AEROFLEX

Ramp Test Set ATC-600A-2

Operation Manual

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Issue-2

OPERATION MANUAL

RAMP TEST SET

ATC-600A-2

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Cable Statement:

A double shielded and properly terminated external interface cable must be used with this equipment when interfacing with the ALTITUDE ENCODER INPUT Connector.

For continued EMC compliance, all external cables, except supplied Antenna coaxial cable, must be 3 meters or less in length.

ESD Statement:

An Electrostatic Discharge (ESD) to either Front Panel Edge Meter may cause a momentary deflection of the Meter.

Nomenclature Statement:

In this manual the ATC-600A, ATC-600A Test Set, Test Set or Unit refers to the ATC-600A-2 Transponder and DME Test Set.

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SAFETY FIRST: TO ALL OPERATIONS PERSONNEL

REFER ALL SERVICING OF UNIT TO QUALIFIED TECHNICAL PERSONNEL. THIS UNIT CONTAINS NO OPERATOR SERVICEABLE PARTS.

WARNING: USING THIS EQUIPMENT IN A MANNER OTHER THAN SPECIFIED BY THE ACCOMPANYING DOCUMENTATION MAY IMPAIR THE SAFETY PROTECTION PROVIDED BY THE EQUIPMENT.

CASE, COVER OR PANEL REMOVAL

Removing the Chassis Assembly from the Case Assembly exposes the operator to electrical hazards that can result in electrical shock or equipment damage. Operate Test Set only with the Chassis Assembly installed in the Case Assembly.

SAFETY IDENTIFICATION IN TECHNICAL MANUAL

This manual uses the following terms to draw attention to possible safety hazards, that may exist when operating this equipment.

CAUTION: THIS TERM IDENTIFIES CONDITIONS OR ACTIVITIES THAT, IF IGNORED, CAN RESULT IN EQUIPMENT OR PROPERTY DAMAGE (E.G., FIRE).

WARNING: THIS TERM IDENTIFIES CONDITIONS OR ACTIVITIES THAT, IF IGNORED, CAN RESULT IN PERSONAL INJURY OR DEATH.

SAFETY SYMBOLS IN MANUALS AND ON UNITS

CAUTION: Refer to accompanying documents. (This symbol refers to specific CAUTIONS represented on the unit.)

AC OR DC TERMINAL: Terminal that may supply or be supplied with ac or dc voltage.

DC TERMINAL: Terminal that may supply or be supplied with dc voltage.

AC TERMINAL: Terminal that may supply or be supplied with ac or alternating voltage.

CAUTION: Refer to accompanying documents. (This symbol refers to specific CAUTIONS represented on the unit.)

AC OR DC TERMINAL: Terminal that may supply or be supplied with ac or dc voltage.

DC TERMINAL: Terminal that may supply or be supplied with dc voltage.

AC TERMINAL: Terminal that may supply or be supplied with ac or alternating voltage.

EQUIPMENT GROUNDING PRECAUTION

Improper grounding of equipment can result in electrical shock.

USE OF PROBES

Check the specifications for the maximum voltage, current and power ratings of any connector on the Test Set before connecting it with a probe from a terminal device. Be sure the terminal device performs within these specifications before using it for measurement, to prevent electrical shock or damage to the equipment.

POWER CORDS

Avoid using power cords which are frayed, broken or expose bare wiring when operating this equipment.

USE RECOMMENDED FUSES ONLY

Use only fuses specifically recommended for the equipment at the specified current and voltage ratings.

INTERNAL BATTERY

This unit contains a Nickel Cadmium Battery, serviceable only by a qualified technician.

CAUTION: SIGNAL GENERATORS CAN BE A SOURCE OF ELECTROMAGNETIC INTERFERENCE (EMI) TO COMMUNICATION RECEIVERS. SOME TRANSMITTED SIGNALS CAN CAUSE DISRUPTION AND INTERFERENCE TO COMMUNICATION SERVICES OUT TO A DISTANCE OF SEVERAL MILES. USERS OF THIS EQUIPMENT SHOULD SCRUTINIZE ANY OPERATION THAT RESULTS IN RADIATION OF A SIGNAL (DIRECTLY OR INDIRECTLY) AND SHOULD TAKE NECESSARY PRECAUTIONS TO AVOID POTENTIAL COMMUNICATION INTERFERENCE PROBLEMS.

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RECORD OF REVISIONS

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INTRODUCTION - ATC-600A TEST SET

This manual contains ATC-600A operating instructions for Transponder and DME Test Systems. It is strongly recommended that personnel be thoroughly familiar with the contents of this manual before attempting to operate this equipment.

Refer all servicing of unit to qualified technical personnel.

ORGANIZATION

This manual is divided into the following Chapters and Sections:

CHAPTER 1 - OPERATION

Section 1 - DESCRIPTION (description of the ATC-600A)

Section 2 - OPERATION (installation; description of controls, connectors and indicators; and general operating procedures)

Section 3 - SPECIFICATIONS

Section 4 - SHIPPING

Section 5 - STORAGE

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CHAPTER ONE

ATC-600A TEST SET

OPERATION MANUAL

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SECTION 1 - DESCRIPTION

1. GENERAL DESCRIPTION AND CAPABILITIES

1.1 DESCRIPTION

The ATC-600A is a precision simulator that enables one person to functionality test airborne transponder (XPDR) and distance measuring equipment (DME) systems without removing the systems from the aircraft.

The Test Set contains built-in signal generators and modulators for XPDR and selected DME frequencies. For ramp operation, the RF output is coupled to the airborne equipment by a remote tripod mounted antenna system. For bench operation, coaxial cables are required between the Test Set and UUT.

1.2 FUNCTIONAL CAPABILITIES

The ATC-600A has the following features and capabilities:

- The type of transponder interrogation desired is selected from Modes A/C ALT and A/C CODE. The A/C ALT Mode displays the aititude code. The A/C CODE Mode displays the pilot's code. Code pulses and the numerical readout are displayed simultaneously in all modes.
- A FREQ/PWR Meter indicates peak RF power and the transmitter frequency of the UUT. The XPDR % RPLY/DME PRF MTR indicates XPDR percent reply and DME interrogation pulse repetition frequency (PRF).
- The Interrogation Spacing Control allows precise checking of the XPDR input pulse decoder gate. The Framing Pulse Spacing Control allows checking of the F2 pulse width and position relative to F1. The Altitude Encoder Input Connector allows altitude display from an encoding altimeter without a transponder.
- The DME fixed range is variable from 0 to 399.0 NM, with velocity from 50 to 2400 knots. X Channel (108.00 or 108.10 MHz paired channel) and Y Channel (108.05 MHz paired channel) are provided.
- A NICAD battery and built-in charging system permit completely portable operation for up to 2 hours continuous duty. Any time the Test Set is plugged to an ac line, the battery is being charged. In battery operation, an automatic timer turns the Test Set off after 7 to 10 minutes. The Test Set can be recycled by pressing the PWR/BAT Switch to the BAT position.

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SECTION 2 - OPERATION

1. INSTALLATION

1.1 GENERAL

The Test Set is powered by an internal battery. The Test Set contains a battery charging circuit which recharges the battery when the Test Set isconnected to ac power.

NOTE: The Test Set can operate continuously on ac power for servicing and/or bench tests.

Refer to 1-2-2, Figure 2 for location of controls, connectors or indicators.

1.2 BATTERY OPERATION

The internal battery (NICAD) is equipped to power the Test Set for 2 hours of continuous use, after which time, the Test Set battery needs recharging.

When the BAT Test Switch is pressed, the XPDR % RPLY/DME PRF MTR displays the battery voltage. Normal battery charged condition is indicated within the white band. Left edge of the white band indicates 12.1 V. An automatic low voltage cutoff circuit turns the Test Set OFF when the battery voltage drops under approximately 11.4 V.

The Test Set contains an automatic time-out to conserve power. An automatic timer turns the Test Set OFF after 7 to 10 minutes (only when using battery power). The Test Set can be recycled by pressing the PWR/BAT Switch to the BAT position.

1.3 BATTERY CHARGING

The battery charger operates whenever ac power is applied to the Test Set. The battery should be charged every three months (minimum).

NOTE: Overnight charging is recommended.

1.4 SAFETY PRECAUTIONS

The following safety precautions must be observed during installation and operation. IFR assumes no liability for failure to comply with any safety precaution outlined in this manual.

1.4.1 Complying with Instructions

Installation/operating personnel should attempt to install or operate the Test Set only after reading and complying with instructions contained in this manual. All procedures contained in this manual must be performed in exact sequence and manner described.

1.4.2 Grounding Power Cord

WARNING: USING A THREE-PRONG TO TWO-PRONG ADAPTER PLUG CREATES A SHOCK HAZARD BETWEEN THE CHASSIS AND ELECTRICAL GROUND.

For ac operation, the power cord, equipped with standard three-prong plug, must be connected to a properly grounded three-prong receptacle. It is the customer's responsibility to:

- Have a qualified electrician check receptacle(s) for proper grounding.
- Replace any standard two-prong receptacle(s) with properly grounded three-prong receptacle(s).

1.4.3 Operating Safety

Due to potential for electrical shock within test equipment, the Chassis Assembly must remain installed in the Case Assembly. Battery replacement must only be performed by qualified service technicians.

1.4.4 CAUTION and WARNING Labels

Exercise extreme care when performing operations preceded by a CAUTION or WARNING label. CAUTION labels appear where possibility of damage to equipment exists. WARNING labels denote conditions where bodily injury or death may result.

1.5 AC POWER REQUIREMENTS

The Test Set operates over a voltage range of 100 to 120 VAC at 60 Hz or 220 to 240 VAC at 50 Hz according to VOLTAGE SELECT Switch setting.

The specified fuse ratings are listed in 1-2-1, Table 1.

CAUTION: FOR CONTINUOUS PROTECTION AGAINST FIRE, REPLACE ONLY WITH FUSES OF THE SPECIFIED VOLTAGE AND CURRENT RATINGS.

INPUT VOLTAGE	F1 AND F2 FUSES
100 to 120 VAC	1.0 A, 250 V Fast Blo (Type F) (IFR PN: 5106-4501-000) (1.25 in, AGC Glass)
220 to 240 VAC	0.5 A, 250 V Fast Blo (Type F) (IFR PN: 5106-0000-016) (1.25 in, AGC Glass)

Specified Fuse Ratings
Table 1

1.6 BATTERY RECHARGING

Refer to 1-2-1, Figure 1.

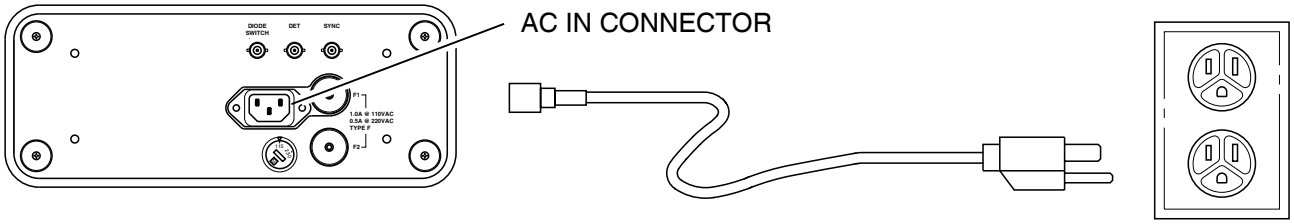
STEP	PROCEDURE

1. Verify FUSES are correct for normal operating voltage (para 1-2-1.5).
2. Verify VOLTAGE SELECT Switch is set to the setting (115 or 230 VAC) that matches the input ac power.
3. Connect ac power cable between AC Power Connector and normal operating voltage power source, according to Test Set configuration (para 1-2-1.5).

   NOTE: The battery charger operates whenever ac power is applied to the Test Set.

4. Allow several hours for battery charge or until the XPDR % RPLY/DME PRF MTR displays the battery voltage well within the white band.

   NOTE: Overnight charging is recommended.



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Battery Recharging
Figure 1

1.7 BENCH OPERATION

STEP	PROCEDURE

1. Verify FUSES are correct for normal operating voltage (para 1-2-1.5).
2. Verify VOLTAGE SELECT Switch is set to the setting (115 or 230 VAC) that matches the input ac power.
3. Connect ac power cable between AC Power Connector and normal operating voltage power source according to Test Set configuration (para 1-2-1.5).
4. Press PWR/BAT Switch to PWR position and verify PWR Indicator illuminates.
5. Connect UUT to Test Set.

1.8 EXTERNAL CLEANING

The following procedure contains routine instructions for cleaning the outside of the Test Set.

CAUTION: DISCONNECT POWER FROM TEST SET TO AVOID POSSIBLE DAMAGE TO ELECTRONIC CIRCUITS.

STEP	PROCEDURE

1. Clean front panel buttons and display face with soft lint-free cloth. If dirt is difficult to remove, dampen cloth with water and a mild liquid detergent.
2. Remove grease, fungus and ground-in dirt from surfaces with soft lint-free cloth dampened with isopropyl alcohol.
3. Remove dust and dirt from connectors with soft-bristled brush.
4. Cover unused connectors with suitable dust covers to prevent tarnishing of connector contacts.
5. Clean cables with soft lint-free cloth.
6. Paint exposed metal surface to avoid corrosion.

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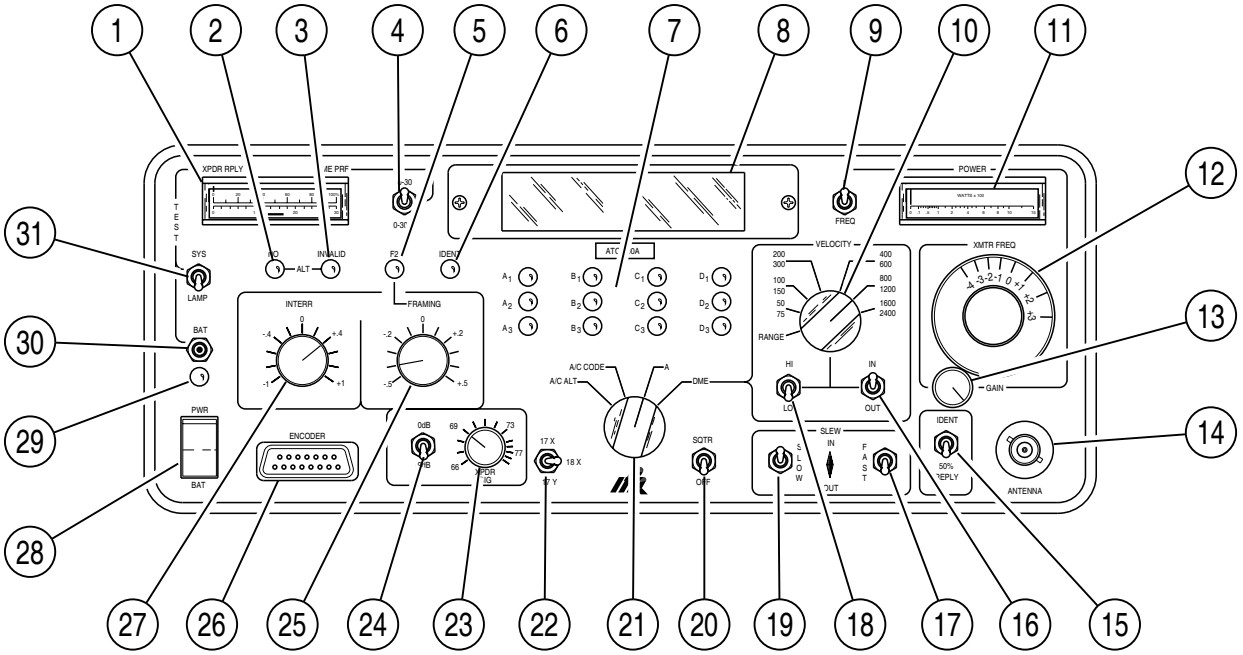
2. CONTROLS, CONNECTORS AND INDICATORS



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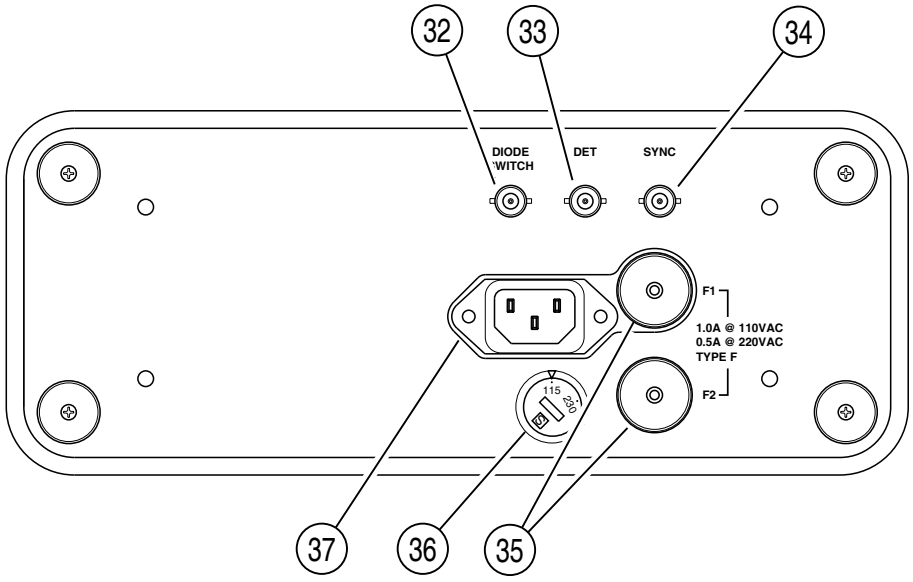

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ATC-600A Front and Rear Panels
Figure 2

CONTROLS, CONNECTORS AND INDICATORS (NUMERIC ORDER)	
XPDR % RPLY/DME PRF Meter	1
NO ALT Indicator	2
INVALID ALT Indicator	3
DME PRF Switch	4
F_2 PULSE SPACING Indicator	5
IDENT PULSE Indicator (SPI)	6
OCTAL READOUT Indicators	7
NUMERICAL READOUT	8
FREQ/PWR Switch	9
DME RANGE/VELOCITY Switch	10
FREQ/PWR Meter	11
XMTR FREQ Control	12
FREQ GAIN CONTROL	13
RF INPUT/OUTPUT Connector	14
IDENT/50% RPLY Switch	15
VELOCITY IN/OUT Switch	16
FAST SLEW Switch	17
VELOCITY HI/LO RANGE Switch	18
SLOW SLEW Switch	19
SQUITTER ON/OFF Switch	20
MODE Switch	21
DME CHANNEL Switch	22
XPDR SIGNAL LEVEL Control	23
0/OFF/-9 dB SLS Switch	24
FRAMING PULSE SPACING Control	25
ALTITUDE ENCODER INPUT Connector	26
INTERROGATION SPACING Control	27
PWR/BAT Switch	28
PWR Indicator	29
BAT TEST Switch	30
SYS/LAMP TEST Switch	31
DIODE SWITCH INPUT Connector	32
DETECTED RF VIDEO OUTPUT Connector	33
SYNC OUTPUT Connector	34
FUSES	35
VOLTAGE SELECT Switch	36
AC POWER Connector	37

CONTROLS, CONNECTORS AND INDICATORS (ALPHABETICAL ORDER)	
0/OFF/-9 dB SLS Switch	24
AC POWER Connector	37
ALTITUDE ENCODER INPUT Connector	26
BAT TEST Switch	30
OCTAL READOUT Indicators	7
DETECTED RF VIDEO OUTPUT Connector	33
DIODE SWITCH INPUT Connector	32
DME CHANNEL Switch	22
DME PRF Switch	4
DME RANGE/VELOCITY Switch	10
F_2 PULSE SPACING Indicator	5
FAST SLEW Switch	17
FRAMING PULSE SPACING Control	25
FREQ GAIN CONTROL	13
FREQ/PWR Meter	11
FREQ/PWR Switch	9
FUSES	35
IDENT/50% RPLY Switch	15
IDENT PULSE Indicator (SPI)	6
INTERROGATION SPACING Control	27
INVALID ALT Indicator	3
MODE Switch	21
NO ALT Indicator	2
NUMERICAL READOUT	8
PWR/BAT Switch	28
PWR Indicator	29
RF INPUT/OUTPUT Connector	14
SLOW SLEW Switch	19
SQUITTER ON/OFF Switch	20
SYNC OUTPUT Connector	34
SYS/LAMP TEST Switch	31
VELOCITY HI/LO RANGE Switch	18
VELOCITY IN/OUT Switch	16
VOLTAGE SELECT Switch	36
XMTR FREQ Control	12
XPDR % RPLY/DME PRF Meter	1
XPDR SIGNAL LEVEL Control	23

2.1 FRONT PANEL

Refer to 1-2-2, Figure 2.

