

Required Special Temporary Authorization Statements

STA Explanation

Lockheed Martin applied for the below frequencies under coordination number **0374-EX-PL-2011**.

Action	Frequency (MHz)	Station Class	Output Power/ERP (W)	Mean Peak	Frequency Tolerance (+/-)	Emission Designator	Modulating Signal
	9003.670588	FX	8.88 MW	Peak	7.5 Hz	116MP0N	Pulse/CW
	9007.622047	FX	8.88 MW	Peak	7.5 Hz	116MP0N	Pulse/CW
	9019.352941	FX	8.88 MW	Peak	7.5 Hz	116MP0N	Pulse/CW
	9035.035294	FX	8.90 MW	Peak	7.5 Hz	116MP0N	Pulse/CW
	9039.110236	FX	8.91 MW	Peak	7.5 Hz	116MP0N	Pulse/CW
	9050.717647	FX	8.93 MW	Peak	7.5 Hz	116MP0N	Pulse/CW
	9066.400000	FX	8.99 MW	Peak	7.5 Hz	116MP0N	Pulse/CW
	9070.598425	FX	9.06 MW	Peak	7.5 Hz	116MP0N	Pulse/CW
	9082.082353	FX	9.10 MW	Peak	7.5 Hz	116MP0N	Pulse/CW
	9097.764706	FX	9.15 MW	Peak	7.5 Hz	116MP0N	Pulse/CW
	9102.086614	FX	9.19 MW	Peak	7.5 Hz	116MP0N	Pulse/CW
	9113.447059	FX	8.94 MW	Peak	7.5 Hz	116MP0N	Pulse/CW
	9129.129412	FX	8.68 MW	Peak	7.5 Hz	116MP0N	Pulse/CW
	9133.574803	FX	8.44 MW	Peak	7.5 Hz	116MP0N	Pulse/CW
	9144.811765	FX	8.20 MW	Peak	7.5 Hz	116MP0N	Pulse/CW
	9160.494118	FX	8.05 MW	Peak	7.5 Hz	116MP0N	Pulse/CW
	9165.062992	FX	7.89 MW	Peak	7.5 Hz	116MP0N	Pulse/CW
	9176.176471	FX	7.74 MW	Peak	7.5 Hz	116MP0N	Pulse/CW
	9191.858824	FX	7.53 MW	Peak	7.5 Hz	116MP0N	Pulse/CW
	9196.551181	FX	7.31 MW	Peak	7.5 Hz	116MP0N	Pulse/CW

A requirement of the FCC, before being granted approval to operate on these frequencies, is to have FAA coordination and approval for operation on these exact frequencies. The FAA originally approved operation in this band under **NGT110289**. However, in the review and approval process of **0374-EX-PL-2011**, the FAA has required additional documentation. The FAA has requested a coordinated test to confirm the analysis that no interference exists between the Lockheed Martin (LM) X-Band RCS Radar (9000-9200 MHz) and the Orlando International Airport (MCO) ASDE-X runway control system. This test is the last step required to conclude that the LM Radar would not cause interference to MCO operations.

Purpose of Operation

The proposed test between Lockheed Martin (LM) and Orlando International Airport (MCO) is to determine if the Lockheed Martin X-band RCS Radar will interfere with MCO's ASDE-X runway-safety system. It appeared that from the analysis of the data we provided to the FAA that the power levels being

encountered by the OIA ASDE-X system was low enough to be confirmed with the ON – OFF testing.

The actual test would be coordinated via telephone where the ASDE-X system would remain on, but the LM Radar would be disabled until receiving word from MCO to temporarily enable the first transmit polarization of our X-Band Radar at the proposed frequencies. The LM Radar would remain on until word is received to terminate transmission. The LM Radar will be tested while transmitting in horizontal and vertical polarization, one polarization at a time. It is believed that MCO would see instantly whether or not the LM Radar interferes with the ASDE-X system.