

From: Mike Elmer

To: Behnam Ghaffari

Date: September 19, 2014

Subject: FCC File No. 0083-EX-ML-2014

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Message:

I received notice from the FAA that they sent a response to this coordination request to John King at the FCC. It appears that the application has already been updated to reflect the FAA's objection to the coordination request for the bands 1215-1390 MHz and 9.0-9.2 GHz, as well as the band from 115-1610 MHz. The contents of the email I received are included below. There was no mention in this correspondence from the FAA regarding the band from 328.6-335.4 MHz, but based on a previous response (submitted to the FCC) and the inability to coordinate the other bands listed previously, I believe it is safe to assume that we will not obtain the desired coordination, and can therefore remove this band from the application.

Thanks,  
Mike Elmer  
RF Systems Engineer  
IMSAR LLC

\*\*\* BEGIN CORRESPONDENCE FROM FAA \*\*\*

The FAA sent a response to the FCC (John King) objecting to the proposals.

The FAA is opposed to these proposals because they are wideband emissions which cross into critical aviation bands, and we are opposed to system development in this manner.

1607.5 MHz (785 MHz) &ndash; 1215-2000 MHz (Operations within L-band radar band (1215-1390 MHz), GPS L1 (1559-1610 MHz)).

1695 MHz (610 MHz) &ndash; 1390 &ndash; 2000 MHz (GPS L1 1559-1610 MHz).

9525 MHz (2050 MHz) 8500-10550 MHz (radar band 9.0 &ndash; 9.2 GHz).

The FAA will only consider approval if the systems notch out completely the bands mentioned, and SPS approval for the configuration is obtained. In fact, the notching of the GPS L1 may be wider than stated due to the sensitivity of the receivers of both aircraft and WAAS ground stations, particularly the one at Salt Lake City.

If you wish to discuss this further you may contact me next week.

Rodney Murphy  
Federal Aviation Administration  
Spectrum Engineering Services  
Alternate FAA FAS Representative  
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\*\*\* END CORRESPONDENCE FROM FAA \*\*\*