ITEM DESCRIPTION

1. XPDR % RPLY/DME PRF Meter

   In Transponder Modes (**A/C ALT**, **A/C CODE** and **A** settings of MODE Switch), indicates the percent reply of the Transponder (in the operation mode selected).

   In DME Mode (**DME** setting of MODE Switch), indicates the Pulse Repetition Frequency (PRF) of the DME under test.

2. NO ALT Indicator

   When lit, indicates No Altitude pulses are present between F_1 and F_2 of the Transponder's altitude reply.

3. INVALID ALT Indicator

   When lit, indicates a received altitude code has an unassigned combination of codes.

   The conditions to VALID Altitude information are the presence of at least one of the C Pulses (C_1, C_2 or C_4) and never C_1 and C_4 ON at the same time.

4. F_2 PULSE SPACING Indicator

   When lit, the FRAMING PULSE SPACING Control is positioned to a time when no part of the F_2 pulse is present. If the FRAMING PULSE SPACING Control is at or near zero, and the F_2 PULSE SPACING Indicator is lit, the 2nd framing pulse in the Transponder reply is improperly spaced, is too narrow for normal operation or is absent altogether.

   NOTE: If F_2 is out of position, all other reply pulses between F_1 and F_2 may be skewed out of position.

ITEM DESCRIPTION

5. DME PRF Switch

   Selects the full scale range (in PRF) of the XPDR % RPLY/DME PRF Meter:

   - **0-30** is used for track rates.
   - **0-300** is used for search rates.

   NOTE: The interrogation Pulse Repetition Frequency (PRF) is fixed at 235 pps. (Only in Transponder Mode.)

6. IDENT PULSE Indicator

   When lit, indicates the Ident Pulse (SPI) is present in the reply.

   When the Test Set is in A/C ALT Mode, the Ident Pulse is paired with the D_4 pulse.

   NOTE: Active in Transponder Modes only.

7. NUMERICAL Readout

   Displays pilot's code (as set into the Control Head) when the MODE Switch is set to **A/C CODE**.

   Displays altitude from -1.0 thousand to +126.7 thousand feet when the MODE Switch is set to **A/C ALT**.

   Displays altitude of Encoding Altimeter when an Encoding Altimeter is connected to the ALTITUDE ENCODER INPUT Connector.

   Displays range in nautical miles when the MODE Switch is set to DME.

8. OCTAL READOUT Indicators

   Indicates which pulses are activating the NUMERICAL Readout when the MODE Switch is set to **A/C ALT**.

   NOTE: The altitude code is a Gray Daytex code.

   Indicates pilot's code (set in the Transponder Control Head) in binary form when MODE Switch is set to **A/C CODE** or **A**.

   NOTE: Active in Transponder Modes only.

ITEM DESCRIPTION

9. DME RANGE/VELOCITY Switch

RANGE yields fixed range replies. (Starting range is set with the FAST SLEW Switch and/or SLOW SLEW Switch.)

VELOCITY is divided into two crystal-controlled steps (**50/75**, **100/150**, etc.). (The VELOCITY HI/LO RANGE Switch determines which of the two values to be selected in VELOCITY mode.) (Starting range is set with the FAST SLEW Switch and/or SLOW SLEW Switch.)

NOTE: The FAST SLEW Switch and SLOW SLEW Switch operate in VELOCITY Mode in acutal system range increments of approximately 0.025 NM. However, the velocity range is displayed on the NUMERICAL Readout in 0.1 NM steps only.

10. FREQ/PWR Switch

- **FREQ** switches FREQ/PWR Meter to display frequency deviation.
- **PWR** switches FREQ/PWR Meter to display peak power.

11. FREQ/PWR Meter

When the FREQ/PWR Switch is set to **PWR**, FREQ/PWR Meter displays peak power from 0 to 1.5 kW (if test antenna spacing from the aircraft is correct or a 34 dB pad and coaxial cable are used).

NOTE: The 34 dB pad and coaxial cable are not supplied with the unit.

When the FREQ/PWR Switch is set to **FREQ**, FREQ/PWR Meter displays frequency deviation of the UUT from desired frequency.

ITEM DESCRIPTION

12. XMTR FREQ Control

Used to tune the FREQ/PWR Meter needle for maximum deflection.

In Transponder operation, frequency deviation (from 1090 MHz) of the UUT is read directly from the XMTR FREQ Control in MHz.

In DME operation, frequency deviation (from 1041 MHz) of the UUT is read directly from the XMTR FREQ Control in MHz.

NOTE: The Plus (+) and minus (-) signs on the XMTR FREQ Control are reversed in DME operation (positive values are left of zero and negative values are right of zero).

13. FREQ GAIN CONTROL

Regulates amount of current to the FREQ/PWR Meter to enable all signals (weak and powerful) to display equally.

14. RF INPUT/OUTPUT Connector

Used to connect a remote test antenna (ramp operation) or a 34 dB pad and coaxial cable (bench operation).

NOTE: The 34 dB pad and coaxial cable are not supplied with the unit.

15. IDENT/50% RPLY Switch

- **IDENT** sends 1350 Hz tone to the DME.
- **50% RPLY** deletes 50% of the replies to a DME on a 50-50 basis.

16. VELOCITY IN/OUT Switch

Selects the direction of the replied range in VELOCITY Mode:

- **IN** - towards the ground station.
- **OUT** - away from the ground station.

NOTE: When the inbound range reaches 0.0 NM, the range instantly changes to 399.0 NM and continues inbound. When the outbound range reaches 399.0 NM, the range instantly changes to 0.0 NM and continues outbound.

ITEM DESCRIPTION

17. FAST SLEW Switch

Sets DME replied distance or range approximately 10 times faster than the SLOW SLEW Switch. Range is slewed from 0.0 to 399.0 NM in approximately 10.0 NM steps (inbound or outbound).

18. VELOCITY HI/LO RANGE Switch

Determines which of the two crystal-controlled increments (**50/75**, **100/150**, etc.) selected by the DME RANGE/VELOCITY Switch to implement:

- **HI** selects the greater of the two values.
- **LO** selects the lesser of the two values.

19. SLOW SLEW Switch

Sets DME replied distance or range approximately 10 times slower than the SLOW SLEW Switch. Range is slewed from 0.0 to 399.0 NM in 1.0 NM steps (inbound or outbound).

20. SQUITTER ON/OFF Switch

- **SQTR** turns squitter ON in DME Operation.
- **OFF** turns squitter OFF in DME Operation.

NOTE: Squitter is fixed to an average of 2700 PRF at a random rate.

21. MODE Switch

Determines which Transponder Mode (**AC ALT**, **A/C CODE** or **A**) or **DME** Mode is active.

ITEM DESCRIPTION

22. DME CHANNEL Switch

Selects one of three DME channels (**17X**, **17Y** or **18X**).

Refer to 1-2-2, Table 2 for appropriate reply frequency and pulse spacing.

CHANNEL	VOR-PAIRED FREQUENCY
17X	108.00 MHz
18X	108.10 MHz
17Y	108.05 MHz

	GROUND TO AIR	
CHANNEL	FREQUENCY	SPACING
17X	978 MHz	12 μs
18X	979 MHz	12 μs
17Y	1104 MHz	30 μs

	AIR TO GROUND	
CHANNEL	FREQUENCY	SPACING
17X	1041 MHz	12 μs
18X	1042 MHz	12 μs
17Y	1041 MHz	36 μs

DME Frequency/Spacing Assignments
Table 2

23. XPDR SIGNAL LEVEL Control

Varies the Transponder output signal level at the receiver antenna from -66 to -79 dBm (±1.5 dBm). (Valid with the remote test antenna or 34 dB pad and coaxial cable.)

NOTE: The 34 dB pad and coaxial cable are not supplied with the unit.

24. 0/OFF/-9 dB SLS Switch

- **OFF** - P_1 and P_3 of the Transponder interrogation are transmitted.
- **0dB** - P_2 is added at the same level as P_1.
- **-9dB** - P_2 is added at -9 dB amplitude, relative to P_1.

ITEM DESCRIPTION

25. FRAMING PULSE SPACING Control

    Used to calculate the position and width of the the F_2 pulse by rotating cw or ccw until the F_2 PULSE SPACING Indicator is lit (indicating the exact leading and trailing edges of the F_2 pulse).

    NOTE: The approximate width of the F_2 pulse equals the difference between the lowest and highest FRAMING PULSE SPACING Control settings at which the F_2 PULSE SPACING Indicator is lit.

26. ALTITUDE ENCODER INPUT Connector

    Used for direct connection of altimeter output for encoding altimeter testing. (MODE Switch must be set to **A/C ALT** for altimeter testing and input pulse must be per ARINC 532D [Appendix C].)

    NOTE: ALTITUDE ENCODER INPUT Connector Pin-Out is shown in Appendix A.

27. INTERROGATION SPACING Control

    Used to adjust the interrogation spacing from P_1 to P_2 and P_3 in Transponder operation.

    P_1 and P_3 interrogation spacing is set at 8 and 21 μs. P_2 interrogation spacing is 2 μs.

    The INTERROGATION SPACING Control moves P_2 and P_3 ±1.0 μs relative to P_1. P_2 and P_3 spacing remains constant. (Refer to 1-2-2, Figure 4.)

ITEM DESCRIPTION

28. PWR/BAT Switch

    Two position switch controls power to the Test Set:

    - ***PWR*** connects Test Set to ac line power connected to AC IN Connector.
    - ***BAT*** connects or disconnects Test Set from internal Battery. Connecting the Test Set to the Battery activates an internal battery timer. Test Set operation disconnects from the internal Battery after reaching the internal battery timer limit (≈6 to 10 min) or by pressing the PWR/BAT Switch to ***BAT*** to disconnect.

29. PWR Indicator

    Is lit when applying ac or battery power to the Test Set.

30. BAT TEST Switch

    When pressed, indicates battery voltage on XPDR % RPLY/DME PRF Meter. (Left edge of white band indicates 12.1 V.)

31. SYS/LAMP TEST Switch

    - **LAMP** - all OCTAL READOUT Indicators are lit.
    - **SYS** - F_2 PULSE SPACING Indicator and the BINARY READOUT Indicators (C_4 and D_2) are lit; internal circuits are checked in Transponder Modes:
        - **AC ALT** - NUMERICAL Readout displays 126.7 thousand feet.
        - **A/C CODE** - NUMERICAL Readout displays 0042.

    NOTE: Center position is OFF.

2.2 REAR PANEL

Refer to 1-2-2, Figure 2.

ITEM	DESCRIPTION

32. DIODE SWITCH INPUT Connector

    Used with an high impedance probe to monitor all modulator pulses sent to the internal diode switch.

33. DETECTED RF VIDEO OUTPUT Connector

    Used with an high impedance probe to monitor detected RF Video from the UUT.

34. SYNC OUTPUT Connector

    Used with an high impedance probe to monitor the positive going TTL level pulse (present during Transponder operation).

    NOTE: Pulse should be coincident with the leading edge of P_1 of the Transponder interrogation.

    Used, with a coaxial cable connected to an external Oscilloscope Sync/Trigger Connector, for viewing XPDR Interrogation and/or Reply Pulses.

    NOTE: The coaxial cable is <u>not</u> supplied with the unit.

35. FUSES

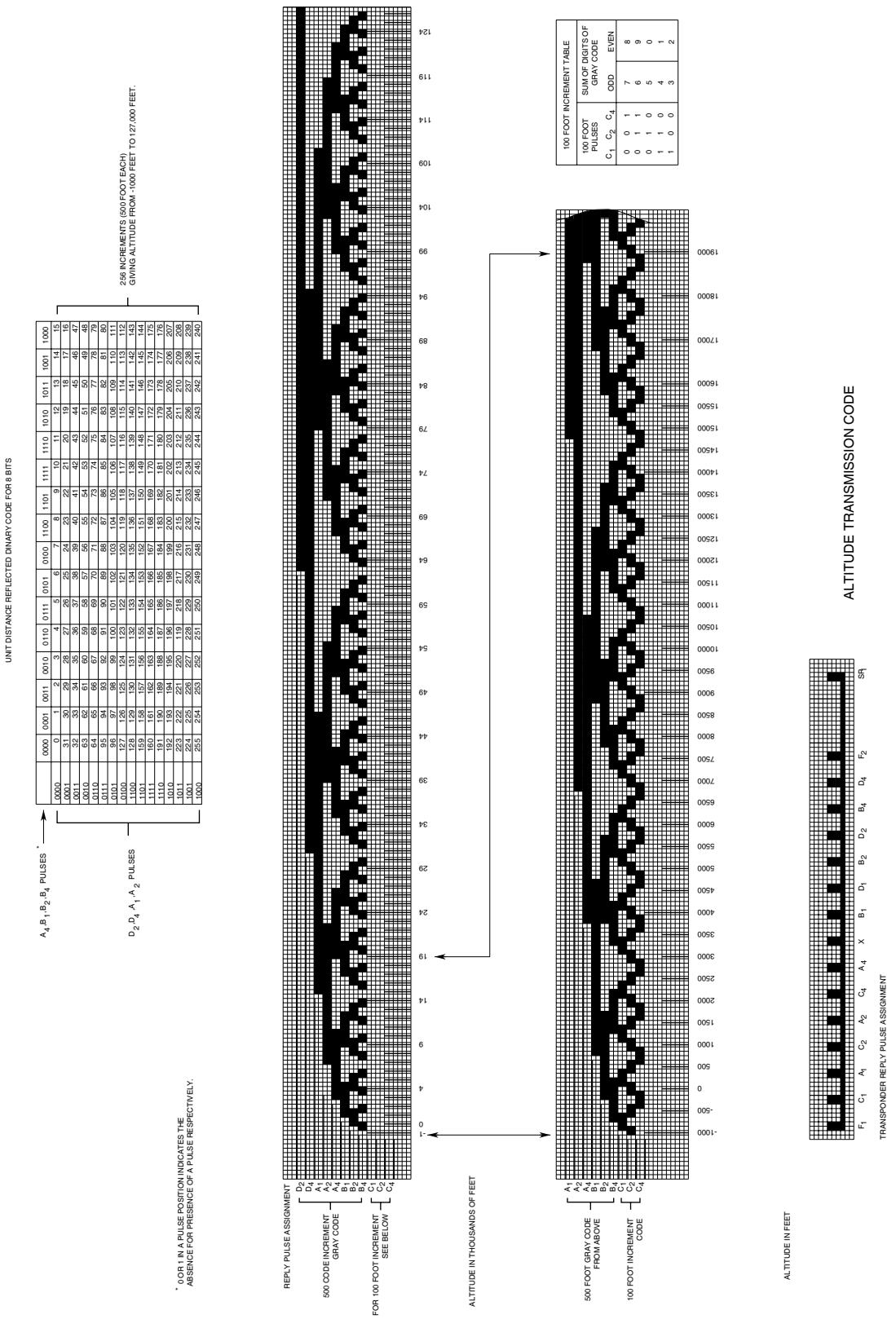
    Fuses input power to the Test Set. Refer to Table 1-2-1, Table 1 for correct fuse size and type.

36. VOLTAGE SELECT Switch

    Selects 115 or 230 VAC to match input ac power.

37. AC POWER Connector

    Provides input for external ac power. Refer to para 1-2-1.5 for Power Requirements.



	0000	0001	0011	0010	0110	0111	0101	0100	1100	1101	1111	1110	1010	1011	1001	1000
0000	0	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15
0001	31	30	29	28	27	26	25	24	23	22	21	20	19	18	17	16
0011	32	33	34	35	36	37	38	39	40	41	42	43	44	45	46	47
0010	63	62	61	60	59	58	57	56	55	54	53	52	51	50	49	48
0110	64	65	66	67	68	69	70	71	72	73	74	75	76	77	78	79
0111	95	94	93	92	91	90	89	88	87	86	85	84	83	82	81	80
0101	96	97	98	99	100	101	102	103	104	105	106	107	108	109	110	111
0100	127	126	125	124	123	122	121	120	119	118	117	116	115	114	113	112
1100	128	129	130	131	132	133	134	135	136	137	138	139	140	141	142	143
1101	159	158	157	156	155	154	153	152	151	150	149	148	147	146	145	144
1111	160	161	162	163	164	165	166	167	168	169	170	171	172	173	174	175
1110	191	190	189	188	187	186	185	184	183	182	181	180	179	178	177	176
1010	192	193	194	195	196	197	198	199	200	201	202	203	204	205	206	207
1011	223	222	221	220	219	218	217	216	215	214	213	212	211	210	209	208
1001	224	225	226	227	228	229	230	231	232	233	234	235	236	237	238	239
1000	255	254	253	252	251	250	249	248	247	246	245	244	243	242	241	240

100 FOOT PULSES C_1	C_2	C_4	SUM OF DIGITS OF GRAY CODE ODD	EVEN
0	0	1	7	8
0	1	1	6	9
0	1	0	5	0
1	1	0	4	1
1	0	0	3	2

Altitude Pulse Position Assignment Chart (ARINC 532D)
Figure 3

3. GENERAL OPERATING PROCEDURES

3.1 GENERAL

The ATC-600A is a bench and ramp test instrument for Transponder and DME Test Systems.

This section contains operating instructions for the ATC-600A. The operating instructions contain general procedures, identifying the controls, connectors, indicators used for the individual test functions. For specific Unit Under Test (UUT) Procedures, refer to the appropriate UUT Manual.

CAUTION: WHEN OPERATING THE TEST SET IN A VERTICAL POSITION, REMOVE THE LID TO PREVENT THE TEST SET FROM TIPPING OVER.

Refer to 1-2-2, Figure 2 for location of controls, connectors and indicators.

3.2 RAMP OPERATION EQUIPMENT

Ramp testing requires the use of a remote test antenna and tripod.

3.3 BENCH OPERATION EQUIPMENT

Bench testing requires the use of a 34 dB pad and direct coaxial cable connections between the Test Set and UUT.

NOTE: The 34 dB pad and coaxial cable are not supplied with the unit.

3.4 BATTERY PARAMETERS

The battery permits completely portable ramp operation for up to two hours.

In battery operation, an automatic timer turns the Test Set OFF after 7 to 10 minutes. The Test Set can be recycled by pressing the PWR/BAT Switch to the **BAT** position.

When the BAT Test Switch is pressed, the XPDR % RPLY/DME PRF MTR displays the battery voltage. Normal battery charged condition is indicated as well within the white band. The left edge of the white band indicates 12.1 V). An automatic low voltage cutoff circuit turns the Test Set OFF when the battery voltage drops under 11.7 V.

NOTE: If the Test Set is used only for bench operation, the battery can lose storage ability. The Test Set should be operated periodically on battery power to allow the battery to partially discharge.

