

15-July-21

Request to Withdraw

Textron Aviation is requesting to withdraw either of the S-band frequencies from this application, or withdraw the application in its entirety, depending on which option is preferred by the FCC and NTIA.

Background

This application was submitted by Textron Aviation on May 5, 2021, File Number 0388-EX-CN-2021. New information received earlier this week contains the channeling capability of the RF-2150, which is limited to a specific set of channels on 5 MHz spacing. The RF-2150 cannot tune to the S-band frequencies requested on the application, which is still pending with frequency assignments currently at IRAC. The C-band frequencies are OK and have been accepted at IRAC. The S-band frequencies requested are moot since we discovered that the RF-2150 radio modules cannot tune to the frequencies requested on the first application.

Per correspondence with Leann Nguyen and Anthony Serafini at FCC OET, we submitted a new application, File Number 0609-EX-CN-2021, on July 15, 2021. The new application is essentially the same as before, with the only changes to parameters being the S-band frequencies requested. The transmitters, antennas, power, emissions, bandwidth and operating area are unchanged. The S-band frequencies requested on 0388-EX-CN-2021 are 2215.475 MHz and 2271.225 MHz. The RF-2150 cannot tune to these frequencies. The new application requests S-band frequencies of 2227 MHz and 2272 MHz. The C-band frequencies of 4570 MHz and 4600 MHz are OK.

We have requested expedited processing for the new application (0609-EX-CN-2021). We also realize that at this late stage, and given that the C-band frequencies seem to be moving through the IRAC process, that we might get a grant of the first application with the C-band frequencies approved very soon if the unusable S-band frequencies were removed, which would get us started testing the C-band systems. We do not want to create unnecessary work for the FCC and NTIA, so we are asking that the FCC proceed with the option that they prefer.

We deeply regret the confusion and extra work our error has created for the FCC and NTIA.

Very Respectfully,

Dan Hankins
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Textron Aviation, Inc.