by inputting the desired GPC for each string via items 7 thru 10. The bus assignments may be modified by inputting the desired GPC for each bus via items 11 thru 19.
- G3 Memory/Bus assignment will be determined via the OPS 1 Memory/Bus configuration during the OPS 1 to OPS 3 transition as long as item entries (2 thru 19) have not been performed during OPS 1, which will alter the G3 nominal Memory/Bus configuration.
- Memory configuration selection controls are initialized to blank the first time the OPS/SPEC is called; from then on, the display reflects the crew inputs.
- (3)* READ/WRITE. Quantities stored in memory are displayed as follows: The memory addresses of the parameters are input in the ADD ID column using items 28, 30, 32,... 38. When this entry is made, the specified parameter is displayed in the ACTUAL column in the units specified by item 26 Engineering Units (ENG UNITS) or item 27 hexadecimal (HEX). Execution of item 24 (SEQ ID) displays sequential memory locations starting with the most recently entered ADD ID until the display is filled. Executing item 24 or entering individual ADD IDs causes the corresponding DESIRED field(s) to blank. The parameters are scaled according to item 26 or 27.

GPC MEMORY (Cont):

Definitions of the three-digit inputs for item 26 are on page 2-5.

For item 26 entries of 200 thru 210, the ACTUAL column displays a fixed EU format of XXXXX.XXXXX. If the converted value is 100,000 or greater, the high order digits are not displayed. In such a case, use of the HEX feature (item 27) is recommended to prevent confusion.

All changes to memory are done in an arm/fire manner. The parameters to be changed are specified by displaying the required memory locations as described previously by entering the new value in the DESIRED column using items 29, 31, 33,... 39 and executing item 25 (WRITE).

Desired entries are in HEX only. The major function selected as the destination for WRITE inputs is identified by the major function (MAJ FUNC) switch on the inputting CRT and is displayed. The display is initialized with item 20 (DATA) selected so that WRITE operations apply to unprotected areas of memory. If item 21 (CODE) is executed, the word 'CODE' flashes and the next WRITE operation can alter protected areas of memory. After that WRITE is completed, the mode switches back to DATA.

Individual bits in the unprotected memory area can be set or reset by using items 22 (BIT SET) and 23 (BIT RESET) to establish the required mode, displaying the parameter to be changed, entering a 4-character hexadecimal word (MASK) in the DESIRED column, identifying the bits to be set or reset, and executing item 25 (WRITE). Up to six parameters may be changed with one WRITE. Parameters to be changed must be displayed in HEX.

Items 20 and 21, 22 and 23, and 26 and 27 are mutually exclusive and the active item is designated by an '*' displayed next to the item number. Selection/reselection of item 26 or 27 clears the ADD ID, DESIRED, and ACTUAL data fields.

NOTE: When the GPC MEMORY SPEC is called, the READ/WRITE and MEMORY DUMP sections are initialized to DATA, HEX, and all other fields blank. If GPC MEMORY is being viewed as an OPS display and on another DEU driven by the same GPC or RS the GPC MEMORY SPEC is requested, both displays will be initialized to the default item selections previously described. In configurations where the GPC MEMORY SPEC is available as the OPS display, view it as the OPS display by resuming any other SPEC or display on the DEU when reinitialization is not desired. Request SPEC 0 when reinitialization is desired. (DR 37516)

- (4) MEMORY DUMP. Items 40 (START ID) and 41 (NUMBER WDS) define the main memory data to be dumped via the downlist. The absolute main memory address, in hexadecimal, of the start of the dump is entered in item 40, and the number of sequential 16-bit words of main memory to be dumped is entered via item 41. If the sum of the starting address and the number of words exceeds the GPC address limit, an error message is generated.

Item 42 (WDS/FRAME) defines the number of 16-bit words in the downlist frame to be used for header and main or mass memory data. Entry of item 42 varies the length of the data content of the downlist frame so that a subset of the total downlist frame can be used for the 64 kbps downlink frame. The item entry is in decimal.

Item 43 (DUMP) selects the dump. Upon entry of this item, START ID (item 40) begins incrementing, NUMBER WDS (item 41) will decrement and at dump completion, items 40, 41, and 42 will be blank. If no data have been entered for items 40, 41, and 42, and item 43 is entered, an error message is generated.

- (5) DOWNLIST GPC. Item 44 (DOWNLIST GPC) allows manual selection of a GPC within the common set (CS) for downlisting. The GPC currently commanding Pulse-Code Modulation Master Unit (PCMMU) toggle buffer 1 (the prime downlist buffer) is displayed, so the ID of a newly selected GPC will not appear until that GPC has taken control of the toggle buffer. IDs other than 1 thru 5 will be rejected and 'ILLEGAL ENTRY' displayed.

Item 49 (OPS 0 ENA) provides the capability to alternately enable and disable the downlist of a non-prime OPS 0 GPC. This item is initialized with the downlist disabled. An '*' is displayed next to item 49 when this item is enabled.

GPC MEMORY (Cont):

- (6) Three item numbers are provided to allow the crew to load a desired MC into a target GPC without initiating an execution of the associated application software operational sequence. Item 45 (CONFIG) selects the desired memory configuration, item 46 (GPC) selects the target GPC, and item 47 (STORE) initiates the load. When STORE MC equals the input CONFIG, the load is complete.
- (7) Item 48 provides the capability to reset the I/O error log, GPC error log, soft error counter and DEU IPL error log; restart the sync history log; and reset the Computer Annunciation Matrix (CAM).
- (8) Item 50 enables/disables the OPS 3 uplink and item 51 initializes the GPC after OPS 3 has been uplinked. Item 50 entry when the memory configuration is not an overlay, and item 51 entry when item 50 is deselected will result in an 'ILLEGAL ENTRY' message.
- (9) Items 52 thru 54 provide for the selection of Mass Memory area to be used by GPC Memory overlays. Mass Memory areas 1, 2, or 3 are selected by PL, GNC, and SM Major Functions, respective to the aforementioned item entries. The value of the selected Mass Memory area will be maintained across the common set. Selected area number displayed beside the item number will initially reflect the copy used during IPL and will change after item entry execution. Memory overlays will acquire data from the specified Mass Memory areas. Mass Memory area selections other than 1, 2, or 3, will be rejected, and an 'ILLEGAL ENTRY' message will be displayed.

*PROGRAM NOTES

- (1) Mass Memory Pre-position Failure. When a mass memory pre-position failure occurs, SPEC 0 does not appear on the DEU where the OPS request was made. During TAL abort (G1 to G3), if the OPS 0 page is not displayed within 12 seconds, a mass memory pre-position failure can be assumed. For other transitions, a 70-second wait is required. An 'I/O ERROR MMU' message may appear on the Fault Summary Page (FSP) and on the CRT message lines when the failure occurs. (DR 25372)

- (2) Stale NBAT Data. If the MC # displayed (item 1) is the currently active MC, the DEU selections (items 12,13,14,15) will not reflect any CRT reassignments that have occurred due to an MF change or GPC/CRT entry.

If the G3 NBAT is not updated in OPS G1, the active G1 bus assignment is carried over at the OPS G1 to G3 transition as the G3 bus assignment. After the G1 to G3 transition, the string/bus assignments displayed are stale data from the MC3 NBAT previously displayed in OPS G1. Selecting item 1+3 on SPEC 0 after the transition to OPS G3 will update the display with the current G3 NBAT. (DR 37506)

- (3) Engineering Units Conversion Processing. Processing of read/write information continues in the software even if the GPC MEM SPEC is removed via a RESUME. If an improper engineering units conversion is requested, GPC errors may occur if the SPEC is RESUMED without first doing an ITEM 27 EXEC to clear the read/conversion function.

G-MEM Item Initialization. The ADD ID and DESIRED columns are blanked at OPS transitions or a fresh callup of SPEC 0, but not if SPEC 0 is active on another DEU or is underlying a DISP when it is called. A DEU equivalent G-MEM in the latter situation could produce an erroneous write to GPC memory. Reinitialization via an item 20 should always be performed prior to DEU equivalent G-MEM writes.

GPC MEMORY (Cont):

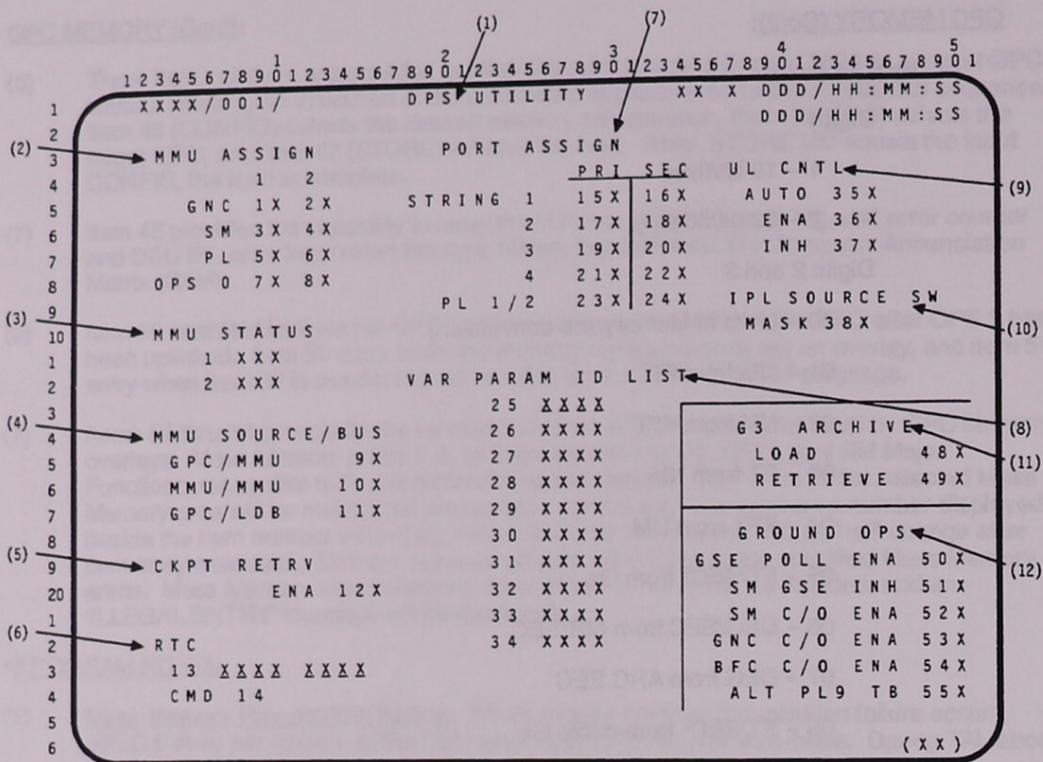
Item 26 Inputs:

Digit 1

- 1 - 16 bit/fixed
- 2 - 32 bit/floating

Digits 2 and 3

- 00 - Units in Memory (no conversion)
- 01 - NM from FT
- 02 - NM from KFT
- 03 - FT from NM
- 04 - KFT from NM
- 05 - FT/SEC² from Gs
- 06 - DEG/SEC from MR/SEC
- 07 - DEG from ARC SEC
- 08 - FT/SEC² from micro Gs
- 09 - DEG from Radians
- 10 - KFT from FT



- (1) **DPS UTILITY.** This display is the format associated with SPEC 001, available in all OPS. DPS UTILITY provides controls to: (2) assign a major function to Mass Memory Units (MMU 1 and MMU 2); (3) provide the status ('RDY' or 'BSY') for each MMU; (4) select the memory source and bus for GPC reconfiguration; (5) and (6) enable checkpoint data retrieval from the MMUs and provide Real Time Command inputs; (7) select primary or secondary ports for strings 1 thru 4 and the PL MDMs; (8) select variable parameters for use in the downlist format; (9) select uplink control; (10) mask IPL source select discrettes; (11) enable load and retrieve G3 archive program overlay; (12) maintain ground checkout operations.
- (2) **MMU ASSIGN.** Items 1 thru 8 are the controls to assign a prime MMU to each major function. Only one MMU may be assigned to a major function. The display is initialized with the GNC, PL, SM major functions, and OPS 0 functions assigned to MMU 1. "*"s are displayed next to the item numbers to indicate the various assignments. These items should not be executed if the CRT is assigned to a non-PL9 GPC and PL9 operations are in progress in another GPC. The PL9 mass memory utility process may use a Mass Memory other than that assigned in the Mass Memory Major Function table, but does not ICC the new selection to other GPCs. User selection of MMU assignments on the DPS UTILITY SPEC from another GPC can interfere with the proper operation of PL9 MM Utility. (DR 37420)
- (3) **MMU STATUS.** The status of MMUs 1 and 2 is displayed as 'RDY' or 'BSY.'
- (4) **MMU SOURCE/BUS.** Items 9, 10, and 11 select the memory source (i.e., MMU or another GPC) and data path for non-Initial Program Load (IPL) memory reconfigurations.
- A. **GPC/MMU (item 9)**
Any available GPC using either available MMU bus as the path. If the desired load is not in a GPC, the logic defaults to use the MMU.
- B. **MMU/MMU (item 10)**
The available MMU (MMU 1 or MMU 2) using its data bus. When this control is executed, the appropriate major function/OPS overlay is retrieved from the MMU and loaded into the assigned GPC, regardless of its current contents (i.e., the load is forced).

DPS UTILITY (Cont):

C. GPC/LDB (item 11)

Any available GPC using Launch Data Bus (LDB) as the path. If a GPC source for the required overlay is not available, the request is rejected and an 'ILLEGAL ENTRY' message is generated. If item 11 is selected, there is no automatic reselection of item 9.

Only one option may be active at any time; an '*' denotes the latest selection. The display is initialized with item 9 selected.

- (5) CKPT RETRV ENA. Item 12 enables the retrieval of checkpoint data from Mass Memory. This item is initialized INHIBITED. Enabling is a one-shot function in that checkpoint retrieval is automatically inhibited at the completion of the retrieval function. Item 12 changes the checkpoint retrieval status to the opposite of the current (enabled or inhibited) state. An '*' beside item 12 indicates that checkpoint retrieval is enabled.
- (6) RTC. Items 13 and 14 provide the capability to use the Real Time Command (RTC) function. Eight hexadecimal characters which represent the components of an RTC are entered via item 13. Item 14 executes the data entered by the RTC item. The user is required to ensure that the major function controlling the GPC Memory SPEC has the data buses over which the RTC is requested to be transmitted.
- (7) PORT ASSIGN. Strings 1 thru 4 may be assigned to the primary port (Port 1) or the secondary port (Port 2) of all Multiplexer/Demultiplexers (MDMs) on that string via items 15 thru 22. When the primary is selected, the lowest numbered FC bus of the pair is used to drive the Flight-Critical Forward (FF) MDM, and the other is used to drive the Flight-Critical Aft (FA) MDM. When the secondary is selected, the lowest numbered bus of the pair is used to drive the FA MDM; the other is used to drive the FF MDM.

Similarly, the PL MDMs may be assigned ports via items 23 and 24. A primary assignment provides access to MDM PL 1 - port 1, and MDM PL 2 - port 2, via PL buses 1 and 2, respectively. A secondary assignment provides access to MDM PL 1 - port 2, and MDM PL 2 - port 1, via PL buses 2 and 1, respectively.

Assignments are initialized to primary following IPL and remain in effect until a subsequent manual input.

- (8) VAR PARAM ID LIST. Variable parameters consist of a set of 10 memory locations (16-bit) that may be selected for incorporation into the downlist. These parameters are initialized to a nominal set of parameters that can be overwritten with new parameters via this SPEC or special UPLINK LOAD. Items 25 thru 34 are used for this function. The new parameters are defined by entering the absolute main memory address in hexadecimal. Only memory core locations from 0000 to FFFF can be selected. Changes are effective when input and remain effective until changed.
- (9) UL CNTL. Items 35 thru 37 provide for the selection of manual or automatic enabling or inhibiting of uplink. The display is initialized with item 36 (ENA) selected.
- (10) IPL SOURCE SW. Item 38 is used to allow for control over software use of the IPL source select discrettes for non-IPL use of the MMUs. The entry is used to mask or unmask the discrettes. The presence of an asterisk indicates that the discrettes are masked. If no asterisk is displayed, the discrettes are not being masked. When masked, the FCOS shall ignore the status of the MMU1 IPL and MMU 2 IPL select discrettes in determining the availability of an MMU to support a request for MMU I/O other than an IPL. The mask shall be initialized to the unmasked state during primary GPC initialization except that the initialization of memory configuration 1 (GNC OPS 1) shall set the mask to the mask state. After MC1 initialization, the discrettes can be unmasked by execution of item 38. Each time the display is called, or upon execution of an item 38 entry, the item 38 asterisk will reflect the actual status of the FCOS mask for the discrettes. This capability is available to all GPCs that are in the common set.

DPS UTILITY (Cont):

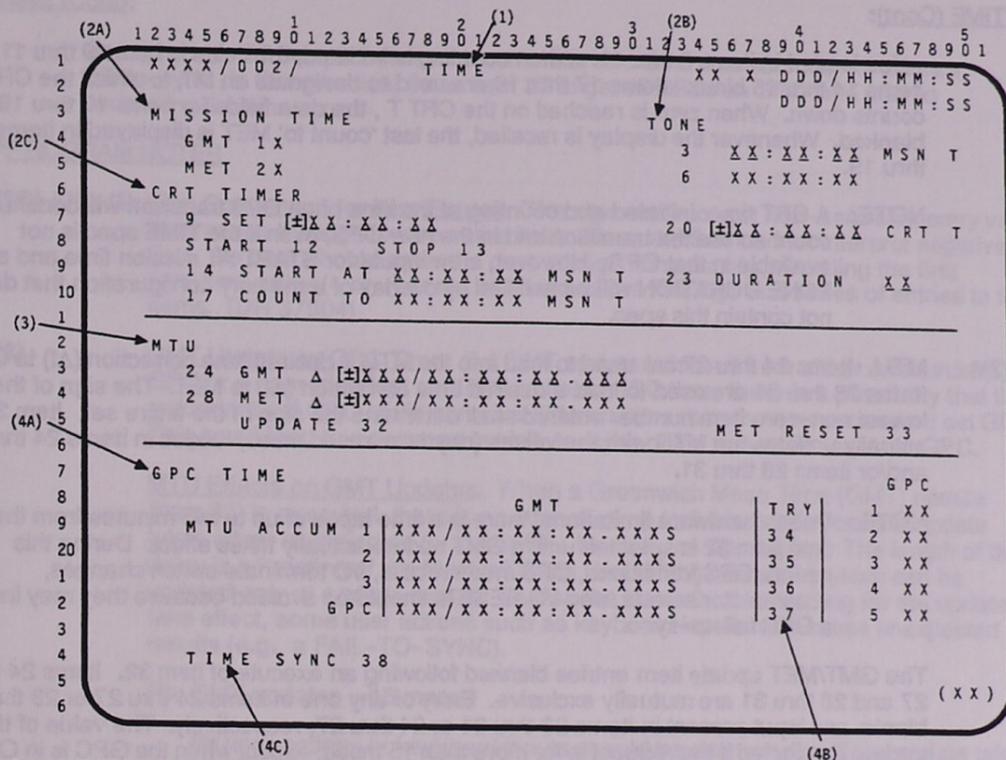
- (11) G3 ARCHIVE FUNCTION. Items 48 and 49 provide enable/inhibit control of the G3 program overlay to be loaded into GPC upper memory during the G9 to G1 OPS transition. Item 49 (which is initialized disabled) controls the retrieval of the GPC memory overlay during G3 transitions.

Toggling either item 48 or item 49 results in the selection of the alternate control state. An '*' denotes which item is enabled. Selection of item 48 is valid only in OPS G9; whereas selection of item 49 is valid in G1, G2, G8, and OPS 0.

Once item 48 is enabled, item 49 is automatically disabled until the G9 to G1 OPS transition is complete. If the G3 load function is successful, item 48 will be disabled and item 49 enabled. This change from load function to retrieve function enabled is a positive indication that all of the participating GPCs have obtained the G3 archive program overlay.

- (12) GROUND OPS. Items 50 thru 55 are provided to facilitate launch site ground checkout of orbiter vehicle functions. Item 50 (GSE POLL ENA) provides the capability to enable/disable ground support equipment (GSE) polling. It is initialized disabled (no '*') and is automatically disabled at SRB ignition. Item 51 (SM GSE INH) provides the capability to inhibit GSE Polling upon entry to any SM OPS; the item is initialized to allow GSE polling in SM (no '*'). Item 52 (SM C/O ENA) provides the capability to enable/disable the Systems Management checkout software function in SM OPS 2 or 4, while item 53 (GNC C/O ENA) can be used to enable/disable the GNC checkout software. Both items are initialized disabled (no '*').

Items 51, 52, and 53 are valid only in G9 and OPS 0, while item 50 is valid in OPS G9, P9, and Post IPL OPS 0. The selected status of each is maintained Common Set-wide. Execution of these items in any OPS other than those specified shall result in an 'ILLEGAL ENTRY' message. Items 38 thru 49 are implied. Execution of items 38 thru 49 shall also result in an 'ILLEGAL ENTRY' message.



- (1) TIME display. A system level specialist function (SPEC 2) available in all OPS sequences except GNC OPS 1, 3, and 6. Includes: (2A) controls for MISSION TIME (MT) and the (2C) CRT TIMER (CRT T) for all CRT displays; (3) controls to update the Master Timing Unit (MTU - both Greenwich Mean Time (GMT) and Mission Elapsed Time (MET)); and (4A) controls to monitor and manage the GPC TIME sources.

- (2) (2A) MISSION TIME. Item 1 selects GMT to be displayed as the MT on all CRT displays. Item 2 selects MET to be displayed. An '*' is displayed opposite the selected source, and a blank indicates that a source (GMT or MET) is not selected for driving MT. Display is initialized following a GPC IPL with GMT selected. (Note: By using the MET Δ UPDATE controls (see (3)) the capability exists to make MET read in elapsed time from lift-off (or any other time reference), or to read in any clock time, such as Central Standard Time (CST), Central Daylight Time (CDT), etc.). Two alert tone controls are provided for MT (see (2B)).

(2B)* TONE. Items 3 thru 5 are used to enter a desired MT (hr:min:sec), at which an alert tone sounds and the data field blanks. Items 6 thru 8 provide the capability to set an additional MT, and work the same as items 3 thru 5. Items 20 thru 22 are used to enter a desired CRT T time (hr:min:sec), at which an alert tone sounds and the data field blanks. If a '-' is loaded, the alert tone sounds prior to the CRT T reaching zero. If a '+' is loaded, the alert tone sounds after passing zero. Values entered which are in the past relative to the CRT TIMER will cause an immediate alert. The sign of the lowest item number entered determines the sign of the set. Item 23 is used to designate the desired alert tone DURATION in seconds for all alerts. (Initial time duration is 1.0 seconds.) If item 23 is set to zero, the tone is inhibited.

NOTE: An appropriate message (TIME TONE) appears on the Message Line to allow the crew to positively differentiate between a tone caused by a detected fault and one set with these controls.

(2C)* CRT TIMER. Items 9 thru 11 are used to load a time (±hr:min:sec) in the CRT T. The sign of the lowest non-zero item number entered shall determine the sign of the entire set. If a '+' is loaded, the CRT T will count up. If a '-' is loaded, the CRT T counts down to zero, then up. Item 12, when executed, starts the CRT T, and blanks the fields of items 9, 10, and 11. Item 13 is used to stop the CRT T. (TIMER zeroes when stopped.) Items 14-16 are used to designate an MT (hr:min:sec) at which the CRT T will start counting from the

TIME (Cont):

value loaded in items 9 thru 11. When counting is initiated, the fields in items 9 thru 11 and items 14 thru 16 blank. Items 17 thru 19 are used to designate an MT, to which the CRT T counts down. When zero is reached on the CRT T, the data fields for items 17 thru 19 are blanked. Whenever the display is recalled, the last 'count to' MET is displayed in items 17 thru 19.

NOTE: A CRT timer initiated and counting at the time of an OPS transition will continue to count across the transition and in the new OPS, even if the TIME spec is not available in that OPS. However, crew inputs for START AT mission time and alert TONE DURATION will be nullified by overlay of a memory configuration that does not contain this spec.

- (3)* MTU. Items 24 thru 27 are used to load into the MTU a desired time correction (Δt) to GMT. Items 28 thru 31 are used to load a desired time correction (Δt) to MET. The sign of the lowest non-zero item number entered shall determine the sign of the entire set. Item 32 actually updates the MTU with the values (day:hr:min:sec:msec) loaded in items 24 thru 27 and/or items 28 thru 31.

NOTE: Due to hardware limitations, there is a time lapse of up to two minutes from the time item 32 is selected until a GMT update actually takes effect. During this period, OPS transitions, OPS mode recalls, I/O terminate switch changes, accumulator selects, and I/O RESETs should be avoided because they may induce a GPC fail-to-sync.

The GMT/MET update item entries blanked following an execute of item 32. Items 24 thru 27 and 28 thru 31 are mutually exclusive. Entry of any one of items 24 thru 27 or 28 thru 31 blanks any input present in items 28 thru 31 or 24 thru 27, respectively. The value of the update is rejected if the request is for more than 15 msec, except when the GPC is in OPS 0 and is the only common set GPC. Updates greater than 15 msec cause time reinitialization. Item 33, MET RESET, resets the MET to 0 in both the MTU and the common set GPCs resulting in equalization of GPC and MTU MET.

- (4) (4A) TGPC TIME. A readout is provided of the actual GMT (day:hr:min:sec:msec) being maintained by each of the MTU accumulators (MTU ACCUM 1, 2, 3) and the internal GMT being maintained by the selected GPC. Results of the time management processor filter for input source failures are displayed adjacent to each GMT readout, a '↓' to indicate a failure, or an 'M' to indicate data loss.

During primary GPC time initialization, GMT and MET are limit checked against the following criteria:

days: 1-399 (0-399 for MET)
hours: 0-23
minutes: 0-59
seconds: 0-59

If either the GMT or MET fails these limit checks, the selected time source will downmode to GPC time. Attempt to correct the problem by performing an initial GMT update followed by a TIME SYNC (item 38) to initialize GMT and reset MET.

(4B) TRY. Items 34, 35, 36, and 37 are used to force all GPCs to try to use MTU ACCUM 1, 2, 3, or the selected GPC, respectively, as their time source. The actual time source being used by each GPC is indicated by displaying an identifier (A1, A2, or A3 for ACCUM 1, 2, or 3, respectively; or G1-G5 for GPC 1-5, respectively).

When reselecting an MTU accumulator for a computer set which has defaulted to GPC time, the down arrow is blanked only for the specific accumulator which has been successfully selected. If the other accumulators are now working properly, ignore their down arrows or manually reset each arrow by momentarily selecting each accumulator via its TRY item number.

(4C)* TIME SYNC. Item 38 is used to synchronize the time sources to the time source currently selected by the lowest GPC ID in the common set having control of at least one of the Flight Critical (FC) 1-3 buses. Following the time sync procedures, the Time Management Processor (TMP) selects MTU ACCUM 1 as the time source. Performing a

TIME (Cont):

time sync with GPCs split between accumulator and GPC time sources will cause a fail-to-sync. In this situation, do an item 37 to get all GPCs on GPC time prior to performing the time sync.

*PROGRAM NOTES

(2B) (2C) (3) Sign Convention for Item Entries. The sign of the lowest non-zero item entry value determines the sign for the entire field. Since the S/W cannot interpret negative zero, the user should enter the desired sign immediately preceding the first non-zero entry (+ or -) or not use zero as the first digit in a series of entries to the items. (DR 37504)

(3) GMT Update on GPC Time. If a GMT update is issued from either a redundant set GPC or a nonredundant set GPC while on GPC time, there is a possibility that the redundant set GPC could perceive different time than the non-redundant set GPC. This could lead to a common set fail-to-sync of the non-redundant set GPC.

MTU Effects on GMT Updates. When a Greenwich Mean Time (GMT) update (item 32) is executed, there is an interval of up to 2 minutes before the update takes effect as indicated by the GMT Δ blanking on the display. The length of the delay is a function of the Master Timing Unit (MTU) hardware, which can be updated only at a whole minute. During the interval, while waiting for the update to take effect, some user actions such as keyboard inputs may cause unexpected results (e.g., a FAIL-TO-SYNC).

For GMT updates > 15 msec:

No user actions or keyboard inputs should be attempted until the update takes effect. This type of update will force reinitialization.

For GMT updates < or = 15 msec:

Do not perform the following actions until the update takes effect:

- Addition of a GPC to the CS
- OPS transition request or mode recall
- I/O reset
- I/O terminate switch change
- Accumulator select (DR 29284/DR 40620)

(3) (4C) MTU Updates with FC Strings not in RS. If an MTU update or accumulator sync is performed with Flight Critical Strings 1, 2, or 3 split between redundant set and nonredundant set GPCs, it is possible to have two computers issuing an MTU update. The effects on the MTU are unpredictable.

XXXX/XXXX/006										GPC/BUS STATUS										XX X		DDD/HH:MM:SS									
																						DDD/HH:MM:SS									
										1 S		2 S		3 S		4 S		5 S													
										MODE		XXXX																			
										OPS		XX																			
STRING										1 FF		XS																			
										FA		XS																			
										2 FF		XS																			
										FA		XS																			
										3 FF		XS																			
										FA		XS																			
										4 FF		XS																			
										FA		XS																			
										PL 1		XS																			
										2		XS																			
LAUNCH										1		XS																			
										2		XS																			
CRT										1		XS																			
										2		XS																			
										3		XS																			
										4		XS																			

(1) GPC/BUS STATUS display is a system level display (DISP 6) available in all OPS providing the primary means for monitoring the GPC and data bus configuration and status.

(2) GPC. The configuration and status of a GPC are defined in the column below that GPC number. A failed GPC is indicated by an '↓'.

NOTE: The '↓' is derived from GPC FAIL votes. An item 48 on SPEC 0 may result in the removal of this down arrow for a failed GPC.

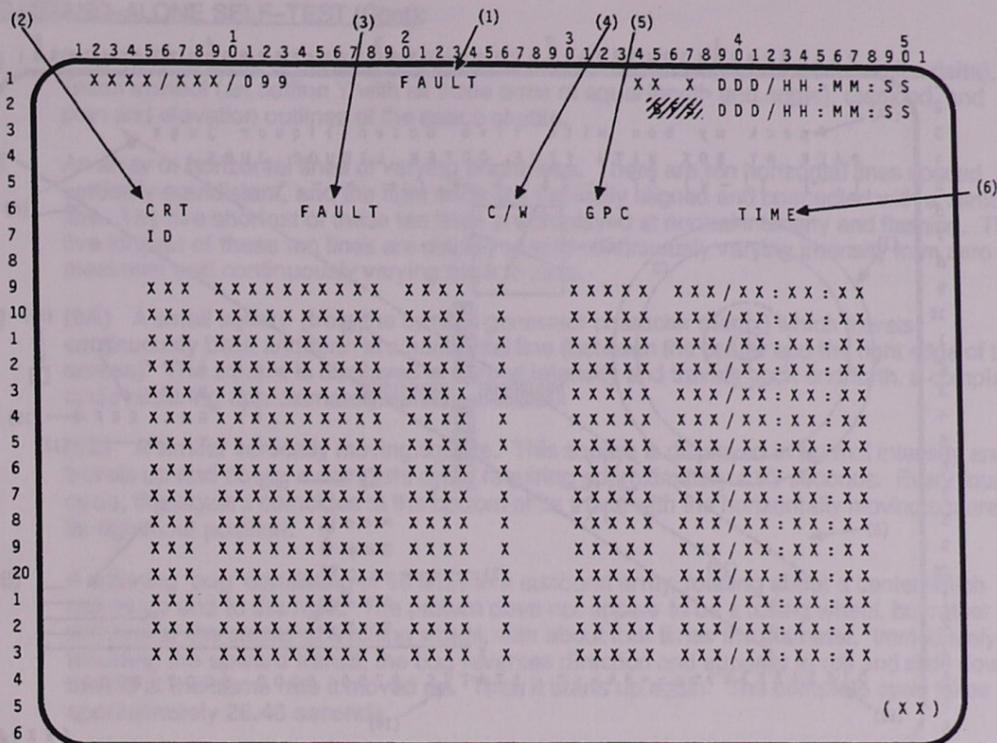
(3) MODE/OPS. The MODE switch status for each GPC (i.e., HALT or RUN) is displayed.

OPS indicates resident major functions and active OPS for each GPC. The major function is indicated by G, S, or P for GNC, SM, or PL, respectively. The second character is the OPS number. When a GPC is in HALT or STBY, the last active OPS (non OPS 0) is displayed.

(4)* STRING. The I/O configuration/status for each bus (string 1 thru 4 (FF and FA), PL, LAUNCH, and CRT) is displayed.

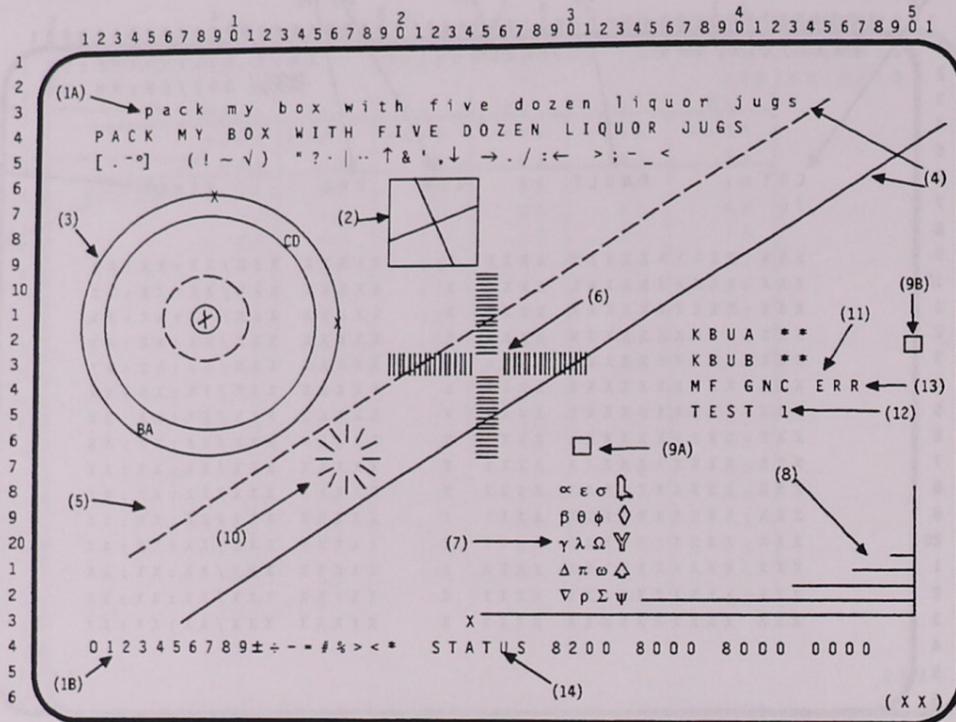
An '*' is displayed in the column of the GPC currently commanding a bus. FF and FA, and PL 1 and 2 are commanded as a pair. A failed or masked bus is indicated by a '↓'.

NOTE: The bus status data displayed on SPEC 6 may be misleading. The data displayed in each column (per GPC) represents the most recent information received (via ICC) by the GPC driving the display. Information for any GPC that has failed out of the common set will be stale and may be invalid. This data is only valid for those GPCs remaining in the common set with the GPC driving the SPEC 6 display.



Note: // indicates parameters are driven and displayed on the BFS displays only.

- (1) FAULT display. A system level display available in all OPS sequences. Includes up to 15 (20 for BFS) summary messages of faults (alerts or Caution and Warning (C/W)) which have occurred. The messages are ordered so that the latest fault is at the top of the page. The display is called via a dedicated key (FAULT SUMM). If the display is called via SPEC 099 PRO, the messages are cleared.
- (2) CRT ID. A three-character field identifying the Cathode Ray Tube (CRT) page on which the fault is displayed. The first character represents the major function (G for Guidance, Navigation, and Control (GNC), S for Systems Management (SM), P for Payload (PL)), and the last two digits are the display number. However, the CRT Identification (ID) is not included in messages that are not referenced to a CRT display page.
- (3) FAULT. Text identifying the system experiencing the fault.
- (4) C/W. Used only with C/W messages. The field displays an indicator (*) if a lower or an upper limit was exceeded.
- (5) GPC. Identification of the General Purpose Computer (GPC) which detected and identified the fault. The BFS display has a single column for indicating the BFS GPC identification.
- (6) TIME. The mission time (in day/hr:min:sec) at which the fault was annunciated.



The display for the DEU Stand-Alone Self-Test is nonstandard, and this test is run independently of other functions. The only contact with the GPC is polling, so that the test may be terminated. The display does not include OPS, SPEC, or DISP page numbers. It does not include the standard title line, the GPC indicator, the mission elapsed time, the event timer, the tutorial line, the fault line, or the scratch-pad line. It cannot be overlain. This display is invoked via the IPL MENU display and is available only during a GPC IPL.

(1) DEU symbol elements.

(1A) The first line displays lower case Roman letters; the second line displays upper case Roman letters; and the third line displays characters, all in normal size and intensity.

(1B) Numerals are displayed in normal size and intensity. Mathematical symbols are displayed at bright intensity and normal size.

- (2) A square with sides 0.7383 inch in length, oriented horizontally and vertically and drawn with normal intensity. Within the square is a dynamic display of rotating vectors.
- (3) Display of four concentric circles in normal intensity. Three are drawn in solid lines and one is drawn with dashed lines. A capital letter X, at normal intensity, is written so its center coincides with the largest circle at the top (0°). Another such capital X is on the largest circle at the right side (90°). Within the arrangement of circles is a dynamic display of rotating and revolving letters.
- (4) Two parallel lines run diagonally across the screen from the lower left corner to the upper right corner. Both lines are of normal intensity; the upper line is dashed, and the lower line is solid.
- (5) An area that should be blank unless the blanking feature is malfunctioning. If the letter writing is working, but the blanking is not, the following legend appears in this area: 'BLK FAIL.'
- (6) An array of tick marks for checking focus and resolution. The tick marks are short, straight line segments from the symbol generator character matrix.

DEU STAND-ALONE SELF-TEST (Cont):

- (7) Four-by-five array of upper and lowercase Greek letters, del (upside down capital delta), Tacan symbol (an outline Y with all three arms of equal length and angle), diamond, and plan and elevation outlines of the space shuttle.
- (8) An array of horizontal lines of varying brightness. There are ten horizontal lines spaced vertically equidistant, and the right ends are vertically aligned and connected with a vertical line. The five shortest of these ten lines are displayed at normal intensity and flashing. The five longest of these ten lines are displayed with continuously varying intensity from zero to maximum and continuously varying back to zero.
- (9)

(9A) A small square (from the symbol generator character matrix) which travels continuously back and forth in a horizontal line (between the center and the right edge of the screen). The square is displayed in normal intensity and travels back and forth, a complete cycle requiring approximately 18.62 seconds.

(9B) A similar vertically moving square. This square is displayed in normal intensity and travels up and down, a complete cycle requiring approximately 4.63 seconds. Every fourth cycle, this square coincides at the bottom of its travel with the horizontally moving square at its rightmost position.
- (10) A spinning 'bug' consisting of 16 lines in a sunburst array, rotating about a center which moves up and to the right. The pattern does not appear to be a rolling wheel, but rather an emblem at the center of a rolling wheel, with about four times the diameter. Immediately following the upward transit, the bug reverses direction and appears to roll and slide down the hill at the same rate it moved up. Then it starts up again. The complete cycle takes approximately 26.48 seconds.
- (11) Text block containing the legend 'KBUA' followed initially by two '*s and 'KBUB' followed initially by two '*s. These lines are for checking operation of the keyboard associated with the display. If the display is on the center CRT, one line is used for each of the two keyboards that may be connected to the CRT. The keys are coded from 00 thru 31, from left to right and top to bottom. As any key is depressed, its number appears on the display and remains until another key is depressed. This display of the codes goes on right along with key sequences that activate the status test.

On the next line an encoding of the position of the major function switch is shown to the right of the letters MF as 'GNC' or 'SM.' The position of the major function switch may be changed for testing purposes.

- (12) Activation of the BITE test and an asterisk indication of when it is in progress. The BITE test is activated by entering the key sequence: ITEM 1 EXEC.
- (13) To terminate the DEU stand-alone self-test display, the major function switch must be in the same position it was in when the self-test was initiated while the RESUME key is entered. If the major function switch is not set properly, the word 'ERR' appears beside the major function indicator on the display and flashes. 'ERR' remains flashing until a key is depressed on the keyboard or until the position of the major function switch is changed; then the error message disappears.
- (14) The word 'STATUS' appears, followed by a pattern of four groups of four hexadecimal digits indicating the status of the BITE register. The digits are initially blank while the condition of the DEU is being assessed by the program. The status is then displayed. The normal display is: 8200 8000 8000 0000. If the DEU has just been reloaded, for such reasons as initial startup or a power transient, the last group of four digits, instead of being 0000, will be 2000.

```

1 2 3 4 5 6 7 8 9 0 1 2 3 4 5 6 7 8 9 0 1 2 3 4 5 6 7 8 9 0 1 2 3 4 5 6 7 8 9 0 1
(1) (3) (2)
1 XXXXIPL MENU (1) X DDD/HH:MM:SS
2 PASS1 1X PASS5 9X DDD/HH:MM:SS
3 BFS1 2X BFS5 10X STP/PURGE CYC CNT XXXXX ← (8)
4 → PASS2 3X PASS6 11X ERROR/MSG CODE XXX
5 BFS2 4X BFS6 12X ERROR/MSG CODE CNT XXXX
6 PASS3 5X PASS7 13X TOTAL ERR/MSG CNT XXXX
7 BFS3 6X BFS7 14X MSGS STILL IN LIST XXX
8 PASS4 7X PASS8 15X
9 BFS4 8X BFS8 16X MCDS BITE
10 MODE XXXX ← (9)
11 → 17 DEU FORMAT LOAD X BSR1 XXXX
12 START GPC SELF TEST 18X SWSW XXXX
13 → STOP GPC SELF TEST 19X
14 START DEU SELF TEST 20X
15
16
17
18
19
20 → STOP STP ON ERROR 24X
1 → CONTINUE STP ON ERR 25X
2 → INHIBIT CKPT LOAD 26X
3
4
5
6 (XX)

```

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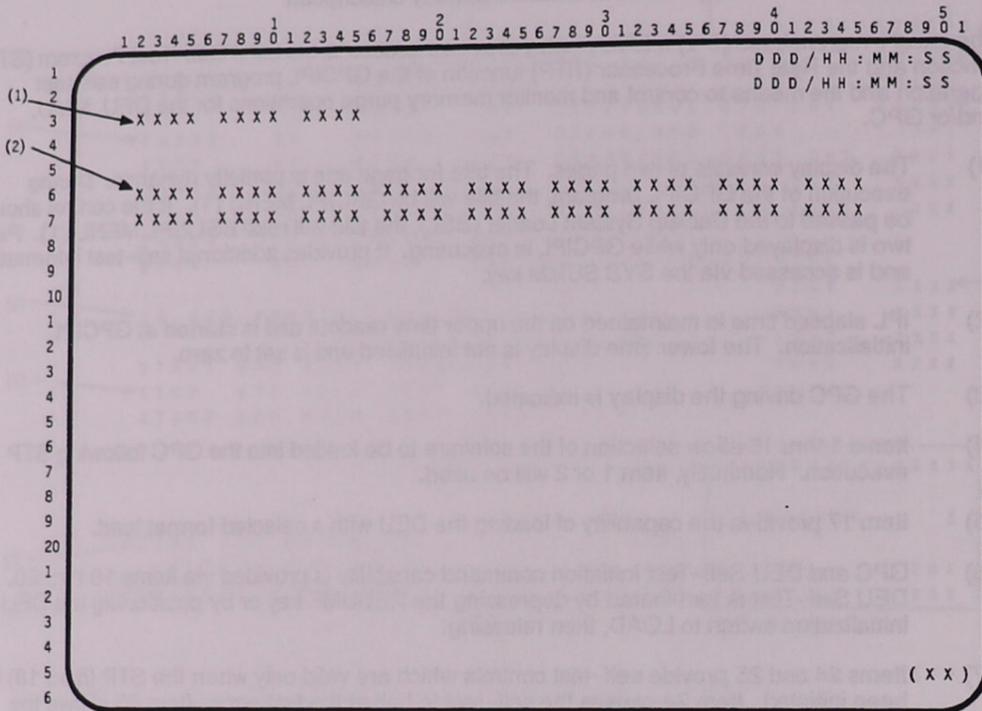
1 2 3 4 5 6 7 8 9 0 1 2 3 4 5 6 7 8 9 0 1 2 3 4 5 6 7 8 9 0 1 2 3 4 5 6 7 8 9 0 1
(1) (3) (2)
1 GPCIPL MENU (2) X DDD/HH:MM:SS
2 17 DEU FORMAT LOAD X DDD/HH:MM:SS
3 STP/PURGE CYC CNT XXXXX ← (8)
4 ERROR/MSG CODE XXX
5 → START GPC SELF TEST 18X ERROR/MSG CODE CNT XXXX
6 STOP GPC SELF TEST 19X TOTAL ERR/MSG CNT XXXX
7 → START DEU SELF TEST 20X MSGS STILL IN LIST XXX
8 → STOP STP ON ERROR 24X
9 → CONTINUE STP ON ERR 25X
10 → INHIBIT CKPT LOAD 26X
11
12 MCDS BITE
13 MODE XXXX ← (9)
14 BSR1 XXXX
15 BSR2 XXXX
16 SWSW XXXX
17
18 → OLD PSW XXXX XXXX XXXX XXXX
19 REGISTER 0-3 XXXXXXXX XXXXXXXX XXXXXXXX XXXXXXXX
20 SET 0 4-7 XXXXXXXX XXXXXXXX XXXXXXXX XXXXXXXX
21
22 REGISTER 0-3 XXXXXXXX XXXXXXXX XXXXXXXX XXXXXXXX
23 SET 1 4-7 XXXXXXXX XXXXXXXX XXXXXXXX XXXXXXXX
24
25 FLOATING 0-3 XXXXXXXX XXXXXXXX XXXXXXXX XXXXXXXX
26 PT REGS 4-7 XXXXXXXX XXXXXXXX XXXXXXXX XXXXXXXX
27 MAJ-XXXXX MIN-XX SCHEDWRD-XXXXXXX CLOCK1-XXXXX
28 (XX)

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XXXXIPL MENU Display Description

The Initial Program Load (IPL) MENU display provides access to the GPC Self-Test Program (STP) function and the Real Time Processor (RTP) function of the GPC IPL program during self-test operation and the means to control and monitor memory purge operations for the DEU, MMU, and/or GPC.

- (1) The display consists of two pages. The title for page one is partially dynamic. During execution of the GPC IPL program, the title will be GPC IPL MENU (1). If the control should be passed to the Backup System Loader (BSL), the title will read BSL2IPL MENU (1). Page two is displayed only while GPC IPL is executing. It provides additional self-test information and is accessed via the SYS SUMM key.
- (2) IPL elapsed time is maintained on the upper time readout and is started at GPC IPL initialization. The lower time display is not initialized and is set to zero.
- (3) The GPC driving the display is indicated.
- (4) Items 1 thru 16 allow selection of the software to be loaded into the GPC following STP execution. Nominally, item 1 or 2 will be used.
- (5) Item 17 provides the capability of loading the DEU with a selected format load.
- (6) GPC and DEU Self-Test initiation command capability is provided via items 18 thru 20. DEU Self-Test is terminated by depressing the RESUME key or by positioning the DEU initialization switch to LOAD, then releasing.
- (7) Items 24 and 25 provide self-test controls which are valid only when the STP (item 18) has been initiated. Item 24 causes the self-test to halt at the first error. Item 25 allows the self-test to continue despite errors, until 99 errors have been logged.
- (8) Data provided during GPC IPL include: (1) the number of complete cycles through GPC self-test or memory purge operations; (2) the latest error code to be encountered; (3) the number of times the error code has occurred; (4) the total number of errors that have occurred; and (5) the number of errors yet to be viewed.
- (9) BITE status information is provided for the MCDS (DEU).
- (10) On page two (GPC IPL MENU (2)) the contents of the program status word, register sets 0 and 1, and the floating point register set are displayed for each error encountered. The major cycle count, minor cycle count, minor cycle scheduler word, and clock 1 value, which correspond to the currently displayed ERROR CODE, are also displayed.
- (11) Item 26 inhibits the loading of IMU checkpoint data from mass memory into the BFS GPC.
- (12) Memory purge control is provided by items 27, 28, and 29. Item 27 selects the purge option (1 thru 8) which is then started by item 28. Item 29 may be used to stop any option in progress except during the final phase of option 8. The title is 'MEMORY PURGE' when an option is not selected and 'DEU ERASE,' 'MMU 1/2 OVERWRITE/ERASE/CHECKSUM,' or 'GPC ERASE' when option 1 thru 8 is selected.



The Operational Test Program (OTP) provides the capability to test/troubleshoot the Display Electronic Unit (DEU) hardware and software. The testing does not require a GPC interface with the DEU and is available whenever the DEU Control Program (DCP) is in control (i.e., anytime after a successful DEU IPL).

Control of the OTP is available through the following keystroke sequences:

ITEM A EXEC - Initializes the DEU. This command acts in the same manner as cycling the DEU power switch.

ITEM B EXEC - Displays the hardware BITE STATUS word 1, hardware BITE STATUS word 2, and software BITE STATUS word (see (1)). Nominal values are 8200, 8000, and 0000, respectively.

ITEM C EXEC - Clears the BITE registers. Functional only when the DEU is not being polled by a GPC.

ITEM D + X X X X EXEC - Displays the contents of any DEU memory location or DCP buffer on the CRT (see (2)). The address of the location desired must be entered as four hexadecimal digits in the X X X X field. The first four-digit field on each line shows the starting address for that line. The following eight fields give the contents of eight memory locations starting with the given address.

ITEM E EXEC - Exits the OTP and restores the CRT to whatever display page was being shown when OTP was initiated.

ITEM F + X X EXEC - Displays one of up to 30 display backgrounds or skeletons stored in the DEU Critical Format Buffer. A two-digit integer input is required in the X X field (see Critical Format Table on following page). The stored display background format will be driven onto the CRT.

- (1) **DEU BITE STATUS WORDS** - Display associated with ITEM B EXEC keyboard entry. First four-digit field is hardware BITE STATUS word 1; second field is hardware BITE STATUS word 2; third field is software BITE STATUS word.
- (2) **DEU MEMORY DISPLAY** - Display associated with ITEM D + X X X X EXEC keyboard entry.

XX	Critical Format
1	FAULT
2	HORIZ SIT
3	VERT SIT
4	XXXXX MNVR YYYYY
5	ASCENT TRAJ/RTLS TRAJ
6	GNC SYS SUMM 1
7	ENTRY TRAJ
8	GPC MEMORY
9-11	SPARE
12	S TRK/COAS CNTL
13	IMU ALIGN
14	OVERRIDE
15	CONT ABORT
16	RCS
17-30	SPARE

DPS Dictionary/JSC-48017
October 1994

Set 1 of 2; 5 tabs

GNC

GNC CRT DISPLAYS

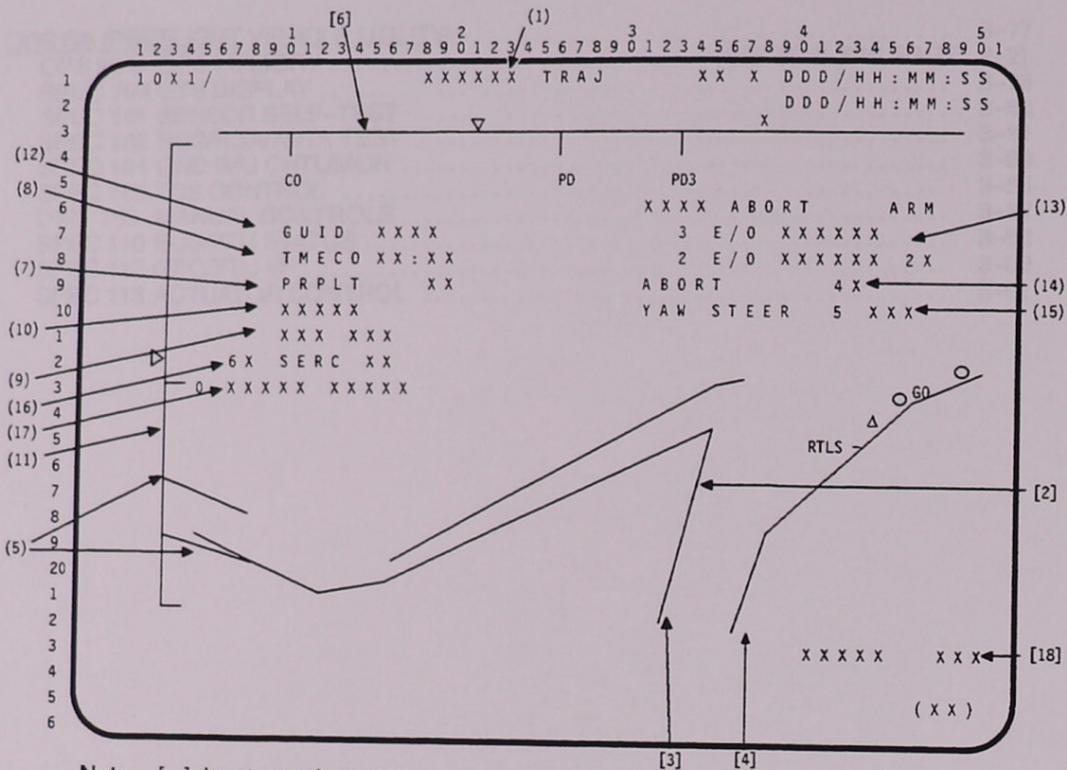
PAGE

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GNC



Note: [] denotes trajectory dependent data.

- (1) The XXXXXX TRAJ title of this display is dynamic. It is LAUNCH TRAJ in MM101. In MM102 and MM103, it is ASCENT TRAJ unless abort is initiated. At TAL, ATO, or RTLS initiations, it indicates the abort mode selected. In MM601, the title is RTLS TRAJ. This display provides the crew with trajectory information following the SSME START command and normally stays up until crew selection of a transition to OMS 1 insertion major mode. During the powered flight portion of RTLS phase, the display stays up until ET separation.

This display allows the crew to monitor the automated contingency abort mode processing for two and three main engine out failure scenarios. This display also provides the crew with manual control to invoke the two engine out contingency abort. The snapshot inertial velocity at the time of first SSME failure confirmation is displayed. In addition, this display allows the crew to manually initiate or terminate single engine roll control as well as enable or inhibit contingency yaw steering.

- [2] The central plot is an altitude vs. horizontal component of relative velocity profile from a last time abort. Current vehicle state is indicated by a moving triangle with the predicted state for 30 and 60 sec in the future indicated by circles.
- [3] This segment of the altitude vs. velocity line is for an engine out at lift-off RTLS abort.
- [4] This line represents the nominal ascent profile. An abort after staging would originate on this line but loft somewhat above it as the abort progressed. Abort regions are indicated along the plot as RTLS and GO.
- (5) The $\bar{q} = 2$ and $\bar{q} = 10$ lines are the altitude vs. velocity lines; if the vehicle state is below the line, \bar{q} will be greater than 2 and 10 PSF, respectively. $\bar{q} = 2$ and $\bar{q} = 10$ PSF are ET separation constraints.
- [6] The scale across the top is delta range (ΔR). ΔR is defined as glide range potential based on energy state minus present range from the landing site in nautical miles. Present ΔR is indicated by a moving triangle. A tick mark is placed on the scale where powered pitch down (PD) nominally occurs at MECO - 20 seconds, and a second tick is placed where PD occurs for the three-engine RTLS case. During RTLS, a flashing 'F' is displayed (at X, above the scale) when guidance enters the fine countdown mode (6 seconds before PD), then is turned off when PD begins.

XXXXXX TRAJ (Cont):

- (7) PRPLT is a digital readout of present propellant remaining in the external tank in percent.
- (8) TMECO is the predicted time of MECO, in minutes and seconds, from lift-off. This field will blank whenever a contingency abort is initiated except for a contingency Abort Mode 5 (RTLS RED - single engine RTLS completion).
- (9) 'SEP INH' is displayed in MM102 if the SRB AUTO separation is inhibited and is blanked upon transitioning to MM103. 'SEP INH' is also displayed in MM103 if ET AUTO separation is inhibited.
- (10) 'PC < 50' is displayed if the SRB Chamber Pressure drops below 50 psi.
- (11) The scale on the left is $\Delta\dot{H}$, which is navigation \dot{H} minus a reference \dot{H} (which is a function of ΔR). Present $\Delta\dot{H}$ is indicated by a moving, oversize, overbright triangle which flashes if off-scale.
- (12) GUID indicates the status of the guidance solution prior to a powered pitcharound. Prior to RTLS selection (MM601), this field is blanked. Once RTLS is selected, GUID INIT will be displayed until initialization is complete. As the vehicle progresses to the powered pitcharound point, GUID displays the percent deviation of the predicted final mass from the RTLS mass target. GUID INHB will be displayed if the powered pitcharound has been delayed due to an attitude violation or if guidance is unconverged. Once the powered pitcharound begins, GUID PPA will appear, and the field will be frozen.
- (13) 'CONT' or 'RTLS' is displayed depending on the type of abort. The text will initially display 'CONT' on transition to MM101.

A color word is displayed describing the contingency abort mode region for the three engine out (3 E/O) failure scenario. The text will initially display 'BLUE' on transition to MM101 and update cyclically. There are two different ways of updating the 3 E/O color word depending on whether or not the three engine out auto contingency logic is disabled pre-flight (via I-load). If the auto logic is enabled, the displayed color word is based on trajectory parameters such as dynamic pressure, angle of attack, and altitude rate to determine the optimum ET sep maneuver for the given conditions. The color word will either be blank, blue, green, orange, yellow, or red (Note: the 3 E/O red region can only be entered from a 3 E/O yellow contingency abort). A blank color word indicates that a three engine out contingency abort is not required for the loss of all three main engines. If the auto logic is enabled and MECO confirmed is set when the color region is not blank, the 3 E/O color word will be displayed double overbright to indicate the automatic maneuver is actually being performed. If the auto logic is disabled, the displayed color word is based on the pre-OI-25 criteria and will be either blank, blue, green, yellow, or orange. In this case, the crew must perform manual three engine out procedures for the loss of three main engines. There are no plans to disable the three engine out auto contingency logic. This no-opt feature was included in case a major problem was discovered after incorporation into the onboard flight software.

A color word (blank, blue, yellow, orange, green, or red) is displayed describing the two engine out (2 E/O) failure scenario. The text will initially display 'BLUE' on transition to MM101.

Item 2 (ARM) allows the crew to arm the two engine out contingency abort. Item 2 is initialized off (no '*') and thereafter reflects crew input until an abort is initiated. Guidance will automatically set item 2 if two SSMEs are confirmed failed and the 2 E/O abort mode color word is red. When item 2 is selected, an '*' appears to the right of item 2, the 2 E/O abort mode region color word is displayed double overbright, and both the 2 E/O and 3 E/O abort mode region color words become static. When item 2 is deselected, the '*' is blanked, and the 2 E/O abort mode region color word is displayed at normal intensity. Item 2 is legal only in MM102, MM103, and MM601. Execution of item 2 in any other major mode will result in an 'ILLEGAL ENTRY' message. Attempting to execute item 2 when the CONT 2 E/O MODE is equal to zero will also result in an 'ILLEGAL ENTRY' message.

XXXXXX TRAJ (Cont):

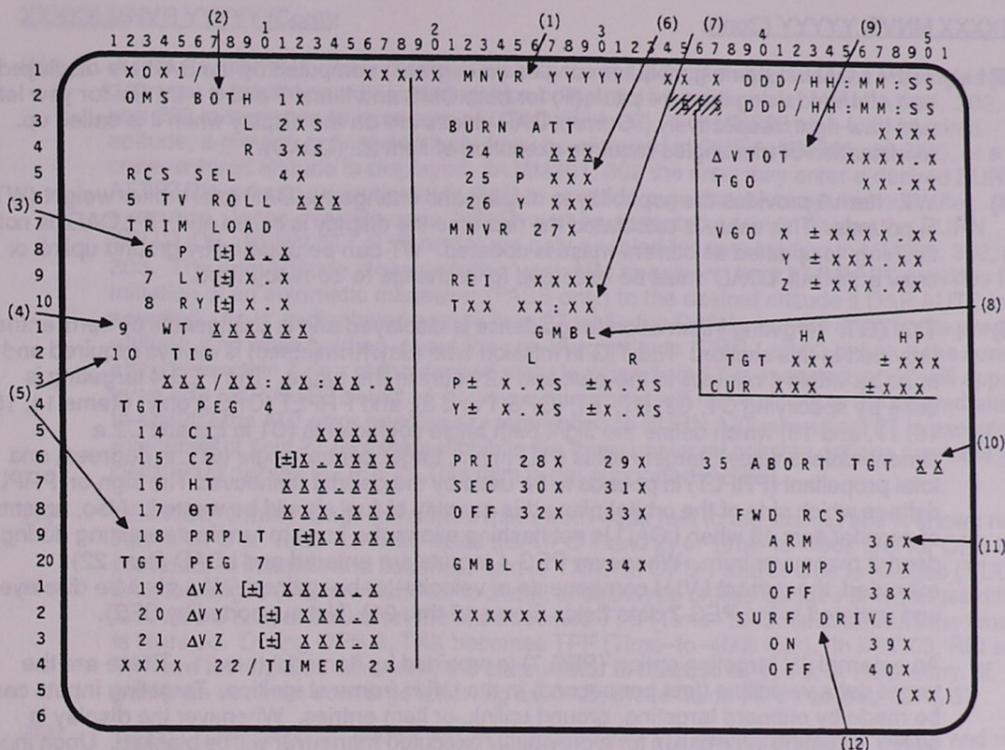
- (14) Item 4 (ABORT) allows the crew to invoke the automated contingency abort as indicated by the 2 E/O abort mode region color word which is displayed double overbright when armed via item 2. An '*' indicates selection of item 4; item 4 is initialized blank in MM101. Attempting to execute item 4 before item 2 has been selected will result in an 'ILLEGAL ENTRY' message.

Guidance will automatically initiate a single engine RTLS completion contingency abort mode (RTLS RED) if two SSMEs are confirmed failed and the 2 E/O abort mode color word is 'RED.'

Once items 2 and 4 have been correctly executed (either manual or auto), any further attempts to execute items 2, 4, or 5 will result in an 'ILLEGAL ENTRY' message.

NOTE: Once item 2 is executed, the software is locked into the displayed abort region. If a significant delay transpires between executing item 2 and item 4, the vehicle may transition to another abort region, but the maneuver to be flown will have been frozen in the previous region. The crew should execute items 2 and 4 in close succession.

- (15) Item 5 (YAW STEER) allows the crew to enable (ENA)/inhibit (INH) contingency yaw steering. This item is initialized enabled in MM101. Item 5 is legal in MM101, MM102, MM103, and MM601 only; attempting to execute item 5 in any other major mode will result in an 'ILLEGAL ENTRY' message. Also, attempting to execute item 5 once items 2 and 4 have been correctly executed (either manual or auto) will result in an 'ILLEGAL ENTRY' message. Once a contingency abort is declared, the yaw steering option cannot be changed.
- (16) Item 6 (SERC) provides the crew with the capability to manually initiate or terminate single engine roll control. An '*' next to the item number indicates that the contingency SERC is enabled. (OMS-RCS interconnect begins.) Item 6 is illegal until transition to MM102. 'ON' will be displayed double overbright to the right of SERC when the ENA RCS CNTL discrete is set to on (OMS-RCS interconnect is complete and jets will begin firing as needed for roll control); otherwise, the character string is blanked. When a second main engine failure is confirmed, the crew will not be able to terminate single engine roll control due to Ascent DAP and Abort Control Sequence requirements even though the item entry will be accepted on the display. If a first engine has failed or has had a data path failure, and sensed acceleration drops below a threshold value during second stage, SERC is automatically commanded.
- (17) The inertial velocity after one main engine is confirmed failed is displayed in feet per second below item 6 along with the character string 'EO VI'. These fields are initialized blank in MM101 and remain blank until one of the three main engines fails. The character string and velocity value will continue to be displayed until transition to MM104 and MM602.
- (18) The word "DROOP" and the predicted single-engine droop altitude (in thousands of feet), assuming current thrust, will be displayed in MM103 and blanked at all other times. They will flash if the prediction is below the minimum I-loaded droop altitude and/or be displayed double overbright if the Droop Control Task software is commanding the vehicle's pitch attitude; otherwise they will be displayed at normal intensity without flashing. Also note that if double overbright is on, the low crossrange TAL target has automatically been invoked.



Note: // indicates parameters are driven and displayed on the BFS displays only.

- (1) XXXXX MNVR YYYYY. This GNC display is used in OPS 1, 2, and 3 for insertion, on-orbit, rendezvous, and deorbit maneuvers. It can be used to declare an AOA or ATO abort post MECO or to override automatic target selection in OPS 1 and to burn off forward RCS propellant and provide aerosurface hydraulic fluid thermal conditioning in OPS 3. Display titles are:

<u>OPS 1 MM104</u>	<u>OPS 1 MM105</u>	<u>OPS 1 MM106</u>
OMS 1 MNVR EXEC	OMS 2 MNVR EXEC	OMS 2 MNVR COAST
ATO 1 MNVR EXEC	ATO 2 MNVR EXEC	ATO 2 MNVR COAST
AOA 1 MNVR EXEC	AOA MNVR TRANS	
<u>OPS 2 MM202</u>	<u>OPS 3 MM301/MM303</u>	<u>OPS 3 MM302</u>
ORBIT MNVR EXEC	DEORB MNVR COAST	DEORB MNVR EXEC

- (2)* OMS/RCS SEL/TV ROLL. Items 1 thru 4 provide the engine selection capability for the burn and the associated guidance computations – BOTH for both OMS, L for left OMS, R for right OMS and RCS SEL for +X thrusters. These items are mutually exclusive and the selected option is indicated by an '*'. When the display is first called up in MM104, BOTH is enabled. Subsequent callups reflect the last option selected and this option is transferred across OPS 1, 2, and 3. Item 22, 'LOAD,' must be executed for guidance to recognize a selection. An '↓' is displayed after L and R when predefined chamber pressure and delta velocity limits are exceeded. When OMS RM is running (RM is reset by selecting OMS BOTH), it will remove the '↓' during initialization. For BFS, the '↓' is only driven when OMS chamber pressure is below the I-loaded value. An '↓' is blanked with reselection of the '↓' engine(s).

NOTE: If a bad engine ID is uplinked as part of a target load, the maneuver display will default to RCS +X thrusters in OPS 3 and to an indeterminable selection in OPS 1. A proper engine ID uplink or a crew item number entry will correct this problem. (DR38163U)

Item 5, TV ROLL, the desired local roll angle at ignition, comes from a compool (I-load, uplink, or crew input) and this item is used to update the displayed value (in OPS 2 only). Upon reinitialization of the display, the latest value will be displayed in OPS 1, 2, and 3. This item is not supported by BFS, but the I-loaded or uplinked value is displayed in OPS 1 and 3.

XXXXX MNVR YYYYY (Cont):

- (3)* TRIM LOAD. Engine gimbals trim angles (in degrees) computed by the DAP are displayed and changed using item 6 – pitch (P) for both OMS and items 7 and 8 – LY, RY for yaw left and yaw right, respectively. Current DAP values are on the display when it is called up. Modification of trim angles requires execution of item 22 (LOAD).
- (4) WT. Item 9 provides the capability to display and change the DAP total orbiter weight (WT) in pounds. This value is calculated the first time the display is called and, if 'LOAD' is not flashing, is updated as current mass is updated. WT can be updated by ground uplink or crew entry but 'LOAD' must be executed for a change to be recognized.
- (5)* TIG/TGT. Targeting information for guidance is displayed and is changeable by item entries provided in this section. The TIG in mission time (day/hr:min:sec) is always required and must be within 5 minutes in the past and 12 hours in the future. The PEG 4 targeting is done by specifying C1, C2, HT, θ T, (OPS 1 and 3), and PRPLT (OPS 3 only) (items 14, 15, 16, 17, and 18) which define the flight path angle coefficients (C1 in fps and C2 a dimensionless value), target radius (HT) in nm, target central angle (θ T), in degrees, and total propellant (PRPLT) in pounds to be used by the deorbit maneuver. The sign on PRPLT defines which side of the orbital plane this quantity of fuel should be wasted. Also, an entry of zero for item 18 when LOAD is not flashing allows the crew to terminate wasting during a deorbit maneuver burn. Whenever PEG 4 targets are entered and LOAD (item 22) executed, the current LVLH components of velocity-to-be-gained (Δ Vs) shall be displayed and updated in the PEG 7 data fields (items 19 thru 21) (Not supported by BFS).

An external Δ V targeting option (PEG 7) is provided by items 19 thru 21. These are the target delta velocities (feet per second) in the LVLH frame at ignition. Targeting inputs can be made by onboard targeting, ground uplink, or item entries. Whenever the display is called, targeting information for a previously executed maneuver will be blanked. Upon input of any PEG 7 target data, the PEG 4 target data fields are blanked. Any data being displayed in the PEG 7 slots will then be replaced with the entered data, and/or the latest previous PEG 7 target data (Not supported by BFS). All targeting inputs are sent to guidance upon execution of LOAD (item 22). After the LOAD item has been executed, any data changed which require the LOAD to be executed for recognition causes the word 'LOAD' to flash. The burn is not enabled until item 22 is executed again and 'LOAD' stops flashing. For the OMS 1 maneuver only, the LOAD is done automatically. Execution of item 23 initiates the CRT event 'TIMER' to count down to the TIG loaded in guidance (except for OMS 1 where the timer starts automatically when MM104 is initiated). If TIG is more than 5 minutes in the past, execution of item 23 causes an error message and the item will be ignored.

NOTE: An attempt to execute LOAD while targeting is still active from a previous command will result in an 'ILLEGAL ENTRY' message.

NOTE: If targeting is active in MM105 or 302 when a PRO to MM106 or 303 occurs, target parameters will be displayed on the Coast MM display when they should be blank. In addition, for the MM302 and 303 case, the I-LOAD entry interface attitude will be overwritten by the targeting attitude and the ADI error needles will reflect this new attitude. Manual entry of the entry interface attitude would resolve this last problem. In general, avoid any major mode transition except 301 to 302 while targeting is still computing burn numbers. (DR 36015)

NOTE: If a transition to 301 from 303 occurs just after a state vector update (whole or delta) has been performed, target data entry rejection and CRT timer anomalies may be observed for several seconds while a targeting module finishes execution. When the module completes, item number entry will return to normal and the CRT timer will return to crew control. (DR 36479)

In MM202, the rendezvous guidance option chosen by the ORBIT TARGETING spec is displayed in text. Discrete (1) is set and 'LAMBERT' is displayed for this option. The discrete can be reset (0) by ground uplinking or by crew retargeting to external Δ V (via this or the ORBIT TARGETING display) and 'EXT Δ V' will be displayed.

