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RE: Thales Navigation
FCC ID: NZI110896

1.) Kindly look up the original Grant at the FCC website. The RF power and frequency tolerance are not even close to what you are reporting on Form 731. The FCC showed conducted power of .589W with an EIRP of .03W. You are claiming an EIRP of just .091W. In addition, the frequency tolerance was reported as .1ppm and you are requesting .2ppm. Please resolve these discrepancies.

Response: Below is a comment from one of Tim's comments he had on the original applications. The 731 form will reflect the conducted power at the antenna port, so as to permit a Class II permissive change for future antenna(s). I apologize for the .2ppm I used the previous 731 form of the original application and overlooked over that part. The drift should be .1ppm. 731 has been revised to reflect correct information.

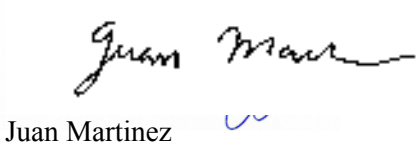
EMC

7) FYI…. The theory of operation mentions a conducted output power of +30 dBm, while the test report shows a EIRP power 5.2 dBm. The SAR report offers and explanation for this. Portable device under Part 24 are required to list output power as EIRP. We propose that because of the difference in power, and the fact that Thales Navigation may desire to solve the EIRP problem in the future, to place the conducted power on the grant line with the EIRP power listed in the grant notes. This should allow flexibility to do a Permissive change assuming the conducted power stays the same. Otherwise by placing the EIRP on the grant line would require a new FCC ID every time the EIRP changed.

> ***This would be appreciated. Thales is investigating the use of alternative antennas and the use of a Permissive Change rather than a new device approval would make life much easier.***

If you have any additional questions please do not hesitate to contact me via doc@elliottlabs.com.

Regards,



Juan Martinez
Sr. EMC Engineer