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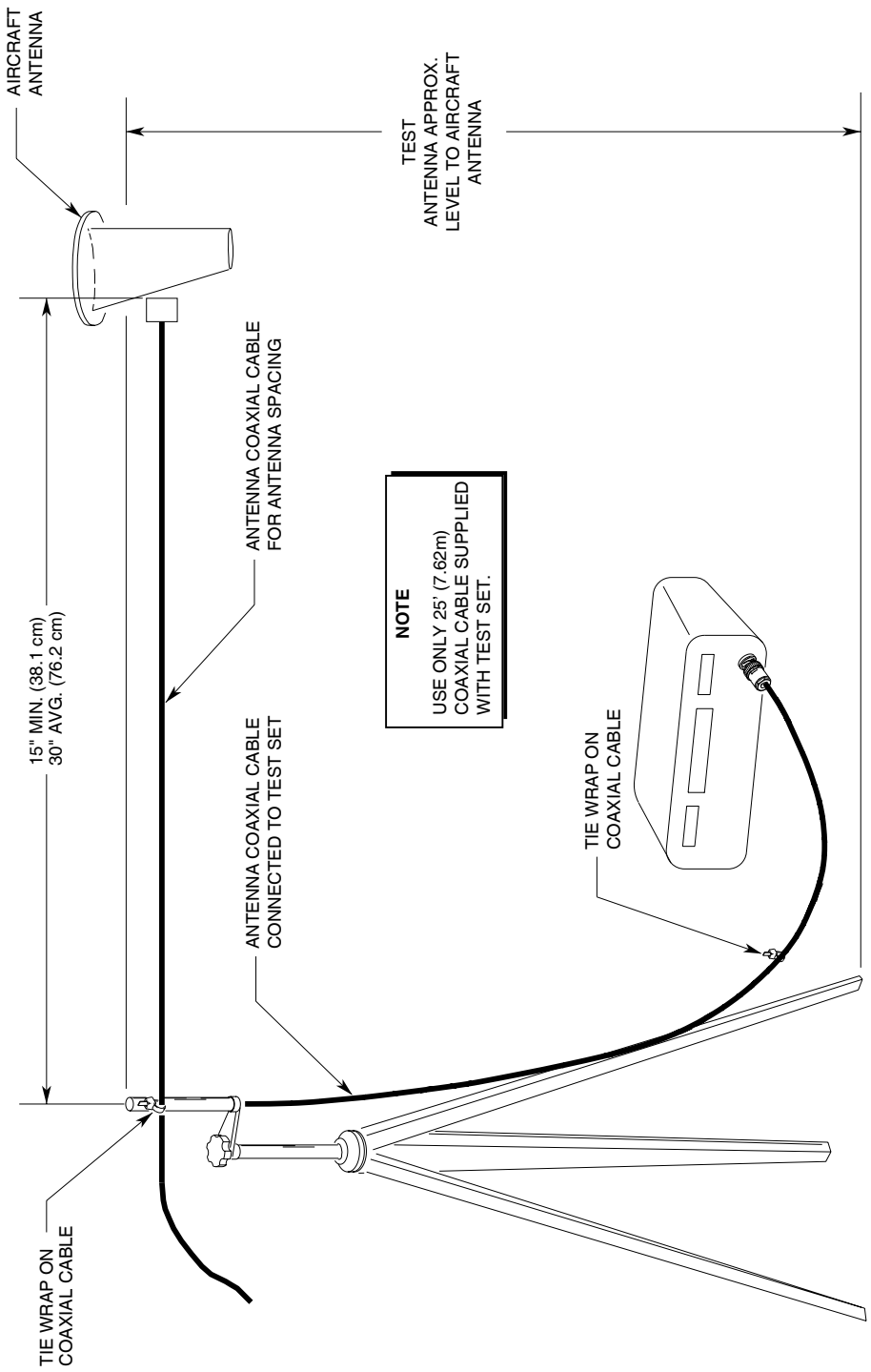

Ramp Operation Test Equipment Setup
Figure 4

3.5 TRANSPONDER OPERATION TEST EQUIPMENT SET UP

Refer to 1-2-2, Figure 4.

STEP	PROCEDURE

1. Set up the remote test antenna on the tripod. Adjust test antenna height to be equal to aircraft Transponder antenna. (Test antenna is usually positioned for convenience,)
2. Horizontally position test antenna the distance from aircraft antenna indicated on test antenna's coaxial cable, approximately 21 inches (53.34 cm).
3. Route loose end of coaxial cable into the aircraft via a vent window, door or other opening.

CAUTION: DAMAGE TO THE TEST SET COULD RESULT WHEN THE REMOTE TEST ANTENNA IS POSITIONED CLOSER THAN 15 INCHES (38.1 CM) TO THE AIRCRAFT ANTENNA WHEN THE TEST SET IS ON.

3.6 TRANSPONDER OPERATION TESTS

3.6.1 Pilot's Code

STEP	PROCEDURE

1. Press PWR/BAT Switch to **BAT**.
2. Connect remote test antenna coaxial cable to RF INPUT/OUTPUT Connector.
3. Set MODE Switch to **A/C CODE**.
4. Power-up aircraft Transponder; let run in "standby" for several minutes. Set Transponder Control Head to A/C Mode. Set pilot's code into Control Head.
5. Verify NUMERICAL Readout displays pilot's code.
6. Verify appropriate OCTAL READOUT Indicators are lit.

3.6.2 Altitude Code

STEP	PROCEDURE
1.	Set MODE Switch to **A/C ALT**.
2.	Verify NUMERICAL Readout displays output of encoding altimeter in thousands of feet (with Baro Knob on encoding altimeter set to 29.92 inches [76.0 cm] Hg).
3.	Verify appropriate OCTAL READOUT Indicators are lit.
	NOTE: The encoding altimeter code output is unaffected by changing the Baro Knob setting and always indicates altitude referenced to 29.92 inches (76.0 cm) Hg.

3.6.3 Peak Transponder Power

STEP	PROCEDURE
1.	Set MODE Switch to **A/C ALT, ALT CODE** or **A**.
2.	Set FREQ/PWR Switch to **PWR**.
3.	Verify FREQ/PWR Meter displays the Transponder's peak transmitting power.

3.6.4 Transponder Frequency

STEP	PROCEDURE
1.	Set FREQ/PWR Switch to **PWR**.
2.	Set Pilot's Code of 0000 into Transponder Control Head and remove all atitude code pulses.
3.	Adjust FREQ GAIN Control for a mid-scale FREQ/PWR Meter indication.
4.	Rotate XMTR FREQ Control for a peak FREQ/PWR Meter indication.
5.	At the peak indication, read deviation (in MHz) (from 1090 MHz) directly from XMTR FREQ Control.

3.6.5 Percent Reply

STEP	PROCEDURE
NOTE:	The XPDR % RPLY/DME PRF Meter displays the percent reply of the Transponder to interrogations from the Test Set.
NOTE:	The XPDR % RPLY/DME PRF Meter should display 100% for normal operating conditions.

3.6.6 SLS Operation

STEP	PROCEDURE

1. Set MODE Switch to **A/C ALT** or **A/C CODE**.
2. Using XPDR SIGNAL LEVEL Control, set RF level output to 3 dB above minimum trigger level (MTL).

   CAUTION: DAMAGE TO THE TEST SET COULD RESULT WHEN THE REMOTE TEST ANTENNA IS POSITIONED CLOSER THAN 15 INCHES (38.1 CM) TO THE AIRCRAFT ANTENNA WHEN THE TEST SET IS ON.

3. Set 0/OFF/-9 dB SLS Switch to **0dB**.
4. Verify Transponder maintains ≤3% reply on XPDR % RPLY/DME PRF Meter.
5. Set 0/OFF/-9 dB SLS Switch to **-9dB**.
6. Verify Transponder maintains >90% reply on XPDR % RPLY/DME PRF Meter.

3.6.7 IDENT (XPDR) Pulse Output

STEP	PROCEDURE

1. Press Ident Button on the Transponder Control Head.
2. Verify IDENT PULSE Indicator is lit. (IDENT PULSE Indicator stays lit for duration of IDENT pulse for approximately 30 seconds.)

   NOTE: When the Test Set is in **A/C ALT** Mode, the Ident Pulse is paired with the D_4 pulse.

3.6.8 Invalid ALT Indicator

STEP	PROCEDURE

NOTE: When lit, indicates a received altitude code has an unassigned combination of codes.

NOTE: The conditions to VALID Altitude information are the presence of at least one of the C Pulses (C_1, C_2 or C_4) and never C_1 and C_4 ON at the same time.

3.6.9 XPDR Receiver-Decoder Limits

STEP	PROCEDURE

1. Adjust INTERROGATION SPACING Control left of 0 until the XPDR % RPLY/DME PRF Meter falls to 0. (Transponder decoder input limits are exceeded.) Note reading.
2. Adjust INTERROGATION SPACING Control right of 0 until the XPDR % RPLY/DME PRF Meter falls to 0. (Transponder decoder input limits are exceeded.) Note reading.

   NOTE: The INTERROGATION SPACING Control is normally set to 0.

   NOTE: Transponder Decoder limits should be symetrical above the “0” setting on the INTERROGATION SPACING Control.

3.6.10 Transponder Pulse Spacing

STEP	PROCEDURE

NOTE: If the F_2 PULSE SPACING Indicator is lit, the F_2 pulse of the reply is either missing or is improperly spaced.

1. Adjust FRAMING PULSE SPACING Control left of zero until the F_2 PULSE SPACING Indicator is lit. Note position of FRAMING PULSE SPACING Control.
2. Adjust FRAMING PULSE SPACING Control right of zero until the F_2 PULSE SPACING Indicator is lit. Note position of FRAMING PULSE SPACING Control.
3. Calculate difference between position in Step 1 and position in Step 2 - this is the approximate width of the F_2 pulse.

   NOTE: If the F_2 pulse is displaced, the other reply pulses may be skewed out of position proportionally.

   NOTE: Transponder Decoder limits should be symetrical above the "0" setting on the INTERROGATION SPACING Control.

3.6.11 Receiver Sensitivity

STEP	PROCEDURE

1. Set MODE Switch to **A/C CODE**.
2. Adjust XPDR SIG LEVEL Control fully ccw.
3. Verify XPDR % RPLY/DME PRF Meter displays **100%** reply.
4. Adjust XPDR SIG LEVEL Control cw until XPDR % RPLY/DME PRF Meter displays **90%** reply.
5. Note position on XPDR SIG LEVEL Control. (This is the minimum trigger level [MTL] of Transponder in -dBm.)
6. Verify the MTL is -69 dBm to -77 dBm (±1.5 dBm) with a 34 dB pad. Record MTL.
7. Set MODE Switch to **A/C ALT**.
8. Repeat Steps 2-6.
9. Verify receiver sensitivity (difference in MTL of the **A/C CODE** and **A/C ALT**) is ≤1.0 dBm.
10. Adjust XPDR SIG LEVEL Control fully ccw.

3.7 DME OPERATION TEST EQUIPMENT SET UP

Refer to 1-2-2, Figure 4.

STEP	PROCEDURE

1. Set up the remote test antenna on the tripod. Adjust test antenna height to be equal to aircraft Transponder antenna. (Test antenna is usually positioned for convenience,)
2. Horizontally position test antenna the distance from aircraft antenna indicated on test antenna's coaxial cable, approximately 21 inches (53.34 cm).
3. Route loose end of coaxial cable into the aircraft via a vent window, door or other opening.

CAUTION: DAMAGE TO THE TEST SET COULD RESULT WHEN THE REMOTE TEST ANTENNA IS POSITIONED CLOSER THAN 15 INCHES (38.1 CM) TO THE AIRCRAFT ANTENNA WHEN THE TEST SET IS ON.

3.8 DME OPERATION TESTS

3.8.1 DME Range or Distance Operation

STEP	PROCEDURE

1. Press PWR/BAT Switch to **BAT**.
2. Power-up airborne DME and allow several minutes for warm-up.
3. Set DME to Distance Display Mode in desired range scale.
4. Set DME Frequency to **108.00**.
5. Set MODE Switch to **DME**.
6. Set DME RANGE/VELOCITY Switch to **RANGE**.
7. Set DME CHANNEL Switch to **17X**.
8. Set SQUITTER ON/OFF Switch to **SQTR**.
9. Set FAST SLEW Switch and SLOW SLEW Switch to **IN** then to **OUT** (to obtain a desired distance in nautical miles).
10. Verify DME locks on at the precise range programmed.

NOTE: Any number of different distances from 0 to 399 NM may be similiarly checked in 1 NM increments.

3.8.2 DME Velocity Operation

STEP	PROCEDURE

1. Press PWR/BAT Switch to **BAT**.
2. Power-up airborne DME and allow several minutes for warm-up.
3. Set DME to Distance Display Mode in desired range scale.
4. Set DME Frequency to **108.00**.
5. Set MODE Switch to **DME**.
6. Set DME RANGE/VELOCITY Switch to desired velocity setting.
7. Set VELOCITY HI/LO RANGE Switch to **HI** (selects upper value) or to **LO** (select lower value).
8. Set FAST SLEW Switch and SLOW SLEW Switch to **IN** then to **OUT** (to set a desired starting range).
9. Set VELOCITY IN/OUT Switch to **IN** then to **OUT** (to track the distance toward or away from the ground station).
10. Verify DME locks on and displays the correct range and velocity.

    NOTE: If the DME is set to display distance in nautical miles (NM), the distance should equal the instantaneous range indicated on the Test Set NUMERICAL Readout in 0.1 NM.

    NOTE: Any number of velocities and instantaneous distances may be similiarly checked.

3.8.3 DME Transmitted PRF

STEP	PROCEDURE

1. Lock DME to desired range or velocity.
2. Set Test Set DME PRF Switch to **0-30**.
3. Verify XPDR % RPLY/DME PRF Meter indicates **Track PRF**.
4. Increase Test Set range by 50 Miles.
5. Set Test Set DME PRF Switch to **0-300**.
6. Verify XPDR % RPLY/DME PRF Meter indicates **Search PRF** as DME searches for the new range or velocity.

    NOTE: DME “memory time” should hold the last displayed range for 8 to 10 seconds before unlocking the the range and searching for the new range.

3.8.4 Transmitter Peak Power and Frequency

STEP	PROCEDURE
1.	Connect DME to Test Set.
2.	Set FREQ/PWR Switch to **PWR**.
3.	Verify RF peak power is displayed on FREQ/PWR Meter in kW.
4.	To check crystal tolerance: ● Set FREQ/PWR Switch to FREQ. ● Adjust FREQ GAIN Control for mid-scale deflection on FREQ/PWR Meter. ● Adjust XMTR FREQ Control for peak reading on FREQ/PWR Meter. **NOTE:** The Plus (+) and minus (-) signs on the XMTR FREQ Control are reversed in DME operation (positive values are left of zero and negative values are right of zero).

3.8.5 IDENT Tone

STEP	PROCEDURE
1.	Set IDENT/50% RPLY Switch to **IDENT**.
2.	Verify 1350 Hz tone is heard through the audio system. **NOTE:** Addition of the IDENT Tone is a good check of memory time, as the IDENT Tone supersedes all range and squitter pulses.

3.8.6 Percent Reply

STEP	PROCEDURE

1. Set IDENT/50% RPLY Switch to **50% RPLY**.
2. Verify 50% of all replies to the DME are deleted.

   NOTE: Deleting half of all replies to the DME checks the ability of the DME to lock-on or to track under poor signal conditions.

3.8.7 Squitter Lock-Out

STEP	PROCEDURE

1. Set SQUITTER ON/OFF Switch to **OFF**.
2. Slew range to desired position.
3. Set DME to appropriate channel:

17X	108.00
18X	108.10
17Y	108.05

4. Verify after DME memory time, the DME drops out without searching.

   NOTE: Most DME Systems are equipped with a Squitter Lock-Out to prevent searching until the Squitter is received.

5. Set SQUITTER ON/OFF Switch to **SQTR**.
6. Verify DME begins searching.

3.8.8 17Y Channel Operation

STEP	PROCEDURE
1.	Set Aircraft Frequency Control to 108.05.
2.	Set Test Set DME CHANNEL Switch to **17Y**.
3.	Perform tests in para 1-2-3.8.1 through 1-2-3.8.7.

3.8.9 DME ILS Channel Operation

STEP	PROCEDURE
1.	Set Aircraft Frequency Control to 108.10.
2.	Set Test Set DME CHANNEL Switch to **18X**.
3.	Perform tests in para 1-2-3.8.1 through 1-2-3.8.7.

NOTE: The nominal transmitter frequency control reading should be -1. The DME transmitter frequency should increment by 1 MHz when channeled from 108.00 to 108.10.

3.9 ENCODING ALTIMETER OPERATION TEST EQUIPMENT SET UP

STEP PROCEDURE

1. Ensure test cable is wired according to 1-2-3, Table 3.

PIN	FUNCTION
1	A1
2	A2
3	A4
4	B1
5	B2
6	B4
7	C1
8	C2
9	C4
10	Blank
11	D2
12	D4
13	GND
14	+5 V
15	Test Input

Encoder Connector Pin Assignments
Table 3

2. Operational considerations are as follows:

   - Open circuit voltage on Pins 1-12 (except Pin 10) is +5 Vdc.
   - Imput impedance is 33 kΩ.
   - To gain correct altitude information transfer when testing, information lines must be pulled to GND (Pin 13) or within 1 V of GND.
   - Maximum allowable altimeter leakage current is 50 μA.
   - Altimeter strobe must be grounded.
   - Pins 14 and 15 of Test Set ALTITUDE ENCODER INPUT Connector must be jumpered for proper readings during Encoding Altimeter tests.
   - The Encoding Altimeter signal common must be connected to the Test Set chassis ground.

STEP PROCEDURE

   - The dc power source for the Encoding Altimeter must be from an external dc power source.
   - The dc power ground and signal ground must be common to Pin 13 of the Test Set ALTITUDE ENCODER INPUT Connector.
   - Check Encoding Altimeter specifications to ensure the Encoding Altimeter can handle the current (+5 Vdc through the 33 kΩ input impedance) on the information lines.

2. Connect test cable between Encoding Altimeter and Test Set ALTITUDE ENCODER INPUT Connector.

3.10 ENCODING ALTIMETER TESTS

3.10.1 Altitude Display

STEP	PROCEDURE
1.	Verify NUMERICAL Readout displays altitude information from -1.0 to -126.7 thousand feet (1-2-2, Figure 3).
2.	Verify OCTAL READOUT Indicators display proper pulse position.

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SECTION 3 - SPECIFICATIONS

1. ATC-600A SPECIFICATIONS

1.1 TRANSPONDER

Interrogations Output:

Mode:	A/C, Altitude or Pilot code, 2:1 interlace, or Mode A (B mode available upon request)
Pulse Spacing:	P_2 and P_3 variable with respect to P_1 (±1 μs) from nominal for input decoder tests
PRF:	235 Hz Nominal
SLS Test:	±1.0 dB P_2 inserted at 0 dB or -9 dB relative to P_1
Power:	-66 to -79 dBm direct with 34 dB pad (±1.5 dB)

Reply Measurements:

Power (UUT):	10 W to 1.5 kW peak (±20%), direct with 34 dB pad
Accuracy:	±3 dB radiated with properly spaced antenna
Frequency Check:	1086 to 1093 MHz (±0.3 MHz)
Altitude Code:	Binary and Numerical Readout, -1.0 to +126.7 thousand feet
Pilot Code:	Binary and Numerical Readout, 0000 to 7777
Percent Reply:	0 to 100%, either A/C or A(B) modes
F_2 Pulse Position:	Measurement of rising and falling edge (±0.5 μs) from nominal
Status Lamps:	Ident Pulses, Invalid Altitude Code and No Altitude Code
Encoder Test:	Direct connection accepts altitude encoder

1.2 DME

Interrogations Measurements:

PRF:	0 to 30 and 0 to 300 Hz
Power (UUT):	10 W to 1.5 kW (±20%), direct with 34 dB pad
Accuracy:	±3 dB radiated with properly spaced antenna
Frequency Check:	1038 to 1045 MHz (±0.3 MHz)

Reply Output:

Frequency:	Paired with VOR: 108.00 MHz (17X channel) or 108.05 MHz (17y channel) standard; 108.10 MHz (18X channel) standard
Output Power:	≈-45 dBm direct with 34 dB pad or radiated with properly spaced antenna
Range:	0 to 399 NM in 1 NM steps
Accuracy:	±0.07 NM (±0.02%)
Velocity:	Crystal controlled digital velocity with rates of 50, 75, 100, 150, 200, 300, 400, 600, 800, 1200, 1600 and 2400 knots (±0.02% of setting); Inbound or outbound starting from any selected range
Range Steps:	0.025 NM (system), 0.1 NM displayed
Percent Reply:	100% or 50%
Ident Tone:	1350 Hz (±8 Hz) with equalizing pulses

1.3 BATTERY OPERATION

Type:	2.0 AH NiCad
Duration:	≈2 hours continuous operation

1.4 ac POWER REQUIREMENTS

Source Voltage and Frequency:	100 to 120 VAC at 60 Hz 220 to 240 VAC at 50 Hz
Power Consumption:	
Maximum:	24 W for 100 to 120VAC at 60 Hz 16 W for 220 to 240 VAC at 50 Hz
Nominal:	19 W for 115 VAC at 60 Hz 13 W for 230 VAC at 50 Hz
Nominal Input Current:	0.26 A at 115 VAC 0.14 A at 230 VAC

1.5 FUSE REQUIREMENTS

F1 and F2:	1.0 A, Type F, 100 to 120 VAC 0.5 A, Type F, 220 to 240 VAC
Internal (Not Servicable by Operator)	10.0 A, Type F, 32 V

1.6 SAFETY

This instrument is designed to comply with the requirements of EN61010-1/IEC1010-1, for Class 1 portable equipment and is for use in a pollution degree 2 environment. The equipment is designed to operate from an installation category II supply, to environmental conditions specified in paragraph 1.4 of EN61010-1.

