



DEFENSE CONCEPT ASSOCIATES, INC.
P. O. BOX 11692, FORT WAYNE, INDIANA 46859

October 19, 2000

Mr. Doug Young
Federal Communications Commission
Room 7-A332
445 12th Street S.W.
Washington, D.C. 20024

Dear Mr. Young:

After our telephone conversation this morning, Jim McDaniel and Don Nellis of the FAA discussed the matter of our UAT license for the upcoming OpEval-2 in Louisville. It was decided that I should proceed with the application and they would attempt to expedite its approval with your office. I have obtained Forms 159 and 442 from your web site and completed them to the best of my ability, given the short time available. If there are any corrections or additions, such as the "lock box number", please make them for me, or call for any clarification needed.

The SafeFlight 21 Program is conducting simultaneous of Automatic Dependent Surveillance - Broadcast (ADS-B) in the Ohio River Valley and Capstone (Alaska) exercises. 150 UAT Capstone systems have been procured by FAA and are being put into daily use in Capstone as they are installed. Several systems are installed in personal type aircraft for the ORV tests. As a member of RTCA Special Committee 186 (ADS-B), I was asked to participate in ORV OpEval-2 by the co-sponsor, the Cargo Airlines Association. Due to the short time available, I decided to purchase the equipment through my company, DCA, Inc., rather than try to get one of the FAA units. Except for the UAT, all components of the Capstone System are FAA certified and FCC licensed avionics and my 22-year-old Cessna 210 was due for an upgrade.

Apparently, I misunderstood that FAA approval of the installation implied the use of the FAA license to transmit on 966 MHz, as is the case with the other general aviation aircraft. The only difference is the fact that the UAT was paid for by DCA.

I would greatly appreciate your help in expediting this application since the first scheduled flights are October 26.

Thank you.

Sincerely,

Tom S. Teetor
Encl