

**United States of America
FEDERAL COMMUNICATIONS COMMISSION
EXPERIMENTAL
RADIO STATION CONSTRUCTION PERMIT
AND LICENSE**

EXPERIMENTAL

(Nature of Service)

XT MO

(Class of Station)

WI2XEP

(Call Sign)

0058-EX-PL-2016

(File Number)

NAME County Of Oneida

Subject to the provisions of the Communications Act of 1934, subsequent acts, and treaties, and all regulations heretofore or hereafter made by this Commission, and further subject to the conditions and requirements set forth in this license, the licensee hereof is hereby authorized to use and operate the radio transmitting facilities hereinafter described for radio communications in accordance with the program of experimentation described by the licensee in its application for license.

Operation: In accordance with Sec. 5.3(j) of the Commission's Rules

Station Locations

- (1) MOBILE: Fixed location within 1 km Radius, within 1 km, centered around NL 43-13-37;
WL 75-24-23

Frequency Information

MOBILE: Fixed location within 1 km Radius, within 1 km, centered around NL 43-13-37; WL 75-24-23

Frequency	Station Class	Emission Designator	Authorized Power	Frequency Tolerance (+/-)
1360 MHz	MO	4M80Q3N	55.3 kW (ERP)	

Special Conditions:

- (1) Assignment on 1030 MHz or in one of the bands 1215-1400, 2700-2900, or 9000-9200 MHz was coordinated prior to authorization with the FAA Eastern Coordinator, New York, NY. Use of frequencies under the authority of this assignment is subject to such further coordination with the FAA Eastern Coordinator, New York, NY, as necessary to ensure compatibility with existing uses.

This authorization effective March 23, 2016 and
will expire 3:00 A.M. EST April 01, 2018

**FEDERAL
COMMUNICATIONS
COMMISSION**



Special Conditions:

- (2) THE LSTAR(V)2(AN/TPQ-49) RADAR IS FOR EXPERIMENTAL PURPOSES ONLY OPERATING AT GRIFFISS UAS TEST SITE AND SHALL NOT BE USED FOR PROVIDING UAS OR AIRCRAFT SEPARATION TO KEEP UAS AIRCRAFT WELL CLEAR OF OTHER AIR TRAFFIC. ALSO THE RADAR SHALL NOT BE USED TO ELIMINATE THE REQUIREMENT FOR CHASE AIRCRAFT. IN ORDER TO PROVIDE SAFETY DISTANCE TO SEPARATE BETWEEN UAS AIRCRAFT, THE RADAR MUST BE CERTIFIED BY THE FAA FOR THESE FUNCTIONS AND THE RADAR MUST BE LICENSED AS A PRIMARY USER UNDER PARTS 87 OR 90 OF THE FCC RULES. 2. THE RADAR SHALL NOT EMPLOY A RADAR BEACON (IFF).