

# Navigation Systems Calibration Data Sheet

**MOD Form 712A(Wildcat)**

(Established Jun 18)

**PPQ = 50**

Aircraft Mark \_\_\_\_\_ Aircraft Serial No \_\_\_\_\_ Work Order SNOW/Date \_\_\_\_\_ JCN \_\_\_\_\_ Sheet No \_\_\_\_\_

SEU No 1 Serial No \_\_\_\_\_ SEU No 2 Serial No \_\_\_\_\_ Standby Compass Serial No \_\_\_\_\_

Calibration/Swing Supervisor \_\_\_\_\_ Reason for Calibration/Swing \_\_\_\_\_ Location of Calibration/Swing \_\_\_\_\_

Table 1. Standby Compass Correction Swing				Table 3. Boresight Alignment Angles						
Approx Heading		IGI Datum Hdg (a)	Stby Comp Hdg (b)	Deviation (a - b)		Pitch	Roll	Yaw		
S	180				IGI/RSP					
W	270				AHRS 1/RSP					
N	000				AHRS 2/RSP					
E	090				<b>Table 4. AHRS Calibration Swing Coefficient Data</b>					
Coefficient A (East)				$A = \left( \frac{\quad + \quad + \quad + \quad}{4} \right)$	A	B	C	D	E	
Compass Made To Read					AHRS 1					
Coefficient B (East)				$B = \left( \frac{\quad - \quad}{2} \right)$	AHRS 2					
Compass Made To Read					<b>Coefficients</b>					
At South				$C = \left( \frac{\quad - \quad}{2} \right)$	$A = \frac{\delta S + \delta W + \delta N + \delta E}{4}$		$B = \frac{\delta E - \delta W}{2}$		$C = \frac{\delta N - \delta S}{2}$	
Coefficient C <b>Sign Changed</b>					Final Residual A Coefficient = $\frac{\delta N + \delta NE + \delta E + \delta SE + \delta S + \delta SW + \delta W + \delta NW}{8}$					
Compass Made To Read				<b>(Change sign)</b>						
Table 2. Standby Compass Calibration Swing				Certification confirms completion of the following actions:						
Approx Heading		IGI Datum Hdg (a)	Stby Comp Hdg (b)	Deviation (a - b)	<ol style="list-style-type: none"> <li>1. Standby Compass swing data has been accurately transferred from the Wildcat CIETP form provided by PROC C34-21-00-00-273A-A into Tables 1 and 2.</li> <li>2. The required level of compass accuracy has been achieved. Calculated coefficient errors are less than <math>\pm 1^\circ</math>, and deviation errors are less than <math>\pm 2^\circ</math>.</li> <li>3. The Residual Deviation Curve overleaf and a corresponding Deviation Correction Card have been produced.</li> <li>4. The Deviation Correction Card has been correctly placed in the aircraft Deviation Correction Card Holder.</li> <li>5. Boresight Alignment Angles have been carried forward from the previous form and correlate with data held in the relevant GOLDesp sanction.</li> <li>6. AHRS Calibration Swing Coefficient Data has been accurately transferred from the Wildcat CIETP form provided by PROC C34-21-00-00-273A-A into Table 4.</li> <li>7. AHRS Calibration Swing Coefficient data has been updated in the relevant GOLDesp sanction.</li> <li>8. The signed original of this MOD Form 712A(Wildcat) has been filed in the MOD Form 700A and a copy of the original placed in Section 8 of the MOD Form 700C.</li> <li>9. GOLDesp Compass Calibration data has been updated.</li> </ol>					
N	000									
NE	045									
E	090									
SE	135									
S	180									
SW	225									
W	270									
NW	315									
Final Residual A Coefficient:		Residual B Coefficient:		Residual C Coefficient:		Rank/Name: .....			Date: .....	
				Signature: .....						