1.7 OPERATIONAL ENVIRONMENTAL CONDITIONS

This instrument operates over temperature extremes of -20° to +50° C.

1.8 PHYSICAL CHARACTERISTICS

Weight:	≈18 lbs. (8.18 kg)
Width:	≈11.5 in (29.21 cm)
Height:	≈5.0 in (12.7 cm)
Depth:	≈16.25 in (41.275 cm)

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SECTION 4 - SHIPPING

1. SHIPPING TEST SETS

1.1 INFORMATION

Test Sets returned to factory for calibration, service or repair must be repackaged and shipped according to the following conditions:

Authorization

Only return products to factory after first receiving authorization from Aeroflex Customer Service Department.

CONTACT: Aeroflex
Customer Service

Telephone: (800) 835-2350
FAX: (316) 524-2623

Tagging Test Sets

All Test Sets must be tagged with:

- Identification and address of owner
- Nature of service or repair required
- Model Number
- Serial Number

Shipping Containers

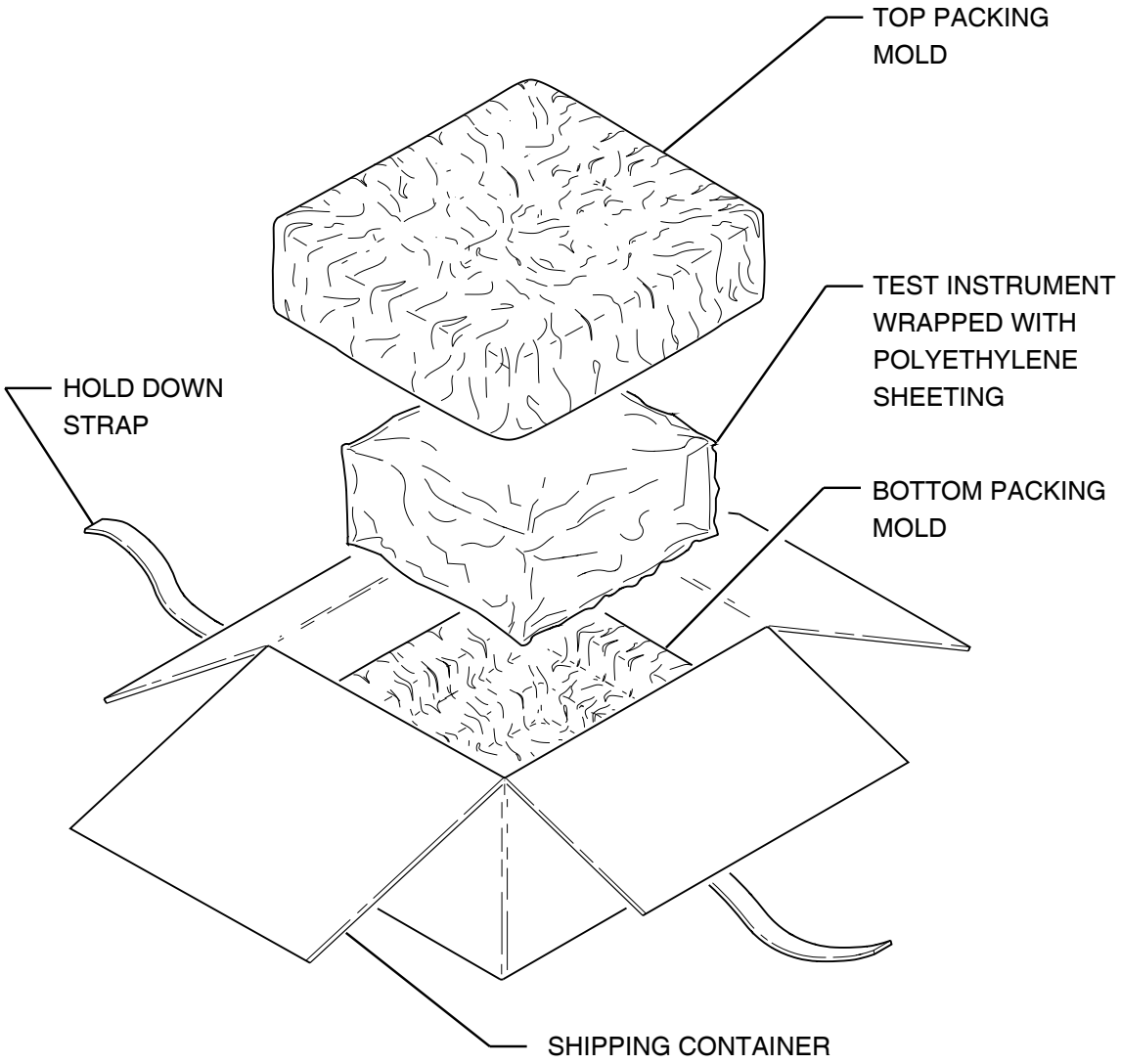
Test Sets must be repackaged in original shipping containers using Aeroflex packing molds. If original shipping containers and materials are unavailable, contact Aeroflex Customer Service for shipping instructions.

Freight Costs

All freight costs on non-warranty shipments are assumed by the customer. (See “Warranty Packet” for freight charge policy on warranty claims.)

1.2 REPACKING PROCEDURE

- Make sure bottom packing mold is seated on floor of shipping container.
- Carefully wrap Test Set with polyethylene sheeting to protect finish.
- Place Test Set into shipping container, making sure Test Set is securely seated in bottom packing mold.
- Place top packing mold over top of Test Set and press down until mold rests solidly in bottom packing mold.
- Close shipping container lids and seal with shipping tape or an industrial stapler. Tie all sides of container with break resistant rope, twine or equivalent.



Repacking Procedure
Figure 1

SECTION 5 - STORAGE

1. STORING TEST SETS

Perform the following storage precautions whenever the Test Set is stored for extended periods:

- Disconnect Test Set from any electrical power source.
- Disconnect and store ac power cable and other accessories with Test Set.
- Cover Test Set to prevent dust and debris from covering and entering Test Set.

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APPENDIX A - CONNECTOR PIN-OUT TABLES

1. TABLE OF I/O CONNECTORS

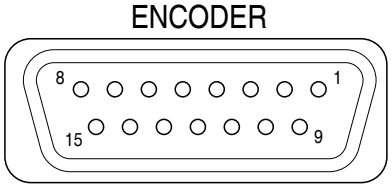
CONNECTOR	TYPE	SIGNAL TYPE	INPUT/OUTPUT
AC POWER	IEC320	ac Line Power	INPUT
RF	BNC	RF	INPUT/OUTPUT
DETECTED RF VIDEO	BNC	Video	INPUT/OUTPUT
DIODE SWITCH INPUT SIGNAL	BNC	Video	INPUT/OUTPUT
SYNC	BNC	TTL	OUTPUT

I/O Connectors
Table 1

2. ALTITUDE ENCODER INPUT CONNECTOR PIN-OUT TABLE

PIN NO.	SIGNAL TYPE	PIN NO.	SIGNAL TYPE
1	A1	9	C4
2	A2	10	N/C
3	A4	11	D2
4	B1	12	D4
5	B2	13	GND
6	B4	14	+5 V SUPPLY
7	C1	15	+5 V ENCODER
8	C2		

Pin-Out for Altitude Encoder Input Connector
Table 1



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APPENDIX B - ALTITUDE TRANSMISSION CODE CHART

RANGE	PULSE POSITION										
(Altitude in Thousands)	D_2	D_4 and SPI	A_1	A_2	A_4	B_1	B_2	B_4	C_1	C_2	C_4
-1.0	0	0	0	0	0	0	0	0	0	1	0
-0.9	0	0	0	0	0	0	0	0	1	1	0
-0.8	0	0	0	0	0	0	0	0	1	0	0
-0.7	0	0	0	0	0	0	0	1	1	0	0
-0.6	0	0	0	0	0	0	0	1	1	1	0
-0.5	0	0	0	0	0	0	0	1	0	1	0
-0.4	0	0	0	0	0	0	0	1	0	1	1
-0.3	0	0	0	0	0	0	0	1	0	0	1
-0.2	0	0	0	0	0	0	1	1	0	0	1
-0.1	0	0	0	0	0	0	1	1	0	1	1
0.0	0	0	0	0	0	0	1	1	0	1	0
0.1	0	0	0	0	0	0	1	1	1	1	0
0.2	0	0	0	0	0	0	1	1	1	0	0
0.3	0	0	0	0	0	0	1	0	1	0	0
0.4	0	0	0	0	0	0	1	0	1	1	0
0.5	0	0	0	0	0	0	1	0	0	1	0
0.6	0	0	0	0	0	0	1	0	0	1	1
0.7	0	0	0	0	0	0	1	0	0	0	1
0.8	0	0	0	0	0	1	1	0	0	0	1
0.9	0	0	0	0	0	1	1	0	0	1	1
1.0	0	0	0	0	0	1	1	0	0	1	0
1.1	0	0	0	0	0	1	1	0	1	1	0
1.2	0	0	0	0	0	1	1	0	1	0	0
1.3	0	0	0	0	0	1	1	1	1	0	0
1.4	0	0	0	0	0	1	1	1	1	1	0
1.5	0	0	0	0	0	1	1	1	0	1	0
1.6	0	0	0	0	0	1	1	1	0	1	1
1.7	0	0	0	0	0	1	1	1	0	0	1
1.8	0	0	0	0	0	1	0	1	0	0	1
1.9	0	0	0	0	0	1	0	1	0	1	1
2.0	0	0	0	0	0	1	0	1	0	1	0
2.1	0	0	0	0	0	1	0	1	1	1	0
2.2	0	0	0	0	0	1	0	1	1	0	0
2.3	0	0	0	0	0	1	0	0	1	0	0
2.4	0	0	0	0	0	1	0	0	1	1	0

RANGE	PULSE POSITION										
(Altitude in Thousands)	D_2	D_4 and SPI	A_1	A_2	A_4	B_1	B_2	B_4	C_1	C_2	C_4
2.5	0	0	0	0	0	1	0	0	0	1	0
2.6	0	0	0	0	0	1	0	0	0	1	1
2.7	0	0	0	0	0	1	0	0	0	0	1
2.8	0	0	0	0	1	1	0	0	0	0	1
2.9	0	0	0	0	1	1	0	0	0	1	1
3.0	0	0	0	0	1	1	0	0	0	1	0
3.1	0	0	0	0	1	1	0	0	1	1	0
3.2	0	0	0	0	1	1	0	0	1	0	0
3.3	0	0	0	0	1	1	0	1	1	0	0
3.4	0	0	0	0	1	1	0	1	1	1	0
3.5	0	0	0	0	1	1	0	1	0	1	0
3.6	0	0	0	0	1	1	0	1	0	1	1
3.7	0	0	0	0	1	1	0	1	0	0	1
3.8	0	0	0	0	1	1	1	1	0	0	1
3.9	0	0	0	0	1	1	1	1	0	1	1
4.0	0	0	0	0	1	1	1	1	0	1	0
4.1	0	0	0	0	1	1	1	1	1	1	0
4.2	0	0	0	0	1	1	1	1	1	0	0
4.3	0	0	0	0	1	1	1	0	1	0	0
4.4	0	0	0	0	1	1	1	0	1	1	0
4.5	0	0	0	0	1	1	1	0	0	1	0
4.6	0	0	0	0	1	1	1	0	0	1	1
4.7	0	0	0	0	1	1	1	0	0	0	1
4.8	0	0	0	0	1	0	1	0	0	0	1
4.9	0	0	0	0	1	0	1	0	0	1	1
5.0	0	0	0	0	1	0	1	0	0	1	0
5.1	0	0	0	0	1	0	1	0	1	1	0
5.2	0	0	0	0	1	0	1	0	1	0	0
5.3	0	0	0	0	1	0	1	1	1	0	0
5.4	0	0	0	0	1	0	1	1	1	1	0
5.5	0	0	0	0	1	0	1	1	0	1	0
5.6	0	0	0	0	1	0	1	1	0	1	1
5.7	0	0	0	0	1	0	1	1	0	0	1
5.8	0	0	0	0	1	0	0	1	0	0	1
5.9	0	0	0	0	1	0	0	1	0	1	1

RANGE	PULSE POSITION										
(Altitude in Thousands)	D_2	D_4 and SPI	A_1	A_2	A_4	B_1	B_2	B_4	C_1	C_2	C_4
6.0	0	0	0	0	1	0	0	1	0	1	0
6.1	0	0	0	0	1	0	0	1	1	1	0
6.2	0	0	0	0	1	0	0	1	1	0	0
6.3	0	0	0	0	1	0	0	0	1	0	0
6.4	0	0	0	0	1	0	0	0	1	1	0
6.5	0	0	0	0	1	0	0	0	0	1	0
6.6	0	0	0	0	1	0	0	0	0	1	1
6.7	0	0	0	0	1	0	0	0	0	0	1
6.8	0	0	0	1	1	0	0	0	0	0	1
6.9	0	0	0	1	1	0	0	0	0	1	1
7.0	0	0	0	1	1	0	0	0	0	1	0
7.1	0	0	0	1	1	0	0	0	1	1	0
7.2	0	0	0	1	1	0	0	0	1	0	0
7.3	0	0	0	1	1	0	0	1	1	0	0
7.4	0	0	0	1	1	0	0	1	1	1	0
7.5	0	0	0	1	1	0	0	1	0	1	0
7.6	0	0	0	1	1	0	0	1	0	1	1
7.7	0	0	0	1	1	0	0	1	0	0	1
7.8	0	0	0	1	1	0	1	1	0	0	1
7.9	0	0	0	1	1	0	1	1	0	1	1
8.0	0	0	0	1	1	0	1	1	0	1	0
8.1	0	0	0	1	1	0	1	1	1	1	0
8.2	0	0	0	1	1	0	1	1	1	0	0
8.3	0	0	0	1	1	0	1	0	1	0	0
8.4	0	0	0	1	1	0	1	0	1	1	0
8.5	0	0	0	1	1	0	1	0	0	1	0
8.6	0	0	0	1	1	0	1	0	0	1	1
8.7	0	0	0	1	1	0	1	0	0	0	1
8.8	0	0	0	1	1	1	1	0	0	0	1
8.9	0	0	0	1	1	1	1	0	0	1	1
9.0	0	0	0	1	1	1	1	0	0	1	0
9.1	0	0	0	1	1	1	1	0	1	1	0
9.2	0	0	0	1	1	1	1	0	1	0	0
9.3	0	0	0	1	1	1	1	1	1	0	0
9.4	0	0	0	1	1	1	1	1	1	1	0
9.5	0	0	0	1	1	1	1	1	0	1	0
9.6	0	0	0	1	1	1	1	1	0	1	1
9.7	0	0	0	1	1	1	1	1	0	0	1
9.8	0	0	0	1	1	1	0	1	0	0	1
9.9	0	0	0	1	1	1	0	1	0	1	1

RANGE	PULSE POSITION										
(Altitude in Thousands)	D_2	D_4 and SPI	A_1	A_2	A_4	B_1	B_2	B_4	C_1	C_2	C_4
10.0	0	0	0	1	1	1	0	1	0	1	0
10.1	0	0	0	1	1	1	0	1	1	1	0
10.2	0	0	0	1	1	1	0	1	1	0	0
10.3	0	0	0	1	1	1	0	0	1	0	0
10.4	0	0	0	1	1	1	0	0	1	1	0
10.5	0	0	0	1	1	1	0	0	0	1	0
10.6	0	0	0	1	1	1	0	0	0	1	1
10.7	0	0	0	1	1	1	0	0	0	0	1
10.8	0	0	0	1	0	1	0	0	0	0	1
10.9	0	0	0	1	0	1	0	0	0	1	1
11.0	0	0	0	1	0	1	0	0	0	1	0
11.1	0	0	0	1	0	1	0	0	1	1	0
11.2	0	0	0	1	0	1	0	0	1	0	0
11.3	0	0	0	1	0	1	0	1	1	0	0
11.4	0	0	0	1	0	1	0	1	1	1	0
11.5	0	0	0	1	0	1	0	1	0	1	0
11.6	0	0	0	1	0	1	0	1	0	1	1
11.7	0	0	0	1	0	1	0	1	0	0	1
11.8	0	0	0	1	0	1	1	1	0	0	1
11.9	0	0	0	1	0	1	1	1	0	1	1
12.0	0	0	0	1	0	1	1	1	0	1	0
12.1	0	0	0	1	0	1	1	1	1	1	0
12.2	0	0	0	1	0	1	1	1	1	0	0
12.3	0	0	0	1	0	1	1	0	1	0	0
12.4	0	0	0	1	0	1	1	0	1	1	0
12.5	0	0	0	1	0	1	1	0	0	1	0
12.6	0	0	0	1	0	1	1	0	0	1	1
12.7	0	0	0	1	0	1	1	0	0	0	1
12.8	0	0	0	1	0	0	1	0	0	0	1
12.9	0	0	0	1	0	0	1	0	0	1	1
13.0	0	0	0	1	0	0	1	0	0	1	0
13.1	0	0	0	1	0	0	1	0	1	1	0
13.2	0	0	0	1	0	0	1	0	1	0	0
13.3	0	0	0	1	0	0	1	1	1	0	0
13.4	0	0	0	1	0	0	1	1	1	1	0
13.5	0	0	0	1	0	0	1	1	0	1	0
13.6	0	0	0	1	0	0	1	1	0	1	1
13.7	0	0	0	1	0	0	1	1	0	0	1
13.8	0	0	0	1	0	0	0	1	0	0	1
13.9	0	0	0	1	0	0	0	1	0	1	1

RANGE	PULSE POSITION										
(Altitude in Thousands)	D_2	D_4 and SPI	A_1	A_2	A_4	B_1	B_2	B_4	C_1	C_2	C_4
14.0	0	0	0	1	0	0	0	1	0	1	0
14.1	0	0	0	1	0	0	0	1	1	1	0
14.2	0	0	0	1	0	0	0	1	1	0	0
14.3	0	0	0	1	0	0	0	0	1	0	0
14.4	0	0	0	1	0	0	0	0	1	1	0
14.5	0	0	0	1	0	0	0	0	0	1	0
14.6	0	0	0	1	0	0	0	0	0	1	1
14.7	0	0	0	1	0	0	0	0	0	0	1
14.8	0	0	1	1	0	0	0	0	0	0	1
14.9	0	0	1	1	0	0	0	0	0	1	1
15.0	0	0	1	1	0	0	0	0	0	1	0
15.1	0	0	1	1	0	0	0	0	1	1	0
15.2	0	0	1	1	0	0	0	0	1	0	0
15.3	0	0	1	1	0	0	0	1	1	0	0
15.4	0	0	1	1	0	0	0	1	1	1	0
15.5	0	0	1	1	0	0	0	1	0	1	0
15.6	0	0	1	1	0	0	0	1	0	1	1
15.7	0	0	1	1	0	0	0	1	0	0	1
15.8	0	0	1	1	0	0	1	1	0	0	1
15.9	0	0	1	1	0	0	1	1	0	1	1
16.0	0	0	1	1	0	0	1	1	0	1	0
16.1	0	0	1	1	0	0	1	1	1	1	0
16.2	0	0	1	1	0	0	1	1	1	0	0
16.3	0	0	1	1	0	0	1	0	1	0	0
16.4	0	0	1	1	0	0	1	0	1	1	0
16.5	0	0	1	1	0	0	1	0	0	1	0
16.6	0	0	1	1	0	0	1	0	0	1	1
16.7	0	0	1	1	0	0	1	0	0	0	1
16.8	0	0	1	1	0	1	1	0	0	0	1
16.9	0	0	1	1	0	1	1	0	0	1	1
17.0	0	0	1	1	0	1	1	0	0	1	0
17.1	0	0	1	1	0	1	1	0	1	1	0
17.2	0	0	1	1	0	1	1	0	1	0	0
17.3	0	0	1	1	0	1	1	1	1	0	0
17.4	0	0	1	1	0	1	1	1	1	1	0
17.5	0	0	1	1	0	1	1	1	0	1	0
17.6	0	0	1	1	0	1	1	1	0	1	1
17.7	0	0	1	1	0	1	1	1	0	0	1
17.8	0	0	1	1	0	1	0	1	0	0	1
17.9	0	0	1	1	0	1	0	1	0	1	1