- (6)* BURN ATT/MNVR. Items 24 thru 26 show the roll (R), pitch (P), and yaw (Y) angles (in degrees) in inertial coordinates at ignition computed by guidance for MM104, 105, 202, 301, and 302 in response to execution of LOAD (item 22). For MM303 an I-load-desired attitude, a ground-uplinked attitude (may be changed in OPS 2, MM301, or 302), or a crew-entered attitude is displayed. In MM301, 302 the crew may enter a desired BURN ATTITUDE prior to executions of LOAD or override a guidance-computed one after execution. In the override case, LOAD must be executed again to display the BURN ATTITUDE. BURN ATT R, P, and Y are only enabled for data loading in MM301, 302, and 303. The burn attitude stops updating upon MM transition. Item 27 'MNVR' provides for initiation of an automatic maneuver (PASS only) to the desired attitude if DAP AUTO is selected. An '*' is displayed next to item 27 while the DAP is maneuvering to the pre-burn attitude, and while holding about the pre-burn attitude (OPS 1 and 3 only). If the current attitude is within 8 deg of the desired attitude when item 27 is executed, no '*' will appear even with DAP AUTO selected; however, the orbiter will move slowly to the desired attitude. In MM202 the ADI error needles are referenced to BURN ATT when item 27 is executed. Execution of item 27 terminates/inhibits the three universal pointing options available via UNIV PTG display in OPS 2. This item is not supported by BFS.
- (7)* REI/TXX. Orbiter range in nautical miles from 400k feet to the landing site is shown next to REI in OPS 3. Time-to-next-apsis (for OPS 1 and 2) or Time-to-400k feet for OPS 3 is provided, in minutes and seconds, next to TXX. In OPS 1 and 2, time to apogee (TTA) or time to perigee (TTP), whichever is closer, is displayed unless apogee and perigee differ by less than 5 nm. In this case, the title becomes TTC (Time-to-Circularize) and the time field is blanked. During OPS 3, TXX becomes TFF (Time-to-400k feet). In MM303, REI and TFF are recomputed whenever the state vector is updated by uplink or HSD entry. If guidance does not converge following a LOAD, these fields will be zeroed (OPS 3).
- (8)* GMBL. This selection shows the pitch (P) and yaw (Y) gimbal angles for left (L) and right (R) OMS engines. The status is normally blank but will display a '↓' adjacent to a failed actuator on the selected system or an 'M' for missing data (last valid gimbal data are displayed). Items 28, 30 and 29, 31 allow selection of either primary (PRI) or secondary (SEC) drive systems for the left or right engines, respectively. Items 32 and 33 allow a powerdown of the left or right drive systems. These items are mutually exclusive. An '*' is displayed by the item number of the system selected. When the display is first called up, primary drive systems are selected unless a different selection was made automatically during ascent. The last selections in OPS 1 are initialized in OPS 2, 3, and 6 when transitioning from OPS 1. Item 34, GMBL CK, allows an automatic TVC check of each active drive system. Display is initialized with item 34 deselected.
- (9)* BURN DATA. The upper right section of the display contains a dynamic character field where 'EXEC' flashes from TIG -Z seconds (Z is I-loaded, typically 15 seconds) until KYBD EXEC is performed ('EXEC' then disappears), the guidance prediction of the total change in velocity ($\Delta VTOT$) of the targeted maneuver in feet per second, the time to go (TGO) in min:sec (predicted burn time before TIG, or remaining burn time after TIG), the velocity (feet per second) to be gained in body coordinates (VGO X,Y,Z), and the predicted post burn (TGT) and current (CUR) apogee (HA) and perigee (HP) values in nautical miles. KYBD 'EXEC' must be performed after TIG -Z to enable the maneuver to start. In OPS 1 and 3, if guidance does not converge following a LOAD, targeted apogee and targeted perigee will be zeroed, and BURN ATT will be blanked. Also, if a transition is made out of maneuver execute modes MM104, 105, 202, or 302 while a burn is enabled or in progress, the burn will be canceled/terminated.
- (10) ABORT TGT. Item 35 provides a method of selecting an AOA or ATO abort and the target set. It allows an upmode or downmode of the abort desired. It is legal in MM104 and 105 only, with an ABORT TGT ID of 0 displayed initially in MM104 and entries of 1, 3-5 available thereafter in 104 and 1-12 in MM105. Any deviation from these TGT IDs in MM104 or 105, or item 35 execution outside these modes results in an 'ILLEGAL ENTRY' message. Automatically selected IDs from the dedicated abort switch or the OMS 2 target associated with an OMS 1 target set, appear on this display (upon transition to MM105 for the OMS 2 target), but these targets may be overridden by entry of a new target set ID. 'ILLEGAL ENTRY' message results if an ID entry is attempted while an OMS burn is enabled or in progress. If AOA is selected in MM105, 'OPS 301' will flash to indicate when targeting for the AOA OMS 2 burn is complete. The crew can then execute 'OPS 301 PRO.' Manual changes to the targeting data entered in MM105 will be carried across the transition to

XXXXX MNVR YYYYY (Cont):

MM301 without the crew having to perform an item 22 (LOAD).

- (11) FWD RCS. Items 36 thru 38 provide the capability to initiate, via ARM and DUMP in that order, or terminate burnoff of forward RCS propellants in OPS 3 by executing OFF. An '*' is displayed by each item number as it is executed. Execution of 'OFF' removes the '*'s from ARM and DUMP.
- (12) SURF DRIVE. The capability to initiate and terminate a flight control surface drive function is provided by items 39 (ON) and 40 (OFF). This function provides simultaneous motion of all aerosurfaces for hydraulic fluid thermal conditioning in OPS 3 only. An '*' is displayed next to the selected item number. Display is initialized with item 40 selected and selection of item 39 occurs in MM301. SURF DRIVE remains ON to MM304 when it is auto deselected. Execution of these items in OPS 1 and 2 results in an 'ILLEGAL ENTRY' message.

*PROGRAM NOTES

- (2) Use of BOTH to Clear OMS Down Arrows. If an engine indicates a failure (down arrow) during a burn, subsequent to the burn the arrow cannot be cleared by selecting the BOTH item number. The down arrow will be automatically cleared by OMS RM at TIG-15 seconds for a subsequent OMS burn regardless of engine selection. (DR 55314)
- (3) Stale OMS Trim Angle Data. During maneuver operations in MM 104 thru 106, 202, 301 thru 303, the OMS trim angles remain static during and after a burn until the next item entry or display recall. Perform an item entry or display recall to update the OMS trim angles, repeating for each DEU. (DR 39371)
- (5) Timer Countdown Terminated Unconditionally on MM301 Init. or MNVR Target Item Update. Any CRT timer countdown initiated by the crew or the software will be terminated upon entry to MM301 or upon update of a MNVR target item by keyboard or uplink. The crew may reinitiate the countdown using items 22 (LOAD) and 23 (TIMER). (DR 37591)

Guidance Convergence Indications. Subsequent to execution of the LOAD item number, the only positive indication of guidance being unable to converge on a solution will be the display of zeroes for BURN ATT (blank or non-zero when converged) and TGT HA and HP (non-zero when converged). (DR 37573)

Item Entries During RCS BURN. During an RCS maneuver, entries from the KEYBOARD will be accepted by the software. This is the case whether the maneuver was initially planned +4X or whether both OMS engines have failed during the maneuver. If any target set related entry except propellant-to-be-depleted (i.e., trims, engine select, TIG, or targets) is made during the maneuver, target solution values (i.e., TGO, VGOs, burn attitude, etc.) are blanked and a flashing LOAD appears. The same applies for any such target entry prior to burn enable. Do not make target item entries (except for propellant-to-be-depleted) during an RCS maneuver. If an entry is inadvertently made, a new LOAD will be required to reestablish the guidance solution. The TIG for the LOAD must be in the future. Also, the THETA target must be adjusted if TIG is changed (in OPS 3 only) or an REI miss will result. (DR 37564)

Unsupported AOA/ATO Requests in MM105 after OMS 2. If an AOA or ATO abort is requested in MM105 following OMS-2 burn completion:

- A. The AOA/ATO targeting function is not scheduled so MNVR target items are not automatically updated.
- B. When a crew manually enters a desired MNVR target (item 10-17), followed by the LOAD item, the ATO targeting is correct; however, AOA targeting is incorrect (it should be done in MM301).
- C. For AOA, subsequent transition to MM106 causes the MNVR title to be unreadable in MM106. (DR 45739).

No Flashing 'LOAD' for BFS on Major Mode Transitions. After transitioning from MM104 to MM105, MM104 to MM301, or MM106 to MM301, 'LOAD' will flash on the PASS Maneuver Display but not on the BFS Maneuver Display. Additionally, 'LOAD' will not flash for the BFS OPS 0 to OPS 3 transition, but will flash on the PASS Maneuver Display after the OPS 2 to OPS 3 transition. The flashing 'LOAD' does not appear for the BFS since there are no valid target data to be loaded. It will appear when an uplink or keyboard entry of target data is performed.

For both the PASS and BFS, 'LOAD' must be flashing before item 18 (PRPLT) on the Maneuver Display can be entered with a non-zero value. Because of the flashing 'LOAD' difference between PASS and BFS, a non-zero item 18 could be entered on a PASS keyboard and displayed on the PASS Maneuver Display while being rejected by the BFS without an ILLEGAL ENTRY message. (DR 108559/B20611, 45749)

- (6) No Burn Att for Yaw Near $\pm 90^\circ$. If a PEG 4 or PEG 7 target solution results in a desired preburn yaw attitude near $\pm 90^\circ$, the desired BURN ATT will not be displayed on the MNVR display. This is a display problem only; guidance will still function normally and ADI error needles are still valid. (DR 37585)

Attitude Maneuver to Unknown Attitude. If an auto maneuver is in progress in OPS 2 and item 22 (LOAD) is entered, a new burn attitude will be computed and displayed; the vehicle, however, will continue to maneuver to the old burn attitude. Mode the DAP to any manual mode and back to auto to avoid confusion regarding the attitude to which the vehicle is maneuvering. The crew could also reexecute item 27 with the DAP in auto (once the burn attitude values are displayed) to begin the new maneuver. (DR 48348)

- (7) TFF/REI Blanking. The maneuver display parameters TFF and REI do not get computed for perigee altitudes above 55 nm (an I-load) on any LOAD situation in OPS 3. These parameters are blanked on the display when this occurs and therefore an REI/TIG adjust (as called for in the ASCENT CHECKLIST) is not possible. These parameters may therefore not be computed for AOAs with large MECO underspeeds. (DR 37573)

- (8) Actuator Deselection. If both the primary and secondary actuators are deselected, the P and Y gimbal angles for that engine show a static display of the last valid gimbal data prior to OFF execution (item 32/33). Transition to OPS 3 in this case may result in erroneous gimbal data being displayed. Manually reselecting either primary or secondary gimbals will reinstate dynamic data. (DR 37123)

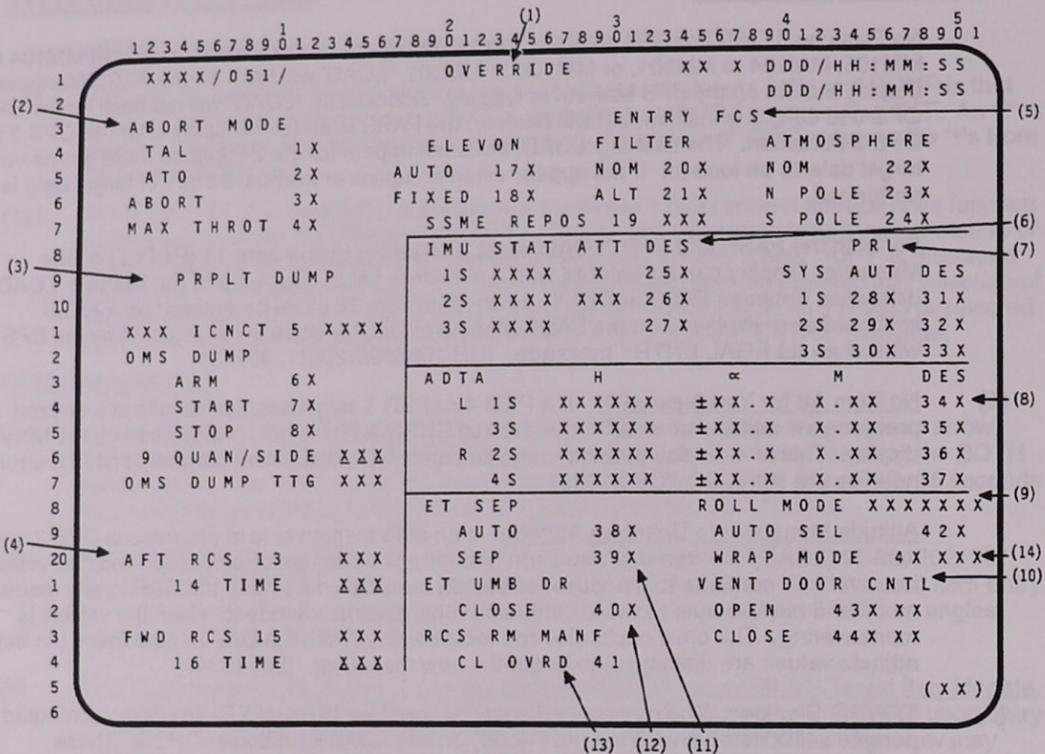
Gimbal Drive Check. The GMBL CK item can be executed during an OMS burn and will cause the check to be performed, overriding OMS TVC flight control commands. (DR 37561)

- (9) Abnormal OMS Termination/Keyboard Lockout. Multiple failures during an OMS maneuver may lead to control problems and a subsequent guidance divergence requiring manual OMS cutoff. The proper crew response is to terminate OMS thrust with the ARM PRESS SWITCH. The absence of OMS cutoff commands (in the software) causes KEYBOARD lockout.

If TGO stops counting down, the auto system probably will not achieve cutoff and the proper crew response is a manual OMS cutoff.

The chance of a KEYBOARD lockout in this situation should be recognized and, if it results, the procedure for manual setting of the cutoff commands should be used.

In the case of a keyboard lockout, release is effected by an OPS XXX PRO to the next OPS (MM104-105, 302-303). Note that MM105-106 terminates OMS burn capability in OPS 1 since MM106-105 is not permitted.



- (1) **OVERVERRIDE.** This display is used during OPS 1, 3, and 6 and provides the following capabilities: selection of the desired switch mode for (2) ABORT, (11) ET SEP, (12) ET UMB DR, and (9) ENTRY ROLL MODE switches; (3) enable/inhibit the OMS/RCS ICNCT function, the OMS dump, and the (4) AFT and FWD RCS dumps; (5) select the elevon schedule, body bending filter, and the entry atmospheric model in OPS 3 and control the SSME drag chute repositioning sequence; selection/deselection of (6) an IMU LRU, (7) hydraulic system (PRL), or (8) ADTA; (10) open/close vent doors during OPS 3 and 6; (13) overrides any RCS MANF VLV microswitch dilemma which causes RM to set the MANF VLV status to CLOSED; (14) status and control of wraparound FCS mode.
- (2) **ABORT MODE.** Items 1 and 2 allow the crew to select a TAL abort in MM103 and MM104 or an ATO abort in MM102, MM103, and MM104. These items are mutually exclusive and the selected mode is indicated by an '*.' The abort sequence is initiated by execution of item 3 and is indicated by an '*.' Execution of item 3 must be preceded by selection of item 1 or 2. The display is initialized with all three items deselected (no '*'). Execution of item 4 changes the maximum SSME throttle level by guidance from 104 percent to 109 percent (I-loads) and rescales the SBTC to the new level. Once executed, it is latched and an '*' is displayed next to the item. Item 4 is legal only in MM102, 103, and 601.
- (3)* **PRPLT DUMP.** Items 5 thru 9 allow the crew to enable, inhibit, and control manual or automatic abort dumps in OPS 1, 3, and 6. Item 5 (ICNCT) is used to enable (ENA)/inhibit (INH) the OMS/RCS interconnect function. The interconnect is initialized enabled in OPS 1 and inhibited in OPS 3. If a manual dump is initiated, the status of the OMS/RCS interconnect will be determined by item 5. If item 5 is enabled when an intact abort is selected, item 5 will be set to an I-loaded value by the Abort Control Sequence. If item 5 is inhibited when the abort is selected, item 5 will remain inhibited. Whenever the Abort Control Sequence or OMS/RCS Interconnect Sequence terminates the OMS/RCS interconnect, item 5 will be reset (INH). In MM 304/602, if the OME_ONLY_FLAG is set, attempting to execute item 5 will result in an 'ILLEGAL ENTRY' message, and the item will be rejected. Item 5 does not operate when the Single Engine Roll Control (SERC) flag is set in OPS 1/6. The interconnect is automatically enabled by the Abort Control Sequence. Execution of item 5 at this time will result in an 'ILLEGAL ENTRY' message.

OVERRIDE (Cont):

'CPLT' will be displayed to the right of 'XXX ICNCT 5' when the OMS/RCS interconnect is completed and will return to blank when the return to normal configuration is completed.

Items 6 (ARM) and 7 (START) allow the crew to manually initiate a dump. Item 8 (STOP) inhibits or terminates an automatic dump, or terminates a manual dump. An '*' indicates selection. The display is initialized with items 6, 7, and 8 reset (no '*'). Execution of item 6 arms the dump and blanks the STOP *. Item 7, which can only be executed when item 6 is showing an '*', starts the dump. Executing item 8 will blank the ARM and START asterisks and stop the dump in progress. Any automatic dumps associated with an abort selection will be inhibited if an '*' is present next to item 8.

When the crew manually initiates a contingency abort from the XXXXXX TRAJ display, the PROPLT DUMP ARM and START discrettes are set ON, and an '*' is displayed next to items 6 and 7.

Item 9 (QUAN/SIDE) allows the crew to enter an amount of propellant to be dumped, measured in percent of quantity per side. Item 9 is initialized in OPS 1 to a software calculated quantity based on a manual dump I-load; thereafter, item 9 reflects crew input. If an intact abort is selected, the OMS dump time will be set to an I-loaded value by the Abort Control Sequence, based on the abort selected, and item 9 will be computed and displayed as a function of this I-load. In OPS 3, item 9 is initialized to the last value from OPS 1, or to an automatic dump value based on abort selection.

If a new value is entered into item 9 while any OMS dump is in progress, the dump will be based on the new value. If the quantity entered via item 9 exceeds MAX QUAN ENTRY, the entry will be rejected and an 'ILLEGAL ENTRY' message will be displayed.

Items 5 thru 9 are not legal in MM104, 105, and 106; attempting to execute these items in these major modes will result in an 'ILLEGAL ENTRY' message.

OMS DUMP TTG (time-to-go) displays the amount of time remaining, in seconds, to dump OMS propellant, whether or not a dump is in progress. In OPS 1, the OMS dump time is initialized to the manual OMS dump time I-load value; any changes thereafter to OMS DUMP TTG will be a function of quantity input by the crew via item 9, an I-loaded value based on the intact abort selected, or the completion of an OMS/RCS interconnect. The OMS DUMP TTG value reflects dump time using a scale factor based on a two OMS engine flow rate. During an OMS/RCS interconnect with RCS jets commanded on, the OMS DUMP TTG computation will be adjusted by a scale factor to reflect the additional RCS flow rates. OMS DUMP TTG decrements as dumping occurs until it reaches zero at which time the dump is terminated.

- (4)* Items 13 and 15 are used in OPS 3 and 6 to enable (ENA)/inhibit (INH) the aft and forward RCS dumps, respectively. The dumps are initialized enabled, and thereafter will reflect crew inputs, except in OPS 3 when the TAL flag is not set, where dumps are initialized inhibited. Items 14 and 16 are initialized with I-loaded dump times in seconds in OPS 1 and 3 (if the TAL flag is set). In OPS 6 they carry over the last values from OPS 1. Depending on the number of jets involved during a dump, these times will decrement accordingly. In OPS 3 with the TAL flag not set, the times are initialized to 0. MM304 RCS dumps may be enabled by putting in a nonzero dump time via items 14 and 16, and enabling the dumps via items 13 and 15, respectively. The display fields of items 15 and 16 will be blanked during a Contingency Dump, and will cause an 'ILLEGAL ENTRY' message if executed.
- (5) ENTRY FCS. Items 17 and 18 allow the crew to command the aerjet DAP to use an AUTO or FIXED elevon schedule. The display is initialized with the AUTO schedule selected. The FIXED schedule will be used for aero PTIs. For flights with no scheduled PTIs, the aft schedule will be I-loaded into the FIXED slot for use during a no yaw jet entry. Items 20 and 21 can be used to choose the nominal (NOM) or alternate (ALT) body bending filter. The display is initialized with the NOM filter selected. However, if OPS 3 is entered from OPS 1, the ALT (item 21) body bending filter will be selected. An '*' indicates selection during operation in OPS 3 only. Items 17 and 18 are mutually exclusive as are items 20 and 21; selection of one automatically deselects the other. In OPS 1 or OPS 6, the '*' is blanked as the elevon schedule and the body bending filter are I-loaded independent of crew input. These items are legal in OPS 3 only, and will result in an 'ILLEGAL ENTRY' message if executed in any other OPS.

OVERRIDE (Cont):

Item 19 (SSME REPOS) allows the crew to enable (ENA)/inhibit (INH) the repositioning of the SSMEs which occurs automatically in MM304. The SSME REPOS is initialized blank until OPS 3 when it is set to ENA; thereafter, the status field will reflect crew inputs. Item 19 is legal in MM301, 302, 303 and 304 only and will result in an 'ILLEGAL ENTRY' message if executed in any other major mode.

Items 22 thru 24 allow the crew to select the atmospheric model used by entry navigation. The display is initialized with the nominal model selected, item 22 (NOM). Items 23 (N POLE) and 24 (S POLE) select north polar and south polar models, respectively. These items are mutually exclusive, with an '*' displayed next to the currently active model. These items are legal in OPS 3 only; execution in OPS 1 or 6 will have no effect.

- (6) IMU. A parameter status column is provided after each LRU ID number. The column is blank for normal operations, or displays a '↓' for an RM-declared failure or IMU deselection by RM or the crew, a '?' for an RM dilemma, or an 'M' for missing data. The STAT column displays output from the Built-In Test Equipment (BITE) and is either blank (normally) or displays 'BITE' for a detected LRU problem. The ATT column displays which Inertial Measurement Unit (IMU) is selected for use and whether the IMU data are good or not. Bad data are indicated by 'RGA.' Items 25 thru 27 allow reselection/deselection of the LRUs, and are blank initially.
- (7) Priority Rate Limiting (PRL). For each of the three hydraulic systems, two item numbers are provided to allow the crew to manually override/reselect automatic systems management and to deselect/select a hydraulic system. A system which has been automatically downmoded (declared unavailable to PRL) will display a '↓.' The 'failed' system may be forced back into PRL availability by executing its AUT item entry which blanks the '↓' and '*' in the AUT column and establishes manual systems management. A repeat execution of the AUT item entry restores the automatic systems management and puts an '*' in the AUT column. The DES item entry allows the option of instructing the Hydraulic SOP to declare a system failed and removes automatic systems management (i.e., drives the '↓,' blanks any '*' in the AUT column, and drives an '*' in the DES column). A repeat execution of the DES item entry toggles the manual deselection (i.e., blanks the '↓,' and blanks the '*' in the DES column). The items are mutually exclusive and initialized in the AUTO mode. A status column is provided for each system to display a blank for normal or upmoded manual system operation, a '?' for an RM dilemma (as declared by a miscompare of the remaining two transducers in any one hydraulic system), or a '↓' for a failure or downmoded system. If any of these items are executed in MM104, 105, 106, 301, 302, or 303, an 'ILLEGAL ENTRY' message will occur. When a manual system override (AUT or DES) is executed in OPS 1, a transition to OPS 3 will clear the manual selections made in OPS 1 and return to auto systems management. Manual systems management will only resume if the manual override is reexecuted in OPS 3.
- (8) ADTA. For each of the four ADTA LRUs, the ADTA-derived altitude in feet (H), ADTA-derived angle of attack in degrees (α), and ADTA-derived Mach number (M) are displayed. The parameter status column after the LRU IDs is blank (normally), displays a '↓' for an RM declared failure or crew deselection, a '?' for an RM dilemma, or an 'M' for missing data. Items 34 thru 37 allow deselection/reselection of an LRU. ADTA data are blanked during OPS 1. These items are legal in MM304, 305, 602, and 603. Execution of these items in OPS 1, MM301, 302, 303, or 601 will result in an 'ILLEGAL ENTRY' message.
- (9) ROLL MODE. A status of where RM determines the position of the ENTRY ROLL MODE switch to be is displayed as L GAIN, NO YJET, or AUTO. Should this switch fail, item 42 allows selection of the AUTO position which will result in an '*' being displayed and the status will read 'AUTO.' The item is initialized deselected, and thereafter reflects crew inputs. Item 42 is legal only in MMs 304, 305, 602 and 603.
- (10) VENT DOOR CNTL. Items 43 (OPEN) and 44 (CLOSE) provide manual capability to command the forward and aft compartment vent doors, and/or all vent doors depending on the major mode these items are executed in. These items are mutually exclusive. Attempting to execute a command while an operation is in progress will result in an 'ILLEGAL ENTRY' message.

An asterisk is displayed immediately adjacent to an item after it is either manually executed or commanded by an auto control sequence. An 'OP' or 'CL' character string is displayed adjacent to the asterisk after the executed sequence has completed. This character string will continue to be displayed until a subsequent item is commanded, at which time it will be blanked. During a manual or auto sequence, the 'OP' or 'CL' character string field will be blanked.

OVERRIDE (Cont):

Item 43 (OPEN) is legal only in OPS 3 and MM602 and 603. Item 44 (CLOSE) is legal only in MM301 through 304 and 602 and in MM305 and 603 after the ROLLOUT FLAG is set true. Execution of these items in any other Major Mode will result in an 'ILLEGAL ENTRY' message; in addition, the attempted command will be rejected.

A manual CLOSE (item 44) executed in MM301 will cause all doors to be commanded closed. Subsequently, left vent doors 1/2 and 8/9 will automatically be reopened. In MM302 and MM303, executing an item 43 or 44 will command all vent doors open or closed, respectively. A manual OPEN (item 43) in MM304 will cause only the left vent doors 1/2 and 8/9 to open; in MM602, all doors will open. A manual CLOSE in MM304 (or MM602) will command all vent doors closed. All vent doors are commanded closed, regardless of their configuration, at the transition to MM304 (or MM602). Finally, a manual OPEN (item 43) executed in MM305 will command all vent doors open.

- (11)* ET SEP. Items 38 and 39 allow the crew to select the ET SEP AUTO mode or to initiate External Tank (ET) separation. An '*' is displayed when either item is selected, and both items are deselected initially. These items are legal only in Major Modes 102, 103, 104, 105, 106, and 601.
- (12) ET UMB DR. Item 40 provides a backup to the dedicated switch for closing the ET umbilical doors. This item is legal only in Major Modes 104, 105, and 106 and is deselected initially.
- (13) RCS RM. Item 41 allows the crew to override an RCS MANF VLV microswitch dilemma which has forced the RCS RM to set the valve status to CLOSED. Execution of this item causes RCS RM to set the valve status to OPEN on any valve in dilemma, and puts the Reaction Control (RCS) jets (those without previous ON, OFF, or LK failures that have not been failure overridden) back in the jet availability table.
- (14) WRAP MODE. Item 45 allows the crew to enable or inhibit the flight control system wraparound mode. Execution is allowable only in OPS 3 and at any other time will result in an 'ILLEGAL ENTRY' message. The status field to the right of item 45 is blank until OPS 3 transition, after which it toggles between 'ENA' or 'INH' based on crew selection. If a TAL abort has been declared, it will be initialized to INH. When the wrap mode is active, 'ACT' will be displayed.

*PROGRAM NOTES

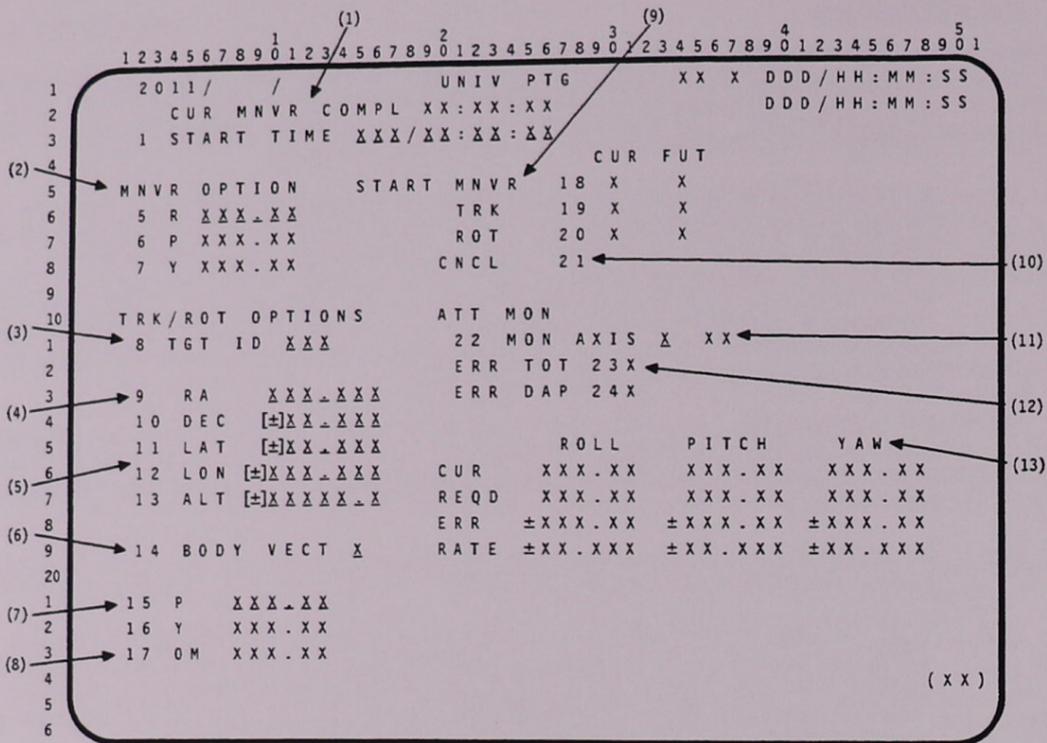
- (3) Possible Contingency Dump Lockout if Second Dump Request Pre-MECO. In an abort situation which causes an automatic Pre-MECO OMS dump (MM103), if an additional OMS dump is requested during the OMS engine purge process, the dump does not occur, and subsequent requests for contingency OMS dumping are not honored. The same contingency dump lockout can also occur in MM103 when requesting another crew initiated contingency dump during the purge process of a previous contingency dump. Therefore, contingency dumping should only be requested prior to completion of the original OMS dump or after OMS purge completion. (DR 55217)

OMS Propellant Dump Termination Via Arm/Press Switches. If the OMS ARM/PRESS switches are turned OFF during a contingency dump (MMs 102, 103, 601, 602), OMS RM will fail vote the OMS engines. Attempts to reactivate the dump will also fail. Terminate a dump sequence using item 8 rather than the ARM/PRESS switches. An MM104, MM201, or MM301 PRO allows the OMS engines to fire again. (DR 55306)

- (4) RCS Dump Status May Change to Inhibit in MM304 or 602. In MM304 or 602, when dump start initiation conditions are met, the user may see the forward and/or aft RCS DUMP STATUS (items 13 and 15) change from 'ENA' to 'INH.' This occurs if the dump duration (I-LOAD or crew entry) is a negative number.

The negative dump duration allows the dump to remain enabled but not started. The crew may then start a dump during a TAL or an RTLS by entering only one item entry (entering a positive dump duration) instead of two (dump duration and dump enable). (DR 101386)

- (11) ET SEP Switch Default. In OPS 1, if the ET SEP switch defaults to 'MANUAL,' ET SEP AUTO (item 38) is used to override the function back to AUTO. In OPS 6, default is to 'AUTO,' so item 38 is not needed.



UNIV PTG. A GNC OPS display available in OPS 2 (OPS 2011). This display provides data and controls for auto attitude options and monitoring attitudes, errors, and rates. See table for units and limits.

(1) CUR MNVR COMPL. This field shows in hrs:mins:secs of MET the estimated completion time of the current inertial maneuver (MNVR) or tracking (TRK) option, or the execution time of the current rotation (ROT) option. This time is frozen when the attitude is within a given tolerance of the DAP attitude deadband about the desired attitude, or when the DAP LVLH mode is selected during a maneuver. The time remains unchanged if a maneuver is not in progress and the CNCL, DAP MAN, or LVLH option is selected. Time is reset to zero when CNCL is selected during a maneuver.

START TIME (items 1 thru 4) is designated in days:hrs:mins:secs (MET) for the selected control option. Display is initialized with the time at zero.

(2) MNVR OPTION (items 5 thru 7) provides selection of roll, pitch, and yaw components of the desired final inertial attitude. Display is initialized with inputs at zero.

(3)* TGT ID (item 8) provides selection of target identification for the TRK option.

TGT ID	LINE-OF-SIGHT TO:
1	Orbiting vehicle
2	Center of Earth
3	Earth relative target
4	Center of Sun
5	Celestial target
6 to 10	Unassigned
11 to 60	Navigation stars, OPS 2, 3, and 8
61 to 110	Navigation stars, OPS 2 and 8

Display is initialized with 2 selected.

UNIV PTG (Cont):

- (4) RA, DEC (items 9 and 10) show right ascension and declination for selected celestial targets (TGT IDs of 4, 5, and 11 to 110). When TGT ID of 5 is selected, the RA and DEC data flash indicating an option is available to change the data via keyboard. Flashing stops when new data are entered, a control option (items 18 thru 20) is selected, or the TGT ID is changed. An attempt to change data when TGT ID is not 5 results in an 'ILLEGAL ENTRY' message. Display is initialized with items 9 and 10 set at zero.

NOTE: Errors in the Universal Pointing solar ephemeris l-loads result in a 1/2-degree error in the center of Sun target vector (ID = 4).

- (5) LAT, LON, ALT (items 11 thru 13) show the latitude, longitude, and altitude of an Earth relative target. When TGT ID of 3 is selected, these parameters flash indicating an option is available to change the data via keyboard. Flashing stops when new data are entered, a control option is selected, or the TGT ID is changed. An attempt to change these parameters when TGT ID is not 3 results in an 'ILLEGAL ENTRY' message. Display is initialized with items 11 thru 13 set at zero.
- (6) BODY VECT (item 14) selects the body vector pointed along the line-of-sight for the TRK option and along the axis of rotation for the ROT option.

Body Vector Identifier	Axis
1	+X
2	-X
3	-Z
4	-Y ST
5	Selectable

Display is initialized with item 14 set at 1.

- (7) P, Y (items 15 and 16) show pitch/yaw components corresponding to the selection made in item 14. When BODY VECT of 5 is selected, the pitch and yaw parameters flash indicating an option is available to change the data via keyboard. Flashing stops when new data are entered, a control option is selected, or item 14 is changed. An attempt to change these parameters when BODY VECT is not 5 results in an 'ILLEGAL ENTRY' message. Display is initialized with items 15 and 16 set at zero.
- (8) OM (item 17) selects Omicron angle for the TRK control option. Entry of any defined TGT ID (item 8) blanks the OM value. Subsequent selection of TRK control option maintains OM blanking which indicates selection of two axis tracking. If an OM value is entered, subsequent selection of the TRK option initiates three axis tracking. If an OM has been entered previously, execution of item 14 (body vector identifier) causes the OM value to flash, indicating an option is available to change the data via keyboard. Flashing stops when a new value is entered or a control option is selected. Entry of an OM value outside the limit range results in an 'ILLEGAL ENTRY' message. Display is initialized with OM set at zero.
- (9)* START MNVR, TRK, ROT (items 18 thru 20) provide selection of the maneuver, tracking, or rotation control option, respectively. Initiation of a control option depends on the START TIME entered in items 1 thru 4. If the START TIME is current or in the past and DAP is AUTO, the control option is initiated upon selection, an '*' appears momentarily in the FUT (future) column next to the selected option, then moves to the CUR (current) column next to the selected option, and any other option is deselected (no '*'). If the START TIME is in the future, the selected control option is initiated at that time and in the interim an '*' appears in the FUT (future) column next to the selected option. The selected option in progress ('*' in the CUR column) drives the REQD attitude, ERR, and the ADI error needles. Control option initiation must be preceded by DAP AUTO. If a future start time is within 30 seconds of current time and AUTO was not selected, a Class 3 alert and 'SEL AUTO' message are generated. Data may be entered for a single future control option during execution of the current option. An '*' appears in the FUT column next to the applicable option while the '*' remains in the CUR column next to the current, active option. When the START TIME entered for the future option equals current time, the '*' in the FUT column is blanked and is displayed in CUR column. If the previous control option is active, it is deselected (no '*'). If a future option has been selected and then data related to that particular option are changed

UNIV PTG (Cont):

prior to the future start time via keyboard inputs, the future option will be deselected (no '*'), and will automatically maintain the current option. The crew must repeat selection of the desired future option. The three control options are terminated/inhibited by: (a) selecting MNVR (item 27) on the ORBIT MNVR EXEC display; (b) selecting MAN or LVLH; (c) taking a powered RHC out of detent; or (d) selecting the CNCL option. Providing that CNCL has not been executed, a control option is reinitiated by: (a) exiting MM202; or (b) selecting AUTO DAP.

- (10) CNCL (item 21) deselects both current and future control options and initiates inertial attitude hold at the current attitude. No '*' is displayed upon execution. Display is initialized with item 21 selected. When in DAP AUTO and CNCL is selected, attitude errors are displayed with respect to the current attitude when the CNCL option was executed. This attitude reference is maintained in a subsequent selection of a MAN maneuver and return to AUTO DAP. Reselection of the CNCL option zeroes these attitude errors. Errors are then displayed with respect to the current attitude regardless of DAP configuration.
- (11) MON AXIS (item 22) selects the coordinate reference or attitude monitor axis for display of attitude angles, errors, and rates. Executing '1' with item 22 gives a display of '1 + X.' The attitude monitor quantities are then displayed relative to standard orbiter body axes. Executing a '2' with item 22 gives a display of '2 - X.' The attitude monitor quantities are then displayed relative to the coordinate system rotated 180 deg about the Z axis with respect to standard orbiter body axes. Display is initialized with '1 + X' selected.
- (12) ERR TOT, ERR DAP (items 23 and 24) select total attitude error or digital autopilot attitude error to be displayed by the ADI error needles and the attitude monitor parameters. '*' indicates selection. Display is initialized with ERR TOT selected.
- (13) ATT MON displays current and required attitudes, errors as selected by item 23 or 24, and attitude rates. The final required attitude and attitude errors will be displayed while in DAP MAN if a current or future option is selected. Whenever DAP LVLH or CNCL is selected, the required attitude is set equal to the current attitude and attitude errors are set to zero. Display is initialized with required attitude equal to current attitude.

NOTE: The displayed pitch angles will be incorrect for yaw angles near 270 degrees. If the displayed current or required attitude angles are needed in this case, the indicated pitch up should be a pitch down of the same magnitude. (DR 58926)

*PROGRAM NOTES

- (3) (9) Enable RNDZ NAV before Target Tracking. Execution of the target tracking option (item 19) with TGT ID (item 8) = 1 when rendezvous navigation is not enabled will cause divide by zero GPC errors. RNDZ NAV (item 1, REL NAV display) must be enabled each time GNC OPS 2 is entered, before attempting to track another orbiting object. (DR 53101)
- (9) Disable Target Tracking before OPS Transition. Target tracking of another orbiting vehicle should be stopped via item 21 before executing an OPS transition or mode recall, or the target state vector may be lost. (DR 58374)

ITEM ENTRY LIMITS TABLE

ITEM NUMBERS	CRT NAME	UNITS	LIMITS
	MNVR OPTION		
5	R	deg, M50	0.00 to 359.99
6	P	deg, M50	0.00 to 359.99
7	Y	deg, M50	270.00 to 359.99 and 0.00 to 90.00
	TRK/ROT		
8	TGT ID		1 to 5, 11 to 110 (see text)
9	RA	deg, M50	0.000 to 359.999
10	DEC	deg, M50	-90.000 to +90.000 (+ = North, - = South)
11	LAT*	deg	-90.000 to +90.000 (+ = North, - = South)
12	LON*	deg	-180.000 to +180.000 (+ = East, - = West)
13	ALT*	nm	-3444.0 to 20,000.0
14	BODY VECT		1 to 5 (see text)
15	P	deg	0.00 to 359.99
16	Y	deg	270.00 to 359.99 and 0.00 to 90.00
17	OM	deg	0.00 to 359.99
	ATT MON		
22	MON AXIS		1 to 2 (see text)

*LAT, LON, and ALT are referenced to the Fischer Ellipsoid.

1	2	3	4	5	6	7	8	9	10	1	2	3	4	5	6	7	8	9	0	1
XXXX/XXX/018										GNC SYS SUMM 1					XX X DDD/HH:MM:SS					
										DDD/HH:MM:SS										
RCS	JET	ISOL			SURF	POS	MOM	DPS	1 2 3 4 5											
MANF	FAIL	VLV																		
F 1	XXX	XXS	L	OB	XXX.XS	XXS		GPC	S	S	S	S	S	S						
2	XXX	XXS		IB	XXX.XS	XXS	MDM	FF	S	S	S	S	S							
3	XXX	XXS	R	IB	XXX.XS	XXS		FA	S	S	S	S								
4	XXX	XXS		OB	XXX.XS	XXS														
5	XXX	XXS	AIL		XXX.X															
L 1	XXX	XXS	RUD		XXX.X		FCS	CH	1	2	3	4								
2	XXX	XXS	SPD	BRK	XXX.X				S	S	S	S								
3	XXX	XXS	BDY	FLP	XXX.X															
4	XXX	XXS			XXXXXX															
5	XXX	XXS					NAV		1	2	3	4								
R 1	XXX	XXS					IMU		S	S	S									
2	XXX	XXS	CNTRL		1	2	3	ACC	S	S	S	S								
3	XXX	XXS	RHC	L	S	S	S	RGA	S	S	S	S								
4	XXX	XXS		R	S	S	S	TAC	S	S	S									
5	XXX	XXS		A	S	S	S	MLS	S	S	S									
			THC	L	S	S	S	ADTA	S	S	S	S								
				A	S	S	S													
			SBTC	L	S	S	S													
				R	S	S	S													

(XX)

GNC SYS SUMM 1 is a GNC display (DISP 18) available in all GNC OPS via the SYS SUMM key. Digital and/or status information which supports RCS manifolds, aerosurfaces, controllers, data processing system (DPS), flight control subsystem channels (FCS CH), and navigation subsystems is displayed.

PARAMETER CHARACTERISTICS

CRT NAME	UNITS	DISPLAYED RANGE	STATUS INDICATORS					
			M	?	↑	↓		
RCS MANF F(L,R) 1-4 JET FAIL	text	blank, 'ON,' 'LK,' 'OFF'						
ISOL VLV	text	'OP,' 'CL'	M	?				
F(L,R) 5 JET FAIL	text	blank, 'ON,' 'LK,' 'OFF'						
ISOL VLV	text	'CL,' 'OP'	M	?				
[3] SURF: L(R) OB(IB) POS	deg	D36.5 to U21.5			↑	↓		
MOM	percent	-99 to +99			↑			
AIL POS	deg	L5.0 to R5.0						
RUD POS	deg	L27.1 to R27.1						
SPD BRK POS	percent	0 to 100						
BDY FLP POS	percent	0 to 100						
[2]	text	See Remarks						
CNTRL: RHC L(R) 1-3	[4]		M	?			↓	
A1-3	[1]		M	?			↓	
THC L1-3	[4]		M	?			↓	
A1-3	[1]		M	?			↓	
SBTC L(R) 1-3	[3]		M	?			↓	
DPS: GPC 1-5			M				↓	
MDM FF 1-4			M				↓	
FA 1-4			M				↓	
FCS: CH 1-4	[6]		M				↓	
NAV: IMU 1-3	[5]		M	?			↓	
ACC 1-4	[6]		M	?			↓	
RGA 1-4	[6]		M	?			↓	
TAC 1-3	[3]		M	?			↓	
MLS 1-3	[3]		M	?			↓	
ADTA 1-4	[3]		M	?			↓	

GNC SYS SUMM 1 (Cont):

REMARKS

- [1] OPS 2 and 8 only.
- [2] The data field below BDY FLP POS indicates pilot valve status: 'blank' for normal; 'HOLD 2' for an RM-detected change in body flap position when no command is present; 'HOLD 1' when 'HOLD 2' fails to correct the change in body flap position; 'CYCLE' indicates that neither 'HOLD 2' nor 'HOLD 1' fixed the problem; 'FAIL' indicates body flap direction is not following the command.
- [3] OPS 3 and 6 only.
- [4] OPS 2, 3, 6, and 8 only.
- [5] OPS 1, 2, 3, 6, and 8.
- [6] OPS 1, 3, and 6 only.

PROGRAM NOTES

When an FCS channel switch is moved between the AUTO and OVERRIDE positions, a momentary down arrow may appear on GNC SYS SUMM 1 for that channel. This occurs because the switch is of the break-before-make variety causing a momentary loss of power to the ASA during switch movement.

Although RHC LRU fault annunciation is possible in OPS 1, the RHC LRU status fields are blanked in OPS 1 preventing display of RHC failure, dilemma, or comm-fault status (DR 104639)

STATUS INDICATORS	DISPLAYED RANGE	UNITS	CRT NAME	
			M	H
	0 to 30.1	percent		
	-75 to +300	deg		
	0 to 4000	pos		
	0 to 400	pos		
	0 to 100	percent		
	0 to 1000	pos		
	blank/OK	pos		
	OFF, LK	test		
	OFF, CL	test		
	0 to 8000	pos		
	0 to 400	pos		
	0 to 400	pos		
	0 to 5000	pos		
	0 to 500	pos		
	OFF, CL	test		
	0 to 400	pos		
	0 to 400	pos		
	0 to 100	percent		

GNC SYS SUMM 2 (Cont):

REMARKS

- [1] AFT quantities of oxidizer and fuel are displayed in percent remaining; for missing data (M) the last value of OMS quantity remaining will be displayed until the condition is cleared. Down arrow (↓) displayed in PASS only.
- [2] The RCS TK P OXID, FU reflects the outlet pressure of each tank. The RCS TK P OXID, FU indication on PASS SPEC 23 and on the TK P meter reflects ullage pressure.
- [3] RCS MANF 5 (Vernier Jets) is not supported in BFS.
- [4] The JET FAIL status indications for BFS are 'ON,' 'OFF,' or blank; leak is not supported.
- [5] BFS will display 'M' or blank for RCS manifold isolation valve status post-engage. Not supported pre-engage.

1 2 3 4 5 6 7 8 9 0 1 2 3 4 5 6 7 8 9 0 1 2 3 4 5 6 7 8 9 0 1 2 3 4 5 6 7 8 9 0 1																													
XXXX / 020 /										DAP CONFIG										XX X DDD / HH : MM : SS									
																				DDD / HH : MM : SS									
XXX 1 XXXXXX XX										2 XXXXXX XX										PRI DAP EDIT									
ROT RATE 10 X-XXXX										30 X-XXXX										50 X-XXXX 3 DAP AXX ← (2)									
ATT DB 11 XX-XX										31 XX-XX										51 XX-XX 4 DAP BXX ← (3)									
RATE DB 12 X-XX										32 X-XX										52 X-XX 5 XXXX ← (3)									
ROT PLS 13 X-XX										33 X-XX										53 X-XX									
COMP 14 -XX										34 -XX										54 -XX									
P OPTION 15 XXXX										35 XXXX										55 XXXX									
Y OPTION 16 XXXX										36 XXXX										56 XXXX									
TRAN PLS 17 X-XX										37 X-XX										57 X-XX									
XXX																				ALT									
RATE DB 18 X-XX										38 X-XX										58 X-XX									
JET OPT 19 XXXX										39 XXXX										59 XXXX									
# JETS 20 X										40 X										60 X									
ON TIME 21 X-XX										41 X-XX										61 X-XX									
DELAY 22 XX-XX										42 XX-XX										62 XX-XX NOTCH FLTR ← (5) ENA 6X									
XXXX																				VERN									
ROT RATE 23 X-XX										43 X-XX										63 X-XX									
ATT DB 24 XX-XX										44 XX-XX										64 XX-XX INERTIAS ← (6)									
RATE DB 25 -XX										45 -XX										65 -XX 7 IX X-XX									
ROT PLS 26 X-XX										46 X-XX										66 X-XX 8 IY X-XX									
COMP 27 -XX										47 -XX										67 -XX 9 IZ X-XX									
CNTL ACC 28 X										48 X										68 X									
																				(XX)									

The DAP CONFIG display provides the capability to review and change On-Orbit DAP parameters. A table of 30 DAP loads is stored in GPC memory for use by the orbit DAP. This table is split into fifteen DAP A loads (A1 through A15) and fifteen DAP B loads (B1 through B15). One DAP A load and one DAP B load are designated and stored as the selected DAP loads. Each DAP load consists of nineteen parameters (rates, deadbands, pulse sizes, etc.) which produce the desired control characteristics of the orbit DAP. The parameters of the selected DAP A and DAP B loads shall be displayed on the DAP CONFIG display by items 10 through 28 and 30 through 48, respectively. The crew can modify these selected DAP load parameters, or select a different DAP load from the DAP table which is pre-flight configured via I-Loads. The crew uses the dedicated DAP A or B PBI to specify which of the selected DAP loads (A or B) is active and is actually being used by the orbit DAP.

- (1) DAP A and DAP B (items 1 and 2) permit the two DAP loads to be selected from the DAP table and displayed. An integer value of 1 through 15 can be entered for either item to indicate the desired DAP load. A leading zero is optional but shall be displayed. Any entries outside this range will result in an illegal entry.

When transitioning from OPS 0,1, or 3 to OPS 2, the selected DAP A and B loads shall be initialized to A1 and B1, respectively. Thereafter, the DAP load shall be determined by crew entries. When a DAP load is selected from the DAP table in GPC memory:

- the selected DAP load ID (integer 1-15) shall be displayed and
- the selected DAP load parameter values shall be displayed by items 10-28 or items 30-48.

There is always a selected DAP A and DAP B load, even though items 1 and 2 may be blank. Item 1 or 2 is blanked if items 10 through 28, or 30 through 48 are modified, respectively. Modification of items 10 through 28 or 30 through 48 changes the selected DAP parameters, but does not affect the DAP table parameter values stored in GPC memory.

The DAP indicator or DAP ID (DAP AXX or DAP BXX) is displayed double overbright if it is the active DAP load.

DAP CONFIG (Cont):

- (2) DAP A EDIT and DAP B EDIT (items 3 and 4) are mutually exclusive items which permit the crew to review the DAP table without affecting the selected DAPs and edit the DAP table parameters. An integer value of 1 through 15 can be entered for either item to designate the desired DAP load to be displayed. A leading zero is optional, but shall be displayed. A value of zero can be entered for either item to indicate cancellation of the editing. A value other than 0 through 15 for items 3 or 4 shall result in an illegal entry.

At OPS 2 initialization, blanks shall be displayed for items 3 and 4 and the display fields associated with items 50 through 68 are blanked. Only crew item entries can initiate the edit process. When Item 3 or 4 is executed with a value of 1 through 15:

- a) the designated EDIT DAP ID (integer 1-15) shall be displayed,
- b) the other EDIT DAP ID shall be blanked, and
- c) the designated DAP parameter values shall be displayed by the edit parameter set (items 50-68).

When items 3 or 4 are executed with a value of zero, both EDIT DAP ID's shall be blanked, the display fields associated with items 50 through 68 shall be blanked, and the LOAD next to item 5 shall be displayed at normal intensity and not flashing.

Once the crew has entered an EDIT DAP ID (item 3 or 4), they can change the DAP table values by modifying items 50 through 68. These EDIT DAP changes to the DAP table are not implemented until the LOAD (item 5) is executed. If the EDIT DAP ID is the same as one of the selected DAP ID's, then when the EDIT DAP changes (items 50 through 68) are implemented by executing item 5, the selected DAP parameters (items 10 through 28 or 30 through 48) will be set to the new EDIT DAP parameter values. If the selected DAP parameters are modified using items 10 through 28 or 30 through 48, the EDIT DAP parameters are not affected.

- (3) LOAD (item 5) is used to implement the EDIT DAP changes made to the DAP table via items 50 through 68. When any of these items are modified, the LOAD shall be displayed double overbright and flashing until item 5 is executed. The EDIT DAP changes are not stored in the DAP table and do not affect the selected DAP parameters until item 5 is executed. If both EDIT DAP A (item 3) and EDIT DAP B (item 4) are blank, execution of LOAD shall result in an 'ILLEGAL ENTRY' CRT message and rejection of the input.

LOAD (item 5) shall be displayed at normal intensity and not flashing at OPS 2 initialization, after item 5 is executed, after item 3 or 4 is executed with a value of zero, and after item 3 or 4 is executed with a value of 1 through 15 but before any item 50 through 68 is executed.

- (4) The parameters defined by items 10 through 28 for the selected DAP A and items 30 through 48 for the selected DAP B and items 50 through 68 for EDIT DAP A or B allow for the display and modification of the DAP load parameters as determined by the DAP item entries (items 1 and 2) and the EDIT DAP item entries (item 3 or 4). The jet indicator, PRI or VERN or ALT shall be displayed double overbright to indicate which jets are selected to provide control of the vehicle. A brief description of each DAP parameter is given below.

ROT RATE (PRI and VERN). The rotation rates (also called discrete rates) for primary jets (items 10, 30, 50) and vernier jets (items 23, 43, 63) determine the desired rotation rates to be achieved for a DISC RATE manual command or auto maneuver. The ROT RATE values are specified in degrees/second.

ATT DB (PRI and VERN). The attitude deadbands for primary jets (items 11, 31, 51) and vernier jets (items 24, 44, 64) determine the width of the Orbit DAP phase plane. The same deadband value shall be used for all attitude maneuver axes. The ATT DB values are specified in degrees.

RATE DB (PRI and VERN). The rate deadbands for primary jet (items 12, 32, 52) and vernier jets (item 25, 45, 65) determine the upper and lower boundaries of the DAP phase plane. The same rate deadband value shall be used for all maneuver axes. The RATE DB values are specified in degrees/second.

ROT PLS (PRI and VERN). The rotational pulse size for primary jets (items 13, 33, 53) and vernier jets (items 26, 46, 66) determine the rotational rate resulting from a single manual rotational pulse command. The ROT PLS values are specified in degrees/second.

DAP CONFIG (Cont):

COMP (PRI and VERN). The rotational compensations for primary jets (items 14, 34, 54) and vernier jets (items 27, 47, 67) determine the allowable rotational rate for a given axis resulting from a rate command about another axis. A zero value specifies no compensation is desired. The COMP values are specified in degrees/second.

P and Y OPTION (PRI). The pitch option (items 15, 35, 55) and yaw option (items 16, 36, 56) for primary jets only allow selection of one of three control modes for the pitch and yaw axes; nose and tail jets, nose jets only, or tail jets only. As any of the item numbers are executed, the display field cycles through the three mode choices (ALL, NOSE, and TAIL).

TRAN PLS (NORM). The translational pulse size (items 17, 37, 57) determines the desired velocity delta resulting from a single manual translational pulse command. The TRAN PLS is specified in feet/second. A zero value may not be entered.

RATE DB (ALT). The rate deadband alternate (items 18, 38, 58) determines the upper and lower boundaries of the DAP phase plane and shall be used for all axes. RATE DB ALT is specified in degrees/second.

JET OPT (ALT). The jet option alternate (items 19, 39, 59) allows for selection of one of two control modes, nose and tail jets (ALL) or tail jets only (TAIL). Selection of nose only is not available. When the items are executed, they shall toggle between the two control modes (ALL and TAIL).

JETS (ALT). The number of jets alternate (items 20, 40, 60) provides selection of the maximum number of primary jets (1,2, or 3) allowed to be fired simultaneously while in Alternate Primary Mode.

ON TIME (ALT) and DELAY (ALT). The on time alternate (items 21, 41, 61) and delay time alternate (items 22, 42, 62) determine the maximum duration of each jet firing and the minimum time delay between jet firings, respectively, while in the Alternate Primary Mode. Both the ON TIME and DELAY shall be specified in seconds.

CNTL ACC. The control acceleration (items 28,48,68) is used to select one of ten sets of I-load or uplinked mass properties that will be used to calculate the mass property dependent acceleration data for the on-orbit DAP. The control acceleration is also used to select a set of notch filter parameters. The nominal or default orbiter configuration is represented by value 0, while values 1 thru 9 are used for alternate orbiter/payload configurations.

Decimal data entries for items 10 through 28, 30 through 48, and 50 through 68 may be entered to six (6) significant digits total.

- (5) The notch filter enable function (item 6) allows the crew to enable or disable the DAP notch filter capability, subject to possible override by the DAP, when a non-zero control acceleration is selected. An asterisk (*) is displayed when the notch filter capability is enabled. Item 6 is initialized per the state of the ENABLE_NF flag from the Orbit DAP. The notch filter parameters control the number of filters active in the DAP state estimator and the frequencies they attenuate. The DAP initializes the notch filter capability to the enabled state each time a new, non-zero control acceleration is selected (via items 28 and 48), provided that the associated notch filter parameters permit it (number of filters greater than zero). The crew can then disable/enable the function as desired. The DAP disables the notch filter capability if the control acceleration is zero or if the number of filters associated with the control acceleration value is zero. The crew cannot override this deselection.
- (6) The principal axis inertias are shown in the lower right corner. The X, Y, and Z axes inertias (items 7, 8, 9) are used to compensate the TVC gains. The inertia values are specified in megaslugs-ft². Items 7-9 are carried over OPS transitions.

DAP CONFIG (Cont):

- (7) Implied Item Numbers. Item numbers 29 and 49 are implied and are not legal for use on this display. If either of the item numbers is executed, an operator error results, the input is rejected, and the 'ILLEGAL ENTRY' CRT message is displayed.

ITEM ENTRY LIMITS TABLE

ITEM NUMBERS	CRT NAME	AFFECTED RCS MODES	UNITS	LIMITS
1	DAP A	ALL		1 - 15 (see text)
2	DAP B	ALL		1 - 15 (see text)
	DAP EDIT			
3	DAP A	ALL		0 - 15 (see text)
4	DAP B	ALL		0 - 15 (see text)
	INERTIA			
7	IX	ALL	megaslug-ft ²	0.750 - 1.100
8	IY	ALL	megaslug-ft ²	6.000 - 9.000
9	IZ	ALL	megaslug-ft ²	6.000 - 9.000
	PRI			
10, 30, 50	ROT RATE	PRI, ALT	deg/sec	0.0500 - 2.0000
11, 31, 51	ATT DB	PRI, ALT	deg	0.10 - 40.00
12, 32, 52	RATE DB	PRI	deg/sec	0.10 - 5.00
13, 33, 53	ROT PLS	PRI, ALT	deg/sec	0.04 - 1.00
14, 34, 54	COMP	PRI, ALT	deg/sec	0.000 - 0.999
15, 35, 55	P OPTION	PRI		(see text)
16, 36, 56	Y OPTION	PRI		(see text)
17, 37, 57	TRANS PLS	PRI	ft/sec	0.01 - 5.00
	ALT			
18, 38, 58	RATE DB	ALT	deg/sec	0.050 - 5.000
19, 39, 59	JET DPT	ALT		(see text)
20, 40, 60	# JETS	ALT		1 - 3 (see text)
21, 41, 61	ON TIME	ALT	sec	0.08 - 9.99
22, 42, 62	DELAY	ALT	sec	0.00 - 99.99
	VERN			
23, 43, 63	ROT RATE	VERN	deg/sec	0.0020 - 1.0000
24, 44, 64	ATT DB	VERN	deg	0.010 - 40.000
25, 45, 65	RATE DB	VERN	deg/sec	.010 - .500
26, 46, 66	ROT PLS	VERN	deg/sec	.001 - .500
27, 47, 67	COMP	VERN	deg/sec	0.000 - .999
28, 48, 68	CNTL ACC	VERN, ALT		0 - 5 (see text)

1 2 3 4 5 6 7 8 9 0 1 2 3 4 5 6 7 8 9 0 1 2 3 4 5 6 7 8 9 0 1																																	
1	XXXX / 021 /										IMU ALIGN										XXX X DDD / HH:MM:SS												
(2) 2	IMU																				DDD / HH:MM:SS												
3	1 S 2 S 3 S										ALIGN XXX																						
4	STAT	XXXX	XXXX	XXXX											IMU	1	10X	STAR	ALIGN	13X													
5	TEMP	XX	XX	XX											2	11X	14	IMU / IMU	X														
6	STBY	21X	22X	23X											3	12X	MATRIX	15X															
7	OPER	4X	5X	6X																													
8	DES	7X	8X	9X																													
9																					EXEC	16X											
10																					TERM	17											
(3) 1	ACC																																
2	1 2 3																																
3	X	±X.XX	±X.XX	±X.XX											IMU	BITE	MASK																
4	Y	±X.XX	±X.XX	±X.XX											1	XXXX	24X																
5	Z	±X.XX	±X.XX	±X.XX											2	XXXX	25X																
(4) 6	ANG																				3	XXXX	26X										
7	1 2 3																																
8	X	XXX.XX	XXX.XX	XXX.XX																													
20	Y	XXX.XX	XXX.XX	XXX.XX											NAV	ΔV	THRESH																
1	Z	XXX.XX	XXX.XX	XXX.XX											18	XXXXXXXX																	
2	ΔX	±XXX.XX	±XXX.XX	±XXX.XX																													
3	ΔY	±XXX.XX	±XXX.XX	±XXX.XX																													
4	ΔZ	±XXX.XX	±XXX.XX	±XXX.XX											MM	READ	19X																
5																																	
6																					(X X)												

(1) IMU ALIGN. A GNC SPEC (21) available in OPS 2 and 3. The SPEC provides the capability to monitor and control the on-orbit IMU hardware and software mode status and alignment submode. This display is also used to mask IMU BITEs.

(2)* IMU. A status parameter is displayed beside each IMU number. An 'M' is displayed if its data are missing. A '↓' is displayed whenever RM declares an IMU failed or an IMU is deselected automatically by RM or manually by the crew via item 7, 8, or 9. A '?' is displayed by each IMU participating in the voting logic for an RM dilemma. The status (STAT) of each IMU is output as 'BITE' (double overbright), 'OFF', or blank. If the temperature status discrete indicates all temperatures (TEMP) are within tolerance, 'OK' is displayed; when the temperatures are out-of-tolerance low, 'LO' is output; and when temperatures are out-of-tolerance high, 'HI' is output (double overbright). The HI indication takes precedence. For any IMU, STBY and OPER modes are mutually exclusive. An '*' is displayed next to the currently active mode.

Items 21 thru 23 provide controls to select the standby (STBY) mode of operation.

Items 4 thru 6 allow selection of the operate (OPER) mode. Ensure that the asterisk appears by the OPER item before selecting an IMU for use. The asterisk is indicative of internal IMU Operate Sequence completion.

Items 7 thru 9 provide controls to select or deselect the IMUs for the selection filter. An '*' beside the appropriate item number indicates that the IMU has been deselected or declared failed by RM.

(3) ACC. The accelerometer outputs from all IMUs are transformed into M50 coordinates. Acceleration is displayed in feet per second squared.

(4) ANG. Outputs (X, Y, Z) are displayed representing the body to M50 Euler angles in degrees, as computed for each IMU in the Z, Y, X Euler order. The Z and Y angles can be used to determine the RA and DEC pointing angles of the spacecraft +X axis. The Z angle is equal to the RA and the minus Y angle is equal to the DEC. The delta angles (ΔX, ΔY, ΔZ) are displayed in degrees as the difference between the desired cluster-to-M50 orientation and the present cluster-to-M50 orientation. The delta angles are updated for display once per minute. Therefore, it is necessary to wait 1 minute or until the angles are observed to change to ensure that they reflect the selected star pair.

IMU ALIGN (Cont):

- (5)* ALIGN XXX. Items 10 thru 12 used to select or deselect the IMUs to be aligned. An '*' is driven next to the option (1, 2, or 3) currently selected. An attempt to change the IMU to be aligned while alignment is in progress will result in an 'ILLEGAL ENTRY' message.

Item 13. STAR ALIGN option, used in conjunction with a star tracker or COAS, causes the realignment of the selected IMUs (items 10 thru 12) to the desired orientation indicated by the delta ANG display. ENA is driven after the word ALIGN when the star tracker module has determined that sufficient star sighting data are available to perform an alignment. The first time the display is called it will be initialized with this item selected and remains active until the crew selects another mode. Note: Execution of this align option with less than two sets of selected star sighting data available for the alignment will result in an 'ILLEGAL ENTRY' message and rejection of the input.

Item 14. The IMU/IMU align option is used to input an IMU number (1, 2, or 3) as a reference IMU with which to align the other IMUs selected by items 10 thru 12. This item is reset by the crew's selecting another align mode or automatically upon completion of alignment.

Item 15. MATRIX align option causes the alignment of the selected IMUs (items 10 thru 12) to its current cluster-to-M50 orientation. This item is reset by the crew's selecting another mode or automatically upon completion of alignment. Note: Execution of this align option with less than two sets of selected star sighting data available for the alignment will result in an 'ILLEGAL ENTRY' message and rejection of the input.

If an alignment is in progress (items 13 thru 15) when the display is dropped, the alignment continues to completion. Upon completion of the alignment, the STAR ALIGN mode will be automatically reselected. If an alignment mode other than STAR ALIGN was selected but not initiated (item 16 was not executed) and the display is dropped, the last selected mode will be retained upon recall of the display.

Item 16. EXEC is the functional control used to cause the alignment submodes to be executed. An attempt to execute this item in any of MMs 302, 303, 304, or 305 after selecting either STAR ALIGN (item 13) or MATRIX ALIGN (item 15) will result in an 'ILLEGAL ENTRY' message being displayed. An '*' appears next to item 16 when an alignment mode is active and is reset (blank) when the alignment is complete.

Item 17. Execution of item 17 (TERM) terminates any selected alignment option and reselects the STAR ALIGN option. Items 16 and 17 are mutually exclusive.

- (6) IMU BITE MASK. Items 24 thru 26 allow the crew to mask any BITEs present on IMUs 1, 2, and 3. An '*' is driven next to the item number selected. Execution of these items masks only those BITEs already present; in order to mask any new BITEs, masking must be terminated and then reactivated. The data displayed under BITE reflects the current BITE status - not the mask status.

- (7) Item 18. NAV ΔV THRESH allows crew selection during OPS 2 of the IMU NAV acceleration threshold (in micro g's) above which navigation uses IMU delta Vs for state propagation during FCS C/O, on orbit, and rendezvous operations. An I-loaded value is initially displayed but thereafter reflects crew inputs. For transitions between OPS 2 and OPS 8, the latest threshold value will be retained.

Item 19. Execution of item 19 (MM READ) causes IMU calibration data to be read from mass memory for the IMUs selected by items 10 thru 12. An '*' is displayed when READ is in progress. 'ILLEGAL ENTRY' will result if item entries are attempted during MM READ.

*PROGRAM NOTES

- (2) IMU Operate Mode Indication. It is possible for the IMU LRU to be in the operate mode (as indicated by an OPER asterisk) but for the software to still be in an IMU STBY state. The ACC and ANG data for that IMU will be indicating zeroes in this situation. The problem can be corrected by executing the OPER item number for that IMU. (No DR)
- (5) Unexpected ILLEGAL ENTRY when Selecting IMU Alignment. If the Bite Test 4 MDM initialization read is bypassed at OPS 2 or 3 transition, the output discrete that indicates the IMU is 'In Operate' is set to zero. Any IMU to IMU alignment entry (item 16) with an IMU whose 'In Operate' output discrete is zero fails with an ILLEGAL ENTRY. If this occurs, select item 4, 5, or 6 (OPERATE) to set the 'In Operate' output discrete for the reference IMU and repeat the alignment. (DR 100520)

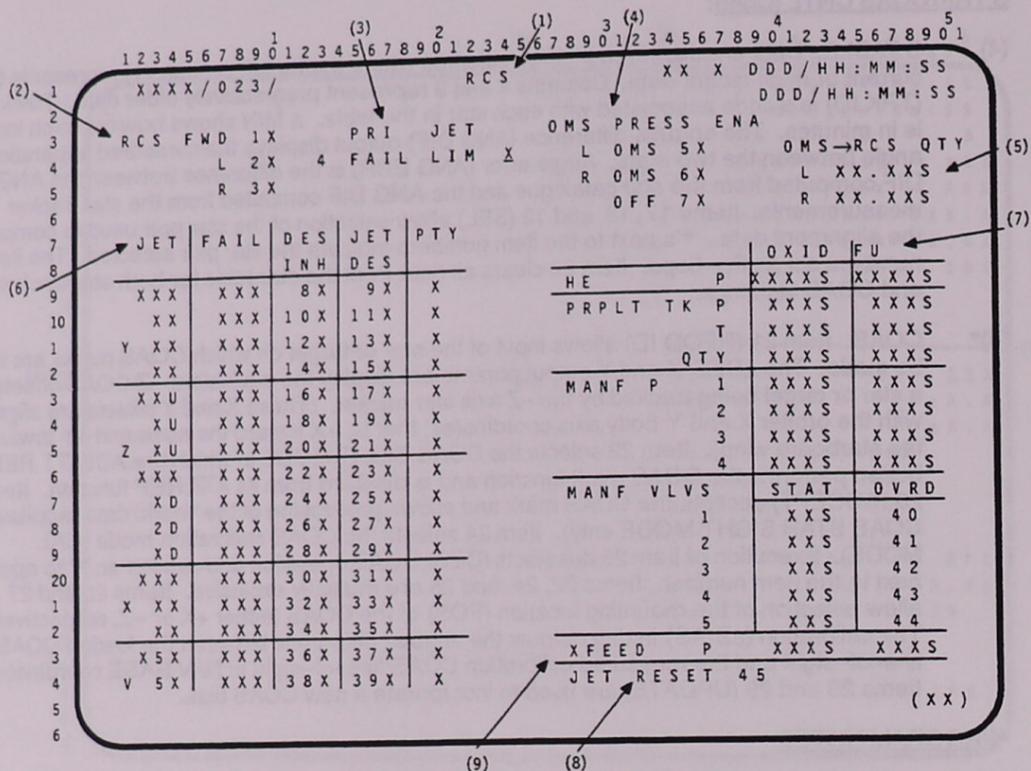
S TRK/COAS CNTL (Cont):

- (4) S TABLE. Data are displayed in three columns where the far left column (1) represents the current or most recent data. Columns 2 and 3 represent progressively older data. Track ID (TRK ID) is a code associated with each star in the table. Δ MIN shows how old each input is in minutes. The angular difference (ANG DIF) output displays the measured separation angle between the two stars. Angle error (ANG ERR) is the difference between the ANG DIF computed from the star catalogue and the ANG DIF computed from the star tracker measurements. Items 17, 18, and 19 (SEL) allow selection of the star pair used to compute the alignment data. '*'s next to the item numbers indicate the star pair selected. The item numbers act as flip-flops. Item 20 clears all data from the star table for both star tracker and COAS sightings.
- (5)* COAS. Item 21 (REQD ID) allows input of the star or target on which COAS marks are to be made. The Δ DEG X and Y output parameters display the equivalent $-Z$ COAS offsets of a star or target being tracked by the $-Z$ axis star tracker. (These X and Y offsets are aligned with the orbiter X and Y body axis coordinates; that is, +X toward the nose and +Y toward the starboard wing). Item 22 selects the COAS SIGHT MODE in which the ADI ATT REF button performs the COAS mark function and is disabled from its ATT REF function. Item 23 (ACCEPT) accepts the COAS mark and allows processing of the 'mark' data (applies to COAS STAR SIGHT MODE only). Item 24 selects the COAS calibration mode (CAL MODE). Execution of item 25 deselects (DES) COAS operation and causes an '*' to appear next to the item number. Items 22, 24, and 25 are mutually exclusive. Items 26 and 27 allow selection of the mounting location (POS) of the COAS (either +X or $-Z$, respectively). The calibration (Δ BIAS) in deg outputs the angular difference between the loaded COAS line-of-sight and the measured calibration COAS line-of-sight in NAV BASE coordinates. Items 28 and 29 (UPDATE) are used to incorporate a new COAS bias.

*PROGRAM NOTES

- (5) COAS ACCEPT without Mark. Current software makes no check to ensure a COAS mark has been taken as a condition for processing an ACCEPT item selection. Therefore, erroneous data could go into the star table. This might only be apparent to the crew after a second (valid) star is sighted and the ANG DIF shows a significant error from the expected angular separation. If an ACCEPT command is inadvertently entered without a mark, complete current processing by entering the second ACCEPT command, reinitialize by entering a star table clear (item 20), and then perform the normal sight mode procedure. (DR 35151)

COAS Operation from AFT Station in OPS 3. Marks from the aft station are not detected by flight software in OPS 3 because switch processing does not occur in OPS 3 for the aft station. COAS operations should only be performed at the forward station during OPS 3. (DR 35151)



- (1) RCS display. Available as a GNC SPEC (SPEC 23) in OPS 1, 2, 3, 6, and 8, it provides the capability to select the desired RCS module for display of RM and system data, monitor and control the RCS RM, and control the RCS crossfeed and RCS/OMS interconnect operations.
- (2) RCS FWD, L, R. Items 1, 2, and 3 are used to select the desired RCS pod for data display. Item 1 selects forward (FWD) RCS pod data to be shown; item 2 selects aft left (L) RCS pod data; and item 3 selects aft right (R) RCS pod data. Item 1 is initially selected and thereafter reflects crew selection. An '*' appears next to the selected item number.
- (3) PRI JET FAIL LIM. Item 4 allows the crew to input the number of failures which can cause jets to be removed from the table of available jets, by RM, for each pod. The limit applies to primary jets only and is initially l-loaded and thereafter reflects crew inputs.
- (4)* OMS PRESS ENA. Item 5 is used to initiate gauging of OMS propellant used by RCS and automatic OMS ullage pressure maintenance for the left (L) OMS. Item 6 is used to perform a similar function from the right (R) OMS. Item 7 terminates the gauging and ullage pressure maintenance. Item 7 is initially selected and thereafter reflects crew inputs. These three items are illegal in OPS 1, 3, and 6.
- (5)* OMS RCS QTY. Digital readouts of left and right OMS propellant used by the RCS system are provided in percent of total OMS quantity when the OMS-to-RCS interconnect is enabled.
- (6) JET. Table of RCS jet RM status and controls.

