

REQUEST FOR SPECIAL TEMPORARY AUTHORITY

1. Introduction

By the instant application (“Application”), DRS C3 & Aviation Company (“DRS C3&A”) requests that the Commission grant a limited Special Temporary Authority (“STA”) to permit DRS C3&A to operate the facilities (the “Facilities”) specified in the instant application from October 30, 2013 to March 15, 2014. Because the requested operations are required for only this limited period, the issuance of an STA is appropriate under Commission rules and policies.

2. Purpose and Nature of the Operation

DRS C3&A is a world leader in Naval display consoles and is a leading supplier of networked and integrated sensor control systems for military and homeland security missions. DRS C3&A incorporates dynamic technologies in command, control, computing, and communications to provide new approaches for seamless homeland security, homeland defense, and military operations. The company’s solutions for force protection, undersea warfare and ship self-defense incorporate virtually undetectable radar, day/night video and a multi-sensor tracking system to provide highly accurate detections and tracking of targets. Designed and built for border, coastal/port defense, and surveillance the systems automatically identify and classify moving ground and shallow-water targets, contributing to national security objectives to safeguard borders, littoral regions and valuable assets from terrorist acts.

This ground-based temporary fixed testing is required in conjunction with a competitive Request for Proposal issued by General Dynamics Land Systems which requires field testing of competitor radar systems over a fixed set of scenarios for comparative trials. The initial phase of use is for a baseline set of observations using a legacy Radar (the MSTAR V3) mounted on a LAV25 Armored Personnel Carrier (AKA Coyote). During this phase the scenarios will be run and baseline measurements made for later use in the comparative testing. The second phase is to conduct trials to demonstrate potential new system performance against the set of scenarios proven in phase 1. During this phase between 4 and 6 competing systems will be tested under similar conditions. The MSTAR V6 will be one of these systems so the STA is including the V6 emissions information for this location. This application is only for the MSTAR. Other competitors will request their respective experimental authorities.

A waiver of the Station Identification requirements of Section 5.115 is respectfully requested.

3. Interference Mitigation/Directionality

DRS C3&A is well aware of its obligations under Part 5 of the Commission's rules to avoid interference to co-channel licensees in non-experimental services, and will take all steps to ensure compliance with this obligation. In this regard, in response to the question concerning directionality (for antennas other than radar), a "No" reply has been provided because the antenna is radar. However, DRS C3&A confirms that this radar antenna is directional and the scan direction can be controlled to avoid specific directions if necessary to mitigate interference.

- (a) Width of Beam in degrees at the half-power point: Azimuth 2.5°, elevation 3.0°
- (b) Orientation in horizontal plane: 0-360° scanning
- (c) Orientation in vertical plane: $\pm 18^\circ$ fixed setting at set up

4. Stop Buzzer.

DRS C3&A advises that the following will be available by wireless telephone and will act as "stop buzzers" if any issues regarding interference arise during testing:

James Groesch – (314) 348-2643
Gary Leeper – (314) 341-1057

For the foregoing reasons, DRS C3&A respectfully submits that approval of this Application is in the public interest, convenience and necessity.