File Edit Structure Font Brush Pattern FgColor BgColor Align Option

Selected Entity:

File:

Objects:

ActualFlightPath
Aircraft
AircraftAttitudes
AircraftState
AircraftStructure
AutoBrakeCommand
AutoConfigCommand
AutoFlightMode
AutoFlightPathCommand
AutoLongitudinalTrimCommand
AutoRollRateCommand
AutoRoolTrimCommand
Autopilot

Operations:

ControlAerodynamicBraking
ControlBrakingOnGround
ControlHeadingOnGround
ControlLiftConfig
ControlMissionFlight
ControlPitch
ControlRoll
ControlThrust
ControlYaw
ConvertForceToDisplacement
ConvertForcesToDisplacement
DisplayConnfigAndFailStates
DisplayDirectionalTrimPosition

objects

operations

selected entity

components

instances

component of

instance of

type of enttity

links

```
operation ControlAerodynamicBraking is  (*** ASCT pp. 88, 105-107 ***)
  components:
    GenerateManualBrakeCommand, GeneratAutoBrakeCommand,
    DisplaySpeedBrakePos, MoveDragActuator, ProvideCrewBrakingInterface,
    GenerateDragActuatorCommand;
  inputs: TargetFlightPath, ExternalForcesOnActuator, ActualFlightPath,
    (* NOTE: Inconsistency in outputs from ControlAuerodynamicBraking
             between ASCT pp 87 versus 105 *)
  outputs: DragActuatorPosition, DisplayedInflightBrakePos,
    DragActuatorDisplacement;
  description: (*
    Controls drag and lift dumping to privide an aerodynamic braking
    capability. *);

  CAB1: (* ASCT pg. 90
    Manual and automatic control of aerodynamic brakding shall be
    available.  Manual control shall be able to override the automatic
    control function.  Aerodynamic speed brake control function shall be
    available for on-gound and in-flight operation. *);

  CAB1a:  (*
    Ground speedbrake control shall provide ground deceleration capability
    consistent with operatilnal field landing length requirements. *);

  CAB1b:  (*
    The inflight speed brake actuators shall be sized to give adequate
    inflight deflection at Vmo/Mmmo for eergency descent. *)

  CAB1c:  (*
```