

FAA Coordination.txt

From: timothy.j.pawlowitz@faa.gov
Sent: Tuesday, September 09, 2008 10:45 AM
To: Center, Ronald E
Cc: Anthony Asongwed; Douglass, Bob; donald.nellis@faa.gov;
Richard.Jennings@faa.gov; vu.pham@faa.gov; rodney.murphy@faa.gov;
Thomas.Ahn@faa.gov
Subject: RE: CLARIFICATION NEEDED FOR NG 083489 ON POWER LIMITS AND
ALTITUDE

Ron,

You can use my e-mail for your coordination. As for the FCC, I would recommend filing through the experimental branch. I cannot do anything to help expedite your request, but as soon as the FCC submits the proposal to NTIA my office will concur with the STA provided that the conditions that I detailed are included in the request. A preliminary phone call to the FCC should help them expedite the submission of your application to NTIA.

Tim

"Center, Ronald
E"
<Ronald.E.Center@
boeing.com>

09/09/2008 01:18
PM

Timothy J Pawlowitz/AWA/FAA@FAA,
"Anthony Asongwed"
<Anthony.Asongwed@fcc.gov>

To

CC

Richard Jennings/AWA/FAA@FAA,
Donald Nellis/AWA/FAA@FAA, Vu
Pham/ANM/FAA@FAA, "Douglass, Bob"
<bob.douglass@boeing.com>

Subject

RE: CLARIFICATION NEEDED FOR NG
083489 ON POWER LIMITS AND ALTITUDE

Tim,

Thanks for providing this clarification. We have a requirement to conduct this test at the Mansfield, WA location during the week of Thursday, Sept 25 through Thursday, October 2, 2008. I have sent the coordination request to Vu Pham this morning, and we are hoping that you might be able to assist with expediting the license processing through the FCC. If so I would appreciate your recommendation as to whether we should file via the FCC Experimental Branch (OET), or should we file the STA through the Aviation and Marine branch of the Wireless Telecommunication Bureau (ULS). I can file the application as soon as I receive the coordination, or I could file immediately and use your email as the coordination document if you deem that appropriate.

Your assistance is appreciated.

Thanks,
Ron Center
The Boeing Company
Frequency Management Services
Seattle, WA
(206) 544-6583

-----Original Message-----

From: timothy.j.pawlowitz@faa.gov [mailto:timothy.j.pawlowitz@faa.gov]
Sent: Monday, September 08, 2008 12:04 PM
To: Anthony Asongwed; Douglass, Bob
Cc: Leann Nguyen; Mark Settle; Kato, Michael L; Center, Ronald E;
Thomas.Ahn@faa.gov; Richard.Jennings@faa.gov; donald.nellis@faa.gov
Subject: Re: CLARIFICATION NEEDED FOR NG 083489 ON POWER LIMITS AND ALTITUDE

Anthony/Bob Douglass,

On the "permanent" license that is registered in the GMF we cannot alter the restrictions. Note that we did concur to the 250 watts ERP---the 63.1 watts plus the 6dB gain antenna provide the requested ERP. The concern with pumping up the altitude are false TCAS alerts.

I have spoke with Boeing, our aircraft certification office, and others in the FAA about this proposed testing and what we can do is support a Special Temporary Authorization (STA). The STA can only be for a maximum of a one week period, would read the same as the assignment below, but within the supp details after the first sentence that ends with "
.....aircraft flying nearby" add:

"Forcing the altitude of the transponder above sea level can be done provided that the event is coordinated with and approved by the local FAA and ARTCC and lasts a very minimal amount of time. When attempting to cause the test aircraft false to receive false TCAS alerts, the transponder with the false altitude setting will not be turned on until the test aircraft establishes contact with the ground test site and is within 7 NM. The ground transponder then will be immediately shut off after the test aircraft receives the false alert. "

The local FAA and ARTCC should ensure that there is no air traffic in the vicinity of the "ghost target" produced by the ground transponder. This should not be considered a routine test and will only be authorized on very limited, test specific basis.

If there are any questions, feel free to contact me at 202-267-9739.

