

From: timothy.j.pawlowitz@faa.gov [mailto:timothy.j.pawlowitz@faa.gov]
Sent: Wednesday, August 08, 2007 8:02 AM
To: Johnston, John P; anthony.asongwed@fcc.gov
Cc: Douglass, Bob; Chris.CTR.Tourigny@faa.gov; Thorsheim, Joel D;
donald.nellis@faa.gov; jerrold.sandors@faa.gov; John.Cabala@faa.gov
Subject: RE: FCC File #0386-EX-PL-2007

JJ,

The following coordination numbers are provided for the subject FCC
file
number:

1030 MHz NG T070259
1230-1400 MHz NG T070261

Please include these coordination numbers on your application to the
FCC
and ask that the FCC include those numbers along with other information
as
indicated at the bottom of this e-mail in their submission to NTIA.
Additionally, the following information is required to be communicated
to
the FCC as part of this coordination and is required to be entered into
the
license when granted by the FCC:

Special Conditions:

1. This license does not constitute final authority to transmit the
MESA
radar. Final authorization to transmit must be obtained from the HQ FAA
Spectrum Assignment and Engineering Office prior to each and every
flight
test. Under no circumstances is the MESA radar authorized to transmit
without first obtaining written approval from the FAA Spectrum
Assignment
and Engineering Office, and the approval will be only for a specific
flight
test plan. The licensee shall operate in accordance with all parameters
agreed upon with the FAA to include any necessary modifications as
required
by the HQ Spectrum Assignment and Engineering Office.

2. At least three weeks prior to flight tests Boeing is required to
submit
a flight test plan to HQ FAA Spectrum Assignment and Engineering Office
for
each flight test involving the operation of the MESA radar. The test
plan
shall detail the proposed flight test profile, including flight path,
altitudes, transmit frequencies, radar blanking controls to be
implemented

and an explanation how the test will not cause interference to surrounding radar facilities.

3. MESA radar transmissions, when radiating towards the Canadian landmass, will be in accordance with separately negotiated NAV Canada and Industry Canada restrictions.

4. Frequency/Distance restrictions are based on Boeing flying at an altitude of up to 29,000 feet and maintaining an I/N ratio of 0dB at the receiver of any FAA/DoD LRR facility. This altitude restriction does not apply to test flights where "radar blanking" restrictions are implemented. "Radar blanking" restrictions require Boeing to blank primary MESA radar transmissions over an azimuth that places the edge of the -3dB beamwidth at least +/- 5 degrees from the bearing of the FAA/DoD LRR facility.

5. When operating over the oceans, the MESA primary and secondary radar systems must blank transmissions on all azimuths towards the US such that no RF energy will transmit towards land, and comply with any additional restrictions as may be directed by HQ FAA Spectrum Assignment and Engineering Office.

6. Operation of the MESA secondary surveillance radar will be confined to 1030 MHz Mode 1, Mode 2, Mode 3A, and Mode 3C interrogations and any additional restrictions as may be directed by HQ FAA Spectrum Assignment and Engineering Office. Approval to operate using Mode 4 interrogations must be negotiated separately in accordance with the Memorandum of Agreement between the HQ FAA Office of Spectrum Policy and Management, and the Department of Defense (DoD) Military Department Frequency Management Offices and the DoD Aircraft Identification Mode Selection Program Office.

FCC Guidance: In addition to the coordination numbers, please include the text in Special Condition 1 above in the supplementary details of your submission to NTIA. Also, please include a M001 note with reference to this e-mail so that the information of this e-mail is included in the authority of the assignment. (I believe the format is *NTS,M001,E-MAIL DATED 8/8/07,FAA TO BOEING AND FCC. As far as the actual license issued to the applicant, please include all the special conditions listed above.

If there are any questions, I can be contacted at 202-267-9739.

Regards,
Tim Pawlowitz