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November 2, 1998

The Honorable William E. Kennard
Chairman
Federal Communications Commission
1919 M Street, N.W., Room 814
Washington, D.C. 20554

Re: PR Docket No. 92-235

Dear Chairman Kennard:

As you know, AAA filed a petition last year for reconsideration of the Commission's *Second Report and Order* in the private radio "refarming" proceeding, PR Docket No. 92-235. In its Petition, AAA requested the ability to coordinate frequencies in the former Auto Emergency Radio Service ("AERS"), comparable to the protections provided to the railroad, power and petroleum industries in the *Second Report and Order*. This "quasi-public safety" status is necessary to protect AAA and other AERS users from interference with other licensees in the Industrial/Business Pool. AAA understands that the Order on Reconsideration is now before the Commission for a vote.

A strong record has been developed over the last year and a half in support of AAA's petition. In December 1997, AAA submitted a "White Paper," updated in May 1998, explaining AAA's status as a not-for-profit organization, our history of public service and cooperation with public safety agencies, the importance of interference-free radio transmissions in providing emergency road service, and the harm that has resulted from the rules adopted in the *Second Report and Order*. In an August 1998 filing, AAA provided additional evidence of the significant interference problems it is encountering as a result of other frequency coordinators making inappropriate assignments in the former AERS frequencies.

In August 1998, six United States Senators, including Senators Conrad Burns and Byron Dorgan urged the Commission to grant AAA's request for quasi-public safety status. The Senators cited Congress' recognition in the Balanced Budget Act of 1997 of the "very important public safety role" played by emergency road services. Senator John Breaux also submitted a letter in August 1998 supporting AAA's efforts to obtain access to interference-free spectrum. Moreover, AAA's petition also is supported by the National Transportation Safety Board and the National Highway Traffic Safety Administration. The record also contains strong support for AAA's petition from local public safety officials that rely on AAA to provide prompt service in emergency situations.

The relief requested by AAA is entirely consistent with FCC's wireless telecommunications policy goals. In particular, ensuring interference-free communications for auto emergency service providers is consistent with the steps the FCC has taken in the enhanced 911 proceeding to ensure that wireless subscribers will have improved access to public safety services. A large percentage of motorists rely on AAA every day to provide emergency road service -- AAA receives more than 30 million calls per year. We need the FCC's help to ensure the best possible service to these consumers, not a decreasing level of service due to interference concerns.

AAA appreciates the opportunities we have had to discuss these matters with you and your staff. We now urge you to give your full consideration to AAA's reconsideration petition, and to act quickly. The potential interference problems AAA warned of 18 months ago have now become real. Prompt action by this Commission is of critical importance to the millions of Americans that rely on AAA for emergency assistance. Please do not hesitate to call me if you have any remaining concerns regarding AAA's petition or its need for additional frequency protection.

Sincerely,

Robert L. Darbelnet
President and CEO

RLD:lv

c: Mr. Ari Fitzgerald
Mr. Dan Phythyon
Ms. D'Wana Terry