



**Ian Moir, Allan Seabridge
and Malcolm Jukes**

Civil Avionics Systems

Second Edition



Aerospace Series

Editors **Peter Belobaba, Jonathan Cooper,
and Allan Seabridge**

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CIVIL AVIONICS SYSTEMS

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This book is dedicated to Sheena, Sue and Marianne who once again allowed us to indulge our passion for aircraft engineering.

We also wish to acknowledge the passing of a friend, colleague, fellow author, and Series Editor: a major contributor to the Aerospace Series. A vital member of the global aerospace engineering community who passed away on 22 November 2012.

An aerospace systems engineer '*par excellence*'

Roy Langton, 1939 to 2012

Contents

About the Authors	xix
Series Preface	xxi
Preface to Second Edition	xxii
Preface to First Edition	xxiii
Acknowledgements	xxv
List of Abbreviations	xxvi
1 Introduction	1
1.1 Advances since 2003	1
1.2 Comparison of Boeing and Airbus Solutions	2
1.3 Outline of Book Content	2
1.3.1 <i>Enabling Technologies and Techniques</i>	3
1.3.2 <i>Functional Avionics Systems</i>	4
1.3.3 <i>The Flight Deck</i>	4
1.4 The Appendices	4
2 Avionics Technology	7
2.1 Introduction	7
2.2 Avionics Technology Evolution	8
2.2.1 <i>Introduction</i>	8
2.2.2 <i>Technology Evolution</i>	8
2.3 Avionics Computing	11
2.3.1 <i>The Nature of an Avionics Computer</i>	11
2.3.2 <i>Resolution (Digitisation)</i>	13
2.3.3 <i>The Sampling Frequency (Refresh Rate)</i>	14
2.4 Digital Systems Input and Output	19
2.4.1 <i>Introduction</i>	19
2.4.2 <i>Analogue to Digital Process</i>	20
2.4.3 <i>Sampling Rate</i>	22
2.4.4 <i>Digital to Analogue Process</i>	23
2.4.5 <i>Analogue Signal Conditioning</i>	25
2.4.6 <i>Input Signal Protection and Filtering</i>	27
2.4.7 <i>Analogue Signal Types</i>	29

2.5	Binary Arithmetic	29
2.5.1	<i>Binary Notations</i>	29
2.5.2	<i>Binary Addition, Subtraction, Multiplication and Division</i>	32
2.5.3	<i>The Arithmetic Logic Unit</i>	32
2.6	The Central Processing Unit (CPU)	34
2.6.1	<i>CPU Instruction Format</i>	35
2.6.2	<i>Instruction Execution Sequence</i>	35
2.6.3	<i>Extended Operand Addressing Modes</i>	42
2.7	Software	43
2.7.1	<i>Software Introduction</i>	43
2.7.2	<i>Assemblers and Compilers</i>	43
2.7.3	<i>Software Engineering</i>	44
2.7.4	<i>Software Design Process Assurance</i>	45
2.7.5	<i>Languages</i>	47
2.7.6	<i>Object-Oriented Design</i>	49
2.7.7	<i>Auto-code Generation</i>	50
2.7.8	<i>Real-Time Operating System (RTOS)</i>	51
2.8	Microprocessors	53
2.8.1	<i>Moore's Law</i>	53
2.8.2	<i>Significant Microprocessors used in Aerospace Applications</i>	54
2.8.3	<i>CPU Cache</i>	57
2.8.4	<i>Microcontrollers</i>	58
2.8.5	<i>Rock's Law</i>	59
2.9	Memory Technologies	59
2.9.1	<i>Desired Avionics Memory Attributes</i>	60
2.9.2	<i>Available Memory Technology Attributes</i>	60
2.9.3	<i>Memory Device Summary</i>	64
2.9.4	<i>Memory Hierarchy</i>	64
2.10	Application-Specific Integrated Circuits (ASICs)	64
2.10.1	<i>Main Types of ASICs</i>	64
2.10.2	<i>Field Programmable Gate Array (FPGA)</i>	66
2.10.3	<i>Semi-custom Standard Cell Design ASIC</i>	68
2.10.4	<i>Design Tools</i>	68
2.10.5	<i>RTCA-DO-254/ED 80</i>	69
2.11	Integrated Circuits	70
2.11.1	<i>Logic Functions</i>	70
2.11.2	<i>The MOS Field Effect Transistor (MOSFET)</i>	70
2.11.3	<i>IC Fabrication</i>	70
2.12	Integrated Circuit Packaging	73
2.12.1	<i>Wafer Probe and Test</i>	74
2.12.2	<i>Wafer Separation and Die Attachment</i>	74
2.12.3	<i>Wire Bonding</i>	75
2.12.4	<i>Packaging</i>	75
	References	77

