

From: Chris Schierer

To: Behnam Ghaffari

Date: December 20, 2007

Subject: FCC File No. 0329-EX-PL-2007

Message:

Mr. Ghaffari:

Here is the information you requested for coordination with the FAA Regional Office.

NG T070265	OTH	N	43	24	53	W	124	14	40
NG T070266	RDM	N	44	15	18	W	121	9	28
NG T070267	GCD	N	44	24	13	W	118	57	42
NG T070268	PDT	N	45	41	22	W	118	50	23
NG T070269	BKE	N	44	50	4	W	117	48	36
NG T070270	BNO	N	43	35	11	W	118	57	18

1. License Application

1.1 File Number:

0329-EX-PL-2007

1.2 Applicant Name:

Sensis Corporation

5717 Enterprise Parkway

East Syracuse, NY 13057

1.3 Contact Information

Chris Schierer

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2. Parameters for FAA Coordination as Requested by the FCC-OET

2.1 - Peak envelope power (PEP);

100W at transmitter output

2.2 - Type of antenna;

dBSystems 5100A Omnidirectional Antenna

2.3 - Transmit antenna gain;

8dBi

2.4 - Elevation above sea level of the antenna site;

See table after next question.

2.5 - Height above ground of the focal point of the antenna;

Site Name	Latitude	Longitude	Site Location (ft AMSL)	Antenna Height (ft AGL)
North Bend Municipal	43.414700	-124.244367	0	33
Roberts Field Airport	44.254867	-121.157867	3058	33
Grant County Regional Airport/Ogilvie Field		44.403700	-118.961600	3684 33
Burns Municipal Airport	43.586333	-118.955050	4137	33
Eastern Oregon Regional Airport		45.689383	-118.839817	1480 33
Baker Municipal Airport	44.834417	-117.809967	3366	33

2.6 - Antenna polarization;

Vertical

2.7 - The azimuth that the antenna is pointed or appropriate designator to indicate whether the antenna is rotating, non-directional, etc.;

Omnidirectional in azimuth. Non-rotating fixed antenna.

2.8 - Pulse repetition rate (PRR) that the equipment is capable of operating on to include PRR stagger sequences if appropriate, whether the PRR is adjustable and what PRR's the equipment can accept, and any other information that would be helpful in understanding the pulse characteristics of the equipment;

The transmitter supports up to 190 TIS-B transmissions and 8 FIS-B transmissions per second. Both transmission types consist of single amplitude pulses modulated with binary Continuous Phase Frequency Shift Keying.

The TIS-B transmissions are transmitted in bursts of up to 38 messages in 19 milliseconds. The FIS-B transmissions are transmitted in bursts of up to 8 messages in 176 milliseconds. The peak pulse repetition rate is 38 messages in 19 milliseconds or 2000 pulses per second.

2.9 - Pulse width;

Three different pulse widths are supported:

? TIS-B: 265 or 403 microsecond pulse

? FIS-B: 4.27 millisecond pulse

Both transmissions consist of single amplitude pulses modulated with binary Continuous Phase Frequency Shift Keying.

2.10 - Equipment nomenclatures;

The transmitter is known as a Universal Access Transceiver ? Ground Based Transceiver (UAT-GBT)

2.11 - Whether the equipment is capable of blanking transmissions in certain azimuths and any limitations with respect to blanking;

No azimuth blanking is supported.

2.12 - Radius of operations if appropriate;

Radius of operations is generally terrain limited. Under ideal circumstances,

2.13 - Detailed description of the proposed operation to include any technical parameters that will be altered during operations.

The UAT-GBTs will transmit upon command from the Broadcast Services Control Facility at the Federal Aviation Administration William J. Hughes Technical Center in Atlantic City, New Jersey. These transmissions provide UAT data services to equipped aircraft in and around Oregon state. Sensis is providing these transmitters in conjunction with a grant from the Oregon State Department of Transportation.

All control parameters are governed by the technicians at the Control Facility.

2.14 - Will interrogations (transmissions) be made on 1090 MHz as well as 1030 MHz (airborne transponders typically only transmit on 1090 MHz and receive on 1030 MHz)?

No, all transmissions will be at 978 MHz.

2.15 - If transmissions will be made on 1030 MHz, in what modes of operation will the transmitter operate (Modes 1, 2, 3A, 3C, 4, 5, Mode-S)? Is this a TCAS and is TCAS the only reason why the 1030 MHz transmissions are needed (airborne Mode 4 and/or 5 operations will be very difficult if not impossible to authorize and airborne Mode-S is not authorized)?

N/A