-----Original Message-----
From: timothy.j.pawlowitz@faa.gov [mailto:timothy.j.pawlowitz@faa.gov]
Sent: Thursday, October 26, 2006 12:06 PM
To: I-Krieg, Peter
Cc: Chris.CTR.Tourigny@faa.gov; Dave.Walter@faa.gov;
Fred.A.Neudecker@faa.gov; John.Cabala@faa.gov; Johnston, John P;
larry.hille@ngc.com; Hill, Philip W; EXT-Pierce, Robert H
Subject: RE: License for Ground Radar Tx at Seattle

Peter,

I reviewed the frequency bands that we asked to be blanked (listed in my below e-mail) and was able to include a terrain model in the analysis this time. The bottom line is that we needed to acheive at least 204 dB of signal loss from your facility to any radar being used for Air Traffic Control to preclude blanking. The sites of concern previously and what generated the blanking requirements were Makah, WA; Salem, OR; Fossil, OR, Mica Peak, WA; and Fort Lawton, WA. After further analysis, the only facility that appears to be within interference range is Ft. Lawton. Ft. Lawton is operating on 1340 and 1345 MHz. Based on the estimated roll-off of your emissions and the receiver performance of the Ft. Lawton radar we ask that you please blank emissions 12 MHz below 1340 and 12 MHz above 1345 MHz.

Consequently, please modify the blanking requirements listed in my October 2, 2006 e-mail to only reflect the need to blank between 1328 MHz and 1357 MHz. If you have any questions, please feel free to contact me at 202-267-9739.

Regards,
Tim

"I-Krieg, Peter" <peter.krieg@boeing.com>	To	Timothy J Pawlowitz/AWA/FAA@FAA
10/02/2006 01:02 PM	cc	Chris CTR Tourigny/AWA/CNTR/FAA@FAA, John Cabala/AWA/FAA@FAA, "Johnston, John P" <John.P.Johnston2@boeing.com>, <larry.hille@ngc.com>, "Hill, Philip W" <philip.w.hill@boeing.com>, "EXT-Pierce, Robert H" <Robert.H.Pierce@boeing.com>, Fred A Neudecker/ANM/FAA@FAA, Dave Walter/ANM/FAA@FAA
	Subject	RE: License for Ground Radar Tx at

Seattle

Tim,

This will work for us just fine and will help testing requirements significantly. I will have JJ submit a formal license request through the FCC ASAP.

Thanx again for your ongoing support - safe travels

Rgs

Cowboy

-----Original Message-----
From: timothy.j.pawlowitz@faa.gov [mailto:timothy.j.pawlowitz@faa.gov]
Sent: Monday, October 02, 2006 9:41 AM
To: I-Krieg, Peter
Cc: Chris.CTR.Tourigny@faa.gov; John.Cabala@faa.gov; Johnston, John P; larry.hille@ngc.com; Hill, Philip W; EXT-Pierce, Robert H; Fred.A.Neudecker@faa.gov; Dave.Walter@faa.gov
Subject: Re: License for Ground Radar Tx at Seattle

Cowboy,

Taking into account all of your technical parameters, the very low duty cycle, propogation, terrain, etc, I was still left with a fair number of radar systems that could be impacted by your operation. I reduced the amount of spectrum that transmissions would need to be blanked in as much as I could.

Having said that, the FAA can concur to your proposed license provided:

1. the technical parameters of your radar and antenna are the same same as that issued under the Victorville, CA license referenced in your below e-mail; 2. you operate at the coordinates listed below (although the 90 seconds entry in that part of your latitude is not right--I used 473030N as your latitude for analysis purposes); 3. you blank transmissions within the following frequency bands, meaning that you keep your center frequency out of the below frequency bands:

a. 1240-1259 MHz
b. 1269-1276 MHz
c. 1304-1310 MHz
d. 1322-1363 MHz

I am on travel this week, but if you have any questions, you can call me next week at 202-267-9739. I hope that you're able to accomplish your test objectives within these limitations.

Take Care,
Tim

	"I-Krieg, Peter" <peter.krieg@boeing.com>	
To		Timothy J Pawlowitz/AWA/FAA@FAA
	09/28/2006 04:43 PM	
cc		Chris CTR Tourigny/AWA/CNTR/FAA@FAA, John Cabala/AWA/FAA@FAA, "Johnston, John P" <John.P.Johnston2@boeing.com>, "EXT-Pierce, Robert H" <Robert.H.Pierce@boeing.com>, "Hill, Philip W" <philip.w.hill@boeing.com>, <larry.hille@ngc.com>
Subject		License for Ground Radar Tx at Seattle

Tim,

As per our telecon, Boeing would like to apply for an FCC license that allows us to use the MESA radar on the ground at Boeing Field using Cabin Power Supply Module (CPSM) power. Before we do this, and potentialy waste the time of the other coord agencies, we are first seeking your advice on whether such a request would be approved by HQFAA frequency spectrum management.

The technical parameters of the radar are the same as for the current FCC license for Victorville (0492-EX-ST-2006, which replaced 0589-EX-ST-2005), with the exception that we would use CPSM power only, which equates to full peak power at a reduced duty of 0.04%.

Our license request would ideally be for the full 1240-1400MHz band, but we note that the Victorville license is limited to the bands 1255-1280MHz; 1291-1363MHz and 1369-1390MHz. Whilst not ideal, something similar for the Seattle area would be acceptable if required. License request details would be:

"Frequency: 1240-1400MHz; Station Class: FX; and Emission Designator: 3M00PXX."
The Station location would be: "Seattle, WA - NL47-30-90; WL 122-17-50; MOBILE: Boeing Field airport at temporary fixed locations within 2000 feet."

Also please note that the Victorville license includes 1030MHz transmissions on the ground but this would not be required for this license request because we already have 1030MHz clearance on the ground at Seattle via license 0276-EX-PL-2002.

We would appreciate it if you could review the above and advise if such a request would be approved by HQFAA - If you do approve, then we will submit a formal request via the FCC. If you can't approve then we understand.

Kind regards, it was good to chat with you again, and thanx for your ongoing support,

Cowboy
Peter Krieg
Operations Leader
Integration & Test Team - Wedgetail

wk: +1 206 544-2751
mob: +1 206 701-4919
peter.krieg@boeing.com