3	Data Bus Networks	79
3.1	Introduction	79
3.2	Digital Data Bus Basics	80
	3.2.1 <i>Data Bus Overview</i>	80
	3.2.2 <i>Bit Encoding</i>	82
	3.2.3 <i>Attributes</i>	83
	3.2.4 <i>Transmission Classes</i>	83
	3.2.5 <i>Topologies</i>	83
	3.2.6 <i>Transmission Rates</i>	84
3.3	Transmission Protocols	84
	3.3.1 <i>Transmission Protocols Overview</i>	84
	3.3.2 <i>Time-Slot Allocation Protocol</i>	86
	3.3.3 <i>Command/Response Protocol</i>	87
	3.3.4 <i>Token Passing Protocol</i>	88
	3.3.5 <i>Contention Protocol</i>	88
3.4	ARINC 429	88
	3.4.1 <i>ARINC 429 Overview</i>	88
	3.4.2 <i>ARINC 429 Architecture Realisation</i>	90
3.5	MIL-STD-1553B	91
	3.5.1 <i>MIL-STD-1553B Overview</i>	91
	3.5.2 <i>MIL-STD-1553B Word Formats</i>	92
	3.5.3 <i>Bus Controller to Remote Terminal (BC-RT) Protocol</i>	94
	3.5.4 <i>Remote Terminal to Bus Controller (RT-BC) Protocol</i>	94
	3.5.5 <i>Remote Terminal to Remote Terminal (RT-RT) Protocol</i>	95
	3.5.6 <i>Broadcast Protocol</i>	95
	3.5.7 <i>Error Management</i>	95
3.6	ARINC 629	97
	3.6.1 <i>ARINC 629 Overview</i>	97
	3.6.2 <i>ARINC 629 Protocol</i>	97
	3.6.3 <i>ARINC 629 Bus Coupler</i>	99
	3.6.4 <i>ARINC 629 Architecture Realisation</i>	99
3.7	ARINC 664 Part 7	100
	3.7.1 <i>ARINC 664 Overview</i>	100
	3.7.2 <i>Ethernet Frame Format</i>	101
	3.7.3 <i>Network Topology</i>	101
	3.7.4 <i>Contention Avoidance</i>	103
	3.7.5 <i>Virtual Links</i>	105
	3.7.6 <i>Protocol</i>	107
	3.7.7 <i>Summary</i>	109
	3.7.8 <i>Cables</i>	109
3.8	CANbus	110
	3.8.1 <i>CANbus Overview</i>	110
	3.8.2 <i>CANbus Message Formats</i>	110
	3.8.3 <i>CANbus Variants</i>	112
3.9	Time Triggered Protocol	113
3.10	Fibre-optic Data Communications	113

3.10.1	<i>Attributes of Fibre-optic Data Transmission</i>	113
3.10.2	<i>Physical Implementation</i>	114
3.11	Data Bus Summary	115
3.11.1	<i>Data Bus Overview</i>	115
3.11.2	<i>Contrasting Traffic Management Techniques</i>	117
	References	118
4	System Safety	119
4.1	Introduction	119
4.2	Flight Safety	120
4.2.1	<i>Introduction</i>	120
4.2.2	<i>Flight Safety Overview</i>	120
4.2.3	<i>Accident Causes</i>	124
4.3	System Safety Assessment	124
4.3.1	<i>Introduction</i>	124
4.3.2	<i>Key Agencies, Documents and Guidelines</i>	125
4.3.3	<i>Failure Classification</i>	126
4.3.4	<i>In-Service Experience</i>	127
4.3.5	<i>Safety Assessment Processes</i>	127
4.4	Reliability	128
4.4.1	<i>Introduction</i>	128
4.4.2	<i>Failure Mechanisms</i>	128
4.4.3	<i>The Relationship between Probability and Mean Time between Failures</i>	130
4.4.4	<i>Assessment of Failure Probability</i>	132
4.4.5	<i>Reliability Management</i>	133
4.5	Availability	134
4.5.1	<i>Introduction</i>	134
4.5.2	<i>Classic Probability Theory</i>	135
4.5.3	<i>Simplex Architecture</i>	135
4.5.4	<i>Triplex Architecture</i>	136
4.5.5	<i>Triplex Architecture plus Backup</i>	136
4.6	Integrity	138
4.6.1	<i>Built-in-Test</i>	139
4.6.2	<i>Cross-Monitoring</i>	140
4.7	Redundancy	141
4.7.1	<i>Simplex Architecture</i>	142
4.7.2	<i>Duplex Architecture</i>	142
4.7.3	<i>Dual Command: Monitor Architecture</i>	143
4.7.4	<i>Triplex Architecture</i>	145
4.7.5	<i>Quadruplex Architecture</i>	146
4.7.6	<i>Summary</i>	147
4.8	Analysis Methods	148
4.8.1	<i>Top-Down Methods</i>	148
4.8.2	<i>Bottom-Up Methods</i>	149
4.8.3	<i>Lighting System Example</i>	149

4.9	Other Considerations	151
4.9.1	<i>Exposure Time (Time at Risk)</i>	151
4.9.2	<i>Cascade and Common Mode Faults</i>	152
4.9.3	<i>Dissimilarity</i>	153
4.9.4	<i>Segregation and Partitioning</i>	155
4.9.5	<i>Dispatch Availability</i>	156
	References	157
5	Avionics Architectures	159
5.1	Introduction	159
5.2	Avionics Architecture Evolution	159
5.2.1	<i>Overview of Architecture Evolution</i>	159
5.2.2	<i>Distributed Analogue Architecture</i>	161
5.2.3	<i>Distributed Digital Architecture</i>	162
5.2.4	<i>Federated Digital Architecture</i>	164
5.2.5	<i>Integrated Modular Avionics</i>	166
5.2.6	<i>Open System Standards</i>	169
5.3	Avionic Systems Domains	169
5.3.1	<i>The Aircraft as a System of Systems</i>	169
5.3.2	<i>ATA Classification</i>	171
5.4	Avionics Architecture Examples	172
5.4.1	<i>The Manifestations of IMA</i>	172
5.4.2	<i>The Airbus A320 Avionics Architecture</i>	173
5.4.3	<i>The Boeing 777 Avionics Architecture</i>	174
5.4.4	<i>Honeywell EPIC Architecture</i>	179
5.4.5	<i>The Airbus A380 and A350</i>	180
5.4.6	<i>The Boeing 787</i>	184
5.5	IMA Design Principles	188
5.6	The Virtual System	189
5.6.1	<i>Introduction to Virtual Mapping</i>	189
5.6.2	<i>Implementation Example: Airbus A380</i>	191
5.6.3	<i>Implementation Example: Boeing 787</i>	193
5.7	Partitioning	194
5.8	IMA Fault Tolerance	195
5.8.1	<i>Fault Tolerance Principles</i>	195
5.8.2	<i>Data Integrity</i>	196
5.8.3	<i>Platform Health Management</i>	197
5.9	Network Definition	197
5.10	Certification	198
5.10.1	<i>IMA Certification Philosophy</i>	198
5.10.2	<i>Platform Acceptance</i>	199
5.10.3	<i>Hosted Function Acceptance</i>	200
5.10.4	<i>Cost of Change</i>	200
5.10.5	<i>Configuration Management</i>	201
5.11	IMA Standards	201
	References	203

