

**Before the  
Federal Communications Commission  
Washington, D.C. 20554**

|  |   |                      |
|--|---|----------------------|
| In the Matter of                                   | ) |                      |
|  | ) |                      |
| Amendment of Parts 1, 2, 15, 74, 78, 87, 90 and 97 | ) |                      |
| of the Commission's Rules Regarding                | ) | ET Docket No. 12-338 |
| Implementation of the Final Acts of the World      | ) |                      |
| Radiocommunication Conference (Geneva, 2007)       | ) |                      |
| (WRC-07), Other Allocation Issues, and Related     | ) |                      |
| Rule Updates                                       | ) |                      |

**REPLY COMMENTS OF AEROSPACE AND FLIGHT TEST RADIO  
COORDINATING COUNCIL**

Aerospace and Flight Test Radio Coordinating Council ("AFTRCC"), by its counsel, hereby submits its reply comments in the above-referenced proceeding.

In its opening Comments, The Boeing Company ("Boeing") suggested that the Federal Aviation Administration be urged to coordinate any implementation of WiMax facilities for surface communications at airports in the 5091-5150 MHz band with operators of Aeronautical Mobile Telemetry ("AMT") receive stations.<sup>1</sup> Boeing went on to request that such coordination be required for AeroMACS facilities located at the Seattle-Tacoma International Airport and Lambert-St. Louis International Airport.

AFTRCC supports Boeing's request. Likewise, AFTRCC urges that coordination be required for a few additional civil locations referenced in proposed footnote US111. These are airports where aerospace manufacturers build and test new and modified aircraft. They include locations like Wichita, Kansas; Roswell, New Mexico; Charleston, South Carolina; and Palm

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<sup>1</sup> These facilities were formerly known by the acronym, "ANLE;" they are now referred to by the acronym, "AeroMACS."

Beach-Dade, Florida. It is also AFTRCC's view that, with good engineering practices, interference between AMT and AeroMACS systems can be avoided.<sup>2</sup>

Respectfully submitted,

**AEROSPACE AND FLIGHT TEST RADIO  
COORDINATING COUNCIL**

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<sup>2</sup> Accord Boeing Comments at page 4.