



September 5, 2017

**AEROSPACE VEHICLE
SYSTEMS INSTITUTE**

TEXAS A&M ENGINEERING EXPERIMENT STATION

Ms. Marlene H. Dortch
Secretary
Federal Communications Commission
445 12th Street, S.W.
Washington, DC 20554

Re: *Ex Parte* Notice
GN Docket No. 14-177, IB Docket Nos. 15-256 and 97-95; RM-11664; and WT Docket No. 10-112

Dear Ms. Dortch:

On September 5, 2017, Anil Kumar, Kim Kolb and Joe Cramer from The Boeing Company, John Roman and Reza Arefi from Intel, Joe Storniolo from Panasonic Avionics, Steve Rines from Zodiac Inflight Innovations, Uwe Schwark from Airbus, and David Redman from the Aerospace Vehicle Systems Institute (AVSI) at Texas A&M University met in person and by phone with Julius Knapp, Michael Ha, Rashmi Doshi, Karen Rackley, Anh Wride, Bahman Badipour and Steve Jones of the Commission's Office of Engineering and Technology, as part of the AVSI cooperative research project that is studying the potential interference to passive services allocated in portions of the 57-71 GHz frequency range.

The AVSI Team reviewed with OET the technical analysis and field testing performed to determine potential impacts to the Earth Exploration Satellite Service (EESS).

Detailed analyses, dynamic modeling, and field testing demonstrate that WiGig transmitter emissions, including out-of-band, spurious and harmonic emissions, utilizing the frequency range 57-71 GHz will comply with International Telecommunications Union (ITU-R) protection levels developed for the incumbent passive services and will not interfere with those services. The report focuses on the areas of greatest concern identified by the FCC.

During the meeting the potential for harmonics interference to Radio Astronomy Service (RAS) was discussed. There is no FCC limit for emitted harmonics except as a special case of spurious emissions. However, based on a previous study, AVSI found that no potential harmonics or subharmonics from transmitters in the 57-71 GHz range directly align with the frequencies of concern for RAS as stated in CORF filing - bpa_170857.

Based on these findings, AVSI recommends that the prohibition of WiGig use on board aircraft currently contained in 47 CFR 15.255(a)(1) be removed.

Respectfully submitted,

David Redman, Director
Director, Aerospace Vehicle Systems Institute

cc:

Julius Knapp	Michael Ha
Rashmi Doshi	Karen Rackley
Anh Wride	Bahman Badipour
Steve Jones	