The JET ID is a three-character field which represents RCS pod (F, L, R), jet manifold (1, 2, 3, 4, 5), and JET exhaust direction - L (left), R (right), U (up), D (down), F (forward), A (aft). (For example, JET F1D is FWD RCS, MANF 1, fires DOWN.) The JET column will appear as follows for the three selections.

PRIMARY JETS

JET DIRECTION	RCS POD			ITEM NUMBERS
	FWD/LEFT/RIGHT			
Y	F1L	L4L	R4R	8,9
	3L	2L	2R	10,11
	2R	3L	3R	12,13
	4R	1L	1R	14,15
Z	F1U	L4U	R4U	16,17
	3U	2U	2U	18,19
	2U	1U	1U	20,21
	F1D	L	R	22,23
	3D	4D	4D	24,25
	2D	2D	2D	26,27
	4D	3D	3D	28,29
X	F1F	L3A	R1A	30,31
	3F	1A	3A	32,33
	2F			34,35

VERNIER JETS

V	F5L	L5L	R5R	36,37
	5R	5D	5D	38,39

FAIL RM status is shown in the FAIL column. An 'ON,' 'OFF,' or 'LK' (leak), as appropriate, appears in the FAIL column if RM detects a failure. In the event of multiple failures in a single jet, JET FAIL status will show the last detected failure. The DAP priority (1-4) for each primary jet in the selected pod is displayed below PTY. Vernier jet PTY status is blank. MANF 5 status is not supported in OPS 3.

Items 8, 10, 12, . . . 38 (DES INH) may be used to prevent automatic deselection of a failed 'OFF' or 'LK' jet (RM does not auto deselect a failed 'ON' jet.) When a DES INH item entry has been executed from not inhibited to inhibited, an '*' will appear next to the item number, RM will continue to annunciate failures, but will not automatically deselect the affected jet. In addition, the priority (PTY) of the affected jet will be changed to the lowest priority for that jet group. The priorities of other jets in the group which were lower than the affected jet will be moved up by one. (Priority changes are reflected in the PTY column.) The second execution of a particular DES INH item (i.e., 'toggle RM') blanks the associated '*' and clears jet fail status flags. If that particular jet is subsequently reselected, its RM auto deselect capability is active for subsequent failures. Reexecuting the DES INH item (from inhibited back to not inhibited) has no effect on the jet's priority.

Items 9, 11, 13, . . . 39 are used to select or deselect (DES) jets from use by the DAP. The items work as flip-flops. If the jet is selected, executing the item deselects the jet; and if it is deselected, executing the item selects the jet. The '*'s indicate when a jet is deselected. A jet can be automatically deselected by RM for 'OFF,' 'LK' failures or a manifold STAT = 'CL,' and manually reselected via items 9, 11, . . . 39 entry if the manifold valve STAT is 'OP.' If reselected, the failure indication will continue to be displayed, the RM failure monitor will be unable to annunciate any subsequent occurrence of the original failure for that jet, the '*' will be blanked and the jet will be returned to the availability table with no change in priority.

RCS (Cont):

- (7) A table of RCS propellant systems data for both fuel (FU) and oxidizer (OXID) is on the right side of the display. The data shown on the display are: helium pressure (HE P), propellant (PRPLT) tank pressure (TK P), temperature (T), quantity (QTY), manifold (MANF) pressures (P), forward, left and right 1, 2, 3, 4, and isolation valve (MANF VLV 1, 2, 3, 4, 5) positions ('OP' for open and 'CL' for closed), as determined by RM. Items 40 thru 44 allow the crew to override the manifold isolation valve status. Execution of any of these item numbers causes the software status of that manifold valve (as indicated in the STAT column) to switch to the alternate state (OP to CL, or CL to OP). The manifold status is not constrained to remain in the overridden state and will reflect software reevaluation of the valve status if the software detects a subsequent status change. Parameter characteristics and status indicators for the data provided in this portion of the display are as follows:

CRT NAME	UNITS	DISPLAYED RANGE	STATUS INDICATORS						
			M	H	L	↑	↓	?	
HE P	psia	0 to 4000	M						
PRPLT TK P	psia	0 to 400	M				↑	↓	
T	degF	0 to 160	M				↑	↓	
QTY	percent	0 to 100						↓	
MANF P (1,2,3,4)	psia	0 to 1000	M						
MANF VLVS 1-5	text	'OP' or 'CL'	M						?
XFEED P	psia	0 to 1000	M						

REMARKS

- [1] The nominal displayed range is not restricted to 0 thru 100 and could be somewhat lower (negative) or higher.
- (8) JET RESET. Item 45 allows the crew to manually reset all failed jets that have not been automatically or manually deselected and also resets all fail counters to zero. Execution of item 45 clears the fail column for those jets which have not been automatically or manually deselected, provided the associated manifold isolation valve is open.
- (9) XFEED P. Selection of item 1 (FRCS) will result in the field being blanked in both OXID and FU.

JET SELECTION TABLE

JET GROUP		1	2	3	4	5	6	7	8	9	10	11	12	13	14
TRANS, ORBIT, AEROJET/GRTL, DAP	1	F1F	F3L	F4R	F3U	F4D(R)	F3D(L)	R3A	L3A	L1L	R3R	L1U	R1U	L3D	R3D
	2	F2F	F1L	F2R	F1U	F2D(R)	F1D(L)	R1A	L1A	L3L	R1R	L4U	R4U	L2D	R2D
	3	F3F			F2U					L4L	R2R	L2U	R2U	L4D	R4D
	4									L2L	R4R				
R															
O	+P				1 [2]	1 [2]					1	1			
T	-P				1									1	1
A	+R												1	1	
T	-R														
I	+Y		1								1 [6]				1
O															
N	-Y			1							1 [6]				
T [1]															
R	+X							1 [3]	1 [3]						
A	-X	2													
N	+Y		1												
S	-Y			1						1					
L	+Z				1 [4]							1 [4]	1 [4]		
A	-Z														
T	(OPS 1)					2 [5]	2 [5]							3 [5]	3 [5]
I															
O	-Z														
N	(OPS 2,3)					1	1							2	2

Table applies to single axis maneuvers in each of the three DAPs – TRANS, ORBIT, and AEROJET/GRTL. For each maneuver, the number of jets which will be commanded to fire within each jet group is shown. Within each jet group, the I-loaded priority for selection is top to bottom.

- NOTES: [1] No translation capability exists in the AEROJET/GRTL DAPs.
 [2] In the TRANS DAP, for a +PITCH rotation, groups 5 and 6 are both removed from the table if both jets in either group are deselected.
 [3] In the TRANS DAP, two jets are used in groups 7 and 8.
 [4] In the ORBIT DAP, a HIGH +Z translation utilizes three jets from each of groups 4, 11, and 12.
 [5] A single jet deselection in any group will cause all groups to be downmoded by one jet.
 [6] AEROJET DAP roll reversals use 2 jets minimum.

***PROGRAM NOTES**

- (4) (5) Incorrect OMS/RCS Quantity Display. If OMS to RCS quantity gauging has been enabled via item 5 or 6, and then the interconnect is switched to the other OMS pod (L or R), the crew should select OFF (item 7) prior to selecting the new OMS pod via item 5 or 6. If this is not done, the quantity display for the newly interconnected OMS pod will initialize with the last quantity displayed for the previously interconnected pod. (DR 46500)

RM ORBIT (Cont):

*PROGRAM NOTES

- (2) AFT THC Data Display. The physical orientation (rotated 90 degrees clockwise) of the AFT THC causes crew commands to be displayed as follows:

THC CMD	TX	TY	TZ
PUSH	+		
PULL	-		
DOWN		+	
UP		-	
STBD			+
PORT			-

```

1 2 3 4 5 6 7 8 9 0 1 2 3 4 5 6 7 8 9 0 1 2 3 4 5 6 7 8 9 0 1 2 3 4 5 6 7 8 9 0 1
1 XXXX/033/ REL NAV XX X DDD/HH:MM:SS
2 DDD/HH:MM:SS
3 RNDZ NAV ENA 1X SV UPDATE
4 KU ANT ENA 2X POS XX.XX AVG G ON 5X
5 MEAS ENA 3X VEL XX.XX ΔVX ±XX.XX
6 NAV ΔVY ±XX.XX
7 SV SEL 4 XXXX RR XXXX ΔVZ ±XX.XX
8 RNG XXXX.XXX RNG XXXX.XXX ΔVTOT XXX.XX
9 R ±XXXX.XX R ±XXXX.XXS RESET COMPNT 6
10 θ XXX.XX EL ±XXX.XS TOT 7
1 Y ±XX.XX AZ ±XXX.XS
2 Y ±XXX.X ωP ±XX.XS
3 NODE XX:XX:XX ωR ±XX.XS
4 FILTER
5 S TRK 12X RR 13X COAS 14X
6 STAT XXXXXXXXXXXX OFFSET X ±X.X
7 XXXX Y ±X.X
8 SLOW RATE 15X
9 COVAR REINIT 16X MARK HIST EDIT OVRD
10 RESID RATIO ACPT REJ AUT INH FOR
1 RNG ±XX.XX X.X XXX XXS 17X 18X 19X
2 R ±XX.XX X.X XXX XXS 20X 21X 22X
3 V/EL/Y ±X.XX X.X XXX XXS 23X 24X 25X
4 H/AZ/X ±X.XX X.X XXX XXS
5 (XX)
6

```

The REL NAV display is a GNC specialist function (SPEC 33) available in OPS 2 which provides data and controls for rendezvous navigation operations, thrust monitoring, state vector management, and Ku-band antenna enabling.

PARAMETER CHARACTERISTICS

CRT NAME	UNITS	DISPLAYED RANGE	STATUS INDICATORS					
			M	?	↑	↓		
[1] SV UPDATE: VEL	POS	kft ft/sec	Full Range Full Range					
NAV: SV SEL		text	'PROP' or FLTR'					
RNG	[2]	kft	Full Range					
R	[2] [3]	ft/sec	Full Range					
θ	[2]	deg	0 to 360					
Y	[2] [4]	kft	Full Range					
Y	[2] [4]	ft/sec	Full Range					
NODE	[2] [4]	time	hr/min/sec					
RR:	[5]	text	See Remarks					
RNG	[5]	kft	Full Range	M			↓	
R	[3]	ft/sec	Full Range	M			↓	
EL	[6]	deg	-90 to +90	M			↓	
AZ	[7]	deg	-180 to +180	M			↓	
ωP	[6]	mr/sec	-99.9 to +99.9	M			↓	
ωR	[7]	mr/sec	-99.9 to +99.9	M			↓	
AVG G: ΔVX, Y, Z	[8]	ft/sec	Full Range					
ΔVTOT	[9]	ft/sec	Full Range					
SV TRANSFER: FLTR MINUS PROP POS	[10]	kft	Full Range					
VEL	[10]	ft/sec	Full Range					
FILTER: STAT	[11]	text	See Remarks					
OFFSET X/Y	[12]	deg	Full Range					
RESID: RNG	[12]	kft	Full Range					
R	[12]	ft/sec	Full Range					
V/EL/Y	[12]	deg	Full Range					
H/AZ/X	[12]	deg	Full Range					
RATIO	[12]	deg	Full Range					
MARK HIST: ACPT	[2] [13]		See Remarks					
REJ	[14]		See Remarks					
	[14]		See Remarks				↓	

REL NAV (Cont):

REMARKS

- [1] The POS and VEL data fields show the changes made to the position and velocity state vectors by the rendezvous nav filter between the last and current computation cycle.
- [2] These parameters will be blanked if RNDZ NAV is not enabled.
- [3] Sign convention is positive for opening rate, negative for closing rate.
- [4] Positive sense for \dot{Y} and \dot{Y} is along the negative angular momentum vector of the target.
- [5] The Radar System (RR) status field displays 'COMM' when the mode switch (S13) is in the COMM position or it displays 'GPC,' 'GDSDG,' 'ATRK,' or 'MSLW' reflecting the position of the Ku-band rotary switch (S7). The S7 switch position indications are, however, overridden by 'STST' when self-test is in progress.
- [6] The ω_P and EL data fields display pitch inertial angle rate and pitch position (elevation), respectively. Positive sense for each is antenna motion toward the +X orbiter axis.
- [7] The ω_R and AZ data fields display roll inertial angle rate and roll position (azimuth), respectively. Positive sense for each is antenna motion toward the -Y orbiter axis.
- [8]* The ΔV_X , ΔV_Y , and ΔV_Z data fields show the accumulated total velocity gained along the respective X, Y, and Z body component axes. These register increment/decrement according to the sense of the velocity change.
- [9] The ΔV_{TOT} field shows the total of all body axis velocity changes regardless of sense and only increments.
- [10] FILTER MINUS PROP POS and VEL data indicate the difference between the propagated and filtered state vectors. Once the NAV filter has converged, these parameters can be used to determine when to update the propagated state with the filtered state.
- [11] The STAT field is blank or displays 'NO TARGET,' 'FALSE TRK,' 'OUT FOV,' or 'HI RATE' to indicate the status of the Star Tracker (-Y or -Z) currently selected to the Target Track mode on the S TRK/COAS CNTL display. The secondary status field displays 'BITE' when a failure has been detected for the selected Star Tracker.
- [12] OFFSET data represent the displacement of the target being tracked by the -Z Star Tracker in the -Z COAS FOV. This field is blank except when the -Z STAR TRK or TGT TRK mode (item 4 or 6) on the S TRK COAS CNTL display is selected.
- [13] Residual (RESID) data are the calculated difference between the NAV estimate of the relative position of the orbiter and target and the observed (sensor) measurement. RATIO data are computed by rendezvous navigation software and used for editing bad data. The RATIO data field will be blank if valid data are not presented to the filter. Sensor data are used to update the state vector and covariance matrix if they pass the residual edit test, but RESID and RATIO data are displayed whether or not this test is passed. These data are blanked any time RNDZ NAV is inhibited.
- [14] MARK HIST data reflect the number of NAV marks which have been accepted (ACPT)/rejected (REJ) by the NAV filter for each data type. A '↓' is driven in the REJ column when an I-loaded number of sequential marks is rejected and removed when the mark is forced or an I-loaded number of sequential acceptable marks occurs. The ACPT/REJ counters are reset to zero when a state vector (target or orbiter) is changed (or transferred via item 9, 10, or 11), a covariance matrix is reinitialized (item 16), rendezvous navigation is enabled (item 1), another sensor is selected (item 12, 13, or 14), or after a dual or single engine OMS burn (an RCS translation will not exceed the threshold).

REL NAV (Cont):

ITEM ENTRY CHARACTERISTICS

- ITEMS 1 thru 3 RNDZ NAV ENA/KU ANT ENA/MEAS ENA – used to alternately enable/disable rendezvous navigation software, enable/inhibit GNC Angle Pointing data ICC between GNC and SM major functions and enable/inhibit navigation from incorporating external sensor measurements (RR, ST, COAS) in MM202. An '*' is displayed after each item when it is enabled and each item/function is disabled/inhibited when the display is first called. Item 3 is legal only in MM202 and when rendezvous navigation is enabled. Upon return to MM201, this item is set to inhibit.
- ITEM 4 SV SEL – used to control the source of relative state data. 'PROP' is displayed for a navigated state vector that is not updated by the RNDZ NAV filter. 'FLTR' is displayed when the state vector being used incorporates RNDZ NAV filter data. This display is initialized to 'PROP.'
- ITEM 5 AVG G ON – used to initiate/terminate powered flight navigation for thrust monitoring (MM201 only). An '*' is displayed next to the item when powered flight navigation is enabled/on. It is ON in MM202 whenever the display is called and is initialized ON each time MM201 is entered.
- ITEMS 6 and 7 RESET COMPNT/TOT – used to reset to zero the $\Delta V_X/Y/Z$ velocity gained registers (item 6) or the ΔV_{TOT} registers (item 7). All four registers are zeroed when the display is initially called up, but current values of delta velocity are reflected thereafter.
- ITEMS 8 thru 11 SV TRANSFER – used to transfer and overwrite state vectors, FLTR TO PROP, PROP TO FLTR, ORB TO TGT and TGT TO ORB, respectively. An '*' is displayed next to the item when it is executed and remains for one NAV cycle while the transfer is in progress. These items are mutually exclusive; execution of any of these items while a transfer is in progress is illegal. In addition, these items are legal only when rendezvous navigation (item 1) is enabled. Also, items 9, 10, and 11 cause a covariance matrix reinitialization when executed.
- ITEMS 12 thru 14 S TRK/RR/COAS – used to select the angle sensors for rendezvous navigation. Upon initial display callup, S TRK is selected ('*' at item 12). These items are mutually exclusive, however, and subsequent selection of a different item deselects the old item and moves the '*' from the old to the new selection.
- ITEM 15 SLOW RATE – used to switch the rate at which rendezvous navigation processes marks (i.e., a flip-flop). An '*' is displayed next to this item when navigation is processing marks at the slower rate. This display is initialized with the slow rate selected. If rendezvous navigation is not enabled, execution of this item is illegal. Current I-loads cause both rates to be the same.
- ITEM 16 COVAR REINIT – used to reinitialize the covariance matrix. An '*' is displayed next to this item for one NAV cycle while the covariance matrix is being reinitialized. If rendezvous navigation is not enabled, execution of this item is illegal. Covariance matrix is also reinitialized each time item 1 (RNDZ NAV) is enabled or item 9, 10, or 11 is executed.

REL NAV (Cont):

ITEMS 17 thru 25

EDIT OVRD – used to select the auto (AUT), inhibit (INH), or force (FOR) option for range (RNG), range rate (R) and angle (V/EL/Y) data utilization in the NAV filter. Only one option at a time can be selected for each parameter set (i.e., RNG, R, V/EL/Y) and that option is indicated by an '*' under AUT, INH, or FOR. The INH option is automatically selected for all three parameter sets ('*' next to items 18, 21, and 24) when the display is initially called up and reflects crew selection thereafter.

The AUT option allows automatic processing of data in the NAV filter. The INH option inhibits data from being used by the filter to update the state vector or to increment the reject counter but allows these data to be used to generate residual and ratio data for display. The FOR option causes the edit test criterion to be relaxed, allowing data to be processed when the current residual passes the new edit test. (For angles from COAS marks, the FOR option incorporates the most recent COAS mark taken within the last 2 minute period). The FOR option stays in effect only for the next data point after which control reverts ('*' moves) to the previously executed option (AUT or INH).

*PROGRAM NOTES

- [8] Flight data has shown the ΔV_X , ΔV_Y , and ΔV_Z accumulated velocities are extremely noisy and should not be used as an indication of orbiter ΔV . Use either R-dot or count the THC pulses.

ITEM	CHARACTERISTIC	UNITS	DISPLAYED	STATUS
17	MAVLOX	km	0.000000	OK
18	X	km	0.000000	OK
19	Y	km	0.000000	OK
20	Z	km	0.000000	OK
21	AVX	km/s	0.000000	OK
22	AVY	km/s	0.000000	OK
23	AVZ	km/s	0.000000	OK
24	TV	km/s	0.000000	OK
25	THC	km/s	0.000000	OK

```

1 2 3 4 5 6 7 8 9 0 1 2 3 4 5 6 7 8 9 0 1 2 3 4 5 6 7 8 9 0 1 2 3 4 5 6 7 8 9 0 1
1  XXXX/034/ ORBIT TGT XX X DDD/HH:MM:SS
2  DDD/HH:MM:SS
3  MNVR TIG ΔVX ΔVY ΔVZ ΔVT
4  XX X X/XX:XX:XX ±XXX.X ±XX.X ±XX.X ±XXX.X
5  PRED MATCH= XXXXXXXX
6
7  INPUTS CONTROLS
8  1 TGT NO XX T2 TO T1 25
9  2 T1 TIG X/XX:XX:XX XXXX 26
10 6 EL [±]XX.XX COMPUTE T1 28X
1 7 ΔX/DNRNG [±]XXXX.XX COMPUTE T2 29X
2 8 ΔY [±]XXXX.XX
3 9 ΔZ/DH [±]XXXX.XX
4 10 ΔX [±]XXXX.XX
5 11 ΔY [±]XXXX.XX
6 12 ΔZ [±]XXXX.XX
7 13 T2 TIG X/XX:XX:XX
8 17 ΔT [±]XX.XX
9 18 ΔX [±]XX.XX
20 19 ΔY [±]XX.XX
1 20 ΔZ [±]XX.XX
2 21 BASE TIME X/XX:XX:XX
3
4
5
6

```

```

ORBITER STATE
XXX/XX:XX:XX.XXX
X ±XXXXXX.XXX
Y ±XXXXXX.XXX
Z ±XXXXXX.XXX
VX ±XX.XXXXXX
VY ±XX.XXXXXX
VZ ±XX.XXXXXX
(XX)

```

Orbit Targeting (ORBIT TGT) is a GNC specialist function (SPEC 34) available in OPS 2. It is used to predict and choose a two-impulse maneuver sequence prior to and during rendezvous or during the execution of a standoff type maneuver. On initial callup, the MNVR, PRED MATCH, and INPUTS displays show zeroes (except items 21 thru 24 which are initialized to I-loaded values) and thereafter these fields reflect crew inputs.

PARAMETER CHARACTERISTICS

CRT NAME	UNITS	DISPLAYED RANGE	STATUS INDICATORS				
			M	?	↑	↓	
MNVR:XX X TIG ΔVX ΔVY, ΔVZ ΔVT PRED MATCH	[1] [2] [3] time [4] ft/sec [4] ft/sec [5] ft/sec [6] ft	1 to 40 blank or '*' day/hr/min/sec -999.9 to +999.9 -99.9 to +99.9 -999.9 to +999.9 0 to 9,999,999					
INPUTS: TGT NO T1 TIG EL ΔX/DNRNG, ΔY, ΔZ/ΔH ΔX, ΔY, ΔZ T2 TIG ΔT ΔX, ΔY, ΔZ BASE TIME	[1] [7] time [8] deg [9] kft [9] ft/sec [10] time [11] min [12] kft [13] time	1-40 day/hr/min/sec 000.0 to 359.99 -999.99 to +999.99 -999.99 to +999.99 day/hr/min/sec -300 to +300 -999.99 to +999.99 day/hr/min/sec					
ORBITER STATE: XXX/XX:XX:XX.XXX X,Y,Z VX,VY,VZ	[14] time [15] kft [16] kft/s	day/hr/min/sec -99999.999 to 99999.999 -99.999999 to 99.999999					

ORBIT TGT (Cont):

REMARKS

- [1] Target set number on which the maneuver is based.
- [2] '*' indicates that the TIG is in the past.
- [3] The impulsive ignition time of the maneuver in MET.
- [4] LVLH external delta V components of each maneuver.
- [5] Total delta V of the maneuver.
- [6] Distance to which the on-orbit predictor was matched in targeting.
- [7] Impulsive ignition time (MET) of first maneuver of a two-impulse set. If T1 TIG is in the past, a COMPUTE T1 (item 28) will cause T1 TIG to be set to current time plus an I-load Δ time and the targeting performed using the navigated state.
- [8] Elevation angle measured from the orbiter, positive up, to the target. If $EL \neq 0$ then an elevation angle search is performed and the TIG determined; if $EL = 0$, input TIG is used.
- [9] These data show the orbiter relative position and velocity at T1 TIG.
- [10] Impulsive ignition time (MET) of the second maneuver of the two-impulse set. If ΔT is not zero, a COMPUTE T1 (item 28) will cause T2 TIG to be calculated and displayed in these locations along with targeting outputs. If the T2 TIG is in the past when a COMPUTE T2 (item 29) is done, it will be reset to current time plus an I-load Δ time and the maneuver is computed using the navigated state vector at the new T2 TIG time.
- [11] Transfer time between first maneuver time (T1 TIG) and second maneuver time (T2 TIG). If ΔT is blank, it will be computed based on the T2 and T1 TIG times when a COMPUTE T1 is executed. If ΔT is negative on execution of a COMPUTE T1, both ΔT and T2 TIG will be computed based on an algorithm used in orthogonal braking and will be displayed.
- [12] Desired orbiter relative position at T2 TIG.
- [13] Time from which subsequent maneuvers are calculated.
- [14] Current Greenwich Meridian Time (GMT).
- [15] Current M50 orbiter position.
- [16] Current M50 orbiter velocity.

ITEM ENTRY CHARACTERISTICS

ITEM 25 Transfers the T2 TIG of the previous maneuver sequence to the T1 TIG slot of the current maneuver sequence. While either T1 or T2 computations are in progress, entry of any item on the display is illegal.

NOTE: This capability allows sequential execution of two-impulse targeting sets where only the first maneuver is executed and it is desired to target a new two-impulse set with the T1 maneuver being at the previously defined T2 TIG.

ITEM 26 Loads data from the INPUTS data field (except item 1) into the associated data slots for use by the targeting software. The word 'LOAD' will begin flashing next to item 26 when an item 2 thru 24 entry is made. 'LOAD' will continue to be displayed, but flashing will cease when item 26 is executed. Execution of item 26 also overwrites the previous (or I-load) target set values so that the new values will appear if that maneuver set is again requested via item 1.

NOTE: Item 26 is illegal unless any of items 2 thru 24 have been changed.

ITEM ENTRY CHARACTERISTICS (Cont):

ITEM 28 Calculates the first maneuver solution of the specified two-impulse set. The calculated results are displayed in the MNVR section of this display and are also output to guidance for display on the ORBIT MNVR EXEC display. Also, all of the items in the INPUTS section of the display will fill in. An '*' will be driven beside item 28 until the calculations are complete. As soon as the T1 computation is complete, the GNC CRT timer will start counting down on the next unexecuted maneuver TIG.

NOTE: Item 28 is illegal if RNDZ NAV is not enabled or if no target set has been selected.

ITEM 29 Calculates second maneuver of a two-impulse set. An '*' is displayed until computations are complete. The maneuver solution computed is that required to null relative velocity at T2 TIG. If T2 TIG is in the past, it is set to current time plus a predefined delta time and the maneuver is computed using the navigated state vector. When the calculations are complete, the required ΔV s are displayed in the MNVR section of this display and are passed to guidance awaiting execution. Also, the GNC CRT timer will start counting down to the next unexecuted maneuver TIG.

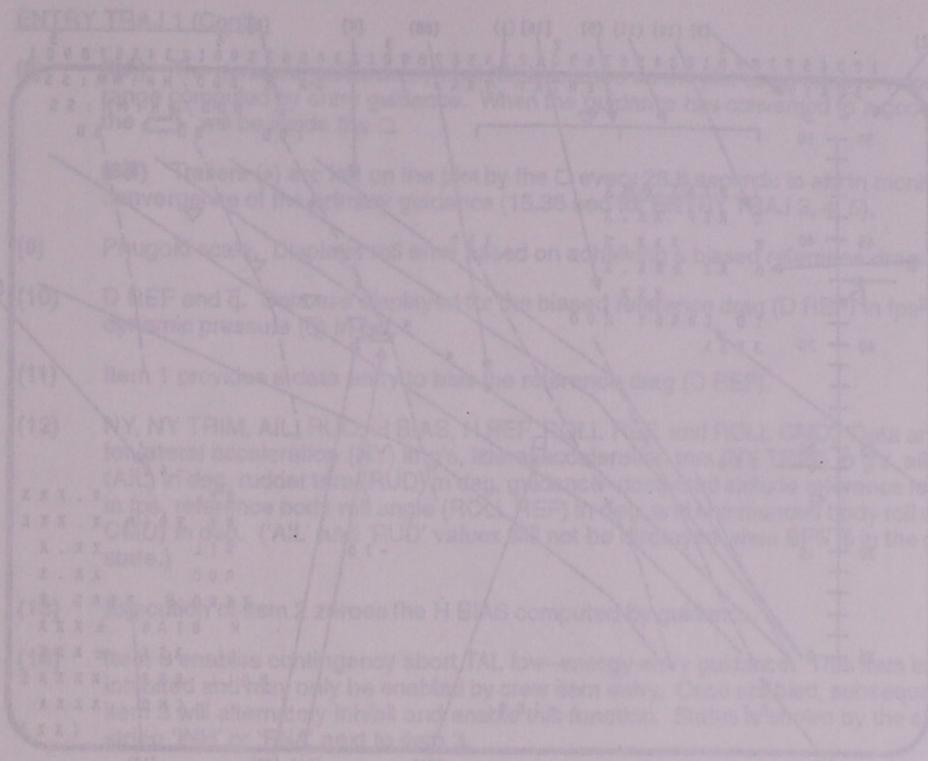
NOTE: While either T1 or T2 computations (item 28 or 29) are in progress, entry of any item on the display is illegal.

Item 29 is illegal if RNDZ NAV is not enabled or if no target set has been selected.

ITEM ENTRY CHARACTERISTICS

ITEM NO.	DESCRIPTION
ITEM 28	Calculates the first maneuver solution of the specified two-impulse set. The calculated results are displayed in the MNVR section of this display and are also output to guidance for display on the ORBIT MNVR EXEC display. Also, all of the items in the INPUTS section of the display will fill in. An '*' will be driven beside item 28 until the calculations are complete. As soon as the T1 computation is complete, the GNC CRT timer will start counting down on the next unexecuted maneuver TIG.
ITEM 29	Calculates second maneuver of a two-impulse set. An '*' is displayed until computations are complete. The maneuver solution computed is that required to null relative velocity at T2 TIG. If T2 TIG is in the past, it is set to current time plus a predefined delta time and the maneuver is computed using the navigated state vector. When the calculations are complete, the required ΔV s are displayed in the MNVR section of this display and are passed to guidance awaiting execution. Also, the GNC CRT timer will start counting down to the next unexecuted maneuver TIG.

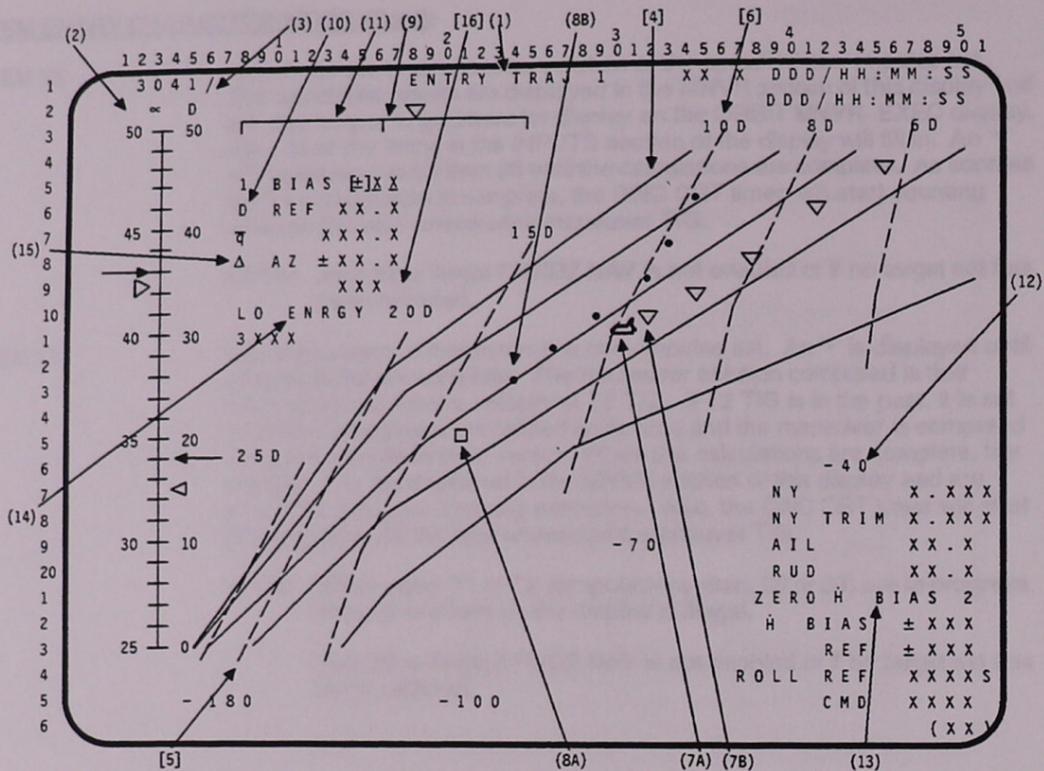
NOTE: Item 28 is illegal unless any of items 2 thru 24 have been changed.



OPS G3 (ENTRY)

- (7) (TA) The dynamic offset symbol () is located on the plot using relative velocity (-SA to 10 lbs) and RANGE (-4000 to 1000 nm).
- (7B) Ticks (7) are left by the offset every 22.8 seconds on the plot to show the trend of the actual trajectory.
- (7C) The dynamic symbol representing commanded D (-) and actual D (-) move along the D tape scale (scale range 0 to 50 ft/s²).
- (7D) Nominal trajectory guidelines (solid lines).
- (7E) Nominal attitude rates correspond to the attitude rates required to guide the cruise trajectory between the guidelines when the actual drag acceleration is matched to the nominal drag value.
- (7F) Nominal constant drag acceleration lines (dashed lines) are labeled at the top with the drag value the line represents.
- (7G) The dynamic offset symbol () is located on the plot using relative velocity (-SA to 10 lbs) and RANGE (-4000 to 1000 nm).

OPS G3
(ENTRY)

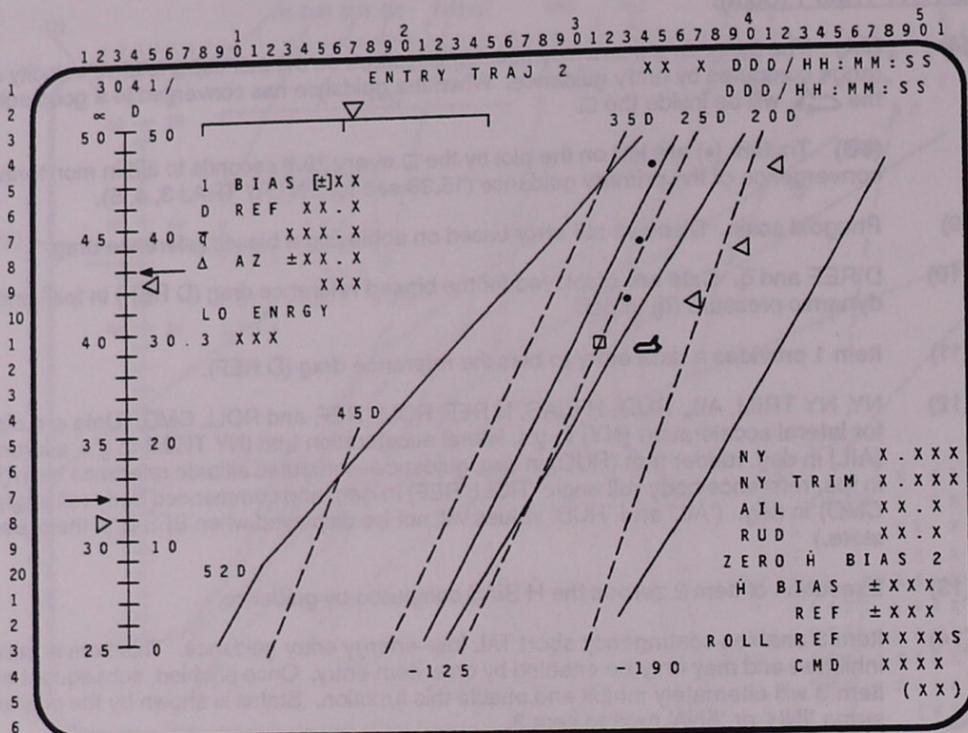


Note: [] denotes trajectory dependent data.

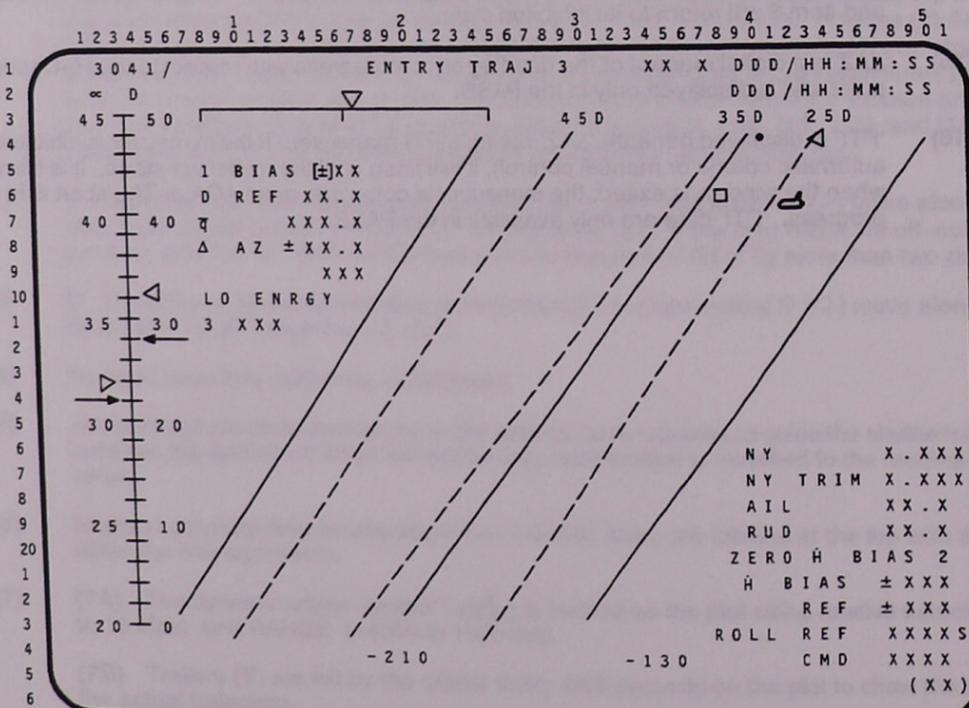
- (1) ENTRY TRAJ 1. A Guidance, Navigation, and Control (GNC) Operational Sequence (OPS) display of entry conditions with relative velocity from 24 kfps to 18 kfps. Called via OPS transition from MM303 to 304 (crew keyboard entry 'OPS 304 PRO'). Includes (2) Angle of Attack (α) tape scale and symbols; (3) drag (D) tape scale and symbols; (4) trajectory guidelines; (5) nominal altitude rates; (6) constant nominal drag acceleration lines; (7) the orbiter's current location and previous locations; (8) the orbiter reference location and previous locations computed by guidance; (9) phugoid scale; (10), (12), (14), and (15) parametric data; (11) and (13) control items, and (16) PTL status indicator.
- (2) α . Dynamic symbols representing commanded α (\rightarrow) and actual α (\triangleright) move along the α tape scale (scale range is 1-loaded). The symbols flash when they reach the off-scale position, and the ' \triangleright ' flashes if actual and commanded α differ by more than two degrees.
- (3) D. Dynamic symbols representing commanded D (\leftarrow), and actual D (\triangleleft) move along the D tape scale (scale range 0 to 50 fps²).
- (4) Nominal trajectory guidelines (solid lines).
- (5) Nominal altitude rates correspond to the altitude rates required to guide the shuttle trajectory between the guidelines when the actual drag acceleration is matched to the nominal drag value.
- (6) Nominal constant drag acceleration lines (dashed lines) are labeled at the top with the drag value the line represents.
- (7) (7A) The dynamic orbiter symbol () is located on the plot using relative velocity (~24 to 18 kfps) and RANGE (~4000 to 1000 nm).
(7B) Trailers (∇) are left by the orbiter every 28.8 seconds on the plot to show the trend of the actual trajectory.

ENTRY TRAJ 1 (Cont):

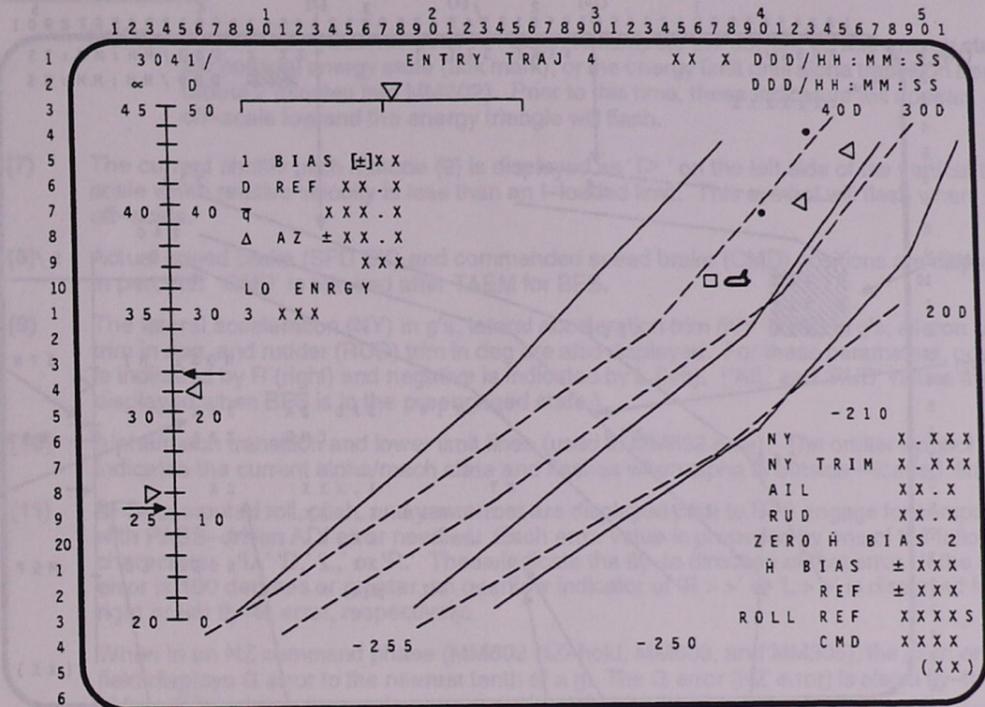
- (8) (8A) The dynamic guidance symbol (\square) is located on the plot using relative velocity and range computed by entry guidance. When the guidance has converged to a good solution, the \square will be inside the \square .
- (8B) Trailers (\bullet) are left on the plot by the \square every 28.8 seconds to aid in monitoring of the convergence of the primary guidance (15.36 sec for ENTRY TRAJ 3, 4, 5).
- (9) Phugoid scale. Displays roll error based on achieving a biased reference drag.
- (10) D REF and \bar{q} . Data are displayed for the biased reference drag (D REF) in fps^2 and dynamic pressure (\bar{q}) in psf .
- (11) Item 1 provides a data entry to bias the reference drag (D REF).
- (12) NY, NY TRIM, AIL, RUD, \dot{H} BIAS, \dot{H} REF, ROLL REF, and ROLL CMD. Data are displayed for lateral acceleration (NY) in g's, lateral acceleration trim (NY TRIM) in g's, aileron trim (AIL) in deg, rudder trim (RUD) in deg, guidance-computed altitude reference term (\dot{H} BIAS) in fps , reference body roll angle (ROLL REF) in deg, and commanded body roll angle (ROLL CMD) in deg. ('AIL' and 'RUD' values will not be displayed when BFS is in the preengaged state.)
- (13) Execution of item 2 zeroes the \dot{H} BIAS computed by guidance.
- (14) Item 3 enables contingency abort TAL low-energy entry guidance. This item is initially inhibited and may only be enabled by crew item entry. Once enabled, subsequent entries of item 3 will alternately inhibit and enable this function. Status is shown by the character string 'INH' or 'ENA' next to item 3.
- The character string 'LO ENERGY' is initialized to normal brightness. Once low-energy guidance is enabled by item 3 and activated by entry software, the string is displayed double-overbright. If the entry software subsequently deactivates low-energy guidance (i.e., if the energy situation improves enough), 'LO ENERGY' will return to normal brightness and item 3 will return to its inhibited state.
- (15) ΔAZ is a digital readout of the heading error in degrees with respect to the HAC tangent point and is displayed only in the PASS.
- (16) 'PTI' is displayed beneath ' ΔAZ ' during a PTI maneuver. If the maneuver is inhibited (by automatic criteria or manual control), it will flash until the maneuver starts. It is blanked when the window is exited, the maneuver is complete, or an AOA or TAL abort is in progress. 'PTI' data are only available in the PASS.



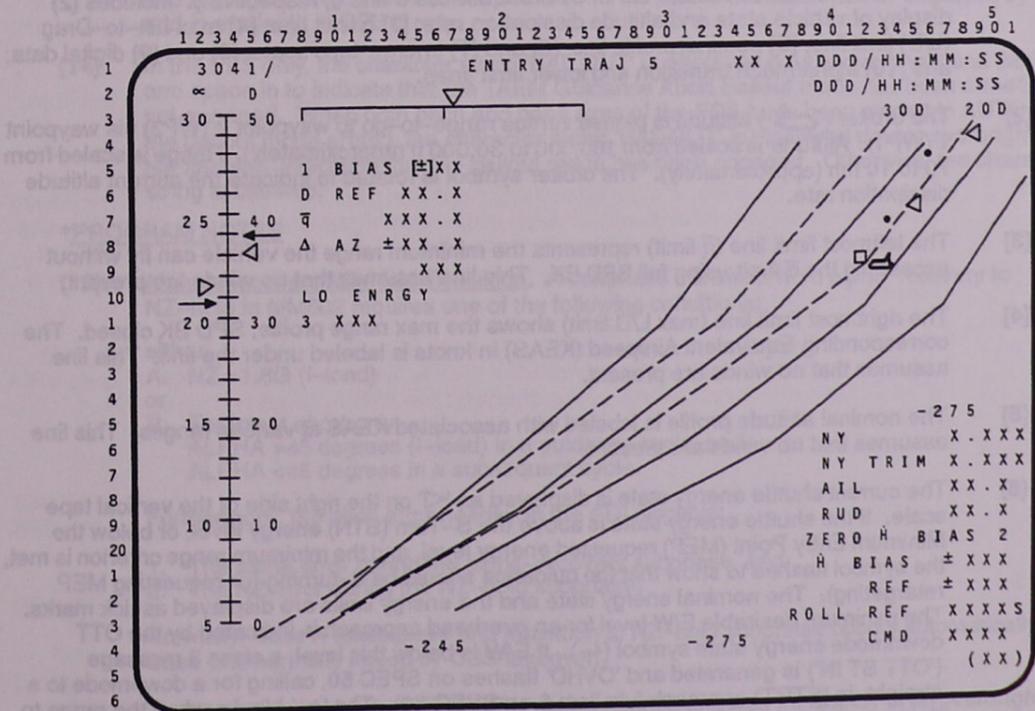
ENTRY TRAJ 2. A GNC OPS display of entry conditions with relative velocity from 19 to 14 kfps (approximately) and range-to-go from 1500 to 500 nm (approximately). See ENTRY TRAJ 1 for a description of the data on the display.



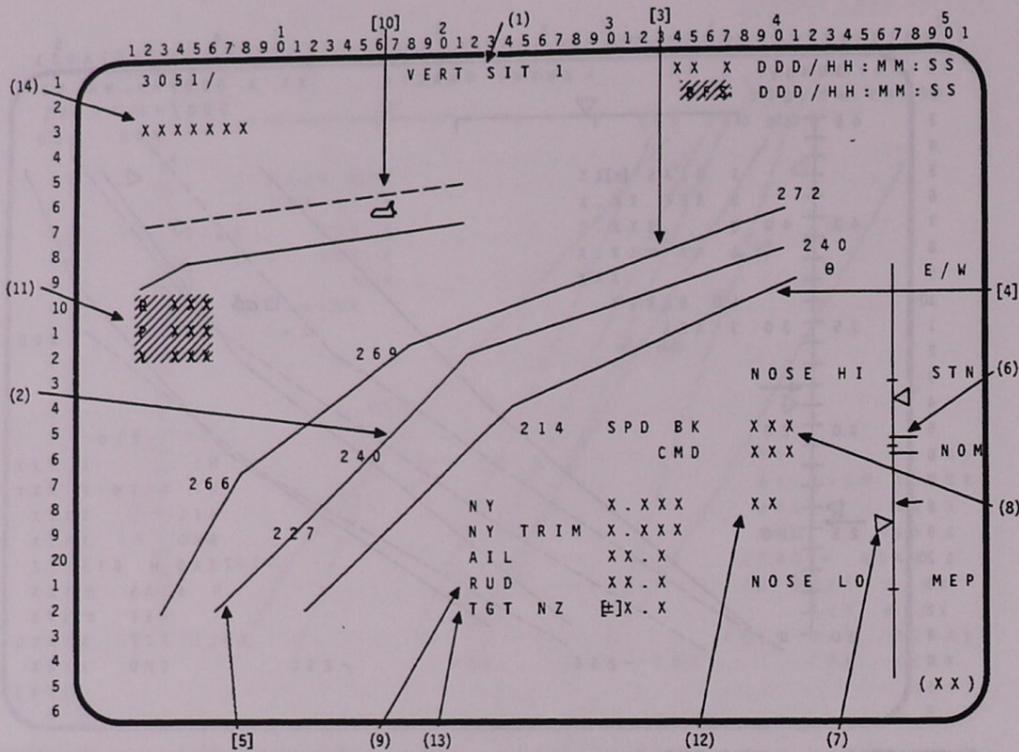
ENTRY TRAJ 3. A GNC OPS display of entry conditions with relative velocity from 14 to 10 kfps (approximately) and range-to-go from 700 to 350 nm (approximately). See ENTRY TRAJ 1 for a description of the data on the display.



ENTRY TRAJ 4. A GNC OPS display of entry conditions during the high-energy portion of the transition phase. It is forced up automatically when the ENTRY TRAJ 3 passes out of range in OPS 3, or a PRO is performed from the ENTRY TRAJ 3 display in OPS 3. See ENTRY TRAJ 1 for a description of the data on display.



ENTRY TRAJ 5. A GNC OPS display of entry conditions during the low-energy portion of transition phase. See ENTRY TRAJ 1 for a description of the data on the display.



Note: [] denotes trajectory dependent data.

////// indicates parameters are driven and displayed on the BFS display only.

- (1) VERT SIT 1. A GNC OPS display forced up automatically, or when the crew performs an OPS 305 PRO or OPS 602 PRO in OPS sequences 3 and 6, respectively. Includes (2) display of vehicle state and altitude dissipation rate; [3] \bar{q} limit line; [4] max Lift-to- Drag (L/D) limit line; [5] nominal profile line; (6) and (7) energy-tape scale; (8) and (9) digital data; and [10] alpha/mach transition and lower limit lines.
- (2) The orbiter () altitude is plotted versus range-to-go to waypoint 2 (WP2) via waypoint 1 (WP1). Altitude is scaled from 100,000 to 30,000 ft (approximately). Range is scaled from 70 to 10 nm (approximately). The orbiter symbol is rotated to indicate the current altitude dissipation rate.
- [3] The leftmost limit line (\bar{q} limit) represents the minimum range the vehicle can fly without exceeding the \bar{q} limit using full SPD BK. This line assumes that no winds are present.
- [4] The rightmost limit line (max L/D limit) shows the max range profile, SPD BK closed. The corresponding Equivalent Airspeed (KEAS) in knots is labeled under the line. This line assumes that no winds are present.
- [5] The nominal altitude profile is labeled with associated KEAS at various ranges. This line assumes that no winds are present.
- (6) The current shuttle energy state is displayed as '<' on the right side of the vertical tape scale. If the shuttle energy state is above the S-Turn (STN) energy level, or below the Minimum Entry Point (MEP) requested energy level, and the minimum range criterion is met, the symbol flashes to show that the guidance should be S-turning (or requesting MEP retargeting). The nominal energy state and the energy limits are displayed as tick marks. The minimum desirable E/W level for an overhead approach is indicated by the OTT downmode energy state symbol (←). If E/W is below this level, a class 3 message ('OTT ST IN') is generated and 'OVHD' flashes on SPEC 50, calling for a downmode to a straight-in (STRT) approach (via item 6 on SPEC 50). The '←' blanks when the range to the runway is less than the minimum range at which the downmode calculation is performed.

VERT SIT 1 (Cont):

NOTE: For GRTLs, guidance does not begin to compute the current vehicle energy state, the nominal energy state (tick mark), or the energy limit until alpha transition begins (about 2 minutes into MM602). Prior to this time, these indicators will appear off-scale low and the energy triangle will flash.

- (7) The current shuttle pitch attitude (θ) is displayed as ' \triangleright ' on the left side of the vertical tape scale when relative velocity is less than an I-loaded limit. This symbol will flash when off-scale.
- (8) Actual speed brake (SPD BK) and commanded speed brake (CMD) positions are displayed in percent. 'CMD' is blanked after TAEM for BFS.
- (9) The lateral acceleration (NY) in g's, lateral acceleration trim (NY TRIM) in g's, aileron (AIL) trim in deg, and rudder (RUD) trim in deg are also displayed. For these parameters, positive is indicated by R (right) and negative is indicated by L (left). ('AIL' and 'RUD' values are not displayed when BFS is in the preengaged state.)
- [10] Alpha/mach transition and lower limit lines (used in MM602 only). The orbiter symbol indicates the current alpha/mach state and flashes when alpha is outside I-loaded limits.
- (11) BFS-computed roll, pitch, and yaw errors are displayed prior to BFS engage for comparison with PASS-driven ADI error needles. Each error value is preceded by one of the following characters: 'U,' 'D,' 'L,' or 'R.' These indicate the fly-to direction of that error. If the roll error is 100 degrees or greater, an overflow indicator of 'R > >' or 'L > >' is displayed for a right or left fly-to error, respectively.

When in an NZ command phase (MM602 NZ-hold, MM603, and MM305), the pitch error field displays G error to the nearest tenth of a g. The G error (NZ error) is also a fly-to error ('U' or 'D') and may be used as a cross-check for the PASS ADI pitch error needle.

These errors and signs are not displayed after BFS engage.

- (12)* 'NZ' is displayed overbright during RTLS whenever guidance is in the constant NZ phase.
- (13) A pull out normal acceleration (NZ) value is calculated in GRTLs TAEM Guidance in MM602 and displayed in (g's) in MMs 602 and 603. This field is not supported or displayed by BFS and is available in OPS 6 only.
- (14) In the PFS only, the character string 'BAILOUT' is displayed double overbright and flashing, one space in to indicate that the TAEM Guidance Abort Bailout mode has been armed, but not engaged. When both pitch and bank axes of the FCS have been moded to AUTO with the bailout mode armed, the character string 'BAILOUT' is displayed double overbright and not flashing, indicating that the bailout mode has been engaged. Otherwise, the character string is blanked.

*PROGRAM NOTES

- (12) Alpha-Recovery/NZ-Hold Transition. A subphase transition from alpha-recovery to NZ-hold in MM602 requires one of the following conditions:

either,

A. NZ > 1.8G (I-load)

or

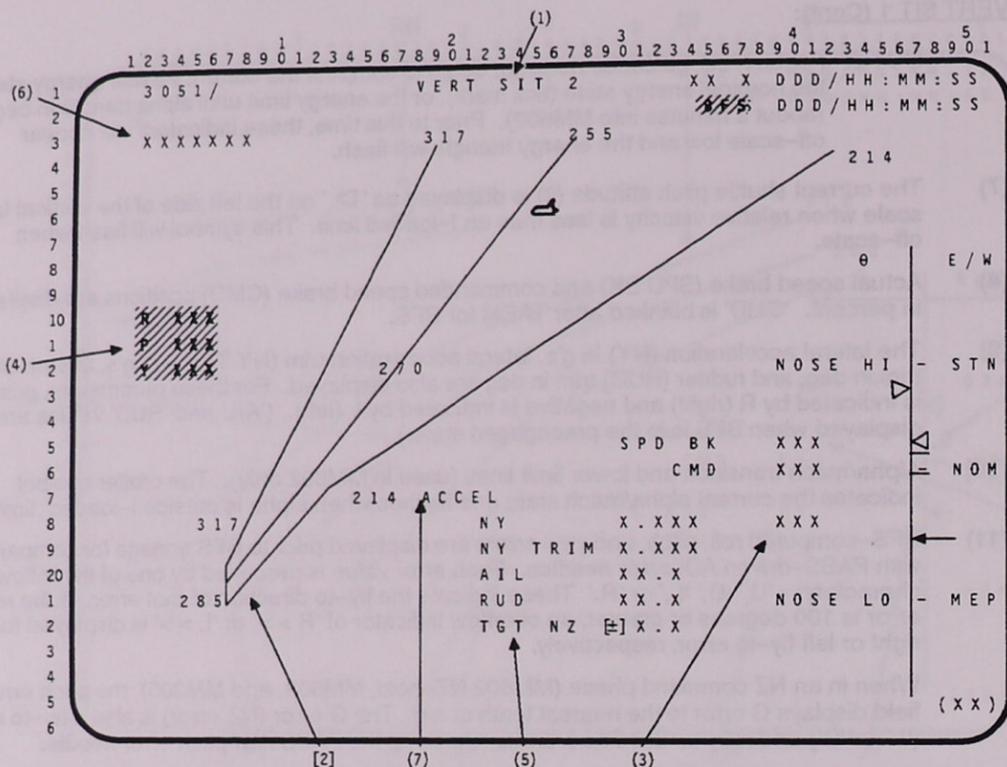
B. For intact abort only,
ALPHA > 45 degrees (I-load) in a guidance cycle, and
ALPHA < 45 degrees in a subsequent cycle.

Furthermore, the pitch error needle on the ADI displays:

1. The alpha error during the alpha-recovery subphase, and
2. The NZ error during the NZ-hold subphase.

Normally, Case A takes place and transition to NZ-hold subphase occurs automatically. Case B is normally forced by CSS takeover.

The crew should monitor VERT SIT 1 during MM602 and wait for display of an overbright NZ which appears when guidance transitions to NZ-hold phase (either Case A or B). The pitch axis of the ADI error needle will display NZ error in NZ-hold subphase. The crew may then null the NZ error manually. (BO7339A/DR 46515)



Note: [] denotes trajectory dependent data.

////// indicates parameters are driven and displayed on the BFS display only.

- (1) VERT SIT 2. A GNC OPS display forced up automatically in OPS sequences 3 and 6. The information shown on the display is described under VERT SIT 1. Altitude is scaled from 30,000 to 8,000 ft (approximately). Range-to-go to WP2 via WP1 is scaled from 25 to 5 nm (approximately).
- [2] Left end points are connected to show all three profiles end up in the same EAS condition.
- (3) The text 'A/L' is displayed and flashed when the TAEM guidance termination flag is set.
- (4) BFS-computed roll, pitch, and yaw errors are displayed prior to BFS engage for comparison with PASS-driven ADI error needles. Each error value is preceded by one of the following characters: 'U,' 'D,' 'L,' or 'R.' These indicate the fly-to direction of that error. If the roll error is 100 degrees or greater, an overflow indicator of 'R > >' or 'L > >' is displayed for a right or left fly-to error, respectively.

When in an NZ command phase (MM602 NZ-hold, MM603, and MM305), the pitch error field displays G error to the nearest tenth of a g. The G error (NZ error) is also a fly-to error ('U' or 'D') and may be used as a cross-check for the PASS ADI pitch error needle.

These errors and signs are not displayed after BFS engage.

- (5) A pull out normal acceleration (NZ) value is calculated in GRTLTAEM guidance in MM602 and displayed (in g's) in MMs 602 and 603. This field is not supported or displayed by BFS and is available in OPS 6 only.
- (6) In the PFS only, the character string 'BAILOUT' is displayed double overbright and flashing to indicate the TAEM Guidance Abort Bailout mode has been armed, but not engaged. When both pitch and bank axes of the FCS have been moded to AUTO with the bailout mode armed, the character string 'BAILOUT' is displayed double overbright and not flashing, indicating that the bailout mode has been engaged. Otherwise, the character string is blanked.
- (7) The static heading 'ACCEL' is not displayed by BFS.

- (1) HORIZ SIT display. A GNC SPEC available in OPS sequences 1, 3, and 6. Includes (2) display of orbiter position and heading relative to heading-alignment circles; (3) altimeter setting control; (4) TAL site, RTLS site, contingency abort site, runway, and TACAN designation controls; (5) approach indicators and control; (6) entry point indicator and control; (7) and (8) NAV update controls; (9) navigation filter displays and controls; (10) air data to Guidance and Control (G&C); (11) Programmed Test Input Control and indicators, (12) HUD format selection; (13) Speedbrake control; (14) display of time to HAC initiation or crosstrack error; and (15) display of altitude error.
- (2) The graphic portion of the display contains a fixed orbiter symbol, three dynamic-position predictors, Heading-Alignment Circle (HAC), runway touchdown point (circle), and a linear extension from the touchdown point to the circle-intersection point. The predictor symbols represent the orbiter position predicted 20, 40, and 60 seconds in the future. The HACs and runway symbol move relative to the orbiter symbol while the orbiter symbol is fixed on the display. The data next to the orbiter symbol are the current value of normal acceleration in g's (total load factor in MM304, NZ in MM305, 602, and 603). The data and the orbiter symbol flash when normal acceleration exceeds an I-loaded limit.
- (3) Item 9 is used to input the barometric altimeter (ALTM) setting corrected to Mean Sea Level (MSL).

NOTE: The five underscores for this display field are offset one space to the left. Data entry and processing are not affected.

- (4) Item 40 (text is 40 TAL SITE X X; appears above item 41) allows selection of the TAL landing site in OPS 1. The display is initialized with the primary (I-loaded) TAL site selected and thereafter reflects crew inputs (possible index of 1 to 25). If a TAL abort is declared, item 40 will blank; the TAL site index will appear next to item 41; and the associated primary and secondary runways and TACAN data will appear next to items 3, 4, and 5. Item 40 is available in OPS 1 only. Execution in any other OPS or following an RTLS, TAL, or contingency abort selection will result in an 'ILLEGAL ENTRY' message. Entry of a TAL site that has not been designated as a TAL site will result in the message 'TARGET ERR TAL' being generated.

Item 41 allows the selection of the landing site in OPS 1, 3, or 6 from a possible index of 1 to 25 landing areas. Each site consists of one primary (PRI) and one secondary (SEC) runway, two TACANs, and an MSBLS (where available).

In addition, MECO targets are associated with each of the designated RTLS and TAL abort sites. The landing site index is displayed next to item 41 with the associated runway and TACAN channel data displayed next to items 3, 4, and 5. The display is initialized in MM101 with the primary (I-loaded) RTLS site selected. In OPS 1/6, 'RTLS', 'TAL', or 'CONT' is displayed next to item 41 to indicate the availability of RTLS, TAL, and contingency abort site selection. 'RTLS' is displayed throughout OPS 1 and 6 unless a TAL or contingency abort is selected. If a TAL abort is declared in OPS 1, 'TAL' is displayed until either a transition to OPS 3 or a contingency abort is selected. If a contingency abort is declared, 'CONT' is displayed throughout the remainder of OPS 1 and OPS 6. An alternate RTLS site can be chosen (which also specifies the RTLS MECO targets) up until powered pitchdown in MM601. After powered pitchdown, the RTLS landing site can be changed, but the MECO targets will not be updated. Entry of an erroneous RTLS site will result in the message 'TARGET ERR RTLS' being generated. If an erroneous RTLS site is selected prior to RTLS abort selection, the item entry will be rejected. If it is selected after RTLS abort selection, the error message is still generated; however, the nav data is accepted and guidance will steer to that site (although the new MECO target line data will be rejected).

When a TAL abort is declared, the data associated with items 41, 3, 4, and 5 will automatically change to reflect the TAL site selected via item 40. Entry of a TAL site changes both the TAL MECO targets and landing site; an alternate TAL site can be chosen up until fine countdown (MECO -10 seconds). After fine countdown, the TAL landing site can be changed; however, the MECO targets will not change. Entry of an erroneous TAL will result in the message 'TARGET ERR TAL' being generated; the erroneous target will be accepted by the display and NAV, but not by Guidance.

HORIZ SIT (Cont):

When a contingency abort is declared, items 41, 3, 4, and 5 will remain the same. However, any of the 25 possible landing areas can be selected, and no TARGET ERR messages will be generated. The MECO targets associated with the site selected via item 41, if any, will be ignored by Powered Contingency Guidance.

In OPS 3, 'LAND' is displayed next to item 41. Any of the 25 possible landing areas can be selected, and no TARGET ERR messages will be generated.

Items 3 and 4 allow selection of either the primary or secondary runway of a selected landing site. The IDs of the primary and secondary runways are displayed next to items 3 and 4, respectively. Primary is automatically selected (indicated by an '*') once a landing site is specified. Items 3 and 4 are mutually exclusive.

Item 5 provides the capability to select either of 2 TACANs associated with a selected landing site. When a landing site is selected, the primary TACAN is automatically selected, and subsequent executions of item 5 alternately select the secondary and primary TACANs. The channel ID of the selected TACAN is displayed next to item 5.

- (5)* Item 6 designates the HAC to be used for targeting during entry or RTLS. 'OVHD' or 'STRT' is displayed next to item 6 to indicate an overhead or straight-in approach. The display is initialized in OPS 1, 3, and 6 with OVHD selected and it remains selected unless downmoded by crew selection of the alternate HAC. When a new landing site (item 41) is selected, the approach will be reinitialized to OVHD and if the energy level is too low but the range to the runway and the required turn angle are within I-loaded limits, OVHD will flash and a class 3 message will be generated. The flashing terminates when STRT is selected. Indicators 'L' and 'R' are also displayed at G&N and HSI to identify whether the left or right HAC is the target point. These indicators are initialized upon transitioning into MM304, 601 after MECO (G&N), or 602 (HSI) and will be blank prior to that time. Item 6 is legal only in MM101, 304, 305, 602, and 603.
- (6) Item 7 (XEP) allows the crew to alternately select the nominal entry point or the minimum entry point for guidance targeting. Selection is indicated by NEP or MEP, respectively. The indicator is initially driven to NEP. Item 8 (AIM) allows the crew to alternately redesignate the glide slope ground intercept point between nominal and closest to the runway (for high head winds) until TAEM/Autoland Interface. Selection is indicated next to item 8 by NOM and CLSE. The display is initialized with NOM selected.
- (7) NAV DELTA. Items 10 thru 15 are used to enter position (ΔX , ΔY , ΔZ) and velocity ($\Delta XDOT$, $\Delta YDOT$, and $\Delta ZDOT$) deltas in runway coordinates. Item 16 is used to update the NAV state with the deltas entered by items 10 thru 15. Item 17, corresponding to the state vector transfer item in the BFS, is illegal in the PASS. Execution of item 17 in the PASS or item 16 during an uplink state update will result in an 'ILLEGAL ENTRY' message.
- (8) Item 18 provides the capability to update state vector downtrack errors by means of adding or subtracting a delta time in seconds. The update is performed after a time is entered via item 18 and is followed by the execution of item 16 (LOAD). The delta time display field is zeroed when the display is first called and will be rezeroed upon completion of a delta time update by Entry Navigation. Item 18 is legal in OPS 3 only; executing this item in any other OPS will cause an 'ILLEGAL ENTRY' message to be generated.
- (9) (9A)* Navigation filter displays and controls for Tactical Air Command and Navigation System (TACAN) azimuth (TAC AZ) and range (RNG), drag altitude (DRAG H), and Air Data Transducer Assembly altitude (ADTA H) are provided. For each parameter, the output from its selection filter minus the composite NAV state vector estimate of that data forms the residual (RESID). For each parameter, the ratio (RATIO) of actual residual to the maximum allowable residual is displayed in the RATIO column. Items 19, 22, and 25 are used to allow navigation to select data to be used if it passes the edit test. If the RATIO is less than one, the data pass the update edit test and are incorporated into the state vector. A status column to the right of the RATIO contains a '↓' when the parameter has failed the update edit test a specified percentage of times (I-loaded). The '↓' disappears when a certain percentage of the data passes the edit test. Items 20, 23, and 26 inhibit (INH) the incorporation of measured data into the state vector. Items 21, 24, and 27 force (FOR) the navigation filter to use the data if the data are being processed. An '*' appears next to any item (19 thru 27) that has been selected. The display is initialized with items 20, 22, and 26 selected. Items 19 thru 21, 22 thru 24, and 25 thru 27 are mutually exclusive. The residual and ratio data fields are blanked for a parameter if its data are not being processed.

HORIZ SIT (Cont):

- (9B)* The TACAN channel of the ground station that TAC 1, 2, and 3 are locked onto or attempting to lock onto is displayed. TACAN azimuth and range are displayed for the TACANs in either absolute or delta values as selected by item 34 or 35. Items 34 and 35 are mutually exclusive, and an '*' will be driven next to the item selected. The display is initialized with item 35 selected. A status column is provided for the azimuth and range for each TACAN. A blank in the column indicates normal operation. A '↓' is displayed if the parameter is declared failed by RM. An 'M' is displayed if data are missing. A '?' is displayed if a dilemma is declared by RM. Items 31 thru 33 allow a failed TACAN to be deselected/reselected. The word 'TEST' is displayed if the self-test is being conducted. If a TACAN should lock-on while the other two units are in self-test, for the remainder of the test all three TACANs will show '?'. This is a display confusion factor only; TACAN RM is aware of which two are actually in dilemma and will not use the third unit until the self-test is complete.
- (10) Items 28 thru 30 provide control over the source of air data parameters input to GNC. Item 28 (AUT) provides auto transition from NAV-derived air data to default NAV to ADTA. Item 29 (INH) inhibits the ADTA data and enables either default NAV or NAV-derived data. Item 30 (FOR) forces the use of ADTA data. In 'AUT,' MACH must be less than 2.5 to process ADTA parameters, while in 'FOR' no such MACH number constraint exists. These three items are mutually exclusive and an '*' is driven next to the selected item. The display is initialized with item 29 selected.
- (11) Item 1 (PTI) allows the crew to alternately enable (ENA) or inhibit (INH) programmed test input maneuvers in MM101, 102, 304, and 305. However, there will be no PTIs performed during ascent. The display is initialized with PTIs inhibited. PTIs are also inhibited/terminated manually by going to the CSS mode in the DAP or, in OPS 3, by taking the RHC out of detent. PTI maneuvers are enabled/reenabled by reestablishing the auto mode in the DAP and executing item 1. The maneuver to be performed is indicated next to INDEX by '0' for OPS 1 and by 1 to 25 in OPS 3. 'PTI' is displayed oversized and overbright below the INDEX data field during a maneuver. 'PTI' flashes if in the PTI initiation window and the maneuver is not active. It is blanked and the PTI window is incremented when the maneuver is terminated or, if no maneuver is performed, when the window is exited. It will be blanked in OPS 1 and throughout a TAL or AOA.
- (12) Items 37 and 38 (HUD) provide format selection capability for the left and right HUDs, respectively, in MM304, 305, 602, and 603. An attempt to select a format in any other major mode will be rejected and will result in an 'ILLEGAL ENTRY' message. The HUDs initialize in format 0 (blank) in MM304 or 602. At transition to MM305 or 603, the HUDs automatically mode to format 1 (approach and land). Selection of format 2 will result in ILLEGAL ENTRY.
- (13) Item 39 (S/B) provides the capability to select one of two modes of speedbrake control logic during OPS 3 and 6. Upon transition to MM601 or MM301 if a TAL abort has not been declared, the display will be initialized to the nominal mode, displaying the text 'NOM' to the left of the item number. In MM301, if a TAL abort has been declared, the display is initialized to the short field mode. Subsequent executions of item 39 alternate the choice between NOM and SHORT modes. The short field mode is indicated by displaying the text 'SHORT' double overbright. Execution of item 39 is legal down to the transition to the Approach and Landing (A/L) Guidance phase. An 'ILLEGAL ENTRY' message will result if item 39 is executed either after the A/L Guidance transition, or anytime during OPS 1.
- (14) The time to Heading Alignment Cone (HAC) initiation is displayed in Major Modes 305 and 603 on a horizontal scale during the TAEM Acquisition or S-turn phase. A downward pointing triangle becomes visible 20 seconds prior to HAC initiation. This symbol appears on the right (left) end of the scale for a left (right) turn onto the HAC and remains there flashing until 10 seconds to HAC initiation. The symbol then stops flashing and moves from right (left) to left (right) for a left (right) turn onto the HAC. When the symbol reaches the 0 second tickmark, the crew should expect the ADI roll error needle to deflect indicating the roll onto the HAC is being commanded. Time to HAC initiation is also displayed on the ADI roll rate pointer if the ADI RATE switch is in the MED position.