6	Systems Development	205
6.1	Introduction	205
6.1.1	<i>Systems Design</i>	205
6.1.2	<i>Development Processes</i>	206
6.2	System Design Guidelines	206
6.2.1	<i>Key Agencies and Documentation</i>	206
6.2.2	<i>Design Guidelines and Certification Techniques</i>	207
6.2.3	<i>Guidelines for Development of Civil Aircraft and Systems – SAE ARP 4754A</i>	208
6.2.4	<i>Guidelines and Methods for Conducting the Safety Assessment – SAE ARP 4761</i>	208
6.2.5	<i>Software Considerations – RTCA DO-178B</i>	209
6.2.6	<i>Hardware Development – RTCA DO-254</i>	209
6.2.7	<i>Integrated Modular Avionics – RTCA DO-297</i>	209
6.2.8	<i>Equivalence of US and European Specifications</i>	210
6.3	Interrelationship of Design Processes	210
6.3.1	<i>Functional Hazard Assessment (FHA)</i>	210
6.3.2	<i>Preliminary System Safety Assessment (PSSA)</i>	212
6.3.3	<i>System Safety Assessment (SSA)</i>	213
6.3.4	<i>Common Cause Analysis (CCA)</i>	213
6.4	Requirements Capture and Analysis	213
6.4.1	<i>Top-Down Approach</i>	214
6.4.2	<i>Bottom-Up Approach</i>	214
6.4.3	<i>Requirements Capture Example</i>	215
6.5	Development Processes	217
6.5.1	<i>The Product Life-Cycle</i>	217
6.5.2	<i>Concept Phase</i>	218
6.5.3	<i>Definition Phase</i>	219
6.5.4	<i>Design Phase</i>	220
6.5.5	<i>Build Phase</i>	221
6.5.6	<i>Test Phase</i>	222
6.5.7	<i>Operate Phase</i>	223
6.5.8	<i>Disposal or Refurbish Phase</i>	223
6.6	Development Programme	224
6.6.1	<i>Typical Development Programme</i>	224
6.6.2	<i>'V' Diagram</i>	226
6.7	Extended Operations Requirements	226
6.7.1	<i>ETOPS Requirements</i>	226
6.7.2	<i>Equipment Requirements</i>	228
6.8	ARINC Specifications and Design Rigour	229
6.8.1	<i>ARINC 400 Series</i>	229
6.8.2	<i>ARINC 500 Series</i>	229
6.8.3	<i>ARINC 600 Series</i>	229
6.8.4	<i>ARINC 700 Series</i>	230
6.8.5	<i>ARINC 800 Series</i>	230
6.8.6	<i>ARINC 900 Series</i>	230

6.9	Interface Control	231
6.9.1	<i>Introduction</i>	231
6.9.2	<i>Interface Control Document</i>	231
6.9.3	<i>Aircraft-Level Data-Bus Data</i>	231
6.9.4	<i>System Internal Data-Bus Data</i>	233
6.9.5	<i>Internal System Input/Output Data</i>	233
6.9.6	<i>Fuel Component Interfaces</i>	233
	References	233
7	Electrical Systems	235
7.1	Electrical Systems Overview	235
7.1.1	<i>Introduction</i>	235
7.1.2	<i>Wider Development Trends</i>	236
7.1.3	<i>Typical Civil Electrical System</i>	238
7.2	Electrical Power Generation	239
7.2.1	<i>Generator Control Function</i>	239
7.2.2	<i>DC System Generation Control</i>	240
7.2.3	<i>AC Power Generation Control</i>	242
7.3	Power Distribution and Protection	248
7.3.1	<i>Electrical Power System Layers</i>	248
7.3.2	<i>Electrical System Configuration</i>	248
7.3.3	<i>Electrical Load Protection</i>	250
7.3.4	<i>Power Conversion</i>	253
7.4	Emergency Power	254
7.4.1	<i>Ram Air Turbine</i>	255
7.4.2	<i>Permanent Magnet Generators</i>	256
7.4.3	<i>Backup Systems</i>	257
7.4.4	<i>Batteries</i>	258
7.5	Power System Architectures	259
7.5.1	<i>Airbus A320 Electrical System</i>	259
7.5.2	<i>Boeing 777 Electrical System</i>	261
7.5.3	<i>Airbus A380 Electrical System</i>	264
7.5.4	<i>Boeing 787 Electrical System</i>	265
7.6	Aircraft Wiring	268
7.6.1	<i>Aircraft Breaks</i>	269
7.6.2	<i>Wiring Bundle Definition</i>	270
7.6.3	<i>Wiring Routing</i>	271
7.6.4	<i>Wiring Sizing</i>	272
7.6.5	<i>Aircraft Electrical Signal Types</i>	272
7.6.6	<i>Electrical Segregation</i>	274
7.6.7	<i>The Nature of Aircraft Wiring and Connectors</i>	274
7.6.8	<i>Used of Twisted Pairs and Quads</i>	275
7.7	Electrical Installation	276
7.7.1	<i>Temperature and Power Dissipation</i>	278
7.7.2	<i>Electromagnetic Interference</i>	278
7.7.3	<i>Lightning Strikes</i>	280