Take Care,
Tim

"Anthony
Asongwed"
<Anthony.Asongwed

To

@fcc.gov> FAA Coordination.txt
Timothy J Pawlowitz/AWA/FAA@FAA

CC 08/22/2008 01:45 "Mark Settle"
PM <Mark.Settle@fcc.gov>, "Leann
Nguyen" <Leann.Nguyen@fcc.gov>

Subject CLARIFICATION NEEDED FOR NG
083489 ON POWER LIMITS AND ALTITUDE

Tim,

A licensed grant was issued by the FCC to NG 083489 on 8/19/2008 with restrictions to power and altitude as required by the FAA. Apparently, applicant's representative wants those restrictions removed from the issued license. Does either NG T 080260, and/or NG T 080262 allow applicant to operate at 250 W (ERP)? Please advise?

PWR01:W250.0=>W63.1;ALTITUDE SETTING IS REQUIRED TO BE FORCED TO EITHER BELOW SEA LEVEL OR ABOVE 90000 FT TO PREVENT FALSE TCAS ALERT FROM AIRCRAFTS FLYING NEARBY.

\$\$ADD NG 083489
TYP01 N
SEC01 04552
RVS01 04552
SER01 NG 083489
CLA01 U
FRQ01 M1090.000000
NET01 ELS05
IPD01 080728
DEC01 ACCEPT
BUR01 FCC
EXD01 100831
STC01 XT
EMS01 11M90V7D
PWR01 W63.10000

FAA Coordination.txt

NTS01 C041
XSC01 WA
XAL01 MANSFIELD
XRC01 080744
XLA01 474835N
XLG01 1193810W
XAP01 V
XAZ01 087
XCL01 WE 2XQP
XAD01 06GHORN 00695H0002T
RSC01 WA
RAL01 MANSFIELD
RLA01 474835N
RLG01 1193810W
RAP01 V
RAZ01 R
RAD01 10GPLANARARRY
REM01 *PRR,1-52
REM02 *EQT,C,KIN KT-76A
REM03 *EQR,G,AN/APX-113(V)
REM04 *AGN,+ERP IS 250 WATTS
REM05 *AGN,+MODE 3C
REM06 *AGN,+THE BOEING COMPANY
REM07 *FLN,0152-EX-PL-2008
SUP01 TESTING TRAFFIC ALERT/COLLISSION AVOIDANCE SYSTEM. ALTITUDE SETTING IS
SUP02 REQUIRED TO BE FORCED TO EITHER BELOW SEA LEVEL OR ABOVE 90000 FT TO
SUP03 PREVENT FALSE TCAS ALERT FROM AIRCRAFTS FLYING NEARBY. RECORD APPROVED
SUP04 BEFORE, REFERENCE NG 78147 78146. LICENSEE SHOULD BE AWARE THAT OTHER
SUP05 STATIONS MAY BE LICENSED ON 1090 MHZ AND IF ANY INTEREFERNE OCCURS, THE
SUP06 LICENSEE AT THIS LOCATION WILL BE SUBJECT TO IMMEDIATE SHUT DOWN.
POC
SUP07 RON CENTER 206-544-6583
ACL01 WE 2XQP
DAT01 080723
ELB DATE: 04/03/2008
IRAC COMMENTS: APPROVED NTIA 08-11-2008
DATA CHANGES: FCC=>NTIA CHANGES ARE DAT01:080403=>080723; EXD01:130801=>100831;
PWR01:W250.0=>W63.1; XAP01:=>V; XAZ01:=>087;
XAD01:=>06GHORN 00695H0002T; RAZ01:=>R; RAD01:=>10GPLANARARRY;
SCB COMMENTS: PER CLEARANCE- SUBJECT TO PRIOR COORDINATION WITH FAA NORTHWEST
REGIONAL OFFICE, 1601 LIND AVENUE, S.W. RENTON, WASHINGTON
98055 PH 206-227-2464 (C041); TESTING TRAFFIC ALERT/COLLISSION AVOIDANCE SYSTEM.
ALTITUDE SETTING IS REQUIRED TO BE FORCED TO EITHER BELOW SEA LEVEL OR ABOVE 90000
FT TO PREVENT FALSE TCAS ALERT FROM AIRCRAFTS FLYING NEARBY. RECORD APPROVED BEFORE,
REFERENCE NG 78147 78146. LICENSEE SHOULD BE AWARE THAT OTHER STATIONS MAY BE
LICENSED ON 1090 MHZ AND IF ANY INTEREFERNE OCCURS, THE LICENSEE AT THIS LOCATION
WILL BE SUBJECT TO IMMEDIATE SHUT DOWN. POC RON CENTER 206-544-6583\$
IDKT: J0473678

