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To Whom It May Concern:

This letter is in regards to the Rockwell Collins, Inc., WLU-2100 FCC/ETSI certification questions.

The 5 GHz radio of the WLU-2100 is disabled through configuration of software (password protected) and the 5 GHz connectors J4 and J5 are disconnected and prohibited from use on the aircraft. No antenna or feedline may be connected to either J4 or J5 as referenced in note number 5 of Rockwell Collins Installation Control Drawing 983-8163-050. This drawing formally and legally documents the FAA/JAA certified aircraft configuration for all the end users.

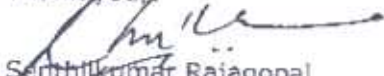
The WLU-2100 will only be installed on an aircraft, and it will only be installed by FAA/JAA authorized professionals. The installation will be a standard electrical installation on an aircraft metal surface, with an aircraft-standard electrical bonding resistance not exceeding 20 milliohms between any point on the equipment case and the mounted surface. This installation and qualification specification is standard practice for avionics equipment certified per RTCA/DO-160D and OEM specifications.

Test measurements of WLU-2100 at operating frequency, and its harmonics and spurious emissions above 1 GHz were made without the metal plane. This is considered a worst case test scenario and repeat testing with a ground-plane was deemed unnecessary. For all radiated spurious emissions below 1 GHz, the unit was tested on a metal surface as per standard RTCA/DO-160D practices. The test house (Compliance Certification Services, California) agreed to this difference in test setup.

Antenna connections to J2 and J3 of WLU-2100 will only be made by FAA/JAA authorized professionals.

Antenna diversity switch on the radio module circuit board was engaged during the testing of 2.4 GHz radio, even when tested with a single antenna.

Thank you,


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