

Lockheed Martin Block 60 F-16 AIFF Application

Lockheed Martin is requesting AIFF authorization required to facilitate continued maintenance and warranty operations on the Block 60 F16 aircraft as required by Contract No. DP-A3994P6631 through October 2016. Lockheed Martin is also in negotiations with the UAE for a follow on contract. Modification of the license to add the follow on contract information will be requested as soon as the information is available.

Two aircraft are in Fort Worth to support flights when necessary for these purposes. The AN/APX-113(V)(-53) system as installed on the F-16 Block 60 aircraft, will used during periodic flight and ground tests at the Lockheed Martin (Fort Worth, Texas) facility and areas identified in the application in support of the existing and future contract. There are no modifications to the AIFF transponder, interrogator, or antennas, and there will be no AIFF development work performed under the requested authorization.

The AN/APX-113(V)(-53) system was AIMS platform level certified in February 2006 (attached) and has been previously approved for operation under FCC license WD2XIC*. This new authorization is being requested with fewer test locations, and with additional transponder and interrogator limitations to improve operational compatibility with the FAA while providing the capabilities required for Lockheed Martin to meet contractual requirements.

Flight test activity for these two aircraft will require the use of transponder Modes 3/A and C for routine FAA Air Traffic Control operability at the specified test locations and during transit between Fort Worth and the test sites. During transit AIFF operations will be limited to Mode 3/A and C response to FAA ATC interrogations.

On occasion, integration testing may require use of transponder Modes 1 and 2. This use will be restricted to the test areas requested and with limitations as proposed below.

On rare occasion, integration testing will require use of the interrogator function (1030 MHz transmit) in modes 1, 2, 3A, and C. All interrogator operations will be performed within the Fort Worth local test areas requested on the application and allowed under FAA coordination. All operations will be performed under the limitations as proposed herein:

- 1) All operations shall be coordinated prior to each flight with the appropriate FAA Regional Offices and Area Frequency Coordinators.
- 2) Interrogations are confined to those interrogations manually initiated by the pilot. Continuous airborne interrogations will be prohibited.
- 3) Mode-4 and Mode-S transmissions will be prohibited.
- 4) Mode-5 transmissions will be prohibited.

*WD2XIC – The license WD2XIC was renewed as a STA, file 0987-EX-ST-2013, and renewed as 0660-EX-ST-2013. With failure to obtain an FAA coordination renewal of the STA, file no. 0493-EX-ST-2014 was “Dismissed without Prejudice”.