7.8	Bonding and Earthing	280
7.9	Signal Conditioning	282
	7.9.1 <i>Signal Types</i>	282
	7.9.2 <i>Signal Conditioning</i>	283
7.10	Central Maintenance Systems	284
	7.10.1 <i>Airbus A330/340 Central Maintenance System</i>	285
	7.10.2 <i>Boeing 777 Central Maintenance Computing System</i>	288
	References	290
	Further Reading	290
8	Sensors	291
8.1	Introduction	291
8.2	Air Data Sensors	292
	8.2.1 <i>Air Data Parameters</i>	292
	8.2.2 <i>Pressure Sensing</i>	292
	8.2.3 <i>Temperature Sensing</i>	292
	8.2.4 <i>Use of Pressure Data</i>	294
	8.2.5 <i>Pressure Datum Settings</i>	295
	8.2.6 <i>Air Data Computers (ADCs)</i>	297
	8.2.7 <i>Airstream Direction Detectors</i>	299
	8.2.8 <i>Total Aircraft Pitot-Static System</i>	300
8.3	Magnetic Sensors	301
	8.3.1 <i>Introduction</i>	301
	8.3.2 <i>Magnetic Field Components</i>	302
	8.3.3 <i>Magnetic Variation</i>	303
	8.3.4 <i>Magnetic Heading Reference System</i>	305
8.4	Inertial Sensors	306
	8.4.1 <i>Introduction</i>	306
	8.4.2 <i>Position Gyroscopes</i>	306
	8.4.3 <i>Rate Gyroscopes</i>	306
	8.4.4 <i>Accelerometers</i>	308
	8.4.5 <i>Inertial Reference Set</i>	309
	8.4.6 <i>Platform Alignment</i>	312
	8.4.7 <i>Gimballed Platform</i>	315
	8.4.8 <i>Strap-Down System</i>	317
8.5	Combined Air Data and Inertial	317
	8.5.1 <i>Introduction</i>	317
	8.5.2 <i>Evolution of Combined Systems</i>	317
	8.5.3 <i>Boeing 777 Example</i>	319
	8.5.4 <i>ADIRS Data-Set</i>	320
	8.5.5 <i>Further System Integration</i>	320
8.6	Radar Sensors	323
	8.6.1 <i>Radar Altimeter</i>	323
	8.6.2 <i>Weather Radar</i>	324
	References	327

9	Communications and Navigation Aids	329
9.1	Introduction	329
	9.1.1 <i>Introduction and RF Spectrum</i>	329
	9.1.2 <i>Equipment</i>	331
	9.1.3 <i>Antennae</i>	332
9.2	Communications	332
	9.2.1 <i>Simple Modulation Techniques</i>	332
	9.2.2 <i>HF Communications</i>	335
	9.2.3 <i>VHF Communications</i>	337
	9.2.4 <i>SATCOM</i>	339
	9.2.5 <i>Air Traffic Control (ATC) Transponder</i>	342
	9.2.6 <i>Traffic Collision Avoidance System (TCAS)</i>	345
9.3	Ground-Based Navigation Aids	347
	9.3.1 <i>Introduction</i>	347
	9.3.2 <i>Non-Directional Beacon</i>	348
	9.3.3 <i>VHF Omni-Range</i>	348
	9.3.4 <i>Distance Measuring Equipment</i>	348
	9.3.5 <i>TACAN</i>	350
	9.3.6 <i>VORTAC</i>	350
9.4	Instrument Landing Systems	350
	9.4.1 <i>Overview</i>	350
	9.4.2 <i>Instrument Landing System</i>	351
	9.4.3 <i>Microwave Landing System</i>	354
	9.4.4 <i>GNSS Based Systems</i>	354
9.5	Space-Based Navigation Systems	354
	9.5.1 <i>Introduction</i>	354
	9.5.2 <i>Global Positioning System</i>	355
	9.5.3 <i>GLONASS</i>	358
	9.5.4 <i>Galileo</i>	359
	9.5.5 <i>COMPASS</i>	359
	9.5.6 <i>Differential GPS</i>	360
	9.5.7 <i>Wide Area Augmentation System (WAAS/SBAS)</i>	360
	9.5.8 <i>Local Area Augmentation System (LAAS/LBAS)</i>	360
9.6	Communications Control Systems	362
	References	363
10	Flight Control Systems	365
10.1	Principles of Flight Control	365
	10.1.1 <i>Frame of Reference</i>	365
	10.1.2 <i>Typical Flight Control Surfaces</i>	366
10.2	Flight Control Elements	368
	10.2.1 <i>Interrelationship of Flight Control Functions</i>	368
	10.2.2 <i>Flight Crew Interface</i>	370
10.3	Flight Control Actuation	371
	10.3.1 <i>Conventional Linear Actuation</i>	372
	10.3.2 <i>Linear Actuation with Manual and Autopilot Inputs</i>	372

