

***NOTE: This document was emailed directly to Rodney Murphy of the FAA on 08/16/2017**

Re: FAA Coordination, Frequency Bandwidth 5150-5250 MHz, FCC Temporary License Application

File #: 0973-EX-ST-2017

Requestor: Porter Aerospace LLC

Call Sign: N/A

Locations: Tulsa International Airport, Dallas/Ft. worth International Airport

Project No. (Tulsa, 737-800): ODA-GED-P170; **Project Certification Plan Document No.:** 7767-PSCP-P170

Bandwidth: 5150-5250 MHz

Details of use: The purpose of this procedure is to provide the results of on-aircraft testing to determine compatibility of Transmitting Portable Electronic Devices (T-PEDs) on aircraft, and provide a means of compliance with Federal Aviation Agency (FAA) Code of Federal Regulations 14 CFR 25.1309(a), 14 CFR 25.1353(a) and 14 CFR 25.1431(c). This procedure adheres to the guidance contained in Policy Statement PS-ANM-25-13 to assess compatibility of T-PEDs with 14 CFR Part 25 aircraft. The wireless technologies to be assessed and the associated power levels to be used for testing are determined using the guidance provided in RTCA/DO-294C along with the Operator's T-PED Allowance Policy. All aircraft systems that perform functions that are required by regulation (such as flight data recorders), or that have major, hazardous and/or catastrophic failure conditions will be evaluated for interference in the presence of the EMI test signal. Aircraft systems will be exercised and evaluated per the Operator's standard procedures as normally found in the aircraft Maintenance Manual (AMM).

Procedure: Back-door testing at the equipment racks, flight deck and cabin electronics. Radiating antennas are placed 1 meter (40 inches) from targeted equipment and exposed to the required field strength (field strength depends on technology and max passenger seating of the aircraft).

Procedure: Front-door testing of the aircraft receiver systems. Front-door coupling assessments are performed in the cabin targeting aircraft antenna/receiver systems. Radiating antennas are placed one meter from aircraft apertures that represent the minimum path loss to each aircraft antenna. Aircraft antennas located in close proximity to each other will be assessed together.