Anthony A. Asongwed
Office of Engineering & Technology
Spectrum Coordination Branch

202-418-2460

-----Original Message-----

From: Leann Nguyen
Sent: Friday, August 22, 2008 12:37 PM
To: Anthony Asongwed
Subject: FW: The Boeing Company - File No. 0152-EX-PL-2008

FAA Coordination.txt

-----Original Message-----

From: Leann Nguyen
Sent: Friday, August 22, 2008 8:34 AM
To: Mark Settle
Cc: James Burtle
Subject: FW: The Boeing Company - File No. 0152-EX-PL-2008

Hi Mark,
Please see the message below.

Thanks,
Leann Nguyen

-----Original Message-----

From: Olcott, Bruce A. [mailto:BOlcott@ssd.com]
Sent: Friday, August 22, 2008 8:28 AM
To: Leann Nguyen
Cc: James Burtle
Subject: RE: The Boeing Company - File No. 0152-EX-PL-2008

As indicated in the attachments, prior to filing our application with the FCC, we coordinated the high power level and the requested altitude setting with the FAA. Thus, we are curious where the new restrictions are coming from. Who should we speak with at FAA? Our contacts at FAA tell us they are fine with our proposal. Please call me if you would like to discuss this.

Thanks,

Bruce A. Olcott
Squire, Sanders & Dempsey L.L.P.
1201 Pennsylvania Ave., N.W.
Washington, D.C. 20004
Tel: (202) 626-6615
Mobile: (703) 216-3910
Fax: (202) 626-6780
bolcott@ssd.com

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-----Original Message-----

From: Leann Nguyen [mailto:Leann.Nguyen@fcc.gov]
Sent: Thursday, August 21, 2008 4:16 PM
To: Olcott, Bruce A.
Cc: James Burtle
Subject: RE: The Boeing Company - File No. 0152-EX-PL-2008

Mr. Bruce,

FCC couldn't remove the condition as you requested. The output power level and the
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FAA Coordination.txt
altitude restriction were added by FAA requirements.

Regards,
Leann Nguyen

-----Original Message-----

From: Olcott, Bruce A. [mailto:BOlcott@ssd.com]
Sent: Thursday, August 21, 2008 11:29 AM
To: Leann Nguyen
Subject: The Boeing Company - File No. 0152-EX-PL-2008

Thank you for granting FCC call sign WE2XQP this week. Unfortunately, the output power level and the altitude restriction that was included in the license is incompatible with the FAA's requirements for in-flight testing of the TCAS system. Specifically, the output power must be 250 watts, rather than the 63.1 watts that was included in the license. In addition, special condition 5 requires that the altitude setting be forced to either below sea level or above 90,000 feet. In contrast, the test procedure calls for the transponder on the ground to have an altitude set at between 5,000 and 15,000 feet. The aircraft under test then flies in the vicinity of the transponder on the ground, setting off a TCAS alert. Therefore, we request that special condition 5 be removed.

In making these requests, we acknowledge that we will coordinate with the regional air traffic control center both immediately before and after each test window. Further, we observe that our requested test plan, which was included in our original application, attached, was reviewed by and approved by the FAA's regional office in Seattle.

If these new restrictions did not originate in your agency, but instead were developed by another agency, such as NTIA or FAA HQ, please let us know so that we can follow up with them and explain the situation.

Thanks,
Bruce A. Olcott
Squire, Sanders & Dempsey L.L.P.
1201 Pennsylvania Ave., N.W.
Washington, D.C. 20004
Tel: (202) 626-6615
Mobile: (703) 216-3910
Fax: (202) 626-6780
bolcott@ssd.com

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(See attached file: FAA Coordination Request.pdf)(See attached file: Re FAA COORDINATION REQUEST.pdf)