

**United States of America
FEDERAL COMMUNICATIONS COMMISSION
EXPERIMENTAL
SPECIAL TEMPORARY AUTHORIZATION**

EXPERIMENTAL

(Nature of Service)

WJ9XJB

(Call Sign)

XT FX MO

(Class of Station)

0142-EX-ST-2016

(File Number)

NAME Shield Aviation Inc.

This Special Temporary Authorization is granted upon the express condition that it may be terminated by the Commission at any time without advance notice or hearing if in its discretion the need for such action arises. Nothing contained herein shall be construed as a finding by the Commission that the authority herein granted is or will be in the public interest beyond the express terms hereof.

This Special Temporary Authorization shall not vest in the grantee any right to operate the station nor any right in the use of the frequencies designated in the authorization beyond the term hereof, nor in any other manner than authorized herein. Neither the authorization nor the right granted hereunder shall be assigned or otherwise transferred in violation of the Communications Act of 1934. This authorization is subject to the right of use of control the Government of the United States conferred by Section 706 of the Communications Act of 1934.

Special Temporary Authority is hereby granted to operate the apparatus described below:

Purpose Of Operation:

To provide Ares UAS in support of US Navy SOCCOM operations

Station Locations

- (1) Fallon (CHURCHILL), NV - NL 39-24-27; WL 118-41-30; MOBILE: Max altitude 12,000 ft. MSL, within 45 km

Frequency Information

Fallon (CHURCHILL), NV - NL 39-24-27; WL 118-41-30; MOBILE: Max altitude 12,000 ft. MSL, within 45 km

Frequency	Station Class	Emission Designator	Authorized Power	Frequency Tolerance (+/-)
4660 MHz	MO	11M0N2D	3 W (ERP)	0.00002 %
5660 MHz	FX	11M0N1D	3 W (ERP)	0.00002 %

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

**FEDERAL
COMMUNICATIONS
COMMISSION**



Special Conditions:

- (1) The FAA has no objection to this particular experimental license. However, the FAA does oppose long-term development of UAS command/control link in the UNI-I frequency bands such as 5.47-5.825 GHz. Two reasons are that FAA terminal weather radars have experienced RFI from such operations, and there is no guaranteed radio spectrum protection for the UAS link from UNI-I operations.