The purpose of this Special Temporary Assignment (STA) is to ensure the Radar Warning Receiver (RWR) onboard the CH-47F helicopter is working properly prior to delivery. No active[1] Electronic Attack systems (i.e. Countermeasures, jammers, chaff, flare, etc.) will be installed/used on the aircraft during this test. The operation will consist of a CH-47F hovering above the helipad[2] at approximately 20 feet[3], with an engineer targeting the aircraft sensors[4] with a simulator[5][6]. The sensors will be broken down into four (4) quadrants, in which each quadrant will be tested for approximately five (5) seconds, per frequency band[7]. The sensors, if working correctly, will trigger a response to the instrument panel, within the cockpit, which the pilot will report to the test conductor. The simulator is a handheld, low power, highly directional device that will remain under strict control, only to be transmitting during testing times. The engineer in control, will ensure the device is only pointed at the aircraft under test, while also not in view of any other aircraft operating in the area. Total Radio Frequency transmission time is expected to be less than one (1) minute for all four (4) quadrants combined. This test will not be repeated unless the RWR is performing outside of specifications. If a test is to be repeated, the same procedure will be used. This testing is essential to the safe operation of the platform and the Military personnel who will eventually occupy it. The stop buzzer for this test is Dave Acchione, who can be reached at 484-768-4073.

[1] Active meaning the Directional Infrared Counter Measure System (DIRCMS) may be installed on the aircraft but in an off state. Chaff and Flare dispenser covers will be installed along with all buckets removed from aircraft.
[2] Helipad is located on Boeing Property in the township of Ridley Park, PA.
[3] The max effective range of the simulator is within 40 feet. To ensure a signal is received, Boeing plans to hover at an altitude of approximately 20 feet.
[4] A sensor, in this regard, is a Radio Frequency (RF) antenna joined to a receiver utilizing an RF cable. The receiver sends warning messages to the instrument panel being actively monitored by a pilot/co-pilot onboard.
[5] RUAG MISSIM. Manufacturers manual will be attached to the FCC STA application.
[6] The RWR is only programmed to detect the test set emission profiles selected and the standard equipment found onboard most aircraft (IFF, TACAN/DME, Weather RADAR)
[7] The RF antennas installed on the aircraft are designed to receive frequencies within the ranges indicated on the application. The antenna, along with the RF switch, will be tested to ensure proper operation.