

\$\$ADD NG T221498
TYP01 N
DAT01 221122
CLA01 U
FRQ01 M1030.0000
EXD01 241231
STC01 XC
EMS01 10K00G1D
PWR01 W500.00000
XSC01 MA
XAL01 WOODS HOLE
XLA01 423204N
XLG01 0703852W
XAD01 08GLOGPERIODC00028H0012T
XAP01 V
XAZ01 045
RSC01 MA
RAL01 WOODS HOLE
RLA01 423813N
RLG01 0703850W
RAD01 08GLOGPERIODC00028H0012T
RAP01 V
RAZ01 045
BUR01 FCC
BIN01
REM01 *PRR,17
REM02 *RAD,0018,0010NM,B
REM03 *EQT,MXR,PADWOS, PD0.8
REM04 *AGN,FLL=000,FLT=600
REM05 *NTS,M018,FAA ,221123,AJIMENE,NG T221498
SUP01 EXERCISE INTERROGATIONS OF MODE S EHS EQUIPPED AIRCRAFT TO DEVELOP REAL
SUP02 TIME WIND AND TEMPERATURE ESTIMATES FOR TACTICAL USE AND STRATEGIC WEATH
SUP03 ER FORECAST IMPROVEMENTS. MULTIPLE ANTENNA CONFIGURATIONS ARE ALLOWED WI
SUP04 TH A MAXIMUM ANTENNA GAIN OF 8 DBI. WHEN MULTIPLE PADWOS ARE USED IN OVE
SUP05 RLAPPING COVERAGE, GEOFENCING MUST BE IMPLEMENTED TO ENSURE ONLY ONE SYS
SUP06 TEM INTERROGATES AN AIRCRAFT AND TOTAL MAX INTERROGATION RATE ACCROSS AL
SUP07 L SYSTEMS SHALL BE BELOW 20 INTERROGATIONS/SEC. WHEN TRANSMITTING IN A M
SUP08 ULTIPLE ANTENNA CONFIGURATION, SYSTEM MUST INTERROGATE ONE SECTOR AT A T
SUP09 IME. ROLL-CALL IS LIMITED TO 60 NMI. STOP BUZZER MICHAEL MCPARTLAND, 781
SUP10 -981-2805