HORIZ SIT (Cont):

Once the Heading Alignment phase has begun, the horizontal scale changes from time to HAC initiation to a crosstrack scale. During the Heading Alignment phase, radial distance from the HAC is displayed with a full scale deflection of 5,000 ft. During the Prefinal and Approach and Land phases, the vehicle's distance from the extended runway centerline (Y position in runway coordinates) is displayed with a full scale deflection of 2,500 ft. A shuttle symbol is used in both cases for this display to indicate that it represents the vehicle's actual location with respect to the HAC or runway centerline rather than a "fly-to" indicator. The symbol will flash when at full scale deflection. Crosstrack error is also displayed on the ADI yaw rate pointer with the same full scale deflection but in a "fly-to" sense when the ADI RATE switch is in the MED position. In addition to radial distance and Y position, the ADI yaw rate pointer displays heading error in a "fly-to" sense prior to the HAC if the ADI RATE switch is in the MED position.

The horizontal scale, tickmarks, labels, and symbol blank at an altitude of 7,000 ft to indicate that the ADI rate pointers no longer display position error information when the ADI RATE switch is in the MED position (the ADI rate pointers stow at 7,000 ft and revert back to rates after a 3 second delay).

- (15) The altitude error computed by guidance based on a spiral HAC is displayed in Major Modes 305 and 603 on a vertical scale with a full scale deflection of 5,000 ft prior to the Prefinal phase or a full scale deflection of 1,000 ft during the Prefinal and Approach and Landing phases. A left pointing arrow is used to indicate that altitude error is displayed in a "fly-to" sense. The symbol will flash when at full scale detection. Altitude error is also displayed on the ADI pitch rate pointer with the same full scale deflection when the ADI RATE switch is in the MED position.

The vertical scale, tickmarks, labels, and symbol blank at an altitude of 7,000 ft to indicate that the ADI rate pointers no longer display position error information when the ADI RATE switch is in the MED position (the ADI rate pointers stow at 7,000 ft and revert back to rates after a 3 second delay).

*PROGRAM NOTES

- (5) OVHD to STRT Toggle in MM101. Item 6 cannot be used to toggle back to OVHD once STRT has been selected in MM101. The desired landing site can then be reselected (item 41) which will reset OVHD. (DR 42650)
- (9A) Possible Display of Invalid Bearing Data. Due to the timing between RM, SOP, and display software modules, it is possible for TACAN bearing data flagged as 'invalid' by the TACAN SOP to be displayed if a TACAN is alternately achieving and breaking lock at about 1 Hz. An intermittent 'M' on the display will usually occur in this situation. (DR 37577)
- (9B) Repetitive TACAN Self-Test. If a dilemma exists between two TACAN units and self-test is unable to resolve the dilemma, there is a possibility that the software could get into a loop which would continue to command self-test every eight seconds. Deselecting one of the units or moding the units to T/R will be required to clear up the problem. (DR 37693/45703)

CONTROLS (Cont):

- (3) LRU AA/RGA/SURF FDBK. Items 10 thru 13, 14 thru 17, and 18 thru 21 provide for deselection/ reselection of accelerometer assembly (AA), rate gyro assembly (RGA), and aerosurface feedback (SURF FDBK) transducer strings as candidates for the selection filter. An '*' next to an item number (10-21) indicates that the corresponding LRU/string has been deselected by the crew or, for AAs and RGAs (items 10 thru 17), deselection can be triggered by RM fail detection. The deselect status of items 10 thru 21 is carried over when transitioning from OPS 1 to OPS 3/6. In MM101 through MM106/601, items 18 thru 21 select/deselect body flap transducers only. Execution of any item, 10 thru 21, with an '*' present, reselects the corresponding LRU and blanks the '*'. The status column for each item (10 thru 21) displays an 'M' when a comm fault is declared, is blank (normal condition) or, for items 18 thru 21 only, displays a '↓' when RM declares one or more transducers in the string to be failed.
- (4) SSME PORT STAT. The port status for each channel on the SSME TVC actuators is shown as blank (no bypass), '↓' (bypassed), and 'M' (invalid data).

OPS G6 (ABORTS)

PAGE

OPS 6011	XXXXXX TRAJ	(SEE GNC, OPS G1, PAGE 3-4)
OPS 6021	VERT SIT 1	(SEE GNC, OPS G3, PAGE 3-52)
OPS 6031	2	(SEE GNC, OPS G3, PAGE 3-54)
DISP 18	GNC SYS SUMM 1	(SEE GNC, OPS G2, PAGE 3-22)
SPEC 23	RCS	(SEE GNC, OPS G2, PAGE 3-34)
SPEC 50	HORIZ SIT	(SEE GNC, OPS G3, PAGE 3-55)
SPEC 51	OVERRIDE	(SEE GNC, OPS G1, PAGE 3-12)
SPEC 53	CONTROLS	(SEE GNC, OPS G3, PAGE 3-60)

(REVISED)
OPS G6
(ABORTS)

OPS G6
(ABORTS) VII

OPS G6 (ABORTS) VII

1. BODY FLP VLV. Controls and status of the body fill valve (BODY FLP VLV) are displayed for each valve. An "ERR" (error) or "N/A" (not available) is displayed to indicate a failure of the valve signal. Each BODY FLP VLV may be selected to display by pressing the function key 12, 13, or 14. An "ERR" or "N/A" is present only if the valve is not in the "ON" position. The "ERR" or "N/A" is present only if the valve is not in the "ON" position.

2. SEC ACT CK. Secondary actuator check (SEC ACT CK) is displayed for each actuator. The "ERR" (error) or "N/A" (not available) is displayed to indicate a failure of the actuator signal. Each SEC ACT CK may be selected to display by pressing the function key 12, 13, or 14. An "ERR" or "N/A" is present only if the actuator is not in the "ON" position. The "ERR" or "N/A" is present only if the actuator is not in the "ON" position.

3. GVA. Ground Voltage (GVA) is displayed for each ground. The "ERR" (error) or "N/A" (not available) is displayed to indicate a failure of the ground signal. Each GVA may be selected to display by pressing the function key 12, 13, or 14. An "ERR" or "N/A" is present only if the ground is not in the "ON" position. The "ERR" or "N/A" is present only if the ground is not in the "ON" position.

OPS G8 (ON-ORBIT VEHICLE UTILITY)

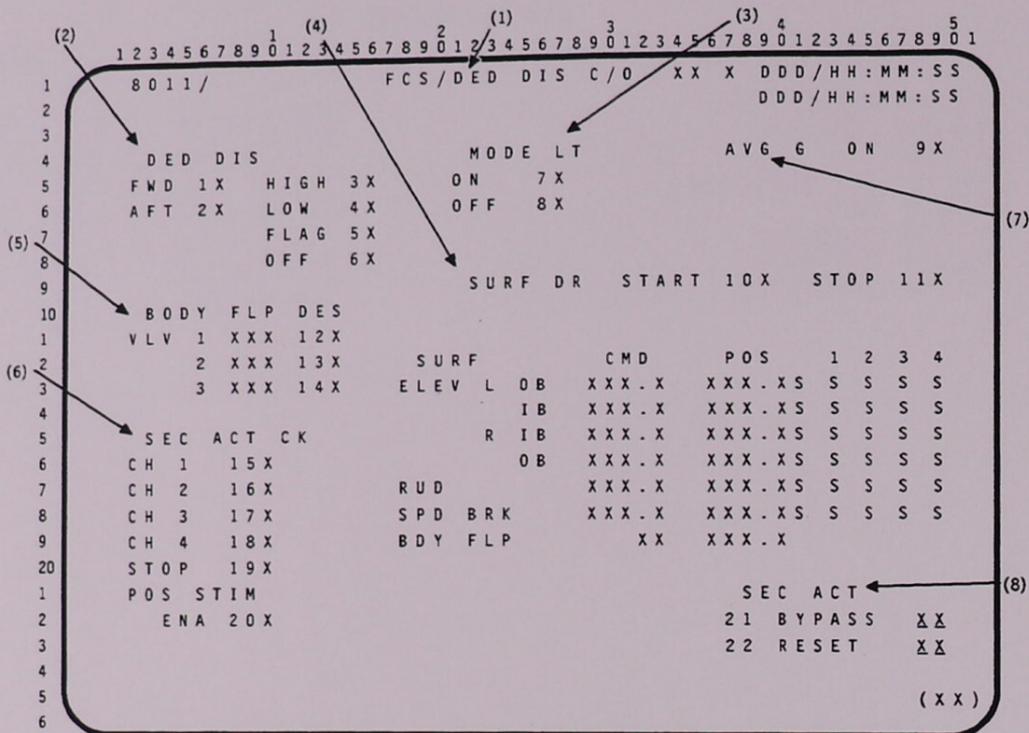
1. MODE. The current mode is displayed. The modes are: STANDBY, INIT, PROG, and EXEC. The mode is selected by pressing the function key 12, 13, or 14. The mode is displayed in the center of the screen.

2. POS. The current position is displayed. The positions are: POS 1, POS 2, POS 3, POS 4, POS 5, POS 6, POS 7, POS 8, POS 9, POS 10, POS 11, POS 12, POS 13, POS 14, POS 15, POS 16, POS 17, POS 18, POS 19, POS 20, POS 21, POS 22, POS 23, POS 24, POS 25, POS 26, POS 27, POS 28, POS 29, POS 30, POS 31, POS 32, POS 33, POS 34, POS 35, POS 36, POS 37, POS 38, POS 39, POS 40, POS 41, POS 42, POS 43, POS 44, POS 45, POS 46, POS 47, POS 48, POS 49, POS 50, POS 51, POS 52, POS 53, POS 54, POS 55, POS 56, POS 57, POS 58, POS 59, POS 60, POS 61, POS 62, POS 63, POS 64, POS 65, POS 66, POS 67, POS 68, POS 69, POS 70, POS 71, POS 72, POS 73, POS 74, POS 75, POS 76, POS 77, POS 78, POS 79, POS 80, POS 81, POS 82, POS 83, POS 84, POS 85, POS 86, POS 87, POS 88, POS 89, POS 90, POS 91, POS 92, POS 93, POS 94, POS 95, POS 96, POS 97, POS 98, POS 99, POS 100. The position is selected by pressing the function key 12, 13, or 14. The position is displayed in the center of the screen.

3. VEL. The current velocity is displayed. The velocities are: VEL 1, VEL 2, VEL 3, VEL 4, VEL 5, VEL 6, VEL 7, VEL 8, VEL 9, VEL 10, VEL 11, VEL 12, VEL 13, VEL 14, VEL 15, VEL 16, VEL 17, VEL 18, VEL 19, VEL 20, VEL 21, VEL 22, VEL 23, VEL 24, VEL 25, VEL 26, VEL 27, VEL 28, VEL 29, VEL 30, VEL 31, VEL 32, VEL 33, VEL 34, VEL 35, VEL 36, VEL 37, VEL 38, VEL 39, VEL 40, VEL 41, VEL 42, VEL 43, VEL 44, VEL 45, VEL 46, VEL 47, VEL 48, VEL 49, VEL 50, VEL 51, VEL 52, VEL 53, VEL 54, VEL 55, VEL 56, VEL 57, VEL 58, VEL 59, VEL 60, VEL 61, VEL 62, VEL 63, VEL 64, VEL 65, VEL 66, VEL 67, VEL 68, VEL 69, VEL 70, VEL 71, VEL 72, VEL 73, VEL 74, VEL 75, VEL 76, VEL 77, VEL 78, VEL 79, VEL 80, VEL 81, VEL 82, VEL 83, VEL 84, VEL 85, VEL 86, VEL 87, VEL 88, VEL 89, VEL 90, VEL 91, VEL 92, VEL 93, VEL 94, VEL 95, VEL 96, VEL 97, VEL 98, VEL 99, VEL 100. The velocity is selected by pressing the function key 12, 13, or 14. The velocity is displayed in the center of the screen.

4. ACC. The current acceleration is displayed. The accelerations are: ACC 1, ACC 2, ACC 3, ACC 4, ACC 5, ACC 6, ACC 7, ACC 8, ACC 9, ACC 10, ACC 11, ACC 12, ACC 13, ACC 14, ACC 15, ACC 16, ACC 17, ACC 18, ACC 19, ACC 20, ACC 21, ACC 22, ACC 23, ACC 24, ACC 25, ACC 26, ACC 27, ACC 28, ACC 29, ACC 30, ACC 31, ACC 32, ACC 33, ACC 34, ACC 35, ACC 36, ACC 37, ACC 38, ACC 39, ACC 40, ACC 41, ACC 42, ACC 43, ACC 44, ACC 45, ACC 46, ACC 47, ACC 48, ACC 49, ACC 50, ACC 51, ACC 52, ACC 53, ACC 54, ACC 55, ACC 56, ACC 57, ACC 58, ACC 59, ACC 60, ACC 61, ACC 62, ACC 63, ACC 64, ACC 65, ACC 66, ACC 67, ACC 68, ACC 69, ACC 70, ACC 71, ACC 72, ACC 73, ACC 74, ACC 75, ACC 76, ACC 77, ACC 78, ACC 79, ACC 80, ACC 81, ACC 82, ACC 83, ACC 84, ACC 85, ACC 86, ACC 87, ACC 88, ACC 89, ACC 90, ACC 91, ACC 92, ACC 93, ACC 94, ACC 95, ACC 96, ACC 97, ACC 98, ACC 99, ACC 100. The acceleration is selected by pressing the function key 12, 13, or 14. The acceleration is displayed in the center of the screen.

OPS G8 (ON-ORBIT VEHICLE UTILITY)



- (1) FCS/DED DIS C/O. A Guidance, Navigation, and Control (GNC) Operational Sequence (OPS) display available in OPS 8 (OPS 8011). It provides an interface to initiate and monitor the Dedicated Display checkout (DED DIS), the Mode Light test (MODE LT), the Aerosurface Drive test (SURF DR), and the Secondary Actuator Check (SEC ACT CK). If this OPS is overlaid with a Specialist Function (SPEC), any tests that are active continue; however, when the OPS is terminated by calling another OPS, all tests underway are terminated in an orderly fashion.
- (2) DED DIS. Items 1 and 2 select forward station displays (FWD) and aft station displays (AFT), respectively, and are mutually exclusive. The display is initialized with the FWD selected. The selected station is indicated by an '*' next to the appropriate item number. The capability exists to drive the Attitude Direction Indicator (ADI), Altitude/Vertical Velocity Indicator (AVVI), Alpha/Mach Indicator (AMI), Horizontal Situation Indicator (HSI), and Surface Position Indicator (SPI) with high and low values as well as present all error flags. Items 3 thru 6 allow the mode selection for HIGH, LOW, FLAG, and OFF, respectively. They are mutually exclusive, and the active item is indicated by an '*' next to the number.
- (3) MODE LT. This allows the General Purpose Computer (GPC) interface with the AUTO, Control Stick Steering (CSS), DIR, AUTO/MAN, and FCS MODE LTs to be checked. Controls for the MODE LT interface test allow turning the lights ON (item 7) and turning them OFF (item 8). Items 7 and 8 are mutually exclusive, and the active item is indicated by an '*' next to the item number.
- (4)* SURF DR. A SURF DR is available to check the GPC capability to drive the aerosurfaces and to warm the hydraulic fluid. The controls for the SURF DR allow the START (item 10) and STOP (item 11) of the aerosurface drive function. Items 10 and 11 are mutually exclusive, and item 10 is mutually exclusive with items 15 thru 18. The active control is indicated by an '*' next to the item number. The display is initialized with neither item selected. An output command (CMD) and selected position (POS) feedback are displayed for each aerosurface (SURF). Outputs for the elevons (ELEV) and rudder (RUD) are displayed in degrees with the direction of trailing edge deflection shown as 'U' (up) and 'D' (down) for the ELEV, and 'L' (left) and 'R' (right) for the RUD; speed brake (SPD BRK) outputs and positions are in percent of full deflection; CMD position for body flap (BDY FLP) is UP, DN (down), or blank; and the BDY FLP POS value is displayed in percent of full deflection. The status indicator after POS for ELEV, RUD, and SPD BRK will be a '↓' if predetermined limits between CMD and POS are exceeded during the aerosurface drive test.

FCS/DED DIS C/O (Cont):

The port status for channels 1, 2, 3, and 4 on all appropriate aerosurfaces is displayed as blank (no bypass), '↓' (bypass), or 'M' (data missing).

- (5) BODY FLP VLV. Controls and status of the body flap pilot valves (BODY FLP VLVs) are presented for each valve. An 'ENA' (Enable) or 'INH' (Inhibit) is displayed corresponding to the state of the enable signal. Each BODY FLP VLV may be selectively inhibited by executing item 12, 13, or 14. An '*' next to the item number indicates that the DES (deselect) command is active. Execution of item 12, 13, or 14 when the '*' is present enables the item and removes the '*.' These controls are enabled when the display is initialized in OPS 8, but the current state is maintained across other OPS transitions.
- (6)* SEC ACT CK. Secondary actuator check (SEC ACT CK) tests the bypass feature of the actuators by issuing a command on one channel of different magnitude than the other three. This command is maintained for a time duration adequate to cause ports to bypass (at least 140 msec). Controls are provided for actuator channels CH1 thru CH4 (items 15 thru 18). Execution of item 19 (STOP) terminates the test. Items 15 thru 19 are mutually exclusive, and items 15 thru 18 are mutually exclusive with item 10. An '*' appears next to the active item number. Resetting the channels is accomplished by using the Flight Control System (FCS) channel switches. The display is initialized with item 19 selected. Item 20 (POS STIM) changes the polarity of the secondary actuator check which is performed when items 15 thru 8 are executed. An '*' indicates positive polarity; a blank indicates negative. The display is initialized positive each time it is called.
- (7) AVG G. Item 9 turns powered flight navigation (AVG G) on or off. 'ON' results in an '*' next to the number. This display is initialized with AVG G ON and thereafter reflects crew inputs.
- (8) SEC ACT. Entry of an aerosurface secondary actuator channel ID at item 21/22 causes a command to be issued to bypass/reset that channel. Channel ID is defined as 'XY' where 'X' is the desired aerosurface and 'Y' is the actuator channel (see table, below). Bypasses and resets initiated in OPS 8 are the initialization data for any subsequent OPS cyclic I/O. The display is initialized with items 21 and 22 as zeroes.

<u>AEROSURFACE - 'X'</u>	<u>Actuator Channel 'Y'</u>			
	<u>1</u>	<u>2</u>	<u>3</u>	<u>4</u>
LOB ELEVON 1	11	12	13	14
LIB ELEVON 2	21	22	23	24
RIB ELEVON 3	31	32	33	34
ROB ELEVON 4	41	42	43	44
RUDDER 5	51	52	53	54
SPEEDBRAKE6	61	62	63	64

*PROGRAM NOTES

- (4) (6) Run ADT Prior to SEC ACT CK. The SURF DR (ADT) test should be run prior to the SEC CK because SURF DR leaves the surfaces far enough from the hardstops to ensure a valid SEC ACT CK. (DR 35572)

ADT Fault Annunciation. An 'AERO DRIVE' fault message and associated down arrow are generated when the SEC ACT CK (channel 1) is run. This is expected and can be cleared by MSG RESET on the MCDS keyboard. (DR 46503)

Actuator Bypass Down Arrows. Actuator bypass down arrows will not appear as expected if more than 2 channels are bypassed before resetting. Bypassed channels should be reset before bypassing the next channel. (DR 44250)

1										2										(1)										3										4										5									
1	2	3	4	5	6	7	8	9	0	1	2	3	4	5	6	7	8	9	0	1	2	3	4	5	6	7	8	9	0	1	2	3	4	5	6	7	8	9	0	1	2	3	4	5	6	7	8	9	0										
XXXX/041/										RGA/ADTA/RCS										XX X										DDD/HH:MM:SS										DDD/HH:MM:SS																			
(2)	3	DES	STAT			R		P	Y																																																		
4	R 1	1X	XXXX			±XX.XS		±XX.XS	±XX.XS																																																		
5	G 2	2X	XXXX			±XX.XS		±XX.XS	±XX.XS																																																		
6	A 3	3X	XXXX			±XX.XS		±XX.XS	±XX.XS																																																		
7	4	4X	XXXX			±XX.XS		±XX.XS	±XX.XS																																																		
9	DES	STAT			PS		P∞C		P∞U		P∞L		T																																														
(3)	10	A 1	5X	XXXX		XX.XXXS		XX.XXXS	XX.XXXS		XX.XXXS		XXX.XXXS																																														
1	D 3	6X	XXXX			XX.XXXS		XX.XXXS	XX.XXXS		XX.XXXS		XXX.XXXS																																														
2	T 2	7X	XXXX			XX.XXXS		XX.XXXS	XX.XXXS		XX.XXXS		XXX.XXXS																																														
(4)	3	A 4	8X	XXXX		XX.XXXS		XX.XXXS	XX.XXXS		XX.XXXS		XXX.XXXS																																														
4	TEST		HI	9X		LOW	10X		STOP	11X																																																	
(5)	7	RCS DRIVERS																																																									
20	RJDF		12X		TEST	EXEC	15X		TEST	XXXX																																																	
1	RJDA-A		13X		CONTINUE	16X		JET	XXX																																																		
2	-B		14X		STOP	17																																																					
(X X)																																																											

- (1) RGA/ADTA/RCS. A GNC SPEC (SPEC 41) available in OPS 8. It provides a means of initiating, monitoring, and terminating the self-tests of the Rate Gyro Assembly (RGA) and Air Data Transducer Assembly (ADTA) sensors, controls of the SF for each of these sensors, and controls for performing the RCS DRIVER TEST (trickle current). Execution of a DES item number changes the selection as a candidate for the SFs of the corresponding sensor. An '*' appears beside the item number if the corresponding sensor is deselected as a candidate. The SF configuration from this display is carried over into OPS 3. A status indicator next to each test parameter can show the following: an 'M' for missing data an '↓' for test value too low, an '↑' for test value too high, or blank. When an 'M' is displayed, the last valid value of the parameter is displayed.
- (2) RGA. RGA STAT is output as 'SMRD' or blank. If the Spin Motor Rotation Detector (SMRD) indicator is set, the SMRD display will be latched and reset if the error condition is corrected or upon execution of STOP (item 11). Roll (R), pitch (P), and yaw (Y) in degrees per second are displayed for each RGA.
- (3) ADTA. ADTA STAT is output as 'BITE' or blank. If the BITE indicator is set, the 'BITE' display will be latched, and reset if the error condition is corrected or upon execution of STOP (item 11). Static Pressure (PS), Center Alpha Pressure (P∞C), Upper Alpha Pressure (P∞U), Lower Alpha Pressure (P∞L) in inches of mercury, as well as Total Temperature (T) in degrees Celsius are displayed for each ADTA.
- (4) TEST. Items 9 and 10 initiate either the HIGH TEST or the LOW TEST for RGAs and ADTAs. An '*' appears next to the appropriate item number to indicate the selected test. Items 9 and 10 are initialized blank. Item 11 stops the self-test on all sensors. An '*' appears next to the item number to indicate that the tests have been stopped. Test results are evaluated visually.
- (5) RCS DRIVERS. Items 12, 13, and 14 allow selection of the Reaction Jet Drivers Forward, Aft-group A, or Aft-group B (RJDF, RJDA-A, or RJDA-B), respectively. These items are mutually exclusive. An '*' appears next to the item which has been selected. TEST is a status indication that will be output as 'FAIL' for a malfunction or a comm fault, 'RUN' for a test-active, and 'CPLT' for a test-complete. The jet alpha-numeric ID (JET) is output during an error in the test to identify the jet and is blanked after the execution of CONTINUE (item 16). TEST EXEC (item 15) begins the test. CONTINUE reinstates a suspended test. The test is suspended upon each error detection. An '*' appears next to the item which is active. STOP (item 17) deselects RCS testing (i.e., deselects the jet driver group, blanks the asterisks by item 12, 13, or 14 and item 15 or 16, and blanks 'CPLT'). Item 17 is legal only when RCS DRIVERS TEST is blank or 'CPLT.'

1 2 3 4 5 6 7 8 9 0 1 2 3 4 5 6 7 8 9 0 1 2 3 4 5 6 7 8 9 0 1 2 3 4 5 6 7 8 9 0 1																													
XXXX / 042 /										SWITCH / SURF										XX X DDD / HH : MM : SS									
																				DDD / HH : MM : SS									
										ORIDE DES										ORIDE DES									
1 1 XS 1X										3 1 XS 7X																			
2 XS 2X										2 XS 8X																			
3 XS 3X										3 XS 9X																			
2 1 XS 4X										4 1 XS 10X																			
2 XS 5X										2 XS 11X																			
3 XS 6X										3 XS 12X																			
										P R / Y										SPD BRK BDY FLP									
AUT CSS										AUT CSS										AUT MAN AUT DES									
L 1 XS XS										XS XS										XS XS XS 13X									
2 XS XS										XS XS										XS XS XS 14X									
3 XS XS										XS XS										XS XS XS 15X									
R 1 XS XS										XS XS										XS XS XS 16X									
2 XS XS										XS XS										XS XS XS 17X									
3 XS XS										XS XS										XS XS XS 18X									
										L O B L I B R I B R O B										SPD BDY BRK FLP									
1 XXX . XS XXX . XS										XXX . XS XXX . XS										XXX . XS XXX . XS 19X									
2 XXX . XS XXX . XS										XXX . XS XXX . XS										XXX . XS XXX . XS 20X									
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4 XXX . XS XXX . XS										XXX . XS XXX . XS										XXX . XS XXX . XS 22X									
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- (1) SWITCH/SURF display. A GNC SPEC (SPEC 42) available only in OPS 8. It includes FCS CH switch contact outputs and controls to select and deselect the switch contacts as selection filter (SF) inputs; FCS MODE switch contact outputs and controls to select or deselect the switch contacts; SURF position deflections for each transducer and controls to select and deselect the transducers as inputs to the SFs. The DES configuration is maintained across all OPS transitions for initialization of SF processing.
- (2)* FCS CH. An '*' appears in the ORIDE column when any of the redundant contacts of the four FCS CH switches is sensed to be in the ORIDE position. A status discrete ('M' for missing data, blank for okay) may appear adjacent to the switch contact discrete. Items 1 thru 12 are used to select or deselect the switch contact outputs as inputs to the SFs. An '*' next to the item number indicates deselection. Executing the item number again causes the '*' to disappear and indicates selection.
- (3) FCS MODE. The outputs of the triply-redundant pitch (P), roll/yaw (R/Y), SPD BK, and BDY FLP switch contacts for both the left (L) and right (R) FCS MODE switches are displayed. An '*' is shown under the switch position Auto (AUT), or CSS for P and R/Y, AUT or MAN for SPD BK, and AUT for BDY FLP, when the switch contact is sensed to be in that position. A status discrete is provided for each output as described in (2). Items 13 thru 18 are used to select or deselect the switch contact outputs as inputs to the SFs in the same manner described in (2) for items 1 thru 12. Deselection causes a set of contacts for all FCS MODE switches to be deselected.
- (4) SURF. The SURF position deflections sensed by each of four transducers for the LOB, LIB, RIB, and ROB elevons; SPD BK and BDY FLP are displayed in the lower section of the display. ELEV and RUD deflections are displayed in degrees. SPD BK and BDY FLP deflections are displayed in percent (0-99). A status discrete is provided for each output as described in (2). Items 19 thru 22 are used to provide manual control over which transducers are SF candidates in the same manner described in (2) for items 1 thru 12. Each item causes the specified transducer for all surfaces to be selected or deselected.

SWITCH/SURF (Cont):

***PROGRAM NOTES**

- (2) **FCS Channel Switch Comm Fault Status.** In OPS 8 (only), comm faulted FCS channel switch contacts are not removed from contact selection filtering as they should be. If FF 1, 2, or 3 failures or 'BCE STRG 1 (2,3) B' bypasses occur, switch status should be closely monitored via the SPEC and ground downlist to ensure that erroneous OVERRIDE commands do not occur. (DR 30526)

CONTROLLER display. A GND SPEC (SPD 48) available in OPS 2. If includes means to monitor commands from the Transition Hand Controller (THC), SPD BK controller, RUD PED, BOY R/L, also switches, Potential Hand Controller (PHC), and RHC, and panel (PHL) THM switches, as well as contacts to select and deselect the controller output for the selection filter (SF).

NOTE: The following applies to all the data fields described in the following paragraph. A '0' or '1' in the right of each data field contains an 'N' if data are missing, and a blank if data are present. Additionally for THC and RHC, a 'V' is displayed if Potentiometer Management (PM) has isolated a failure. RM cannot resolve failure in certain 2-LRU operations (imposture), and displays a 'T' for both elements in the case. Items 1 thru 32 are used to manually select and deselect controller elements to be used by their associated SF. An 'M' next to the item number signifies a manual selection. Repeatedly executing an item effectively results in selection and deselection. The SFs are active only for THC and RHC in OPS 8. However, the DES configuration is maintained for selection in OPS 2 or installation of all associated SFs.

(1) THM. Commands from the left (L) and right (R) THM transducers are displayed as 'L' or 'R' in controller area; under 'TX' or 'TZ' depending on the transducer selection.

(2) SPD BK. Commands are displayed in percent (0 to 100) of SPD BK extension.

(3) RUD PED. RUD PED L and R commands are displayed in percent (0 to 100) of L or R RUD PED deflection.

(4) BOY R/L. BOY R/L L and R switch (BW) contact outputs are shown as 'U' under UP or DN when first position is sensed as commanded by the switch contact.

(5) RHC. RHC L, R, and A commands are displayed in percent of full deflection for Pitch (P) 'U' or 'D', Roll (R) 'L' or 'R', or Yaw (Y) 'L' or 'R'. Note: The UCL/R is referenced to the controller axis. (See Section 6, GNC.)

(6) RHC TRM. L and R RHC and PHL THM switch commands are displayed under R and P for RHC TRM and R, R, and Y for PHL TRM. 'W' or 'U' under the R and Y columns corresponds to a right or left command. 'U' or 'D' under the P

										(5)										(1)										(6)									
XXXX / 043 /										CONTROLLERS										XX X DDD / HH : MM : SS										DDD / HH : MM : SS									
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- (1) CONTROLLERS display. A GNC SPEC (SPEC 43) available in OPS 8. It includes means to monitor commands from the Translational Hand Controller (THC), SPD BK controllers, rudder pedals (RUD PED), BDY FLP slew switches, Rotational Hand Controllers (RHC), and RHC and panel (PNL) TRIM switches, as well as controls to select and deselect the controller output for the selection filters (SFs).

NOTE: The following applies to all the data fields described in the following paragraphs. A status discrete to the right of each data field contains an 'M' if data are missing, and a blank if data are present. Additionally, for THC and RHC, a '↓' is displayed if Redundancy Management (RM) has isolated a failure. RM cannot resolve failures in certain 2-LRU operations (miscompare), and displays a '?' for both elements in this case. Items 1 thru 39 are used to manually select and deselect controller commands to be used by their associated SFs. An '*' next to the item number signifies deselection. Repeatedly executing an item alternately results in selection and deselection. The SFs are active only for THC and RHC in OPS 8. However, the DES configuration is maintained for transition to OPS 3 for initialization of all associated SFs.

- (2)* THC. Commands from the left (L) and aft (A) THC transducers are displayed as a '+' or '-' (in controller axes) under TX, TY, or TZ depending on the translation deflection.
- (3) SPD BK. Commands are displayed in percent (0 to 100) of SPD BK extension.
- (4) RUD PED. RUD PED L and R commands are displayed in percent (0 to 100) of L or R RUD PED deflection.
- (5) BDY FLP. BDY FLP L and R switch (SW) contact outputs are shown as '*' under UP or DN when that position is sensed as commanded by the switch contacts.
- (6)* RHC. RHC L, R, and A commands are displayed in percent of full deflection for Pitch (P) 'U' or 'D,' Roll (R) 'L' or 'R,' or Yaw (Y) 'L' or 'R.' Note: The U/D/L/R is referenced to the controller axes. (See Section 6, GNC.)
- (7) RHC TRIM and PNL TRIM. L and R RHC and PNL TRIM switch commands are displayed under R and P for RHC TRIM and R, P, and Y for PL TRIM. 'R' or 'L' under the R and Y columns corresponds to a right or left command. 'U' or 'D' under the P

CONTROLLERS (Cont):

column corresponds to an up or down command. A blank under any column indicates no sensed trim command.

*PROGRAM NOTES

- (2) AFT THC Data Display. The physical orientation (rotated 90 degrees clockwise) of the AFT THC causes crew commands to be displayed as follows:

THC CMD	TX	TY	TZ
PUSH	+		
PULL	-		
DOWN		+	
UP		-	
STBD			+
PORT			-

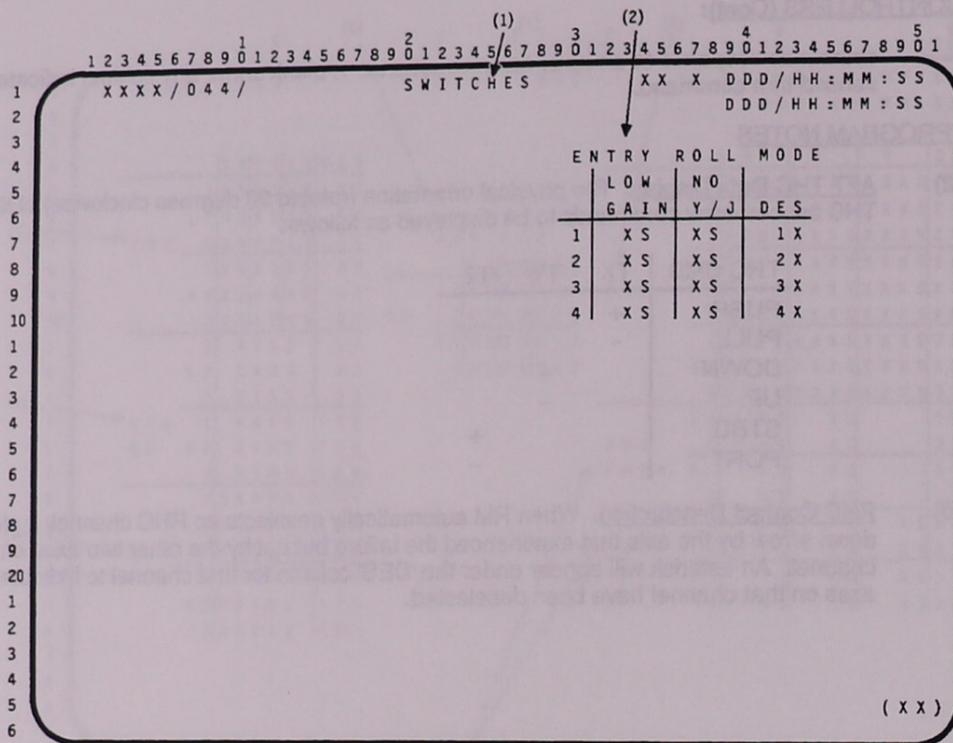
- (6) RHC Contact Deselection. When RM automatically deselects an RHC channel, it places a down arrow by the axis that experienced the failure but not by the other two axes on that channel. An asterisk will appear under the 'DES' column for that channel to indicate that all axes on that channel have been deselected.

off display of the AFT THC data display. The physical orientation (rotated 90 degrees clockwise) of the AFT THC causes crew commands to be displayed as follows:

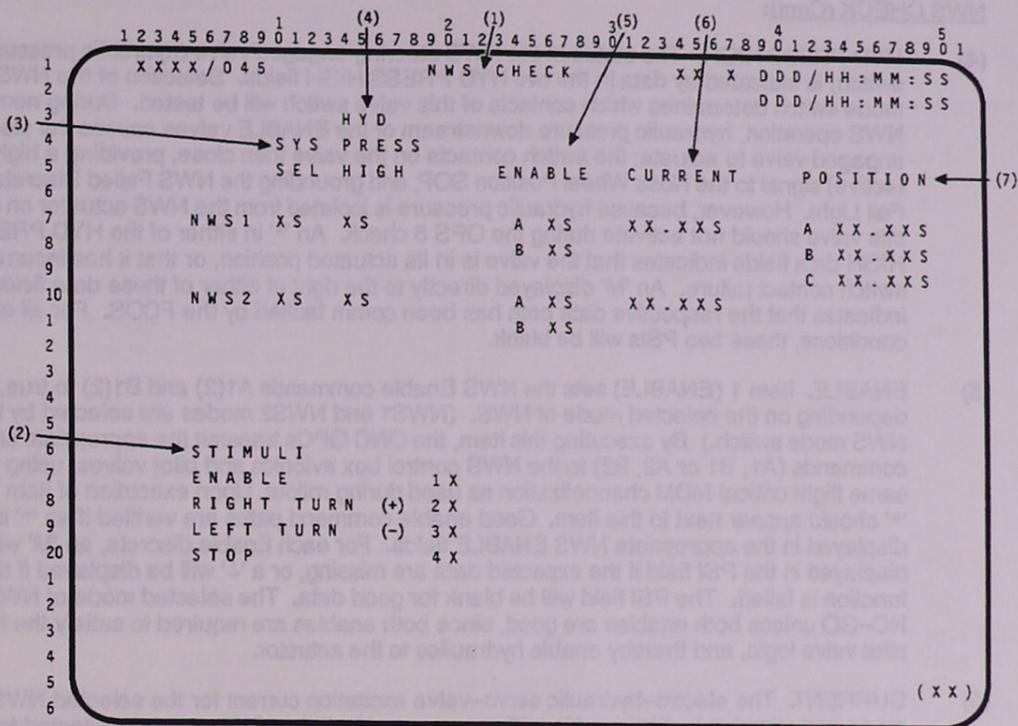
THC CMD | TX | TY | TZ
PUSH | + | |
PULL | - | |
DOWN | | + | |
UP | | - | |
STBD | | | + |
PORT | | | - |

NOTE: Parameters within indicators (POI) are displayed directly to the right of most of the respective data fields described below. An "M" is displayed below a field to indicate a missing or lost beam corner located. An "A" is displayed below a field to indicate a predefined tolerance or is unexpected. The POI field is checked the data parameter it was in predefined limits or if it is an expected value.

(3) SYS SEL. An "M" by NWS1 or NWS2 indicates the selected position of the NWS mode switch on panel L2. If the switch is in the OFF position, both fields will be blank. An "M" is displayed in the adjacent POI field if the data field path has been corner failed by the Right control operating system (RCOS); otherwise, the POI field is blank. An out-of-tolerance condition exists if an "M" appears by both SYS SEL fields, although the display will not announce an out-of-tolerance condition for the axis.



- (1) SWITCHES display. A GNC SPEC (SPEC 44) available only in OPS 8 which provides the capability to monitor and control the selection filtering of the ENTRY MODE switch.
- (2) Items 1 thru 4 are used to alternately select or deselect 'ENTRY ROLL MODE' redundant contact sets 1 thru 4 to be used as inputs to RM selection filtering. An '*' is displayed at the item number to indicate deselection (DES) or in the 'LOW GAIN' or NO Y JET ('NO Y/J') columns to indicate that the closed position is sensed. An 'M' is displayed for each contact whenever data for that contact are missing; otherwise, the status parameter is blank.



(1) **NWS CHECK.** A GNC SPEC (SPEC 45) available only in OPS 8 with the improved NWS avionics mod kit. This display provides the capability to control the Enable and Position commands to the Nose Wheel Steering (NWS) system, perform checks on the nose wheel feedback and steering position transducers, monitor the NWS system discretes and electro-hydraulic servo valve electrical current, and annunciate (Class O) out-of-tolerance conditions during the on-orbit FCS checkout.

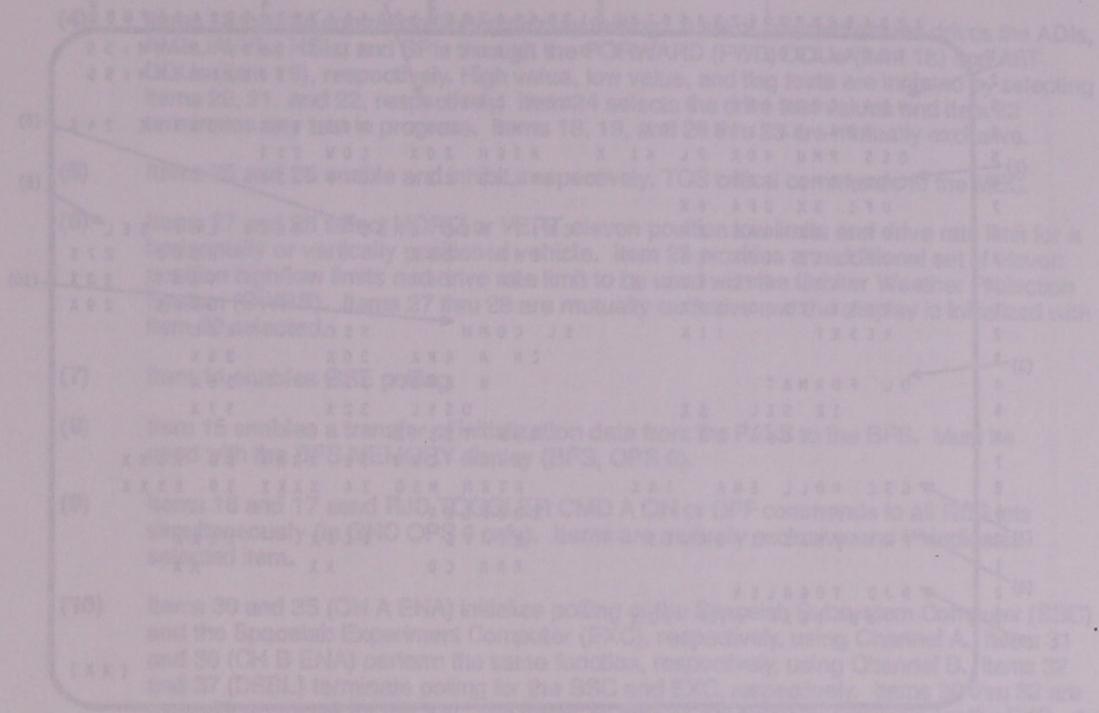
(2) **STIMULI.** Items 1 thru 3 are used to initiate checks on the selected NWS system mode. Item 1 (ENABLE) sets the NWS Enable commands A and B to true. Item 2 (RIGHT TURN) sends a positive position steering command (I-LOAD) to the NWS control box, and item 3 (LEFT TURN) sends a negative steering position command (I-LOAD) to the NWS control box. Item 4 (STOP) halts all stimuli to the NWS. An '*' appears next to the item (1-4) currently selected. However, because these items are mutually exclusive, only one may be selected at a time. Execution of any item automatically deselects the item previously selected, and an '*' should appear by the new item. When the display is initialized, item 4 is automatically selected, whereby the NWS position command is set to zero volts, and the NWS Enable commands are set to false.

NOTE: Parameter status indicators (PSIs) are displayed directly to the right of most of the respective data fields described below. An 'M' is displayed if data for a field is missing or has been comm faulted. A '↓' is displayed if data for a field is outside of a predefined tolerance or is unexpected. The PSI field is blank if the data parameter is within its predefined limits or if it is an expected value.

(3) **SYS SEL.** An '*' by NWS1 or NWS2 indicates the selected position of the NWS mode switch on panel L2. If the switch is in the OFF position, both fields will be blank. An 'M' is displayed in the adjacent PSI field if the data field path has been comm faulted by the flight control operating system (FCOS); otherwise, the PSI field is blank. An anomalous condition exists if an '*' appears by both SYS SEL fields, although the display will not annunciate an out-of-tolerance condition for this case.

NWS CHECK (Cont):

- (4) **HYD PRESS HIGH.** The status of the NWS steering engaged valve (hydraulic pressure switch) is indicated by data in the two HYD PRESS HIGH fields. Selection of the NWS mode switch determines which contacts of this valve switch will be tested. During normal NWS operation, hydraulic pressure downstream of the ENABLE valves causes the steering engaged valve to actuate; the switch contacts on the valve then close, providing a high (active) signal to the Nose Wheel Position SOP, and grounding the NWS Failed Discrete and Fail Light. However, because hydraulic pressure is isolated from the NWS actuator on orbit, this valve should not activate during the OPS 8 check. An '*' in either of the HYD PRESS HIGH data fields indicates that the valve is in its actuated position, or that it has incurred a switch contact failure. An 'M' displayed directly to the right of either of these data fields indicates that the respective data path has been comm faulted by the FCOS. For all other conditions, these two PSIs will be blank.
- (5) **ENABLE.** Item 1 (ENABLE) sets the NWS Enable commands A1(2) and B1(2) to true, depending on the selected mode of NWS. (NWS1 and NWS2 modes are selected by the NWS mode switch.) By executing this item, the GNC GPCs transmit the appropriate enable commands (A1, B1 or A2, B2) to the NWS control box avionics and pilot valves, using the same flight critical MDM channelization as used during rollout. Upon execution of item 1, an '*' should appear next to this item. Good enable command paths are verified if an '*' is displayed in the appropriate NWS ENABLE fields. For each Enable discrete, an 'M' will be displayed in the PSI field if the expected data are missing, or a '↓' will be displayed if the function is failed. The PSI field will be blank for good data. The selected mode of NWS is NO-GO unless both enables are good, since both enables are required to satisfy the NWS pilot valve logic, and thereby enable hydraulics to the actuator.
- (6) **CURRENT.** The electro-hydraulic servo-valve excitation current for the selected NWS mode and stimulus is displayed in milliamperes (mA). If the NWS switch is selected to 1 or 2, and the display is initialized (item 4 selected) or item 1 is selected, the NWS position commands are set to zero volts (null command). The NWS actuator feedback transducers are nominally biased -0.44 volts (about +1° in the stowed and locked nose wheel position), so that transducer null failures may be detected on orbit. Therefore, prior to sending a RIGHT TURN (item 2) or LEFT TURN (item 3) command, the indicated electrical current is the current associated with this transducer bias. An 'M' in the PSI field indicates that the data path for the servo-valve current has been comm faulted. A '↓' will be displayed if the current is outside of its predefined limits. The PSI will be blank if the current is good and the data path has not been comm faulted.
- (7) **POSITION.** The steering position transducer (SPT) signals, conditioned by the steering position amplifiers (SPAs), indicate the true stowed nose wheel position in degrees (zero degrees). The SPTs are biased similarly to the feedback transducers. However, the nose wheel is stowed and locked on orbit and does not change position even when a RIGHT TURN (item 2) or LEFT TURN (item 3) command is executed. Therefore, the SPT/SPA signals should remain constant throughout FCS checkout. In order to preclude a 0° transducer reading at the stowed position from masking a null failure of one of these transducers, the SPTs are biased -0.42 volts (about +1° at the stowed and locked nose wheel position). A scale factor is applied to the SPT/SPA signals to convert the readings from volts to degrees; then, a bias is added to compensate for the built in -0.42 volts transducer off-set. The results are displayed in the position field, in degrees. If the absolute value of any position is >0.75°, a '↓' will appear in the respective PSI field, directly to the right of the value. An 'M' in a PSI field indicates that the data path for that value is missing (e.g., I/O error, LRU failure, etc.). A blank PSI field indicates that the position is good, and that the data path is not missing.



OPS G9 (PREFLIGHT VEHICLE UTILITY)

Two displays are shown in the diagram. The left display shows 'OPS G9' and the right display shows 'PREFLIGHT VEHICLE UTILITY'. The diagram illustrates the layout and connectivity of these displays within the GTS system.

Upon transition to G9 both items 40 and 41 are initialized with their "A" blank, indicating that PGMU and PL data are being acquired. If either item is attempted in G9 with item 2 (HDA RHT) active, or in PL OPS 8, an LLBAGL ENTRY message will occur.

Item 40 and 41 control collection of PGMU and PL data, respectively, during HDA processing in G9 only. Both are toggle items which, when selected, cause associated VO to occur and an "A" to appear next to the selected item. The next selection of the item reverts the VO and clears the "A". Upon transition to G9 both items 40 and 41 are initialized with their "A" blank, indicating that PGMU and PL data are being acquired. If either item is attempted in G9 with item 2 (HDA RHT) active, or in PL OPS 8, an LLBAGL ENTRY message will occur.

Item 3 thru 7 (LFI-5) select GPC 1 thru 5 (valid GPCs) UPAL light row of the CAM. Item 5 (PFA) selection causes the PFAI (disposal) light for the GPC selected in item 3 to turn on. Item 6 toggle, and selector(s) is (are) indicated by an "A" (item 6 is mutually exclusive with items 7 and 8). Item 8 plus lights of 1 to 5 select the GPC to be voted against for decision ball (voted) which determines the CAM count light. Item 10 initiates action as determined by selector made in item 2 thru 8. Item 11 execution deactivates item 3 thru 8 and turns CAM lights off. CAM lights remain on until item 11 is executed or new SPICOP 2 is selected. Selection of item 10 or 11 is indicated by an "A". An "A" by item 10 is blanked upon execution of any item 3 thru 8, or item 11. An "A" by item 11 is blanked upon execution of any item 3 thru 11.

Item 15 - X EXEC select downward format ID XX for loading

Item 16 loads format XC

OPS G9 (PREFLIGHT VEHICLE UTILITY)

	1	2	3	4	5	6	7	8	9	0	1	2	3	4	5	6	7	8	9	0	1	2	3	4	5	6	7	8	9	0	1	2	3	4	5	6	7	8	9	0	
	XXXX / 100 /										GTS DISPLAY										XX X DDD / HH : MM : SS																				
																					DDD / HH : MM : SS																				
(1)	1	2	3	4	5	6	7	8	9	0	1	2	3	4	5	6	7	8	9	0	1	2	3	4	5	6	7	8	9	0	1	2	3	4	5	6	7	8	9	0	
	HDA CONTROL										DED DISP																														
	ENA 1X INH 2X										FWD 18X AFT 19X DRIVE 24X																														
(2)	5	6	7	8	9	0	1	2	3	4	5	6	7	8	9	0	1	2	3	4	5	6	7	8	9	0	1	2	3	4	5	6	7	8	9	0					
	DES PMU 40X PL 41 X										HIGH 20X LOW 21X																														
	CSL / RML TEST										FLAG 22X OFF 23X																														
	UF1 3X UF4 6X										CRIT MEC CMDS										ELEV LMT SEL																				
	UF2 4X UF5 7X										ENA 25X										HORZ 27X																				
	UF3 5X IFA 8X										INH 26X										VERT 28X																				
10	9 FAIL 6PC SEL X																				OWPS 29X																				
1	TEST EXEC 10X																																								
2	RESET 11X										SL COMM										SSC EXC																				
(3)	3	4	5	6	7	8	9	0	1	2	3	4	5	6	7	8	9	0	1	2	3	4	5	6	7	8	9	0	1	2	3	4	5	6	7	8	9	0			
	DL FORMAT										CH A ENA 30X										35X																				
	12 SEL XX										B ENA 31X										36X																				
	LOAD 13X										DSBL 32X										37X																				
											MDM TESTS																														
	GSE POLL ENA 14X										RTRN CHW 33 XXXX 38 XXXX																														
											RTRN MSG 34 XXXX 39 XXXX																														
											COUPLER																														
(7)	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36	37	38	39	40	41	42	43	44	45	46	47	48	49	50	51	52	53	54	55	56	57	58	59	60
	PASS / BFS XFER 15										STATE XXXX XXXX																														
(8)	2	3	4	5	6	7	8	9	0	1	2	3	4	5	6	7	8	9	0	1	2	3	4	5	6	7	8	9	0	1	2	3	4	5	6	7	8	9	0		
	RJD TOGGLER										ERR CD XX XX																														
(9)	4	5	6	7	8	9	0	1	2	3	4	5	6	7	8	9	0	1	2	3	4	5	6	7	8	9	0	1	2	3	4	5	6	7	8	9	0				
	ON 16X OFF 17X																																								
																					(X X)																				

General Test Support (GTS) display is a specialist function (SPEC 100) available in OPS 9 in GNC or PL major functions. Includes (1) control of Housekeeping Data Acquisition (HDA) and (in G9 only) PCMMU/PL data acquisition, (2) Computer Status Lights (CSL) and RM Logic testing, (3) downlist format selection, (4) testing of dedicated displays, (5) use of critical master events controller (MEC) commands, (6) elevon position limit, (7) GSE polling, (8) one-shot PASS/BFS transfer, (9) RJD toggler, and (10) Spacelab Communication (SL COMM) control and monitoring.

- (1) Items 1 and 2 enable and inhibit, respectively, housekeeping data acquisition. An '*' indicates the item selected. Selecting item 1 blanks the '*'s beside item 40 in OPS G9 and P9 and beside item 41 in G9 (an '*' is always displayed beside item 41 in P9). Selecting item 2 puts an '*' beside item 40 in G9 and P9, and beside item 41 in G9.

Items 40 and 41 control collection of PCMMU and PL data, respectively, during HDA processing in G9 only. Both are toggle items which, when selected, cause associated I/O to cease and an '*' to appear next to the selected item. The next selection of that item restarts the I/O and blanks the '*'. Upon transition to G9 both items 40 and 41 are initialized with their '*'s blanked, indicating that PCMMU and PL data are being acquired. If either item is attempted in G9 with item 2 (HDA INH) active, or in PL OPS 9, an ILLEGAL ENTRY message will result.

- (2) Items 3 thru 7 (UF1-5) select GPC 1 thru 5 (voting GPCs) UFAIL light row of the CAM. Item 8 (IFA) selection causes the IFAIL (diagonal) light for the GPC selected in item 9 to turn on. Items 3 thru 8 toggle, and selection(s) is (are) indicated by an '*' (item 8 is mutually exclusive with items 3 thru 7 and 9). Item 9 plus inputs of 1 to 5 select the GPC to be voted against (or declare itself failed) which determines the CAM column light. Item 10 initiates testing as determined by selections made in items 3 thru 9. Item 11 execution deselects items 3 thru 8 and turns CAM lights off. CAM lights remain on until item 11 is executed or new SPEC/OPS is selected. Selection of item 10 or 11 is indicated by an '*'. An '*' by item 10 is blanked upon execution of any item 3 thru 9, or item 11. An '*' by item 11 is blanked upon execution of any item 3 thru 10.

- (3) Item 12 +X X EXEC selects downlist format ID XX for loading.

Item 13 loads format XX.

GTS DISPLAY (Cont):

- (4) Items 18 thru 24 control dedicated display testing. A set of selected values drives the ADIs, AMIs, AVVIs, HSI, and SPIs through the FORWARD (FWD) DDU (item 18) and AFT DDU (item 19), respectively. High value, low value, and flag tests are initiated by selecting items 20, 21, and 22, respectively. Item 24 selects the drive test values and item 23 terminates any test in progress. Items 18, 19, and 20 thru 23 are mutually exclusive.
- (5) Items 25 and 26 enable and inhibit, respectively, TCS critical commands to the MEC.
- (6) Items 27 and 28 select HORIZ or VERT elevon position low limits and drive rate limit for a horizontally or vertically positioned vehicle. Item 29 provides an additional set of elevon position high/low limits and drive rate limit to be used with the Orbiter Weather Protection System (OWPS). Items 27 thru 29 are mutually exclusive and the display is initialized with item 29 selected.
- (7) Item 14 enables GSE polling.
- (8) Item 15 enables a transfer of initialization data from the PASS to the BFS. Must be used with the BFS MEMORY display (BFS, OPS 0).
- (9) Items 16 and 17 send RJD TOGGLER CMD A ON or OFF commands to all RCS jets simultaneously (in GNC OPS 9 only). Items are mutually exclusive and '*' indicates selected item.
- (10) Items 30 and 35 (CH A ENA) initialize polling of the Spacelab Subsystem Computer (SSC) and the Spacelab Experiment Computer (EXC), respectively, using Channel A. Items 31 and 36 (CH B ENA) perform the same function, respectively, using Channel B. Items 32 and 37 (DSBL) terminate polling for the SSC and EXC, respectively. Items 30 thru 32 are mutually exclusive for the SSC and items 35 thru 37 are mutually exclusive for the EXC. An '*' is displayed next to the currently selected item number for each computer. Items 33 and 38 allow an MDM return command header word test to be performed on the SSC and EXC, respectively. Test results are displayed as 'FAIL' or blank if good. Items 34 and 39 (RTRN MSG) allow an MDM return message test to be performed on the SSC and EXC, respectively. Test results are displayed as 'FAIL' or blank if good. The contents of the COUPLER status word (STATE, ERR CD) are displayed to indicate if communication has been achieved with the SSC/EXC computers. The text displayed for STATE is 'BUSY,' 'RSET' (reset), 'HALT,' 'BITE,' or 'CPLT' (complete). Error code ('ERR CD') outputs are displayed in decimal.

1										2										3										4										5									
1	2	3	4	5	6	7	8	9	0	1	2	3	4	5	6	7	8	9	0	1	2	3	4	5	6	7	8	9	0	1	2	3	4	5	6	7	8	9	0	1	2	3	4	5	6	7	8	9	0
XXXX / 101 /										SENSOR SELF-TEST										XX X										DDD / HH : MM : SS										DDD / HH : MM : SS									
(1)	3																																																
	4																																																
	5																																																
	6																																																
	7																																																
	8																																																
(2)	9																																																
	10																																																
	1																																																
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(3)	4																																																
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(4)	8																																																
	9																																																
	20																																																
	1																																																
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	4																																																
	5																																																
	6																																																

SENSOR SELF-TEST is a specialist function (SPEC 101) which is available in GNC OPS 9. This display provides the means to enable self-testing of the Microwave Scan Beam Landing System (MSBLS), the Tactical Air Navigation (TACAN), the Radar Altimeters (RA), and Accelerometer Assemblies (AA).

Execution of items 1 thru 12 enables LRUs for testing. Any number of these sensors may be enabled at once. An '*' is displayed beside those items selected for testing. The Test Status (STAT) is displayed for LRUs except AA as follows: blank for normal, 'OFF' for power off, and 'BITE' for internal hardware failure. 'BITE' is blanked whenever the condition is cleared. A status indicator beside each test parameter will show one of the following: blank for normal, '↓' for data exceeding low limit, and '↑' for data exceeding high limit.

- (1) Items 1 thru 3 enable an MSBLS for self-test on range (RNG) in nautical miles, azimuth (AZ) in degrees, and elevation (EL) in degrees.
- (2) Items 4 thru 6 enable a TACAN for self-test on RNG in nautical miles and azimuth (AZ) in degrees.
- (3) Item 7 or 8 enables an RA for self-test in altitude (ALT) in feet.
- (4) Items 9 thru 12 enable an AA for self-test in lateral acceleration (Y) in feet per second per second and normal acceleration (Z) in feet per second per second.
- (5) TEST CONTROL. Item 13 (START) initiates self-testing on the enabled sensors. If none are enabled, this item will do a search, then complete. Selection of item 13 drives an asterisk which blanks when testing is completed. Item 14 (AUTO SEQ) initiates self-testing on all twelve sensors whether enabled or not. Item 15 (TERM) terminates testing and inhibits all twelve sensors from self-test. Execution of item 13 or 14 with testing in progress or after test completion is illegal unless item 15 is entered first.
- (6) Item 16 (INH ALL) inhibits all twelve sensors from self-test. Execution of item 16 when item 13 or 14 is selected is illegal.

RCS/RGA/ADTA TEST (Cont):

A status indicator beside each parameter will show one of the following: blank for normal, '↓' for data exceeding low limit, and '↑' for data exceeding high limit.

- (4) Items 7 thru 10 enable a Rate Gyro Assembly (RGA) for self-testing on roll rate (R), pitch rate (P), and yaw rate (Y). Rates are displayed in deg/sec.
- (5) Items 11 thru 14 enable an Air Data Transducer Assembly (ADTA) for self-test in Center Alpha Pressure ($P_{\infty C}$), Static Pressure (PS), Upper Alpha Pressure ($P_{\infty U}$), Lower Alpha Pressure ($P_{\infty L}$), and Total Temperature (TT). Pressures are displayed in inches-Hg and temperatures in degC.
- (6) TEST CONTROL. Item 15 initiates self-testing with high values on the enabled sensors (items 7 thru 14, marked with '*s'). Item 16 initiates self-testing with low values on the enabled sensors. If no sensors are enabled, this function will do a search, then complete. Item 17 initiates self-testing with both high and low values on all eight of these sensors. Execution of item 15, 16, or 17 is illegal when testing is in progress or after a test has been completed unless TERM (item 18) is entered first. Item 18 inhibits testing all eight of these sensors (blanks all '*s' beside items 7 thru 14). Item 18 is legal only after test results have been displayed for all sensors selected for testing.
- (7) Item 19 inhibits all of the sensors (items 7 thru 14) with regard to self-testing. Its selection causes the '*' to appear beside 19 and to be removed from items 7 thru 14. Item 19 is legal only when item 15, 16, or 17 is not selected.

	1	2	3	4	5	6	7	8	9	0	1	2	3	4	5	6	7	8	9	0	1	2	3	4	5	6	7	8	9	0	1
1	XXXX / 104 /			GND IMU CNTL/MON												XX	X	DDD/HH:MM:SS													
2																		DDD/HH:MM:SS													
3	IMU			1			2			3																					
4	X	1	XXX.XX	4	XXX.XX	7	XXX.XX	SEL IMU										1	16	X											
5	Y	2	XXX.XX	5	XXX.XX	8	XXX.XX											2	17	X											
6	Z	3	XXX.XX	6	XXX.XX	9	XXX.XX											3	18	X											
7																															
8	O	XXX.XX	XXX.XX	XXX.XX	ATT DET										19	X															
9	M	XXX.XX	XXX.XX	XXX.XX	HNGR CAL A										20	X															
10	I	XXX.XX	XXX.XX	XXX.XX											B	21	X														
11	IR	XXX.XX	XXX.XX	XXX.XX											C	22	X														
12	V X	±XX.XX	±XX.XX	±XX.XX	PREFLT CAL										23	X															
13	Y	±XX.XX	±XX.XX	±XX.XX	GYROCOMP										24	X															
14	Z	±XX.XX	±XX.XX	±XX.XX	XXXX XXXX																										
15	VRSS	XX.XX	XX.XX	XX.XX	INERTIAL										25	X															
16										PLAT POS										26	X										
17	B	HDW	XXXX	XXXX	XXXX	TERM/IDLE										27	X														
18	I	S/W	XX	XX	XX																										
19	T	STAT	XX	XX	XX	28 MM WRITE										X															
20										READ										29	X										
21	PWR ON	X	X	X	MM STATUS										XXX	X															
22	I/O	S	S	S																											
23	STBY	10X	11X	12X	30 SITE SEL										X																
24	OPER	13X	14X	15X	ACTUAL										XXX																
25																				(XX)											
26																															

GND IMU CNTL/MON is a specialist function (SPEC 104) available in GNC OPS 9. This display supports IMU ground calibration, attitude determination, platform positioning, gyrocompassing, inertial, and TERM/IDLE functions. In addition, this display provides for a Mass Memory Read or Write of calibration parameters.

- (1) Entry of values for items 1 thru 9 (in degrees) provides Euler angles defining the NAV-base to cluster transformation for Inertial Measurement Units (IMUs) 1, 2, and 3 to support the platform positioning function.
- (2) Display of outer (O), middle (M), inner (I), and inner roll (IR) gimbal angles (in degrees) for each IMU; individual accelerometer delta velocity (ΔV_X , ΔV_Y , ΔV_Z) in feet per second per second in cluster coordinates for each IMU; and RSS delta velocity ($\Delta VRSS$) in feet per second per second for each IMU.
- (3) BITE status words in hexadecimal for each IMU.
- (4) Power-on status for each IMU; blank indicates power off while an '*' indicates power on. I/O status for each IMU; blank for normal and 'M' for missing data.
- (5)* Execution of items 10, 11, and 12 places IMU 1, 2, and 3, respectively, in the standby (STBY) mode. Execution of items 13, 14, and 15 places IMU 1, 2, and 3, respectively, in the operate (OPER) mode. An '*' is displayed beside any executed item.
- (6) Execution of items 16, 17, and 18 selects IMUs for calibration/alignment and mass memory read/write. An '*' is displayed next to any executed item.
- (7) Execution of items 19 thru 26 initiates the calibration/alignment procedures. An '*' is displayed beside any executed item, and any '*' displayed beside any other of items 19-26 is blanked. Under item 24, 'FAIL' is displayed if the alignment-goodness test fails; 'CPLT' is displayed when the velocity and tilt test is completed. Execution of item 27 terminates calibration/alignment procedures.

GND IMU CNTL/MON (Cont):

- (8) Execution of 'ITEM 28 +1 (2,3)' initiates a mass memory write of calibration parameters for selected IMU(s). Item 29 initiates a mass memory read of calibration parameters for all selected IMUs. Items 28 and 29 are valid only when item 27 is selected. MM STATUS will show 'IP' (in progress), 'FAIL' (checksum fail or I/O fail), 'CMPT' (complete error free), or blank. IMU calibration data will not be updated by the MM read if MM STATUS is 'FAIL'
- (9) Execution of ITEM 30 +1(2 thru 9) causes predefined IMU SITE dependent data from a look-up table to be utilized by the IMU software. ITEM 30 is only valid when the IMUs are in TERM/IDLE (* beside item 27). The ACTUAL site selected is displayed below SITE SEL (entries 1 thru 9 are associated with sites 39A, VAS, OPF, JSC, PMD, DNY, 39B, LC6, and OMC, respectively). An 'ILLEGAL ENTRY' message will be generated if an attempt is made to enter a value other than 1 thru 9 or execute item 30 when the IMUs are not in TERM/IDLE.

*PROGRAM NOTES

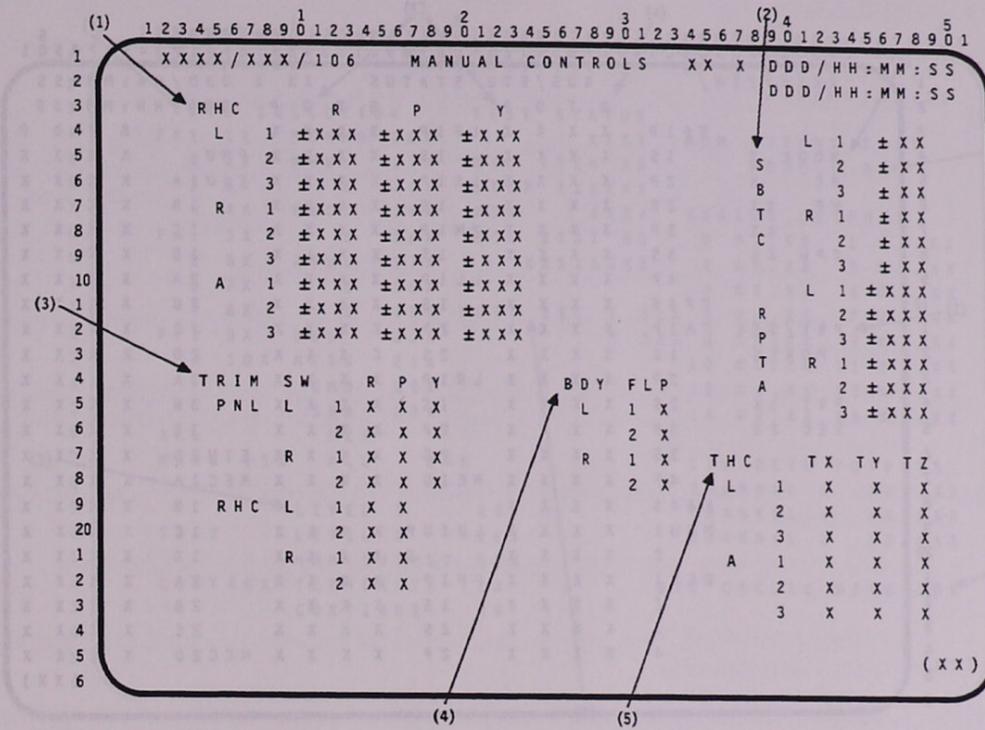
- (5) IMU Commands during BTU Testing. Execution of items 13 thru 15 during BTU level 2 testing (ref. SPEC 112, item 26) will result in an 'ILLEGAL ENTRY' message and all IMUs will remain in the STBY mode.

TCS CONTROL (Cont):

- (8) RESUME. Item 6 resumes a suspended sequence with the next step (at the step number shown at STEP, if the stop is within the main sequence).
- (9) RSM AT. ITEM 7 +X X X X X ENTER resumes a suspended sequence with the main sequence step numbered XXXXX.
- (10) CLEAR MSGS. Item 8 clears out all the text messages on the display together with their associated time tags.
- (11) TEXT. Execution of a text operator within the sequence (with CRT as the designation) causes the text to be displayed. A maximum of 34 characters is allowed. Latest message is on top; others roll down to make room; 15 maximum; any excess message drops off the bottom.

TIME. The Greenwich Mean Time (GMT), in hr:min:sec, associated with each message is displayed.
- (12) ECP ERROR. The decimal equivalent of the Explicitly-Coded Program (ECP) error code will be displayed when a call program error is encountered. The error code is blanked upon the start of a new ECP.

(Faint, mirrored text from the reverse side of the page, including terms like STATUS, ERROR CODE, TIME, STOP, and CANCEL.)



MANUAL CONTROLS is a display (DISP 106) which is available in GNC OPS 9. This display is used to test the switch contacts and transducers associated with the trim switches, body-flap switches, rotational hand controllers (RHC), translational hand controllers (THC), speedbrake thrust controller (SBTC), and rudder pedal transducer assembly (RPTA). These controllers are disengaged from their normal functions when this display is active.

- (1) ROTATIONAL HAND CONTROLLERS. Roll (R), pitch (P), and yaw (Y) axes displayed in percent deflection. Three channels each for left-hand, right-hand, and aft stations. (See Section 6, GNC.)
- (2) SPEED BRAKE THRUST CONTROLLER and RUDDER PEDAL TRANSDUCER ASSEMBLY. Three channels each for left-hand and right-hand stations displayed in percent deflection.
- (3) TRIM SWITCHES. R, P, and Y axes. Two channels each for left-hand and right-hand panel switches for left-hand and right-hand RHC switches. (No RHC yaw trim switches.)
- (4) BDY FLP. Two channels each for left and right stations.
- (5)* TRANSLATIONAL HAND CONTROLLERS. X, Y, and Z axes. Three channels each for forward and aft stations.

***PROGRAM NOTES**

(5) AFT THC Data Display. The physical orientation (rotated 90 degrees clockwise) of the AFT THC causes crew commands to be displayed as follows:

THC CMD	TX	TY	TZ
PUSH	+		
PULL	-		
DOWN		+	
UP		-	
STBD			+
PORT			-

										1										2										3										4										5													
										0123456789										0123456789										0123456789										0123456789										0123456789													
										XXXX/110/										BUS/BTU STATUS										XX X										DDD/HH:MM:SS																							
										B T O P										B T O P										DDD/HH:MM:SS										B T O P																							
1										FF1P	X	X	X	X	LF1P	X	X	X	X											B	T	O	P	B	T	O	P	D	D	D	H	H	M	M	S	S	B	T	O	P	B	T	O	P	D	D	D	H	H	M	M	S	S
2										1S	X	X	X	X	1S	X	X	X	X	PMU										X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X
3										2P	X	X	X	X	LA1P	X	X	X	X	EIU1A										X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X
4	MODE	X								2S	X	X	X	X	1S	X	X	X	X											X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X
5	MC	X								3P	X	X	X	X	PM1P	X	X	X	X											X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X
6	MF	XX								4P	X	X	X	X	LL1P	X	X	X	X											X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X
7	XX									FF4S	X	X	X	X	1S	X	X	X	X											X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X
8	CPU	XX								FA1P	X	X	X	X	2P	X	X	X	X											X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X
9										1S	X	X	X	X	2S	X	X	X	X											X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X
10	PRI/SEC									2P	X	X	X	X	LR1P	X	X	X	X											X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X
1	PORTS									3S	X	X	X	X	2S	X	X	X	X											X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X
2										4P	X	X	X	X	MCIU	X	X	X	X											X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X
3										FA4S	X	X	X	X																X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X
4	PRI	1X								MMU1	X	X	X	X	LDIUP	X	X	X	X											X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X
5	SEC	2X								2	X	X	X	X	S	X	X	X	X											X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X
6										DEU1	X	X	X	X	PF1P	X	X	X	X											X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X
7										2	X	X	X	X	1S	X	X	X	X											X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X
8										3	X	X	X	X	2S	X	X	X	X											X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X
9										4	X	X	X	X	2P	X	X	X	X	MEC2D										X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X
20																																															(XX)																

BUS/BTU STATUS. A vehicle utility SPEC available in PL 9 and GNC 9. Provides real-time statusing of the digital data BTUs interfacing with a simplex GPC only. If the SPEC is called on a CRT assigned to a nonsimplex GPC, the CRT will momentarily display the SPEC and then return to the base display.