10.3.3	<i>Screwjack Actuation</i>	373
10.3.4	<i>Integrated Actuation Package</i>	374
10.3.5	<i>FBW and Direct Electrical Link</i>	376
10.3.6	<i>Electrohydrostatic Actuation (EHA)</i>	377
10.3.7	<i>Electromechanical Actuation (EMA)</i>	378
10.3.8	<i>Actuator Applications</i>	379
10.4	Principles of Fly-By-Wire	379
10.4.1	<i>Fly-By-Wire Overview</i>	379
10.4.2	<i>Typical Operating Modes</i>	380
10.4.3	<i>Boeing and Airbus Philosophies</i>	382
10.5	Boeing 777 Flight Control System	383
10.5.1	<i>Top Level Primary Flight Control System</i>	383
10.5.2	<i>Actuator Control Unit Interface</i>	384
10.5.3	<i>Pitch and Yaw Channel Overview</i>	386
10.5.4	<i>Channel Control Logic</i>	387
10.5.5	<i>Overall System Integration</i>	389
10.6	Airbus Flight Control Systems	389
10.6.1	<i>Airbus FBW Evolution</i>	389
10.6.2	<i>A320 FBW System</i>	391
10.6.3	<i>A330/340 FBW System</i>	393
10.6.4	<i>A380 FBW System</i>	394
10.7	Autopilot Flight Director System	396
10.7.1	<i>Autopilot Principles</i>	396
10.7.2	<i>Interrelationship with the Flight Deck</i>	398
10.7.3	<i>Automatic Landing</i>	400
10.8	Flight Data Recorders	401
10.8.1	<i>Principles of Flight Data Recording</i>	401
10.8.2	<i>Data Recording Environments</i>	403
10.8.3	<i>Future Requirements</i>	403
	References	404
11	Navigation Systems	405
11.1	Principles of Navigation	405
11.1.1	<i>Basic Navigation</i>	405
11.1.2	<i>Navigation using Ground-Based Navigation Aids</i>	407
11.1.3	<i>Navigation using Air Data and Inertial Navigation</i>	408
11.1.4	<i>Navigation using Global Navigation Satellite Systems</i>	410
11.1.5	<i>Flight Technical Error – Lateral Navigation</i>	411
11.1.6	<i>Flight Technical Error – Vertical Navigation</i>	412
11.2	Flight Management System	413
11.2.1	<i>Principles of Flight Management Systems (FMS)</i>	413
11.2.2	<i>FMS Crew Interface – Navigation Display</i>	414
11.2.3	<i>FMS Crew Interface – Control and Display Unit</i>	417
11.2.4	<i>FMS Functions</i>	420
11.2.5	<i>FMS Procedures</i>	421
11.2.6	<i>Standard Instrument Departure</i>	423

11.2.7	<i>En-Route Procedures</i>	423
11.2.8	<i>Standard Terminal Arrival Routes</i>	424
11.2.9	<i>ILS Procedures</i>	427
11.2.10	<i>Typical FMS Architecture</i>	427
11.3	Electronic Flight Bag	427
11.3.1	<i>EFB Functions</i>	427
11.3.2	<i>EFB Implementation</i>	429
11.4	Air Traffic Management	430
11.4.1	<i>Aims of Air Traffic Management</i>	430
11.4.2	<i>Communications, Navigation, Surveillance</i>	430
11.4.3	<i>NextGen</i>	431
11.4.4	<i>Single European Sky ATM Research (SESAR)</i>	432
11.5	Performance-Based Navigation	433
11.5.1	<i>Performance-Based Navigation Definition</i>	433
11.5.2	<i>Area Navigation (RNAV)</i>	434
11.5.3	<i>Required Navigation Performance (RNP)</i>	438
11.5.4	<i>Precision Approaches</i>	440
11.6	Automatic Dependent Surveillance – Broadcast	442
11.7	Boeing and Airbus Implementations	442
11.7.1	<i>Boeing Implementation</i>	442
11.7.2	<i>Airbus Implementation</i>	444
11.8	Terrain Avoidance Warning System (TAWS)	444
	References	447
	Historical References (in Chronological Order)	447
12	Flight Deck Displays	449
12.1	Introduction	449
12.2	First Generation Flight Deck: the Electromagnetic Era	450
12.2.1	<i>Embryonic Primary Flight Instruments</i>	450
12.2.2	<i>The Early Pioneers</i>	451
12.2.3	<i>The ‘Classic’ Electromechanical Flight Deck</i>	453
12.3	Second Generation Flight Deck: the Electro-Optic Era	455
12.3.1	<i>The Advanced Civil Flight Deck</i>	455
12.3.2	<i>The Boeing 757 and 767</i>	456
12.3.3	<i>The Airbus A320, A330 and A340</i>	457
12.3.4	<i>The Boeing 747-400 and 777</i>	458
12.3.5	<i>The Airbus A380</i>	460
12.3.6	<i>The Boeing 787</i>	461
12.3.7	<i>The Airbus A350</i>	462
12.4	Third Generation: the Next Generation Flight Deck	463
12.4.1	<i>Loss of Situational Awareness in Adverse Operational Conditions</i>	463
12.4.2	<i>Research Areas</i>	463
12.4.3	<i>Concepts</i>	464
12.5	Electronic Centralised Aircraft Monitor (ECAM) System	465
12.5.1	<i>ECAM Scheduling</i>	465
12.5.2	<i>ECAM Moding</i>	465

