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INTRODUCTION

Early in 1998, ARINC went on line with the first station of a planned global network for HF Data Link (HFDL) to provide a long range data link communication service for commercial aircraft. These follow several years of trial operation and data collection with a 3 station prototype network, and also years of work on industry standards as documented in ARINC specifications 635 and 753. Roughly 16 to 19 stations are planned to go on line in the next 2 years, to establish global coverage. Several Airlines have shown strong interest in HFDL and several have participated in the trials. HFDL is viewed as a potential low-cost alternative and/or complement to SATCOM data link, for both non-essential and critical communications. Actual data link performance however remains unknown and its approveability for critical data link communications will remain in question until further work is done to validate and/or improve its performance.

PURPOSE

For the reasons mentioned above, Boeing plans to set up an HFDL radio station facility for development testing and performance evaluations. This radio station installation will also support FAA certification activities on all Boeing commercial aircraft. Current program commitments require Boeing to begin testing activities in the 4th quarter of '98. Subsequent evaluations are expected to continue off-and-on for the next 3 to 5 years.

SPECTRUM PLANNING INFORMATION

Transmitter Frequency Band

Frequency: 2.0

2,000 to 30,0000 MHz

Channel Spacing:

1.0 Khz

Channel Bandwidth

2.15 Khz

Mode:

Single Side Band Suppressed Carrier

The actual frequency used by the system is determined automatically by the system. It will only operate on frequencies on which it can hear valid data link traffic from HF data link ground stations. This effectively limits its use to those frequencies within the band above, which have already been allocated for HF data link purposes. Although capable of HF voice communication there is currently no intention to transmit any voice traffic from the radio station.

RF Power Output

Transceiver output = +26 dBW. max

EIRP = +26 dBW - 2 dB (Cable loss) + 5 dBi (max ant gain) = +29 dBW (Mean)

Antenna

The antenna used will be a vertical monopole with a length of 24 feet. The horizontal radiation pattern of the antenna will be omni-directional. Peak antenna gain is typically 5 dBi at all azimuth angles. This is the estimated gain approximately between 0 and 10 degrees elevation. The gain begins to roll off at 10 degrees elevation and above 60 degrees elevation is more than 25 dB lower than the peak gain.

Emission Type

The emission types as listed in Table 1 below will be used. Refer to FCC rule making reports section 2.201 emission type definitions.

| Emission Type | Modulation Type | Symbol Rate |
|---------------|-----------------|-------------|
| 2K40G1D | 2-PSK | 150 |
| 2K40G1D | 2-PSK | 300 |
| 2K40G1D | 2-PSK | 600 |
| 2K40G1D | 4-PSK | 1200 |
| 2K40G1D | 8-PSK | 1800 |

Table 6 Emission Types

Site Data

The antenna will be located on the roof of Building 36 (3 story building) and will extend 24 ft above the existing structure. The transmitter and associated equipment will be located on the 2nd floor of building 36 directly below the antenna in an existing laboratory facility.

TECHNICAL DESCRIPTION

The radio station will be identical to the airborne equipment (except for the antenna) but will be installed in a fixed based laboratory facility. The installation will be in compliance with ARINC (Aeronautical Radio Incorporated) characteristics 753 "High Frequency Data link (HFDL) System" and 635 "HF Data Link Protocols" as developed for long-range digital communications for commercial aircraft. Figure 1 below is a block diagram of the radio station installation. The installation can be implemented with either Collins or AlliedSignal equipment as listed in Table 1 below.

| Quantity | Description | Manufacturer | Type or Part Number |
|----------|---------------|-----------------------------|---------------------------------|
| 2 | HF Data Radio | Collins or Allied Signal | 822-0990-002 or 964-0452-012 |
| 2 | HF Coupler | Collins or Allied Signal | 822-0987-002 or 964-0453-011 |
| 1 | HF Antenna | Collins | Vertical Monopole |