RANGE	PULSE POSITION										
(Altitude in Thousands)	D_2	D_4 and SPI	A_1	A_2	A_4	B_1	B_2	B_4	C_1	C_2	C_4
18.0	0	0	1	1	0	1	0	1	0	1	0
18.1	0	0	1	1	0	1	0	1	1	1	0
18.2	0	0	1	1	0	1	0	1	1	0	0
18.3	0	0	1	1	0	1	0	0	1	0	0
18.4	0	0	1	1	0	1	0	0	1	1	0
18.5	0	0	1	1	0	1	0	0	0	1	0
18.6	0	0	1	1	0	1	0	0	0	1	1
18.7	0	0	1	1	0	1	0	0	0	0	1
18.8	0	0	1	1	1	1	0	0	0	0	1
18.9	0	0	1	1	1	1	0	0	0	1	1
19.0	0	0	1	1	1	1	0	0	0	1	0
19.1	0	0	1	1	1	1	0	0	1	1	0
19.2	0	0	1	1	1	1	0	0	1	0	0
19.3	0	0	1	1	1	1	0	1	1	0	0
19.4	0	0	1	1	1	1	0	1	1	1	0
19.5	0	0	1	1	1	1	0	1	0	1	0
19.6	0	0	1	1	1	1	0	1	0	1	1
19.7	0	0	1	1	1	1	0	1	0	0	1
19.8	0	0	1	1	1	1	1	1	0	0	1
19.9	0	0	1	1	1	1	1	1	0	1	1
20.0	0	0	1	1	1	1	1	1	0	1	0
20.1	0	0	1	1	1	1	1	1	1	1	0
20.2	0	0	1	1	1	1	1	1	1	0	0
20.3	0	0	1	1	1	1	1	0	1	0	0
20.4	0	0	1	1	1	1	1	0	1	1	0
20.5	0	0	1	1	1	1	1	0	0	1	0
20.6	0	0	1	1	1	1	1	0	0	1	1
20.7	0	0	1	1	1	1	1	0	0	0	1
20.8	0	0	1	1	1	0	1	0	0	0	1
20.9	0	0	1	1	1	0	1	0	0	1	1
21.0	0	0	1	1	1	0	1	0	0	1	0
21.1	0	0	1	1	1	0	1	0	1	1	0
21.2	0	0	1	1	1	0	1	0	1	0	0
21.3	0	0	1	1	1	0	1	1	1	0	0
21.4	0	0	1	1	1	0	1	1	1	1	0
21.5	0	0	1	1	1	0	1	1	0	1	0
21.6	0	0	1	1	1	0	1	1	0	1	1
21.7	0	0	1	1	1	0	1	1	0	0	1
21.8	0	0	1	1	1	0	0	1	0	0	1
21.9	0	0	1	1	1	0	0	1	0	1	1

RANGE	PULSE POSITION										
(Altitude in Thousands)	D_2	D_4 and SPI	A_1	A_2	A_4	B_1	B_2	B_4	C_1	C_2	C_4
22.0	0	0	1	1	1	0	0	1	0	1	0
22.1	0	0	1	1	1	0	0	1	1	1	0
22.2	0	0	1	1	1	0	0	1	1	0	0
22.3	0	0	1	1	1	0	0	0	1	0	0
22.4	0	0	1	1	1	0	0	0	1	1	0
22.5	0	0	1	1	1	0	0	0	0	1	0
22.6	0	0	1	1	1	0	0	0	0	1	1
22.7	0	0	1	1	1	0	0	0	0	0	1
22.8	0	0	1	0	1	0	0	0	0	0	1
22.9	0	0	1	0	1	0	0	0	0	1	1
23.0	0	0	1	0	1	0	0	0	0	1	0
23.1	0	0	1	0	1	0	0	0	1	1	0
23.2	0	0	1	0	1	0	0	0	1	0	0
23.3	0	0	1	0	1	0	0	1	1	0	0
23.4	0	0	1	0	1	0	0	1	1	1	0
23.5	0	0	1	0	1	0	0	1	0	1	0
23.6	0	0	1	0	1	0	0	1	0	1	1
23.7	0	0	1	0	1	0	0	1	0	0	1
23.8	0	0	1	0	1	0	1	1	0	0	1
23.9	0	0	1	0	1	0	1	1	0	1	1
24.0	0	0	1	0	1	0	1	1	0	1	0
24.1	0	0	1	0	1	0	1	1	1	1	0
24.2	0	0	1	0	1	0	1	1	1	0	0
24.3	0	0	1	0	1	0	1	0	1	0	0
24.4	0	0	1	0	1	0	1	0	1	1	0
24.5	0	0	1	0	1	0	1	0	0	1	0
24.6	0	0	1	0	1	0	1	0	0	1	1
24.7	0	0	1	0	1	0	1	0	0	0	1
24.8	0	0	1	0	1	1	1	0	0	0	1
24.9	0	0	1	0	1	1	1	0	0	1	1
25.0	0	0	1	0	1	1	1	0	0	1	0
25.1	0	0	1	0	1	1	1	0	1	1	0
25.2	0	0	1	0	1	1	1	0	1	0	0
25.3	0	0	1	0	1	1	1	1	1	0	0
25.4	0	0	1	0	1	1	1	1	1	1	0
25.5	0	0	1	0	1	1	1	1	0	1	0
25.6	0	0	1	0	1	1	1	1	0	1	1
25.7	0	0	1	0	1	1	1	1	0	0	1
25.8	0	0	1	0	1	1	0	1	0	0	1
25.9	0	0	1	0	1	1	0	1	0	1	1

RANGE	PULSE POSITION										
(Altitude in Thousands)	D_2	D_4 and SPI	A_1	A_2	A_4	B_1	B_2	B_4	C_1	C_2	C_4
26.0	0	0	1	0	1	1	0	1	0	1	0
26.1	0	0	1	0	1	1	0	1	1	1	0
26.2	0	0	1	0	1	1	0	1	1	0	0
26.3	0	0	1	0	1	1	0	0	1	0	0
26.4	0	0	1	0	1	1	0	0	1	1	0
26.5	0	0	1	0	1	1	0	0	0	1	0
26.6	0	0	1	0	1	1	0	0	0	1	1
26.7	0	0	1	0	1	1	0	0	0	0	1
26.8	0	0	1	0	0	1	0	0	0	0	1
26.9	0	0	1	0	0	1	0	0	0	1	1
27.0	0	0	1	0	0	1	0	0	0	1	0
27.1	0	0	1	0	0	1	0	0	1	1	0
27.2	0	0	1	0	0	1	0	0	1	0	0
27.3	0	0	1	0	0	1	0	1	1	0	0
27.4	0	0	1	0	0	1	0	1	1	1	0
27.5	0	0	1	0	0	1	0	1	0	1	0
27.6	0	0	1	0	0	1	0	1	0	1	1
27.7	0	0	1	0	0	1	0	1	0	0	1
27.8	0	0	1	0	0	1	1	1	0	0	1
27.9	0	0	1	0	0	1	1	1	0	1	1
28.0	0	0	1	0	0	1	1	1	0	1	0
28.1	0	0	1	0	0	1	1	1	1	1	0
28.2	0	0	1	0	0	1	1	1	1	0	0
28.3	0	0	1	0	0	1	1	0	1	0	0
28.4	0	0	1	0	0	1	1	0	1	1	0
28.5	0	0	1	0	0	1	1	0	0	1	0
28.6	0	0	1	0	0	1	1	0	0	1	1
28.7	0	0	1	0	0	1	1	0	0	0	1
28.8	0	0	1	0	0	0	1	0	0	0	1
28.9	0	0	1	0	0	0	1	0	0	1	1
29.0	0	0	1	0	0	0	1	0	0	1	0
29.1	0	0	1	0	0	0	1	0	1	1	0
29.2	0	0	1	0	0	0	1	0	1	0	0
29.3	0	0	1	0	0	0	1	1	1	0	0
29.4	0	0	1	0	0	0	1	1	1	1	0
29.5	0	0	1	0	0	0	1	1	0	1	0
29.6	0	0	1	0	0	0	1	1	0	1	1
29.7	0	0	1	0	0	0	1	1	0	0	1
29.8	0	0	1	0	0	0	0	1	0	0	1
29.9	0	0	1	0	0	0	0	1	0	1	1

RANGE	PULSE POSITION										
(Altitude in Thousands)	D_2	D_4 and SPI	A_1	A_2	A_4	B_1	B_2	B_4	C_1	C_2	C_4
30.0	0	0	1	0	0	0	0	1	0	1	0
30.1	0	0	1	0	0	0	0	1	1	1	0
30.2	0	0	1	0	0	0	0	1	1	0	0
30.3	0	0	1	0	0	0	0	0	1	0	0
30.4	0	0	1	0	0	0	0	0	1	1	0
30.5	0	0	1	0	0	0	0	0	0	1	0
30.6	0	0	1	0	0	0	0	0	0	1	1
30.7	0	0	1	0	0	0	0	0	0	0	1
30.8	0	1	1	0	0	0	0	0	0	0	1
30.9	0	1	1	0	0	0	0	0	0	1	1
31.0	0	1	1	0	0	0	0	0	0	1	0
31.1	0	1	1	0	0	0	0	0	1	1	0
31.2	0	1	1	0	0	0	0	0	1	0	0
31.3	0	1	1	0	0	0	0	1	1	0	0
31.4	0	1	1	0	0	0	0	1	1	1	0
31.5	0	1	1	0	0	0	0	1	0	1	0
31.6	0	1	1	0	0	0	0	1	0	1	1
31.7	0	1	1	0	0	0	0	1	0	0	1
31.8	0	1	1	0	0	0	1	1	0	0	1
31.9	0	1	1	0	0	0	1	1	0	1	1
32.0	0	1	1	0	0	0	1	1	0	1	0
32.1	0	1	1	0	0	0	1	1	1	1	0
32.2	0	1	1	0	0	0	1	1	1	0	0
32.3	0	1	1	0	0	0	1	0	1	0	0
32.4	0	1	1	0	0	0	1	0	1	1	0
32.5	0	1	1	0	0	0	1	0	0	1	0
32.6	0	1	1	0	0	0	1	0	0	1	1
32.7	0	1	1	0	0	0	1	0	0	0	1
32.8	0	1	1	0	0	1	1	0	0	0	1
32.9	0	1	1	0	0	1	1	0	0	1	1
33.0	0	1	1	0	0	1	1	0	0	1	0
33.1	0	1	1	0	0	1	1	0	1	1	0
33.2	0	1	1	0	0	1	1	0	1	0	0
33.3	0	1	1	0	0	1	1	1	1	0	0
33.4	0	1	1	0	0	1	1	1	1	1	0
33.5	0	1	1	0	0	1	1	1	0	1	0
33.6	0	1	1	0	0	1	1	1	0	1	1
33.7	0	1	1	0	0	1	1	1	0	0	1
33.8	0	1	1	0	0	1	0	1	0	0	1
33.9	0	1	1	0	0	1	0	1	0	1	1

RANGE	PULSE POSITION										
(Altitude in Thousands)	D_2	D_4 and SPI	A_1	A_2	A_4	B_1	B_2	B_4	C_1	C_2	C_4
34.0	0	1	1	0	0	1	0	1	0	1	0
34.1	0	1	1	0	0	1	0	1	1	1	0
34.2	0	1	1	0	0	1	0	1	1	0	0
34.3	0	1	1	0	0	1	0	0	1	0	0
34.4	0	1	1	0	0	1	0	0	1	1	0
34.5	0	1	1	0	0	1	0	0	0	1	0
34.6	0	1	1	0	0	1	0	0	0	1	1
34.7	0	1	1	0	0	1	0	0	0	0	1
34.8	0	1	1	0	1	1	0	0	0	0	1
34.9	0	1	1	0	1	1	0	0	0	1	1
35.0	0	1	1	0	1	1	0	0	0	1	0
35.1	0	1	1	0	1	1	0	0	1	1	0
35.2	0	1	1	0	1	1	0	0	1	0	0
35.3	0	1	1	0	1	1	0	1	1	0	0
35.4	0	1	1	0	1	1	0	1	1	1	0
35.5	0	1	1	0	1	1	0	1	0	1	0
35.6	0	1	1	0	1	1	0	1	0	1	1
35.7	0	1	1	0	1	1	0	1	0	0	1
35.8	0	1	1	0	1	1	1	1	0	0	1
35.9	0	1	1	0	1	1	1	1	0	1	1
36.0	0	1	1	0	1	1	1	1	0	1	0
36.1	0	1	1	0	1	1	1	1	1	1	0
36.2	0	1	1	0	1	1	1	1	1	0	0
36.3	0	1	1	0	1	1	1	0	1	0	0
36.4	0	1	1	0	1	1	1	0	1	1	0
36.5	0	1	1	0	1	1	1	0	0	1	0
36.6	0	1	1	0	1	1	1	0	0	1	1
36.7	0	1	1	0	1	1	1	0	0	0	1
36.8	0	1	1	0	1	0	1	0	0	0	1
36.9	0	1	1	0	1	0	1	0	0	1	1
37.0	0	1	1	0	1	0	1	0	0	1	0
37.1	0	1	1	0	1	0	1	0	1	1	0
37.2	0	1	1	0	1	0	1	0	1	0	0
37.3	0	1	1	0	1	0	1	1	1	0	0
37.4	0	1	1	0	1	0	1	1	1	1	0
37.5	0	1	1	0	1	0	1	1	0	1	0
37.6	0	1	1	0	1	0	1	1	0	1	1
37.7	0	1	1	0	1	0	1	1	0	0	1
37.8	0	1	1	0	1	0	0	1	0	0	1
37.9	0	1	1	0	1	0	0	1	0	1	1

RANGE	PULSE POSITION										
(Altitude in Thousands)	D_2	D_4 and SPI	A_1	A_2	A_4	B_1	B_2	B_4	C_1	C_2	C_4
38.0	0	1	1	0	1	0	0	1	0	1	0
38.1	0	1	1	0	1	0	0	1	1	1	0
38.2	0	1	1	0	1	0	0	1	1	0	0
38.3	0	1	1	0	1	0	0	0	1	0	0
38.4	0	1	1	0	1	0	0	0	1	1	0
38.5	0	1	1	0	1	0	0	0	0	1	0
38.6	0	1	1	0	1	0	0	0	0	1	1
38.7	0	1	1	0	1	0	0	0	0	0	1
38.8	0	1	1	1	1	0	0	0	0	0	1
38.9	0	1	1	1	1	0	0	0	0	1	1
39.0	0	1	1	1	1	0	0	0	0	1	0
39.1	0	1	1	1	1	0	0	0	1	1	0
39.2	0	1	1	1	1	0	0	0	1	0	0
39.3	0	1	1	1	1	0	0	1	1	0	0
39.4	0	1	1	1	1	0	0	1	1	1	0
39.5	0	1	1	1	1	0	0	1	0	1	0
39.6	0	1	1	1	1	0	0	1	0	1	1
39.7	0	1	1	1	1	0	0	1	0	0	1
39.8	0	1	1	1	1	0	1	1	0	0	1
39.9	0	1	1	1	1	0	1	1	0	1	1
40.0	0	1	1	1	1	0	1	1	0	1	0
40.1	0	1	1	1	1	0	1	1	1	1	0
40.2	0	1	1	1	1	0	1	1	1	0	0
40.3	0	1	1	1	1	0	1	0	1	0	0
40.4	0	1	1	1	1	0	1	0	1	1	0
40.5	0	1	1	1	1	0	1	0	0	1	0
40.6	0	1	1	1	1	0	1	0	0	1	1
40.7	0	1	1	1	1	0	1	0	0	0	1
40.8	0	1	1	1	1	1	1	0	0	0	1
40.9	0	1	1	1	1	1	1	0	0	1	1
41.0	0	1	1	1	1	1	1	0	0	1	0
41.1	0	1	1	1	1	1	1	0	1	1	0
41.2	0	1	1	1	1	1	1	0	1	0	0
41.3	0	1	1	1	1	1	1	1	1	0	0
41.4	0	1	1	1	1	1	1	1	1	1	0
41.5	0	1	1	1	1	1	1	1	0	1	0
41.6	0	1	1	1	1	1	1	1	0	1	1
41.7	0	1	1	1	1	1	1	1	0	0	1
41.8	0	1	1	1	1	1	0	1	0	0	1
41.9	0	1	1	1	1	1	0	1	0	1	1

RANGE	PULSE POSITION										
(Altitude in Thousands)	D_2	D_4 and SPI	A_1	A_2	A_4	B_1	B_2	B_4	C_1	C_2	C_4
42.0	0	1	1	1	1	1	0	1	0	1	0
42.1	0	1	1	1	1	1	0	1	1	1	0
42.2	0	1	1	1	1	1	0	1	1	0	0
42.3	0	1	1	1	1	1	0	0	1	0	0
42.4	0	1	1	1	1	1	0	0	1	1	0
42.5	0	1	1	1	1	1	0	0	0	1	0
42.6	0	1	1	1	1	1	0	0	0	1	1
42.7	0	1	1	1	1	1	0	0	0	0	1
42.8	0	1	1	1	0	1	0	0	0	0	1
42.9	0	1	1	1	0	1	0	0	0	1	1
43.0	0	1	1	1	0	1	0	0	0	1	0
43.1	0	1	1	1	0	1	0	0	1	1	0
43.2	0	1	1	1	0	1	0	0	1	0	0
43.3	0	1	1	1	0	1	0	1	1	0	0
43.4	0	1	1	1	0	1	0	1	1	1	0
43.5	0	1	1	1	0	1	0	1	0	1	0
43.6	0	1	1	1	0	1	0	1	0	1	1
43.7	0	1	1	1	0	1	0	1	0	0	1
43.8	0	1	1	1	0	1	1	1	0	0	1
43.9	0	1	1	1	0	1	1	1	0	1	1
44.0	0	1	1	1	0	1	1	1	0	1	0
44.1	0	1	1	1	0	1	1	1	1	1	0
44.2	0	1	1	1	0	1	1	1	1	0	0
44.3	0	1	1	1	0	1	1	0	1	0	0
44.4	0	1	1	1	0	1	1	0	1	1	0
44.5	0	1	1	1	0	1	1	0	0	1	0
44.6	0	1	1	1	0	1	1	0	0	1	1
44.7	0	1	1	1	0	1	1	0	0	0	1
44.8	0	1	1	1	0	0	1	0	0	0	1
44.9	0	1	1	1	0	0	1	0	0	1	1
45.0	0	1	1	1	0	0	1	0	0	1	0
45.1	0	1	1	1	0	0	1	0	1	1	0
45.2	0	1	1	1	0	0	1	0	1	0	0
45.3	0	1	1	1	0	0	1	1	1	0	0
45.4	0	1	1	1	0	0	1	1	1	1	0
45.5	0	1	1	1	0	0	1	1	0	1	0
45.6	0	1	1	1	0	0	1	1	0	1	1
45.7	0	1	1	1	0	0	1	1	0	0	1
45.8	0	1	1	1	0	0	0	1	0	0	1
45.9	0	1	1	1	0	0	0	1	0	1	1

