

FAA coordination .txt

From: victor.hinton@faa.gov
Sent: Wednesday, October 31, 2007 1:31 PM
To: Center, Ronald E
Cc: Douglass, Bob; margarette.ebate@faa.gov
Subject: Re: BOEING SUMMARY

Ron,

We have approved the renewal request for Seattle (Boeing Field) and Moses Lake (Municipal Airport). We also received a FCC Memo to renewal Glasgow, MT and Everett, WA and will provide the approval for both renewal. These renewal can also be used for the PortBas or LAAS. Just coordinate the time frame of your testing at each site.

If you still want Spokane International, Seattle (Boeing Field) and Moses Lake (Municipal Airport), for the PortBas, you need to submit the request via FCC. We still have not received the FCC Memos to approved the PortBas or the LAAS AT Moses Lake for the new license.

Victor D. Hinton, Spectrum Engineer
ATO-W ATC Spectrum Engineering Service
Spectrum Assignment and Engineering Office (AJW-63) 800 Independence Ave., S.W.
Washington, DC 20591
(202) 267-7532, Wk
(202) 267. 5901, Fax

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

10/29/2007 10:27
AM

Victor Hinton/AWA/FAA@FAA

"Douglass, Bob"
<bob.douglass@boeing.com>

BOEING SUMMARY

To

cc

Subject

Victor,

As we have several issue pending, I thought that it might be a good idea to summarize them and ask you if you require any additional information from us. The item currently pending coordination/licensing are as follows:

a. License Renewal, Call Sign WC2XKB, File 0162-EX-RR-2006. This is a renewal of a license supporting operation of Differential GPS. The system use is part of the FAA approved certification procedure for aircraft noise testing. As we discussed during our previous telephone conference, we understand that this will be the last renewal of this license, and we will work with the FAA certification branch to develop a new noise testing procedure. The current authorized locations listed on this license are Everett (Paine Field), Seattle (Boeing Field), Moses Lake (Municipal Airport), and Glasgow MT (Industrial Airport).

FAA coordination .txt

b. PortaBas, new license request. This is the request for operating the PortaBas at three locations, Seattle (Boeing Field), Moses Lake (Municipal Airport) and Spokane (Spokane International). As we discussed during our telephone conference, we can share the frequencies assigned to the WC2XKB license, and will deconflict our operations. As this system is under development it will only be used for Boeing Flight Test purposes, and no commercial use is allowed.

c. Fixed LAAS, Moses Lake, new license. This is a request to activate the fixed LAAS at Moses Lake, WA. As this system is under development it will only be used for Boeing Flight Test purposes, and no commercial use is allowed.

If you require any additional information on any of these request please let me know.

Thanks,
Ron

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> _____
> From: Center, Ronald E
> Sent: Wednesday, October 24, 2007 9:35 AM
> To: Center, Ronald E; 'victor.hinton@faa.gov'
> Cc: Douglass, Bob
> Subject: RE: GLB radio modem
>
> Victor,
>
> The file number of the renewal application is 0162-EX-RR-2006. I
> made a typo on the original email below.
>

> Thanks,
> Ron
>

> _____
> From: Center, Ronald E
> Sent: Wednesday, October 24, 2007 9:15 AM
> To: 'victor.hinton@faa.gov'
> Cc: Douglass, Bob
> Subject: FW: GLB radio modem
>

> Victor,
>
> As a follow-up to our telephone conversation from yesterday, we only
> have limited technical information on the radio supporting the license
> renewal WC2XKB, file 0162-EX-PL-2006, which you indicated in on hold
> at the NTIA. The attached jpeg is out of the radio operator manual,
> and shows the basic operating characteristics. The radio was
> manufactured by GLB, which was subsequently bought out by SIMREX in
> 1999, so I don't believe that we will be able to get much more.
>

> Our requirement for this operation is 10 Watts maximum output power
> (ERP). The location of the transmitter will be fixed, at the
> lat/long's listed on the license. I do not know why the license shows
> a 325 km mobile radius. There is no mobile transmitter. The aircraft
> only receives the signal, and there is not even a requirement for the
> aircraft to receive at that great of a distance.
>

> Also, as we discussed during the initial telephone conference, we
> understand that this will be the last renewal of this license. We
> have already informed our flight test folks that they will need to
> work with the FAA certification branch to develop a new procedure to
> support the aircraft noise certification requirement.
>

> I hope that this helps clarify the issues with the renewal. If you

FAA coordination .txt

> have any other questions or concerns please let me know.

>

> Thanks,

> Ron

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> From: Klinger, Roger L

> Sent: Tuesday, October 23, 2007 12:49 PM

> To: Center, Ronald E

> Subject: GLB radio modem

>

> << File: GLB.jpg >>

>

> Roger Klinger

> B-XZ34

> Ph# 206-544-2345

> Pager# 206-797-7101

> Radio Services

> <[http://www.fteil.ca.boeing.com/dst/bxz30web/products-services/RADIO/r](http://www.fteil.ca.boeing.com/dst/bxz30web/products-services/RADIO/radiohome.html)

> adiohome.html>

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