Table 7 Radio Station Equipment Utilization

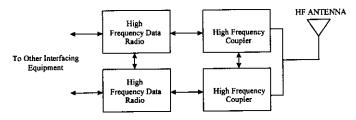


Figure 2 High Frequency Data Link (HFDL) System Block Diagram

HF Antenna C-17 Test Fixture 10 Ft High Bldg 36 Roof Plot Plan Crane Pedestal 10 Ft High C-17 VOR Fixture 25 Ft High MD-11 VOR Fixture 20 Ft High Tracks 3 - Axis Positioner ● Light 35 Ft high 25 Ft High Crane MD-80/90 VOR 8 Ft High

Dwg Not To Scale

Building 36 approximately 250 by 440 feet. Building is block/brick type construction. Fixtures are wood and wire mesh construction.

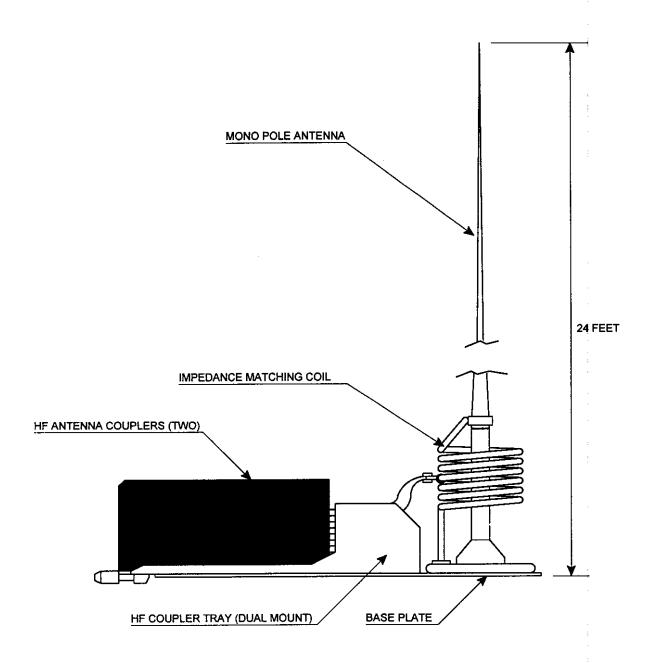


Figure 3 Vertical Mono Pole Antenna with HF Coupler Mounting Tray

| Nature of Proposal | Nature of Proposal | 2 | Aeronautical Study Number | | | | |
|--|--|--|---|--|--|--|--|
| Nature of Proposal | Nature of Proposal Screen Separate S | | ATION 93-AWP-0551-0G | | | | |
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| New Construction | New Construction Agreement Beginning End Beginning End Beginning End Beginning End Beginning End Beginning Beginning End Beginning Beginnin | A To- | | | | | |
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| Astitude 13 Miles nearest runway 1,160 ft appurtenances and lighting (if any) above ground, or water if so situated 71 | Notice is required by Part 77 of the Federal Aviation Regulations (14 C.F.R. Part 77) pursuant to Section 1910 and willingly violate the Notice requirements of Part 77 are subject to a line (criminal penalty) of not subsequent offenses, pursuant to Section 902(a) of the Federal Aviation Act of 1958, as amended (49 U.S.C. 1101). I HEREBY CERTIFY that all of the above statements made by me are true, complete, and correct to the best of my knowledge. In addition, I agree to obstruction mark and/or light the structure in accordance with established marking & lighting standards if necessary. Date Typed Name/Title of Person Filing Notice Part 1, 160 ft supported appoint and willing Notice appurtenances and lighting (if any) above ground, or water it so situated 7 1 variation of succidency appure and situated and provided in the province of the provin | O 1 11/11 Distance to 48 | | | | | |
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| FOR FAA USE ONLY NACCO The Proposal: 33-49-34-05 Lib-cb-38. Supplemental Notice of Construction FAA Form 74002 is required any time the project is abandoned, or lib-cb-38. Lib-cb-38. Lib-cb-38. Lib not identified as an obstruction didd any standard of FAR, Part 77, Sabra and would not be a hazard to air progent. Supplemental Notice of Construction FAA Form 74002 is required any time the project is abandoned, or lib not identified as an obstruction didd any standard of FAR, Part 77, Sabra and would not be a hazard to air progent. Should be obstruction I MARKED. MARKED. MARKED. | FOR FAA USE ONLY NADC3 FAA will either return this form or issue a separate acknowledgement of the Proposal: 33-49-34-05 ILB-08-38-44 Does not require a notice to FAA. Is not identified as an obstruction of the standard of FAR, Part 77, Several and would not be a hazard to air insignation of the standards of FAR, Part 77, Subpart C, but would not be a hazard to air navigation. Should be obstruction MARKED, Ighthed per FAA Advisory Circular 707480-1, Chapter(s) Obstruction marking and lighting are not: necessary Remarks: | Date Typed Name/Title of Person Filing Notice Sign | najúre de como (1) | | | | |
