U.S. Department of Transportation
Office of the Secretary of Transportation

Assistant Secretary

400 Seventh St., S.W.
Washington, D.C. 20590

MAY 15 1998

Mr. Michael Swiek
Executive Director
U.S. GPS Industry Council
1100 Connecticut Avenue, N.W., Suite 520
Washington, D.C. 20036

Dear Mr. Swiek:

In recent months, interest in augmentations to the Global Positioning System (GPS) has grown significantly, primarily, as a result of government initiatives to find ways to improve GPS services. The Independent Review Team (IRT) studying GPS modernization has recommended, as one alternative, use of pseudolites at the GPS L1Y-Code nulls. The recent International Civil Aviation Organization (ICAO) Global Navigation Satellite System (GNSS) panel, which met in New Zealand, supported the proposed use of aeronautical pseudolites in the aeronautical band 1559-1610 Mhz. Under the auspices of the Interagency GPS Executive Board (IGEB), the Departments of Defense and Transportation, are considering the IRT recommendation. We would welcome input from private industry on the technical and commercial feasibility of using pseudolites to augment basic GPS satellite services (ARNS/RNSS). Development of pseudolites in this band must support aviation and may have other safety-of-life uses.

Companies interested in producing such pseudolite systems are invited to test, document, and demonstrate prototypes, developed using RTCA SC159 standards. The Federal Aviation Administration (FAA) and the National Telecommunications Information Agency (NTIA) will coordinate with industry to obtain the necessary experimental license from the Federal Communications Commission (FCC). Within 180 days of obtaining an experimental license, companies are requested to report results of prototype system operation, including, interference analyses and test results, to the IGEB through the FAA and the DoD GPS Joint Program Office. The experimental licenses should extend for a period of two years, and semi-annual progress reports to the IGEB will enable the government to remain apprised of the evolution of these pseudolite applications. The government is not obligated to commit any appropriated funds in support of this activity. It is further understood that this letter in no way constrains or commits the government to develop or procure a specific pseudolite product, system, or service.

If you require any additional information on this subject, you may contact us or the Federal Aviation Administration Mr. Gerald J. Markey, Program Director for Spectrum Policy and Management, at 267-9710.

Sincerely,

Gil L. Klinger
Department of Defense
Co-chair, IGEB Senior Steering Group

Joseph F. Canny
Department of Transportation
Co-chair IGEB Senior Steering Group