- (1) Selects primary or secondary ports on the BTUs interfacing with the GPC. This control affects only those BTUs with dual ports.
- (2) Mode has the possible values of 'R' for Run and 'S' for Standby. Memory Configuration (MC) can display 6 or 9 for PL 9 and GNC 9. Major Function (MF) can have either 'G' for Guidance, Navigation, and Control (GNC), or 'P' for Payload (PL). The Central Processing Unit (CPU) can display duty cycle values ranging from 00 thru 99 percent.
- (3) I/O error count values range from 0 to 9. These I/O error counters count incrementally from 0 to 9 and have the ability to overflow and count up from 0 to 9 again. 'B' = digital data bus errors; 'T' = BCE initial timeout errors; 'O' = output errors; and 'P' = program errors.

```

(1) 1 2 3 4 5 6 7 8 9 0 1 2 3 4 5 6 7 8 9 0 1 2 3 4 5 6 7 8 9 0 1 2 3 4 5 6 7 8 9 0 1
      XXXX / 112 /          GPC / BTU I / F          XX X DDD / HH : MM : SS
      DDD / HH : MM : SS
2
3
4   BTU SELECTION          TEST STATUS
5   FF1 1X  PCMMU 12X      XXXX          MDM OUTPUT TEST
6   2 2X  MMU1  13X      BTU ITEM XX      MODULE XX
7   3 3X      2  14X      STEP XXXXXX
8   4 4X  MEC1  15X      RDW   XXXX          ANALOG OUTPUTS
9   FA1 5X      2  16X      BCE STAT RG    0 ±X.XX  1 ±X.XX
10  2 6X  EIU1  17X      XXXXXXXXX      2 ±X.XX  3 ±X.XX
11  3 7X      2  18X      4 ±X.XX  5 ±X.XX
12  4 8X      3  19X      PORT SEL 1 31X 6 ±X.XX  7 ±X.XX
13  PF1 9X  DDU  20X      2 32X  8 ±X.XX  9 ±X.XX
14  2 10X MCIU  21X      10 ±X.XX 11 ±X.XX
15      CMD  22X          12 ±X.XX 13 ±X.XX
16      SRB  23X          14 ±X.XX 15 ±X.XX
17
18  ALL      DES
19  MDMS 11X  ALL    24X
20
21  LEVEL 1      25X
22  TEST  LEVEL 2  26X
23      MDM OUTPUT 27X
24  CONTROL TERMINATE 28
25      CONTINUE  29
26
27
28
29
30
31
32
33
34
35
36
      (XX)
(2)

```

The GPC/BTU I/F display is a GNC specialist function (SPEC 112) available in GNC OPS 9. This display provides control and monitoring of GPC/BTU interface testing during ground checkout. All tests are executable in a redundant GPC configuration except the PCMMU (item 12) which is limited to a simplex GPC configuration.

- (1)* **BTU SELECTION.** Items 1 thru 10 select a Multiplexer/Demultiplexer (MDM) for testing. More than one of these may be selected at one time. Item 11 selects all ten of the above MDMs for testing. Items 12 thru 23 select a non-MDM Bus Terminal Unit (BTU) for testing. If one of these is selected, no other BTU may be selected at the same time. An '*' is displayed next to the selected item(s), 1 thru 23. Item 24 deselects all BTUs. Deselection is indicated by an '*' displayed next to item 24. Items 1 thru 10 are mutually exclusive with items 11 thru 24 and items 11 thru 24 are mutually exclusive with each other. An attempt to select items 11 thru 24 while any test is in progress or suspended will be rejected and results in an error message.
- (2) **PORT SEL.** Items 31 and 32 are used to select MDM ports for testing. This selection has no effect on MDM ports used for other traffic. An '*' beside the appropriate item indicates the selected port.
- (3)* **LEVEL.** Item 25 initiates level one (interface verification) testing which is applicable to all selectable BTUs. The item number of the BTU being tested is displayed next to 'BTU ITEM.' An '*' is displayed next to the selected item, and 'ACT' is displayed under 'TEST STATUS.' Item 26 initiates level two (internal operations) testing on the selected MDM, PCMMU, MCIU, EIU, MEC, CMD, and SRB BTUs.

NOTE: Execution of item 26 when an IMU has been commanded to operate will generate an 'ILLEGAL ENTRY' message and exit the test.

Item 27 initiates MDM output testing which is applicable to all selectable MDMs. Item 28 terminates testing in progress, or suspends it in an orderly manner. Item 29 continues a suspended test or causes the MDM output test to go on to the next step.

NOTE: Execution of item 25, 26, or 27 while in the redundant set shall result in an 'ILLEGAL ENTRY' message.

GPC/BTU I/F (Cont):

- (4) TEST STATUS. Blank until a test is initiated or after BTU selection is reconfigured but before another test is initiated; 'ACT' (Active), when a test is running or suspended because of an error; 'CPLT' (Complete) after the test is completed or terminated.

BTU ITEM. The item number corresponding to the BTU being tested for items 1-21. For item 22 (CMD), a 31, 32, or 37 is displayed, corresponding to command decoder MDMs LF01, LA01, or LM01 respectively. For item 23 (SRB), a 33, 34, 35, or 36 is displayed corresponding to SRB MDMs LL01, LL02, LR01, and LR02, respectively.

STEP. The number (decimal) of the current step in the current test.

RDW. The value of the Response Data Word (RDW) (in hexadecimal) in error if the test is suspended for a miscompare.

BCE STAT RG. The value in the Bus Control Element (BCE) status register (hexadecimal) when the test is suspended for a miscompare. Four hexadecimal digits represent each 16-bit half of the register.

- (5) MODULE. The number (decimal) of the module within the MDM (BTU item number) being output tested.

ANALOG OUTPUTS. The outputs (decimal) of the test module if it is analog; blank otherwise.

DISCRETE OUTPUTS. The outputs (hexadecimal) of the tested module if it is a discrete module; blank otherwise.

- (6) Execution of item 30 initiates BTU cyclic Built-In Test Equipment (BITE) processing. An '*' is displayed next to item 30 when the processing is active. Cyclic BITE processing continues until item 30 is executed again or an Operational Sequence (OPS) transition occurs, at which time processing stops and the '*' is blanked. The display is initialized with cyclic BITE processing disabled.

*PROGRAM NOTES

- (1) (3) Run MCIU Level 2 Test before Level 1. The level 2 MCIU test will fail if run after level 1 because of the 'F0F0' pattern set by the level 1 test. Also, with no arm selected on the D&C panel and MCIU power in primary, the BTU readiness test will generate an 'S' bit I/O error on the first transaction after MCIU power on. Initiation of the level 2 test for the first time should be terminated (item 28) after the I/O error and reinitiated a second time. Initiation of level 1 testing should then cause the display to depict the bit settings resulting from level 2 and level 1 testing. (DR 41008)

ACTUATOR CONTROL (Cont):

- (2) **MONITOR.** The commanded and actual positions for each actuator (except body flap) are displayed in degrees to the left of the actuator item select. The position values actively reflect current values all the time while the command values (except for body flap) show current values only after an AI Mode 1 has been executed in G9. The command position for body flap will indicate the direction of the commanded deflection; i.e., UP, DN, or blank (no drive).
- (3) **FAIL.** The status of the feedback I/O channels for the aerosurface and SSME actuators is displayed to the right of the actuator item select. A down arrow '↓' is displayed for hardware channel failure, an 'M' for commfault (missing data), and blank for normal operations.
- (4) **AI MODES.** Items 22 thru 28 are used to select and start (indicated by an '*') an actuator initialization mode function as follows:

- Item 22: AI MODE zero (0 SAFE) initial position for all actuators, except SRB and nosewheel.
- Item 23: AI MODE one (1 MDM) MDM preconditioning option for all actuators except SRB and nosewheel.
- Item 24: AI MODE two (2 FERY) ferry positions for all applicable actuators.
- Item 25: AI MODE three (3 RAIN) rain positions for all applicable actuators.
- Item 26: AI MODE four (4 GRAV) gravity positions for all applicable actuators.
- Item 27: AI MODE five (5 NULL) null positions for all applicable actuators.
- Item 28: AI MODE six (6 TURN) turn around positions for all applicable actuators.

NOTE: Items 1 thru 28 are mutually exclusive. Execution of any of items 22 thru 28 will blank the actuator direction of movement display and deselect any previously selected actuator or AI mode, and blank ITEM 31 (START) status indicator (*).

- (5)* **ACTUATOR GIMBALING.** Items 29 thru 34 are used to control and monitor actuator gimbaling. The rate of movement (RATE) in degrees per second and the final position (FIN POS) of each actuator can be specified using items 29 and 30, respectively. Rate input range is from +00.00 to +99.99, and final position input range is from -99.99 to +99.99. Entry of item 29 or 30 without an actuator selected for positioning will result in an 'ILLEGAL ENTRY' message. Item 31 (START) is used to initiate positioning of the selected actuator. An '*' is displayed upon execution; the selected actuator's direction of movement is also displayed to the right of the asterisk once an actuator and a final position have been selected. The direction of the arrow (up, down, left, or right pointing) will reflect movement when viewing the orbiter from the rear. The speedbrake uses a combination of arrows indicating opening (← →) or closing (→ ←). Execution of item 32 (STOP) halts the movement of the selected actuator or selected AI mode and drives an '*' beside item 32. If item 31 was the last item selected, the selected actuator will stop moving and the '*' after item 31 will be blanked. Item 31 cannot be executed again until reexecution of item 32, which blanks the '*' next to item 32, and blanks the RATE and FIN POS data fields. If an AI mode (items 22-28) was the last item selected, execution of the selected AI mode will cease. Execution of items 22 thru 28 is inhibited until item 32 is reexecuted, which removes the '*' next to the selected AI mode and item 32.

For actuator movement or AI mode, the STATUS field will display RUN (in progress or executing), CPLT (complete, terminates normally), STOP (terminates abnormally), or BUSY (request rejected because a non-SPEC initiated ECP is active). Any error encountered by the TCS calling program during actuator movement, AI mode execution, or by the body flap monitor is displayed next to ECP ERR. This field is blanked upon execution of any of items 22-28 (AI MODES), item 31 (START), or item 33 (BF MON). Item 33 (BF MON) is used to alternately select/deselect the body flap monitor function, depending on the previous state. An '*' indicates selection. Item 34 (AI SRB/NW) is used to enable commanding of the SRB and nosewheel actuator MDMs in AI modes zero (0 SAFE) and one (1 MDM). An '*' indicates selection.

- (6) **HYD PR.** The hydraulic supply pressure A for orbiter systems 1, 2, and 3 is displayed in psia.

ACTUATOR CONTROL (Cont):

- (7) ME ISO V. The position of the main engine/thrust vector control isolation valves for orbiter hydraulic systems 1, 2, and 3 is displayed. A 'C' displayed after a number indicates the valve is closed; blank indicates the valve is open.
- (8) FC LIM CHNG. Items 35 thru 44 are used to alternately select/deselect certain check functions and limit value replacements. An '*' beside the item number indicates its selection. Item 35 (R/SB MAT) is used to bypass the rudder/speedbrake interference check in the MAT function. Item 36 (R/SB RFG/FRT) is used to bypass the rudder/speedbrake interference check in the RFG and Frequency Response Test (FRT) functions. Item 37 (MAT P40 MS) is used to set the MAT plateau duration at 40 milliseconds. Item 38 (NOP CA RFG) is used to bypass the collision avoidance and SSME 1/OMS pods clearance checks in the RFG function. Item 39 (NOP CA FRT) is used to bypass the collision avoidance check in the FRT function.

Item 40 (NOP OMS) is used to inhibit output of the OMS power discretes by the actuator ECP functions and inhibit the resultant out-of-tolerance error codes from the AI functions for OMS actuators. Item 40 is initialized to the inhibit state (*) during the OPS G9 initialization process. Item 41 (SRB S/S LIM) is used to cause the SRB software stop limits to replace the high and low position limits for the SRB actuators. Item 42 (EL POS LIM) is used to replace the elevon high position limits. Item 43 (S/B POS LIM) is used to replace the speedbrake low position limit. Item 44 (R RATE .5 PCM) is used to set the RFG function rate limit at 0.5 PCM counts. Execution of items 35-44 is illegal if any ECP, except BFM, is active.

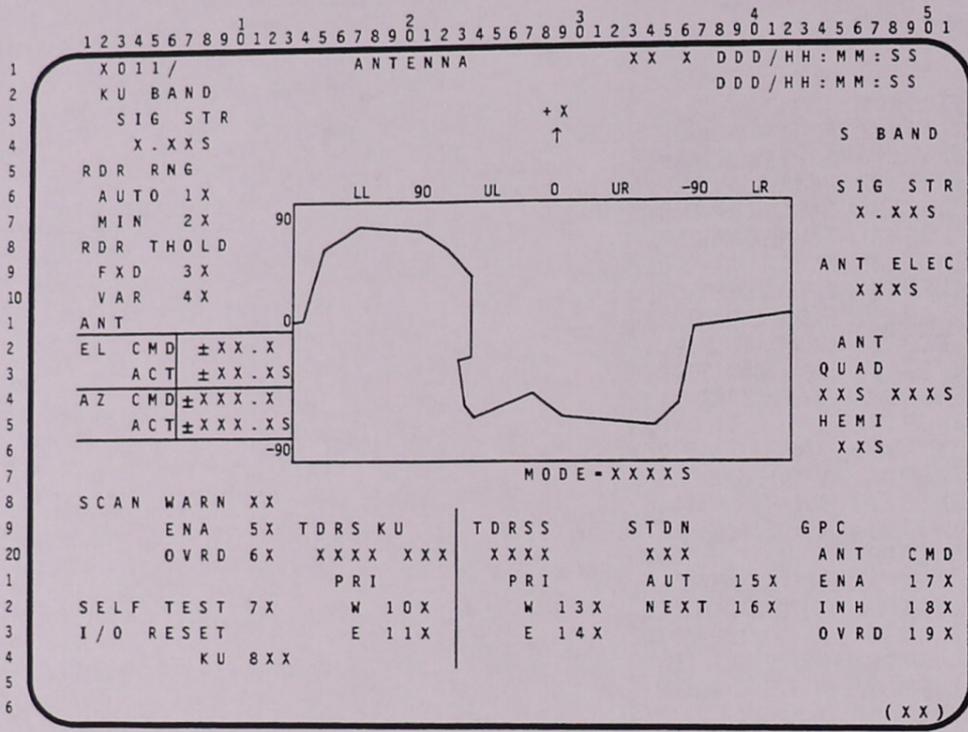
*PROGRAM NOTES

- (5) 'ILLEGAL ENTRY' Error Conditions. Execution of item 31 (START) without an actuator selected (items 1 thru 21), rate entered (item 29, except for OMS and body flap), and final position entered (item 30) is illegal. Execution of item 32 (STOP) without an active process is illegal. All item entries except 32 (STOP) and 33 (BF MON) are illegal when non-AI SPEC initiated actuator positioning is in progress.

DPS Dictionary/JSC-48017
October 1994

Set 1 of 2; 5 tabs

SM



The ANTEENNA display is an operations sequence (OPS X011) available in SM OPS 2 and 4 which allows control of GPC sequences for the S-band and Ku-band antenna systems.

PARAMETER CHARACTERISTICS

CRT NAME	UNITS	DISPLAYED RANGE	STATUS INDICATORS					
			M	H	L	↑	↓	
KU BAND: SIG STR	[1]	volts	0 to 5	M				
ANT EL CMD		deg	-99.9 to +99.9	M				
ACT		deg	-99.9 to +99.9	M				
ANT AZ CMD		deg	-999.9 to +999.9	M				
ACT		deg	-999.9 to +999.9	M				
SCAN WARN		text	'ON' or blank					
TDRS	[2]	text	'EAST' or 'WEST'					
S BAND: SIG STR	[1]	volts	0 to +5	M				
ANT ELEC		text	1,2, 'OFF,' blank	M				
ANT QUAD	[3] [4]	text	See Remarks	M				↓
HEMI	[4]	text	'UP' or 'LO'	M				
MODE	[5]	text	See Remarks	M				
TDRSS		text	'EAST' or 'WEST'	M				
STDN	[6]	text	See Remarks					
Pictorial Section	[7]	text	See Remarks					

REMARKS

- [1] Parameters are a measure of received signal strength.
- [2] Adjacent to EAST/WEST designation, 'TGT' is displayed when a GNC target is tracked.
- [3] First data field denotes selection of upper right (UR), upper left (UL), lower right (LR), or lower left (LL) Quad antenna; second data field denotes selected Switch Beam position - forward (FWD) or aft (AFT).
- [4] '↓' denotes a mismatch between GPC command and actual antenna selection.

ANTENNA (Cont):

- [5] Mode displayed is TDRS, S-LO (low power), S-HI (high power), and SGLS.
- [6] A three-character designation of STDN/SGLS site used in automatic antenna pointing
- | | | |
|----------------------------|------------------------|----------------------------|
| IOS - Mahe (Seychelles) | MAD - Madrid | NHS - New Hampshire |
| VAN - Vandenberg (STDN) | BDA - Bermuda | MIL - Merritt Island |
| HTS - Kaena Point (Hawaii) | GTS - Guam | VTS - Vandenberg (SGLS) |
| DGS - Diego Garcia | CTS - Colorado Springs | CAN - Canberra (Australia) |
| DFR - Dryden | GDX - Goldstone | OTS - Oakhanger (England) |
| DKR - Dakar (West Africa) | | |

Note: SGLS site location identifiers end with an 'S'.

- [7] Look angles to target (TDRS, STDN, etc.) relative to orbiter coordinates. West TDRS denoted by 'W'; east TDRS by 'E'; STDN site by 'S.' Orbiter's -Z axis at 0.0 on plot; +X axis at 90.0 on plot. For Ku-band system only, background lines denote line-of-sight blockage by the orbiter. Actual Ku-band antenna 'A' position denoted by a '□.'

ITEM ENTRY CHARACTERISTICS

- ITEMS 1 and 2 RDR RNG - used to control the range estimate output (AUTO or MIN) to the Ku-band Rendezvous Radar/COMM A system. An '*' is displayed next to the selected item and initialization is in AUTO.
- ITEMS 3 and 4 RDR THOLD - used to select FXD for heavy clutter environment or VAR for normal state low clutter. An '*' is displayed next to the selected item and initialization is in VAR.
- ITEMS 5 and 6 SCAN WARN - used to select ENA mode which enables Ku-band transmit power only when the antenna beam is outside the vehicle obscuration zone or OVRD mode which enables Ku-band power regardless of antenna beam direction. An '*' is displayed at selected item and initialization is in ENA.
- ITEM 7 SELF-TEST - used to select or terminate the radar self-test function. An '*' appears next to item 7 when the self-test is selected. After the 3-minute test is completed, item 7 must be reexecuted to deselect the self-test function and blank the test results (displayed on the Range meter on panel A2).
- ITEM 8 I/O RESET KU - used to initiate communication between SM GPC and Ku-band. An '*' is displayed next to the item when the interface is enabled, an 'M' when disabled.
- ITEMS 10 and 11 TDRS KU PRI W/E - item 10 allows the SM Antenna Management (AM) sequence of the Ku-band COMM A antenna to select TDRS W for primary pointing if it is in view. If item 10 is selected and TDRS W is not in view but TDRS E is in view, the TDRS E will be utilized for pointing. Item 11 allows the SM (AM) sequence to select TDRS E for primary pointing if it is in view. If item 11 is selected and TDRS E is not in view but TDRS W is in view, then TDRS W will be utilized for pointing. An '*' is displayed next to the selected item and initialization is in TDRS KU PRI W.
- ITEMS 13 and 14 TDRS S PRI W/E - these items perform the same functions for the AM sequence of the S-band antenna as items 10 and 11 do for the Ku-band COMM A antenna AM sequence. An '*' is displayed next to the selected item and initialization is in TDRS S PRI W.
- ITEMS 15 and 16 STDN AUT/NEXT - item 15 (AUT) causes the S-band AM sequence to select as the current site the first enabled STDN/SGLS site in the site location table that is in view of the orbiter. (The sites are tested in the order in which they are stored in the site location table.) Once a current site is selected, it remains until no longer in view or until item 16 (NEXT) is selected. Each time item 16 is executed, the next enabled site in the location table (which is in view of the orbiter) will become the current site. An '*' is displayed next to the selected function and initialization is in AUT.

ANTENNA (Cont):

ITEM ENTRY CHARACTERISTICS (Cont)

- ITEMS 17 and 18 GPC ANT CMD ENA/INH - used to enable (ENA) or inhibit (INH) the GPC AM sequence for the S-band antenna. An '*' is displayed next to the selected function. ENA is selected when initialized.
- ITEM 19 TDRS MODE OVRD - used to force the S-band antenna management software to the TDRS MODE and remain there. An '*' is displayed next to the item when it has been enabled via an item execute or uplink. Reexecution of the item will toggle to inhibit override function. The display is initialized with item 19 inhibited.

PROGRAM NOTE

S-band Antenna Selection. When using the ANTENNA S-BAND PM rotary switch (panel C3), allow at least 2 seconds at each intermediate position.

```

1 2 3 4 5 6 7 8 9 0 1 2 3 4 5 6 7 8 9 0 1 2 3 4 5 6 7 8 9 0 1 2 3 4 5 6 7 8 9 0 1
1 X021/063/ PL BAY DOORS XX X DDD/HH:MM:SS
2                                     XXX DDD/HH:MM:SS
3 AC POWER ON 1X
4 OFF 2X PBD SW-XXXXX
5 AUTO MODE SEL 3X
6
7 MAN OP/CL AUTO MICRO-SW STAT
8 CENTER LATCHES SEL SEQ ABAB ABC
9 5-8 4X XXS X XXXX
10 9-12 5X XXS X XXXX
1 1-4 6X XXS X XXXX
2 13-16 7X XXS X XXXX
3 STBD
4 FWD LATCHES 8X XXS X XXXX XXXXX
5 AFT LATCHES 9X XXS X XXXX XXXXX
6 DOOR 10X XXXS X
7 PORT
8 FWD LATCHES 11X XXS X XXXX XXXXX
9 AFT LATCHES 12X XXS X XXXX XXXXX
20 DOOR 13X XXXS X
1
2 OPEN 15X
3 PBD SW BYPASS 14X STOP 16X
4 CLOSE 17X
5
6 (XX)

```

Note: ~~////////~~ indicates parameters are driven and displayed on the BFS displays only.

The PL BAY DOORS display is an SM operational sequence (OPS X021) available in SM OPS 2 and 4 and BFS OPS 0 as SPEC 63, which allows the crew to monitor and control payload doors and associated latches opening/closing. Termination of this OPS mode or SPEC (in BFS) with panel R13 switch or item 16 not in the STOP mode will result in an ILLEGAL ENTRY message.

PARAMETER CHARACTERISTICS

CRT NAME	UNITS	DISPLAYED RANGE	STATUS INDICATORS						
			M	H	L	↑	↓	?	
PBD SW	[1]	text	See Remarks						
OP/CL: LATCHES	[2] [3]	text	See Remarks	M					?
(8 Parameters)				M					
DOOR	[2] [4]	text	See Remarks	M					?
(2 Parameters)									
AUTO SEQ	[5]	text	blank or '↓'						
MICRO-SW STAT	[6]	text	0 or 1						

REMARKS

- [1] Text reflects position of lever-lock switch on R13 as 'OP,' 'STOP,' or 'CL,' and, for switch contact failures, 'FAIL.'
- [2] 'OP' indications proceed top-to-bottom in open auto-sequence; 'CL' goes bottom-to-top in close auto-sequence.
- [3] In a transition period, the field is blank. For a 100 percent successful sensing, 'OP' or 'CL' is displayed. For dilemmas, '?' is displayed.
- [4] In a transition period, the field is blank. For a 100 percent successful sensing on both STBD and PORT doors, 'OP' or 'CL' is displayed. For dilemmas, '?' is displayed. For both doors having two of three microswitches indicating ready-to-latch, 'RDY' is displayed.

PL BAY DOORS (Cont):

- [5] '↓' denotes a door or latch failed to reach commanded position in required time; the sequence stops at this point. AUTO sequence only.
- [6] A '1' denotes a positive condition (e.g., closed, open, ready). A '0' denotes an indeterminate condition (e.g., not-closed, not-open, not-ready).

ITEM ENTRY CHARACTERISTICS

- ITEMS 1 and 2 AC POWER ON/OFF – mutually exclusive, apply/remove AC power to/from motor control assemblies. '*' indicates current status.
- NOTE: The AUTO sequence includes an 'out-of-sequence' configuration check. If an improper configuration is sensed, the AUTO sequence will automatically remove AC power from the MCAs, mode the '*' to OFF (item 2), and issue a class 3 alert.
- ITEM 3 AUTO MODE SEL – enable/disable automatic sequencing of the doors. Enable is an illegal entry unless doors are in stop mode (by either panel R13 switch or item 16).
- ITEMS 4 thru 13 MAN SEL – enable manual door operations. Enable is an illegal entry unless doors are in stop mode (by either panel R13 switch or item 16) or if the automatic mode is selected (item 3).
- ITEM 14 PBD SW BYPASS – used to bypass/enable the switch on panel R13. When bypass is initiated, items 15, 16, and 17 become operative with item 16 (STOP) selected.
- ITEMS 15, 16, and 17 OPEN/STOP/CLOSE – mutually exclusive, used to control door opening, closing, or to stop the doors. Illegal entries unless item 14 is in bypass mode.

PROGRAM NOTES

Payload Bay Door Auto Open Sequence (PASS). The PLBD auto sequences continuously monitor the state of all door and latch microswitches and should automatically halt whenever any one of the door configuration checks fails. The PASS AUTO OPEN sequence fails to recognize the combination DOOR NOT CLOSED plus READY TO LATCH as a condition for sequence stop. The PASS AUTO CLOSE sequence and both BFS sequences function properly.

Payload Bay Door Talkback. When the BFS is taken to RUN, the Payload Bay Door position indicator on panel R13 is initialized to barberpole, regardless of the true state of the doors. To show the true state, call BFS SM SPEC 63. (B08246)

BFS Payload Bay Door Operation. PLBD operations cause unique handling of SPECs and displays in BFS. The BFS operates as follows:

1. RESUME, MF switch, display, and SPEC requests operate per the normal interaction of structures requirements when a PLBD OPEN or CLOSE sequence is not in progress.
2. RESUME, MF switch, display, and SPEC requests operate per normal interaction of structures requirements as long as there is more than one CRT with the PLBD SPEC active.
3. If only one CRT has the PLBD SPEC active, a resume of the PLBD SPEC is illegal if either:
 - a. PLBD SW BYPASS (item 14) is not selected and the PLBD CONTROL switch is not in the STOP position, or
 - b. PLBD SW BYPASS (item 14) is selected and the STOP item (item 16) is not selected.
4. A change of MF is allowed while a PLBD OPEN or CLOSE sequence is in progress and the sequence will continue.
5. A PLBD OPEN or CLOSE sequence will continue if a SPEC or display is called on top of the PLBD SPEC.
6. A SPEC may overlay the PLBD SPEC, but if an OPEN or CLOSE sequence is in progress and that CRT is the only CRT with the PLBD SPEC active, a resume will return to the PLBD SPEC. (B03926)

```

1 2 3 4 5 6 7 8 9 0 1 2 3 4 5 6 7 8 9 0 1 2 3 4 5 6 7 8 9 0 1 2 3 4 5 6 7 8 9 0 1
1  XXXX/060/ SM TABLE MAINT XX X DDD/HH:MM:SS
2  SM COM BUFF XXX DDD/HH:MM:SS
3  PARAM XXXXXX
4  1 ID XXXXXX
5  VALUE - [±]XXXXXXXXS
6
7  ALERT LIMITS
8  LOW HI BACKUP C&W
9  2 X[+]XXXXXXXX 3 [+]XXXXX.XX 11 X[+]XXXXXXXX 12 [+]XXXXXXXX
10 4 X[+]XXXXXXXX 5 [+]XXXXX.XX
1 6 X[+]XXXXXXXX 7 [+]XXXXX.XX
2  8 FILTER XX 13 FILTER XX
3  ENA 9X ENA 14X
4  INH 10X INH 15X
5
6  CONSTANT
7  16 ID XXXXXX
8  17 VALUE - [±]XXXXXXXXXXXXX
9
20 CHECKPT XXX/XX:XX:XX FDA
1  INITIATE 18 ENA 19X
2  STATUS XXXX INH 20X
3
4
5 (XX)
6

```

The SM TABLE MAINT display is an SM specialist function (SPEC 60) available in SM OPS 2 and 4 which allows control of the SM software.

PARAMETER CHARACTERISTICS

CRT NAME	UNITS	DISPLAYED RANGE	STATUS INDICATORS				
			M	H	L	↑	↓
SM COM BUFF XXXXXX (uplink)	[1] text text	'RDY' or 'BSY' blank or 'UPLINK'					
PARAM VALUE CHECKPT XXX/XX:XX:XX	[2] eng. units mission time	full range D/H:M:S	M	H	L	↑	

REMARKS

- [1] 'BSY' and 'UPLINK' displayed flashing. When flashing, keyboard entries will be rejected. 'BSY' denotes that another crewmember is using a function which addresses the SM Common Buffer. 'UPLINK' denotes that the ground is uplinking a Table Maintenance Block Update.
- [2] CHECKPT time is that of last valid checkpoint.

ITEM ENTRY CHARACTERISTICS

- ITEM 1 PARAM ID - 7-digit, decimal entry. Upon successful entry, PARAM ID and VALUE fields are filled, as are applicable fields for LIMITS (items 2 thru 15). If PARAM ID is illegal, all associated data fields are blanked.

SM TABLE MAINT (Cont):

Use the following table to convert function MSID to parameter ID; e.g., PO3K1027 = 6031027.

<u>1st Char of MSID</u>	<u>Numeric</u>	(First character of MSID must be converted to numeric. Fourth character of MSID is dropped.)
V	0	
A	1	
B	2	
E	3	
F	4	
G	5	
P	6	
T	7	
U	8	
L	9	

ITEMS 2 thru 7 LIMITS ALERT LOW/HI - used to change low and/or high FDA limits. The active limit set is denoted by an '*' next to the 'LOW' limit. Multiple sets are applicable only to limits that are preconditioned. (See PROGRAM NOTES.)

Input of ±99999.99 as the LOW/HI limits will effectively disable the FDA for that parameter.

ITEM 8 LIMITS ALERT FILTER - used to change the number of consecutive out-of-limits samples required to get an FDA alert.

ITEMS 9 and 10 LIMITS ALERT ENA/INH - mutually exclusive; used to enable/inhibit the FDA alert. An '*' denotes enable/inhibit status. The '↑, ↓, H, L' indicators are retained with selection of item 10 (or item 15).

ITEMS 11 thru 15 BACKUP C&W - item entries similar to items 2 thru 10, except used for Backup C&W.

ITEM 16 CONSTANT ID - 7-digit, decimal entry. Upon successful entry, CONSTANT ID and VALUE fields are filled. If entry is illegal, both data fields are blanked.

ITEM 17 CONSTANT VALUE - used to change a calculation constant. Input of integer type constants that exceed the range of -32768 to +32767 will result in an 'ILLEGAL ENTRY' message.

ITEM 18 CHECKPT INITIATE - used to initiate an SM checkpoint of TM constants and FDA status (limit and filter values, inhibit/enable state). The CHECKPT STATUS field blanks upon initiation, and ultimately displays 'GOOD' or 'FAIL'

ITEMS 19 and 20 FDA ENA/INH - mutually exclusive; used to enable/inhibit all FDA alerts. An '*' denotes status. The 'H, L' indicators are retained with selection of item 20.

PROGRAM NOTES

SPEC/TMBU Interlock. Table Maintenance Block Update (TMBU) via uplink and SPEC 60 are interlocked such that (a) TMBU loads are rejected if SPEC 60 is active and (b) if a TMBU is in progress and SPEC 60 is called, all items will be 'ILLEGAL ENTRIES.' (DR 37572)

Limits for Discrete Parameters with Multiple Limit Sets. The out-of-limit state for a discrete parameter will be a +0, +1, or +2 entered in item 2. The +2 state causes FDA to be bypassed. If the +2 state is entered for a discrete parameter with only one limit set, an 'ILLEGAL ENTRY' message will result.

```

1 2 3 4 5 6 7 8 9 0 1 2 3 4 5 6 7 8 9 0 1 2 3 4 5 6 7 8 9 0 1 2 3 4 5 6 7 8 9 0 1
2  XXXX/062/ PCMMU/PL COMM XX X DDD/HH:MM:SS
3  SM COM BUFF XXX DDD/HH:MM:SS
4  PCMMU
5  BITE WORD XXXX PDI
6  FMT I/O RESET 8XX
7  SEL FXD 1XS BITE WORD XXXX
8  PGM 2XS 9 SEL DECOM X
9  PGM ID 64 XXX 10 SEL FMT XXX
10 128 XXX LOAD 11 XXXX
1 3 SEL ID XXX 12 SEL INPUT X
2 LOAD 4 XXXX LOAD 13
3 I/O RESET DECOM INPUT FMT
4 PCM 5XX 1 X XXS
5 2 X XXS
6 3 X XXS
7 4 X XXS
8 5-FPM XXX
9 PSP PL INTRG DECOM ENA ENA
10 I/O RESET 1 CHANNEL XXS FDA 1 14X 3 16X
11 PSP1 6XX 2 CHANNEL XXS 2 15X 4 17X
12 PSP2 7XX PHASE LOCK XXS 18 TFL GPC SEL X
13 SYNC BIT XXS ERR ±XXS DOWNLIST
14 FRAME XXS XMIT PWR XX.XXS 19 SEL FMT ID XX
15 LOAD XXXX XXXX PL SIG STR X.XXS
16 (XX)

```

The PCMMU/PL COMM display is an SM specialist function (SPEC 62), available in SM OPS 2 and 4 and GNC OPS 9, which allows control and monitoring of the Pulse-Code Modulation Master Unit (PCMMU), Payload Data Interleaver (PDI), and Payload Signal Processor (PSP), and displays Payload Interrogator (PL INTRG) parameters. If this SPEC is called during a TFL/DFL uplink, the request will be rejected and a class 5 error message will be generated.

PARAMETER CHARACTERISTICS

CRT NAME	UNITS	DISPLAYED RANGE	STATUS INDICATORS					
			M	H	L	↑	↓	
SM COM BUFF	[1] text	'RDY' or 'BSY'						
PCMMU: BITE WORD FMT SEL FXD, PGM PGM ID 64 128	[2] hexadecimal text text text	hex blank or 'M' 1 to 127 128 to 254	M					
PDI: BITE WORD SEL DECOM SEL FMT, DECOM 1-4 5-FPM SEL INPUT DECOM INPUT FMT	[3] hexadecimal [4] text [5] text [5] text [6] text [7] hexadecimal	hex 1 to 5 0 to 31 1 to 999 0 to 6 hex	M				↑	
PSP: SYNC BIT FRAME LOAD	text text [8] text	yes, no, blank yes, no, blank See Remarks						
PL INTRG: CHANNEL PHASE LOCK PHASE ERR XMIT PWR PL SIG STR	[9] text [9] text [9] kHz [9] watts [9] volts	1, 2, blank yes, no, blank -85 to +85 0-16, blank 0-5, blank						
DOWNLIST: SEL FMT ID	text	24, 26						

PCMMU/PL COMM (Cont):

REMARKS

- [1] 'BSY' is displayed flashing to denote that the SM Common Buffer is in use. Keyboard entries will be rejected when 'BSY' is displayed.
- [2] Nominal values are FFFC, FFFD, FFFE, or FFFF. A BITE anomaly will not annunciate a fault message. User must refer to a PCMMU BSR table or description to interpret these data.
- [3] User must refer to MAL to interpret these data. When an I/O error has occurred on the BSR read element, an 'M' is displayed overbright.
- [4] Entries 1 thru 4 are decommutator channels; entry 5 is Fetch Pointer Memory (FPM).
- [5] Entries 0 thru 31 are legal with decommutator channels 1 thru 4 only, and entries 1 thru 999 are associated with FPM only.
- [6] Entry 0 designates no input, entries 1 thru 5 select one to five payloads, and entry 6 designates operative PSP.
- [7] This field displays the current payload inputs assigned to each decom and the last loaded format of the decoms and FPM. If SM is re-IPLed after loading, the format display will show all zeroes even though the PDI decoms are operating properly. If a decom fails and loaded format data are lost, '↑' is displayed next to the associated decom format (FMT) data field. If an I/O error occurs while reading the MM or PDI during the load process, loading will be terminated. Additionally, I/O or checksum errors incurred while reading the PDI will cause the last successfully loaded DFL or FPM format ID to be blanked on the display and set to zero.
- [8] First status field displays 'RJCT' for rejection of a PSP command, 'INCP' for an incomplete command load, or blank for nominal PSP operations. Second status field uses double overbright text to identify which PSP command issuer is the source of the rejected/incomplete load: 'TEC' (Time Executed Command), 'PCS' (Payload Control Supervisor), 'ITEM' (Cargo Control Spec Item Entry), 'U/L' (Uplink), 'GNC' (Guidance, Navigation & Control), 'MULT' (more than one source), or blank for nominal operation.
- [9] This data field shows the last commanded CHANNEL selection, the PHASE LOCK and error (ERR) status, interrogator transmit power (XMIT PWR), and received payload signal strength (PL SIG STR) in SM OPS 2 and 4 only. These displays are blank for unpowered interrogators and in OPS G9.

ITEM ENTRY CHARACTERISTICS

- ITEMS 1 and 2 FORMAT FXD/PGM - mutually exclusive, used to select either the fixed (FXD) or programmable (PGM) downlink formatter. Certain classes of BITE anomalies show an 'M' status.
- ITEM 3 SEL ID - used to designate a programmable format. Format not implemented unless item 4 initiated successfully.

NOTE: TFL item entries are ignored when entered while a load is in progress and a class 5 error ('ILLEGAL ENTRY') message will result. Items should be reentered when load is complete and the SM common buffer is ready.
- ITEM 4 LOAD - used to implement item 3 designation. Text readout is 'RUN' while load in progress and ultimately 'CPLT' or 'FAIL.'

NOTE: If an OPS transition is initiated while an item 3, 4 format load is in progress, the load will fail. If this occurs, reinitiate the load via items 3, 4. (DR 37584)
- ITEM 5 I/O RESET PCM - used to enable communication with the PCMMU. An '*' displayed when no BCE bypass exists; 'M' displayed during BCE bypass. This item is illegal in GNC OPS 9.

PCMMU/PL COMM (Cont):

ITEM ENTRY CHARACTERISTICS (Cont):

NOTE: An 'M' is also displayed after item 5 when the PDI is powered down. Execution of item 5 will only cause momentary blanking of the 'M' in this case. The FAULT display may be checked if the user suspects that some other PMU transaction has been bypassed. (DR 55003)

ITEMS 6 and 7 PSP I/O RESET – used to select PSP 1 or 2 for communication with payload interrogator/attached payloads. Items are mutually exclusive.

NOTE: An attempt to reselect PSPs while a load is in progress or while polling is active with either PSP results in an 'ILLEGAL ENTRY' message. The current PSP should be powered down and become bypassed ('M' comes up) before powering up and selecting the new PSP.

ITEM 8 PDI I/O RESET – used in SM to restore a bypassed PDI switch matrix read element. Overbright 'M' displayed when read element is bypassed; an '*' otherwise displayed.

Used in G9 to restore a bypassed PDI switch read matrix element or BITE status register read element. Overbright 'M' displayed if either element bypassed; an '*' otherwise displayed.

ITEMS 9, 10, 12 SEL DECOM/FMT/INPUT – used to select decommutator channel or FPM, and format and input, respectively. Execution of item 10 or 12 without a legal item 9 entry causes an 'ILLEGAL ENTRY' message.

ITEMS 11 and 13 LOAD – used to initiate selections made in items 10 and 12, respectively. Text readout is 'RUN' while loading is in progress and ultimately 'CPLT' or 'FAIL'

ITEMS 14 thru 17 DECOM ENA – used to alternately enable/disable FDA for the loaded input source to DECOMs 1 thru 4. An '*' is displayed next to the item when FDA is enabled; this field is blanked otherwise. These items are in the disabled state when SM software is first called and the current state is maintained across each OPS transition in which the SM major function is not overlaid. These items are not legal in OPS G9.

ITEM 18 TFL GPC SEL – used to select the GPC which is to perform both the write to the PCMMU and the 64 and 128 KBPS read for telemetry format loads in OPS G9 only. (This field is blank in other OPS.) The GPC selected must be a member of the redundant set or the GPC for a simplex configuration.

ITEM 19 SEL FMT ID – used only in orbit S2 to select the desired SM downlist format (FMT 24 and 26). The format number appears in the data field to the right of the item when the format is loaded. The item entry is initialized to 24 upon entry to S2. It is blanked along with its associated data field in S4, G9, and S2 SM Ground Checkout. If a format other than 24 or 26 is requested in S2, or if an item 19 is requested in any of the formats in which it is blanked, an 'ILLEGAL ENTRY' message results.

PROGRAM NOTES

Erroneous Format Load Indications. PCMMU and PDI formats loaded on a G9 GPC (prelaunch) are not reflected on an SM-driven SPEC 62. Power-cycling the PCMMU or PDI erases the stored formats, but not the SPEC 62 indications. SPEC 62 displayed formats are blanked after an SM GPC is re-IPLed on orbit even though the loads are not changed. (no DR)

SM2 PDI Fault Message Interpretation. When the PDI is powered in SM2, but a payload data stream is not being DECOMed, PDI fault annunciation may occur without a PDI failure. Annunciations caused by payloads which are not in configuration for PDI data processing (deployed payloads, those for which lock has been lost, etc.) do not necessarily indicate PDI failure. (DR 55302)

```

(1) 1 2 3 4 5 6 7 8 9 0 1 2 3 4 5 6 7 8 9 0 1 2 3 4 5 6 7 8 9 0 1 2 3 4 5 6 7 8 9 0 1 2 3 4 5 6 7 8 9 0 1
1   XXXX / 064 /      SM GROUND CHECKOUT XX X DDD / HH : MM : SS
2   DDD / HH : MM : SS
3   XXXXXXXXXXXXXXXXXXXX
4   ENA INH      PROCESS INH / ENA
(2) 5   FDA          2 X  3 X
6   PL ANNUN      4 X  X   S P O / P  15 X
7   SM ANNUN      5 X  X
8
(3) 9   DOWNLIST
10  6 SEL FMT      X X
1   LOAD          7 X
2
(4) 3   RMS TOOLS
4   SOFT STOP / REACH
5   TURNAROUND    8 X
6   REINSTALL     9 X
7   SINGULARITY   10 X
8   JOINT
9   RATE LIMIT    11 X
20  12 JOINT SEL   X
1   13 ATTEN LIM   X X
2   14 ARM SELECT  X X X
3   OPS ACTIVATE 1 X
4
5
6

```

The SM GROUND CHECKOUT display is a Systems Management (SM) specialist function (SPEC 64) available in SM OPS 2 and 4 which allows the ground checkout user to modify certain SM processes to enhance vehicle turnaround and test processing. All inputs to this spec are rejected when the SM ground checkout discrete is disabled (item 52 on the DPS UTILITY display with no '*').

- (1) This field will display 'INPUTS INHIBITED' when the SM ground checkout discrete is disabled. It will be blank at all other times.
- (2) Items 2 and 3 are provided to enable or inhibit FDA processing. Items 4 and 5 are toggle entries to enable/inhibit the annunciation of payload or orbiter messages from the FDA function. An '*' indicates the current selection.
- (3) DOWNLIST. Items 6 and 7 allow for the selection and loading of downlist formats. This is valid in OPS S2 only. If the format ID is not valid, or if requested in OPS S4, the data field will blank and an 'ILLEGAL ENTRY' message displayed. Item 6 will display the selected format ID, and item 7 will display an '*' upon execution.
- (4) RMS TOOLS. Items 8 thru 10 provide for selection of predefined RMS table values for vehicle turnaround or arm reinstallation. Item 8 selects/deselects turnaround values for the software stops and reach limits of the arm. Item 9 selects/deselects reinstallation values for the software stops and reach limits of the arm. Items 8 and 9 are mutually exclusive. Item 10 selects/deselects the singularity joint bias value for the arm. All three are toggle items. An '*' is displayed to indicate selection of the item, and a blank is displayed when the original values are being used.

Item 11 allows selection of the checkout coarse joint rate limits on the unloaded arm for all six joints. Reexecuting this item restores the original values. Items 12 and 13 provide for selection of a joint (1 thru 6) and the input and/or display of the attenuation limit (0 thru 15) for the selected joint. Item 14 is used to select joint biases appropriate for the arm selected (201, 202, 301, 303) for use by RMS software.

SM GROUND CHECKOUT (Cont):

(5) **PROCESS INH/ENA.** Item 15 is used to inhibit/enable the special process outputs of the following functions:

1. Antenna Management
2. Fuel Cell Purge
3. Hydraulic Fluid Temp Control
4. Standby H2O Coolant Loop Control

An '*' indicates these outputs are inhibited.

(6) **OPS ACTIVATE.** Item 1 is used to resume scheduling of SM processes for the SM OPS. Execution of this item (indicated by an '*') will complete activation of the SM OPS.

UNIT	UNIT NAME	UNIT RANGE	UNIT STATE	UNIT CONTROL	UNIT STATUS	UNIT ACTION
1	OPS ACTIVATE	0 to 1	0	0	0	0
1	PROCESS INH/ENA	0 to 1	0	0	0	0
1	Antenna Management	0 to 1	0	0	0	0
1	Fuel Cell Purge	0 to 1	0	0	0	0
1	Hydraulic Fluid Temp Control	0 to 1	0	0	0	0
1	Standby H2O Coolant Loop Control	0 to 1	0	0	0	0

1	2	3	4	5	6	7	8	9	10	1	2	3	4	5	6	7	8	9	10	1	2	3	4	5	6	7	8	9	10
XXXX/XXX/066										ENVIRONMENT										XX X DDD/HH:MM:SS									
																				DDD/HH:MM:SS									
CABIN										AV BAY										1 2 3									
dP/dT ±.XXS CABIN P XX.XS										TEMP XXXXS XXXXS XXXXS																			
PP02 AIRLK P XX.XS										FAN ΔP X.XXS X.XXS X.XXS																			
A X.XXS FAN ΔP X.XXS										SUPPLY H2O																			
B X.XXS HX OUT T XXXS										QTY A XXXS PRESS XXXS																			
C X.XXS CABIN T XXXS										B XXXS DMP LN T XXXS																			
PPCO2 XX.XS										C XXXS NOZ T A XXXS																			
										D XXXS B XXXS																			
1 2										WASTE H2O																			
O2 FLOW X.XS X.XS										QTY 1 XXXS PRESS XXXS																			
REG P XXXS XXXS										DMP LN T XXXS																			
N2 FLOW X.XS X.XS										NOZ T A XXXS																			
REG P XXXS XXXS										B XXXS																			
O2/N2 CNTL VLV X.S X.S										VAC VT NOZ T XXXS																			
H2O TK N2 P XXXS XXXS										CO2 CNTLR 1XS 2XS																			
N2 QTY XXXS XXXS										FILTER ΔP X.XXS																			
EMER O2 QTY XXXS										PPCO2 XX.XS																			
REG P XXXXS										TEMP XXX.XS																			
A B C ΔP										BED A PRESS XX.XS XX.XS																			
IMU FAN XS XS XS X.XS										B PRESS XX.XS XX.XS																			
HUMID SEP XS XS										ΔP X.XXS X.XXS																			
										VAC PRESS X.XS																			
(XX)																													

The ENVIRONMENT display is an SM display (DISP 66) available in SM OPS 2 and 4 which provides data on cabin atmosphere, cabin pressure control system, IMU fans, avionics bay thermal status, water system characteristics, and regenerative CO2 removal system (RCRS).

PARAMETER CHARACTERISTICS

CRT NAME	UNITS	DISPLAYED RANGE	STATUS INDICATORS				
			M	H	L	↑	↓
CABIN: dP/dT PPO2 A,B,C PPCO2 CABIN P AIRLK P FAN ΔP HX OUT T CABIN T	[1] psi/min psia mm Hg psia psid in H2O degF degF	+0.45 to -0.55 0 to 5 0 to 30 0 to 20 -20 to +20 0 to 8 +45 to +145 +32 to +122	M M M M M M M M	H H H H H H H H	L L L L L L L L	↑ ↑ ↑ ↑ ↑ ↑ ↑ ↑	↓ ↓ ↓ ↓ ↓ ↓ ↓ ↓
O2 FLOW REG P	lbm/hr psia	0 to 5 0 to 300	M M	H H	L L	↑ ↑	
N2 FLOW REG P	lbm/hr psia	0 to 5 0 to 300	M M	H H	L L	↑ ↑	↓
O2/N2 CNTL VLV	text	'O2' or 'N2'	M				
H2O TK N2 P	psig	0 to 20	M	H	L		↓
N2 QTY	[4] lb	0 to 460	M	H	L		↓
EMER O2 QTY REG P	lb psia	0 to 75 0 to 1500	M M	H H	L L	↑ ↑	↓ ↓
IMU FAN A, B, C ΔP	[2] off/on in H2O	blank or '*' 0 to 7.0	M M	H H	L L	↑ ↑	↓ ↓
HUMID SEP	[3] off/on	blank or '*'	M				↓
AV BAY TEMP FAN ΔP	degF in H2O	+45 to +145 0 to 5	M M	H H	L L	↑ ↑	↓ ↓
H2O: SUPPLY QTY A, B, C, D PRESS DMP LN T NOZ T A, B	percent psia degF degF	0 to 100 0 to 50 25 to 130 0 to 400	M M M M	H H H H	L L L L	↑ ↑ ↑ ↑	↓ ↓ ↓ ↓

ENVIRONMENT (Cont):

PARAMETER CHARACTERISTICS (Cont)

CRT NAME	UNITS	DISPLAYED RANGE	STATUS INDICATORS				
			M	H	L	↑	↓
WASTE: QTY 1 PRESS DMP LN T NOZ T A,B VAC VT NOZ T	percent psig degF degF degF	0 to 100 0 to 30 25 to 130 0 to 400 -75 to +300	M M M M M	H H H H H	L L L L L	↑ ↑ ↑ ↑ ↑	↓ ↓ ↓ ↓ ↓
FILTER ΔP PPCO2 TEMP BED A PRESS B PRESS ΔP VAC PRESS CO2 CNTLR 1,2	in H2O mm Hg degF psia psia in H2O mm Hg off/on	0 to 3 0 to 30 32 to 133 0 to 20 0 to 20 0 to 5 0 to 5 blank or '*'	M M M M M M M M	H H H H H H H H	L L L L L L L L	↑ ↑ ↑ ↑ ↑ ↑ ↑ ↑	↓ ↓ ↓ ↓ ↓ ↓ ↓ ↓

[5]

REMARKS

- [1] PPO2 'C' has no '↑' or '↓' indicators.
- [2] Status shows an '↓' if appropriate IMU fan is 'on' and speed drops below fixed value. If no fans are 'on,' all three fans show an '↓.' 'Blank' indicates the IMU is 'OFF'; an '*' indicates that the IMU fan has been selected.
- [3] Status shows an '↓' if appropriate humidity separator is 'on' and speed drops below fixed value. 'Blank' indicates the humidity separator is 'OFF'; an '*' indicates that the humidity separator has been selected.
- [4] At OPS 2 transition, the N2 Quantity computation is configured either by the crew (SPEC 60) or by the ground (TMBU) to reflect the specific N2 tank configuration flown. If the configuration is performed by the crew, reference ECLS SSR 14.
- [5] Parameter is a multidiscrete indication that requires AC power and DC power 'ON' discrete. An '*' indicates that the system is powered, but not operating. An '↓' will appear for only 6 seconds from time of failure. Controller FAIL light on panel MO51F will remain latched during shutdown.

1 2 3 4 5 6 7 8 9 0 1 2 3 4 5 6 7 8 9 0 1 2 3 4 5 6 7 8 9 0 1																														
1	XXXX/XXX/067										ELECTRIC										XX X DDD/HH:MM:SS									
2																					DDD/HH:MM:SS									
3	DC			1/A			2/B			3/C			AC			1			2			3								
4	VOLT			FC XX.XS			XX.XS			XX.XS			V			ΦA XXXS			XXXS			XXXS								
5				MN XX.XS			XX.XS			XX.XS						ΦB XXXS			XXXS			XXXS								
6	PCA			FWD XX.XS			XX.XS			XX.XS						ΦC XXXS			XXXS			XXXS								
7				AFT XX.XS			XX.XS			XX.XS			AMP			ΦA XX.XS			XX.XS			XX.XS								
8	ESS			XX.XS			XX.XS			XX.XS						ΦB XX.XS			XX.XS			XX.XS								
9				A			B			C						ΦC XX.XS			XX.XS			XX.XS								
10	CNTL			1 XXX.XS			XX.XS			XX.XS			OVLD			XXS			XXS			XXS								
11				2 XXX.XS			XX.XS			XX.XS			O/U V			XXS			XXS			XXS								
12				3 XXX.XS			XX.XS			XX.XS																				
13																														
14	AMPS			FC XXXS			XXXS			XXXS			PAYLOAD			DC			AMPS											
15				FWD XXXS			XXXS			XXXS			AFT			B			XXX.XS											
16				MID XXXS			XXXS			XXXS						C			XXX.XS											
17				AFT ±XXXS			±XXXS			±XXXS																				
18																														
19																														
20	TOTAL AMPS			XXXXS			XXXXS																							
21				KW			XXX.XS																							
22																														
23																														
24																														
25																														
26																														

(XX)

The ELECTRIC display is an SM display (DISP 67) available in SM OPS 2 and 4 which provides data on electrical power distribution and control.

PARAMETER CHARACTERISTICS

CRT NAME	UNITS	DISPLAYED RANGE	STATUS INDICATORS				
			M	H	L	↑	↓
DC: VOLT: FC	volts	0 to 40	M	H	L	↑	↓
MN	volts	0 to 40	M	H	L	↑	↓
PCA FWD	volts	0 to 40	M	H	L		
AFT	volts	0 to 40	M	H	L		
ESS	volts	0 to 40	M	H	L		
CNTL1	volts	0 to 40	M	H	L		↓
2	volts	0 to 40	M	H	L		↓
3	volts	0 to 40	M	H	L		↓
AMPS: FC	amps	0 to 500	M	H	L	↑	↓
FWD	amps	0 to 250	M	H	L		
MID	amps	0 to 100	M	H	L		
AFT	amps	0 to 175	M	H	L		
TOTAL AMPS	amps	0 to 1500	M	H	L		
KW	kW	0 to 60	M	H	L		
AC: V: ΦA,ΦB,ΦC	volts	0 to 140	M	H	L	↑	↓
AMP: ΦA,ΦB,ΦC	amps	0 to 20	M	H	L		
OVLD	text	'blank' or 'OL'	M				↓
O/U V	text	'blank' or 'OU'	M				
PAYLOAD DC AMPS: AFT B	amps	0 to 75	M	H	L		
C	amps	0 to 75	M	H	L		

REMARKS

- [1] Each parameter is preceded/followed by an RPC trip status indicator. These indicators are located under the alpha column headers (A-B-C-A); they read '*' if the associated RPC is OFF (blank otherwise). Examples: MNA AB1/CA1 = OFF produces an '*' for CNTL 1 under both the left and right A; MNB AB2/BC2 = OFF produces an '*' for CNTL 2 under the B; MNC BC3/CA3 = OFF produces an '*' for CNTL 3 under the C.
- [2] Transducer range is -325 to +175 to accommodate GSE power; only positive values will be seen in flight.
- [3] Parameter reflects status of over/under-voltage sensing of AC Bus Voltage Sensor. If sensor and backup C/W operate properly, C/W alert 'AC VOLTAGE' would also have a CRT message (S67 AC VOLTS), an '↑' or '↓' by one or more 'AC V' parameters, and 'OU' would be displayed.

	1	2	3	4	5
1	XXXX / XXX / 068				
2	CRYO SYSTEM				
3	XX X DDD / HH : MM : SS				
4	DDD / HH : MM : SS				
5	02	1	2	3	4
6	P	XXXXXS	XXXXXS	XXXXXS	XXXXXS
7	TK P	XXXXXS	XXXXXS	XXXXXS	XXXXXS
8	QTY	XXXXS	XXXXS	XXXXS	XXXXS
9	T	±XXXXS	±XXXXS	±XXXXS	±XXXXS
10	HTR T 1	±XXXXS	±XXXXS	±XXXXS	±XXXXS
11	HTR T 2	±XXXXS	±XXXXS	±XXXXS	±XXXXS
12	HTR 1A	S	S	S	S
13	CUR 1B	S	S	4/5 S	S
14	SNSR 2A	S	S	S	S
15	SNSR 2B	S	S	4/5 S	S
16	MANF P	XXXXXS	XXXXXS		
17	VLV	XXS	XXS		
18	H2				
19	P	XXXXS	XXXXS	XXXXS	XXXXS
20	TK P	XXXXS	XXXXS	XXXXS	XXXXS
21	QTY	XXXXS	XXXXS	XXXXS	XXXXS
22	T	±XXXXS	±XXXXS	±XXXXS	±XXXXS
23	HTR T	±XXXXS	±XXXXS	±XXXXS	±XXXXS
24	MANF P	XXXXS	XXXXS		
25	VLV	XXS	XXS		

(X X)

The CRYO SYSTEM display is an SM display (DISP 68), available in SM OPS 2 and 4 which provides detailed status information on the cryogenic (CRYO) subsystems.

PARAMETER CHARACTERISTICS

CRT NAME	UNITS	DISPLAYED RANGE	STATUS INDICATORS					
			M	H	L	↑	↓	
O2 TK: P	[1]	psia	515 to 1015	M	H	L	↑	↓
TK P	[1]	psia	0 to 1200	M	H	L	↑	↓
QTY		percent	0 to 104	M	H	L		
T		degF	-425 to +475	M	H	L		
HTR T 1,2		degF	-425 to +425	M	H	L	↑	↓
HTR CUR SNSR 1A,1B, 2A, 2B	[2]	on/trip	'blank' or '↓'	M				↓
MANF P		psia	0 to 1200	M	H	L		↓
VLV		text	'CL' or 'OP'	M				↓
H2 TK: P	[1]	psia	145 to 305	M	H	L	↑	↓
TK P	[1]	psia	0 to 400	M	H	L	↑	↓
QTY		percent	0 to 105	M	H	L		
T		degF	-425 to +475	M	H	L		
HTR T		degF	-425 to +475	M	H	L		↓
MANF P		psia	0 to 400	M	H	L		↓
VLV		text	'CL' or 'OP'	M			↑	↓

REMARKS

- [1] 'P' is the tank pressure used by the tank heater controller. This pressure also appears on the SM SYS SUMM 2 display as 'O2(H2) PRESS.' On OV-102, tanks 4 and 5 share a common pressure sensor. The common tank 4 and 5 heater control pressure is displayed as TK 4 P. TK 5 P will be displayed OSL. 'TK P' is measured at approximately the same point as 'P' but is not used by the heater control unit. 'TK P' pressures are also displayed on panel O2.
- [2] '↓' reflects that tank heater current was excessive, and that the appropriate heater has been inhibited. If five cryo tanks are present on an OV-102 mission, then HTR CUR SNSRs 1A and 2A will indicate status for tank 4 and HTR CUR SNSRs 1B and 2B will indicate status for tank 5.

1 2 3 4 5 6 7 8 9 0 1 2 3 4 5 6 7 8 9 0 1 2 3 4 5 6 7 8 9 0 1 2 3 4 5 6 7 8 9 0 1																													
XXXX/XXX/069										FUEL CELLS										XX X DDD/HH:MM:SS									
																				DDD/HH:MM:SS									
										FC																			
VOLTS	XX.XS	XX.XS	XX.XS	H2O RLF LINE T										XXXX															
AMPS	XXXX	XXXX	XXXX	NOZ T A										XXXX															
										B										XXXX									
FLOW O2	XX.XS	XX.XS	XX.XS	HTR SW										XXXX															
H2	X.XS	X.XS	X.XS	PURGE LN O2 T										XXXX															
REAC O2	XXS	XXS	XXS	H2 T1										XXXX															
H2	XXS	XXS	XXS	T2										XXXX															
										H2O LINE PH										XXS									
STACK T	±XXXX	±XXXX	±XXXX																										
EXIT T	XXXX	XXXX	XXXX																										
COOL T	XXXX	XXXX	XXXX																										
										FC																			
PUMP	XXS	XXS	XXS	PH										1 XXS 2 XXS 3 XXS															
H2 PUMP	X.XS	X.XS	X.XS	ΔV SS1										XXXX XXXS XXXS															
READY	XXXX	XXXX	XXXX	SS2										XXXX XXXS XXXS															
										SS3										XXXX XXXS XXXS									
										ΔAMPS										±XXXX ±XXXX ±XXXX									
H2O																													
PRI LN T	XXXX	XXXX	XXXX																										
VLV T	XXXX	XXXX	XXX																										
ALT LN T	XXXX	XXXX	XXXX																										

(XX)

The FUEL CELLS display is an SM display (DISP 69) available in SM OPS 2 and 4 which provides detailed status information on the fuel cell subsystem.

PARAMETER CHARACTERISTICS

CRT NAME	UNITS	DISPLAYED RANGE	STATUS INDICATORS				
			M	H	L	↑	↓
FC: VOLTS	volts	0 to 40	M	H	L	↑	↓
AMPS	amps	0 to 500	M	H	L	↑	↓
FLOW O2	lbm/hr	0 to 15	M	H	L	↑	
H2	lbm/hr	0 to 2.5	M	H	L	↑	
REAC O2	text	'CL' or 'OP'	M				↓
H2	text	'CL' or 'OP'	M				↓
STACK T	degF	-75 to +300	M	H	L	↑	↓
EXIT T	degF	0 to 250	M	H	L	↑	↓
COOL T	degF	0 to 250	M	H	L	↑	↓
P	psia	0 to 100	M	H	L	↑	↓
PUMP	text	'ΔP' or 'blank'	M				↓
H2 PUMP	volts	0 to 5	M	H	L	↑	
READY	text	'OFF' or 'RDY'	M				↓
H2O PRI LN T	degF	0 to 250	M	H	L	↑	↓
VLV T	degF	0 to 250	M	H	L	↑	↓
ALT LN T	degF	0 to 250	M	H	L	↑	↓
H2O RLF LINE T	degF	0 to 250	M	H	L	↑	↓
NOZ T A,B	degF	0 to 250	M	H	L	↑	↓
HTR SW	degF	0 to 450	M	H	L	↑	↓
PURGE LN O2 T	text	A,B, A/B, OFF	M				↓
H2, T1, T2	degF	0 to 400	M	H	L	↑	
H2O LINE PH	degF	0 to 400	M	H	L	↑	
PH	text	'blank' or 'PH'	M				↓
ΔV SS 1,2,3	text	'blank' or 'PH'	M				↓
ΔAMPS	mVdc	0 to 500	M	H	L	↑	
	amps	-500 to 500	M	H	L	↑	↓

REMARKS

- [1] 'PH' and '↓' appear when fuel cell pH is outside of normal range.
- [2] Fuel Cell Delta Amps are calculated by subtracting the current of FC2 from FC1, FC3 from FC2, and FC1 from FC3. The difference, positive or negative, is displayed as ΔAMPS 1, 2, and 3, respectively.

	1	2	3	4	5	6	7	8	9	0	1	2	3	4	5	6	7	8	9	0	1	2	3	4	5	6	7	8	9	0	1	2	3	4	5	6	7	8	9	0
1	XXXX/XXX/076										COMM/RCDR										XX X DDD/HH:MM:SS																			
2	S-BAND PM																				DDD/HH:MM:SS																			
3	XPND										XXXX										KU-BAND																			
4	MODE										XXXXX										PA TEMP										± XXXS									
5	FREQ										XXS										GMBL TEMP										A ± XXXS									
6	PREAMP										XXXX																				B ± XXXS									
7	PWR AMPL																				GYRO TEMP										± XXXS									
8	OPER										XXXX										PWR OUT										XXS									
9	STBY										XXXX										FR SYNC										XXXX									
10	PWR OUT 1										XXXX										MODE										XXXXX									
1	2										XXXX										TV CAM OVRTEMP										XXXX									
2	TEMP 1										XXXX										GCIL CONFIG										XXXX									
3	2										XXXX										RECORDERS																			
4	NSP																				OPS 1 OPS 2 PL																			
5	BIT/FR SYNC 1										XXXX XXXS										MODE										XXXXX XXXXS XXXXS									
6	2										XXXX XXXS										TRK										XXS XXS XXS									
7	FAIL SAFE										XXXX										DIR										XXXX XXXS XXXS									
8	DATA XMIT										XXS										%TAPE										XXXX XXXS XXXS									
9	RCV										XXS										TAPE										XXXX XXXS XXXS									
20	UL DATA										XXS										TEMP										XXXX XXXS XXXS									
1	CODING XMIT										XXXX										BITE										XXS XXS									
2	RCV										XXXX										RCDR INPUT										XXXXX									
3	BITE 1										XXXXX										COMSEC BITE 1										XXXXX									
4	2										XXXXX										2										XXXXX									
5																															(XX)									
6																																								

The COMM/RCDR display is an SM display (DISP 76) available in SM OPS 2 and 4 which provides data on the configuration and condition of the communications system.

PARAMETER CHARACTERISTICS

CRT NAME	UNITS	DISPLAYED RANGE	STATUS INDICATORS				
			M	H	L	↑	↓
S-BAND PM: XPND	text	'OFF','1',or '2'	M				
XPND MODE [1] [2]	text	See Remarks	M				
FREQ	text	'LO' or 'HI'	M				
PREAMP	text	'OFF','1',or '2'	M				
PWR AMPL OPER [3]	text	See Remarks	M				
STBY [3]	text	See Remarks	M				
PWR OUT 1,2	watts	0 to 150	M	H	L		↓
TEMP 1,2	degF	32 to 266	M	H	L	↑	
NSP: BIT/FR SYNC 1,2	text	'YES' or 'NO'	M				
FAIL SAFE [4]	text	'ENA' or 'INH'	M				
DATA XMIT [5]	text	'LO' or 'HI'	M				
RCV [5]	text	'LO' or 'HI'	M				
UL DATA [5]	text	'S' or 'KU'	M				
CODING XMIT	text	'OFF' or 'ON'	M				
RCV	text	'OFF' or 'ON'	M				
BITE 1,2	text	'GOOD' or 'FAIL'	M				
KU-BAND: PA TEMP	degF	-75 to +300	M	H	L	↑	↓
GMBL TEMP A,B	degF	-75 to +300	M	H	L	↑↑	
GYRO TEMP	degF	-75 to +300	M	H	L	↑↑	
PWR OUT	watts	0 to 30	M	H	L		
FR SYNC	text	'YES' or 'NO'	M				
MODE	text	'RDR' or 'COMM'	M				
TV CAM OVRTEMP [6]	text	'YES' or 'NO'	M				↓
GCIL CONFIG [7]	text	'PNL' or 'CMD'	M				↓

COMM/RCDR (Cont):

PARAMETER CHARACTERISTICS (Cont)

CRT NAME	UNITS	DISPLAYED RANGE	STATUS INDICATORS				
			M	H	L	↑	↓
RECORDERS: MODE [8]	text	See Remarks	M				
TRK [9]	text	1 to 14	M				
DIR	text	'FWD' or 'REV'	M				
% TAPE	pct used	0 to 100	M				
TAPE	text	'STOP' or 'RUN'					
TEMP [10]	degF	0 to 140	M			↑	↓
BITE [11]	text	'FL' or 'blank'	M				
RCDR INPUT [12]	text	'DATA' or 'DVO'	M				
COMSEC BITE 1,2	text	'GOOD' or 'FAIL'	M				

REMARKS

- [1] Text reads 'S-HI,' 'S-LO,' 'SGLS,' or 'TDRS' indicating the current configuration of the operating transponder.
- [2] A blank data field implies that both LRUs are unpowered.
- [3] 'OFF' in both 'OPER' and 'STBY' fields means both power amplifiers are unpowered. Text for STBY reads 'OFF,' '1,' '2,' or '1/2.' Text for OPER reads 'OFF,' '1,' or '2.' A blank indicates a malfunction-induced undefinable state.
- [4] Indicates current status of the Ku-band to S-band automatic uplink switchover logic.
- [5] A blank data field implies that both network signal processors are unpowered.
- [6] Determination of which CCTV is over-temp is via CCTV monitors.
- [7] 'CMD' indicates that the GCIL is configured to control the S-band, Ku-band, and TV power functions; 'PNL' indicates that the functions have been defaulted to panel control. Initial GCIL power-up, multiple GCIL power supply failures, or multiple electrical bus transients cause 'PNL' to be displayed (overbright) with a '↓.'
- [8] Text reads 'STBY' (standby), 'RCDA' (record, input A), 'RCDB' (record, input B), 'RCDP' (record, parallel inputs), 'PB' (playback, serial output), 'PB-P' (playback, parallel outputs), 'LOOP' (loop mode), and 'STOP.'
- [9] A blank data field implies that a recorder is unpowered.
- [10] Indicates tapehead temperature.
- [11] Normal status is blank, indicating healthy recorder(s). 'FL' is displayed for an out-of-tolerance condition.
- [12] Input can be data only or data plus voice. A blank implies no input is selected.

```

1 2 3 4 5 6 7 8 9 0 1 2 3 4 5 6 7 8 9 0 1 2 3 4 5 6 7 8 9 0 1 2 3 4 5 6 7 8 9 0 1
1  XXXX/XXX/077      EVA-MMU/FSS      XX X  DDD/HH:MM:SS
2
3      MMU/FSS      DDD/HH:MM:SS
4  TEMPS
5  TOGGLE VLV FSS  L  ±XXXX  ±XXXX
6                      R  ±XXXX  ±XXXX
7                      MMU L  ±XXXX  ±XXXX
8                      R  ±XXXX  ±XXXX
9  GN2 TANK BARREL L  ±XXXX  ±XXXX
10                     R  ±XXXX  ±XXXX
1  CNTL ELECT ASSY  ±XXXX  ±XXXX
2
3
4
5
6
7
8
9
10
1  2
2  3
3  4
4  5
5  6
6  7
7  8
8  9
9  10
1  1
2  2
3  3
4  4
5  5
6  6

```

(X X)

The EVA-MMU/FSS display is an SM display (DISP 77) available in SM OPS 2 and 4. It is used for thermal monitoring of the Manned Maneuvering Unit (MMU) and its associated Flight Support Station (FSS) prior to operational use and during reseriving of the GN2 propulsion system. The crew may also view the display as a result of an FDA alert/CRT message.

PARAMETER CHARACTERISTICS

CRT NAME	UNITS	DISPLAYED RANGE	STATUS INDICATORS				
			M	H	L	↑	↓
TEMPS: TOGGLE VLV FSS L,R	degF	-75 to +175	M	H	L	↑	↓
MMU L,R	degF	-75 to +175	M	H	L	↑	↓
GN2 TANK BARREL L	degF	-75 to +300	M	H	L	↑	↓
R	degF	-75 to +175	M	H	L	↑	↓
CNTL ELECT ASSY	degF	-75 to +175	M	H	L	↑	↓

1	2	3	4	5	6	7	8	9	0	1	2	3	4	5	6	7	8	9	0	1	2	3	4	5	6	7	8	9	0	1	2	3	4	5	6	7	8	9	0										
1	XXXX/XXX/078									SM SYS SUMM 1										XX X										DDD/HH:MM:SS										DDD/HH:MM:SS									
3	SMOKE	1/A	2/B							DC VOLTS	1/A	2/B	3/C																																				
4	CABIN	XX.XS								FC	XX.XS	XX.XS	XX.XS																																				
5	L/R FD	XX.XS	XX.XS							MAIN	XX.XS	XX.XS	XX.XS																																				
6	AV BAY 1	XX.XS	XX.XS							ESS	XX.XS	XX.XS	XX.XS																																				
7		2	XX.XS	XX.XS																																													
8		3	XX.XS	XX.XS																																													
9	CABIN									CNTL	1	XXX.XS	XXX.XS	XXX.XS	XXX.XS																																		
10	PRESS	XX.XS								2	XXX.XS	XXX.XS	XXX.XS	XXX.XS	XXX.XS																																		
1	dp/dT-EQ	±.XXS	±X.XXS							3	XXX.XS	XXX.XS	XXX.XS	XXX.XS	XXX.XS																																		
2	O2 CONC	XX.XS								AC																																							
3	PPO2	X.XXS	X.XXS							VOLT	φA	XXXX	XXXX	XXXX	XXXX																																		
4	FAN ΔP	X.XXS								φB	XXXX	XXXX	XXXX	XXXX																																			
5	HX OUT T	XXXX								φC	XXXX	XXXX	XXXX	XXXX																																			
6	O2 FLOW	XX.XS	XX.XS							AMPS	φA	XX.XS	XX.XS	XX.XS	XX.XS																																		
7	N2 FLOW	XX.XS	XX.XS							φB	XX.XS	XX.XS	XX.XS	XX.XS																																			
8	IMU FAN	AXS	BXS	CXS						φC	XX.XS	XX.XS	XX.XS	XX.XS																																			
9	ΔV FC1	FC2	FC3							FUEL CELL																																							
20	SS1	XXXX	XXXX	XXXX						AMPS	XXXX	XXXX	XXXX	XXXX																																			
1	SS2	XXXX	XXXX	XXXX						REAC VLV	XXS	XXS	XXS	XXS																																			
2	SS3	XXXX	XXXX	XXXX						STACK T	±XXXX	±XXXX	±XXXX	±XXXX																																			
3	TOTAL AMPS	XXXXX								EXIT T	XXXX	XXXX	XXXX	XXXX																																			
4		KW	XXS							COOL P	XXXX	XXXX	XXXX	XXXX																																			
5										PUMP	XXS	XXS	XXS	XXS																																			
6																																																	

The SM SYS SUMM 1 display is an SM display (DISP 78) available in SM OPS 2 and 4 and in BFS OPS 0 which provides summary data on emergency, atmospheric (cabin), and electrical power distribution and generation parameters.

