

From: "Hankins, Danny" <dhankins@cessna.textron.com>
To: "Doug Young (E-mail)" <dyoung@fcc.gov>
Date: Thursday, May 30, 2002 11:21:26 AM
Subject: STA 0166-EX-ST-2002, Conf # EL12176

Doug,

We only propose to change the test location and/or altitude for frequencies that were objected to when we originally submitted our test plan. The alternate location for testing those frequencies is the Great Bend Airport, GBD, in Great Bend, KS. The coordinates for GBD are as follows:

Lat = 38-20-30 N
Lon = 98-51-30 W
EL = 1887 ft MSL

The frequencies 131.300, 131.25 and 131.275 can be tested while the aircraft is on the ground at Great Bend. The aircraft will be parked for a short time and acquire signals from GPS satellites. Then, an FTE will transmit for 20 seconds on each of these three frequencies (consecutively) using the RT-5000 while GPS systems are monitored to see how many of the acquired satellites, if any, are lost.

The test frequencies 160.0, 161.0, 164.8, 165.7, and 167.5 MHz can be tested at altitudes as low as 3,000 ft AGL at Great Bend. This will be a max altitude of 1.5 km MSL. We will "listen" on each frequency to verify that we are not receiving traffic before performing our 20-second duration transmission.

The frequency 131.23 should be deleted and replaced with 131.300 per above. The emission codes are still the same as before.

FYI:

The messages below are what I sent to Kim at FCC WTB and Chris at ARINC regarding the typo in the test frequency (131.23 should have been 131.30), and the delay of the testing date.

Thanks,

Danny Hankins
Engineer, Technologist
Telemetry Data Systems
Cessna Aircraft Co.
Tel (316) 517-7053
Fax (316) 517-8316
dhankins@cessna.textron.com

> -----Original Message-----

> From: Hankins, Danny
> Sent: Wednesday, May 29, 2002 2:53 PM
> To: Kim Kleppinger (E-mail)
> Subject: FW: 131.25 Coordination

>

> Kim

>

> Below is information I sent to Chris at ARINC. While I was consulting

> with an FTE we discovered a typographical error on a frequency. 131.23
> should have been 131.300. I will try to contact Doug Young to see how he
> wants to handle this. Also, note that our test schedule has slid, and
> testing will not begin until after the July 4th holiday.
>
> Thanks,
>
> Danny Hankins
> Engineer, Technologist
> Telemetry Data Systems
> Cessna Aircraft Co.
> Tel (316) 517-7053
> Fax (316) 517-8316
> dhankins@cessna.textron.com
>
> -----Original Message-----
> From: Hankins, Danny
> Sent: Wednesday, May 29, 2002 2:28 PM
> To: 'Wheatley, Christopher (CCW)'
> Subject: 131.25 Coordination
>
> Chris,
>
> The source for the 131.250 frequency test is FAA Advisory Circular AC
> 20-930A. <<AC20-130 GPS Approval.pdf>>
>
> It is a large document. The information we are interested in is Par 9 on
> page 30. While I was going over this with the FTE we discovered a
> typographical error in our test plan. The frequency we had listed as
> 131.23 should have been 131.300. Please check on that frequency as well.
> I will notify Kim Kleppinger and the FCC OET of the error. Also, I was
> just informed that our test schedule has slid until early July.
>
> The paragraph you requested follows:
>
> The testing must be performed to obtain certification of the aircraft by
> the FAA. Frequencies were chosen on the basis that they may cause
> interference to the aircraft's avionics systems. We are required to
> demonstrate that keying the transmitters on the specified frequencies will
> not interfere with proper operation of the aircraft's avionics systems.
>
> Regards,
>
> Danny Hankins
> Engineer, Technologist
> Telemetry Data Systems
> Cessna Aircraft Co.
> Tel (316) 517-7053
> Fax (316) 517-8316
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