



METRATEK

METRATEK, Inc.

March 7, 2001

To: Douglas A. Young
FCC Experimental Licensing Branch
2000 M Street, Suite 230
Washington, D.C. 20554

Re: File No.: 6090-EX-PL-1998

Dear Mr. Young :

Metratek, Inc. submitted the above referenced application to the FCC back in 1997. It has been on file with the FCC since 3/2/98. The FCC dismissed our application in June of 2000 because the FAA had not been able to authorize the clearance of the frequencies. We addressed all the concerns the FAA had and now have precoordinated our request with the FAA and would like to refile our application with the FCC for this experimental system.

We have been working on various programs which are jointly funded by the Office of Naval Research and the Naval Research Laboratory, and other agencies for very important radar detection research and development of systems that are needed by these agencies. The capabilities of this system are useful in the detection and imaging of targets hidden in foliage, detection of buried land mines, complete littoral area measurements and images, sea surf measurements, and precise mapping data. Our forces continue to operate without a system that can do all these needed tasks and we have been funded to produce an experimental system and measurement data needed to evaluate the true capabilities of this technology. Metratek and these government agencies have funded this research effort and need this program to move ahead.

Therefore, Metratek, Inc. requests permission to operate an experimental synthetic aperture radar system which will be used for DoD radar detection, measurement, and imaging research. We will need permission to operate the system at and around the Warrenton - Fauqueir Airpark, located in Midland, Virginia and also areas near the mouth of the Chesapeake Bay, and the mouth of the Delaware Bay as well as along the shores of Virginia and North Carolina, between the mouth of the Chesapeake Bay and Cape Hatteras, NC. Exhibits #2 and #3 show the areas of operation and detail the systems capabilities to control the actual direction of the antenna beam. Precise navigation using GPS & INS systems combined with proper flight planning allows all radar emissions to be directed so they do not interfere with ground radar installations in the nearby areas. This was a concern of the FAA and has now been authorized as long as we direct all emissions away from those sites when operating in the area.

Sincerely yours,



Richard Harris
Project Coordinator

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