RANGE	PULSE POSITION										
(Altitude in Thousands)	D_2	D_4 and SPI	A_1	A_2	A_4	B_1	B_2	B_4	C_1	C_2	C_4
46.0	0	1	1	1	0	0	0	1	0	1	0
46.1	0	1	1	1	0	0	0	1	1	1	0
46.2	0	1	1	1	0	0	0	1	1	0	0
46.3	0	1	1	1	0	0	0	0	1	0	0
46.4	0	1	1	1	0	0	0	0	1	1	0
46.5	0	1	1	1	0	0	0	0	0	1	0
46.6	0	1	1	1	0	0	0	0	0	1	1
46.7	0	1	1	1	0	0	0	0	0	0	1
46.8	0	1	0	1	0	0	0	0	0	0	1
46.9	0	1	0	1	0	0	0	0	0	1	1
47.0	0	1	0	1	0	0	0	0	0	1	0
47.1	0	1	0	1	0	0	0	0	1	1	0
47.2	0	1	0	1	0	0	0	0	1	0	0
47.3	0	1	0	1	0	0	0	1	1	0	0
47.4	0	1	0	1	0	0	0	1	1	1	0
47.5	0	1	0	1	0	0	0	1	0	1	0
47.6	0	1	0	1	0	0	0	1	0	1	1
47.7	0	1	0	1	0	0	0	1	0	0	1
47.8	0	1	0	1	0	0	1	1	0	0	1
47.9	0	1	0	1	0	0	1	1	0	1	1
48.0	0	1	0	1	0	0	1	1	0	1	0
48.1	0	1	0	1	0	0	1	1	1	1	0
48.2	0	1	0	1	0	0	1	1	1	0	0
48.3	0	1	0	1	0	0	1	0	1	0	0
48.4	0	1	0	1	0	0	1	0	1	1	0
48.5	0	1	0	1	0	0	1	0	0	1	0
48.6	0	1	0	1	0	0	1	0	0	1	1
48.7	0	1	0	1	0	0	1	0	0	0	1
48.8	0	1	0	1	0	1	1	0	0	0	1
48.9	0	1	0	1	0	1	1	0	0	1	1
49.0	0	1	0	1	0	1	1	0	0	1	0
49.1	0	1	0	1	0	1	1	0	1	1	0
49.2	0	1	0	1	0	1	1	0	1	0	0
49.3	0	1	0	1	0	1	1	1	1	0	0
49.4	0	1	0	1	0	1	1	1	1	1	0
49.5	0	1	0	1	0	1	1	1	0	1	0
49.6	0	1	0	1	0	1	1	1	0	1	1
49.7	0	1	0	1	0	1	1	1	0	0	1
49.8	0	1	0	1	0	1	0	1	0	0	1
49.9	0	1	0	1	0	1	0	1	0	1	1

RANGE	PULSE POSITION										
(Altitude in Thousands)	D_2	D_4 and SPI	A_1	A_2	A_4	B_1	B_2	B_4	C_1	C_2	C_4
50.0	0	1	0	1	0	1	0	1	0	1	0
50.1	0	1	0	1	0	1	0	1	1	1	0
50.2	0	1	0	1	0	1	0	1	1	0	0
50.3	0	1	0	1	0	1	0	0	1	0	0
50.4	0	1	0	1	0	1	0	0	1	1	0
50.5	0	1	0	1	0	1	0	0	0	1	0
50.6	0	1	0	1	0	1	0	0	0	1	1
50.7	0	1	0	1	0	1	0	0	0	0	1
50.8	0	1	0	1	1	1	0	0	0	0	1
50.9	0	1	0	1	1	1	0	0	0	1	1
51.0	0	1	0	1	1	1	0	0	0	1	0
51.1	0	1	0	1	1	1	0	0	1	1	0
51.2	0	1	0	1	1	1	0	0	1	0	0
51.3	0	1	0	1	1	1	0	1	1	0	0
51.4	0	1	0	1	1	1	0	1	1	1	0
51.5	0	1	0	1	1	1	0	1	0	1	0
51.6	0	1	0	1	1	1	0	1	0	1	1
51.7	0	1	0	1	1	1	0	1	0	0	1
51.8	0	1	0	1	1	1	1	1	0	0	1
51.9	0	1	0	1	1	1	1	1	0	1	1
52.0	0	1	0	1	1	1	1	1	0	1	0
52.1	0	1	0	1	1	1	1	1	1	1	0
52.2	0	1	0	1	1	1	1	1	1	0	0
52.3	0	1	0	1	1	1	1	0	1	0	0
52.4	0	1	0	1	1	1	1	0	1	1	0
52.5	0	1	0	1	1	1	1	0	0	1	0
52.6	0	1	0	1	1	1	1	0	0	1	1
52.7	0	1	0	1	1	1	1	0	0	0	1
52.8	0	1	0	1	1	0	1	0	0	0	1
52.9	0	1	0	1	1	0	1	0	0	1	1
53.0	0	1	0	1	1	0	1	0	0	1	0
53.1	0	1	0	1	1	0	1	0	1	1	0
53.2	0	1	0	1	1	0	1	0	1	0	0
53.3	0	1	0	1	1	0	1	1	1	0	0
53.4	0	1	0	1	1	0	1	1	1	1	0
53.5	0	1	0	1	1	0	1	1	0	1	0
53.6	0	1	0	1	1	0	1	1	0	1	1
53.7	0	1	0	1	1	0	1	1	0	0	1
53.8	0	1	0	1	1	0	0	1	0	0	1
53.9	0	1	0	1	1	0	0	1	0	1	1

RANGE	PULSE POSITION										
(Altitude in Thousands)	D_2	D_4 and SPI	A_1	A_2	A_4	B_1	B_2	B_4	C_1	C_2	C_4
54.0	0	1	0	1	1	0	0	1	0	1	0
54.1	0	1	0	1	1	0	0	1	1	1	0
54.2	0	1	0	1	1	0	0	1	1	0	0
54.3	0	1	0	1	1	0	0	0	1	0	0
54.4	0	1	0	1	1	0	0	0	1	1	0
54.5	0	1	0	1	1	0	0	0	0	1	0
54.6	0	1	0	1	1	0	0	0	0	1	1
54.7	0	1	0	1	1	0	0	0	0	0	1
54.8	0	1	0	0	1	0	0	0	0	0	1
54.9	0	1	0	0	1	0	0	0	0	1	1
55.0	0	1	0	0	1	0	0	0	0	1	0
55.1	0	1	0	0	1	0	0	0	1	1	0
55.2	0	1	0	0	1	0	0	0	1	0	0
55.3	0	1	0	0	1	0	0	1	1	0	0
55.4	0	1	0	0	1	0	0	1	1	1	0
55.5	0	1	0	0	1	0	0	1	0	1	0
55.6	0	1	0	0	1	0	0	1	0	1	1
55.7	0	1	0	0	1	0	0	1	0	0	1
55.8	0	1	0	0	1	0	1	1	0	0	1
55.9	0	1	0	0	1	0	1	1	0	1	1
56.0	0	1	0	0	1	0	1	1	0	1	0
56.1	0	1	0	0	1	0	1	1	1	1	0
56.2	0	1	0	0	1	0	1	1	1	0	0
56.3	0	1	0	0	1	0	1	0	1	0	0
56.4	0	1	0	0	1	0	1	0	1	1	0
56.5	0	1	0	0	1	0	1	0	0	1	0
56.6	0	1	0	0	1	0	1	0	0	1	1
56.7	0	1	0	0	1	0	1	0	0	0	1
56.8	0	1	0	0	1	1	1	0	0	0	1
56.9	0	1	0	0	1	1	1	0	0	1	1
57.0	0	1	0	0	1	1	1	0	0	1	0
57.1	0	1	0	0	1	1	1	0	1	1	0
57.2	0	1	0	0	1	1	1	0	1	0	0
57.3	0	1	0	0	1	1	1	1	1	0	0
57.4	0	1	0	0	1	1	1	1	1	1	0
57.5	0	1	0	0	1	1	1	1	0	1	0
57.6	0	1	0	0	1	1	1	1	0	1	1
57.7	0	1	0	0	1	1	1	1	0	0	1
57.8	0	1	0	0	1	1	0	1	0	0	1
57.9	0	1	0	0	1	1	0	1	0	1	1

RANGE	PULSE POSITION										
(Altitude in Thousands)	D_2	D_4 and SPI	A_1	A_2	A_4	B_1	B_2	B_4	C_1	C_2	C_4
58.0	0	1	0	0	1	1	0	1	0	1	0
58.1	0	1	0	0	1	1	0	1	1	1	0
58.2	0	1	0	0	1	1	0	1	1	0	0
58.3	0	1	0	0	1	1	0	0	1	0	0
58.4	0	1	0	0	1	1	0	0	1	1	0
58.5	0	1	0	0	1	1	0	0	0	1	0
58.6	0	1	0	0	1	1	0	0	0	1	1
58.7	0	1	0	0	1	1	0	0	0	0	1
58.8	0	1	0	0	0	1	0	0	0	0	1
58.9	0	1	0	0	0	1	0	0	0	1	1
59.0	0	1	0	0	0	1	0	0	0	1	0
59.1	0	1	0	0	0	1	0	0	1	1	0
59.2	0	1	0	0	0	1	0	0	1	0	0
59.3	0	1	0	0	0	1	0	1	1	0	0
59.4	0	1	0	0	0	1	0	1	1	1	0
59.5	0	1	0	0	0	1	0	1	0	1	0
59.6	0	1	0	0	0	1	0	1	0	1	1
59.7	0	1	0	0	0	1	0	1	0	0	1
59.8	0	1	0	0	0	1	1	1	0	0	1
59.9	0	1	0	0	0	1	1	1	0	1	1
60.0	0	1	0	0	0	1	1	1	0	1	0
60.1	0	1	0	0	0	1	1	1	1	1	0
60.2	0	1	0	0	0	1	1	1	1	0	0
60.3	0	1	0	0	0	1	1	0	1	0	0
60.4	0	1	0	0	0	1	1	0	1	1	0
60.5	0	1	0	0	0	1	1	0	0	1	0
60.6	0	1	0	0	0	1	1	0	0	1	1
60.7	0	1	0	0	0	1	1	0	0	0	1
60.8	0	1	0	0	0	0	1	0	0	0	1
60.9	0	1	0	0	0	0	1	0	0	1	1
61.0	0	1	0	0	0	0	1	0	0	1	0
61.1	0	1	0	0	0	0	1	0	1	1	0
61.2	0	1	0	0	0	0	1	0	1	0	0
61.3	0	1	0	0	0	0	1	1	1	0	0
61.4	0	1	0	0	0	0	1	1	1	1	0
61.5	0	1	0	0	0	0	1	1	0	1	0
61.6	0	1	0	0	0	0	1	1	0	1	1
61.7	0	1	0	0	0	0	1	1	0	0	1
61.8	0	1	0	0	0	0	0	1	0	0	1
61.9	0	1	0	0	0	0	0	1	0	1	1

RANGE	PULSE POSITION										
(Altitude in Thousands)	D_2	D_4 and SPI	A_1	A_2	A_4	B_1	B_2	B_4	C_1	C_2	C_4
62.0	0	1	0	0	0	0	0	1	0	1	0
62.1	0	1	0	0	0	0	0	1	1	1	0
62.2	0	1	0	0	0	0	0	1	1	0	0
62.3	0	1	0	0	0	0	0	0	1	0	0
62.4	0	1	0	0	0	0	0	0	1	1	0
62.5	0	1	0	0	0	0	0	0	0	1	0
62.6	0	1	0	0	0	0	0	0	0	1	1
62.7	0	1	0	0	0	0	0	0	0	0	1
62.8	1	1	0	0	0	0	0	0	0	0	1
62.9	1	1	0	0	0	0	0	0	0	1	1
63.0	1	1	0	0	0	0	0	0	0	1	0
63.1	1	1	0	0	0	0	0	0	1	1	0
63.2	1	1	0	0	0	0	0	0	1	0	0
63.3	1	1	0	0	0	0	0	1	1	0	0
63.4	1	1	0	0	0	0	0	1	1	1	0
63.5	1	1	0	0	0	0	0	1	0	1	0
63.6	1	1	0	0	0	0	0	1	0	1	1
63.7	1	1	0	0	0	0	0	1	0	0	1
63.8	1	1	0	0	0	0	1	1	0	0	1
63.9	1	1	0	0	0	0	1	1	0	1	1
64.0	1	1	0	0	0	0	1	1	0	1	0
64.1	1	1	0	0	0	0	1	1	1	1	0
64.2	1	1	0	0	0	0	1	1	1	0	0
64.3	1	1	0	0	0	0	1	0	1	0	0
64.4	1	1	0	0	0	0	1	0	1	1	0
64.5	1	1	0	0	0	0	1	0	0	1	0
64.6	1	1	0	0	0	0	1	0	0	1	1
64.7	1	1	0	0	0	0	1	0	0	0	1
64.8	1	1	0	0	0	1	1	0	0	0	1
64.9	1	1	0	0	0	1	1	0	0	1	1
65.0	1	1	0	0	0	1	1	0	0	1	0
65.1	1	1	0	0	0	1	1	0	1	1	0
65.2	1	1	0	0	0	1	1	0	1	0	0
65.3	1	1	0	0	0	1	1	1	1	0	0
65.4	1	1	0	0	0	1	1	1	1	1	0
65.5	1	1	0	0	0	1	1	1	0	1	0
65.6	1	1	0	0	0	1	1	1	0	1	1
65.7	1	1	0	0	0	1	1	1	0	0	1
65.8	1	1	0	0	0	1	0	1	0	0	1
65.9	1	1	0	0	0	1	0	1	0	1	1

RANGE	PULSE POSITION										
(Altitude in Thousands)	D_2	D_4 and SPI	A_1	A_2	A_4	B_1	B_2	B_4	C_1	C_2	C_4
66.0	1	1	0	0	0	1	0	1	0	1	0
66.1	1	1	0	0	0	1	0	1	1	1	0
66.2	1	1	0	0	0	1	0	1	1	0	0
66.3	1	1	0	0	0	1	0	0	1	0	0
66.4	1	1	0	0	0	1	0	0	1	1	0
66.5	1	1	0	0	0	1	0	0	0	1	0
66.6	1	1	0	0	0	1	0	0	0	1	1
66.7	1	1	0	0	0	1	0	0	0	0	1
66.8	1	1	0	0	1	1	0	0	0	0	1
66.9	1	1	0	0	1	1	0	0	0	1	1
67.0	1	1	0	0	1	1	0	0	0	1	0
67.1	1	1	0	0	1	1	0	0	1	1	0
67.2	1	1	0	0	1	1	0	0	1	0	0
67.3	1	1	0	0	1	1	0	1	1	0	0
67.4	1	1	0	0	1	1	0	1	1	1	0
67.5	1	1	0	0	1	1	0	1	0	1	0
67.6	1	1	0	0	1	1	0	1	0	1	1
67.7	1	1	0	0	1	1	0	1	0	0	1
67.8	1	1	0	0	1	1	1	1	0	0	1
67.9	1	1	0	0	1	1	1	1	0	1	1
68.0	1	1	0	0	1	1	1	1	0	1	0
68.1	1	1	0	0	1	1	1	1	1	1	0
68.2	1	1	0	0	1	1	1	1	1	0	0
68.3	1	1	0	0	1	1	1	0	1	0	0
68.4	1	1	0	0	1	1	1	0	1	1	0
68.5	1	1	0	0	1	1	1	0	0	1	0
68.6	1	1	0	0	1	1	1	0	0	1	1
68.7	1	1	0	0	1	1	1	0	0	0	1
68.8	1	1	0	0	1	0	1	0	0	0	1
68.9	1	1	0	0	1	0	1	0	0	1	1
69.0	1	1	0	0	1	0	1	0	0	1	0
69.1	1	1	0	0	1	0	1	0	1	1	0
69.2	1	1	0	0	1	0	1	0	1	0	0
69.3	1	1	0	0	1	0	1	1	1	0	0
69.4	1	1	0	0	1	0	1	1	1	1	0
69.5	1	1	0	0	1	0	1	1	0	1	0
69.6	1	1	0	0	1	0	1	1	0	1	1
69.7	1	1	0	0	1	0	1	1	0	0	1
69.8	1	1	0	0	1	0	0	1	0	0	1
69.9	1	1	0	0	1	0	0	1	0	1	1

RANGE	PULSE POSITION										
(Altitude in Thousands)	D_2	D_4 and SPI	A_1	A_2	A_4	B_1	B_2	B_4	C_1	C_2	C_4
70.0	1	1	0	0	1	0	0	1	0	1	0
70.1	1	1	0	0	1	0	0	1	1	1	0
70.2	1	1	0	0	1	0	0	1	1	0	0
70.3	1	1	0	0	1	0	0	0	1	0	0
70.4	1	1	0	0	1	0	0	0	1	1	0
70.5	1	1	0	0	1	0	0	0	0	1	0
70.6	1	1	0	0	1	0	0	0	0	1	1
70.7	1	1	0	0	1	0	0	0	0	0	1
70.8	1	1	0	1	1	0	0	0	0	0	1
70.9	1	1	0	1	1	0	0	0	0	1	1
71.0	1	1	0	1	1	0	0	0	0	1	0
71.1	1	1	0	1	1	0	0	0	1	1	0
71.2	1	1	0	1	1	0	0	0	1	0	0
71.3	1	1	0	1	1	0	0	1	1	0	0
71.4	1	1	0	1	1	0	0	1	1	1	0
71.5	1	1	0	1	1	0	0	1	0	1	0
71.6	1	1	0	1	1	0	0	1	0	1	1
71.7	1	1	0	1	1	0	0	1	0	0	1
71.8	1	1	0	1	1	0	1	1	0	0	1
71.9	1	1	0	1	1	0	1	1	0	1	1
72.0	1	1	0	1	1	0	1	1	0	1	0
72.1	1	1	0	1	1	0	1	1	1	1	0
72.2	1	1	0	1	1	0	1	1	1	0	0
72.3	1	1	0	1	1	0	1	0	1	0	0
72.4	1	1	0	1	1	0	1	0	1	1	0
72.5	1	1	0	1	1	0	1	0	0	1	0
72.6	1	1	0	1	1	0	1	0	0	1	1
72.7	1	1	0	1	1	0	1	0	0	0	1
72.8	1	1	0	1	1	1	1	0	0	0	1
72.9	1	1	0	1	1	1	1	0	0	1	1
73.0	1	1	0	1	1	1	1	0	0	1	0
73.1	1	1	0	1	1	1	1	0	1	1	0
73.2	1	1	0	1	1	1	1	0	1	0	0
73.3	1	1	0	1	1	1	1	1	1	0	0
73.4	1	1	0	1	1	1	1	1	1	1	0
73.5	1	1	0	1	1	1	1	1	0	1	0
73.6	1	1	0	1	1	1	1	1	0	1	1
73.7	1	1	0	1	1	1	1	1	0	0	1
73.8	1	1	0	1	1	1	0	1	0	0	1
73.9	1	1	0	1	1	1	0	1	0	1	1

