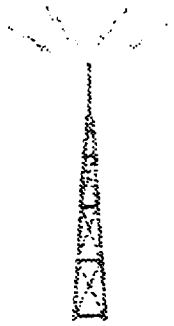
FAX COVER PAGE



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Radio Frequency Management Office
MARCALL 682-2156 FAX 682-0300 (410) 682-2156 FAX (410) 682-0300

To: Doug Young

From: Claude E. Wells

Subject: Additional Info for Data Links on AADS Application Request for Orlando

Pages: 3 (include. Cover Page)

Doug,

Here is the description sheets for the use of the 410 to 430 Mhz frequencies. They also sent me a second message, which I included, that requests specific frequencies. Apparently the systems they will be using have default frequencies already programmed into the units and they are requesting these frequencies as preference frequencies if possible, if not available they will take what you can give them. I gather from the info supplied they are requesting three frequencies for operations.

Claude E. Wells

10 November, 1997

Additional information pertaining to 410 to 430 Mhz frequency allocation request.

System operation:

The frequency request in the 410 to 430 Mhz band is to support transmission of test data needed during the conduct of the test and post test analyses. The transceivers in question are programmable for operation on any channel within the band designated. Therefore, it is not necessary to obtain clearance for the entire frequency band at all requested locations. We need two (2) channels allocated within the band at each requested location in order to successfully complete our activities. It is not necessary that the same channels be allocated at each location. The transceivers will be programmed to use the channels allocated at each location. Details of the test set up follow.

Up to four transceivers are used depending on the test to be conducted

Transceivers are located as follows

- One in the captive flight test aircraft; receives all coordinate information and may down link data if required
- One in an airborne vehicle sending coordinate information to the captive flight aircraft; vehicle type will vary according to test conducted
- One on the ground which provides transmission coordination and GPS correction data if necessary for test conduct
- One on the ground which sends special coordinate information to the captive flight aircraft; it may be fixed in place or mobile

I hope this provides all additional information required for request approval. Please contact me for further explanation or questions. Thanks for your help.

Author: Charles P Partin at ORL-TWR2-CC-P
Date: 11/11/97 09:35 AM
Priority: Urgent
TO: Claude Wells at BAL-IIS-CC-P
CC: Michael Percella at ORL-TWR3-CC-P
CC: Wilton C Lentz at ORL-MPLANT11-CC-P
CC: Jeff A Serafin at ORL-MPLANT6-CC-P
CC: Stephen F Maloney at ORL-MPLANT9-CC-P
Subject: Update to data link frequency allocation request

---------- Message Contents ----------

11 November, 1997

Claude,

This is an update to the data link frequency allocation request.

I have been informed our hardware has the following three frequencies factory programmed into them as defaults for operation.

410.15 Mhz
420.15 Mhz
429.85 Mhz

It is our preference to have the FCC give us approval to use these frequencies for our data link. However, if this is not possible for all locations of operation, we can go back to the factory and get others programmed.

Additionally, WSMR has informed us they use 412.5 Mhz for data transmission. I assume we will obtain approval to use that frequency direct from WSMR and not the FCC. Is my assumption correct? Further, is it our responsibility in Orlando to obtain this approval from WSMR or are you involved as well?

Please contact me if you have any further questions about the data link and I look forward to your response regarding WSMR operation. Thanks.

Charles