



May 6, 2009

**VIA ECFS**

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

**Re: Era Systems Corporation Request for Waiver of Parts 2 and 15 For the 76-77 GHz Band; ET Docket No. 09-55**

Dear Secretary Dortch:

Era Systems Corporation (“Era”) respectfully submits these comments on its pending waiver request pursuant to the Commission’s public notice.<sup>1</sup> For the reasons set forth in the waiver request and summarized below, Era respectfully requests that the FCC promptly grant the waiver seeking approval to operate a fixed radar system in the 76-77 GHz band at a single airport location.<sup>2</sup> Doing so would provide the FCC with data from actual site testing, which Era expects will support an eventual rule change.

In this regard, Era plans to file a petition for rulemaking seeking modification of FCC Rule Section 15.253 to permit the use of 76-77 GHz radars on ground structures at United States airports along the lines set forth in the waiver request. Implementation of the proposed rule change will permit use of 76-77 GHz radars for airport surface management.<sup>3</sup> This radar application will allow U.S. airports and airport operators to track aircraft and airport ground vehicles whose transponder systems are unavailable. This is especially important for tracking aircraft located in the non-movement areas of the airport, such as the ramp area and at the gate.

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<sup>1</sup> FCC Public Notice, Office Of Engineering and Technology Declares The Era Systems Corporation Request For A Waiver Of Parts 2 and 15 For The 76-77 GHz Band To Be A “Permit-But-Disclose” Proceeding For Ex Parte Purposes And Requests Comments, ET Docket No. 09-55, DA 09-842 (Apr. 16, 2009).

<sup>2</sup> To the extent that operations at Hartsfield-Jackson Atlanta International Airport are no longer possible, Era will promptly submit a second airport location and supporting information for the Commission’s consideration. Apart from the direct safety and efficiency benefits of such operation, the experience gained would be useful in the consideration of the proposed changes to the Commission’s rules.

<sup>3</sup> The proposed change also would be consistent with operations permitted in the band in Europe. See ETSI TR 101 983 Ver. 1.1.1 (2001-07), ElectroMagnetic Compatibility and Radio Spectrum Matters (ERM); Radio equipment to be used in the 76 GHz to 77 GHz band; System Reference Document for Short-Range Radar to be fitted on road infrastructure; System Reference Document for RTTT roadside equipment in the 76 GHz to 77 GHz band. See also Era Waiver Request at 2-3.

Currently, when aircraft transponders are turned off or switched to standby mode, as often happens when aircraft leave the active runway or movement area of the airport, they frequently cannot be tracked by conventional airport surveillance systems. This waiver and subsequent rule change would allow aircraft to be tracked over the entire surface of the airport, which would provide enhanced safety and more efficient airport operations.

Airports are challenged with managing increasing congestion on the ground. Today's inadequate tools limit controllers' and airlines' ability to determine the location of planes and airport ground vehicles operating in certain areas. The airport surface management tool, which the pending waiver request and ultimate rule change would enable, will allow airport and airline personnel to keep ground traffic flowing safely and efficiently for the benefit of aircraft operators and the passengers they serve.

Respectfully submitted,

ERA SYSTEMS CORP.

/s/ William E. Colligan

William E. Colligan

V.P. & General Management, Airport Operations Solutions

cc: Hugh L. Van Tuyl  
Office of Engineering and Technology  
Federal Communications Commission, Room 7-A162  
445 12<sup>th</sup> Street, S.W.  
Washington, D.C. 20554  
[Hugh.VanTuyl@fcc.gov](mailto:Hugh.VanTuyl@fcc.gov)

Best Copy and Printing, Inc. ("BCPI")  
Portals II, Room CY-B402  
445 12<sup>th</sup> Street, S.W.  
Washington, D.C. 20554  
[fcc@bcpiweb.com](mailto:fcc@bcpiweb.com)