12.5.3	<i>ECAM Pages</i>	466
12.5.4	<i>Qantas Flight QF32</i>	466
12.5.5	<i>The Boeing Engine Indicating and Crew Alerting System (EICAS)</i>	468
12.6	Standby Instruments	468
12.7	Head-Up Display Visual Guidance System (HVGS)	469
12.7.1	<i>Introduction to Visual Guidance Systems</i>	469
12.7.2	<i>HVGS on Civil Transport Aircraft</i>	470
12.7.3	<i>HVGS Installation</i>	470
12.7.4	<i>HVGS Symbology</i>	471
12.8	Enhanced and Synthetic Vision Systems	473
12.8.1	<i>Overview</i>	473
12.8.2	<i>EVS, EFVS and SVS Architecture Diagrams</i>	474
12.8.3	<i>Minimum Aviation System Performance Standard (MASPS)</i>	474
12.8.4	<i>Enhanced Vision Systems (EVS)</i>	474
12.8.5	<i>Enhanced Flight Vision Systems (EFVS)</i>	478
12.8.6	<i>Synthetic Vision Systems (SVS)</i>	481
12.8.7	<i>Combined Vision Systems</i>	484
12.9	Display System Architectures	486
12.9.1	<i>Airworthiness Regulations</i>	486
12.9.2	<i>Display Availability and Integrity</i>	486
12.9.3	<i>Display System Functional Elements</i>	487
12.9.4	<i>Dumb Display Architecture</i>	488
12.9.5	<i>Semi-Smart Display Architecture</i>	490
12.9.6	<i>Fully Smart (Integrated) Display Architecture</i>	490
12.10	Display Usability	491
12.10.1	<i>Regulatory Requirements</i>	491
12.10.2	<i>Display Format and Symbology Guidelines</i>	492
12.10.3	<i>Flight Deck Geometry</i>	492
12.10.4	<i>Legibility: Resolution, Symbol Line Width and Sizing</i>	494
12.10.5	<i>Colour</i>	494
12.10.6	<i>Ambient Lighting Conditions</i>	496
12.11	Display Technologies	498
12.11.1	<i>Active Matrix Liquid Crystal Displays (AMLCD)</i>	499
12.11.2	<i>Plasma Panels</i>	501
12.11.3	<i>Organic Light-Emitting Diodes (O-LED)</i>	501
12.11.4	<i>Electronic Paper (e-paper)</i>	502
12.11.5	<i>Micro-Projection Display Technologies</i>	503
12.11.6	<i>Head-Up Display Technologies</i>	504
12.11.7	<i>Inceptors</i>	505
12.12	Flight Control Inceptors	506
12.12.1	<i>Handling Qualities</i>	507
12.12.2	<i>Response Types</i>	507
12.12.3	<i>Envelope Protection</i>	508
12.12.4	<i>Inceptors</i>	508
	References	509

13	Military Aircraft Adaptations	511
13.1	Introduction	511
13.2	Avionic and Mission System Interface	512
	13.2.1 <i>Navigation and Flight Management</i>	515
	13.2.2 <i>Navigation Aids</i>	516
	13.2.3 <i>Flight Deck Displays</i>	517
	13.2.4 <i>Communications</i>	518
	13.2.5 <i>Aircraft Systems</i>	518
13.3	Applications	519
	13.3.1 <i>Green Aircraft Conversion</i>	519
	13.3.2 <i>Personnel, Material and Vehicle Transport</i>	521
	13.3.3 <i>Air-to-Air Refuelling</i>	521
	13.3.4 <i>Maritime Patrol</i>	522
	13.3.5 <i>Airborne Early Warning</i>	528
	13.3.6 <i>Ground Surveillance</i>	528
	13.3.7 <i>Electronic Warfare</i>	530
	13.3.8 <i>Flying Classroom</i>	530
	13.3.9 <i>Range Target/Safety</i>	530
	Reference	531
	Further Reading	531
Appendices		533
	Introduction to Appendices	533
Appendix A: Safety Analysis – Flight Control System		534
A.1	Flight Control System Architecture	534
A.2	Dependency Diagram	535
A.3	Fault Tree Analysis	537
Appendix B: Safety Analysis – Electronic Flight Instrument System		539
B.1	Electronic Flight Instrument System Architecture	539
B.2	Fault Tree Analysis	540
Appendix C: Safety Analysis – Electrical System		543
C.1	Electrical System Architecture	543
C.2	Fault Tree Analysis	543
Appendix D: Safety Analysis – Engine Control System		546
D.1	Factors Resulting in an In-Flight Shut Down	546
D.2	Engine Control System Architecture	546
D.3	Markov Analysis	548
	<i>Simplified Example (all failure rates per flight hour)</i>	549
Index		551

About the Authors

Ian Moir, after 20 years in the Royal Air Force as an engineering officer, went on to Smiths Industries in the UK where he was involved in a number of advanced projects. Since retiring from Smiths (now GE aviation), he is now in demand as a highly respected consultant. Ian has a broad and detailed experience working in aircraft avionics systems in both military and civil aircraft. From the RAF Tornado and Army Apache helicopter to the Boeing 777 electrical load management system (ELMS), Ian's work has kept him at the forefront of new system developments and integrated systems in the areas of more-electric technology and system implementations. With over 50 years of experience, Ian has a special interest in fostering training and education and further professional development in aerospace engineering.

Allan Seabridge was until 2006 the Chief Flight Systems Engineer at BAE Systems at Warton in Lancashire in the UK. In over 45 years in the aerospace industry, his work has included the opportunity to work on a wide range of BAE Systems projects including Canberra, Jaguar, Tornado, EAP, Typhoon, Nimrod, and an opportunity to act as reviewer for Hawk, Typhoon and Joint Strike Fighter, as well being involved in project management, research and development, and business development. In addition, Allan has been involved in the development of a range of flight and avionics systems on a wide range of fast jets, training aircraft, and ground and maritime surveillance projects. From experience in BAE Systems with Systems Engineering education, he is keen to encourage a further understanding of integrated engineering systems. An interest in engineering education continues since retirement with the design and delivery of systems and engineering courses at a number of UK universities at undergraduate and postgraduate level. Allan has been involved at Cranfield University for many years and has recently started a three-year period as External Examiner for the MSc course in Aerospace Vehicle Design.

Malcolm Jukes has over 35 years of experience in the aerospace industry, mostly working for Smiths Aerospace at Cheltenham, UK. Among his many responsibilities as Chief Engineer for Defence Systems Cheltenham, Malcolm managed the design and experimental flight trials of the first UK electronic flight instrument system (EFIS) and the development and application of head-up displays, multifunction head-down displays, and mission computing on the F/A-18, AV8B, Eurofighter Typhoon, Hawk and EH101 aircraft. In this role, and subsequently as Technology Director, he was responsible for product technical strategy and the acquisition of new technology for Smiths UK aerospace products in the areas of displays and controls, electrical power management systems, fuel gauging and management systems, and health

and usage monitoring systems. One of his most significant activities was the application of AMLCD technology to civil and military aerospace applications. Malcolm was also a member of the UK Industrial Avionics Working Group (IAWG), and is now an aerospace consultant and university lecturer operating in the areas of displays, display systems, and mission computing.