PARAMETER CHARACTERISTICS

CRT NAME	UNITS	DISPLAYED RANGE	STATUS INDICATORS					
			M	H	L	↑	↓	
SMOKE: CABIN	[1]	mgm/M ³	0 to 15	M	H	L	↑	↓
L/R FD	[1]	mgm/M ³	0 to 15	M	H	L	↑	↓
AV BAY 1,2,3	[1]	mgm/M ³	0 to 15	M	H	L	↑	↓
CABIN: PRESS		psia	0 to 20	M	H	L	↑	↓
DP/DT	[2]	psi/min	+0.45 to -0.55	M	H	L	↑	↓
EQ	[3]	psi/min	-2.000 to +2.000	M	H	L	↑	↓
O2 CONC	[4]	pct	0 to 100	M	H	L	↑	↓
PPO2		psia	0 to 5	M	H	L	↑	↓
FAN ΔP		in H2O	0 to 8	M	H	L	↑	↓
HX OUT T		degF	+45 to +145	M	H	L	↑	↓
O2 FLOW		lbm/hr	0 to 5	M	H	L	↑	↓
N2 FLOW		lbm/hr	0 to 5	M	H	L	↑	↓
IMU FAN A,B,C	[5]	text	blank or '*'	M				↓
ΔV SS 1,2,3		mvdc	0 to 500	M	H	L	↑	
TOTAL: AMPS		amps	0 to 1500	M				
KW		kW	0 to 60	M				
DC VOLTS: FC		volts	0 to 40	M	H	L	↑	↓
MAIN		volts	0 to 40	M	H	L	↑	↓
ESS		volts	0 to 40	M	H	L	↑	↓
CNTL 1,2,3	[6]	volts	0 to 40	M	H	L	↑	↓
AC: VOLT φA, φB, φC		volts	0 to 140	M	H	L	↑	↓
AMPS φA, φB, φC		amps	0 to 20	M	H	L	↑	↓
FUEL CELL: AMPS		amps	0 to 500	M	H	L	↑	↓
REAC VLV	[7]	text	'CL' or 'OP'	M				↓
STACK T		degF	-75 to +300	M	H	L	↑	↓
EXIT T		degF	0 to 250	M	H	L	↑	↓
COOL P		psia	0 to 100	M	H	L	↑	↓
PUMP		text	'ΔP' or blank	M				↓

SM SYS SUMM 1 (Cont):

REMARKS

- [1] The hardwired smoke emergency alert can also be initiated by smoke rate-of-increase (not shown on CRT). There is no software triggered emergency alert for smoke rate of increase.
- [2] The dP/dT hardware status field shows an 'H' for an off-scale pressure leak (greater than -.5 psi/min).
- [3] EQ dP/dT is the equivalent dP/dT at 14.7 for the current Cabin Pressure and dP/dT. The EQ dP/dT field format range is ± 2.000 . If either Cabin Press or dP/dT is missing, the last computed values of EQ dP/dT and 'M' displayed.
- [4] The O2 CONC calculation automatically disregards PPO2 A, B, or C inputs which are missing 'M.' The crew can manually remove a PPO2 input from the calculation by disabling the corresponding PPO2 ENABLE constant on SM SPEC 60. If all three PPO2 inputs are disabled, 'NOK' (not OK) is displayed. If all enabled PPO2 inputs are missing or if Cabin Press is missing, the last computed values of O2 CONC and 'M' are displayed. O2 CONC values greater than 100 percent can be displayed.
- [5] Status shows an '↓' if appropriate IMU FAN is 'on' and speed drops below fixed value, or the IMU FAN speed sensor is unpowered or failed. 'Blank' indicates that the IMU FAN is 'off' or the 'on' discrete is failed. The '*', powered by phase A of the respective AC bus, indicates which IMU FAN has been selected.
- [6] Each parameter is preceded/followed by an RPC trip status indicator. These indicators are located under the alpha column headers (A-B-C-A); they read '*' if the associated RPC is ON (blank otherwise). Examples: AB1/CA1 RPC = ON produces an '*' for CNTL 1 under the leftmost A; BC1/CA1 RPC = ON produces an '*' under the rightmost A.
- [7] Either H2 or O2 valve closed causes an '↓.'

PARAMETER	UNIT	STATUS INDICATOR	DISPLAYED RANGE	UNIT	PARAMETER	UNIT	STATUS INDICATOR	DISPLAYED RANGE	UNIT	PARAMETER	UNIT	STATUS INDICATOR	DISPLAYED RANGE	UNIT
CRW TEMP	deg F		143 to 302	deg	CRW TEMP	deg F		143 to 302	deg	CRW TEMP	deg F		143 to 302	deg
O2 PRESS	psi		312 to 1012	psi	O2 PRESS	psi		312 to 1012	psi	O2 PRESS	psi		312 to 1012	psi
HTR TR	deg F		-452 to -472	deg	HTR TR	deg F		-452 to -472	deg	HTR TR	deg F		-452 to -472	deg
TS	deg		-452 to -472	deg	TS	deg		-452 to -472	deg	TS	deg		-452 to -472	deg
MAINT. PR	psi		0 to 400	psi	MAINT. PR	psi		0 to 400	psi	MAINT. PR	psi		0 to 400	psi
OC PRESS	psi		0 to 1700	psi	OC PRESS	psi		0 to 1700	psi	OC PRESS	psi		0 to 1700	psi
APPL TEMP	deg		0 to 1000	deg	APPL TEMP	deg		0 to 1000	deg	APPL TEMP	deg		0 to 1000	deg
SU ROT	deg		0 to 3000	deg	SU ROT	deg		0 to 3000	deg	SU ROT	deg		0 to 3000	deg
OLW	deg		0 to 300	deg	OLW	deg		0 to 300	deg	OLW	deg		0 to 300	deg
OUT	deg		0 to 400	deg	OUT	deg		0 to 400	deg	OUT	deg		0 to 400	deg
SPEED #	percent		0 to 187	percent	SPEED #	percent		0 to 187	percent	SPEED #	percent		0 to 187	percent
FUEL QTY	percent		0 to 100	percent	FUEL QTY	percent		0 to 100	percent	FUEL QTY	percent		0 to 100	percent
FUEL LTR	psi		0 to 60	psi	FUEL LTR	psi		0 to 60	psi	FUEL LTR	psi		0 to 60	psi
OL OUT #	psi		0 to 200	psi	OL OUT #	psi		0 to 200	psi	OL OUT #	psi		0 to 200	psi
AV BAY TEMP	deg		40 to 140	deg	AV BAY TEMP	deg		40 to 140	deg	AV BAY TEMP	deg		40 to 140	deg
FAW #	psi		0 to 5	psi	FAW #	psi		0 to 5	psi	FAW #	psi		0 to 5	psi
HYD PRESS	psi		0 to 4000	psi	HYD PRESS	psi		0 to 4000	psi	HYD PRESS	psi		0 to 4000	psi
REVT #	deg		-10 to 4000	deg	REVT #	deg		-10 to 4000	deg	REVT #	deg		-10 to 4000	deg
YTD	psi		0 to 200	psi	YTD	psi		0 to 200	psi	YTD	psi		0 to 200	psi
QTY	percent		0 to 100	percent	QTY	percent		0 to 100	percent	QTY	percent		0 to 100	percent
WBR HQ QTY	percent		0 to 100	percent	WBR HQ QTY	percent		0 to 100	percent	WBR HQ QTY	percent		0 to 100	percent
EXP. VAL	psi		0 to 100	psi	EXP. VAL	psi		0 to 100	psi	EXP. VAL	psi		0 to 100	psi
TRM CHL. INO STAMP	psi		0 to 100	psi	TRM CHL. INO STAMP	psi		0 to 100	psi	TRM CHL. INO STAMP	psi		0 to 100	psi
TRM CHL. FLOW	psi		100 to 200	psi	TRM CHL. FLOW	psi		100 to 200	psi	TRM CHL. FLOW	psi		100 to 200	psi
EVAP OUT	deg		20 to 100	deg	EVAP OUT	deg		20 to 100	deg	EVAP OUT	deg		20 to 100	deg

1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30
XXXX/XXX/07		SM SYS SUMM 2										XX X		DDD/HH:MM:SS															
XXXX/XXX/07		SM SYS SUMM 2										XX X		DDD/HH:MM:SS															
CRYO TK		1	2	3	4	5	MANF1		MANF2																				
H2 PRESS		XXXX	XXXX	XXXX	XXXX	XXXX	XXXX		XXXX																				
O2 PRESS		XXXX	XXXX	XXXX	XXXX	XXXX	XXXX		XXXX																				
HTR T1		±XXXX	±XXXX	±XXXX	±XXXX	±XXXX	±XXXX		±XXXX																				
T2		±XXXX	±XXXX	±XXXX	±XXXX	±XXXX	±XXXX		±XXXX																				
APU		1	2	3	HYD		1	2	3																				
TEMP EGT		XXXX	XXXX	XXXX	PRESS	XXXX	XXXX	XXXX	XXXX																				
B/U EGT		XXXX	XXXX	XXXX	RSVR T	XXXX	XXXX	XXXX	XXXX																				
OIL IN		XXXX	XXXX	XXXX	P	XXXX	XXXX	XXXX	XXXX																				
OUT		XXXX	XXXX	XXXX	QTY	XXXX	XXXX	XXXX	XXXX																				
SPEED %		XXXX	XXXX	XXXX	W/B																								
FUEL QTY		XXXX	XXXX	XXXX	H2O QTY	XXXX	XXXX	XXXX	XXXX																				
PMP LK P		XXS	XXS	XXS	BYP VLV	XXXX	XXXX	XXXX	XXXX																				
OIL OUT P		XXXX	XXXX	XXXX	THERM CNTL		1	2																					
AV BAY																													
TEMP		XXXX	XXXX	XXXX	H2O PUMP P	XXXX	XXXX	XXXX	XXXX																				
FAN ΔP		X.XXS	X.XXS	X.XXS	FREON FLOW	XXXX	XXXX	XXXX	XXXX																				
					EVAP OUT T	XXXX	XXXX	XXXX	XXXX																				
					(XX)																								

The SM SYS SUMM 2 display is an SM display (DISP 79) available in SM OPS 2 and 4 which provides summary data on cryogenics, auxiliary power units, hydraulics, water boilers, thermal control, and avionics cooling.

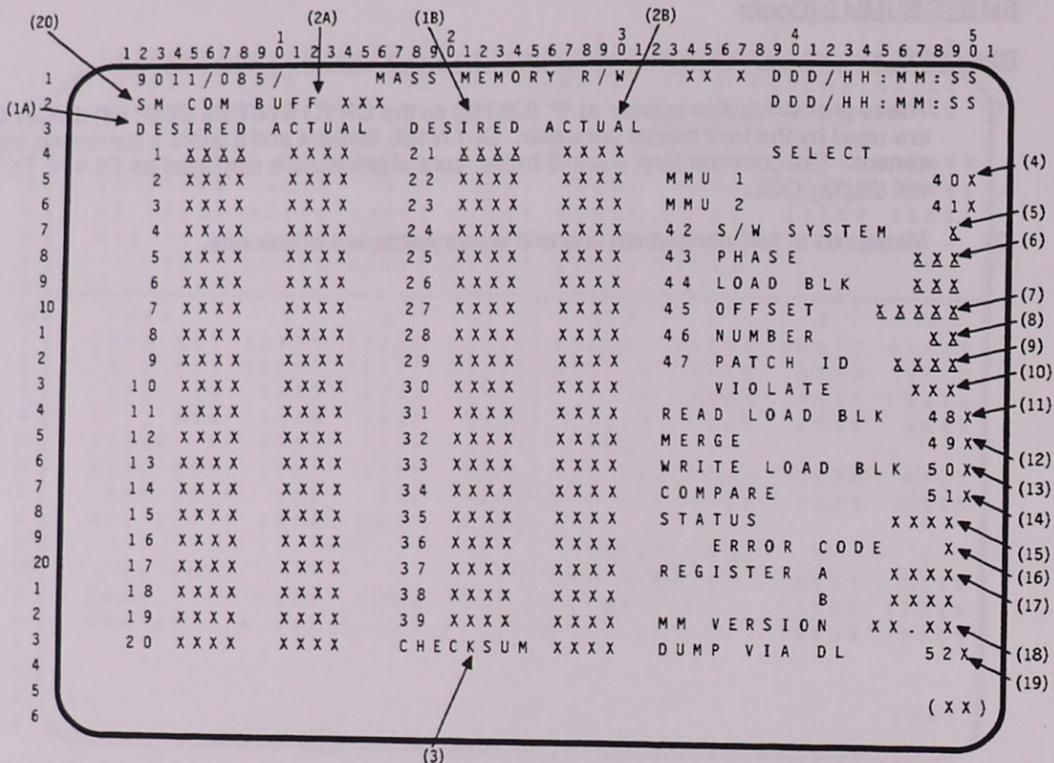
PARAMETER CHARACTERISTICS

CRT NAME	UNITS	DISPLAYED RANGE	STATUS INDICATORS				
			M	H	L	↑	↓
CRYO TANK: H2 PRESS O2 PRESS HTR T1 T2	[1] psia	145 to 305	M	H	L	↑	↓
	[1] psia	515 to 1015	M	H	L	↑	↓
	degF	-425 to +475	M	H	L	↑	↓
	degF	-425 to +475	M	H	L	↑	↓
MANF 1,2: H2 PRESS O2 PRESS	psia	0 to 400	M	H	L		↓
	psia	0 to 1200	M	H	L		↓
APU: TEMP EGT B/U EGT OIL IN OUT SPEED % FUEL QTY PMP LK P OIL OUT P	degF	0 to 1500	M	H	L		
	degF	0 to 1500	M	H	L	↑	
	degF	0 to 500	M	H	L	↑	
	degF	0 to 400	M	H	L	↑	↓
	percent	0 to 167	M	H	L		↓
	percent	0 to 100	M	H	L		↓
	psia	0 to 50	M	H	L		↓
	psia	0 to 200	M	H	L	↑	↓
AV BAY: TEMP FAN ΔP	degF	45 to 145	M	H	L	↑	↓
	in H2O	0 to 5	M	H	L	↑	↓
HYD: PRESS RSVR T P QTY	psia	0 to 4000	M	H	L		↓
	degF	-75 to +300	M	H	L	↑	↓
	psia	0 to 250	M	H	L		↓
	percent	0 to 100	M	H	L	↑	↓
W/B: H2O QTY BYP VLV	percent	0 to 100	M	H	L		↓
	text	'BYP' or 'W/B' or 'blank'	M				
THERM CNTL H2O PUMP P FREON FLOW EVAP OUT T	psia	0 to 150	M	H	L	↑	↓
	lbm/hr	730 to 2700	M	H	L		↓
	degF	25 to 130	M	H	L	↑	↓

SM SYS SUMM 2 (Cont):

REMARKS

- [1] These pressures also appear at 'P' (O2/H2) on the CRYO SYSTEM (DISP 68) display and are used by the tank heater controller. On OV102, tanks 4 and 5 share a common pressure sensor. The common tank 4 and 5 heater control pressure is displayed as TK 4 P. TK 5 P will display OSL.
- [2] Measured at fuel pump drain line and is representative of leak rate.



The MASS MEMORY R/W display is the mode display in PL OPS 9 (OPS 9011) and a specialist function in SM OPS 2 and 4 (SPEC 85). It includes the controls to display (READ) and modify (MERGE/WRITE) data on both Mass Memory Units (MMUs). In addition, it provides controls to dump either MMU and to compare one to the other.

- (1A) (1B) Items 1 thru 39 are used to enter the desired contents (DESIRED) for an MMU load block, starting at the OFFSET defined by item 45. Entries are made in hexadecimal.
- (2A) (2B) The actual values (ACTUAL) are displayed representing the contents of the load block selected in hexadecimal.
- (3) CHECKSUM represents the checksum (in hexadecimal) that came with the reading of the load block and is updated to the new checksum when item 49 is selected.
- (4) Items 40 and 41 select MMU 1 or 2 from which to obtain the load block and perform the writes.
- (5) Item 42 (S/W SYSTEM) is used to enter the desired software (S/W) system ID which the load block will reference as follows:

Item 42 value	Load Block
0 (Initialized)	Display Text & Graphics
1	PASS 1
2	PASS 2
3	PASS 3
4	BFS
5	DEU
6	SSME
7	TCS SEQUENCE
8	Not Supported
9	Not Supported

MASS MEMORY R/W (Cont):

- (6) Item 43 (PHASE) and item 44 (LOAD BLK) define the phase and load block, respectively, in decimal. A phase entry of zero causes the Revision Patch Log (RPL) to be retrieved for the display. Fields for items 1 thru 39, 45 thru 47 blank when item 43 or 44 is entered.
- (7) Item 45 (OFFSET) defines the offset (in decimal) into the load block for which items 1 thru 39 apply.
- (8) Item 46 (NUMBER) defines the number (in decimal) of contiguous changes that are made at the current offset (max 39). A corresponding number of desired items must be made prior to the acceptance of a merge request (item 49).
- (9) Item 47 (PATCH ID) is the PATCH ID which must be logged on RPL as part of the merge and write request. Input is in hexadecimal.
- (10) Violate - A remote text which indicates the following:
 - 'YES' indicates that a patch ID of zeroes has been used in the write of a patch or that an unsuccessful patch write was pending when an OPS transition or SPEC termination is processed.
 - 'NO' indicates that no violations are present.
- (11) Item 48 (READ LOAD BLK) causes the designated load block to be read from the user-selected MMU into the load block construction buffer. An '*' is displayed adjacent to the item when entered and is blanked when 'STATUS' is blanked.
- (12) Item 49 (MERGE) overlays the desired data into the load block construction buffer, making the DESIRED and ACTUAL columns equal. An '*' is displayed adjacent to the item when entered and is blanked when 'STATUS' is blanked.
- (13) Item 50 (WRITE LOAD BLK) causes the GPC to write data from the load block construction buffer to the selected MMU. The PATCH ID (item 47) is written to the same MMU as part of the write sequence. An '*' is displayed adjacent to the item entered and is blanked when 'STATUS' is blanked. The first item 50 causes data to be written to the MMU and system ID selected for the initial read-merge operation. Reselection of the MMU, system ID, and patch ID followed by another item 50 cause the same data to be written to an alternate area on the same or alternate MMU.
- (14) Item 51 (COMPARE) causes the GPC to perform a word-by-word comparison of the specified load block between MMU 1 and MMU 2. An error condition is displayed in accordance with error definitions provided for 'STATUS.' An '*' is displayed when a compare function is in progress and is cleared upon completion of the compare process. Item 51 may be reentered if I/O errors are encountered.
- (15) STATUS is an indication of the state of a process. 'IP' indicates in progress. 'CPLT' indicates that a READ (item 48), MERGE (item 49), WRITE (item 50), COMPARE (item 51), or DUMP (item 52) process has been completed without error. 'ERR' indicates an error has occurred during a process.
- (16) ERROR CODE is a decimal code indicating what type of error has occurred during a process.
- (17) REGISTER A and REGISTER B contain the selected MMUs latest status registers A and B from systems software COMPOOL. Displayed in hexadecimal.
- (18) MM VERSION indicates the MM version as stored in the RPL and is updated each time the RPL is read.
- (19) Item 52 (DUMP VIA DL) causes a dump of the selected load block via downlist.
- (20) SM COM BUFF. 'BSY' is displayed flashing when the SM COM BUFF is in use. 'RDY' is displayed nonflashing otherwise.

	1	2	3	4	5	6	7	8	9	0	1	2	3	4	5	6	7	8	9	0	1	2	3	4	5	6	7	8	9	0
1	XXXX/XXX/086										APU/HYD					XX X			DDD/HH:MM:SS											
2																			DDD/HH:MM:SS											
3	APU		1			2			3			HYD		1	2		3													
4	B/U	EGT	XXXXXXXXXXXX										B/U	P	XXXXX			XXXXX			XXXXX									
5	EGT	XXXXXXXXXXXX										RSVR	T	XXXS			XXXS			XXXS										
6	SPEED	%	XXXS			XXXS			XXXS				P	XXXS			XXXS			XXXS										
7	FUEL	QTY	XXXS			XXXS			XXXS				QTY	XXXS			XXXS			XXXS										
8		TK P	XXXS			XXXS			XXXS			ACCUM	P	XXXXX			XXXXX			XXXXX										
9		OUT P	XXXS			XXXS			XXXS																					
10		TK VLV A	XXS		XXS		XXS																							
1		A T	XXXS			XXXS			XXXS																					
2		B	XXS		XXS		XXS																							
3		B T	XXXS			XXXS			XXXS			W/B	1	2		3														
4	OIL	T	XXXS			XXXS			XXXS																					
5		OUT T	XXXS			XXXS			XXXS			CNTRLR	XXX	XXX		XXX														
6		OUT P	XXXS			XXXS			XXXS			H2O	QTY	XXXS			XXXS			XXXS										
7	GBX	P	XXXS			XXXS			XXXS			N2	P	XXXXX			XXXXX			XXXXX										
8		N2 P	XXXS			XXXS			XXXS				T	XXXS			XXXS			XXXS										
9		BRG T	XXXS			XXXS			XXXS			REG	P	XXXS			XXXS			XXXS										
20	GG	BED T	XXXS			XXXS			XXXS			BYP	VLV	XXXS			XXXS			XXXS										
1	PUMP	/VLV											VENT	T	±XXXX			±XXXX			±XXXX									
2		PMP T	XXXS			XXXS			XXXS			TANK	T	±XXXX			±XXXX			±XXXX										
3		VLV T	XXXS			XXXS			XXXS			BLR	T	±XXXX			±XXXX			±XXXX										
4																														
5																														
6																														

(XX)

The APU/HYD display is an SM display (DISP 86) available in SM OPS 2 and 4 which provides data on the Auxiliary Power Unit (APU) and Hydraulic (HYD) subsystems.

PARAMETER CHARACTERISTICS

CRT NAME	UNITS	DISPLAYED RANGE	STATUS INDICATORS				
			M	H	L	↑	↓
APU: B/U EGT	degF	0 to 1500	M	H	L	↑	
EGT	degF	0 to 1500	M	H	L	↑	
SPEED %	percent	0 to 167	M	H	L		
FUEL QTY	percent	0 to 100	M	H	L		↓
TK P	psia	0 to 500	M	H	L	↑	↓
OUT P	psia	0 to 500	M	H	L	↑	↓
TK VLV A,B,T	degF	0 to 250	M	H	L	↑	↓
VLV A,B	text	'OP' or 'CL'	M				
OIL T	degF	0 to 500	M	H	L	↑	↓
OUT T	degF	0 to 400	M	H	L	↑	↓
P	psia	0 to 200	M	H	L	↑	↓
GBX P	psia	0 to 30	M	H	L		↓
N2 P	psia	0 to 300	M	H	L		↓
BRG T	degF	0 to 500	M	H	L	↑	
GG BED T	degF	0 to 500	M	H	L	↑	
PUMP/VLV	degF	0 to 500	M	H	L		↓
PMP T	degF	0 to 250	M	H	L	↑	
VLV T	degF	0 to 250	M	H	L	↑	
HYD: B/U P	psia	0 to 4000	M	H	L		↓
RSVR T	degF	-75 to +300	M	H	L	↑	↓
P	psia	0 to 250	M	H	L		↓
QTY	percent	0 to 100	M	H	L	↑	↓
ACCUM P	psia	0 to 4000	M	H	L		↓
W/B: CNTRLR	[1] text	'A,' 'B,' 'A/B,' or 'OFF'					
H2O QTY	percent	0 to 100	M	H	L		↓
N2 P	psia	0 to 3500	M	H	L		↓
T	degF	32 to 221	M	H	L		↓
REG P	psia	0 to 75	M	H	L	↑	↓
BYP VLV	text	'BYP' or 'W/B' or 'blank'	M				
VENT T	[2] degF	122 to 185	M	H	L	↑	↓
TANK T	degF	32 to 221	M	H	L	↑	↓
BLR T	[2] degF	32 to 212	M	H	L	↑	↓

APU/HYD (Cont):

REMARKS

- [1] 'A/B' displayed for CNTLR/HTR position indicates that both 'A' and 'B' CNTLR/HTR status indicators are on, which in turn indicates a possible MDM or CNTLR/HTR switch failure. CNTLR 'A' QTY and temperatures are displayed.
- [2] Parameters blank when APU/HYD BLR CNTL PWR/HTR switch is OFF and are momentarily blank when switched to 'B.'

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PARAMETER CHARACTERISTICS

PARAMETER	UNIT	DESCRIPTION	STATUS	REMARKS
APU/HYD BLR CNTL PWR/HTR	SWITCH	APU/HYD BLR CNTL PWR/HTR	ON/OFF	Controls APU/HYD BLR CNTL PWR/HTR
CNTLR 'A' QTY	QTY	CNTLR 'A' QTY	0-1	Number of CNTLR 'A' units
CNTLR 'A' TEMP	TEMP	CNTLR 'A' TEMP	0-100	Temperature of CNTLR 'A'
CNTLR 'B' QTY	QTY	CNTLR 'B' QTY	0-1	Number of CNTLR 'B' units
CNTLR 'B' TEMP	TEMP	CNTLR 'B' TEMP	0-100	Temperature of CNTLR 'B'
APU/HYD BLR CNTL PWR/HTR	SWITCH	APU/HYD BLR CNTL PWR/HTR	ON/OFF	Controls APU/HYD BLR CNTL PWR/HTR
CNTLR 'A' QTY	QTY	CNTLR 'A' QTY	0-1	Number of CNTLR 'A' units
CNTLR 'A' TEMP	TEMP	CNTLR 'A' TEMP	0-100	Temperature of CNTLR 'A'
CNTLR 'B' QTY	QTY	CNTLR 'B' QTY	0-1	Number of CNTLR 'B' units
CNTLR 'B' TEMP	TEMP	CNTLR 'B' TEMP	0-100	Temperature of CNTLR 'B'

(Faint, illegible text)

1	XXXX/XXX/087	HYD THERMAL	XX X	DDD /HH:MM:SS
2				DDD /HH:MM:SS
3				CIRC PUMP CONTROL
4	HYD	1	2	3
5	CIRC PMP P	XXXX	XXXX	XXXX
6	PMP BDY T	±XXXX	±XXXX	±XXXX
7	RSVR T	±XXXX	±XXXX	±XXXX
8	ACCUM P	±XXXX	±XXXX	±XXXX
9	HX IN T	±XXXX	±XXXX	±XXXX
10	OUT T	±XXXX	±XXXX	±XXXX
1				LINE TEMPS
2	SW VLV PR S1 S2			
3	ELEV L OB 3XS 1XS 2XS			
4	IB 2XS 1XS 3XS			
5	R IB 3XS 1XS 2XS			
6	OB 2XS 1XS 3XS			
7	RUD/SPDBK 1XS 2XS 3XS			
8				
9	TIRE PRESS			
20	MG LEFT RIGHT			
1	IB XXXS XXXS XXXS XXXS			
2	OB XXXS XXXS XXXS XXXS			
3	NG XXXS XXXS XXXS XXXS			
4				
5				
6				

The HYD THERMAL display is an SM display (DISP 87) available in SM OPS 2 and 4 which provides data on the hydraulic systems and tire pressure monitoring.

PARAMETER CHARACTERISTICS

CRT NAME	UNITS	DISPLAYED RANGE	STATUS INDICATORS				
			M	H	L	↑	↓
HYD: CIRC PMP P	psia	0 to 800	M	H	L	↑	↓
PMP BDY T	degF	-75 to +300	M	H	L	↑	↓
RSVR T	degF	-75 to +300	M	H	L	↑	↓
ACCUM P	psia	0 to 4000	M	H	L	↑	↓
HX IN T	degF	-75 to +300	M	H	L	↑	↓
OUT T	degF	-75 to +300	M	H	L	↑	↓
SW VLV	[1] text	* or blank					
TIRE PRESS							
MG IB L,R	counts	0 to 500	M	H	L	↑	↓
OB L,R	counts	0 to 500	M	H	L	↑	↓
NG L,R	counts	0 to 500	M	H	L	↑	↓
CIRC PUMP CONTROL LINE TEMPS							
ELEVON LOB	degF	-75 to +300	M	H	L	↑	↓
LIB	degF	-75 to +300	M	H	L	↑	↓
RIB	degF	-75 to +300	M	H	L	↑	↓
ROB	degF	-75 to +300	M	H	L	↑	↓
RD/SB PDU	degF	-75 to +300	M	H	L	↑	↓
FUS	degF	-75 to +300	M	H	L	↑	↓
BDYFLP PDU	degF	-75 to +300	M	H	L	↑	↓
FUS	degF	-75 to +300	M	H	L	↑	↓
L BRAKE WHL	degF	-75 to +300	M	H	L	↑	↓
FUS	degF	-75 to +300	M	H	L	↑	↓
R BRAKE WHL	degF	-75 to +300	M	H	L	↑	↓
FUS	degF	-75 to +300	M	H	L	↑	↓
NG UPLK	degF	-75 to +300	M	H	L	↑	↓
MFUS 1,2	degF	-75 to +300	M	H	L	↑	↓
MG L UPLK	degF	-75 to +300	M	H	L	↑	↓
MG R UPLK	degF	-75 to +300	M	H	L	↑	↓
FUS	degF	-75 to +300	M	H	L	↑	↓

REMARKS

[1] An '*' by the appropriate flight control surface actuator indicates which hydraulic system is active for the actuator. The determination is performed through comparison of active and passive/standby spool positions. Actual designation of hydraulic systems is by hydraulic system pressure.

1	2	3	4	5	6	7	8	9	0	1	2	3	4	5	6	7	8	9	0	1	2	3	4	5	6	7	8	9	0	1	2	3	4	5	6	7	8	9	0
XXXX/XXX/088										APU/ENVIRON THERM										XX X DDD/HH:MM:SS																			
FREON LOOP										1 2										DDD/HH:MM:SS																			
ACCUM QTY										XXXX XXXS										H2O LOOP																			
FREON FLOW										XXXXS XXXXS										PUMP OUT P																			
PL HX FLOW										XXXXS XXXXS										OUT T																			
AFT CP FLOW										XXXX XXXS										ΔP																			
RAD IN T										XXXX XXXS										ICH FLOW																			
RAD OUT T										XXXX XXXS										OUT T																			
EVAP OUT T										XXXX XXXS										CAB HX IN T																			
EVAP TEMP										DUCT NOZ										ACCUM QTY																			
HI LOAD INBD										XXXX										APU FUEL T																			
OUTBD										XXXX XXXS										1 2 3																			
TOPPING FWD										XXXX										TK SURF																			
AFT										XXXX										± XXXS ± XXXS ± XXXS																			
L										XXXX XXXS										TK HTR																			
R										XXXX XXXS										± XXXS ± XXXS ± XXXS																			
EVAP FDLN T										A B										TEST LN 1																			
FWD										XXXX XXXS										± XXXS ± XXXS ± XXXS																			
MID 1										XXXX XXXS										TEST LN 2																			
MID 2										XXXX XXXS										± XXXS ± XXXS ± XXXS																			
AFT										XXXX XXXS										FEED LN																			
TOPPING										XXXX XXXS										± XXXS ± XXXS ± XXXS																			
ACCUM										XXXX XXXS										PUMP IN																			
HI LOAD										XXXX XXXS										DRN LN 1																			
																				± XXXS ± XXXS ± XXXS																			
																				DRN LN 2																			
																				± XXXS ± XXXS ± XXXS																			
																				OUT																			
																				± XXXS ± XXXS ± XXXS																			
																				BYP LN																			
																				± XXXS ± XXXS ± XXXS																			
																				GG SPLY LN																			
																				± XXXS ± XXXS ± XXXS																			
																				H2O LN INJ																			
																				± XXXS ± XXXS ± XXXS																			

The APU/ENVIRON THERM display is an SM display (DISP 88) available in SM OPS 2 and 4 which provides data on auxiliary power units and the active thermal control system.

PARAMETER CHARACTERISTICS

CRT NAME	UNITS	DISPLAYED RANGE	STATUS INDICATORS				
			M	H	L	↑	↓
FREON LOOP: ACCUM QTY	percent	0 to 100	M	H	L		↓
FREON FLOW	lbm/hr	730 to 2700	M	H	L		↓
PL HX FLOW	lbm/hr	199 to 1300	M	H	L		↓
AFT CP FLOW	lbm/hr	0 to 500	M	H	L		↓
RAD IN T	degF	0 to 160	M	H	L		↓
RAD OUT T	degF	25 to 130	M	H	L		↓
EVAP OUT T	degF	25 to 130	M	H	L	↑	↓
EVAP TEMP: HI LOAD INBD	degF	0 to 400	M	H	L	↑	↓
OUTBD	degF	0 to 400	M	H	L	↑	↓
TOPPING FWD	degF	0 to 400	M	H	L	↑	↓
AFT	degF	0 to 400	M	H	L	↑	↓
L	degF	0 to 250	M	H	L	↑	↓
R	degF	0 to 250	M	H	L	↑	↓
EVAP FDLN T FWD	degF	0 to 160	M	H	L	↑	↓
MID 1	degF	0 to 160	M	H	L	↑	↓
MID 2	degF	0 to 160	M	H	L	↑	↓
AFT	degF	0 to 160	M	H	L	↑	↓
TOPPING	degF	0 to 160	M	H	L	↑	↓
ACCUM	degF	0 to 160	M	H	L	↑	↓
HI LOAD	degF	0 to 250	M	H	L	↑	↓

APU/ENVIRON THERM (Cont):

PARAMETER CHARACTERISTICS (Cont)

CRT NAME	UNITS	DISPLAYED RANGE	STATUS INDICATORS				
			M	H	L	↑	↓
H2O LOOP: PUMP OUT P OUT T ΔP ICH FLOW OUT T CAB HX IN T ACCUM QTY	psia	0 to 150	M	H	L	↑	↓
	degF	32 to 122	M	H	L	↑	↓
	psid	0 to 60	M	H	L	↑	↓
	lbm/hr	0 to 17100	M	H	L	↑	↓
	degF	20 to 70	M	H	L	↑	↓
	degF	32 to 122	M	H	L	↑	↓
APU FUEL T: TK SURF TK HTR TEST LN 1,2 FEED LN PUMP IN DRN LN 1,2 OUT BYP LN GG SPLY LN H2O LN INJ	degF	0 to 160	M	H	L	↑	↓
	degF	0 to 160	M	H	L	↑	↓
	degF	0 to 250	M	H	L	↑	↓
	degF	0 to 250	M	H	L	↑	↓
	degF	0 to 250	M	H	L	↑	↓
	degF	0 to 250	M	H	L	↑	↓
	degF	0 to 250	M	H	L	↑	↓
	degF	0 to 250	M	H	L	↑	↓
	degF	0 to 400	M	H	L	↑	↓
	degF	0 to 450	M	H	L	↑	↓
	degF	-75 to +300	M	H	L	↑	↓

	1	2	3	4	5	6	7	8	9	0	1	2	3	4	5	6	7	8	9	0	1
1	XXXX/XXX/089										PRPLT THERMAL XX X DDD/HH:MM:SS										
2	POD					L					R					DDD/HH:MM:SS					
3	O	M	S	T	K	0	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X
4	ENG I/F					0	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X
5	OX VLV					0	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X
6	FU INJ					0	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X
7	WEB KEEL					1	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X
8	Y					0	B	X	X	X	X	X	X	X	X	X	X	X	X	X	X
9	OX DRN PNL					1	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X
10	ENG COVER					0	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X
11	SERV PNL					0	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X
12	GSE SERV PNL					0	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X
13	TEST HE/OX					1	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X
14						2	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X
15						2	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X
16						2	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X
17						2	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X
18						2	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X
19						2	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X
20						2	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X
21						2	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X
22						2	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X
23						2	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X
24						2	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X
25						2	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X
26						2	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X
27						2	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X
28						2	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X
29						2	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X
30						2	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X
31						2	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X
32						2	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X
33						2	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X
34						2	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X
35						2	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X
36						2	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X

The PRPLT THERMAL display is an SM display (DISP 89) available in SM OPS 2 and 4 which provides data on the thermal characteristics of the OMS and RCS propellant subsystems.

PARAMETER CHARACTERISTICS

CRT NAME	UNITS	DISPLAYED RANGE	STATUS INDICATORS				
			M	H	L	↑	↓
POD: OMS TK OX	degF	0 to 160	M	H	L	↑	↓
FU	degF	0 to 160	M	H	L	↑	↓
ENG I/F OX	degF	0 to 160	M	H	L	↑	↓
FU	degF	0 to 160	M	H	L	↑	↓
OX VLV	degF	0 to 160	M	H	L	↑	↓
FU INJ	degF	0 to 160	M	H	L	↑	↓
WEB KEEL 1	degF	-75 to +300	M	H	L	↑	↓
2	degF	0 to 160	M	H	L	↑	↓
Y OB	degF	-75 to +175	M	H	L	↑	↓
UP	degF	0 to 160	M	H	L	↑	↓
OX DRN PNL 1	degF	0 to 160	M	H	L	↑	↓
2	degF	0 to 160	M	H	L	↑	↓
ENG COVER	degF	0 to 160	M	H	L	↑	↓
SERV PNL	degF	0 to 160	M	H	L	↑	↓
GSE SERV PNL	degF	0 to 250	M	H	L	↑	↓
TEST HE/OX 1	degF	-75 to +175	M	H	L	↑	↓
2	degF	-75 to +175	M	H	L	↑	↓
OMS CRSFD: XFD OX	degF	0 to 160	M	H	L	↑	↓
GMBL LN	degF	0 to 160	M	H	L	↑	↓
DRN OX	degF	0 to 160	M	H	L	↑	↓
BLD AFT FUS	degF	-75 to +175	M	H	L	↑	↓
PL BAY	degF	-75 to +175	M	H	L	↑	↓
OX QD	degF	0 to 250	M	H	L	↑	↓
FWD RCS: LINE T1	degF	0 to 160	M	H	L	↑	↓
T2	degF	0 to 160	M	H	L	↑	↓
AFT RCS: MANF 1 OX	degF	0 to 160	M	H	L	↑	↓
DRN PNL 1	degF	0 to 160	M	H	L	↑	↓
2	degF	-75 to +175	M	H	L	↑	↓
VERN PNL 1	degF	0 to 160	M	H	L	↑	↓
2	degF	0 to 250	M	H	L	↑	↓

PCS CONTROL (Cont):

- (3) Items 3 thru 7 provide the capability to modify default values of GMT start time (items 3 thru 6) and optional HOLD STEP (item 7) for any sequence which has been selected for control but is not enabled. Each item number is entered along with the new value for the parameter. The changes apply only to the specific copy of the sequence selected for control at the time. Default values apply for subsequent selections item 2. Items 3 thru 7 selections will be rejected and cause an 'ILLEGAL ENTRY' message(s) to be generated if no sequence is selected, if the sequence selected is already enabled, if the value entered for the hold step does not match any steps in the sequence, or if the HOLD STEP value does not correspond with the predefined legal hold step in the sequence, or if the values entered for the GMT exceed the following ranges: Days 00-400, Hours 00-24, Minutes 00-60, and Seconds 00-60.
- (4) Items 8 thru 11 are used to alter the activity status of the sequence selected for control. The current status is indicated below STAT as: 'blank' (unenabled), 'ENA' (inactive), 'ACT' (active), 'EXCP' (exception), 'HOLD' (hold), 'TERM' (terminate), 'ERR' (error), or 'SSPD' (suspended). Any attempt to select items 8-11 while a TERM ALL (item 12) request is executing will be rejected and an 'ILLEGAL ENTRY' message will be generated.

If the controlled sequence is unenabled, an item 8 (ENA) entry will make it eligible for execution and cause the activity status (STAT), and the selected start time (GMT) to appear in the upper right portion of the display. When the last step of the sequence is executed (or the sequence is canceled), the data in the upper right section of the display for that sequence will be blanked. If the controlled sequence is in any state other than unenabled, an 'ILLEGAL ENTRY' message will be generated and the sequence will be unaffected by an item 8 entry.

If the controlled sequence is in the active or exception state, an item 9 (HOLD) entry will place it in the hold state at the next legal hold step. If the sequence is already in hold, the hold request will take effect after an item 11 (RESUME) entry. An '*' next to item 9 indicates that a hold request is pending. The '*' is blanked when the sequence goes to the hold or error state or upon item 10 (TERM), item 12 (TERM ALL), or OPS transition request. If the controlled sequence is not in the active, exception, or hold state when an item 9 request is made, the entry will be rejected and an 'ILLEGAL ENTRY' message will be generated.

An item 10 (TERM) entry will initiate cancel processing if the controlled sequence is in the active, exception, or hold state. If in the unenabled, inactive, or suspended state, all display items for the sequence will be cleared and the sequence will be deselected. If in the terminate state, the entry will be rejected.

If the controlled sequence is in the hold state, an item 11 (RESUME) entry will place it in the active state and begin execution with the step identified as the CURRENT step. If the controlled sequence is in any other state, the entry will be rejected and an 'ILLEGAL ENTRY' message will be generated.

A controlled sequence in the active, exception, or terminate state will be placed in the error state ('ERR' is driven in STAT column) when an error condition is encountered provided that safing steps have been defined. The sequence remains in the error state until the last step is executed or a second error is encountered, at which time it is placed in the suspend state ('SSPD' is driven in STAT column). A controlled sequence without a safing step defined, but in the active, exception, or terminate state, will be placed in the suspend state when the first error occurs. A sequence in the inactive state will be placed in suspend if a different selection of the same sequence is in any state except unenabled, inactive, or suspend when transfer from inactive to active is attempted. It will remain in the suspend state until a sequence cancel request is processed or an OPS transition occurs.

- (5) Any sequence that is selected and not enabled is eligible for updating as long as the two left-most characters of the selected sequence do not match those of another sequence which is enabled. Note: Sequence updates affect main memory and therefore apply to all subsequent selections of the sequence unless/until a 'clean' version is forced/selected from the MMU. If a SEQ UPDATE STEP number (item 14) is received and the currently selected sequence is ineligible for updating, or the entered value does not match the step number of a DELAY operator in the selected sequence, the entry will be rejected and an 'ILLEGAL ENTRY' message will be generated. Receipt of a valid STEP entry will make the appropriate DELAY operator available for editing via subsequent item entry.

PCS CONTROL (Cont):

If the update step is a DELAY, the delay time contained in the operator will appear next to DELAY (item 15). The DELAY time is edited using items 15 and 16 which represent minutes and seconds, respectively. Items 15 and 16 entries will be rejected and an 'ILLEGAL ENTRY' message will be generated if no update step is selected, if the step being updated is not a DELAY OPR, or if the entered data for each item is outside the range 00-59.

- (6) Item 12 (TERM ALL) entries initiate cancel processing for all selected sequences and clear all display items for the terminated sequences.
- (7) The lower right portion of the display shows TEXT messages from the 10 most recently processed TEXT OPRs. The step number of the OPR and the CNTL ID of the sequence containing the OPR is included with each message. The TEXT message stack is blanked upon OPS initialization and via item 13 (CLEAR TEXT).

```

1 2 3 4 5 6 7 8 9 0 1 2 3 4 5 6 7 8 9 0 1 2 3 4 5 6 7 8 9 0 1 2 3 4 5 6 7 8 9 0 1
1  XXXX/094/          PDRS CONTROL          XX X DDD/HH:MM:SS
2                                     DDD/HH:MM:SS
3  RMS SEL: XXXX      RMS PWR XXX          ENA INH
4      PORT 1X
5      STBD 2X          I/O ON 5X          SOFT STOP 7X 8X
6      3 PL ID XX      OFF 6X          AUTO BRAKE 9X 10X
7      4 END EFF X          POHS CNTL 28X 29X
8
9                                     AUTO MODES
10      1              2              3              4              17 START PT XX
11      13 XX          14 XX          15 XX          16 XX          LAST PT XXX
12
13      END POS          OPR CMD MODES / POR REF
14      18 X [±]XX XX   21 P [±]XX XX   24 PL INIT ID XX
15      19 Y [±]XXXX   22 Y [±]XXX   CMD CK 25 XXXX
16      20 Z [±]XXXX   23 R [±]XXX
17
18      RMS          STO/DPLY          POR DISPLAY 30 XXX
19      SHLD X X X X
20
21                                     ORB LD CMD REF
22      RMS          LAT/REL/RDY          NORM FLY-CAMR FLY-PL
23      AFT X X X X X X          31X          32X          33X
24      MID X X X X X X
25      FWD X X X X X X          26 WR RANGE X
26      AUTO BRAKE CK 27X
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The PDRS CONTROL display is an SM specialist function (SPEC 94) available in SM OPS 2 and 4 which is used to input RMS and payload initialization data; initiate communication between SM GPC and RMS MCIU; input and monitor RMS auto sequence data; enable and inhibit certain GPC controlled system checks and safety features; monitor the state of RMS rollout and retention latches; and monitor the end effector operation feedback parameters.

PARAMETER CHARACTERISTICS

CRT NAME	UNITS	DISPLAYED RANGE	STATUS INDICATORS					
			M	H	L	↑	↓	
RMS SEL	[1]	text	See Remarks					
RMS PWR	[2]	text	See Remarks					
PL ID	[3]	text	0-5					
END EFF	[4]	text	1,2					
AUTO MODES (1-4)	[5]	text	1-20					
START PT	[6]	text	1-199					
LAST PT	[7]	text	1-200					
END POS	[8]	inches						
END ATT	[9]	degrees	See Remarks					
PL INIT ID	[10]	text	0-5					
CMD CK	[11]	text	See Remarks					
WR RANGE	[12]	text	1-6					
RMS STO/DPLY	[13]							
SHLD			1,0					
RMS LAT/REL/RDY	[14]							
AFT			1,0					
MID			1,0					
FWD			1,0					
POR DISPLAY	[15]	text	See Remarks					

PDRS CONTROL (Cont):

REMARKS

- [1] 'PORT,' 'STBD,' or 'OFF' to indicate the RMS selected for use. Field is blank when in SUSPEND mode (i.e., I/O OFF).
- [2] 'PRI,' 'OFF,' 'B/U' indicates position of the RMS POWER switch.
- [3] Payload identifications are 0 (unloaded arm) through 5 (specific points of resolution).
- [4] End effectors are identified as 1 and 2.
- [5] Up to 20 automatic sequences may be stored in main memory. Numerical fields indicate auto sequence assigned to AUTO 1(2,3,4) position of MODE select switch.
- [6] Identifies start point of the auto sequence item 13(14,15,16) selected via AUTO 1(2,3,4) position of MODE select switch. When AUTO 1-4 entered, start point is initialized to first point in that sequence. Any other point (1-199) in that sequence may be selected via item 17.
- [7] Identifies last point achieved by auto sequence selected via AUTO 1(2,3,4) position of MODE select switch. Updates as point of resolution achieves sequence pause point, intercept sequence flyby point, or reaches sequence final point.
- [8] Inputs of desired operator commanded auto sequence end point position in inches with respect to RMS orbiter body axis coordinates.
- [9] Inputs of desired operator commanded auto sequence end point Euler attitude in degrees with respect to RMS orbiter rotational axis coordinates. Pitch of 0-359 degrees; yaw of 0-90 degrees and 270-359 degrees; and roll of 0-359 degrees.
- [10] Payload INIT ID inputs of 0 (unloaded arm) through 5 (specific points of resolution).
- [11] If the end point is within RMS reach capability, 'GOOD' is displayed when item 25 is executed. If not, 'FAIL' is displayed. Field is initialized blank and is reblanked when any of items 18-24 are executed.

NOTE: A 'GOOD' indication does not verify a safe trajectory.

- [12] Inputs of 1 to 6 correspond to wrist roll angles:

<u>Input</u>	<u>WR ANGLE (in degrees)</u>
1	-450 to -360
2	-360 to -180
3	-180 to 0
4	0 to +180
5	+180 to +360
6	+360 to +450

- [13] Discretes indicating RMS shoulder mechanism position (stowed or deployed).
- [14] Discretes indicating the arm aft, mid, fwd retention latches are in the latched (LAT), released (REL), or ready-to-latch (RDY) position.
- [15] Indicates point of resolution (POR) for current coordinate system: either the orbiter body axis system (ORB), or a system defined by items 18 thru 23 (REL).

ITEM ENTRY CHARACTERISTICS

- ITEMS 1 and 2 Select PORT or STBD arm to be initialized. Display is initialized with PORT selected (* shows selection). Selection can not be changed once item 32 (FLY-CAMR) or item 33 (FLY-PL) is selected.
- ITEM 3 Selects the PL ID defining the point of resolution of the payload to be handled by the arm selected by item 1 or 2. PL ID will be zero when display is initialized. Selection can not be changed once item 32 (FLY-CAMR) or item 33 (FLY-PL) is selected.

PDRS CONTROL (Cont):

ITEM ENTRY CHARACTERISTICS (CONT)

- ITEM 4 Selects the ID of the end effector to be used. Display initialized with 1 selected.
- ITEMS 5 and 6 Turn ON/OFF the input/output (I/O) between GPC and MCIU. Display initialized with item 6 (OFF) selected (*' shows selection).
- ITEMS 7 and 8 Enable/inhibit the soft stop. Display initialized with item 7 (ENA) selected (*' shows selection).
- ITEMS 9 and 10 Enable/inhibit the auto brake function of the consistency check. Display initialized with item 9 (ENA) selected (*' shows selection).
- ITEMS 11 and 12 Enable/inhibit the position encoder check. Display initialized with item 11 (ENA) selected (*' shows selection).
- ITEMS 13 thru 16 Provide assignment of a preprogrammed auto sequence to switch positions AUTO 1(2,3,4) of the MODE select switch. Display initialized with items 13, 14, 15, 16 blanked.
- ITEM 17 START PT designates the prestored point in the selected auto sequence, which is to be used as the starting point. LAST PT shows the last intercept point that has been achieved by the point of resolution during the auto sequence (this may be a pause point, flyby point, or the final sequence point). Both the START PT and LAST PT values are initialized blank.
- ITEMS 18, 19, 20 Provide selection of the point of resolution final position for the operator commanded auto sequences. Also specify the referenced X, Y, and Z positions when item 30 (POR REF SEL) is in REL. Selection can not be changed once item 32 (FLY-CAMR) or item 33 (FLY-PL) is selected. END POS X, Y, Z are blank when display is initialized and when arm is selected.
- ITEMS 21, 22, 23 Provide selection of the point of resolution Euler rotational attitude for the operator commanded auto sequences. Also specify referenced pitch, yaw and roll when item 30 (POR REF SEL) is in 'REL', and the orientation of the command frame when items 32 (FLY-CAMR) or 33 (FLY-PL) are active. Selection can not be changed once item 32 (FLY-CAMR) or item 33 (FLY-PL) is selected. END ATT P, Y, R are blank when display is initialized and when arm is selected.
- ITEM 24 Used with items 18 thru 23 to provide selection of the point of resolution for the operator commanded auto sequences. Display initialized with '0' selected. For valid entry into operator commanded auto mode, item 24 must match item 3. Selection can not be changed once item 32 (FLY-CAMR) or item 33 (FLY-PL) is selected.
- ITEM 25 Provides a check of the end point specified by items 18 thru 24 to verify it is within RMS reach capability. Item 25 is initialized blank and is blanked when an arm is selected or when any one of items 18-23 is changed. Item 25 can not be performed once item 32 (FLY-CAMR) or item 33 (FLY-PL) is selected.
- ITEM 26 Provides capability to update the wrist roll range. Item 26 initialized at 4.
- If a WR RANGE of 1 or 6 is entered while the WR encoder ANGLE is greater than or equal to 90 degrees and less than 270, the item entry will be rejected with an 'ILLEGAL ENTRY' error message.
- ITEM 27 Used to verify that the auto brake circuitry will apply the brake, independent of the consistency check. An '*' indicates selection. To reset the auto brakes, the brake switch on panel A8U must be cycled ON, then OFF. The brake switch should be OFF while performing this check.

PDRS CONTROL (Cont):

ITEM ENTRY CHARACTERISTICS (CONT)

ITEMS 28, 29 Provide capability to enable or inhibit the Position Orientation Hold Select (POHS) controller. The POHS reduces steady-state uncommanded motion for nondriven axes. These items are mutually exclusive; an '*' is driven next to the item currently selected. When SPEC 94 is first called, the POHS controller will be ON ('ENA 28 *').

ITEM 30 Provides capability to display the Point of Resolution (POR) in the orbiter body axis system for positions, and in the orbiter rotation axis system for attitudes, or relative to a position and attitude which is specified in items 18 thru 23. Executing item 30 will toggle the POR between the orbiter coordinate system (ORB) and the relative coordinate system (REL). When SPEC 94 is first called, the POR will be in ORB.

ITEMS 31, 32, 33 Operation:

Used to select one of three types of hand controller responses. Item 31 (NORM) selects the normal mode of operation. If item 32 (FLY-CAMR) is selected, the directions of RMS controller commands will be associated with the "fly-camera" axis system defined by the information contained in items 18 thru 23. If item 33 (FLY-PL) is selected, the direction of RHC and THC commands will be the opposite of the "fly-camera" axis system. A '*' indicates an item has been selected.

Conditions:

- Items 31, 32 and 33 are mutually exclusive
- In order to select either item 32 or 33:
 1. Item 25 (CMD CK) must be "GOOD"
 2. Item 3 (PL ID) must be the same as item 24 (PL INIT ID)
 3. The orbiter loaded mode must be selected (SPEC 95)

If these conditions are not met, attempts to select item 32 or 33 will result in an 'ILLEGAL ENTRY' message.

- Once item 32 or 33 is selected, no change may be made to items 1 or 2 (PORT/STBD RMS), item 3 (PL ID), items 18 thru 20 (END POS), items 21 thru 23 (END ATT), or item 24 (PL INIT ID); nor may item 25 (CMD CK) be performed. Attempts to execute any of these items while item 32 or 33 is selected will result in an 'ILLEGAL ENTRY' message.

Initialization:

- While not in manual augmented orbiter loaded mode, items 31, 32 and 33 shall be blank.
- Upon entering manual augmented orbiter loaded mode, item 31 (NORM) will be selected.

PDRS OVERRIDE (Cont):

Once item 17 is selected, hardware inputs from the RMS Joint Select switch are ignored in favor of items 18 thru 25. These items which are mutually exclusive are used to select the desired joint.

- (6) RATE SW OVRD. Item 26 provides the capability to override the RMS RATE Select switch located on panel A8U. The display is initialized with item 26 deselected (no '*'). Items 27 and 28 are inhibited as long as item 26 remains deselected. An '*' will still appear next to either the VERNIER item or COARSE item depending on the actual position of the hardware switch. An 'ILLEGAL ENTRY' message will result if item 27 or 28 is executed without item 26 being selected first.

Selecting item 26 will override the hardware inputs from the switch; item 27 (VERNIER) and item 28 (COARSE), which are mutually exclusive, will be used to select the rate.

- (7) AUTO SW OVRD. Item 29 can be used to override the RMS Autosequence Stop Proceed switch on panel A8U. The display is initialized with item 29 deselected (no '*'). With item 29 deselected, both items 30 and 31 are inhibited; an '*' will still appear next to the appropriate item depending on the actual switch position. Attempting to execute items 30 and 31 without first selecting item 29 will result in an 'ILLEGAL ENTRY' message.

With item 29 selected, the switch hardware inputs will be ignored and replaced by the auto select items.

- (8) HC AXIS CHG. Item 32 changes the sense of the translational or rotational hand controller. The display is initialized with items 32 thru 34 deselected (no '*'). As long as item 32 remains deselected, both items 33 and 34 are inhibited. Execution of item 33 (THC) reassigns the THC inputs such that X becomes Y, Y becomes Z, and Z becomes X. Execution of item 34 changes the RHC inputs so that pitch becomes yaw, yaw becomes roll, and roll becomes pitch. Reexecution of these items restores the original sense.

- (9) MCIU OVERRIDE. Items 35 thru 38 provide the capability to override various MCIU-detected failures that result in loss of GPC-supported RMS modes due to autobrake application. Each item toggles its associated Arm Based Electronics (ABE) unit override between ON and OFF. When an override is ON, a '*' will appear next to its item number; when that override is OFF, the '*' is blanked. Each override is initialized in the OFF state when SM software is uploaded from Mass Memory.

- (10) This field reads 'INPUTS INHIBITED' double-overbright when RMS software is not executing; it is blank at all other times.

1 2 3 4 5 6 7 8 9 0 1 2 3 4 5 6 7 8 9 0 1 2 3 4 5 6 7 8 9 0 1 2 3 4 5 6 7 8 9 0 1																														
XXXX/XXX/096										PDRS FAULTS										XX X DDD/HH:MM:SS										
																				DDD/HH:MM:SS										
1	<u>ABE</u> - OLD / NEW										<u>SY SP EP WP WY WR</u>																			
2	JPC BITE /										X X X X X X										<u>MCIU</u> :									
3	MDA BITE / MDA O/C										X X X X X X										MADC X									
4	SPA CMTR / SPA CMTR										X X X X X X										MCPC X									
5	TACH / TACH PLL										X X X X X X										ICF X									
6	/ TACH TCO										X X X X X X																			
7	/ CPU										X X X X X X										<u>ABE</u> :									
8	/ MDA DMND										X X X X X X										COMM X									
9	/ A/D CONV										X X X X X X																			
10	/ BRAKE										X X X X X X										<u>CHECK CRT</u> :									
11	/ POS ENC										X X X X X X										DC/MCIU X									
12	/ DIR DRV										X X X X X X										EXT FS X									
13	/ B/U RELAY										X X X X X X										EE FLAG X									
14																					EEEE X									
15																					EE CMDS X									
16	<u>CONTR ERROR</u>										X X X X X X										HC X									
17	<u>CKCRT</u> - POS										X X X X X X										MCIU HC X									
18	<u>REACH LIMIT</u>										X X X X X X										TMP CKT X									
19																														
20	<u>CKCRT</u> - SPA:										<u>SY SP EP WP WY WR</u>																			
21	BITE TEST										XXXX XXXX XXXX XXXX XXXX XXXX																			

(X X)

The PDRS FAULTS display (DISP 96) is available in SM OPS 2 and 4. It provides data on RMS failures detected by both old and new SPA hardware. Joint-related failures can be annunciated for any of the arm's six possible degrees of freedom: should yaw & pitch (SY & SP), elbow pitch (EP), and wrist pitch, yaw & roll (WP, WY & WR).

PARAMETER CHARACTERISTICS

CRT NAME	UNITS	DISPLAYED RANGE	STATUS INDICATORS				
			M	H	L	↑	↓
<u>ABE</u> - OLD JPC BITE	[1]						↓
MDA BITE							↓
SPA CMTR							↓
TACH							↓
NEW MDA O/C	[2]						↓
SPA CMTR							↓
TACH PLL							↓
CPU							↓
MDA DMND							↓
A/D CONV							↓
BRAKE							↓
POS ENC							↓
DIR DRV							↓
B/U RELAY							↓
<u>MCIU</u> : MADC	[3]						↓
MCPC							↓
ICF							↓
<u>ABE</u> : COMM	[4]						↓
<u>CHECK CRT</u> : DC/MCIU	[5]						↓
EXT FS							↓
EE FLAG							↓
EEEE							↓
EE CMDS							↓
HC							↓
MCIU HC							↓
TMP CKT							↓
<u>CONTR ERROR</u>	[6]						↓
<u>CKCRT</u> - POS	[7]						↓
<u>REACH LIMIT</u>	[8]						↓
<u>CKCRT</u> - SPA: BITE TEST	[9]		See Remarks	See Remarks			↓

PDRS FAULTS (Cont):

REMARKS

- [1] ABE: - OLD parameters indicate failures detected on the following components of the old Arm Based Electronics Unit: Joint Power Conditioner (JPC); Motor Drive Amplifier (MDA); Servo Power Amplifier Commutator (SPA CMTR), and Tachometer (TACH).
- [2] ABE: - NEW parameters indicate the following failures in the new Arm Based Electronics Unit: Motor Drive Amplifier overcurrent (MDA O/C); invalid Servo Power Amplifier Commutator (SPA COMM) pattern; Tachometer Phase Lock Loop (TACH PLL) out-of-lock condition; Tachometer Total Compensator Output (TACH TCO) current sensor failure or miscompare between prime & redundant tach data; Central Processing Unit (CPU) watchdog timer test or hardware failure; Motor Drive Amplifier Demand (MDA DMND) voltage BITE fail; Analog-to-Digital Converter (A/D CONV) BITE fail; Brake (BRAKE) current BITE fail; Position Encoder (POS ENC) BITE fail; Direct Drive (DIR DRV) BITE fail, and Backup Relay (B/U RELAY) BITE fail.
- [3] MCIU parameters indicate the BITE status of the Manipulator Controller Interface Unit components: the Multiplexer Analog to Digital Converter (MADC); Manipulator Controller Power Conditioner (MCPC) and Interface Control Function (ICF).
- [4] ABE: COMM indicates the status of data bus communications between the ABE and the MCIU.
- [5] Illumination of the CHECK CRT light on panel A8 and a corresponding '↓' indicate one of the following: a failure in communication between panel A8A1 and the MCIU (DC/MCIU); a loss of the external frame sync (EXT FS) pulse to the ABE; an invalid microswitch combination (EE FLAG); an End Effector Electronics Unit (EEEEU) failure; an out-of-tolerance end effector command (EE CMDS) from the MCIU; a failure in the Hand Controller (HC); a mismatch between the dual multiplexed hand controlled signal in the MCIU (MCIU HC), or a failure within the thermistor circuit (TMP CKT).
- [6] CONTR ERROR (Control Error) indicates that a joint runaway error has occurred or that joint position encoder data and tach data do not agree.
- [7] CKCRT - POS (Check Circuit Position) indicates that one of the joint position encoders has failed.
- [8] REACH LIMIT is a warning indication that a joint is near its allowable angular limit. Text output is a '+', a '-', or a blank.
- [9] CKCRT - SPA (Check CRT Servo Power Amplifier) BITE TEST indicates the type of SPA hardware failure being announced by the SPA BITE. Text output is 'LOSS', 'FS', 'CMTR', 'O/C', 'PLL', 'CPU', 'D/D', or a blank.

1 2 3 4 5 6 7 8 9 0 1 2 3 4 5 6 7 8 9 0 1 2 3 4 5 6 7 8 9 0 1 2 3 4 5 6 7 8 9 0 1										
XXXX/XXX/167 DOCKING STATUS XX X DDD/HH:MM:SS										
DDD/HH:MM:SS										
RNG ALIGN	XXX	CNTL PNL PWR	X/X/X	RING DR BUS	X/X					
CONTACT	XXX	HTR/DCU PWR	X/X/X	HOOK DR BUS	X/X					
CAPTURE	XXX	APDS PWR	X/X/X	DAMPER BUS	X/X					
DAMPING	XXX	CNTL CMD PWR	XXX	FIXER BUS	X/X					
		APDS CIRC PROT	XXX							
RING POS	XXXX/XXX/XXX	HOOK PYRO LOGIC PWR	X/X/X							
DRV CMD	XXX	PYRO CIRC PROT	XXX/XXX							
FIXERS	XXX				1	2	3			
PETAL POS	1 2 3	BASE T	XXX XXX XXX							
RING	XXX XXX XXX	CAP LAT T	XXX XXX XXX							
BASE	XXX XXX XXX	BALL DR T	XXX XXX XXX							
RDY TO HOOK	XXX	HOOK DR T	XXX XXX							
HOOK1 DRV CMD	XXX	RING DR T	XXX							
POS	XXX	VESTIBULE								
IND	XX/XX	DEP VLV 1	XX/XX							
HOOK2 DRV CMD	XXX	ISOL VLV 1	XX/XX							
POS	XXX	DEP VLV 2	XX/XX							
IND	XX/XX	ISOL VLV 2	XX/XX							
UNDOCK CmplT	XXX	TEMP 1/2	XXX/XXX							
CAP LAT CMD	XXX	EXT AIRLOCK T	XXX							
IND	XX/XX	EXT AIRLOCK P	XX.XXS							
MAN REL	XX	AIRLOCK-VEST ΔP	XX.XXS							
(XX)										

The DOCKING STATUS display (DISP 167) is available in SM OPS 2. It provides data on Shuttle/Mir docking hardware. For now this hardware can fly only on OV-104 and -105, but the display flies on all vehicles to keep the software load generic. For flights on which the docking hardware is not installed, all data fields will display an 'M'.

PARAMETER CHARACTERISTICS

CRT NAME	UNITS	DISPLAYED RANGE	STATUS INDICATORS				
			M	H	L	↑	↓
RNG ALIGN		'ON' or 'OFF'	M				
CONTACT		'OFF' or 'ON'	M				
CAPTURE		'OFF' or 'ON'	M				
DAMPING		'OFF' or 'ON'	M				
CNTL PNL PWR	[1]	see Remarks	M				
HTR/DCU PWR	[1]	see Remarks	M				
APDS PWR	[1]	see Remarks	M				
CNTL CMD PWR		'OFF' or 'ON'	M				
APDS CIRC PROT		'ON' or 'OFF'	M				
RING DR BUS		'1/2'	M				
HOOK DR BUS		'1/2'	M				
DAMPER BUS		'1/2'	M				
FIXER BUS		'1/2'	M				
RING POS	[2]	see Remarks	M				
DRV CMD		'OFF' or 'ON'	M				
RING FIXERS		'OFF' or 'ON'	M				
PETAL POS							
RING	percent	0 to 100	M				
BASE	percent	0 to 100	M				
RDY TO HOOK		'OFF' or 'ON'	M				
HOOK 1 DRV CMD		'OFF' or 'ON'	M				
POS	percent	0 to 100	M				

DOCKING STATUS (Cont):

PARAMETER CHARACTERISTICS

CRT NAME	UNITS	DISPLAYED RANGE	STATUS INDICATORS				
			M	H	L	↑	↓
HOOK 1 IND	percent	'OP/CL'					
HOOK 2 DRV CMD		'OFF' or 'ON'					
POS		0 to 100					
IND		'OP/CL'					
UNDOCK CMPLT		'ON' or 'OFF'					
CAP LAT CMD		'OFF' or 'ON'					
IND		'OP/CL'					
MAN REL		'OP' or 'CL'					
HOOK PYRO LOGIC PWR		[1]	see Remarks				
PYRO CIRC PROT			'ON' or 'OFF'				
BASE T	degF	-138 to 205					
CAP LAT T	degF	-138 to 205					
BALL DR T	degF	-138 to 205					
HOOK DR T	degF	-138 to 205					
RING DR T	degF	-138 to 205					
VESTIBULE							
DEP VLV 1		'OP/CL'					
ISO VLV 1		'OP/CL'					
DEP VLV 2		'OP/CL'					
ISO VLV 2		'OP/CL'					
TEMP 1/2	degF	-74 to 174					
EXT AIRLOCK T	degF	25 to 130					
EXT AIRLOCK P	psia	0.00 to 20	M	H	L	↑	↓
AIRLOCK-VEST ΔP	psia	-20.00 to 20	M	H	L	↑	↓

REMARKS

- [1] CNTL PNL PWR, HTR/DCU PWR, APDS PWR and HOOK PYRO LOGIC POWER each have three data fields, represented above as 'X/X/X'. These three fields will display 'A/B/C' if all three busses are supplying power to the systems indicated. If a bus is not supplying power, its associated field will be blanked.
- [2] RING POS data fields read, from left to right, 'INIT' or blank, 'FWD' or blank, and 'FNL' or blank.

1 2 3 4 5 6 7 8 9 0 1 2 3 4 5 6 7 8 9 0 1 2 3 4 5 6 7 8 9 0 1 2 3 4 5 6 7 8 9 0 1																																																		
XXXX/XXX/168										CRYO PALLET										XX X DDD/HH:MM:SS																														
																				DDD/HH:MM:SS																														
										TK																																								
02										6										7										8										9										
P	XXXXS										XXXXS										XXXXS										XXXXS										PALLET T									
TK P	XXXXS										XXXXS										XXXXS										XXXXS										STBD A ± XXXS									
QTY	XXXXS										XXXXS										XXXXS										XXXXS										STBD B ± XXXS									
T	±XXXXS										±XXXXS										±XXXXS										±XXXXS										PORT A ± XXXS									
HTR T 1	±XXXXS										±XXXXS										±XXXXS										±XXXXS										PORT B ± XXXS									
HTR T 2	±XXXXS										±XXXXS										±XXXXS										±XXXXS																			
HTR 1A	S										S										S										S										PALLET VOLTS									
CUR 1B	S										S										S										S										PPC1 MNA XX.XS									
SNSR 2A	S										S										S										S										PPC2 MNB XX.XS									
SNSR 2B	S										S										S										S																			
H2																																																		
P	XXXXS										XXXXS										XXXXS										XXXXS																			
TK P	XXXXS										XXXXS										XXXXS										XXXXS																			
QTY	XXXXS										XXXXS										XXXXS										XXXXS																			
T	±XXXXS										±XXXXS										±XXXXS										±XXXXS																			
HTR T	±XXXXS										±XXXXS										±XXXXS										±XXXXS																			

(X X)

The CRYO PALLET display is an SM display (DISP 168) available in SM OPS 2 and 4 which provides detailed status information on the EDO PALLET cryogenic (CRYO) subsystems.

PARAMETER CHARACTERISTICS

CRT NAME	UNITS	DISPLAYED RANGE	STATUS INDICATORS					
			M	H	L	↑	↓	
O2 TK: P	[1]	psia	515 to 1015	M	H	L	↑	↓
TK P	[1]	psia	0 to 1200	M	H	L	↑	↓
QTY		percent	0 to 104	M	H	L		
T		degF	-425 to +475	M	H	L		
HTR T 1,2		degF	-425 to +425	M	H	L	↑	
HTR CUR SNSR 1A,1B,2A, 2B[2]		on/trip	'blank' or '↓'	M				↓
H2 TK: P	[1]	psia	145 to 305	M	H	L	↑	↓
TK P	[1]	psia	0 to 400	M	H	L	↑	↓
QTY		percent	0 to 105	M	H	L		
T		degF	-425 to +475	M	H	L		
HTR T		degF	-425 to +475	M	H	L	↑	
PALLET T		degF	-75 to +175	M	H	L	↑	↓
PALLET VOLTS		volts	0 to 40	M	H	L		↓

REMARKS

- [1] 'P' is the tank pressure used by the tank heater controller. 'TK P' is measured at approximately the same point as 'P' but is not used by the heater control unit.
- [2] '↓' reflects that tank heater current was excessive, and that the appropriate heater has been inhibited.