RANGE	PULSE POSITION										
(Altitude in Thousands)	D_2	D_4 and SPI	A_1	A_2	A_4	B_1	B_2	B_4	C_1	C_2	C_4
74.0	1	1	0	1	1	1	0	1	0	1	0
74.1	1	1	0	1	1	1	0	1	1	1	0
74.2	1	1	0	1	1	1	0	1	1	0	0
74.3	1	1	0	1	1	1	0	0	1	0	0
74.4	1	1	0	1	1	1	0	0	1	1	0
74.5	1	1	0	1	1	1	0	0	0	1	0
74.6	1	1	0	1	1	1	0	0	0	1	1
74.7	1	1	0	1	1	1	0	0	0	0	1
74.8	1	1	0	1	0	1	0	0	0	0	1
74.9	1	1	0	1	0	1	0	0	0	1	1
75.0	1	1	0	1	0	1	0	0	0	1	0
75.1	1	1	0	1	0	1	0	0	1	1	0
75.2	1	1	0	1	0	1	0	0	1	0	0
75.3	1	1	0	1	0	1	0	1	1	0	0
75.4	1	1	0	1	0	1	0	1	1	1	0
75.5	1	1	0	1	0	1	0	1	0	1	0
75.6	1	1	0	1	0	1	0	1	0	1	1
75.7	1	1	0	1	0	1	0	1	0	0	1
75.8	1	1	0	1	0	1	1	1	0	0	1
75.9	1	1	0	1	0	1	1	1	0	1	1
76.0	1	1	0	1	0	1	1	1	0	1	0
76.1	1	1	0	1	0	1	1	1	1	1	0
76.2	1	1	0	1	0	1	1	1	1	0	0
76.3	1	1	0	1	0	1	1	0	1	0	0
76.4	1	1	0	1	0	1	1	0	1	1	0
76.5	1	1	0	1	0	1	1	0	0	1	0
76.6	1	1	0	1	0	1	1	0	0	1	1
76.7	1	1	0	1	0	1	1	0	0	0	1
76.8	1	1	0	1	0	0	1	0	0	0	1
76.9	1	1	0	1	0	0	1	0	0	1	1
77.0	1	1	0	1	0	0	1	0	0	1	0
77.1	1	1	0	1	0	0	1	0	1	1	0
77.2	1	1	0	1	0	0	1	0	1	0	0
77.3	1	1	0	1	0	0	1	1	1	0	0
77.4	1	1	0	1	0	0	1	1	1	1	0
77.5	1	1	0	1	0	0	1	1	0	1	0
77.6	1	1	0	1	0	0	1	1	0	1	1
77.7	1	1	0	1	0	0	1	1	0	0	1
77.8	1	1	0	1	0	0	0	1	0	0	1
77.9	1	1	0	1	0	0	0	1	0	1	1

RANGE	PULSE POSITION										
(Altitude in Thousands)	D_2	D_4 and SPI	A_1	A_2	A_4	B_1	B_2	B_4	C_1	C_2	C_4
78.0	1	1	0	1	0	0	0	1	0	1	0
78.1	1	1	0	1	0	0	0	1	1	1	0
78.2	1	1	0	1	0	0	0	1	1	0	0
78.3	1	1	0	1	0	0	0	0	1	0	0
78.4	1	1	0	1	0	0	0	0	1	1	0
78.5	1	1	0	1	0	0	0	0	0	1	0
78.6	1	1	0	1	0	0	0	0	0	1	1
78.7	1	1	0	1	0	0	0	0	0	0	1
78.8	1	1	1	1	0	0	0	0	0	0	1
78.9	1	1	1	1	0	0	0	0	0	1	1
79.0	1	1	1	1	0	0	0	0	0	1	0
79.1	1	1	1	1	0	0	0	0	1	1	0
79.2	1	1	1	1	0	0	0	0	1	0	0
79.3	1	1	1	1	0	0	0	1	1	0	0
79.4	1	1	1	1	0	0	0	1	1	1	0
79.5	1	1	1	1	0	0	0	1	0	1	0
79.6	1	1	1	1	0	0	0	1	0	1	1
79.7	1	1	1	1	0	0	0	1	0	0	1
79.8	1	1	1	1	0	0	1	1	0	0	1
79.9	1	1	1	1	0	0	1	1	0	1	1
80.0	1	1	1	1	0	0	1	1	0	1	0
80.1	1	1	1	1	0	0	1	1	1	1	0
80.2	1	1	1	1	0	0	1	1	1	0	0
80.3	1	1	1	1	0	0	1	0	1	0	0
80.4	1	1	1	1	0	0	1	0	1	1	0
80.5	1	1	1	1	0	0	1	0	0	1	0
80.6	1	1	1	1	0	0	1	0	0	1	1
80.7	1	1	1	1	0	0	1	0	0	0	1
80.8	1	1	1	1	0	1	1	0	0	0	1
80.9	1	1	1	1	0	1	1	0	0	1	1
81.0	1	1	1	1	0	1	1	0	0	1	0
81.1	1	1	1	1	0	1	1	0	1	1	0
81.2	1	1	1	1	0	1	1	0	1	0	0
81.3	1	1	1	1	0	1	1	1	1	0	0
81.4	1	1	1	1	0	1	1	1	1	1	0
81.5	1	1	1	1	0	1	1	1	0	1	0
81.6	1	1	1	1	0	1	1	1	0	1	1
81.7	1	1	1	1	0	1	1	1	0	0	1
81.8	1	1	1	1	0	1	0	1	0	0	1
81.9	1	1	1	1	0	1	0	1	0	1	1

RANGE	PULSE POSITION										
(Altitude in Thousands)	D_2	D_4 and SPI	A_1	A_2	A_4	B_1	B_2	B_4	C_1	C_2	C_4
82.0	1	1	1	1	0	1	0	1	0	1	0
82.1	1	1	1	1	0	1	0	1	1	1	0
82.2	1	1	1	1	0	1	0	1	1	0	0
82.3	1	1	1	1	0	1	0	0	1	0	0
82.4	1	1	1	1	0	1	0	0	1	1	0
82.5	1	1	1	1	0	1	0	0	0	1	0
82.6	1	1	1	1	0	1	0	0	0	1	1
82.7	1	1	1	1	0	1	0	0	0	0	1
82.8	1	1	1	1	1	1	0	0	0	0	1
82.9	1	1	1	1	1	1	0	0	0	1	1
83.0	1	1	1	1	1	1	0	0	0	1	0
83.1	1	1	1	1	1	1	0	0	1	1	0
83.2	1	1	1	1	1	1	0	0	1	0	0
83.3	1	1	1	1	1	1	0	1	1	0	0
83.4	1	1	1	1	1	1	0	1	1	1	0
83.5	1	1	1	1	1	1	0	1	0	1	0
83.6	1	1	1	1	1	1	0	1	0	1	1
83.7	1	1	1	1	1	1	0	1	0	0	1
83.8	1	1	1	1	1	1	1	1	0	0	1
83.9	1	1	1	1	1	1	1	1	0	1	1
84.0	1	1	1	1	1	1	1	1	0	1	0
84.1	1	1	1	1	1	1	1	1	1	1	0
84.2	1	1	1	1	1	1	1	1	1	0	0
84.3	1	1	1	1	1	1	1	0	1	0	0
84.4	1	1	1	1	1	1	1	0	1	1	0
84.5	1	1	1	1	1	1	1	0	0	1	0
84.6	1	1	1	1	1	1	1	0	0	1	1
84.7	1	1	1	1	1	1	1	0	0	0	1
84.8	1	1	1	1	1	0	1	0	0	0	1
84.9	1	1	1	1	1	0	1	0	0	1	1
85.0	1	1	1	1	1	0	1	0	0	1	0
85.1	1	1	1	1	1	0	1	0	1	1	0
85.2	1	1	1	1	1	0	1	0	1	0	0
85.3	1	1	1	1	1	0	1	1	1	0	0
85.4	1	1	1	1	1	0	1	1	1	1	0
85.5	1	1	1	1	1	0	1	1	0	1	0
85.6	1	1	1	1	1	0	1	1	0	1	1
85.7	1	1	1	1	1	0	1	1	0	0	1
85.8	1	1	1	1	1	0	0	1	0	0	1
85.9	1	1	1	1	1	0	0	1	0	1	1

RANGE	PULSE POSITION										
(Altitude in Thousands)	D_2	D_4 and SPI	A_1	A_2	A_4	B_1	B_2	B_4	C_1	C_2	C_4
86.0	1	1	1	1	1	0	0	1	0	1	0
86.1	1	1	1	1	1	0	0	1	1	1	0
86.2	1	1	1	1	1	0	0	1	1	0	0
86.3	1	1	1	1	1	0	0	0	1	0	0
86.4	1	1	1	1	1	0	0	0	1	1	0
86.5	1	1	1	1	1	0	0	0	0	1	0
86.6	1	1	1	1	1	0	0	0	0	1	1
86.7	1	1	1	1	1	0	0	0	0	0	1
86.8	1	1	1	0	1	0	0	0	0	0	1
86.9	1	1	1	0	1	0	0	0	0	1	1
87.0	1	1	1	0	1	0	0	0	0	1	0
87.1	1	1	1	0	1	0	0	0	1	1	0
87.2	1	1	1	0	1	0	0	0	1	0	0
87.3	1	1	1	0	1	0	0	1	1	0	0
87.4	1	1	1	0	1	0	0	1	1	1	0
87.5	1	1	1	0	1	0	0	1	0	1	0
87.6	1	1	1	0	1	0	0	1	0	1	1
87.7	1	1	1	0	1	0	0	1	0	0	1
87.8	1	1	1	0	1	0	1	1	0	0	1
87.9	1	1	1	0	1	0	1	1	0	1	1
88.0	1	1	1	0	1	0	1	1	0	1	0
88.1	1	1	1	0	1	0	1	1	1	1	0
88.2	1	1	1	0	1	0	1	1	1	0	0
88.3	1	1	1	0	1	0	1	0	1	0	0
88.4	1	1	1	0	1	0	1	0	1	1	0
88.5	1	1	1	0	1	1	1	0	0	1	0
88.6	1	1	1	0	1	1	1	0	1	1	0
88.7	1	1	1	0	1	1	1	0	1	0	0
88.8	1	1	1	0	1	1	1	1	1	0	0
88.9	1	1	1	0	1	1	1	1	1	1	0
89.0	1	1	1	0	1	1	1	1	0	1	0
89.1	1	1	1	0	1	1	1	1	0	1	1
89.2	1	1	1	0	1	1	1	1	0	0	1
89.3	1	1	1	0	1	1	0	1	0	0	1
89.4	1	1	1	0	1	1	0	1	0	1	1
89.5	1	1	1	0	1	1	0	1	0	1	0
89.6	1	1	1	0	1	1	0	1	1	1	0
89.7	1	1	1	0	1	1	0	1	1	0	0
89.8	1	1	1	0	1	1	0	0	1	0	0
89.9	1	1	1	0	1	1	0	0	1	1	0

RANGE	PULSE POSITION										
(Altitude in Thousands)	D_2	D_4 and SPI	A_1	A_2	A_4	B_1	B_2	B_4	C_1	C_2	C_4
90.0	1	1	1	0	1	1	0	0	0	1	0
90.1	1	1	1	0	1	1	0	0	0	1	1
90.2	1	1	1	0	1	1	0	0	0	0	1
90.3	1	1	1	0	0	1	0	0	0	0	1
90.4	1	1	1	0	0	1	0	0	0	1	1
90.5	1	1	1	0	0	1	0	0	0	1	0
90.6	1	1	1	0	0	1	0	0	1	1	0
90.7	1	1	1	0	0	1	0	0	1	0	0
90.8	1	1	1	0	0	1	0	1	1	0	0
90.9	1	1	1	0	0	1	0	1	1	1	0
91.0	1	1	1	0	0	1	0	1	0	1	0
91.1	1	1	1	0	0	1	0	1	0	1	1
91.2	1	1	1	0	0	1	0	1	0	0	1
91.3	1	1	1	0	0	1	1	1	0	0	1
91.4	1	1	1	0	0	1	1	1	0	1	1
91.5	1	1	1	0	0	1	1	1	0	1	0
91.6	1	1	1	0	0	1	1	1	1	1	0
91.7	1	1	1	0	0	1	1	1	1	0	0
91.8	1	1	1	0	0	1	1	0	1	0	0
91.9	1	1	1	0	0	1	1	0	1	1	0
92.0	1	1	1	0	0	1	1	0	0	1	0
92.1	1	1	1	0	0	1	1	0	0	1	1
92.2	1	1	1	0	0	1	1	0	0	0	1
92.3	1	1	1	0	0	0	1	0	0	0	1
92.4	1	1	1	0	0	0	1	0	0	1	1
92.5	1	1	1	0	1	0	1	0	0	1	0
92.6	1	1	1	0	1	0	1	0	0	1	1
92.7	1	1	1	0	1	0	1	0	0	0	1
92.8	1	1	1	0	1	1	1	0	0	0	1
92.9	1	1	1	0	1	1	1	0	0	1	1
93.0	1	1	1	0	0	0	1	0	0	1	0
93.1	1	1	1	0	0	0	1	0	1	1	0
93.2	1	1	1	0	0	0	1	0	1	0	0
93.3	1	1	1	0	0	0	1	1	1	0	0
93.4	1	1	1	0	0	0	1	1	1	1	0
93.5	1	1	1	0	0	0	1	1	0	1	0
93.6	1	1	1	0	0	0	1	1	0	1	1
93.7	1	1	1	0	0	0	1	1	0	0	1
93.8	1	1	1	0	0	0	0	1	0	0	1
93.9	1	1	1	0	0	0	0	1	0	1	1

RANGE	PULSE POSITION										
(Altitude in Thousands)	D_2	D_4 and SPI	A_1	A_2	A_4	B_1	B_2	B_4	C_1	C_2	C_4
94.0	1	1	1	0	0	0	0	1	0	1	0
94.1	1	1	1	0	0	0	0	1	1	1	0
94.2	1	1	1	0	0	0	0	1	1	0	0
94.3	1	1	1	0	0	0	0	0	1	0	0
94.4	1	1	1	0	0	0	0	0	1	1	0
94.5	1	1	1	0	0	0	0	0	0	1	0
94.6	1	1	1	0	0	0	0	0	0	1	1
94.7	1	1	1	0	0	0	0	0	0	0	1
94.8	1	0	1	0	0	0	0	0	0	0	1
94.9	1	0	1	0	0	0	0	0	0	1	1
95.0	1	0	1	0	0	0	0	0	0	1	0
95.1	1	0	1	0	0	0	0	0	1	1	0
95.2	1	0	1	0	0	0	0	0	1	0	0
95.3	1	0	1	0	0	0	0	1	1	0	0
95.4	1	0	1	0	0	0	0	1	1	1	0
95.5	1	0	1	0	0	0	0	1	0	1	0
95.6	1	0	1	0	0	0	0	1	0	1	1
95.7	1	0	1	0	0	0	0	1	0	0	1
95.8	1	0	1	0	0	0	1	1	0	0	1
95.9	1	0	1	0	0	0	1	1	0	1	1
96.0	1	0	1	0	0	0	1	1	0	1	0
96.1	1	0	1	0	0	0	1	1	1	1	0
96.2	1	0	1	0	0	0	1	1	1	0	0
96.3	1	0	1	0	0	0	1	0	1	0	0
96.4	1	0	1	0	0	0	1	0	1	1	0
96.5	1	0	1	0	0	0	1	0	0	1	0
96.6	1	0	1	0	0	0	1	0	0	1	1
96.7	1	0	1	0	0	0	1	0	0	0	1
96.8	1	0	1	0	0	1	1	0	0	0	1
96.9	1	0	1	0	0	1	1	0	0	1	1
97.0	1	0	1	0	0	1	1	0	0	1	0
97.1	1	0	1	0	0	1	1	0	1	1	0
97.2	1	0	1	0	0	1	1	0	1	0	0
97.3	1	0	1	0	0	1	1	1	1	0	0
97.4	1	0	1	0	0	1	1	1	1	1	0
97.5	1	0	1	0	0	1	1	1	0	1	0
97.6	1	0	1	0	0	1	1	1	0	1	1
97.7	1	0	1	0	0	1	1	1	0	0	1
97.8	1	0	1	0	0	1	0	1	0	0	1
97.9	1	0	1	0	0	1	0	1	0	1	1

RANGE	PULSE POSITION										
(Altitude in Thousands)	D_2	D_4 and SPI	A_1	A_2	A_4	B_1	B_2	B_4	C_1	C_2	C_4
98.0	1	0	1	0	0	1	0	1	0	1	0
98.1	1	0	1	0	0	1	0	1	1	1	0
98.2	1	0	1	0	0	1	0	1	1	0	0
98.3	1	0	1	0	0	1	0	0	1	0	0
98.4	1	0	1	0	0	1	0	0	1	1	0
98.5	1	0	1	0	0	1	0	0	0	1	0
98.6	1	0	1	0	0	1	0	0	0	1	1
98.7	1	0	1	0	0	1	0	0	0	0	1
98.8	1	0	1	0	1	1	0	0	0	0	1
98.9	1	0	1	0	1	1	0	0	0	1	1
99.0	1	0	1	0	1	1	0	0	0	1	0
99.1	1	0	1	0	1	1	0	0	1	1	0
99.2	1	0	1	0	1	1	0	0	1	0	0
99.3	1	0	1	0	1	1	0	1	1	0	0
99.4	1	0	1	0	1	1	0	1	1	1	0
99.5	1	0	1	0	1	1	0	1	0	1	0
99.6	1	0	1	0	1	1	0	1	0	1	1
99.7	1	0	1	0	1	1	0	1	0	0	1
99.8	1	0	1	0	1	1	1	1	0	0	1
99.9	1	0	1	0	1	1	1	1	0	1	1
100.0	1	0	1	0	1	1	1	1	0	1	0
100.1	1	0	1	0	1	1	1	1	1	1	0
100.2	1	0	1	0	1	1	1	1	1	0	0
100.3	1	0	1	0	1	1	1	0	1	0	0
100.4	1	0	1	0	1	1	1	0	1	1	0
100.5	1	0	1	0	1	1	1	0	0	1	0
100.6	1	0	1	0	1	1	1	0	0	1	1
100.7	1	0	1	0	1	1	1	0	0	0	1
100.8	1	0	1	0	1	0	1	0	0	0	1
100.9	1	0	1	0	1	0	1	0	0	1	1
101.0	1	0	1	0	1	0	1	0	0	1	0
101.1	1	0	1	0	1	0	1	0	1	1	0
101.2	1	0	1	0	1	0	1	0	1	0	0
101.3	1	0	1	0	1	0	1	1	1	0	0
101.4	1	0	1	0	1	0	1	1	1	1	0
101.5	1	0	1	0	1	0	1	1	0	1	0
101.6	1	0	1	0	1	0	1	1	0	1	1
101.7	1	0	1	0	1	0	1	1	0	0	1
101.8	1	0	1	0	1	0	0	1	0	0	1
101.9	1	0	1	0	1	0	0	1	0	1	1

RANGE	PULSE POSITION										
(Altitude in Thousands)	D_2	D_4 and SPI	A_1	A_2	A_4	B_1	B_2	B_4	C_1	C_2	C_4
102.0	1	0	1	0	1	0	0	1	0	1	0
102.1	1	0	1	0	1	0	0	1	1	1	0
102.2	1	0	1	0	1	0	0	1	1	0	0
102.3	1	0	1	0	1	0	0	0	1	0	0
102.4	1	0	1	0	1	0	0	0	1	1	0
102.5	1	0	1	0	1	0	0	0	0	1	0
102.6	1	0	1	0	1	0	0	0	0	1	1
102.7	1	0	1	0	1	0	0	0	0	0	1
102.8	1	0	1	1	1	0	0	0	0	0	1
102.9	1	0	1	1	1	0	0	0	0	1	1
103.0	1	0	1	1	1	0	0	0	0	1	0
103.1	1	0	1	1	1	0	0	0	1	1	0
103.2	1	0	1	1	1	0	0	0	1	0	0
103.3	1	0	1	1	1	0	0	1	1	0	0
103.4	1	0	1	1	1	0	0	1	1	1	0
103.5	1	0	1	1	1	0	0	1	0	1	0
103.6	1	0	1	1	1	0	0	1	0	1	1
103.7	1	0	1	1	1	0	0	1	0	0	1
103.8	1	0	1	1	1	0	1	1	0	0	1
103.9	1	0	1	1	1	0	1	1	0	1	1
104.0	1	0	1	1	1	0	1	1	0	1	0
104.1	1	0	1	1	1	0	1	1	1	1	0
104.2	1	0	1	1	1	0	1	1	1	0	0
104.3	1	0	1	1	1	0	1	0	1	0	0
104.4	1	0	1	1	1	0	1	0	1	1	0
104.5	1	0	1	1	1	0	1	0	0	1	0
104.6	1	0	1	1	1	0	1	0	0	1	1
104.7	1	0	1	1	1	0	1	0	0	0	1
104.8	1	0	1	1	1	0	1	0	0	0	1
104.9	1	0	1	1	1	1	1	0	0	1	1
105.0	1	0	1	1	1	1	1	0	0	1	0
105.1	1	0	1	1	1	1	1	0	1	1	0
105.2	1	0	1	1	1	1	1	0	1	0	0
105.3	1	0	1	1	1	1	1	1	1	0	0
105.4	1	0	1	1	1	1	1	1	1	1	0
105.5	1	0	1	1	1	1	1	1	0	1	0
105.6	1	0	1	1	1	1	1	1	0	1	1
105.7	1	0	1	1	1	1	1	1	0	0	1
105.8	1	0	1	1	1	1	0	1	0	0	1
105.9	1	0	1	1	1	1	0	1	0	1	1