Between them the authors have been actively involved in undergraduate, postgraduate and supervisory duties in aerospace at the Universities of Bristol, Bath, City, Cranfield, Lancaster, Loughborough, Imperial, Manchester, and the University of the West of England. The authors are course leaders for the postgraduate Avionics Systems and Aircraft Systems modules for the Continuous Professional Development in Aerospace (CPDA) course delivered by a consortium of the Universities of Bristol, Bath and the West of England to UK aerospace companies including BAE Systems, Airbus UK and Augusta Westland.

Series Preface

The field of aerospace is wide ranging and covers a variety of products, disciplines and domains, not merely in engineering but in many related supporting activities. These combine to enable the aerospace industry to produce exciting and technologically challenging products. A wealth of knowledge is retained by practitioners and professionals in the aerospace fields that is of benefit to other practitioners in the industry, and to those entering the industry from University.

The Aerospace Series aims to be a practical and topical series of books aimed at engineering professionals, operators, users and allied professions such as commercial and legal executives in the aerospace industry. The range of topics is intended to be wide ranging, covering design and development, manufacture, operation and support of aircraft as well as topics such as infrastructure operations, and developments in research and technology. The intention is to provide a source of relevant information that will be of interest and benefit to all those people working in aerospace.

Avionic systems are an essential and key component of modern aircraft that control all vital functions, including navigation, traffic collision avoidance, flight control, data display and communications. It would not be possible to fly today's advanced aircraft designs without such sophisticated systems.

This 2nd edition of *Civil Avionics Systems* provides many additions to the original edition, taking into account many of the innovations that have appeared over the past decade in this rapidly advancing field. The book follows the same successful format of the first edition, and is recommended for those wishing to obtain either a top-level overview of avionic systems or a more in-depth description of the wide range of systems used in today's aircraft.

Peter Belobaba, Jonathan Cooper and Allan Seabridge

Preface to Second Edition

It has been over ten years since the first edition of *Civil Avionics Systems* was published. The book has been in print since that time and it is used as a course text book for a number of university undergraduate and postgraduate courses. It continues to be popular with students and practitioners, if the sales are anything to go by, and the authors continue to use it as the basis of lectures whilst continuously updating and improving the content.

However, much has happened in the world of commercial aviation and in the technological world of avionics since the first publication, prompting a serious update to the book. Despite worldwide economic recession, people still feel a need to fly for business and leisure purposes. Airlines have introduced new and larger aircraft and also introduced more classes to improve on the basic economy class, with more people choosing premium economy and even business class for their holiday flights. This has seen the introduction of the world's largest airliner, the Airbus A380, and an airliner seriously tackling some of the environmental issues in the form of the Boeing B787.

In the field of avionics there have been many advances in the application of commercial data bus networks and modular avionic systems to reduce the risk of obsolescence. Global navigation systems including interoperability of European, US, Russian and Chinese systems and associated standards will seek to improve the ability of aircraft to navigate throughout the world, maybe leading to more 'relaxed' rules on navigation and landing approaches. The crew have been served well with ergonomically improved flight decks providing improved situational awareness through larger, clearer, head-down displays and the addition of head-up displays, with enhanced flight vision and synthetic vision systems.

Propulsion systems have improved in the provision of thrust, reduced noise, improved availability and economic operation. Modern airliners are beginning to move towards more-electric operation.

All these topics and more are covered in this new edition, at considerable effort to keep the book to a reasonable number of pages.

Preface to First Edition

This book on '*Civil Avionic Systems*' is a companion to our book on '*Aircraft Systems*'. Together the books describe the complete set of systems that form an essential part of the modern military and commercial aircraft. There is much read across – many basic aircraft systems such as fuel, air, flight control and hydraulics are common to both types, and modern military aircraft are incorporating commercially available avionic systems such as liquid crystal cockpit displays and flight management systems.

Avionics is an acronym which broadly applies to AVIation (and space) electrONICS. Civil avionic systems are a key component of the modern airliner and business jet. They provide the essential aspects of navigation, human machine interface and external communications for operation in the busy commercial airways. The civil avionic industry, like the commercial aircraft industry it serves, is driven by regulatory, business, commercial and technology pressures and it is a dynamic environment in which risk must be carefully managed and balanced against performance improvement. The result of many years of improvement by systems engineers is better performance, improved safety and improved passenger facilities.

'Civil Avionic Systems' provides an explanation of avionic systems used in modern aircraft, together with an understanding of the technology and the design process involved. The explanation is aimed at workers in the aerospace environment – researchers, engineers, designers, maintainers and operators. It is, however, aimed at a wider audience than the engineering population, it will be of interest to people working in marketing, procurement, manufacturing, commercial, financial and legal departments. Furthermore it is intended to complement undergraduate and post graduate courses in aerospace systems to provide a path to an exciting career in aerospace engineering. Throughout the book 'industry standard' units have been used, there is therefore a mix of metric and Imperial units which reflects normal parlance in the industry

The book is intended to operate at a number of levels:

- Providing a top level overview of avionic systems with some historical background.
- Providing a more in-depth description of individual systems and integrated systems for practitioners.
- Providing references and suggestions for further reading for those who wish to develop their knowledge further.

We have tried to deal with a complex subject in a straightforward descriptive manner. We have included aspects of technology and development to put the systems into a rapidly changing context. To fully understand the individual systems and integrated architectures of systems to meet specific customer requirements is a long and complicated business. We hope that this book makes a contribution to that understanding.