```

1 2 3 4 5 6 7 8 9 0 1 2 3 4 5 6 7 8 9 0 1 2 3 4 5 6 7 8 9 0 1 2 3 4 5 6 7 8 9 0 1
1  XXXX/XXX/169          PDRS STATUS          XX X DDD/HH:MM:SS
2                                     DDD/HH:MM:SS
3  RMS SEL: XXXX
4  POR REF SEL: XXX
5
6  _____ X / P _____ Y / Y _____ Z / R _____
7  POHS POS REF          ±XXXXXXS          ±XXXXXXS          ±XXXXXXS
8  POHS ATT REF          ±XXX.XXS          ±XXX.XXS          ±XXX.XXS
9
10 POSITION                ±XXXXXXS          ±XXXXXXS          ±XXXXXXS
11 ATTITUDE              ±XXX.XXS          ±XXX.XXS          ±XXX.XXS
12
13 TRANS RATES ACT       ±XX.XXS          ±XX.XXS          ±XX.XXS
14                       CMD       ±XX.XX          ±XX.XX          ±XX.XX
15
16 ROT RATES ACT         ±XX.XXS          ±XX.XXS          ±XX.XXS
17                       CMD         ±XX.XX          ±XX.XX          ±XX.XX
18
19 _____ JOINT ANGLES _____ END EFFECTOR _____
20 SY SP EP RIGID CLOSE CAPTURE
1 ±XXX.XXS ±XXX.XXS ±XXX.XXS X X X
2 WP WY WR DERIG OPEN EXTEND
3 ±XXX.XXS ±XXX.XXS ±XXX.XXS X X X
4
5 (XX)
6

```

The PDRS STATUS display is an SM display (DISP 169) available in SM OPS 2 and 4 which provides data on point of resolution commanded and actual rates, position, and attitudes.

PARAMETER CHARACTERISTICS

CRT NAME	UNITS	DISPLAYED RANGE	STATUS INDICATORS				
			M	H	L	↑	↓
RMS SEL	[1] text	See Remarks					
POR REF SEL	[3] text	See Remarks					
POHS POS REF	inches		M				
POHS ATT REF	deg		M				
POSITIONS ACT	inches		M				
ATTITUDES ACT	deg		M				
TRANS RATES ACT	ft/sec		M				
CMD	ft/sec						
ROT RATES ACT	deg/sec		M				
CMD	deg/sec						
JNT ANGLES	[2] deg		M				
END EFFECTOR RIGID		'1' or '0'					
DERIG		'1' or '0'					
CLOSE		'1' or '0'					
OPEN		'1' or '0'					
CAPTURE		'1' or '0'					
EXTEND		'1' or '0'					

REMARKS

- [1] 'PORT,' 'STBD,' or 'OFF' to indicate the RMS selected for use. Field is blank when in suspend mode (i.e., I/O OFF).
- [2] The angular configuration of the six RMS joints are defined as shoulder yaw (SY), shoulder pitch (SP), elbow pitch (EP), wrist pitch (WP), wrist yaw (WY), and wrist roll (WR).
- [3] 'ORB' if orbiter body axis system selected; 'REL' if a relative (crew-defined) axis system selected; see SPEC 94, item 30.

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SPEC 111 SL MEMORY DUMP 4-52
 OPS 9011 MASS MEMORY R/W (SEE SM, PAGE 4-26)
 SPEC 100 GTS DISPLAY (SEE GNC, OPS G9, PAGE 3-78)
 SPEC 110 BUS/BTU STATUS (SEE GNC, OPS G9, PAGE 3-88)

```

1 2 3 4 5 6 7 8 9 0 1 2 3 4 5 6 7 8 9 0 1 2 3 4 5 6 7 8 9 0 1
(1)  XXXX/111/          SL MEMORY DUMP      XX X DDD/HH:MM:SS
2    SM COM BUFF XXXX          DDD/HH:MM:SS
(2) 3
4    SL COMP SEL
5    SS 1X
6    EXP 2X
(3) 7    SL COUPLER
8    SEL A 3X
9    B 4X
(4) 10   5 START ADD  XXXX
1    6 LENGTH  XXXXX
2    DUMP 7 XXXX
(5) 3
(6) 4    WORDS ACQ XXXXX
5    FAIL RHW XXXX
(7) 6    AW XXXXX
7    LAST ADD XXXX
8
9
20
1
2
3
4
5
6
( X X )

```

SL MEMORY DUMP is a specialist function (SPEC 111) available in PL OPS 9. This display provides control and monitoring for Spacelab Subsystem (SS) or Experiment (EXP) Computer memory dump during prelaunch checkout.

- (1) SM COM BUFF. 'BSY' is displayed next to SM COM BUFF to indicate that the SM COMMON BUFFER is in use; 'RDY' is displayed when it is ready/available.
- (2) SL COMP SEL. Items 1 and 2 select which computer is to be dumped, SS or EXP, respectively. These items are mutually exclusive; an "" indicates the selected item. Display is initialized with SS selected. Execution of these items is legal only when Spacelab Memory is not being loaded into GPC or being dumped from GPC.
- (3) SL COUPLER. Items 3 and 4 select the MDM Coupler (A and B, respectively) to be used to communicate with the selected Spacelab computer. These items are mutually exclusive; an "" indicates the selected item. Display is initialized with Coupler A selected. Execution of these items is legal only when Spacelab Memory is not being loaded into GPC or being dumped from GPC.
- (4) START ADD. Item 5 provides the capability to specify the starting address (0000 to FFFF in HEX) of the Spacelab computer selected for dump. Entry of values outside the 0000 - FFFF range will be rejected and a class 5 error message generated. The display is initialized with START ADD equal to 0.
- (5) LENGTH. Item 6 provides the capability to specify the number of words to be dumped beginning at the START ADD. The value entered is restricted to the range 1 to 16384. Entry of values outside this range or while Spacelab Memory is being loaded or dumped will be rejected and a class 5 error message generated. The display is initialized with LENGTH equal to 1.

PL

SL MEMORY DUMP (Cont):

- (6) DUMP. Item 7 is used to initiate a dump from the selected Spacelab computer through the selected MDM coupler. A successful dump request will set the SM COMMON BUFFER IN USE flag 'ON,' set to all zeroes the Spacelab computer memory data words acquired (WORDS ACQ), FAIL RHW, AW, and last address (LAST ADD), and will start loading Spacelab Memory into the GPC for dump. Dump status is displayed after item 7 - blank when the display is first called (indicating that no dump has yet been requested), 'LOAD' when Spacelab Memory is being loaded into GPC, 'DUMP' when Spacelab Memory is being dumped from the GPC, 'CPLT' when the dump is complete, or 'FAIL' if the Spacelab computer to GPC transfer for the dump was terminated due to an error. An item 7 dump request will be rejected and a class 5 error message generated if the SM COMMON BUFFER is busy or if the sum of START ADD plus LENGTH exceeds 65536.
- (7) When an error causes termination of data transfer from the Spacelab computer to GPC, the data fields below DUMP 7 'FAIL' provide the following information related to that termination: the total number of words acquired (WORDS ACQ) through the last successful read, the contents of the Response Header Word (RHW) and Address Word (AW) for the failed response and the last valid data word address (LAST ADD).

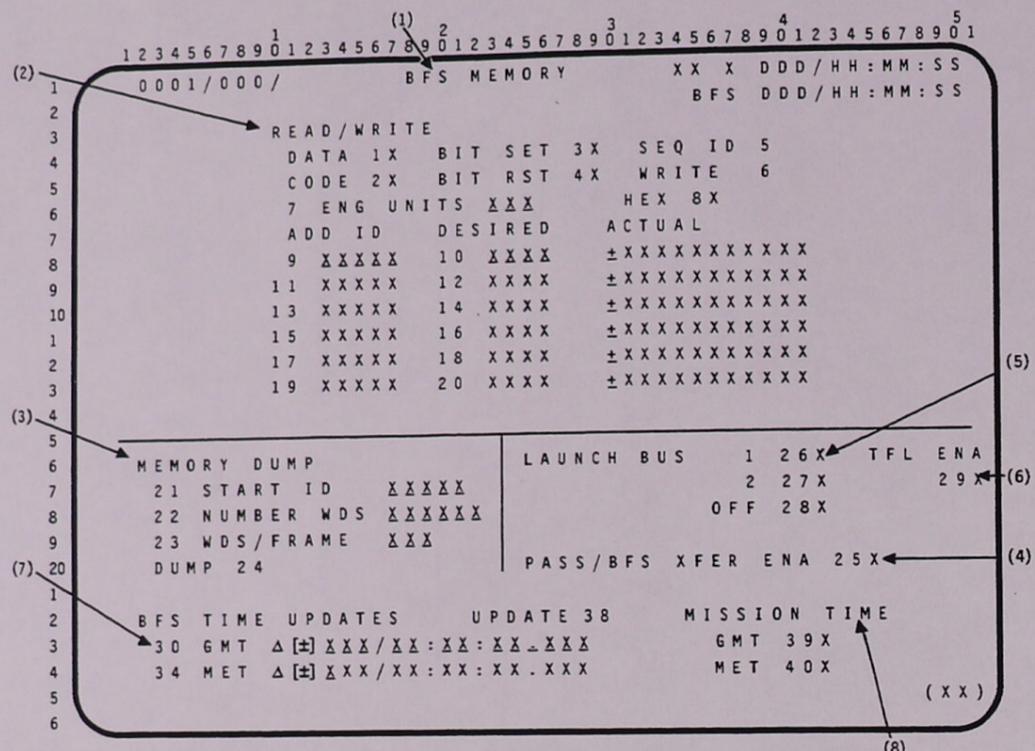
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BFS

BACKUP FLIGHT SYSTEM (BFS) DISPLAYS

	<u>PAGE</u>
<u>BFS SYSTEM SOFTWARE</u>	5-3
OPS 0001 BFS MEMORY	5-4
DISP 99 FAULT	(SEE SYS SW, PAGE 2-13)
<u>BFS OPS G1 (ASCENT)</u>	5-7
OPS 1011 XXXXXX TRAJ 1	5-8
OPS 1031 TRAJ 2	5-9
OPS 1041 XXXXX MNVR YYYYY	(SEE GNC, OPS G1, PAGE 3-7)
DISP 18 GNC SYS SUMM 1	5-10
DISP 19 2	(SEE GNC, OPS G2, PAGE 3-24)
SPEC 50 HORIZ SIT	5-12
SPEC 51 OVERRIDE	5-15
SPEC 55 GPS STATUS	5-18
<u>BFS OPS G3 (ENTRY)</u>	5-21
OPS 3011 XXXXX MNVR YYYYY	(SEE GNC, OPS G1, PAGE 3-7)
OPS 3041 ENTRY TRAJ 1	5-22
OPS 3041 2	5-24
OPS 3041 3	5-24
OPS 3041 4	5-25
OPS 3041 5	5-25
OPS 3051 VERT SIT 1	(SEE GNC, OPS G3, PAGE 3-52)
OPS 3051 2	(SEE GNC, OPS G3, PAGE 3-54)
DISP 18 GNC SYS SUMM 1	(SEE BFS, OPS G1, PAGE 5-10)
DISP 19 2	(SEE GNC, OPS G2, PAGE 3-24)
SPEC 50 HORIZ SIT	(SEE BFS, OPS G1, PAGE 5-12)
SPEC 51 OVERRIDE	(SEE BFS, OPS G1, PAGE 5-15)
SPEC 55 GPS STATUS	(SEE BFS, OPS G1, PAGE 5-18)
<u>BFS OPS G6 (ABORTS)</u>	5-27
OPS 6011 RTLS TRAJ 2	5-28
OPS 6021 VERT SIT 1	(SEE GNC, OPS G3, PAGE 3-52)
OPS 6031 2	(SEE GNC, OPS G3, PAGE 3-54)
DISP 18 GNC SYS SUMM 1	(SEE BFS, OPS G1, PAGE 5-10)
DISP 19 2	(SEE GNC, OPS G2, PAGE 3-24)
SPEC 50 HORIZ SIT	(SEE BFS, OPS G1, PAGE 5-12)
SPEC 51 OVERRIDE	(SEE BFS, OPS G1, PAGE 5-15)
SPEC 55 GPS STATUS	(SEE BFS, OPS G1, PAGE 5-18)
<u>BFS SM OPS 0</u>	5-29
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SPEC 63 PL BAY DOORS	(SEE SM, PAGE 4-5)
DISP 78 SM SYS SUMM 1	5-32
DISP 79 2	5-34
DISP 168 CRYO PALLET	5-36



(1) BFS MEMORY display. This display is the format always associated with OPS 000 and SPEC 000. The BFS Memory provides crew controls to: (2) review and change the value contained in any specified GPC memory location; (3) provide the capability to perform a main memory dump; (4) transfer initialization data from PASS to BFS; (5) assign the launch data buses; (6) enable the auto TFL function; (7) update BFS GMT and MET, and; (8) toggle BFS Mission Time display field between MET and GMT.

(2)* READ/WRITE. Quantities stored in memory are displayed as follows: The memory addresses of the parameters are input in the ADD ID column using items 9, 11, 13, ... 19. When this entry is made, the specified parameter is displayed in the ACTUAL column in the units specified by item 8 (HEX) or item 7 (ENG UNITS). Execution of item 5 (SEQ ID) displays sequential memory locations starting with the most recently entered ADD ID until the display is filled. Execution of item 5 or entering individual ADD IDs causes the corresponding DESIRED field(s) to blank. The parameters are scaled according to item 7 or 8.

For item 7 entries of 200 thru 210, the ACTUAL column displays a fixed EU format of XXXXX.XXXXX. If the converted value is 100,000 or greater, the high-order digits are not displayed. In such a case, use of the HEX feature (item 8) is recommended to prevent confusion.

All changes to memory are done in an arm/fire manner. The parameters to be changed are specified by displaying the required memory locations in the 'ADD ID' column, entering the new value in the DESIRED column using items 10, 12, 14 ... 20, and executing item 6 (WRITE). DESIRED entries are in HEX only. The display is initialized with item 1 (DATA) selected so that WRITE operations apply to unprotected areas of memory. If item 2 (CODE) is executed, the word 'CODE' flashes and the next WRITE operation can alter protected areas of memory. After that WRITE is completed, the mode switches back to DATA.

Individual bits in the unprotected memory area can be set or reset by using items 3 (BIT SET) and 4 (BIT RST) to establish the required mode, displaying the parameter to be changed, entering a 4-character hexadecimal word (Mask) in the DESIRED column identifying the bits to be set or reset, and executing item 6 (WRITE). Up to six parameters may be changed with one WRITE. Parameters to be changed must be displayed in HEX.

BFS MEMORY (Cont):

Items 1 and 2, 3 and 4, and 7 and 8, are mutually exclusive and the active item is designated by an '*' displayed next to the item number.

NOTE: When the BFS MEMORY SPEC is called, the READ/WRITE and MEMORY DUMP sections are initialized to DATA, HEX, and all other fields are blank. If the BFS MEMORY is being viewed on an OPS display and on another DEU driven by the same GPC or RS the BFS MEMORY SPEC is requested, both displays will be initialized to the default item selections (DATA and HEX).

- (3) **MEMORY DUMP.** Items 21 (START ID) and 22 (NUMBER WDS) define the main memory data to be dumped via the downlist. The absolute main memory address in hexadecimal of the dump is entered in item 21 and the number of sequential 16-bit words of main memory to be dumped is entered via item 22. The entire main memory may be dumped by execution of these two item numbers along with the WDS/FRAME (item 23). If the addition of the starting address and the number of words total beyond the GPC address limit, an error message is generated.

Item 23 (WDS/FRAME) is provided to define the number of 16-bit words in the downlist frame to be used for header and main memory data. Entry of this item controls the length of the data content of the downlist frame so that a subset of the total downlist frame can be used for the 64 kbps downlink frame. The number of words per frame data entry is limited to two values, 16 or 32; an entry of any other value will be rejected and result in an operator error message.

Item 24 (DUMP) selects the dump. Upon entry of this item, items 21 and 22 show the current values as the dump proceeds to completion, and then are blanked. If no data have been entered for items 21 or 22, and item 24 is entered, an error message is generated and the input is rejected.

- (4) **PASS/BFS XFER ENA.** Execution of item 25 enables reception of initialization data from PASS by BFS and causes an '*' to be displayed. The '*' is cleared when the transfer is complete. This transfer is valid only in OPS 0. Must be used with the GTS DISPLAY (PFS, OPS G9, SPEC 100).
- (5) **BUS CONFIG.** Execution of item 26 or 27 assigns the BFS GPC to LDB 1 or 2, respectively, and initiates polling. Item 28 terminates polling.
- (6) Item 29 is a toggle control which enables/disables the auto TFL function. If enabled, it will load and verify the PCMMU whenever a PCMMU switchover occurs. The display is initialized with this item enabled.
- (7) **BFS TIME UPDATES.** Items 30 through 38 provide the capability to update the BFS GPC GMT and MET.

Items 30 through 33 allow the input of a delta time in days, hours, minutes, seconds and milliseconds to the GMT of the BFS GPC. Upon execution of item 38 (time UPDATE), the values loaded in items 30 through 33 are used to update the BFS GPC GMT. The resulting GMT must be greater than or equal to day 1 and less than day 400. If item 38 is executed, and the resulting GMT is not within these limits, an 'ILLEGAL ENTRY' message shall be displayed, the GMT shall not be updated, all delta time entries shall be reset to zero and blanked on the display, and the GMT sign shall be blanked on the display. An update of the BFS GMT shall be legal in OPS 0 only. Therefore, if the BFS is not in OPS 0, an entry of items 30-33 shall result in an 'ILLEGAL ENTRY' message being displayed and the input rejected.

Items 34 through 37 allow the input of a delta time in days, hours, minutes, seconds and milliseconds to the MET of the BFS GPC. Upon execution of item 38 (time UPDATE), the values loaded in items 34 through 37 are used to update the BFS GPC MET. The resulting MET must be greater than or equal to day 0 and less than day 400. If item 38 is executed, and the resulting MET is not within these limits, an 'ILLEGAL ENTRY' message shall be displayed, the MET shall not be updated, all delta time entries shall be reset to zero and blanked on the display, and the MET sign shall be blanked on the display. An update of the BFS MET shall be legal in MM301 only. Therefore, if the BFS is not in MM301, an entry of items 34-37 shall result in an 'ILLEGAL ENTRY' message being displayed and the input rejected.

BFS MEMORY (Cont):

The sign of the lowest item number entered in a set (with a non-zero value) shall determine the sign of the entire set (i.e., items 30-33 or 34-37). If a value of zero is entered for any of the items 30-37, that item shall be blanked on the display and its sign shall not contribute to the determination of the sign of the entire set.

Items 30-37 shall be initialized to zero and shall be initially blank on the display. The GMT/MET delta sign fields shall also be initially blank. These items shall be re-initialized and blanked upon any major Mode transition, including the GMT/MET sign fields.

Item 38 shall be legal in OPS 0 or MM301 only, and is only legal when at least one of items 30-37 has a non-zero value. Therefore, if the BFS is not in OPS 0 or MM301, or if all of items 30-37 have zero values, an entry of item 38 shall result in an 'ILLEGAL ENTRY' message being displayed and the input rejected.

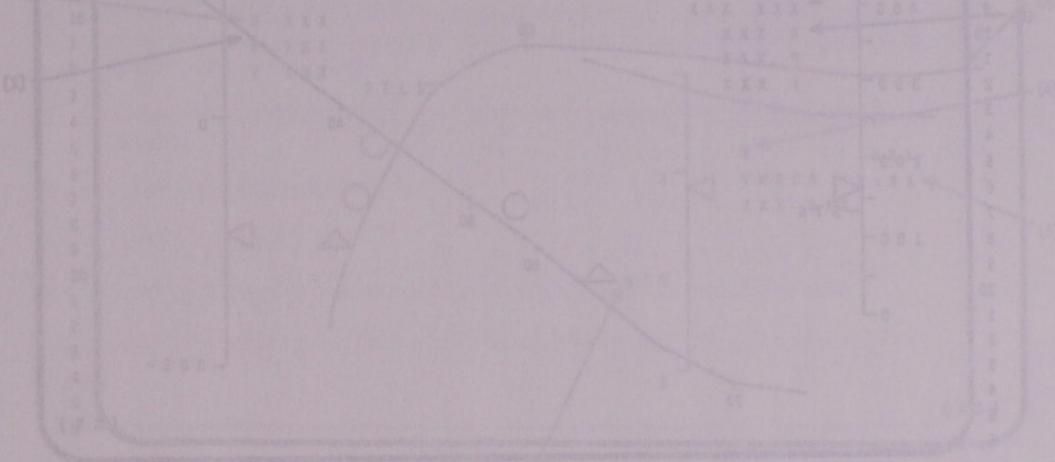
Upon a valid entry of item 38, the GMT/MET delta time entries shall be converted to seconds prior to being sent to MTU Redundancy Management (MTURM), where the actual update will occur.

- (8) MISSION TIME. Items 39 and 40 are used to select either GMT (item 39) or MET (item 40) as the source for mission time for all BFS driven displays. An asterisk (*) shall be displayed next to the selected source, and a blank shall indicate that a source, GMT or MET, is not selected for driving mission time. Source selection carries forward across OPS transitions until manually changed. Items 39 and 40 shall be legal in OPS 0, 1, 3, and 6. The source selection shall be initialized to MET and an asterisk shall be initially displayed next to item 40.

*PROGRAM NOTES

- (2) DESIRED Field Not Blanking. Old data in the DESIRED column of the READ/WRITE section will not blank when new addresses are entered into the ADD ID columns. Always reselect a mode (item 1 thru 4, or 7, or 8) to clear the DESIRED column prior to entering new addresses.

OPS 10X1 XXXXXX TRAJ 1	5-8
OPS 1031 XXXXXX TRAJ 2	5-9
OPS XXXX GNC SYS SUMM 1	5-10
OPS XXXX HORIZ SIT	5-12
OPS XXXX OVERRIDE	5-15
OPS XXXX GPS STATUS	5-18



(REVISED)
05-8-01

NOTE: [diagram trajectory - degraded - (not to scale)]

OPS 10X1 XXXXXX TRAJ 1 - A GNC trajectory (GPS) showing the ascent profile. The diagram shows the vehicle's path relative to the launch site. The vertical axis represents altitude and the horizontal axis represents time. The trajectory starts at the origin and follows a curved path upwards and to the right. Several points along the trajectory are marked with circles and triangles, indicating specific events or data points. The diagram is enclosed in a rectangular frame with some text and numbers around it.

1. The diagram shows the vehicle's path relative to the launch site. The vertical axis represents altitude and the horizontal axis represents time. The trajectory starts at the origin and follows a curved path upwards and to the right. Several points along the trajectory are marked with circles and triangles, indicating specific events or data points. The diagram is enclosed in a rectangular frame with some text and numbers around it.

2. The diagram shows the vehicle's path relative to the launch site. The vertical axis represents altitude and the horizontal axis represents time. The trajectory starts at the origin and follows a curved path upwards and to the right. Several points along the trajectory are marked with circles and triangles, indicating specific events or data points. The diagram is enclosed in a rectangular frame with some text and numbers around it.

3. The diagram shows the vehicle's path relative to the launch site. The vertical axis represents altitude and the horizontal axis represents time. The trajectory starts at the origin and follows a curved path upwards and to the right. Several points along the trajectory are marked with circles and triangles, indicating specific events or data points. The diagram is enclosed in a rectangular frame with some text and numbers around it.

4. The diagram shows the vehicle's path relative to the launch site. The vertical axis represents altitude and the horizontal axis represents time. The trajectory starts at the origin and follows a curved path upwards and to the right. Several points along the trajectory are marked with circles and triangles, indicating specific events or data points. The diagram is enclosed in a rectangular frame with some text and numbers around it.

5. The diagram shows the vehicle's path relative to the launch site. The vertical axis represents altitude and the horizontal axis represents time. The trajectory starts at the origin and follows a curved path upwards and to the right. Several points along the trajectory are marked with circles and triangles, indicating specific events or data points. The diagram is enclosed in a rectangular frame with some text and numbers around it.

6. The diagram shows the vehicle's path relative to the launch site. The vertical axis represents altitude and the horizontal axis represents time. The trajectory starts at the origin and follows a curved path upwards and to the right. Several points along the trajectory are marked with circles and triangles, indicating specific events or data points. The diagram is enclosed in a rectangular frame with some text and numbers around it.

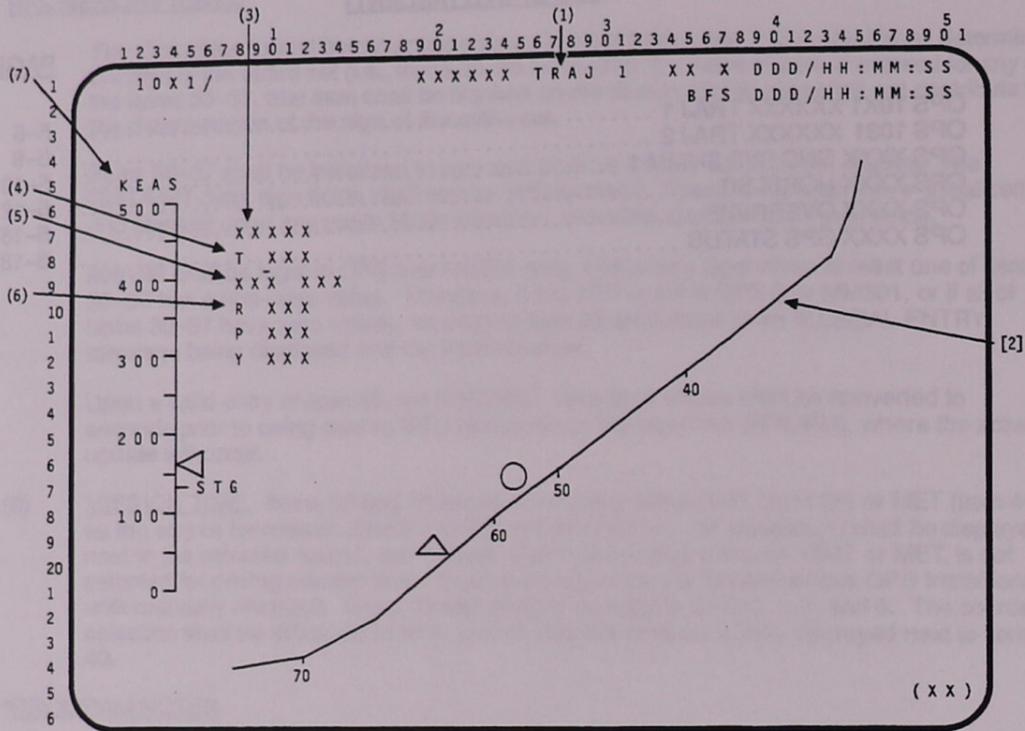
7. The diagram shows the vehicle's path relative to the launch site. The vertical axis represents altitude and the horizontal axis represents time. The trajectory starts at the origin and follows a curved path upwards and to the right. Several points along the trajectory are marked with circles and triangles, indicating specific events or data points. The diagram is enclosed in a rectangular frame with some text and numbers around it.

8. The diagram shows the vehicle's path relative to the launch site. The vertical axis represents altitude and the horizontal axis represents time. The trajectory starts at the origin and follows a curved path upwards and to the right. Several points along the trajectory are marked with circles and triangles, indicating specific events or data points. The diagram is enclosed in a rectangular frame with some text and numbers around it.

9. The diagram shows the vehicle's path relative to the launch site. The vertical axis represents altitude and the horizontal axis represents time. The trajectory starts at the origin and follows a curved path upwards and to the right. Several points along the trajectory are marked with circles and triangles, indicating specific events or data points. The diagram is enclosed in a rectangular frame with some text and numbers around it.

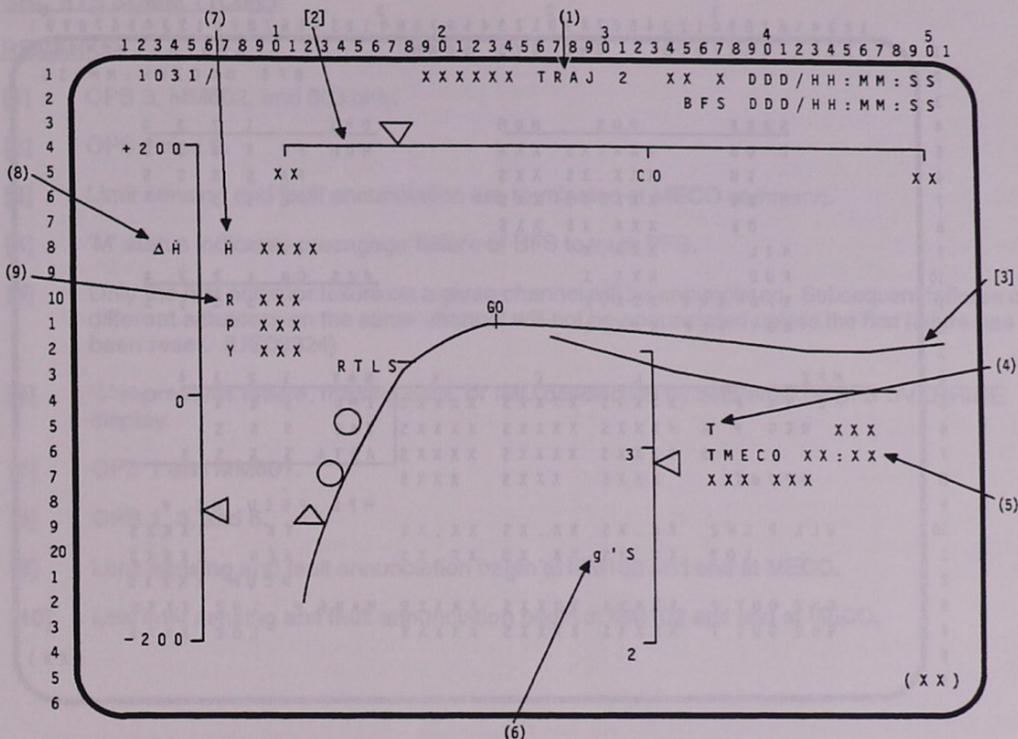
10. The diagram shows the vehicle's path relative to the launch site. The vertical axis represents altitude and the horizontal axis represents time. The trajectory starts at the origin and follows a curved path upwards and to the right. Several points along the trajectory are marked with circles and triangles, indicating specific events or data points. The diagram is enclosed in a rectangular frame with some text and numbers around it.

OPSG1
(ASCENT)



NOTE: [] denotes trajectory-dependent data.

- (1) XXXXXX TRAJ 1. A GNC operational sequence (OPS) display available in OPS 1 (BFS only). The title of this display is dynamic. It is LAUNCH TRAJ 1 for MM101. In MM102 it is ASCENT TRAJ 1, except in an abort mode where it reflects the abort mode (RTLS TRAJ 1 or ATO TRAJ 1). It is used to monitor guidance performance until SRB staging.
- [2] The central plot is an altitude vs. velocity relative to launch site profile from the mission trajectory. Tick marks on the curved line correspond to inertial ADI angles of 70, 60, 50, and 40 deg. The current vehicle state from navigation is shown by a moving triangle. The predicted state for 20 seconds in the future is indicated by a circle.
- (3) PC < 50 (SRB chamber pressure less than 50 psi) appears on the display whenever that discrete is sent to the staging sequence.
- (4) T is a digital readout of throttle command to the engines in percent. Range is 65 to 109 percent.
- (5) 'SEP INH' is displayed flashing if the SRB SEP inhibit discrete is set by the SRB SEP sequencer.
- (6) BFS-computed roll, pitch and yaw errors are displayed prior to BFS engage for comparison with PASS-driven ADI error needles. Each error value is preceded by one of the following characters: 'U,' 'D,' 'L,' or 'R.' These indicate the fly-to direction of that error. If the roll error is 100 degrees or greater, an overflow indicator of 'R >>' or 'L >>' is displayed for a right or left fly-to error, respectively. These errors and signs are not displayed after BFS engage.
- (7) The scale on the left is Equivalent Airspeed in knots (KEAS), with a moving overbright, oversize triangle indicating the current KEAS. A tick mark at a mission-dependent value indicates safe staging KEAS. The moving indicator will flash if KEAS exceeds a mission-dependent value.



NOTE: [] denotes trajectory-dependent data.

- (1) XXXXXX TRAJ 2 is a GNC operational sequence (OPS) display available in OPS 1 MM103 (BFS only). The title of this display is dynamic and will be ASCENT TRAJ 2 unless an abort is initiated. At TAL or ATO initiation, it will indicate the abort mode (TAL TRAJ 2 or ATO TRAJ 2). This display is used to monitor the guidance performance during the second-stage boost.
- (2) The scale across the top is an inertial velocity (IV) scale within mission dependent, I-Loaded limits (1,000 fps apart) with a nominal cutoff (CO) tick mark. CO also represents zero ΔV to go for a TAL ABORT and will be the TAL MECO indicator. Present IV is from navigation and TAL ΔV to go are indicated by a moving triangle.
- (3) The central plot is inertial velocity vs. altitude. Abort regions are indicated along the plot as shown (e.g., RTLS, GO, etc.). The current vehicle state from navigation is shown by a moving triangle. Predicted states for 30 and 60 seconds in the future are shown by circles.
- (4) T is the throttle command in percent.
- (5) TMECO is predicted time of MECO (from lift-off) from guidance. 'SEP INH' is displayed flashing if the ET SEP inhibit discrete is set by the ET SEP sequencer.
- (6) g's is total load factor in g's. The indicator will flash if 3 g's are exceeded.
- (7) \dot{H} is a digital readout of the present radius rate from navigation in fps.
- (8) $\Delta \dot{H}$ is the radius rate from navigation minus the nominal radius rate for the present velocity. Present $\Delta \dot{H}$ is indicated by a moving, left-pointing triangle which flashes if off-scale.
- (9) BFS-computed roll, pitch, and yaw errors are displayed prior to BFS engage for comparison with PASS-driven ADI error needles. Each error value is preceded by one of the following characters: 'U,' 'D,' 'L,' or 'R.' These indicate the fly-to direction of that error. If the roll error is 100 degrees or greater, an overflow indicator of 'R > >' or 'L > >' is displayed for a right or left fly-to error, respectively. These errors and signs are not displayed after BFS engage.

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1 2 3 4 5 6 7 8 9 0 1 2 3 4 5 6 7 8 9 0 1 2 3 4 5 6 7 8 9 0 1 2 3 4 5 6 7 8 9 0 1
1 XXXX/XXX/018 GNC SYS SUMM XX X DDD/HH:MM:SS
2 BFS DDD/HH:MM:SS
3
4 SURF POS MOM DPS 1 2 3 4
5 L OB XXX.XS XXS MDM FF S S S S
6 IB XXX.XS XXS FA S S S S
7 R IB XXX.XS XXS PL S S
8 OB XXX.XS XXS
9 AIL XXX.X
10 RUD XXX.X FCS CH 1 2 3 4
1 SPD BRK XXX.X S S S S
2 BDY FLP XXX.X
3
4 MPS L C R NAV 1 2 3 4
5 HE TK P XXXXS XXXXS XXXXS IMU S S S
6 REG P A XXXXS XXXXS XXXXS TAC S S S
7 B XXXXS XXXXS XXXXS ADTA S S S S
8 dP/dT XXXS XXXS XXXS
9 MPS PNEU HE P
20 ULL P LH2 XX.XS XX.XS XX.XS TK XXXXS
1 LO2 XX.XS XX.XS XX.XS REG XXXXS
2 ACUM XXXXS
3 GH2 OUT P XXXXS XXXXS XXXXS MANF P LH2 XXXS
4 GO2 OUT T XXXXS XXXXS XXXXS LO2 XXXS
5
6 (XX)

```

GNC SYS SUMM 1 is a BFS GNC display (DISP 18) available in OPS 1, 3, and 6 via the SYS SUMM key. Digital data and/or status information which support aerosurfaces, Main Propulsion System (MPS), Data Processing System (DPS), flight control subsystem channels (FCS CH), and navigation sensor subsystems are displayed.

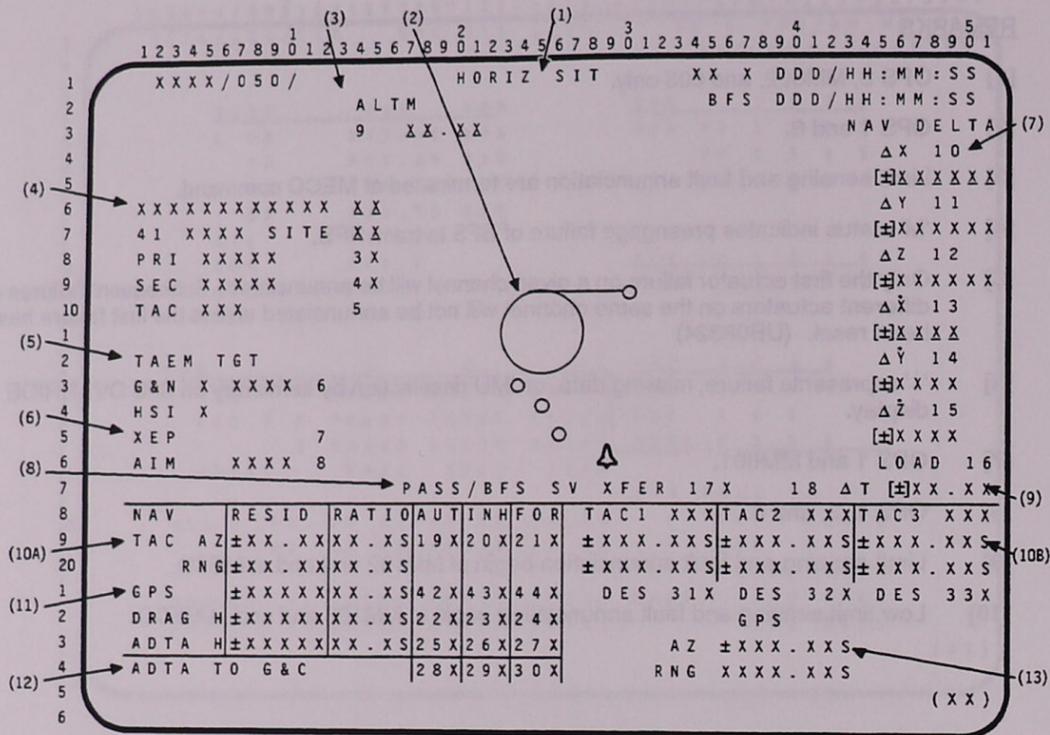
PARAMETER CHARACTERISTICS

CRT NAME	UNITS	DISPLAYED RANGE	STATUS INDICATORS				
			M	H	L	↑	↓
[1] SURF: L(R) OB(IB) POS MOM AIL RUD SPD BRK BDY FLP	deg percent deg deg percent percent	U36.5 to D21.5 -99 to +99 L5.0 to R5.0 L27.1 to R27.1 0 to 100 0 to 100				↑ ↑	↓
[2] MPS: HE TK P REG P (A,B) dP/dT ULL P LH2 LO2 GH2 OUT P L, C, R GO2 OUT T L, C, R MPS PNEU HE P TK REG ACUM MANF P LH2 LO2	[8] psia psia psi/3 sec [10] psia [9] psig [9] psia [9] deg [3] psia [8] psia psia psia psia	0 to 5000 0 to 1000 0 to 50 12 to 52 0 to 30 0 to 5000 -250 to +1000 0 to 5000 0 to 1000 0 to 1000 0 to 100 0 to 300	M M			↑ ↑ ↑ ↑ ↑ ↑ ↑ ↑ ↑ ↑ ↑	↓ ↓ ↓ ↓ ↓ ↓ ↓ ↓ ↓ ↓ ↓
DPS MDM FF 1-4 FA 1-4 PL 1-2	[4] [4]		M M				↓ ↓ ↓
FCS CH 1-4	[5]		M				↓
[6] NAV: IMU 1-3 TAC 1-3 ADTA 1-4	[7] [1] [1]						↓ ↓ ↓

GNC SYS SUMM 1 (Cont):

REMARKS

- [1] OPS 3, MM602, and 603 only.
- [2] OPS 1 and 6.
- [3] Limit sensing and fault annunciation are terminated at MECO command.
- [4] 'M' status indicates preengage failure of BFS to track PFS.
- [5] Only the first actuator failure on a given channel will be annunciated. Subsequent failures of different actuators on the same channel will not be annunciated unless the first failure has been reset. (UB08324)
- [6] '↓' represents failure, missing data, or IMU deselection by item entry on BFS OVERRIDE display.
- [7] OPS 1 and MM601.
- [8] OPS 1, 3, and 6.
- [9] Limit sensing and fault annunciation begin at MM102 and end at MECO.
- [10] Low limit sensing and fault annunciation begin at MM102 and end at MECO.



- (1) HORIZ SIT display. A GNC SPEC available in BFS OPS sequence 1, 3, and 6. Includes (2) display of orbiter position and heading relative to heading alignment circle; (3) altimeter setting control; (4) TAL site, landing site, runway, and TACAN designation controls; (5) approach indicators and control; (6) entry point indicator and control; (7) NAV update controls; (8) PFS to BFS state vector transfer controls; (9) delta time state vector update controls; (10) navigation filter displays and controls; and (11) GPS performance data; (12) air data to GNC control, and (13) GPS position data.
- (2)* The graphic portion of the display contains a fixed orbiter symbol, three dynamic position predictors, heading alignment circle (HAC), runway touchdown point (circle), and a linear extension from the touchdown point to the circle intersection point. The predictor symbols represent the orbiter position predicted 20, 40, and 60 seconds in the future. The heading alignment circle and runway symbol move relative to the orbiter symbol while the orbiter symbol is fixed on the display. Landing site variable data are blanked at beginning of approach and landing (A/L).
- (3) Item 9 is used to input the barometric altimeter (ALTM) setting corrected to mean sea level (MSL).
- (4) Item 40 (text is 40 TAL SITE XX; appears above item 41) allows selection of the TAL landing site in OPS 1. The display is initialized with the primary (I-loaded) TAL site selected and thereafter reflects crew inputs (possible index of 1 to 25). If a TAL abort is declared, item 40 will blank; the TAL site index will appear next to item 41; and the associated runway and TACAN data will appear next to items 3, 4, and 5. Item 40 is available in OPS1 only. Execution in any other OPS or following an RTLS or TAL abort selection will result in an 'ILLEGAL ENTRY' message. Entry of any RTLS site or an erroneous TAL site will result in the message 'TARGET ERR TAL' being generated.

HORIZ SIT (Cont):

Item 41 allows the selection of the landing site in OPS 1,3, or 6 from a possible index of 1 to 25 landing areas. Each site consists of 1 primary (PRI) and 1 secondary (SEC) runway, 2 TACANs, and an MSBLS (where available). 'RTLS' is displayed throughout OPS 1 and 6 unless a TAL abort has been declared in which case 'TAL' is displayed. In OPS 3, 'LAND' is displayed. The display is initialized in MM101 with the primary (I-loaded) RTLS site selected. An alternate site can be chosen (which also specifies the MECO targets) up until fine countdown (MECO minus 10 sec) in OPS 1 and until powered pitchdown in OPS 6. After powered pitchdown, the RTLS landing site can be changed but the MECO targets will not update. Prior to RTLS or TAL abort selection, entry of any TAL site or an erroneous RTLS site will result in the message 'TARGET ERR RTLS' being generated. If a TAL abort has been declared, entry of an RTLS site will result in the message 'TARGET ERR TAL' being generated.

Items 3 and 4 allow selection of either the primary or secondary runway of a selected landing site. The IDs of the primary and secondary runways are displayed next to items 3 and 4, respectively. Primary is automatically selected (indicated by an '*') once a landing site is specified. Items 3 and 4 are mutually exclusive.

Item 5 provides the capability to select either of 2 TACANs associated with a selected landing site. When a landing site is selected, the primary TACAN is automatically selected, and subsequent executions of item 5 alternately select the secondary and primary TACANs. The channel ID of the selected TACAN is displayed next to item 5.

- (5) Item 6 designates the HAC to be used for targeting during entry or RTLS. 'OVHD' or 'STRT' is displayed next to item 6 to indicate an overhead or straight-in approach. The display is initialized in MM101 with OVHD selected and it remains selected unless downmoded by crew selection of the alternate HAC in MM304, 305, 602, or 603. If a new landing site (item 41) is selected, the approach will be reinitialized to OVHD. If the energy level is too low, but the range to the runway and the required turn angle are within I-loaded limits, OVHD will flash and a Class 3 message will be generated. The flashing terminates once a straight-in approach is selected. Indicators 'L' and 'R' are also displayed at G&N and HSI to identify whether the left or right HAC is the target point. These indicators are initialized upon transitioning into MM304, 601 after MECO (G&N), or 602 (HSI) and will be blank prior to that time. Item 6 is only legal in MM101, 304, 305, 602, and 603 and can only be used once in 101.
- (6) Item 7 (XEP) allows the crew to alternately select the nominal entry point or the minimum entry point for guidance targeting. Selection is indicated by 'NEP' or 'MEP', respectively. The indicator is initially driven to NEP. Item 8 (AIM) allows the crew to alternately redesignate the glide slope ground intercept point between nominal and closest to the runway (for high head winds) until TAEM/Autoland interface. Selection is indicated next to item 8 by 'NOM' and 'CLSE.' The display is initialized with 'NOM' selected.
- (7) NAV UPDATE. Items 10 thru 15 are used to enter desired deltas to each of six NAV STATE components, ΔX , ΔY , ΔZ , $\Delta XDOT$, $\Delta YDOT$, and $\Delta ZDOT$ (in runway coordinates). Item 16 is used to update the NAV STATE with the deltas entered by items 10 thru 15. It also provides the capability to perform a PFS to BFS state vector update using item 17. Upon NAV UPDATE completion, these items are zeroed.
- (8) Item 17 (PASS/BFS SV XFER) allows the crew to command the BFS to read the PFS state information and display deltas between the PFS and BFS state vectors in items 10-15. These deltas are in U, V, W coordinates; i.e., an attitude error (ΔZ in runway coordinates) will show up in ΔX slot. Execution of item 16 updates the BFS state vector with the PFS-BFS deltas.
- (9) Item 18 (ΔT) provides the capability to update state vector downtrack errors by means of adding or subtracting a delta time in seconds. The update is performed after a time is entered via item 18 and is followed by the execution of item 16 (LOAD). The delta time display field is zeroed when the display is first called and will be rezeroed upon completion of a delta time update by Entry Navigation. Item 18 is legal in OPS 3 only; executing this item in any other OPS will cause an 'ILLEGAL ENTRY' message to be generated.

HORIZ SIT (Cont):

- (10) (10A) Navigation filter displays and controls for TACAN azimuth (TAC AZ) and range (RNG), drag altitude (DRAG H), and air data transducer assembly altitude (ADTA H) are provided. For each parameter, the output from its selection filter minus the composite NAV state vector estimate of that data forms the residual (RESID). The ratio (RATIO) of actual residual to the maximum allowable residual is displayed in the RATIO column. If the RATIO is less than one, the data pass the update edit test and are incorporated into the state vector. A status column to the right of the RATIO contains an '↓' when the parameter has failed the update edit test a specified percentage of times (I-loaded). The '↓' disappears when the parameter passes the test a percentage of the time (I-loaded). Items 19, 22, and 25 are used to allow navigation to select data to be used if they pass the edit test. Items 20, 23, and 26 inhibit (INH) the incorporation of measured data into the state vector. Items 21, 24, and 27 override the edit and force (FOR) the navigation filter to use the data if the data are being processed. An '*' appears next to any item (19 thru 27) that has been selected. The display is initialized with items 20, 22, and 26 selected. Items 19 thru 21, 22 thru 24, and 25 thru 27 are mutually exclusive. The residual and ratio data fields are blanked for a parameter if its data are not being processed.

(10B) The TACAN channel of the ground station that TAC 1, 2, and 3 are locked onto or attempting to lock onto is displayed. The sign of the channel is determined by the X/Y mode select bit, X mode being positive. TACAN azimuth and range are displayed for the TACANs in absolute values only. A status column is provided for the azimuth and range for each TACAN. A blank in the column indicates normal operation and a '↓' is displayed to indicate loss of lock or a commfault, a manual deselection using item 31, 32, or 33, a self-test is in progress, or a power loss. If any of these conditions is reversed, the '↓' is blanked.

- (11) This line displays GPS data. Currently these data are not used for navigation; they are displayed only to evaluate GPS performance. RESID is the difference in feet between the GPS and navigational software position vectors. RATIO is the ratio of RESID to the maximum allowable position residual (determined pre-flight). If RATIO is greater than or equal to one, the GPS data is considered to have failed its edit test, and a '↓' will be displayed beside the RATIO parameter.

NOTE: The GPS velocity residual is also ratio-tested (though not displayed due to lack of CRT space), and if it is greater than or equal to one it will also drive a '↓' next to RATIO. So it is possible to have a '↓' next to RATIO even though the displayed RATIO (range) is within limits, i.e., less than 1.

If no GPS data are available, both the GPS RESID and RATIO data fields will be blanked.

Items 42, 43, and 44 provide future capability for AUTO use of GPS data in navigation, and to INHIBIT or FORCE use of GPS data, respectively. Until a program decision is made to use GPS data for navigation, item 43 will always have a '*' beside it, and any attempt to select items 42 or 44 will result in an 'ILLEGAL ENTRY' message.

- (12) Items 28 thru 30 provide control over the source of air data parameters input to GNC. Item 28 (AUT) provides auto transition from NAV-derived air data to ADTA. Item 29 (INH) inhibits the ADTA data. Item 30 (FOR) forces the use of ADTA data. These three items are mutually exclusive and an '*' is driven next to the selected item. The display is initialized with item 28 selected.
- (13) GPS-derived azimuth and range to the selected TACAN station. Currently these data are not used for navigation; they are displayed only to evaluate GPS performance. A '↓' is displayed next to either variable if the software determines it is invalid.

*PROGRAM NOTES

- (2) BFS Horizontal Situation Display Predictors Incorrect. During BFS MM304, if a roll angle of 90 degrees or more is performed below 200K feet, the horizontal situation display's 20, 40, and 60 second predictors will indicate a turn in the opposite direction. The crew should ignore the HSD predictors when the roll angle is greater than or equal to 90 degrees. (DR B08297)

	(1)										(1)										(1)										(1)									
	1	2	3	4	5	6	7	8	9	0	1	2	3	4	5	6	7	8	9	0	1	2	3	4	5	6	7	8	9	0	1	2	3	4	5	6	7	8	9	0
1	XXXX / 051 /										OVERRIDE										XX X										DDD / HH:MM:SS									
2																					BFS										DDD / HH:MM:SS (5)									
3	ABORT MODE																				ENTRY FCS																			
4	TAL				1X						ELEVON										FILTER										ATMOSPHERE									
5	ATO				2X						AUTO				17X						NOM				20X						NOM				22X					
6	ABORT				3X						FIXED				18X					ALT				21X						N POLE				23X						
7	MAX THROT				4X						SSME REPOS				19					XXX										S POLE				24X						
8	PROPLT DUMP										IMU DES ATT										AA										RGA SURF (10)									
9											1 25X X										LRU DES										DES DES									
10	XXX ICNCT				5	XXXX					2 26X								1 31X				35X						39X											
1	OMS DUMP										3 27X										2 32X										36X 40X									
2	ARM 6X																				3 33X										37X 41X									
3	START 7X																				4 34X										38X 42X									
4	STOP 8X																																							
5	9 QUAN / SIDE										XXX																													
6	OMS DUMP TTG										XXX																													
7																					ET SEP										VENT DOOR CNTL (7)									
8	AFT RCS 13										XXX										AUTO 28X										OPEN 43X XX									
9	14 TIME										XXX										SEP 29X										CLOSE 44X XX									
20																																								
1	FWD RCS 15										XXX										ET UMB DR																			
2	16 TIME										XXX										CLOSE 30X																			
3																																								
4																																								
5																																								
6																															(XX)									

- (1) **OVERRIDE.** A GNC SPEC (SPEC 51) available in BFS OPS 1, 3, and 6. Provides the following capabilities: selection of the desired switch mode for (2) ABORT, (8) ET SEP, and (9) ET UMB DR switches; (3) enable/inhibit the OMS/RCS ICNCT function, the OMS dump, and the (4) AFT and FWD RCS dumps; (5) select the elevon schedule, body bending filter, and the entry atmospheric model in OPS 3 and control the SSME drag chute repositioning sequence; (6) selection/deselection of an IMU LRU; (7) open/close vent doors during OPS 3 and 6; (10) selection/deselection of the accelerometer (AA), orbiter Rate Gyro Assembly (RGA), and aerosurface (SURF) feedback.
- (2) **ABORT MODE** (items 1 thru 3) provides a backup for selecting a TAL abort in MM103 and MM104 or ATO abort in MM102, MM103, and MM104 and then initiating the abort. Selections indicated by an '*' These options are available in MM102 and 103. Execution of these items during any other mode results in an 'ILLEGAL ENTRY' message as does execution of item 3 before item 1 or 2. Display is initialized with these items deselected (no '*'). MAX THROT (item 4) changes the maximum SSME throttle level. Execution of item 4 changes the maximum SSME throttle level commanded by guidance from 104 percent to 109 percent (I-loads). Once executed, it is latched and an '*' is displayed next to the item.
- (3) **PRPLT DUMP.** Items 5 thru 9 allow the crew to enable, inhibit, and control manual or automatic abort dumps in OPS 1, 3, and 6. Item 5 (ICNCT) is used to enable (ENA)/inhibit (INH) the OMS/RCS interconnect function. The interconnect is initialized enabled in OPS 1 and inhibited in OPS 3. If a manual dump is initiated, the status of the OMS/RCS interconnect will be determined by item 5. If item 5 is enabled when an intact abort is selected, item 5 will be set to an I-loaded value by the Abort Control Sequence. If item 5 is inhibited when the abort is selected, item 5 will remain inhibited. Whenever the Abort Control Sequence or OMS/RCS Interconnect Sequence terminates the OMS/RCS interconnect, item 5 will be reset (INH).

'CPLT' will be displayed to the right of 'XXX ICNCT 5' when the OMS/RCS interconnect is completed and will return to blank when the return to normal configuration is completed.

Items 6 (ARM) and 7 (START) allow the crew to manually initiate a dump. Item 8 (STOP) inhibits or terminates an automatic dump, or terminates a manual dump. An '*' indicates selection. The display is initialized with items 6 thru 8 reset (no '*'). Execution

OVERRIDE (Cont):

of item 6 arms the dump and blanks the STOP *. Item 7, which can only be executed when item 6 is showing an '*', starts the dump. Executing item 8 will blank the ARM and START asterisks and stop the dump in progress. Any automatic dumps associated with an abort selection will be inhibited if an '*' is present next to item 8.

Item 9 (QUAN/SIDE) allows the crew to enter an amount of propellant to be dumped, measured in percent quantity per side. Item 9 is initialized in OPS 1 to a software calculated quantity based on a manual dump I-load; thereafter, item 9 reflects crew input. If an intact abort is selected, the OMS dump time will be set to an I-loaded value by the Abort Control Sequence, based on the abort selected, and item 9 will be computed and displayed as a function of this I-load. In OPS 3, item 9 is initialized to the last value from OPS 1, or to an automatic dump value based on abort selection.

If a new value is entered into item 9 while any OMS dump is in progress, the dump will be based on the new value. If the quantity entered via item 9 exceeds the MAX QUAN ENTRY, the entry will be rejected and an 'ILLEGAL ENTRY' message will be displayed.

Items 5, 8, and 9 are legal entries in all major modes in OPS 1, 3, and 6 except MM104 through 106. Items 6 and 7 are legal entries in MM103, 304, and 601 only.

OMS DUMP TTG (time-to-go) displays the amount of time remaining, in seconds, to dump OMS propellant, whether or not a dump is in progress. In OPS 1, the OMS dump time is initialized to the manual OMS dump time I-load value; any changes thereafter to OMS DUMP TTG will be a function of quantity input by the crew via item 9, an I-loaded value based on the intact abort selected, or the completion of an OMS/RCS interconnect. The OMS DUMP TTG value reflects dump time using a scale factor based on a two OMS engine flow rate. During an OMS/RCS interconnect with RCS jets commanded on, the OMS DUMP TTG computation will be adjusted by a scale factor to reflect the additional RCS flow rates. OMS DUMP TTG decrements as dumping occurs until it reaches zero at which time the dump is terminated.

- (4) Items 13 and 15 are used in MM304, 602, and 603 to ENA/INH the aft and forward RCS dumps, respectively. The dumps are initialized enabled and thereafter will reflect crew inputs, except in OPS 3 when the TAL flag is not set; then they are initialized inhibited. Items 14 and 16 are initialized with I-loaded dump times in seconds in OPS 1, and if the TAL flag is set, in OPS 3. In OPS 6 they carry over the last values from OPS 1. Depending on the number of jets involved during a dump, these times will decrement accordingly. In OPS 3 with the TAL flag not set, the times are initialized to 0. MM304 RCS dumps may be enabled by putting in a nonzero dump time via items 14 and 16, and enabling the dumps via items 13 and 15, respectively.
- (5) ENTRY FCS. Items 17 and 18 allow the crew to command the descent DAP to use a AUTO or FIXED elevon schedule. The display is initialized with the AUTO schedule selected. The FIXED schedule will be used for aero PTIs. For flights with no scheduled PTI's, the aft schedule will be I-loaded into the FIXED slot for use during a no yaw jet entry. Items 20 and 21 can be used to choose the nominal (NOM) or alternate (ALT) body bending filter. The display is initialized with the nominal filter (item 20) selected. However, if OPS 3 is entered from OPS 1, the ALT body bending filter will be selected. If OPS 3 is entered from OPS 0, the NOM filter is selected. An '*' indicates selection during operation in OPS 3. Items 17 and 18 are mutually exclusive, as are items 20 and 21; selection of one automatically deselects the other. In OPS 1 or OPS 6, the '*' is blanked as the elevon schedule and body bending filter are I-loaded independent of crew input. These items are legal in OPS 3 only, and will result in an 'ILLEGAL ENTRY' message if executed in any other OPS.

Item 19 (SSME REPOS) allows the crew to enable (ENA)/inhibit (INH) the repositioning of the SSMEs which occurs automatically in MM304. The SSME REPOS is initialized blank until OPS 3 when it is set to ENA; thereafter, the status field will reflect crew inputs. Item 19 is legal in MM301, 302, 303, and 304 only and will result in an 'ILLEGAL ENTRY' message if executed in any other major mode.

Items 22, 23, and 24 allow the crew to select the atmospheric model used by entry navigation. The display is initialized with the nominal model selected, item 22 (NOM). Items 23 (N POLE) and 24 (S POLE) select north polar and south polar models, respectively. These items are mutually exclusive, with an '*' displayed next to the currently active model.

OVERRIDE (Cont):

These items are legal in OPS 3 only; execution in OPS 1 or 6 will have no effect.

- (6) IMU DES (items 25 thru 27) provide select/deselect for the three IMUs. Display is initialized with the status blank indicating selection of all three. Execution of the item number causes deselection, indicated by an '*'. A subsequent reexecution of the item causes a reselect and the '*' is blanked. IMU deselection status is also shown on the GNC SYS SUMM 1 display. The IMU attitude (ATT) shall display which IMU (1, 2 or 3) is selected for use as an attitude source. It shall be blank prior to AS11A event (i.e. Attitude Processor is inactive).
- (7) VENT DOOR CNTL. Items 43 (OPEN) and 44 (CLOSE) provide manual capability to command the forward and aft compartment vent doors, and/or all vent doors, depending on the Major Mode these items are executed in. These items are mutually exclusive. Attempting to execute a command while an operation is in progress will result in an 'ILLEGAL ENTRY' message.

An asterisk is displayed immediately adjacent to an item after it is either manually executed or commanded by an auto control sequence. An 'OP' or 'CL' character string is displayed adjacent to the asterisk after the executed sequence has completed. This character string will continue to be displayed until a subsequent item is commanded, at which time it will be blanked. During a manual or auto sequence, the 'OP' or 'CL' character string field will be blanked.

Item 43 (OPEN) is legal only in OPS3, and in MM602 and MM603. Item 44 (CLOSE) is legal only in MM301 through MM304, and MM602, and MM305 and MM603 after the ROLLOUT FLAG is set true. Execution of these items in any other Major Mode will result in an 'ILLEGAL ENTRY' message; in addition, the command will be rejected. Execution of these items pre-BFS ENGAGE will result in a 'BFS ILLEGAL PRE-ENG' message; the command will also be rejected.

A manual CLOSE (item 44) executed in MM301 will cause all doors to be commanded closed. Subsequently, left vent doors 1/2 and 8/9 will automatically be reopened. In MM302 and MM303, executing an item 43 or 44 will command all vent doors open or closed, respectively. A manual OPEN (item 43) in MM304 will cause only the left vent doors 1/2 and 8/9 to open; in MM602, all doors will open. A manual CLOSE in MM304 (or MM602) will command all vent doors closed. All vent doors are commanded closed, regardless of their configuration, at the transition to MM304 (or MM602). Finally, a manual OPEN (item 43) executed in MM305 will command all vent doors open.

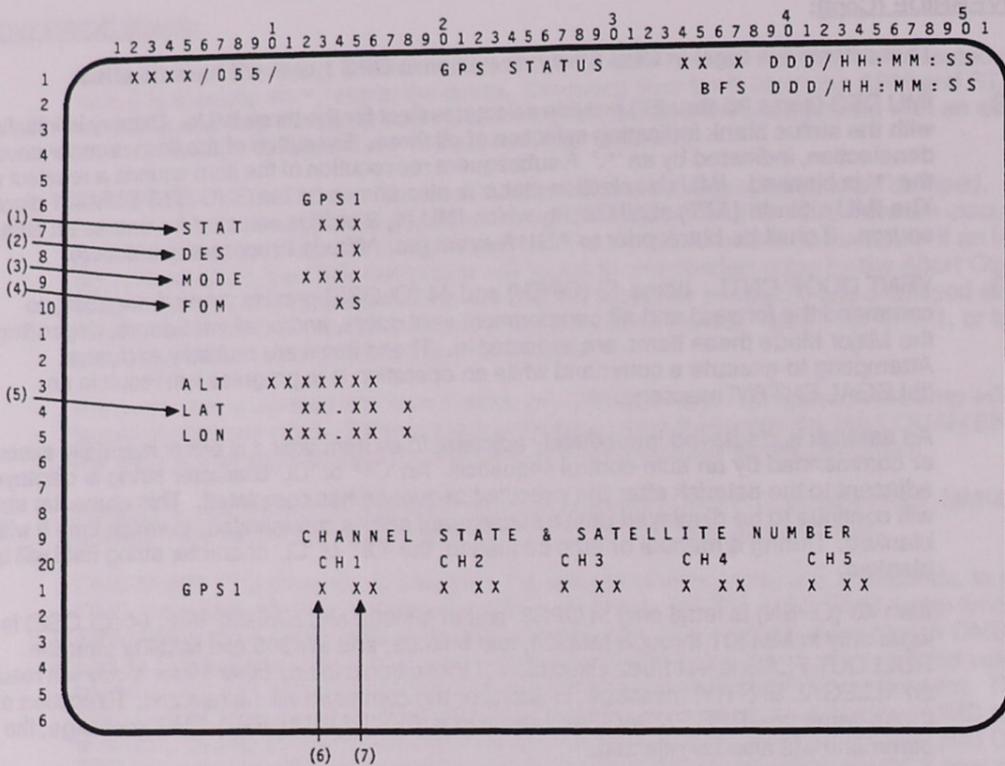
Upon transition to MM304 or 602, all vent doors are automatically commanded closed with the asterisk moving to the CLOSE position if it was not already there due to previous operations. Also in MM304, only left vents 1/2 and left vents 8/9 will OPEN in response to an item 43 (OPEN) command with the asterisk moving to the OPEN position.

At MACH 2.4, the vent door software will automatically open the vent doors and the asterisk will move to the OPEN position.

- (8) ET SEP (items 28 and 29) provide a backup for initiating the AUTO MODE and ET separation in MM102 through 106 and 601. Execution during any other mode or pre-BFS ENGAGE results in an 'ILLEGAL ENTRY' message. Display is initialized with the items deselected (no '*').
- (9) ET UMB DR (item 30) provides a backup for closing the ET umbilical doors in MM104, 105, and 106. Execution during any other mode or pre-BFS ENGAGE results in an 'ILLEGAL ENTRY' message. Display is initialized with this item deselected (no '*').
- (10) LRU AA/RGA/SURF. Items 31 thru 34, 35 thru 38, and 39 thru 42 provide for deselection/reselection of accelerometer assembly (AA), rate gyro assembly (RGA), and aerosurface feedback (SURF) transducer strings as candidates for the selection filter.

This display is initialized in OPS 1 and on transition from OPS 0 to OPS 3 with all of the LRUs selected (no '*'). Execution of any of these items will deselect the corresponding LRU; an '*' is displayed next to those LRUs which have been deselected. Execution of any of these items with an '*' present reselects the corresponding LRU and blanks the '*'. The status of items 31 thru 42 are maintained across the transition from OPS 1 to OPS 3/6.

At least one LRU has to be selected for each area (AA, RGA, and SURF); attempting to deselect the last selected LRU will result in an 'ILLEGAL ENTRY' message.



GPS STATUS is available in BFS GNC OPS 1, 3, and 6. It provides insight into GPS systems operation and health, as well as GPS-estimated position. These data are for evaluation purposes only; they are not currently used for vehicle GNC.

- (1) The STAT field displays the status of the GPS unit (currently only one is installed). If the GPS is operating normally, the field is blanked; otherwise, one of the following status codes will be displayed double overbright:

STATUS	MEANING
M	Communication Fault
BIT	Built-In-Test in progress
RPT	Receiver/Processor Failure
BAT	Receiver/Processor Battery Low

- (2) Item 1 (DES) is used to select/deselect (toggle) the GPS receiver. The status field next to '1' is initialized blank; a '*' appears when the unit is deselected, and disappears when the unit is reselected.
- (3) The MODE field displays the GPS receiver's current operating mode:

MODE	MEANING
blank	GPS not in operating mode
INIT	GPS in initialization mode
TEST	GPS in Self-Test mode
NAV	GPS in Navigation mode

GPS automatically enters the initialization mode after power-on, and automatically enters navigation mode after initialization or self-test.

- (4) FOM is the GPS receiver's Figure of Merit, or estimate of position error. The integer appearing in this field is related to the error as follows:

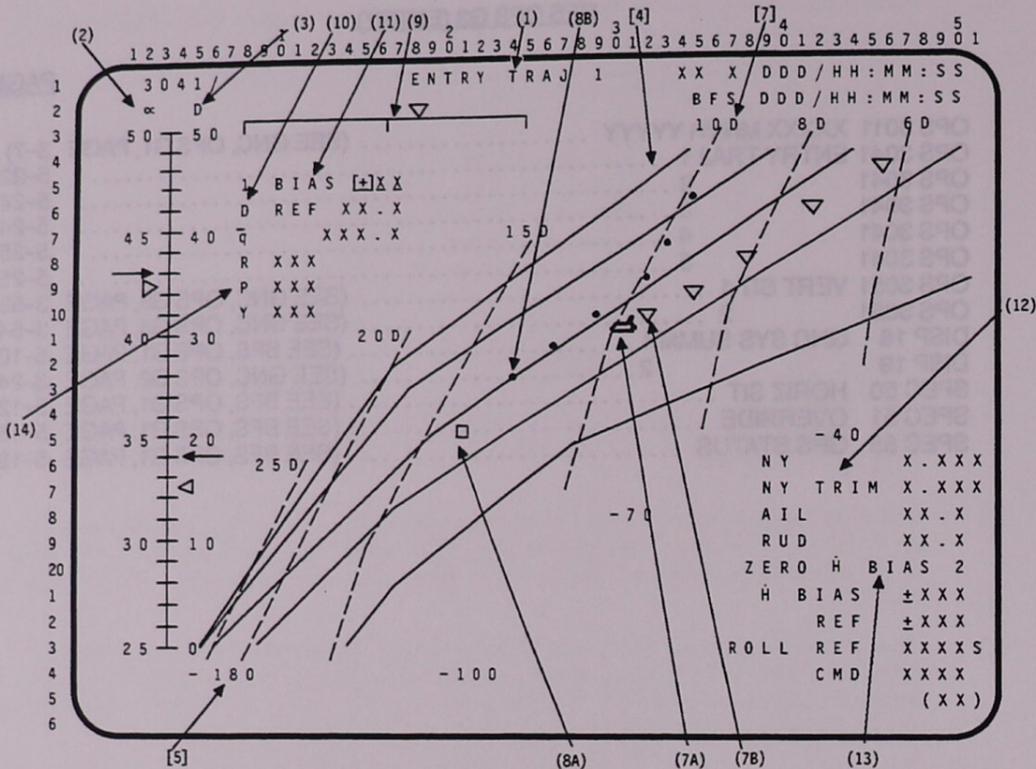
FOM	Estimated receiver error e
1	$e \leq 25$ meters
2	$25m < e \leq 50m$
3	$50m < e \leq 75m$
4	$75m < e \leq 100m$
5	$100m < e \leq 200m$
6	$200m < e \leq 500m$
7	$500m < e \leq 1000m$
8	$1000m < e \leq 5000m$
9	$5000m < e$

If the FOM exceeds a threshold value (determined preflight) a '↓' will appear next to the data field. This field will be blank if the GPS is not in an operating mode (i.e., anything other than INIT, self-test or NAV).

- (5) ALT displays GPS-derived orbiter altitude in feet. LAT displays latitude in degrees, followed by an N or S for North or South latitude. LON displays longitude in degrees followed by an E or W for East or West. All three of these parameters will be blanked if GPS is not in NAV mode.
- (6) The leftmost parameter under CHANNEL is CHANNEL STATE, a single-digit number between 0 and 7. These numbers correspond to internal GPS status information and are not intended for use by flight crew. This parameter field will be blank for all channels if GPS is not in an operating mode.
- (7) The rightmost parameter under CHANNEL is SATELLITE NUMBER, which displays the unique two-digit identifying number of the GPS satellite being tracked by that channel. This parameter field will be blank for all channels if GPS is not in an operating mode.

OPS 3011	XXXXX MNVR YYYYY	.....	(SEE GNC, OPS G1, PAGE	3-7)
OPS 3041	ENTRY TRAJ 1	.....		5-22
OPS 3041	2	.....		5-24
OPS 3041	3	.....		5-24
OPS 3041	4	.....		5-25
OPS 3041	5	.....		5-25
OPS 3051	VERT SIT 1	.....	(SEE GNC, OPS G3, PAGE	3-52)
OPS 3051	2	.....	(SEE GNC, OPS G3, PAGE	3-54)
DISP 18	GNC SYS SUMM 1	.....	(SEE BFS, OPS G1, PAGE	5-10)
DISP 19	2	.....	(SEE GNC, OPS G2, PAGE	3-24)
SPEC 50	HORIZ SIT	.....	(SEE BFS, OPS G1, PAGE	5-12)
SPEC 51	OVERRIDE	.....	(SEE BFS, OPS G1, PAGE	5-15)
SPEC 55	GPS STATUS	.....	(SEE BFS, OPS G1, PAGE	5-18)

OPS G3
(ENTRY)



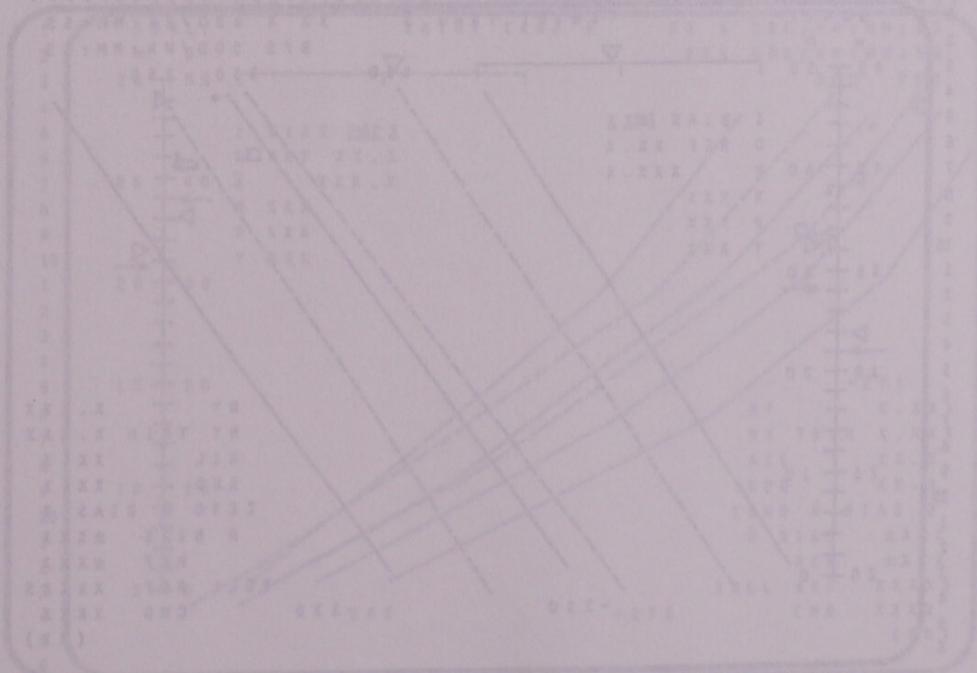
Note: [] denotes trajectory dependent data.

