From: Sydney.Bradfield@faa.gov
Sent: Thursday, October 07, 2010 6:43 PM
To: Center, Ronald E
Cc: timothy.j.pawlowitz@faa.gov
Subject: Re: ANOTHER FCC LICENSE RENEWAL

Ron,

Again consistent with policy, with no technical changes from the existing license, we have no objection to your renewal request, with no new coordination number necessary.

Thanks,

Sydney Bradfield
WSA Spectrum Engineering Services, AJW-633
Los Angeles Support Center
310-725-3671, DSN 958-3671
Cell 310-863-5097

-----"Center, Ronald E" wrote: -----
To: Sydney Bradfield/AWP/FAA
From: "Center, Ronald E" <Ronald.E.Center@boeing.com>
Date: 10/07/2010 03:30PM
Subject: ANOTHER FCC LICENSE RENEWAL

Sydney,

We would also like to renew the attached license, Call Sign WE9XEG, which supports lightning testing in Palmdale. We request your coordination/concurrence. This is test is designed as a non-intentional radiator, as it is a hardwire signal injection into the aircraft fuselage. However there may be some parasitic emissions. To further mitigate any risk, the testing is conducted inside of an aircraft hangar with all doors closed. This is also a swept frequency test, and therefore the short dwell time significantly reduces the average power output. A brief description of the test is listed below, and a test configuration drawing and a copy of the current license are attached for your review. Your assistance is appreciated.

Low Level Continuous Wave Lightning Test:

Frequency Band: DC - 100 MHz
Sweep Time Through Band: 10 Seconds
Max Dwell Time per Frequency: 50 milliseconds
Max ERP to Closed Loop Configuration: 50 Watts (see note 1)

(Note 1: 50 watts is the maximum input power into the closed loop test

configuration. It is anticipated that the actual parasitic (unintentional emission) will be well below 1 watt. In addition, the test will be conducted inside of a metal construction aircraft hangar.)

Thanks,
Ron

[attachment "WE9XEG.pdf","Test Configuration.pdf" removed by Sydney Bradfield/AWP/FAA]