Ian Moir and Allan Seabridge 2002

Acknowledgements

Many people have helped us with this book, albeit unknowingly in a lot of cases. Some of the material has come from our lecturing to classes of short-course delegates and continuing professional development students. The resulting questions and discussions inevitably help to develop and improve the material. Thanks are due to all those people who patiently listened to us and stayed awake.

Colleagues in industry have also helped us in the preparation. Mike Hirst critiqued a number of chapters, and Brian Rawnsley of GE Aviation reviewed and advised upon the latest regulatory issues. Our Airbus UK course mentors Barry Camwell, Martin Rowlands and Martin Lee provided invaluable advice and really gave a stimulus to generating a lot of new material. We have also been helped by Leon Skorczewski and Dave Holding who have joined in the avionics courses by providing material and lectures.

BAE Systems, Cranfield University and the University of the West of England have invited us to lecture on their continuing professional development courses, which opens the door to discussions with many mature students. We wish to thank the organisers of the courses and also the students.

We have been guided throughout the preparation of the manuscript by Anne Hunt, Tom Carter and Eric Willner at John Wiley's at Chichester, and also to Samantha Jones, Shikha Jain from Aptara Delhi and Wahidah Abdul Wahid from Wiley Singapore for the proof-reading, copy-editing and publishing stages of production. Their guidance and patience is, as always, gratefully received.

Ian Moir, Allan Seabridge and Malcolm Jukes
January 2013

List of Abbreviations

3-D	three-dimensional
4-D	four-dimensional
ABS	automatic braking system
AC	alternating current
AC	Advisory Circular
ACARS	ARINC Communications and Reporting System
ACE	actuator control electronics
ACK	receiver acknowledge
ACFD	Advanced Civil Flight Deck
ACP	audio control panel
ADC	air data computer
ADC	analogue to digital conversion/converter
ADD	airstream direction detector
ADF	automatic direction finding
ADI	attitude director indicator
ADI	aircraft direction indicator
ADIRS	Air Data & Inertial Reference System
ADIRU	Air Data and Inertial Reference Unit (B777)
ADM	air data module
ADP	air-driven pump
ADS-A	automatic dependent surveillance – address
ADS-B	automatic dependent surveillance – broadcast
AEW	airborne early warning
AEW&C	Airborne Early Warning and Control
AFDC	autopilot flight director computer
AFDS	autopilot flight director system
AFDX	Aviation Full Duplex
AH	artificial horizon
AHRS	attitude and heading reference system
AIM	Apple–IBM–Motorola alliance
AIMS	Aircraft Information Management System (B777)
Al	aluminium
ALARP	As Low as Reasonably Practical
ALT	barometric altitude

ALU	arithmetic logic unit
AM	amplitude modulation
AMCC	Applied Micro Circuits Corporation
AMLCD	active matrix liquid crystal display
ANO	Air Navigation Order
ANP	actual navigation performance
AoA	angle of attack
AOC	airline operation communication
AOR-E	Azores Oceanic Region – East
AOR-W	Azores Oceanic Region – West
APEX	Application Executive
API	Application Programming Interface
APU	auxiliary power unit
AR	Authorisation Required
ARINC	Air Radio Inc.
ARM	Advanced RISC machine
ASCB	Avionics Standard Communications Bus (Honeywell)
ASCII	American Standard Code for Information Interchange
ASI	airspeed indicator
ASIC	application-specific integrated circuit
ASPCU	air supply and pressure control unit
ASTOR	Airborne Stand-off Radar
ATA	Air Transport Association
ATC	air traffic control
ATI	air transport indicator
A to D	analogue to digital
ATM	air traffic management
ATN	aeronautical telecommunications network
ATR	Air Transport Radio
ATS	air traffic services
ATSU	Air Traffic Service Unit – Airbus unit to support FANS
AWACS	Airborne Warning and Control System
AWG	American Wire Gauge
B	Blue Channel (hydraulics) Airbus
BAG	bandwidth allocation gap
BAT	battery
BC	bus controller
BCD	binary coded decimal
BGA	ball grid array
BGAN	Broadcast Global Area Network
BIT	built-in-test
BLC	battery line contactors
BPCU	bus power control unit
BPCU	brake power control unit

bps	bits per second
BRNAV	basic area navigation
BSCU	brake system control unit
BTB	bus tie breaker
BTC	bus tie contactor
BTMU	brake temperature monitoring unit
C	Centre
C	Centre Channel (hydraulic) Airbus
C	C Band (3.90 to 6.20 GHz)
C1	Centre 1 (Boeing 777)
C2	Centre 2 (Boeing 777)
CA	Course/Acquisition – GPS Operational Mode
CAA	Civil Airworthiness Authority
CANbus	a widely used industrial data bus developed by Bosch
CAS	calibrated air speed
CAST	Certification Authorities Software Team
Cat I	Automatic Approach Category I
Cat II	Automatic Approach Category II
Cat III	Automatic Approach Category III
Cat I	Category I Autoland
Cat II	Category II Autoland
Cat IIIA	Category IIIA Autoland
Cat IIIB	Category IIIB Autoland
CCA	common cause analysis
CCR	common computing resource
CCS	communications control system
CD	collision detection
Cd/m ²	candela per square metre
CDU	control and display unit
CDR	critical design review
CF	constant frequency
CF	course to a fix
CFIT	controlled flight into terrain
CFR	Code of Federal Regulations
CLB	configurable logic block
CMA	common mode analysis
CMCS	Central Maintenance Computing System (Boeing)
C-MOS	complementary metal-oxide semiconductor
CMS	Central Maintenance System (Airbus)
CNS	Communications, Navigation, Surveillance
CO ₂	carbon dioxide
C of G	centre of gravity
COM	command
COMMS	communications mode