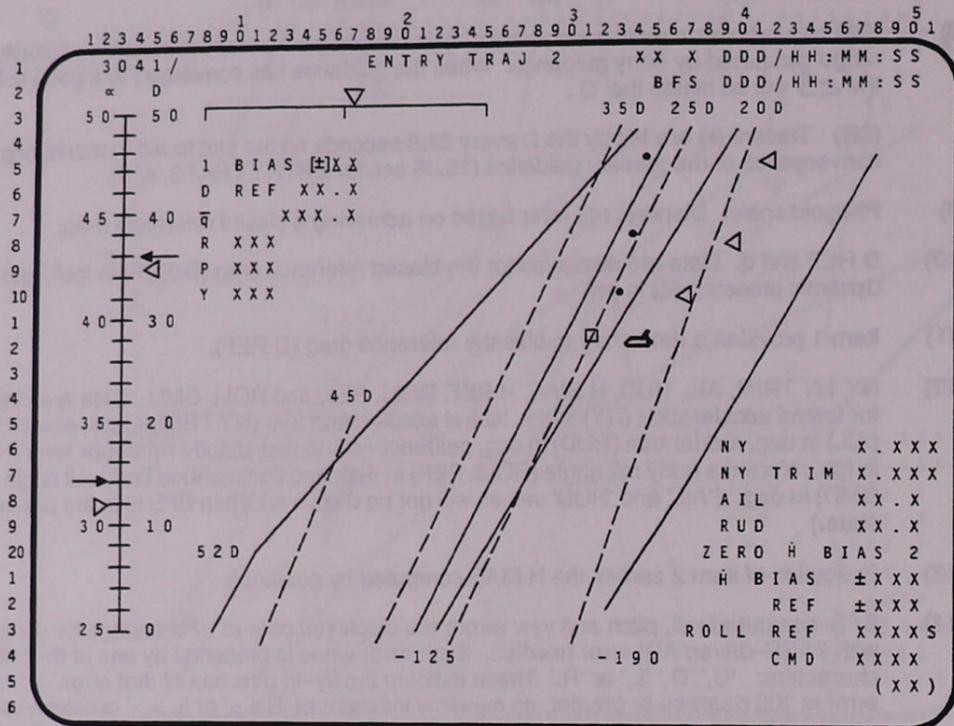
- (1) ENTRY TRAJ 1. A Guidance, Navigation, and Control (GNC) Operational Sequence (OPS) display of entry conditions with relative velocity from 24 kfps to 18 kfps. Called via OPS transition from MM303 to 304 (crew keyboard entry 'OPS 304 PRO'). Includes (2) Angle of Attack (α) tape scale and symbols; (3) drag (D) tape scale and symbols; (4) trajectory guidelines; (5) nominal altitude rates; (6) constant nominal drag acceleration lines; (7) the orbiter's current location and previous locations; (8) the orbiter reference location and previous locations computed by guidance; (9) phugoid scale; (10), (12), and (14); and; (11) and (13) control items.
- (2) α . Dynamic symbols representing commanded α (\rightarrow) and actual α (\triangleright) move along the α tape scale (scale range is 1-loaded). The symbols flash when they reach the off-scale position, and the ' \triangleright ' flashes if actual and commanded α differ by more than two degrees.
- (3) D. Dynamic symbols representing commanded D (\leftarrow), and actual D (\triangleleft) move along the D tape scale (scale range 0 to 50 fps^2).
- (4) Nominal trajectory guidelines (solid lines).
- (5) Nominal altitude rates correspond to the altitude rates required to guide the shuttle trajectory between the guidelines when the actual drag acceleration is matched to the nominal drag value.
- (6) Nominal constant drag acceleration lines (dashed lines) are labeled at the top with the drag value the line represents.
- (7) (7A) The dynamic orbiter symbol (\triangleleft) is located on the plot using relative velocity (~ 24 to 18 kfps) and RANGE (~ 4000 to 1000 nm).
 (7B) Trailers (∇) are left by the orbiter every 28.8 seconds on the plot to show the trend of the actual trajectory.

OPS G3
(ENTRY)

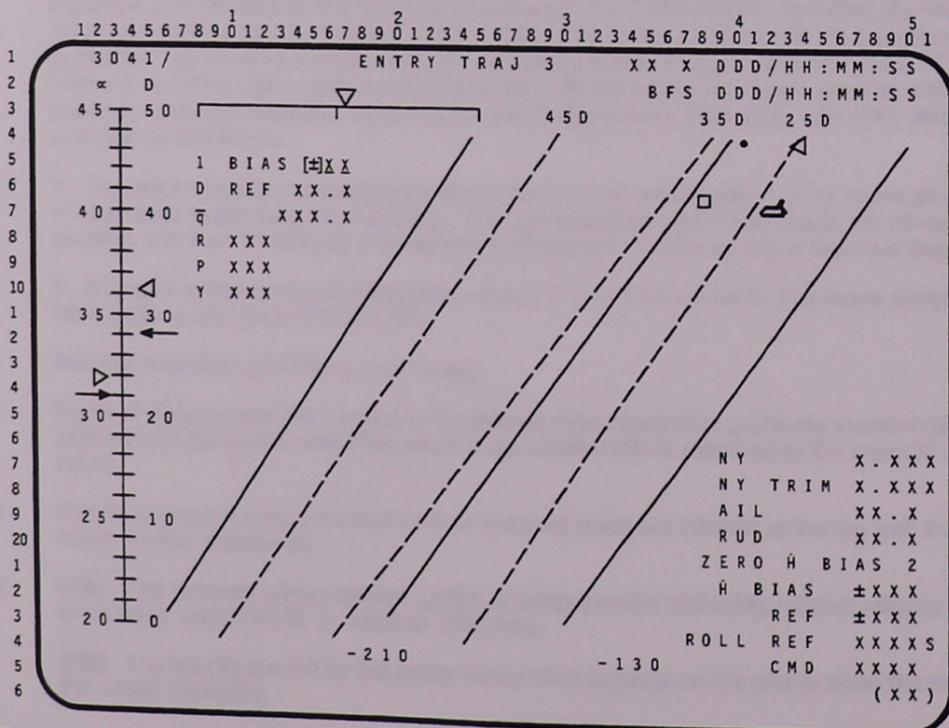
ENTRY TRAJ 1 (Cont):

- (8) (8A) The dynamic guidance symbol (\square) is located on the plot using relative velocity and range computed by entry guidance. When the guidance has converged to a good solution, the \square will be inside the \square .
- (8B) Trailers (\bullet) are left by the \square every 28.8 seconds on the plot to aid in monitoring of the convergence of the primary guidance (15.36 sec for ENTRY TRAJ 3, 4, 5).
- (9) Phugoid scale. Displays roll error based on achieving a biased reference drag.
- (10) D REF and \bar{q} . Data are displayed for the biased reference drag (D REF) in fps^2 , and dynamic pressure (\bar{q}) in psf .
- (11) Item 1 provides a data entry to bias the reference drag (D REF).
- (12) NY, NY TRIM, AIL, RUD, \dot{H} BIAS, \dot{H} REF, ROLL REF, and ROLL CMD. Data are displayed for lateral acceleration (NY) in g's, lateral acceleration trim (NY TRIM) in g's, aileron trim (AIL) in deg, rudder trim (RUD) in deg, guidance-computed altitude reference term (\dot{H} BIAS) in fps , reference body roll angle (ROLL REF) in deg, and commanded body roll angle (ROLL CMD) in deg. ('AIL' and 'RUD' values will not be displayed when BFS is in the preengaged state.)
- (13) Execution of item 2 zeroes the \dot{H} BIAS computed by guidance.
- (14) BFS-computed roll, pitch and yaw errors are displayed prior to BFS engage for comparison with PASS-driven ADI error needles. Each error value is preceded by one of the following characters: 'U,' 'D,' 'L,' or 'R.' These indicate the fly-to direction of that error. If the roll error is 100 degrees or greater, an overflow indicator of 'R >>' or 'L >>' is displayed for a right or left fly-to error, respectively. These errors and signs are not displayed after BFS engage.

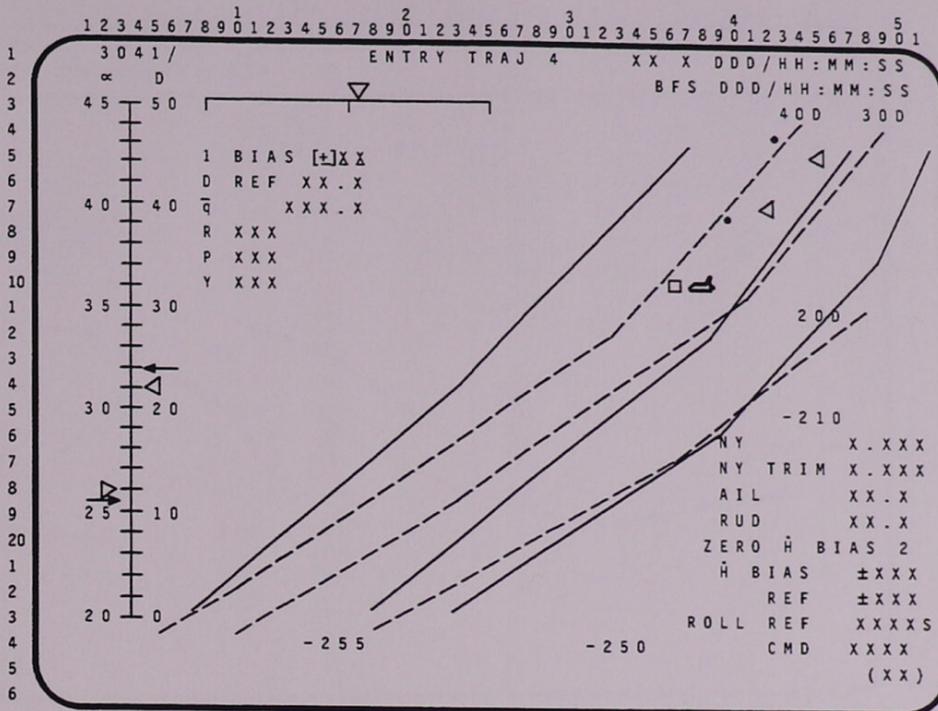




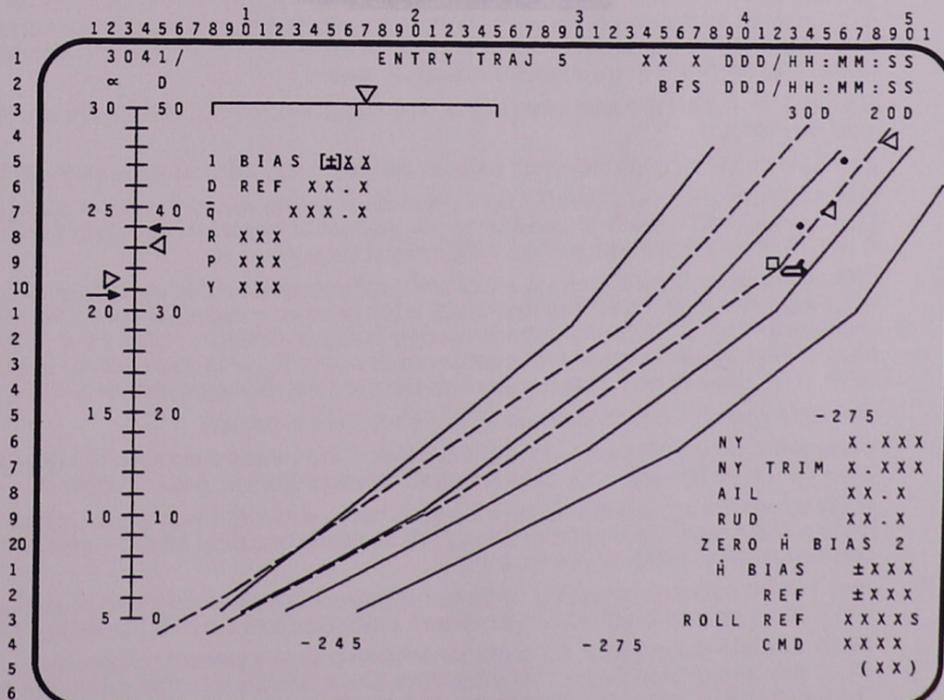
ENTRY TRAJ 2. A GNC OPS display of entry conditions with relative velocity from 19 to 14 kfps (approximately) and range-to-go from 1500 to 500 nm (approximately). See ENTRY TRAJ 1 for a description of the data on the display.



ENTRY TRAJ 3. A GNC OPS display of entry conditions with relative velocity from 14 to 10 kfps (approximately) and range-to-go from 700 to 350 nm (approximately). See ENTRY TRAJ 1 for a description of the data on the display.

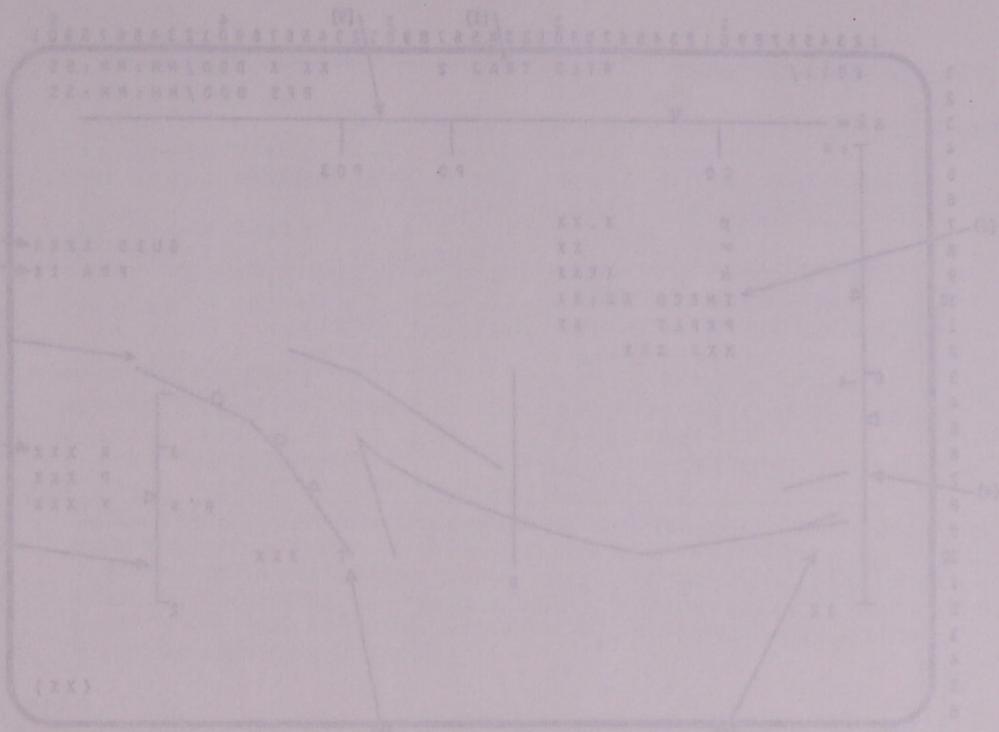


ENTRY TRAJ 4. A GNC OPS display of entry conditions during the high-energy portion of the transition phase. It is forced up automatically when the ENTRY TRAJ 3 passes out of range in OPS 3, or a PRO is performed from the ENTRY TRAJ 3 display in OPS 3. See ENTRY TRAJ 1 for a description of the data on the display.



ENTRY TRAJ 5. A GNC OPS display of entry conditions during the low-energy portion of transition phase. See ENTRY TRAJ 1 for a description of the data on the display.

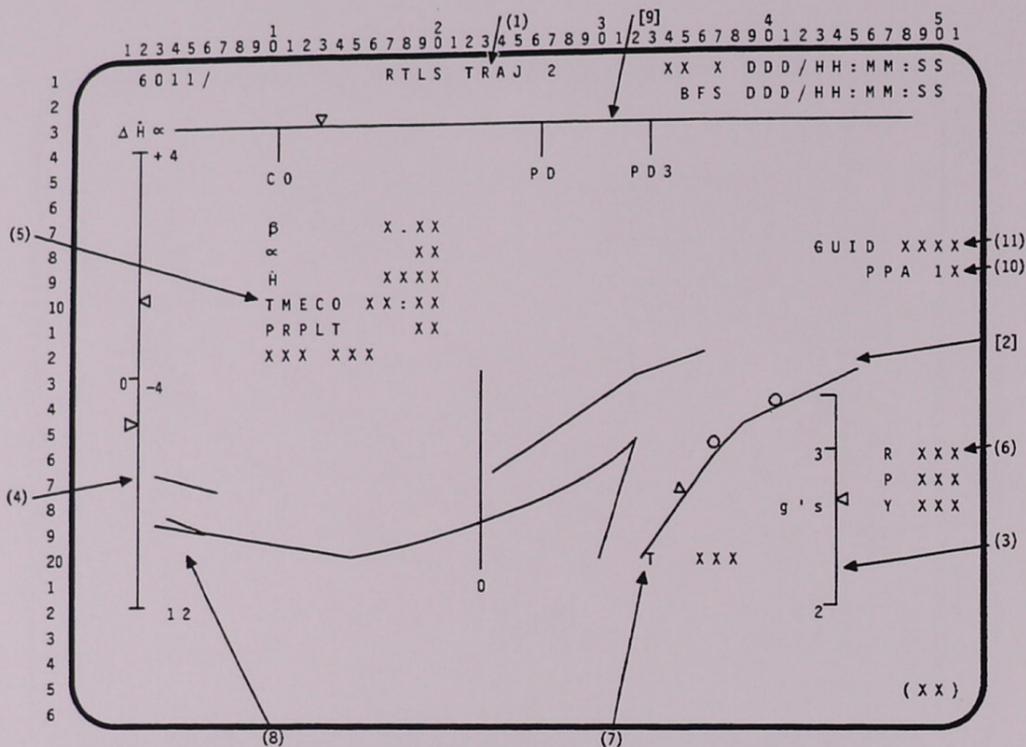
- (1) The RTLS display is shown during an RTLS abort in MMS01. It provides information to the crew on trajectory, altitude, and orbital guidance, trajectory, and attitude parameters.
- (2) The vision-dependent control is shown as a horizontal component of relative velocity. Current vehicle velocity is shown by a triangle. Predicted states for 30 and 60 seconds in the future are shown by circles. The outside line represents the nominal second profile. The inside line is for an engine out at lift-off. A vertical line indicates the curved line where horizontal relative velocity is zero.
- (3) The Q scale is the total load factor in g . The triangle indicator flashes if the load factor is $3 g$ or greater.
- (4) The scale on the left indicates pitch angle or attack ($^{\circ}$) and attitude change rate ($^{\circ}/s$).
- (5) Predicted time of MECO (TMCO) from guidance is displayed, as are yaw angle of attack ($^{\circ}$), pitch angle of attack ($^{\circ}$), attitude rate ($^{\circ}/s$), percent propellant remaining in the ET (PPRL) and SEP, SEP when the ET SEP inhibit decelerate is set.
- (6) SEP-computed roll, pitch and yaw errors are displayed prior to SEP engage for comparison with PASS-driven roll error needed. Each error value is preceded by one of the following: "L", "D", "L", or "R". These indicate the l_y -to direction of lean error. If the roll error is 100 degrees or greater, an overflow of "R" > "L" or "L" > "R" is displayed for a right or left l_y -to error respectively. These errors and signs are not displayed after SEP engage.
- (7) The command Q scale throttle setting (T) is indicated in percent.
- (8) Upper line is $Q = 1$ (altitude vs. velocity) line which if the vehicle state is on or below this line, $Q = 2$. Lower line is $Q = 10$. If vehicle state is below this line, $Q = 10$ for $Q = 2$.
- (9) Scale across the top is delta range (ΔR) - delta range potential minus present range to the landing site in nm. Forward blackout (FD) normally occurs at MECO - 20 sec. Three engine shutdowns (ES) is also shown.
- (10) Item 1 (PPA) selection forces the SEP into the powered phase (PPA) phase during a RTLS abort, an asterisk (*) displayed at item 1 indicates that the SEP has started PPA.
- (11) GUID indicates the status of the guidance solution prior to a powered phase. Prior to RTLS selection (abort), the status is blanked. Once RTLS is selected, GUID will be displayed until initialization is complete. As the vehicle progresses to the powered phase, GUID displays the percent deviation of the predicted path from the powered RTLS main target. GUID will be displayed if the powered phase has been delayed due to an attitude violation or if guidance is unconverged. Once the powered phase begins, GUID PPA will appear, and the field will be frozen.



BFS OPS G6 (ABORTS)

OPS G6
(ABORT)

OPS G6

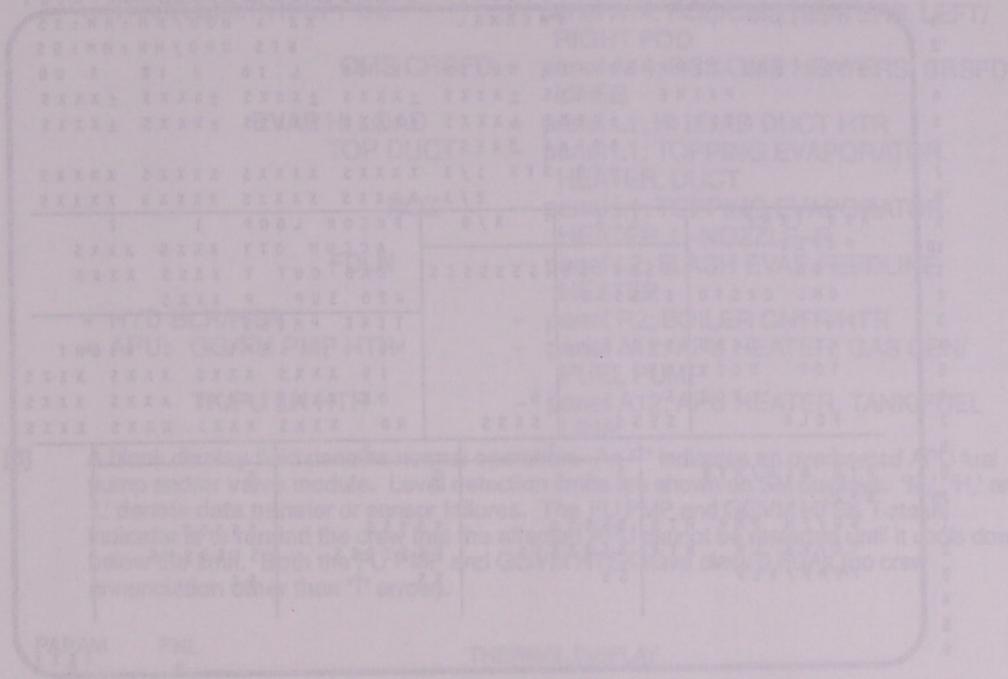


Note: [] denotes trajectory-dependent data.

- (1) The RTLS TRAJ 2 display is driven during an RTLS abort in MM601. It provides information to the crew on trajectory, loads, attitude, and critical guidance, trajectory, and attitude parameters.
- [2] The mission-dependent central plot is an altitude vs. horizontal component of relative velocity. Current vehicle state is indicated by a moving triangle. Predicted states for 30 and 60 seconds in the future are shown by circles. The outside line represents the nominal ascent profile. The inside line is for an engine out at lift-off. A vertical line intersects the curved lines where horizontal relative velocity is zero.
- (3) The g's scale is the total load factor in g's. The triangle indicator flashes if the load factor is 3 g's or greater.
- (4) The scale on the left indicates pitch angle of attack (\propto) and altitude change rate ($\Delta \dot{H}$).
- (5) Predicted time of MECO (TMECO) from guidance is displayed, as are yaw angle of attack (β), pitch angle of attack (\propto), altitude rate (\dot{H}), percent propellant remaining in the ET (PRPLT), and 'SEP INH' when the ET SEP inhibit discrete is set.
- (6) BFS-computed roll, pitch and yaw errors are displayed prior to BFS engage for comparison with PASS-driven ADI error needles. Each error value is preceded by one of the following characters: 'U,' 'D,' 'L,' or 'R.' These indicate the fly-to direction of that error. If the roll error is 100 degrees or greater, an overflow of 'R > >' or 'L > >' is displayed for a right or left fly-to error, respectively. These errors and signs are not displayed after BFS engage.
- (7) The commanded SSME throttle setting (T) is indicated in percent.
- (8) Upper line is $\bar{q} = 2$ (altitude vs. velocity line which, if the vehicle state is on or below this line, \bar{q} is > 2). Lower line is $\bar{q} = 10$. If vehicle state is below this line, \bar{q} is > 10 PSF.
- [9] Scale across the top is delta range ($\Delta R =$ glide range potential minus present range to the landing site in nm). Powered pitchdown (PD) nominally occurs at MECO - 20 sec. Three engine pitchdown (PD3) is also shown.
- (10) Item 1 (PPA) selection forces the BFS into the powered pitcharound (PPA) phase during a RTLS abort; an asterisk (*) displayed at item 1 indicates that the BFS has started PPA.
- (11) GUID indicates the status of the guidance solution prior to a powered pitcharound. Prior to RTLS selection (MM601), this field is blanked. Once RTLS is selected, GUID INIT will be displayed until initialization is complete. As the vehicle progresses to the powered pitcharound point, GUID displays the percent deviation of the predicted final mass from the RTLS mass target. GUID INHB will be displayed if the powered pitcharound has been delayed due to an attitude violation or if guidance is unconverged. Once the powered pitcharound begins, GUID PPA will appear, and the field will be frozen.

OPS G6
(ABORT)

THE THERMAL DISPLAY



The thermal display is a CRT display (CRT 001) which provides the crew data on the hydraulic system heater status. Front/rear loop heaters, the hydraulic status, and the pressure readings.

BFS SM OPS 0

DISP	STATUS	DISP RANGE	UNIT	DESCRIPTION
1	ON	0-100	PSI	HYD SYS TEMP (Rear)
2	ON	0-100	PSI	HYD SYS TEMP (Front)
3	ON	0-100	PSI	WTR TEMP, FRONT POD
4	ON	0-100	PSI	WTR TEMP, REAR POD
5	ON	0-100	PSI	WTR TEMP, TOP DUCT
6	ON	0-100	PSI	WTR TEMP, HEATER DUCT
7	ON	0-100	PSI	WTR TEMP, THERMAL DISPLAY
8	ON	0-100	PSI	WTR TEMP, FRONT LOOP
9	ON	0-100	PSI	WTR TEMP, REAR LOOP
10	ON	0-100	PSI	WTR TEMP, THERMAL DISPLAY
11	ON	0-100	PSI	WTR TEMP, THERMAL DISPLAY
12	ON	0-100	PSI	WTR TEMP, THERMAL DISPLAY
13	ON	0-100	PSI	WTR TEMP, THERMAL DISPLAY
14	ON	0-100	PSI	WTR TEMP, THERMAL DISPLAY
15	ON	0-100	PSI	WTR TEMP, THERMAL DISPLAY
16	ON	0-100	PSI	WTR TEMP, THERMAL DISPLAY
17	ON	0-100	PSI	WTR TEMP, THERMAL DISPLAY
18	ON	0-100	PSI	WTR TEMP, THERMAL DISPLAY
19	ON	0-100	PSI	WTR TEMP, THERMAL DISPLAY
20	ON	0-100	PSI	WTR TEMP, THERMAL DISPLAY

A CRT display field contains normal operation 'T' and 'R' heater status. Level detection limits are shown on SM display 'A', 'H', 'L' and 'C' heater data transfer or control failure unrelated to heater control. CRT filter are signed to panel switches needed to select different heater circuits.

SM OPS 0

1										2										3										4										5									
0001 / /										THERMAL										XX X DDD / HH : MM : SS										BFS DDD / HH : MM : SS																			
HYD	SYS	TEMP	BDY	FLP	RD	SB	L	OB	L	IB	R	IB	R	OB																																			
	PRIME		±	XXXX	±	XXXX	±	XXXX	±	XXXX	±	XXXX	±	XXXX																																			
	STBY	1	±	XXXX	±	XXXX	±	XXXX	±	XXXX	±	XXXX	±	XXXX																																			
BRAKE PRESS																																																	
HYD SYS 1 / 3															XXXXX	XXXXX	XXXXX	XXXXX																															
2 / 3															XXXXX	XXXXX	XXXXX	XXXXX																															
HTR TEMP					L / A					R / B					FREON LOOP 1					2																													
PRPLT					SSSSSSSS					SSSSSSSS					ACCUM QTY					XXXX					XXXX																								
POD					SSSSSSSS					SSSSSSSS					RAD OUT T					XXXX					XXXX																								
OMS CRSFD					SSSSSSSS					SSSSSSSS					H2O SUP P					XXXX																													
EVAP															TIRE PRESS																																		
HI LOAD					SSS										MG					LEFT					RIGHT																								
TOP DUCT					SS										IB					XXXX					XXXX					XXXX					XXXX														
NOZ					S					S					OB					XXXX					XXXX					XXXX					XXXX														
FDLN					SSSS					SSSS					NG					XXXX					XXXX					XXXX					XXXX														
HYD BLR / HTR					S					S					S																																		
APU																																																	
GG / FU PMP HTR					SSSSS					SSSSS					SSSSS																																		
TK / FU LN HTR					SSSSSSS					SSSSSSS					SSSSSSS																																		
PUMP / VLV					SS					SS					SS																																		

(XX)

The THERMAL display is a BFS display (OPS 0001) which provides the crew data on the hydraulic system, heater status, Freon/water loop parameters, tire pressure status, and brake pressure readings.

PARAMETER CHARACTERISTICS

CRT NAME	UNITS	DISPLAYED RANGE	STATUS INDICATORS				
			M	H	L	↑	↓
HYD SYS TEMP (24 Parameters)	[1] degF	-75 to +300	M	H	L		↓
BRAKE PRESS	psia	0 to 3000	M	H	L	↑	
HTR TEMP: PRPLT	[2]		M	H	L	↑	↓
OMS CRSFD	[2]		M	H	L	↑	↓
EVAP HI LOAD	[2]		M	H	L	↑	↓
TOP DUCT	[2]		M	H	L	↑	↓
NOZ	[2]		M	H	L	↑	↓
FDLN	[2]		M	H	L	↑	↓
HYD BLR/HTR	[2]		M	H	L	↑	↓
APU: GG/FU PMP HTR	[2]		M	H	L	↑	↓
TK/FU LN HTR	[2]		M	H	L	↑	↓
PUMP/VLV	[3]		M	H	L	↑	↓
FREON LOOP: ACCUM QTY	percent	0 to 100	M	H	L		↓
RAD OUT T	degF	25 to 130	M	H	L	↑	↓
H2O SUP P	psia	0 to 50	M	H	L	↑	↓
TIRE PRESS (12 Parameters)	counts	0 to 500	M	H	L	↑	↓

REMARKS

- [1] No CRT message or tone with '↓.'
- [2] A blank display field denotes normal operation. '↑' and '↓' indicate heater or thermostat failures in a series heater line. Level detection limits are shown on SM displays. 'M,' 'H,' and 'L' denote data transfer or sensor failures unrelated to heater control. CRT titles are aligned to panel switches needed to select different heater circuits.

SM OPS 0

THERMAL (Cont):

- HTR TEMP: PRPLT POD - panel A14; RCS/OMS HEATERS, LEFT/ RIGHT POD
- OMS CRSFD - panel A14; RCS/OMS HEATERS, CRSFD LINES
- EVAP HI LOAD - panel L1; HI LOAD DUCT HTR
- TOP DUCT - panel L1; TOPPING EVAPORATOR HEATER, DUCT
- NOZ - panel L1; TOPPING EVAPORATOR HEATER, L-NOZZLE-R
- FDLN - panel L2; FLASH EVAP FEEDLINE HEATER
- HYD BLR/HTR - panel R2; BOILER CNTR/HTR
- APU: GG/FU PMP HTR - panel A12; APU HEATER, GAS GEN/ FUEL PUMP
- TK/FU LN HTR - panel A12; APU HEATER, TANK/FUEL LINE

[3] A blank display field denotes normal operation. An '↑' indicates an overheated APU fuel pump and/or valve module. Level detection limits are shown on SM displays. 'M,' 'H,' and 'L' denote data transfer or sensor failures. The FU PMP and GGVM HTSK T status indicator is to remind the crew that the affected APU cannot be restarted until it cools down below the limit. Both the FU PMP and GGVM HTSK have class 0 FDAs (no crew annunciation other than '↑' arrow).

PARAM #	PNL #	THERMAL DISPLAY			
		HTR	TEMP	X/X	(X/X = L/A or R/B)
1-7	A14	PRPLT	POD	SSSSSSS	
8-13	A14	OMS	CRSFD	SSSSSS	
14-16	L1	EVAP	HI LOAD	SSS	
17-18	L1	TOP	DUCT	SS	
19	L1		NOZ	S	
20-23	L2	FDLN		SSSS	
				X	(X=1, 2, or 3)
24	R2	HYD	BLR/HTR	S	
		APU			
25-29	A12	GG/FU	PMP HTR	SSSSS	
30-36	A12	TK/FU	LN HTR	SSSSSSS	
37-38		PUMP / VLV		SS	

PARAMETER

- | | |
|--|--|
| <ol style="list-style-type: none"> 1. POD DRN PNL 1 L(R) 2. VERN PNL 1 L(R) 3. OX DRN PNL 1 L(R) 4. 2 L(R) 5. ENG SERV PNL L(R) 6. FDLN OX AFT L(R) 7. FU L(R) 8. OMS CRSFD BHD MID FU 9. OX 10. DRN OX L 11. R 12. BLD AFT FU 13. OX 14. EVAP HI LOAD INBD DUCT 15. OUTBD DUCT 16. NOZ 17. TOPPING FWD 18. AFT 19. NOZ L(R) 20. FDLN FWD A(B) | <ol style="list-style-type: none"> 21. EVAP FDLN MID 1 A(B) 22. MID 2 A(B) 23. AFT A(B) 24. W/B X BLR 25. APU X GG BED 26. INJ 27. PUMP OUT 28. GGVM SPLY LN 29. PUMP BYP LN 30. FEED LN 31. PUMP IN 32. TEST LN 33. SERVICE LN 34. PUMP DRN LN 1 35. 2 36. H2O LN INJ 37. FU PUMP BDY 38. GGVM HTSK |
|--|--|

	1	2	3	4	5	6	7	8	9	0	1	2	3	4	5	6	7	8	9	0	1	2	3	4	5	6	7	8	9	0	1	2	3	4	5	6	7	8	9	0
1	XXXX/XXX/078										SM SYS SUMM 1										XX X DDD/HH:MM:SS																			
2																					BFS DDD/HH:MM:SS																			
3	SMOKE 1/A 2/B										DC VOLTS 1/A 2/B 3/C																													
4	CABIN XX.XS										FC XX.XS XX.XS XX.XS																													
5	L/R FD XX.XS XX.XS										MAIN XX.XS XX.XS XX.XS																													
6	AV BAY 1 XX.XS XX.XS										CNTL AB XX.XS XX.XS XX.XS																													
7	2 XX.XS XX.XS										BC XX.XS XX.XS XX.XS																													
8	3 XX.XS XX.XS										CA XX.XS XX.XS XX.XS																													
9	CABIN										ESS XX.XS XX.XS XX.XS																													
10	PRESS XX.XS										AC																													
1	dp/dt ±.XXS										VOLT ΦA XXXS XXXS XXXS																													
2	BU/EQ ±.XXS ±.XXS										ΦB XXXS XXXS XXXS																													
3	PPO2 X.XXS X.XXS										ΦC XXXS XXXS XXXS																													
4	FAN ΔP X.XXS										AMPS ΦA XX.XS XX.XS XX.XS																													
5	HX OUT T XXXS										ΦB XX.XS XX.XS XX.XS																													
6	O2 FLOW X.XS X.XS										ΦC XX.XS XX.XS XX.XS																													
7	N2 FLOW X.XS X.XS										FUEL CELL PH XXS XXS XXS																													
8	IMU FAN ΔP X.XXS										AMPS XXXS XXXS XXXS																													
9	ΔV FC1 FC2 FC3										REAC VLV XXS XXS XXS																													
20	SS1 XXXS XXXS XXXS										STACK T ± XXXS ± XXXS ± XXXS																													
1	SS2 XXXS XXXS XXXS										EXIT T XXXS XXXS XXXS																													
2	SS3 XXXS XXXS XXXS										COOL P XXXS XXXS XXXS																													
3	TOTAL AMPS XXXXS										PUMP XXS XXS XXS																													
4	KW XXS																				(XX)																			

The SM SYS SUMM 1 display is an SM display (DISP 78) available in SM OPS 2 and 4 and in BFS OPS 0, which provides summary data on emergency, atmospheric (cabin), and electrical power distribution and generation parameters.

PARAMETER CHARACTERISTICS

CRT NAME	UNITS	DISPLAYED RANGE	STATUS INDICATORS				
			M	H	L	↑	↓
SMOKE: CABIN	[1] mgm/M ³	0 to 15	M	H	L	↑	↓
L/R FD	[1] mgm/M ³	0 to 15	M	H	L	↑	↓
AV BAY 1,2,3	[1] mgm/M ³	0 to 15	M	H	L	↑	↓
CABIN: PRESS							
dp/dt	[2] psia	0 to 20	M	H	L	↑	↓
BU	[2] psi/min	+0.45 to -0.55	M	H	L	↑	↓
EQ	[2] psia	-99 to +99	M	H	L	↑	↓
PPO2	[3] psi/min	-99 to +99	M	H	L	↑	↓
FAN ΔP	pct	0 to 5	M	H	L	↑	↓
HX OUT T	in H2O	0 to 8	M	H	L	↑	↓
O2 FLOW	degF	+45 to +145	M	H	L	↑	↓
N2 FLOW	lbm/hr	0 to 5	M	H	L	↑	↓
	lbm/hr	0 to 5	M	H	L	↑	↓
IMU FAN ΔP	in H2O	0.0 to +7.0	M	H	L	↑	↓
ΔV SS 1,2,3	mvdc	0 to 500	M	H	L	↑	↓
TOTAL: AMPS	amps	0 to 1500	M				
kw	kw	0 to 60	M				
DC VOLTS:FC	volts	0 to 40	M	H	L	↑	↓
MAIN	volts	0 to 40	M	H	L	↑	↓
CNTL AB, BC, CA	volts	0 to 40	M	H	L	↑	↓
ESS	volts	0 to 40	M	H	L	↑	↓
AC: VOLT ΦA, ΦB, ΦC	volts	0 to 140	M	H	L	↑	↓
AMPS ΦA, ΦB, ΦC	amps	0 to 20	M	H	L	↑	↓
FUEL CELL: AMPS	amps	0 to 500	M	H	L	↑	↓
REAC VLV	text	'CL' or 'OP'	M				
STACK T	degF	-75 to +300	M	H	L	↑	↓
EXIT T	degF	0 to 250	M	H	L	↑	↓
COOL P	psia	0 to 100	M	H	L	↑	↓
PUMP	text	'ΔP' or blank	M				

1 2 3 4 5 6 7 8 9 0 1 2 3 4 5 6 7 8 9 0 1 2 3 4 5 6 7 8 9 0 1 2 3 4 5 6 7 8 9 0 1																			
XXXX/XXX/079										SM SYS SUMM 2 XX X DDD/HH:MM:SS									
										BFS DDD/HH:MM:SS									
CRYO TK 1 2 3 4 5										MANF1 MANF2									
H2 PRESS XXXS XXXS XXXS XXXS XXXS										XXXXS XXXS XXXS									
O2 PRESS XXXXS XXXXS XXXXS XXXXS XXXXS										XXXXXS XXXXS XXXXS									
HTR T1 ±XXXXS ±XXXXS ±XXXXS ±XXXXS ±XXXXS																			
T2 ±XXXXS ±XXXXS ±XXXXS ±XXXXS ±XXXXS																			
APU 1 2 3										HYD 1 2 3									
TEMP EGT XXXXS XXXXS XXXXS										PRESS XXXXS XXXXS XXXXS									
B/U EGT XXXXS XXXXS XXXXS										ACUM P XXXXS XXXXS XXXXS									
OIL IN XXXS XXXS XXXS										RSVR T XXXS XXXS XXXS									
OUT XXXS XXXS XXXS																			
GG BED XXXS XXXS XXXS										QTY XXXS XXXS XXXS									
INJ XXXXS XXXXS XXXXS																			
SPEED % XXXS XXXS XXXS										W/B									
FUEL QTY XXXS XXXS XXXS										H2O QTY XXXS XXXS XXXS									
PMP LK P XXS XXS XXS										BYP VLV XXXS XXXS XXXS									
OIL OUT P XXXS XXXS XXXS																			
FU TK VLV																			
A T XXXS XXXS XXXS										THERM CNTL 1 2									
B T XXXS XXXS XXXS										H2O PUMP P XXXS XXXS									
AV BAY 1 2 3										FREON FLOW XXXXS XXXXS									
TEMP XXXS XXXS XXXS										EVAP OUT T XXXS XXXS									
FAN ΔP X.XXS X.XXS X.XXS																			

(XX)

The SM SYS SUMM 2 display is an SM display (DISP 79), available in BFS SM OPS 0, which provides the crew summary level data on cryogenics, auxiliary power units, hydraulics, water boilers, thermal control, and avionics cooling.

PARAMETER CHARACTERISTICS

CRT NAME	UNITS	DISPLAYED RANGE	STATUS INDICATORS					
			M	H	L	↑	↓	
CRYO TANK: H2 PRESS O2 PRESS HTR T1 T2	[1]	psia	145 to 305	M	H	L	↑	↓
	[1]	psia	515 to 1015	M	H	L	↑	↓
		degF	-425 to +475	M	H	L	↑	↓
		degF	-425 to +475	M	H	L	↑	↓
		psia	0 to 400	M	H	L		↓
MANF 1,2: H2 PRESS O2 PRESS		psia	0 to 1200	M	H	L		↓
		degF	0 to 1500	M	H	L	↑	
		degF	0 to 1500	M	H	L	↑	
		degF	0 to 500	M	H	L	↑	↓
		degF	0 to 400	M	H	L	↑	↓
		degF	0 to 500	M	H	L	↑	↓
		degF	0 to 1500	M	H	L	↑	↓
		percent	0 to 167	M	H	L	↑	↓
		percent	0 to 100	M	H	L		↓
		psia	0 to 50	M	H	L	↑	↓
AV BAY: TEMP FAN ΔP	[2]	psia	0 to 200	M	H	L	↑	↓
		degF	0 to 250	M	H	L	↑	↓
		degF	0 to 250	M	H	L	↑	↓
HYD: PRESS ACUM P RSVR T QTY		degF	45 to 145	M	H	L	↑	↓
		in H2O	0 to 5	M	H	L	↑	↓
W/B: H2O QTY BYP VLV		psia	0 to 4000	M	H	L		↓
		psia	0 to 4000	M	H	L	↑	↓
		degF	-75 to +300	M	H	L	↑	↓
		percent	0 to 100	M	H	L	↑	↓
THERM CNTL: H2O PUMP P FREON FLOW EVAP OUT T		percent	0 to 100	M	H	L		↓
		text	'BYP' or 'W/B' or 'blank'	M	H	L		↓
		psia	0 to 150	M	H	L	↑	↓
	lbm/hr	570 to 2600	M	H	L	↑	↓	
	degF	25 to 130	M	H	L	↑	↓	

SM SYS SUMM 2 (Cont):

REMARKS

- [1] These pressures also appear at 'P' (O2/H2) on the CRYO SYSTEM (DISP 68) display and are used by the tank heater controller. On OV-102, tanks 4 and 5 share a common pressure sensor. The common tank 4 and 5 heater control pressure is displayed as TK 4 P. TK 5 P will display OSL.
- [2] Measured at fuel pump drain line and is representative of leak rate.

```

1 2 3 4 5 6 7 8 9 0 1 2 3 4 5 6 7 8 9 0 1 2 3 4 5 6 7 8 9 0 1 2 3 4 5 6 7 8 9 0 1
1  XXXX/XXX/168      CRYO PALLET      XX X DDD/HH:MM:SS
2                                     BFS DDD/HH:MM:SS
3
4  PALLET TK        6      7      8      9
5  H2 PRESS        XXXS   XXXS   XXXS   XXXS
6  TK P            XXXS   XXXS   XXXS   XXXS
7  O2 PRESS        XXXXS  XXXXS  XXXXS  XXXXS
8  TK P            XXXXS  XXXXS  XXXXS  XXXXS
9  HTR T1          ±XXXX ±XXXX ±XXXX ±XXXX
10 T2              ±XXXX ±XXXX ±XXXX ±XXXX
11
12
13
14
15
16
17
18
19
20
1
2
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4
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6

```

(X X)

The CRYO PALLET display is an SM display (DISP 168), available in BFS SM OPS 0, which provides the crew summary level data on the EDO cryo pallet.

PARAMETER CHARACTERISTICS

CRT NAME	UNITS	DISPLAYED RANGE	STATUS INDICATORS				
			M	H	L	↑	↓
CRYO TANK: H2 PRESS	[1] psia	145 to 305	M	H	L	↑	↓
H2 TK P	[1] psia	0 to 400	M	H	L	↑	↓
O2 PRESS	[1] psia	515 to 1015	M	H	L	↑	↓
O2 TK P	[1] psia	0 to 1200	M	H	L	↑	↓
HTR T1	degF	-425 to +475	M	H	L	↑	↓
T2	degF	-425 to +475	M	H	L	↑	↓

REMARKS

- [1] 'P' is the tank pressure used by the tank heater controller. 'TK P' is measured at approximately the same point as 'P' but is not used by the heater control unit.

DPS Dictionary/JSC-48017
October 1994

Set 2 of 2; 2 tabs

PROGRAM
NOTES

PROGRAM NOTES

The notes in this section apply to the PASS only unless otherwise indicated. Information in parentheses following each note indicates the applicable Software Discrepancy Report (DR XXXXX), BFS Discrepancy (BXXXXX), or Software Change Request (CR XXXXX). If no reference is given, the note describes an 'as is' peculiarity of the Data Processing System.

PROGRAM
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DPS (GENERAL)

INITIAL PROGRAM LOADS (GPC & DEU)

1. Invalid DEU IPL Requests. A DEU IPL request using PASS is valid only in SM, PL9 or post-IPL OPS 0 and SM OPS 2/4. Requests made at any other time will result in unpredictable problems with that DEU. If a "CM BUF BSY CRTX" fault message is annunciated, wait until the SM common buffer is no longer in use before attempting another DEU IPL request. If an invalid IPL request is made, deassign the DEU and perform a DEU re-IPL to recover the DEU. (DR 33643)
2. SM OPS 2/4 DEU IPL Failure Due to SM Common Buffer Busy. The SM common buffer is utilized during a DEU IPL and also by other processes running concurrently; the buffer may be in use when a DEU IPL is requested in SM 2/4. If the buffer is in use, a 'CM BUF BSY CRTX' fault message will be annunciated by the SM GPC and the DEU IPL attempt will fail. The 'X' in the 'CRTX' portion of the fault message represents the number of the CRT/DEU being IPLed. Operations which contend for the SM common buffer are: TFL loads, SM checkpoint/restore, orbiter mass memory read/write SPEC operations, and crew text uplinks (TUMMS). Should a 'CM BUF BSY CRTX' message be annunciated, wait for the contending operation to complete before retrying the DEU IPL. (No DR)
3. DEU Loaded by BFS. A DEU that has been IPLed by the BFS does not have the critical format background displays loaded into the DEU to be usable to the PASS. The DEU must be re-IPLed by the PASS. (DR 37542)

GPC/CRT MANAGEMENT

1. Potential FTS at New GPC Start Up. During ICC initialization of a new GPC into a common set, the following DPS related actions could cause the resulting ICC data to be overlaid by the initialization ICC data. This could lead to an FTS at common set formation or later at redundant set formation.
 - a. Reassign GSE polling (ground initiated)
 - b. Downlist GPC switch
 - c. FC/PL string moding
 - d. DEU major function switch change
 - e. GPC/CRT key, BFC CRT select switch, BFS CRT display switch
 - f. OPS transitions
 - g. OPS mode recall
 - h. Redundant set to OPS 0
 - i. Moding another GPC from STBY to RUN or RUN to STBY

The above actions should not be performed during the time span approximately 10 seconds before moding a GPC to RUN until 10 seconds after placing the mode switch to RUN or until the output tb goes gray. (DRs 42433, 46617, 30138a)

2. DEU Control Loss with BFC CRT SEL Switch to OFF. For a BFC CRT SEL switch change which requires the PASS to resume control of a DEU, that DEU will not be picked up by the PASS if the previous PASS commander is unable to assume command. On another PASS DEU, reassign the dropped DEU to an active PASS GPC to regain DEU control. (DR 37512)
3. RS Split and BFS Standalone. A 2 on 2 PASS redundant set split normally causes BFS to track the lower pair. However, if prior to the split BFS experienced an I/O error due to a BFS MIA receiver problem on a forward bus associated with the lower pair, BFS will track the higher pair. Upon execution of BFS I/O reset, BFS will attempt to reinitialize tracking on the lowest pair. BFS will then downmode the string with the faulty forward bus (MIA) and go standalone for lack of two strings to track. During a PASS 2 on 2 set split, if BFS is tracking the higher pair do not attempt an I/O reset to the BFS until PASS restringing is complete. (DR 101898/B28531)
4. CRT Assignment Guidelines.
 - a. Prior to CRT reassignment, deassignment, Major Function change or power off, 'RESUME' CRT to release any SPEC so one of the two allowable SPECS (per Major Function) will not be allocated to that CRT.

- b. Use a PASS CS keyboard (not a BFS or F-T-S keyboard). Note that BFS will DK listen to GPC/CRT keyboard entries.
- c. To move a CRT from F-T-S GPC to a CS GPC, deassign the CRT with the F-T-S keyboard, then reassign on a PASS CS keyboard.
- d. Always ensure that the new GPC is available (running in CS) and that the new CRTs MF switch matches the new GPCs MF (PL if OPS 0 GPC) prior to 'GPC/CRT XX EXEC.'
- e. A request for more than three CRTs to be assigned to the Common Set will result in the fault message '> 3 DEU' in all OPS. Note: There is no restriction on the number of CRTs that can be assigned to the BFS.
- f. The BFS CRT switch can only be used to assign a CRT to the BFS (preengage) if the IPL source switch on panel 06 is in the 'OFF' position.
- g. If a new NBAT reassigns a CRT which is assigned to the BFS via the BFC CRT switch, the new assignment will not be made until the BFC CRT switch is turned off. At that time, the previous PASS commander will momentarily take that CRT until the new NBAT assignment is invoked. (If this switch is left 'ON,' the PASS cannot see the new NBAT assignment.) (No DR)

OPS AND MAJOR MODE TRANSITIONS

1. OPS Transition Restrictions. To ensure a successful OPS transition, numerous DPS related actions should be avoided throughout the duration of the OPS transition. Perform no switch or keyboard action at all during OPS transitions. (DR 15620)
2. OPS Transition with SPEC Request in Progress. If a currently active SPEC is requested on another DEU simultaneously with an OPS transition request, it is possible that the OPS transition will fail. Therefore, if an OPS transition is desired following a request to bring up a SPEC on a second DEU, wait several seconds for the underlying SPEC control segment to get cancelled before keying in the OPS XXX PRO. (DR 52779)
3. Annunciation of FTS During OPS Transition. Computer Annunciation Matrix (CAM) lights and software fail votes are cleared as part of any OPS transition involving memory reconfiguration in a redundant set. If an FTS occurs, both message and CAM light annunciation will be generated but the CAM lights (and the associated down arrow for GPC STATUS on GNC SYS SUMM 1 and GPC/BUS STATUS displays) will subsequently be cleared after the overlay (successful or unsuccessful). (DRs 55300, 100788)
4. OPS Transition After MMU Powerup. Failure to allow the MMU to complete its initialization may result in retention of the old OPS configuration and an 'OFF/BUSY MMU' message (if the other MMU is unavailable). Delay at least 34 seconds before trying an OPS transition after MMU powerup. (DR 33749)
5. CRT Assignments During OPS Transition. Prior to OPS XXX PRO, use the GPC/CRT key to add/delete any desired CRTs (the NBAT can only redistribute currently commanded CRTs). Ensure the new NBAT is not requesting more than three PASS CRTs. (No DR)

KEYBOARD/DISPLAY MANAGEMENT

1. PASS/BFS Item Entry Monitoring. PASS and BFS keyboard item handling cannot be guaranteed to be identical. BFS may accept item entries illegal in PASS or may reject item entries legal in PASS. (Note: BFS does not annunciate 'ILLEGAL ENTRY' when it rejects an item entered via DK listen.) The crew should monitor the BFS display to determine the BFS response to each DK listen item entry. (DR B03973)
2. System SPEC Availability. System SPECs are available under only one major function at a time. If a system SPEC is being viewed and the major function switch on that DEU is changed without first doing a RESUME, then the SPEC cannot be requested again under the new major function switch setting. Therefore, perform a RESUME before changing the major function switch on DEU. (DR 25396)
3. NBAT Updates and Stale Data. DEU assignment changes made via the MF switch, GPC/CRT entry, BFC/CRT DISPLAY switch, or BFC/CRT SEL switch do not update the NBAT (items 12-15 on SPEC 0). Be aware that the NBAT will reflect stale data. During an OPS

transition from G1 to G3, the active G1 NBAT shall be used by the software to determine the G3 bus assignment table, but only if the G3 NBAT has not been changed during OPS 1. If the G3 NBAT is not updated in OPS 1, the active G1 bus assignment at the time of a G1 to G3 transition is carried over to G3 as the active bus assignment, and the G3 NBAT is updated accordingly. If, however, the G3 NBAT is updated in OPS 1 (items 2 thru 19), the new G3 NBAT will be invoked at the time of a G1 to G3 transition. The G3 NBAT was called up but not changed in OPS 1. For the current G3 bus assignments, reselect ITEM 1+3 on SPEC 0. (CR 89592, DR 37506)

4. Consecutive I/O Resets. An I/O reset takes a minimum of 8 seconds to complete. If subsequent I/O resets are requested before the first one is complete, an illegal entry error message will be issued. Therefore, consecutive I/O resets should be at least 10 seconds apart. (DR 31435)
5. Moving Switches to GPC Position. Multiposition cockpit switches in the GPC position store hardware commands in FSW output buffers and issue these commands via MDMs. The independent 'hardware' manual switch positions mode hardware without the FSW having visibility into the mode change. Switching back to the GPC position after a manual moding reconfigures the hardware back to the last FSW commanded position because the FSW commands are not changed to reflect the 'hardware' command. Before returning any switch to the GPC position, evaluate the desirability of producing a moding change to that hardware device. If moding is undesirable, verify with the ground the software output command status to that device. (DR 46513)
6. Simultaneous System SPEC Inputs. Most item entry data on system SPECs (GPC MEMORY, TIME, and DPS UTILITY) are ICCed between common set computers. If simultaneous item entries are made on system SPECs in different major functions, interference in the ICC messages between GPCs may result. If this occurs, the item entries from one SPEC will be ICCed properly but those from the other SPEC will be filtered out and lost. Avoid simultaneous inputs from different common set GPCs of system SPEC item data. (DR 37427)
7. RESUME of SPEC on Failed DEU. If a SPEC is active on a DEU that fails, the capability to RESUME that SPEC by normal means is lost. The SPEC may be called on another DEU, however the failed DEU SPEC is charged to the active MF as one of the two SPECs that are allowed to be active at one time. The SPEC may be cancelled by doing an OPS transition or by the uplink of a DEU equivalent RESUME to the failed DEU if the CRT has not been deassigned since the failure. (DR 37503)
8. I/O RESET with Failed MTU. After entering an I/O RESET in the PASS with a failed MTU, a message may appear on a BFS CRT indicating that the BFS has downmoded a string(s). To reinstate that string(s) for the BFS, do a BFS I/O RESET after the PASS I/O RESET processing is complete (approximately 10 seconds). (DR 35211)

ASCENT/ABORT

ASCENT (GENERAL)

1. **Erroneous Command Path Failure Annunciation (PASS & BFS).** The GPC time base oscillator and the MEC time base oscillator are not synchronized. When the GPCs send a command to the controller, an acknowledgement which is present in the MEC engine vehicle data table (VDT) for only one 40 msec cycle is read by the GPCs. Because of the asynchronous operation it is possible that an occasional VDT frame will be omitted. If the missed frame is one which contained the command acknowledgement, a failure is annunciated on the display message line, and the SSME amber light is illuminated even though the engine received the command. The message line annunciation may not occur if a subsequent command is processed within 1.92 seconds. The amber light will be extinguished on the next good cycle of command accepted data. If a command path failure occurs, the crew will see a CRT message and an SSME status amber light. If the amber light extinguishes, then the crew could assume that the command path failure was erroneous due to this DR condition. If the failure is an engine throttling command, engine chamber pressure can be monitored for failure confirmation. (DRs 37594, 106180/B22567)
2. **RHC Status Not Displayed.** Although RHC LRU fault annunciation is possible in OPS 1, the RHC LRU status fields on the GNC SYS SUMM 1 display are blanked in OPS 1 preventing display of RHC failure, dilemma, or commfault status. (DR 104639)
3. **Incorrect SSME Limit Control Commands Issued.** When an engine failure occurs, the software inhibits the limit shutdown control capability on the remaining two engines automatically. If the SSME LIMIT SHUT DN switch is changed from the INHIBIT to the AUTO position after an engine has shutdown or had a DATA PATH FAIL, incorrect limit control commands will be issued and limits will be enabled. If the switch is taken to INHIBIT and if it is desired to have limits inhibited, do not return the switch to AUTO once it has been moved to the inhibited position. (DR 37678)
4. **Inappropriate Upmode to Auto After Fast Sep.** With the implementation of the Single-Engine Auto Contingency Abort capability, the flight control system will mode to AUTO after a FAST SEP. A downmode to manual can only occur after the ZERO_THRUST event and when the RHC is out-of-detent. When the RHC is returned to detent, the FCS will mode to AUTO. This discrepancy adversely affects the three-engine-out RTLS contingency abort yellow procedure.
5. **Unexpected Roll Maneuver in MM103.** If an engine failure occurs in MM102 on missions that are inertially targeted or have a high inclination with significant yaw steering, the PASS TAL Droop Logic may be activated in MM103. The Droop Logic modifies the PEG thrust attitude in pitch to keep the vehicle from drooping below the minimum safe altitude. This causes the PASS to command a roll of up to 12 degrees from heads down prior to aborting RTLS. Since the BFS does not have this capability, there will be a difference between the ADI attitude error needles and the attitude error on the BFS Ascent TRAJ display. If 'DROOP' is overbright on the TRAJ display, be aware of the possible attitude error difference. Once RTLS is declared, both PASS and BFS will command a heads-down attitude. Thus, the vehicle will roll back to wings level at a rate of 1 to 2 degrees/second. If BFS is engaged prior to declaring RTLS, the vehicle will also roll back to wings level. (DR 105356)

ASCENT/
ABORT

RTLS (also see ABORT OMS Dumps)

1. CSS Alpha Recovery/Nz Hold Transition in OPS 6. In MM602, the transition from alpha-recovery to Nz-hold subphase occurs when either $Nz > 1.8G$ (I-LOAD) or when $\alpha > 45^\circ$ for a guidance cycle and less than 45° in a subsequent cycle. If the second condition occurs prematurely for BFS or PASS in CSS, erroneous pitch errors will be displayed on the ADI. Guidance will command an $\alpha > 50^\circ$ to attempt to achieve the target Nz. When CSS during alpha recovery and guidance prematurely modes to the Nz-hold phase, the crew should ignore pitch errors and fly $\alpha = 50^\circ$ until $Nz = 1.8G$. Guidance can then be used to fly the Nz-hold phase. (DR 46515/B07339A)
2. RTLS Delayed Guidance Convergence. During second stage, the crew monitors the status of guidance convergence by the condition of the ADI error needles and the PASS and BFS time to MECO (TMECO). When guidance is unconverged for 5 consecutive cycles (10 seconds), the ADI error needles will stow. When guidance is converged for 5 consecutive cycles (10 seconds), the error needles will unstow. At RTLS initialization, the ADI error needles are initialized unstowed and will be visible to the crew. Problems with guidance usually result in an unreasonable or dynamic TMECO, while a good guidance solution will be stable and agree well in PASS and BFS.

During RTLS second stage, the RTLS PPA solution is indicated by the GUID parameter on the RTLS TRAJ display. The GUID parameter will indicate 'INIT' during RTLS guidance initialization, 'INHB' if a PPA solution is not converged and a countdown value when a good solution is computed. At PPA, the GUID parameter will indicate 'PPA'. Note that the PPA solution is a function of guidance convergence. When guidance is unconverged the PPA solution will indicate 'INHB'. However, it is common to have guidance converged without a PPA solution.

If an SSME fails early in first stage, delays in guidance convergence and a PPA solution may be seen when RTLS is selected in second stage. The ground and crew may notice any of the following scenarios:

- a. Guidance goes unconverged at RTLS selection. This may last approximately 30 seconds.
- b. Guidance goes unconverged after initial RTLS guidance convergence. This may last approximately 14 seconds.
- c. A delay in a PPA solution at RTLS selection. This may last approximately 45 seconds.
- d. Guidance convergence and a good PPA solution occur at different times in the PASS and BFS. Differences of approximately 30 seconds may be seen.

The crew should be aware of these possible delays in guidance convergence and cross-check PASS and BFS guidance with the RTLS Unconverged Guidance Table. If significant differences from this table occur, then the crew should check with the MCC or take over manually in a no-comm situation. It is important to remember that the RTLS fuel dissipation attitude is a function of velocity and altitude rate at engine out or SRB SEP. It should be good regardless of the status of the RTLS guidance parameters.

Even though PASS and BFS may get solutions at different times, the final solution should be the same. An exception to this is if the PASS or BFS have not been notified of the engine out. Delays in engine out recognition by the GPC can significantly impact RTLS guidance performance. (DR 105441, B27583/105429, 46520+)

ABORT OMS DUMPS (GENERAL)

1. OMS Propellant Dump Termination Via ARM/PRESS Switches. If the OMS ARM/PRESS switches are turned off during a contingency dump (MM102, 103, 601, 602), OMS RM will fail vote the OMS engines. Attempts to reactivate the dump will also fail. The (contingency) dump sequence should be terminated by item 8 on SPEC 51, not the ARM/PRESS switches. If RM has failed the OMS engines because of the switch taken to OFF, a pro to MM104, MM201, or MM301 will allow the OMS engines to be fired again. (DR 55306)
2. Possible 2nd OMS Pre-MECO Dump Lockout. In an abort situation which causes an automatic pre-MECO OMS dump (MM103), if an additional OMS dump is requested during the OMS engine purge process, the dump does not occur, and subsequent requests for contingency OMS dumping are not honored. The same contingency dump lockout can also occur in MM103 when requesting another crew initiated contingency dump during the purge pro-

cess of a previous contingency dump. Therefore, contingency dumping should only be requested prior to completion of the original OMS dump or after OMS purge completion. (DR 55217)

3. Abort OMS Dumps Inhibited Upon BFS Engagement. During any abort, if PASS fails prior to commanding the OMS engines ON, BFS goes standalone and is engaged after its sets its OMS ignition event, then the automatic OMS dump will be inhibited. If this scenario occurs, the crew should start the OMS dump manually via the BFS override display. (DR 108524/B22592)

MM104/MM105

1. OMS Target Guidance Convergence. In OPS 1 and 3, the only positive indication of guidance convergence after performing a target LOAD (ITEM 22 EXEC) is a nonzero target HA/HP. The time for guidance convergence is generally proportional to how far in the future TIG is. When a target LOAD is performed in the PASS, the guidance computation cannot be interrupted until convergence except by doing an OPS transition. (Note that this would not help in OPS 1 because, once moded out of OPS 1, return to OPS 1 is not possible.) This means that, if the targets are wrong, loading them could tie up the PASS for an indefinite period of time. Ensure that OMS targets are correct before loading to preclude being locked out of the PASS. (DR 37573)
2. OMS 1 Attitude Errors Induced by MPS Dump. The MPS dump started at OMS 1 ignition results in burn attitude errors because of the change in the total body thrust vector. Guidance commands the vehicle attitude based on sensed acceleration and operated correctly. Expect up to 6° of transient error at ignition and about one degree of pitch and yaw error after stabilization during and auto (DAP) OMS 1 burn. For a manual (CSS) OMS 1 burn, centering the needles throughout the burn will result in small burn residuals and minimal fuel wasting. (DR 101774)
3. Engine Response to the ARM/PRESS Switch (In All MMs). The OMS engine ARM/PRESS switch in the OFF position commands OMS cutoff. However, if this switch is moved from OFF to ARM or ARM/PRESS before OMS FDI detects a failure, the engine attempts to return to steady state thrust conditions, possibly causing engine damage. If the switch is inadvertently moved to the OFF position during an OMS burn, no attempt should be made to recycle the switch immediately back to ARM or ARM/PRESS. If it is recycled to ARM or ARM/PRESS, the switch should be taken to OFF immediately to minimize the chance of engine damage. (DR 37555)

ON-ORBIT (OPS 2)

1. **OPS 2: OPS 2: ADI Guidance Error Procedure.** In OPS 2, the ADI attitude error needs are not referred to the FSD guidance solution unless an AUTO MNRV is executed on the MMSGS MANEUVER display. Before executing a MMSGS OMSPICS burn, perform an AUTO MNRV (form 27) to reference the ADI error needles to the guidance control limit solution. (OR 46212)
2. **Universal Position Error Angles at Yaw ± 30°.** For yaw angles of 370°-0° or the UMI-VERBAL PORTING display, the current and target pitch angles are very nearly the same as the yaw angle. These are display parameters only. Reverse the sign of the last digit of the parameters on the UNIVERSAL PORTING display for yaw angles of 370°-0°. (OR 46212)
3. **Imagined QMSP Position.** Current software makes no check to ensure a QMSP mark has been taken as a condition for processing an ACCEPT item selector. Therefore, erroneous data could go into the error table. This might only be apparent to the crew after a second (valid) star is sighted and the AMSD DIS shows a significant error from the expected position. If an ACCEPT command is inadvertently entered without a mark, only the next processing by entering the second ACCEPT command, validated by entering a star table data (form 25), and then perform the normal eight step procedure. (OR 46212)
4. **Multiple Commands via a FSD.** Some entries for commands to a payload via a FSD should be entered one at a time. When multiple commands are entered simultaneously, all commands except the last one will be rejected. (No OP)
5. **ADI Error at 90°/0° Yaw.** Any time the ADI yaw angle command is within 1° of 90° or 270°, the PITCH and ROLL axes of the ADI are frozen because of the indeterminate nature of PITCH and ROLL at high yaw angles. For example, if an ADI is in the WRTL mode and yaw error zero, but the vehicle attitude is such that in the LVLH mode yaw would be 90°, the roll will freeze to the last PITCH and ROLL WRTL attitude if the ADI error switch is taken to LVLH. The yaw will however, read the correct attitude. Yawing the vehicle more than 1° away from 90° LVLH will reference the ADI in this situation as will returning to the WRTL mode. (No OP)

ON-ORBIT (OPS 2)

1. **Flight Filter.** If available for a flight filter filter will automatically create after the GND major function passes through OPS 2. Examples of this covering the OPS function, re-contrast jet expansion/contraction, and manual PRO to OPS 2 (OR 10704).
2. **VEHICLE STATUS.** If one or more of the following vehicle RCS jets fail with the ORBIT DAP in VEH mode, the jet outputs to all vehicle jet drivers are inhibited. However, the DAP continues to display required jet commands. The VEH FSI eyes on and the HOS command lights on FB continue to reflect DAP or FHO command activity. (No OP)

ON-ORBIT (OPS 2)

ON-ORBIT (OPS 2)

1. OPS 2 OMS Burn ADI Guidance Error Requirement. In OPS 2, the ADI attitude error needles are not referenced to the PEG guidance solution unless an AUTO MNVR is executed on the MM202 MANEUVER display. Before executing a MM202 OMS/RCS burn, perform an AUTO MNVR (item 27) to reference the ADI error needles to the guidance computed thrust solution. (DR 46512)
2. Universal Pointing Pitch Angles at Yaw = 270. For yaw angles of $270 \pm 0.3^\circ$ on the UNIVERSAL POINTING display, the current and required pitch angles are very nearly the negative of the correct angles. These are display parameters only. Reverse the sign of the indicated pitch parameters on the UNIVERSAL POINTING display for yaw angles of $270 \pm 0.3^\circ$. (DR 58926)
3. Improper COAS Operation. Current software makes no check to ensure a COAS mark has been taken as a condition for processing an ACCEPT item selection. Therefore, erroneous data could go into the star table. This might only be apparent to the crew after a second (valid) star is sighted and the ANG DIF shows a significant error from the expected angular separation. If an ACCEPT command is inadvertently entered without a mark, complete current processing by entering the second ACCEPT command, reinitialize by entering a star table clear (item 20), and then perform the normal sight mode procedure. (DR 35151)
4. Multiple Commands Via a PSP. Item entries for commands to a payload via a PSP should be entered one at a time. When multiple commands are entered simultaneously, all commands except the first one will be rejected. (No DR)
5. ADI Freeze at $90^\circ/270^\circ$ Yaw. Any time the ADI YAW angle command is within 1.7° of 90° or 270° , the PITCH and ROLL axes of the ADI are frozen because of the indeterminate nature of PITCH and ROLL at high YAW angles. For example, if an ADI is in the INRTL mode with YAW near zero, but the vehicle attitude is such that in the LVLH mode YAW would be 90° , the ball will freeze in the last PITCH and ROLL INRTL attitude if the ADI select switch is taken to LVLH. The YAW will, however, read the correct attitude. Yawing the vehicle more than 1.7° away from 90° LVLH will unfreeze the ADI in this situation as will returning to the INRTL mode. (No DR)
6. VRCS Failure. If one or more of the four down-firing vernier RCS jets fail with the ORBIT DAP in VERN mode, the jet fire outputs to all vernier jet drivers are inhibited. However, the DAP continues to compute required jet commands. The VERN PBI stays on and the RCS command lights on F6 continue to reflect DAP or RHC command activity. (No DR)
7. Notch Filters. If available for a flight, Notch Filters will automatically enable after the GNC major function passes through OPS 0. Examples of this occurring are OPS transitions, redundant set expansions/contractions, and manual PRO to OPS 0 (DR 107999).

DEORBIT/ENTRY

DEORBIT/
ENTRY

DEORBIT/ENTRY (OPS 3/6)

OPS 3/6 (GENERAL)

1. COAS Operation in OPS 3. In OPS 3, COAS switch processing does not occur for the aft station, so that marks from the aft station are not detected by the flight software. In OPS 3, perform COAS operations from the forward station. (DR 35151)

DEORBIT BURNS

1. Erroneous Attitude Displays for Yaw Near +/- 90°. If a burn solution results in a yaw attitude near +/-90 degrees, the burn attitudes (R,P,Y) on the PASS Maneuver display are blanked and remain blanked during cyclic guidance. Additionally, if the burn attitudes are displayed and yaw enters the +/-90 degree region, the crew will see stale burn attitudes during cyclic guidance. The burn solution and the ADI error needle readings are still good, and guidance will function as normal. In this scenario, the crew should use standard procedures to maneuver to attitude via the auto maneuver capability or by nulling the ADI error needles. Once the burn attitude is achieved, the ADI REF option can be used for attitude reference during the burn. (DR 37585)

NOTE: The pitch and roll axes of the ADI will freeze up if the ADI yaw angle is within 1.7° of 90°. This is due to the indeterminate nature of pitch and roll at high yaw angles. For example, if an ADI is in the INRTL mode with YAW near zero, but the vehicle attitude is such that in the LVLH mode YAW would be 90°, the ball will freeze in the last PITCH and ROLL INRTL attitude if the ADI select switch is taken to LVLH. The YAW will, however, read the correct attitude. Yawing the vehicle more than 1.7° away from 90° LVLH will unfreeze the ADI in this situation as will returning to the INRTL mode. (DR 106915)

2. Yaw Error Needle Sensitivity During Deorbit Burns. During OPS 3 deorbit burns with fuel wasting, the ADI yaw error needle will appear sensitive, especially when Time-To-Go (TTG) is small. Typically, the yaw error needle will diverge or jump suddenly near a TGO of 6 seconds. In this scenario, the crew should not attempt to follow the yaw error needle near cut-off. (DR 37559)
3. Pitch Error Needle Sensitivity During RCS Burns. During +X RCS maneuvers (OPS 1,2, or 3) the ADI pitch error needle becomes very sensitive as Time-To-Go (TGO) gets small. Error needle jumps of several degrees can occur as TGO approaches 6 seconds. In this scenario, the crew should not attempt to follow the pitch error needle near cutoff, since a divergent situation can be created. (DR 37562)

ENTRY

1. HAC Radius Position Uninitialized in MM304. The HAC is displayed with its center being located on the extended runway centerline on SPEC 50 during MM304. This is due to the HAC radius not being calculated until TAEM, after which the displayed HAC position is correct. (DR 50085)
2. BFS Horizontal Situation Display Predictors Incorrect. During BFS MM304, if a roll angle of 90° or more is performed below 200K feet, the horizontal situation display's 20, 40, and 60 second predictors will indicate a turn in the opposite direction. The crew should ignore the HSD predictors when the roll angle is greater than or equal to 90°. (DR B08297)

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