| FOR FAA USE ONLY NACC3 The Proposal: 33-49-34-05 ILB-CB-38-38-38 At least 48 hours before the start of construction. Within five days after the construction reaches its greatest height. Is not identified as an obstruction days and would not be a hazard to air progett. Is identified as an obstruction understand standards of FAR, Part 77, Subpart C, but would not be a hazard to air navigation. Should be obstruction FAA will either return this form or issue a separate acknowledgement. Supplemental Notice of Construction FAA Form 74002 is required any time the project is abandoned, or the least 48 hours before the start of construction. Within five days after the construction reaches its greatest height. Within five days after the construction reaches its greatest height. Within five days after the construction reaches its greatest height. Within five days after the construction reaches its greatest height. Within five days after the construction reaches its greatest height. Within five days after the construction reaches its greatest height. Within five days after the construction reaches its greatest height. Within five days after the construction reaches its greatest height. Within five days after the construction reaches its greatest height. Within five days after the construction reaches its greatest height. Within five days after the construction reaches its greatest height. Within five days after the construction reaches its greatest height. Within five days after the construction reaches its greatest height. At least 48 hours before the start of construction. Within five days after the construction reaches its greatest height. At least 48 hours before the start of construction. Within five days after the construction reaches its greatest height. At least 48 hours before the start of construction. At least 48 hours before the start of construction. At least 48 hours before the start of construction. At least 48 hours before the start of construction. | FOR FAA USE ONLY NACC3 The Proposal: 33-49-34-05 It 8-68-38-38 Does not require a notice to FAA. Is not identified as an obstruction declaration of FAR, Part 77, Subgraf and would not be a hazard to air insignation and would not be a hazard to air insignation. Is identified as an obstruction under the standards of FAR, Part 77, Subgraf C, but would not be a hazard to air navigation. Should be obstruction MARKED, I ighted per FAA Advisory Circular 70/7460-1, Chapter(s) Obstruction marking and lighting are not: Remarks: Supplemental Notice of Construction FAA Form 7460-2 is required any time the project is abandoned of Construction reaches its greatest height. At least 48 hours before the start of construction. Within five days after the construction reaches its greatest height. Within five days after the construction reaches its greatest height. At least 48 hours before the start of construction. Within five days after the construction reaches its greatest height. At least 48 hours before the start of construction. Within five days after the construction reaches its greatest height. At least 48 hours before the start of construction. Within five days after the construction reaches its greatest height. At least 48 hours before the start of construction. Within five days after the construction reaches its greatest height. At least 48 hours before the start of construction. Within five days after the construction reaches its greatest height. At least 48 hours before the start of construction. Within five days after the construction reaches its greatest height. At least 48 hours before the start of construction. Within five days after the construction reaches its greatest height. At least 48 hours before the start of construction. Within five days after the construction reaches its greatest height. At least 48 hours before the start of construction reaches its greatest height. At least 48 hours before the start of construction. At least 48 hours before the start of construction. At le | April 29 93 James M. Olson | (Ames III Ison | | | | |
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