19-Feb-18

Overview of Modifications and Question 7

In the original configuration, GPS coverage in the hangar areas of building C5 had coverage gaps. We have re-designed the GPS layout to provide better coverage within the hangar areas. The new design will relocate the currently licensed re-radiators and increase the total number of re-radiators. The Stop Buzzer POC information is also being updated.

a) Per criteria in Section 8.3.28 of the NTIA Manual, the station class should be "XT." The GPS re-radiators will be used as "Experimental RNSS test equipment for the purpose of testing GPS receivers" installed in aircraft while the aircraft are inside the hangar.

   Other attachments to this application show how this system complies with the criteria of section 8.3.28 of the NTIA Manual. Attachments to this application are:

   - Facility drawing with radiating antenna locations
   - Power calculations
   - Stop buzzer Points of Contact

b) The specific objective we wish to accomplish is to ensure aircraft GPS navigation systems are functioning properly without having to relocate the aircraft outside of the hangar. Relocating an aircraft takes several people. Work on the aircraft cannot be performed while it is being moved. Often, other aircraft must be moved to clear a path to the hangar door. This can disrupt work on additional aircraft with associated delays and costs.

c) This program will reduce time required to service aircraft, increase efficiency and contribute to ensuring the reliability of aircraft GPS navigation systems.

Very Respectfully,

Dan Hankins
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