

NORTHROP GRUMMAN
Ship Systems

MEMORANDUM

DATE: 17 December 2001

FROM: Dale Lynch
Engineering Technician
LUPO CS Test Team

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TO: FAA (ATTN: James Burchfield)
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Our Ref: Conference Phone Call of 12/15/00 with Dale Lynch of Litton Ship Systems (Ingalls Pascagoula, MS) now *Northrop Grumman Ship Systems*, Matthew Burchfield FAA, and the following FAA Centers: Houston, Jacksonville, Memphis, and Atlanta.

SUBJECT: PERMISSION TO RADIATE/TEST THE RAN 11L RADAR SYSTEM IN PORT

Mr. James Burchfield:

We have become aware of an error in the data given us for antenna gain. Our initial values were based upon 36dB in reference to 1W. In actually, the 36dB is in reference to 1mW. This changes our data from an ERP of 50kW to an ERP of 1.9kW.

The present FAA restrictions of radiating only on Saturday and Sunday from 0500-0900 ZULU time based upon the incorrect ERP of 50kW is greatly restricting our test and trials of the ship. We have been radiating for the past 4 weeks without any notification of any interference from anyone in the local area or through the channels we have been notifying by FAX at the FAA.

We respectfully request that the FAA lift these time restrictions and allow us weekday testing and radiation based upon the following updated information for the RAN 11L radar:

Frequency: 1329MHz
Station Class: FX
Emission Designator: 1000M00N
Authorized Power (ERP): 61.3dB $\approx$ 1.9kW
Average Output Power (at transmitter – does not include waveguide or antenna, etc. loss): 44dB $\approx$ 290W
Max Range: 12-15 miles
Tracking (only over water, not land): $\pm 15^\circ$ off 330° True
Nearest airport: $\approx$ 25 miles
Target Altitude: $\leq$ 3,000 ft

I deeply appreciate your time and assistance with this matter. If I may be an asset in any manner, please do not hesitate to contact me Sir.

Very Respectfully,
Dale A. Lynch

cc: D.B. Parker, H.L. Galloway, H.R. Guinn, K.W. Holt, G.A. Mitchell, J.N. Thames, C.W. Bitler,
C. Thornhill, D.A. Lynch