RANGE	PULSE POSITION										
(Altitude in Thousands)	D_2	D_4 and SPI	A_1	A_2	A_4	B_1	B_2	B_4	C_1	C_2	C_4
106.0	1	0	1	1	1	1	0	1	0	1	0
106.1	1	0	1	1	1	1	0	1	1	1	0
106.2	1	0	1	1	1	1	0	1	1	0	0
106.3	1	0	1	1	1	1	0	0	1	0	0
106.4	1	0	1	1	1	1	0	0	1	1	0
106.5	1	0	1	1	1	1	0	0	0	1	0
106.6	1	0	1	1	1	1	0	0	0	1	1
106.7	1	0	1	1	1	1	0	0	0	0	1
106.8	1	0	1	1	0	1	0	0	0	0	1
106.9	1	0	1	1	0	1	0	0	0	1	1
107.0	1	0	1	1	0	1	0	0	0	1	0
107.1	1	0	1	1	0	1	0	0	1	1	0
107.2	1	0	1	1	0	1	0	0	1	0	0
107.3	1	0	1	1	0	1	0	1	1	0	0
107.4	1	0	1	1	0	1	0	1	1	1	0
107.5	1	0	1	1	0	1	0	1	0	1	0
107.6	1	0	1	1	0	1	0	1	0	1	1
107.7	1	0	1	1	0	1	0	1	0	0	1
107.8	1	0	1	1	0	1	1	1	0	0	1
107.9	1	0	1	1	0	1	1	1	0	1	1
108.0	1	0	1	1	0	1	1	1	0	1	0
108.1	1	0	1	1	0	1	1	1	1	1	0
108.2	1	0	1	1	0	1	1	1	1	0	0
108.3	1	0	1	1	0	1	1	0	1	0	0
108.4	1	0	1	1	0	1	1	0	1	1	0
108.5	1	0	1	1	0	1	1	0	0	1	0
108.6	1	0	1	1	0	1	1	0	0	1	1
108.7	1	0	1	1	0	1	1	0	0	0	1
108.8	1	0	1	1	0	0	1	0	0	0	1
108.9	1	0	1	1	0	0	1	0	0	1	1
109.0	1	0	1	1	0	0	1	0	0	1	0
109.1	1	0	1	1	0	0	1	0	1	1	0
109.2	1	0	1	1	0	0	1	0	1	0	0
109.3	1	0	1	1	0	0	1	1	1	0	0
109.4	1	0	1	1	0	0	1	1	1	1	0
109.5	1	0	1	1	0	0	1	1	0	1	0
109.6	1	0	1	1	0	0	1	1	0	1	1
109.7	1	0	1	1	0	0	1	1	0	0	1
109.8	1	0	1	1	0	0	0	1	0	0	1
109.9	1	0	1	1	0	0	0	1	0	1	1

RANGE	PULSE POSITION										
(Altitude in Thousands)	D_2	D_4 and SPI	A_1	A_2	A_4	B_1	B_2	B_4	C_1	C_2	C_4
110.0	1	0	1	1	0	0	0	1	0	1	0
110.1	1	0	1	1	0	0	0	1	1	1	0
110.2	1	0	1	1	0	0	0	1	1	0	0
110.3	1	0	1	1	0	0	0	0	1	0	0
110.4	1	0	1	1	0	0	0	0	1	1	0
110.5	1	0	1	1	0	0	0	0	0	1	0
110.6	1	0	1	1	0	0	0	0	0	1	1
110.7	1	0	1	1	0	0	0	0	0	0	1
110.8	1	0	0	1	0	0	0	0	0	0	1
110.9	1	0	0	1	0	0	0	0	0	1	1
111.0	1	0	0	1	0	0	0	0	0	1	0
111.1	1	0	0	1	0	0	0	0	1	1	0
111.2	1	0	0	1	0	0	0	0	1	0	0
111.3	1	0	0	1	0	0	0	1	1	0	0
111.4	1	0	0	1	0	0	0	1	1	1	0
111.5	1	0	0	1	0	0	0	1	0	1	0
111.6	1	0	0	1	0	0	0	1	0	1	1
111.7	1	0	0	1	0	0	0	1	0	0	1
111.8	1	0	0	1	0	0	1	1	0	0	1
111.9	1	0	0	1	0	0	1	1	0	1	1
112.0	1	0	0	1	0	0	1	1	0	1	0
112.1	1	0	0	1	0	0	1	1	1	1	0
112.2	1	0	0	1	0	0	1	1	1	0	0
112.3	1	0	0	1	0	0	1	0	1	0	0
112.4	1	0	0	1	0	0	1	0	1	1	0
112.5	1	0	0	1	0	0	1	0	0	1	0
112.6	1	0	0	1	0	0	1	0	0	1	1
112.7	1	0	0	1	0	0	1	0	0	0	1
112.8	1	0	0	1	0	1	1	0	0	0	1
112.9	1	0	0	1	0	1	1	0	0	1	1
113.0	1	0	0	1	0	1	1	0	0	1	0
113.1	1	0	0	1	0	1	1	0	1	1	0
113.2	1	0	0	1	0	1	1	0	1	0	0
113.3	1	0	0	1	0	1	1	1	1	0	0
113.4	1	0	0	1	0	1	1	1	1	1	0
113.5	1	0	0	1	0	1	1	1	0	1	0
113.6	1	0	0	1	0	1	1	1	0	1	1
113.7	1	0	0	1	0	1	1	1	0	0	1
113.8	1	0	0	1	0	1	0	1	0	0	1
113.9	1	0	0	1	0	1	0	1	0	1	1

RANGE	PULSE POSITION										
(Altitude in Thousands)	D_2	D_4 and SPI	A_1	A_2	A_4	B_1	B_2	B_4	C_1	C_2	C_4
114.0	1	0	0	1	0	1	0	1	0	1	0
114.1	1	0	0	1	0	1	0	1	1	1	0
114.2	1	0	0	1	0	1	0	1	1	0	0
114.3	1	0	0	1	0	1	0	0	1	0	0
114.4	1	0	0	1	0	1	0	0	1	1	0
114.5	1	0	0	1	0	1	0	0	0	1	0
114.6	1	0	0	1	0	1	0	0	0	1	1
114.7	1	0	0	1	0	1	0	0	0	0	1
114.8	1	0	0	1	1	1	0	0	0	0	1
114.9	1	0	0	1	1	1	0	0	0	1	1
115.0	1	0	0	1	1	1	0	0	0	1	0
115.1	1	0	0	1	1	1	0	0	1	1	0
115.2	1	0	0	1	1	1	0	0	1	0	0
115.3	1	0	0	1	1	1	0	1	1	0	0
115.4	1	0	0	1	1	1	0	1	1	1	0
115.5	1	0	0	1	1	1	0	1	0	1	0
115.6	1	0	0	1	1	1	0	1	0	1	1
115.7	1	0	0	1	1	1	0	1	0	0	1
115.8	1	0	0	1	1	1	1	1	0	0	1
115.9	1	0	0	1	1	1	1	1	0	1	1
116.0	1	0	0	1	1	1	1	1	0	1	0
116.1	1	0	0	1	1	1	1	1	1	1	0
116.2	1	0	0	1	1	1	1	1	1	0	0
116.3	1	0	0	1	1	1	1	0	1	0	0
116.4	1	0	0	1	1	1	1	0	1	1	0
116.5	1	0	0	1	1	1	1	0	0	1	0
116.6	1	0	0	1	1	1	1	0	0	1	1
116.7	1	0	0	1	1	1	1	0	0	0	1
116.8	1	0	0	1	1	0	1	0	0	0	1
116.9	1	0	0	1	1	0	1	0	0	1	1
117.0	1	0	0	1	1	0	1	0	0	1	0
117.1	1	0	0	1	1	0	1	0	1	1	0
117.2	1	0	0	1	1	0	1	0	1	0	0
117.3	1	0	0	1	1	0	1	1	1	0	0
117.4	1	0	0	1	1	0	1	1	1	1	0
117.5	1	0	0	1	1	0	1	1	0	1	0
117.6	1	0	0	1	1	0	1	1	0	1	1
117.7	1	0	0	1	1	0	1	1	0	0	1
117.8	1	0	0	1	1	0	0	1	0	0	1
117.9	1	0	0	1	1	0	0	1	0	1	1

RANGE	PULSE POSITION										
(Altitude in Thousands)	D_2	D_4 and SPI	A_1	A_2	A_4	B_1	B_2	B_4	C_1	C_2	C_4
118.0	1	0	0	1	1	0	0	1	0	1	0
118.1	1	0	0	1	1	0	0	1	1	1	0
118.2	1	0	0	1	1	0	0	1	1	0	0
118.3	1	0	0	1	1	0	0	0	1	0	0
118.4	1	0	0	1	1	0	0	0	1	1	0
118.5	1	0	0	1	1	0	0	0	0	1	0
118.6	1	0	0	1	1	0	0	0	0	1	1
118.7	1	0	0	1	1	0	0	0	0	0	1
118.8	1	0	0	0	1	0	0	0	0	0	1
118.9	1	0	0	0	1	0	0	0	0	1	1
119.0	1	0	0	0	1	0	0	0	0	1	0
119.1	1	0	0	0	1	0	0	0	1	1	0
119.2	1	0	0	0	1	0	0	0	1	0	0
119.3	1	0	0	0	1	0	0	1	1	0	0
119.4	1	0	0	0	1	0	0	1	1	1	0
119.5	1	0	0	0	1	0	0	1	0	1	0
119.6	1	0	0	0	1	0	0	1	0	1	1
119.7	1	0	0	0	1	0	0	1	0	0	1
119.8	1	0	0	0	1	0	1	1	0	0	1
119.9	1	0	0	0	1	0	1	1	0	1	1
120.0	1	0	0	0	1	0	1	1	0	1	0
120.1	1	0	0	0	1	0	1	1	1	1	0
120.2	1	0	0	0	1	0	1	1	1	0	0
120.3	1	0	0	0	1	0	1	0	1	0	0
120.4	1	0	0	0	1	0	1	0	1	1	0
120.5	1	0	0	0	1	0	1	0	0	1	0
120.6	1	0	0	0	1	0	1	0	0	1	1
120.7	1	0	0	0	1	0	1	0	0	0	1
120.8	1	0	0	0	1	1	1	0	0	0	1
120.9	1	0	0	0	1	1	1	0	0	1	1
121.0	1	0	0	0	1	1	1	0	0	1	0
121.1	1	0	0	0	1	1	1	0	1	1	0
121.2	1	0	0	0	1	1	1	0	1	0	0
121.3	1	0	0	0	1	1	1	1	1	0	0
121.4	1	0	0	0	1	1	1	1	1	1	0
121.5	1	0	0	0	1	1	1	1	0	1	0
121.6	1	0	0	0	1	1	1	1	0	1	1
121.7	1	0	0	0	1	1	1	1	0	0	1
121.8	1	0	0	0	1	1	0	1	0	0	1
121.9	1	0	0	0	1	1	0	1	0	1	1

RANGE	PULSE POSITION										
(Altitude in Thousands)	D_2	D_4 and SPI	A_1	A_2	A_4	B_1	B_2	B_4	C_1	C_2	C_4
122.0	1	0	0	0	1	1	0	1	0	1	0
122.1	1	0	0	0	1	1	0	1	1	1	0
122.2	1	0	0	0	1	1	0	1	1	0	0
122.3	1	0	0	0	1	1	0	0	1	0	0
122.4	1	0	0	0	1	1	0	0	1	1	0
122.5	1	0	0	0	1	1	0	0	0	1	0
122.6	1	0	0	0	1	1	0	0	0	1	1
122.7	1	0	0	0	1	1	0	0	0	0	1
122.8	1	0	0	0	0	1	0	0	0	0	1
122.9	1	0	0	0	0	1	0	0	0	1	1
123.0	1	0	0	0	0	1	0	0	0	1	0
123.1	1	0	0	0	0	1	0	0	1	1	0
123.2	1	0	0	0	0	1	0	0	1	0	0
123.3	1	0	0	0	0	1	0	1	1	0	0
123.4	1	0	0	0	0	1	0	1	1	1	0
123.5	1	0	0	0	0	1	0	1	0	1	0
123.6	1	0	0	0	0	1	0	1	0	1	1
123.7	1	0	0	0	0	1	0	1	0	0	1
123.8	1	0	0	0	0	1	1	1	0	0	1
123.9	1	0	0	0	0	1	1	1	0	1	1
124.0	1	0	0	0	0	1	1	1	0	1	0
124.1	1	0	0	0	0	1	1	1	1	1	0
124.2	1	0	0	0	0	1	1	1	1	0	0
124.3	1	0	0	0	0	1	1	0	1	0	0
124.4	1	0	0	0	0	1	1	0	1	1	0
124.5	1	0	0	0	0	1	1	0	0	1	0
124.6	1	0	0	0	0	1	1	0	0	1	1
124.7	1	0	0	0	0	1	1	0	0	0	1
124.8	1	0	0	0	0	0	1	0	0	0	1
124.9	1	0	0	0	0	0	1	0	0	1	1
125.0	1	0	0	0	0	0	1	0	0	1	0
125.1	1	0	0	0	0	0	1	0	1	1	0
125.2	1	0	0	0	0	0	1	0	1	0	0
125.3	1	0	0	0	0	0	1	1	1	0	0
125.4	1	0	0	0	0	0	1	1	1	1	0
125.5	1	0	0	0	0	0	1	1	0	1	0
125.6	1	0	0	0	0	0	1	1	0	1	1
125.7	1	0	0	0	0	0	1	1	0	0	1
125.8	1	0	0	0	0	0	0	1	0	0	1
125.9	1	0	0	0	0	0	0	1	0	1	1

RANGE	PULSE POSITION										
(Altitude in Thousands)	D_2	D_4 and SPI	A_1	A_2	A_4	B_1	B_2	B_4	C_1	C_2	C_4
126.0	1	0	0	0	0	0	0	1	0	1	0
126.1	1	0	0	0	0	0	0	1	1	1	0
126.2	1	0	0	0	0	0	0	1	1	0	0
126.3	1	0	0	0	0	0	0	0	1	0	0
126.4	1	0	0	0	0	0	0	0	1	1	0
126.5	1	0	0	0	0	0	0	0	0	1	0
126.6	1	0	0	0	0	0	0	0	0	1	1
126.7	1	0	0	0	0	0	0	0	0	0	1

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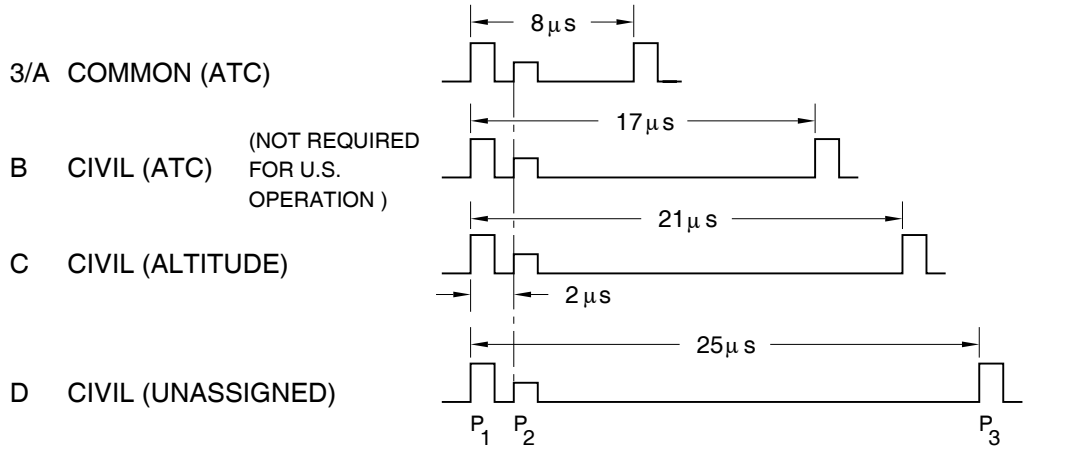
APPENDIX C - ATCRBS INTERROGATION MODES AND XPDR REPLY CODES

ATCRBS INTERROGATION MODES



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XPDR REPLY CODES

SPACING (µs) LEADING EDGE TO LEADING EDGE	0	1.45	2.9	4.35	5.8	7.25	8.7	10.15	11.6	13.06	14.5	15.95	17.4	18.85	20.3
PULSE NOMENCLATURE	F_1	C_1	A_1	C_2	A_2	C_4	A_4	X	B_1	D_1	B_2	D_2	B_4	D_4	F_2

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APPENDIX D - METRIC/BRITISH IMPERIAL CONVERSION TABLE WITH NAUTICAL DISTANCE CONVERSIONS

TO CONVERT:	INTO:	MULTIPLY BY:	TO CONVERT:	INTO:	MULTIPLY BY:
cm	feet	0.03281	meters	feet	3.281
cm	inches	0.3937	meters	inches	39.37
feet	cm	30.48	m/sec	ft/sec	3.281
feet	meters	0.3048	m/sec	km/hr	3.6
ft/sec	km/hr	1.097	m/sec	miles/hr	2.237
ft/sec	knots	0.5921	miles	feet	5280
ft/sec	miles/hr	0.6818	miles	km	1.609
ft/sec^2	cm/sec^2	30.48	miles	meters	1609
ft/sec^2	m/sec^2	0.3048	miles	nmi	0.8684
grams	ounces	0.03527	miles/hr	ft/sec	1.467
inches	cm	2.54	miles/hr	km/hr	1.609
kg	pounds	2.205	miles/hr	knots	0.8684
kg/cm^2	psi	0.0703	nmi	feet	6080.27
km	feet	3281	nmi	km	1.8532
km	miles	0.6214	nmi	meters	1853.2
km	nmi	0.5396	nmi	miles	1.1516
km/hr	ft/sec	0.9113	ounces	grams	28.34953
km/hr	knots	0.5396	pounds	kg	0.4536
km/hr	miles/hr	0.6214	psi	kg/cm^2	0.0703
knots	ft/sec	1.689	100 ft	km	3.048
knots	km/hr	1.8532	100 ft	miles	1.894
knots	miles/hr	1.1516	100 ft	nmi	1.645

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APPENDIX E - ABBREVIATIONS

A	
A	Ampere
AC, ac	Alternating Current
AH	Ampere Hour
ALT	Altimeter
B	
BAT	Battery
C	
cm	Centimeter
cw	Clockwise
ccw	Counterclockwise
D	
DC, dc	Direct Current
dB	Decibel
dBm	Decibel above one Milliwatt
DME	Distance Measuring Equipment
F	
FREQ	Frequency
ft	Feet
G	
GND	Ground
H	
HI	High
hr	Hour
Hz	Hertz
I	
IDENT	Identification
ILS	Instrument Landing System
IN, in	Input
in	Inch
I/O	Input/Output
K	
kg	Kilogram
kΩ	Kilohm
kW	Kilowatt
L	
lbs	Pounds
LO	Local Oscillator
M	
m	Meter
MHz	Megahertz
MTL	Minimum Trigger Level
MTR	Meter
N	
NiCad	Nickel Cadmium
NM, nmi	Nautical Miles
O	
OUT, out	Output
P	
para	Paragraph
pps	Pulses per Second
PRF	Pulse Repetition Frequency
psi	Pounds per Square Inch
PWR	Power
R	
RF	Radio Frequency
rms	Root Mean Square
RPLY	Reply
S	
STDBY	Standby
sec	Second
U	
UUT	Unit Under Test
V	
V	Volt
VAC	Volts Alternating Current
Vdc	Volts Direct Current
W	
W	Watt
X	
XPDR	Transponder

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As we are always seeking to improve our products, the information in this document gives only a general indication of the product capacity, performance and suitability, none of which shall form part of any contract. We reserve the right to make design changes without notice.

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Our passion for performance is defined by three attributes represented by these three icons: solution-minded, performance-driven, customer-focused.