

DESCRIPTION OF APPLICATION AND PUBLIC INTEREST STATEMENT

I. Introduction

Pursuant to Sections 5.59 and 5.63 of the Commission's regulations, 47 C.F.R. § 5.59 and 5.63, Sikorsky Aircraft Corporation ("Sikorsky") hereby requests a grant of an experimental license to test and evaluate the performance of avionics and communications systems onboard new aircraft types, including aircraft types developed and implemented for use by U.S. government customers. Authorization is sought for a two-year period.

II. Description of Operation and Purpose of Experimental License

Sikorsky, a world leader in manufacturing rotary-wing aircraft for both commercial and U.S. government customers, submits the instant application in order to conduct required testing of avionics and communications equipment onboard new aircraft types. The testing equipment will comprise both a vehicle-mounted ground station as well as a mobile unit mounted onboard a rotary-wing aircraft operating at up to a 200 mile radius from the testing facility.¹ All testing will occur on an ongoing basis in and around the Sikorsky Development Flight Center located in Jupiter, Florida. At all times, testing will be conducted under the close supervision of Sikorsky personnel.

This request is similar in nature to a series of STA requests recently granted to Sikorsky by the Commission²; however, the instant application seeks a full two-year experimental authorization in order to support its continued, long-term testing needs relating to the implementation and development of new rotary-wing aircraft types in the service of both commercial and U.S. government customers. In addition, due to the unique and evolving needs of its many U.S. government customers – including support of military operations abroad – Sikorsky seeks the flexibility to conduct long-term testing on a variety of different aircraft types operating across multiple frequency bands.

Thus, grant of the requested experimental authorization will facilitate not only Sikorsky's development of innovative commercial aircraft types, but also the continued support of its long-time U.S. government customers, including mission-critical military operations.

III. Test Frequencies and Coordination

In order to facilitate the operations described above, Sikorsky seeks to conduct testing at the specific frequencies identified below:

¹ For a picture of the vehicle-mounted ground station, please see Exhibit A attached to the instant application.

² See Call Sign WG9XWN, ELS File No. 0580-EX-ST-2013, granted Aug. 12, 2013; *see also* ELS File No. 0127-EX-ST-2014, granted Mar. 6, 2014.

<i>Frequency Range (MHz)</i>	<i>Specific Frequency (MHz)</i>
30-88	30.3
	32.1
	38.85
	46.70
	54
	82.05
118-136	119.5
	126.200
	128
	134.1
136-175	139.950
	150.550
	156.55
	163.1
	173.5
225-400	225.125
	233.8
	279.25
	328.15
	382.6
	397.675
400-506	405
	425
	456
	506

Currently, the Commission's regulations allow stations in the experimental radio service to use any federal or non-federal frequency, provided that the request is fully justified by the applicant and the frequency band is not exclusively allocated to the passive services.³

Sikorsky is aware that some of the requested frequencies are currently allocated only for government use, or are in restricted bands of operation.⁴ All planned testing in these requested frequencies will be conducted on a non-interference basis to protect incumbent users – both federal and non-federal – from incurring any interference to their existing operations. Consistent with the requirement to protect existing users from receiving any harmful interference, Sikorsky will coordinate all testing operations in these frequencies with the necessary incumbent users.⁵

³ 47 C.F.R. § 5.85.

⁴ See 47 C.F.R. § 2.106 and 47 C.F.R. § 15.205.

⁵ For example, Sikorsky will coordinate its operations with the Federal Aviation Administration (FAA) and the Military Advisory Group (MAG), and will update the instant application accordingly when it has obtained the required nongovernmental tracking numbers and approvals.

IV. Stop Buzzer and Contact Information

The “Stop Buzzer” contact at Sikorsky is Joseph Conlon, who will be available 24 hours per day, 7 days per week to cease operations should any reports of harmful interference be received. Joseph Conlon can be reached at:

(772) 485-7971 (mobile)
(561) 775-5238 (landline)
JConlon@sikorsky.com (email)

For any questions regarding this application, please contact:

Brian D. Weimer
Sheppard Mullin Richter & Hampton LLP
202-469-4904 (phone)
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V. Conclusion

For the reasons set forth above, Sikorsky respectfully requests that the Commission expeditiously grant the requested experimental license in order to facilitate its continued development and implementation of innovative aircraft types in the service of both commercial and U.S. government customers.