



Federal Communications Commission
Office of Engineering Technology
Washington, DC

RE: Permit But Ask Procedure for a Part 20 Industrial Booster

To whom it may concern:

We are an FCC Registered test lab (Compliance Worldwide, Inc.) located in Sandown, NH working on behalf of a manufacturer, Cellular Specialties, Inc. located in Manchester, NH.

We are seeking the Commissions' guidance for the Certification of an Industrial Booster under the newly formed 47CFR20.21 of the rules following the Permit But Ask Procedure defined in KBD 388624 D01 v09r02 dated June 14, 2013.

The Industrial Booster is designed to operate within the AWS-1 Bands from 1710 to 1755 MHz and 2110 to 2155 MHz by an existing FCC Licensee Verizon and will be installed by a Verizon qualified installer.

We are proposing to submit under the procedures defined in KDB 935210 D02 Signal Boosters Certification v01 dated June 14, 2013 specifically, Section 4: Industrial (Part 20) Signal Booster Specifics. The device will be certified using the new Form 731 Equipment Class B2I – Part 20 Industrial Booster (CMRS 22/24/27/90-S) defined in KDB 935210 D01 Signal Booster Definitions v01 dated June 14, 2013.

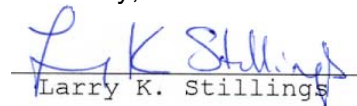
The device was initially approved under FCC ID: NVRC SIDRACELAPRAW, under 47CFR27 of the rules by TIMCO Engineering, Inc. on 5/24/2013. The device operates within the AWS-1 bands of 1710 to 1755 MHz and 2110 to 2155 MHz, specifically Band Blocks A, B, C & D currently owned by Verizon for operation on the east coast. The Industrial Booster was tested using the existing procedures defined in FCC Document "AMPLIFIER, BOOSTER, AND REPEATER - BASIC ITEMS". The application was dismissed on June 14, 2013.

This Industrial Booster has one very specific purpose of use. The booster will be mounted in the bottom of an Acela train passenger car that travels from Boston, MA to Washington, DC. The booster receives GPS information via LAN allowing the device to determine where it is geographically and apply the appropriate AWS-1 Band filters for the spectrum that Verizon currently owns along the Acela Trains' travel path. The booster is designed to De-Key when a signal level approaches (-60 dBm) and allow users devices to operate normally on the train.

Thank you in advance for your assistance with this matter.

If you have any questions or require additional documentation/information about this request you may contact me at Larry@ComplianceWorldwide.com or by phone at (603) 887 3903.

Sincerely,


Larry K. Stillings

President