

THIS IS AN AVIONIC SYSTEM - it is not for mounting in any ground station or vehicle.

1) The FRW2000 Series includes 4 interchangeable radios that are integrated as dual units within a single system box operated from a common control panel. This configuration is to provide the minimum package size and control head space needed when adding these Public Safety units to Police or Emergency Service aircraft communicating with ground units. The combinations are.

VHF + UHF(Low)
VHF + UHF(High)
VHF + 800
UHF(Low) + UHF(High)
UHF(Low) + 800
UHF(High) + 800

Contained in the FRW2000-VHF is a Motorola handheld unit module with its own FCC ID (in this VHF case AZ489FT3790) that controls all modulation and frequency functions of the FRW2000. On the outside of the system box is placed the FCC ID and warning labels for each transceiver section when the unit is configured. The manual states the combinations as does the operating instructions provided with the filing.

As each unit is equipped with two modules every attempt was made to evaluate the impact of the colocation of the two radios in the combinations shown above. The MPE report for the VHF unit therefore shows combinations with UHF and 800MHz versions of the device operated in the same enclosure with antennas in close proximity. In use these antenna would be mounted on the airframe at points dictated by aircraft safety and performance. All aircraft radio systems are under the control of the operator (aircrew) or trained service engineers (ground crew) and fall under the definition of Occupation Safety.

2) The warning labels are on the case of the system box where they can be seen by the installer and compliance with the requirements is part of the installation. Users of the aircraft radio systems are trained in the use and safety requirements of radios as part of their overall flight training. While a headset can be used with these radios the usual method of operation is through the Inter Communication System of the aircraft and the individual crew station boxes. To my knowledge no other avionic equipment has RF Safety warning labels visible to the crew in flight either placarded or on headset leads. Cockpit placards are usually only displayed for warnings that affect flight operation or safety and any other placards would have to be cleared with the FAA. Please advise.

3) The 50% duty factor was accounted for by introducing cable attenuation of 3dB at the frequency being tested between the EUT and antenna.

4) Please provide justification for this request. The equipment used at the time was in calibration and a calibration certificate is available covering the date of the testing. Since

that time this Lab has upgraded its probe to an AR FP6001 so direct validation of this 6 month old test. Should the FCC authorize us to do so we can do a validation with the older probe (now out of cal) and a standard antenna so that a comparison be made for their use. Please advise.

If you need clarification of any of these points please call or e-mail me.

Best Regards
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