



June 5, 2026

FILED ELECTRONICALLY

Mr. Travis Nguyen
Office of Engineering and Technology
Federal Communications Commission
45 L Street NE
Washington, DC 20554

RE: Star Catcher Industries, Inc.
File Nos: 0368-EX-CN-2026; Call Sign: WQ2XMZ

Dear Mr. Nguyen:

Star Catcher Industries, Inc. (“Star Catcher”) respectfully submits its answers to the Commission’s questions regarding the above referenced application.

1. Please provide the filing numbers for the U.S. Earth Stations:

The call sign for the earth station in Deadhorse, Alaska to communicate with Protostar is: E220185

The file number for the earth station in Fairbanks, Alaska to communicate with Protostar is: E220054

Astro Digital/Star Catcher will rely only upon appropriately authorized earth stations and will ensure that all operations are conducted consistent with the terms and conditions of the applicable earth station authorizations.

2. Please update the 8025–8400 MHz entry in SpaceCap to match the waiver request (Space Research). Is the 400.15–401 MHz uplink supposed to be Space Research as well?

Star Catcher has updated the SpaceCap filing to identify operations in the 8025–8400 MHz band as Space Research (space-to-Earth), consistent with the accompanying narrative and waiver request.

The 400.15–401 MHz band will be used for space-to-Earth TT&C downlink operations associated with the Protostar experimental mission. Accordingly, Star Catcher has also updated the corresponding SpaceCap entry to reflect the Space Research service designation for these operations.

3. Please provide a response to 47 CFR 5.107 – How transmissions from the spacecraft can be ceased

Protostar is designed such that all radiofrequency transmissions can be terminated through ground command. Astro Digital maintains positive command authority over the spacecraft through its TT&C subsystem and may issue commands to immediately disable payload transmissions and/or place the spacecraft into a safe mode that ceases all non-essential transmissions.

In the event of an anomaly, Astro Digital can inhibit transmissions through software controls and operational procedures. The spacecraft will only transmit when operating under authorized mission parameters and may be commanded to cease transmissions immediately upon request of the Commission or other authorized government agencies.

4. Please provide a response to 47 CFR 5.64(b)(4)(i)(C – Transit through inhabitable space station altitudes

Protostar's operational orbit of approximately 510 km is above the International Space Station's typical operating altitude. No intentional operations are planned within the vicinity of any inhabitable space station.

At end of life, Protostar will passively decay and eventually transit lower orbital altitudes during natural orbital decay. During this period, Astro Digital will continue to monitor conjunction information and coordinate, as appropriate, with the 18th Space Defense Squadron and other relevant operators. No intentional proximity operations with any inhabitable space station are planned.

5. Please provide a response to 47 CFR 5.64(b)(4)(i)(D) – Orbital tolerances

Protostar is equipped with a ThrustMe NPT electric propulsion system that provides orbit maintenance and maneuvering capability. Protostar is capable of maintaining its operational orbit within mission-planning tolerances through the use of onboard navigation systems and propulsion.

Protostar is expected to be deployed into an orbit with a semi-major axis of approximately 6871 km $\pm$ 15 km, corresponding to an operational altitude of approximately 500 km $\pm$ 15 km, and an inclination of approximately 97.5° $\pm$ 0.5°. Final values for eccentricity, right ascension of the ascending node ("RAAN"), apogee, perigee, and true anomaly will be determined by launch vehicle deployment conditions.

Over the course of the mission, these orbital parameters will evolve naturally due to orbital perturbations, including atmospheric drag and gravitational effects.

Protostar's propulsion system provides approximately 53.4 m/s of available ΔV and is capable of supporting conjunction avoidance maneuvers when necessary. The propulsion system provides sufficient maneuverability to support mission operations, maintain desired relative geometry for the optical power-beaming experiments, and perform conjunction avoidance maneuvers if required.

6. 47 CFR § 5.64(b)(4)(i)(E) – Certification regarding conjunction warnings and cooperation

Star Catcher certifies that Astro Digital, as mission operator, will obtain and monitor space situational awareness and conjunction warning information throughout the mission and will coordinate with the 18th Space Defense Squadron, successor organizations, and other satellite operators as necessary to mitigate collision risk.

Protostar will be registered with the Joint Space Defense Squadron and operated consistent with applicable spaceflight safety and conjunction assessment practices. Astro Digital will evaluate conjunction warnings, respond to requests for coordination, and, where operationally feasible, conduct mitigation maneuvers when warranted.

7. 47 CFR § 5.64(b)(5)(i) – Whether space station tracking will be active or passive

Protostar will be identifiable through a unique signal-based telemetry marker. Spacecraft tracking will be passive.

8. 47 CFR § 5.64(b)(5)(iii) – Sharing deployment and maneuver information

Star Catcher will share information regarding Protostar's initial deployment, orbital state, and planned maneuver activities with the 18th Space Defense Squadron and other operators as appropriate.

Astro Digital will register Protostar with the Joint Space Defense Squadron and will provide updated ephemerides and maneuver information through customary industry channels and coordination processes. Any significant planned maneuver will be coordinated in advance to the extent practicable.

9. 47 CFR § 5.64(b)(7) – Fuel reserved for disposal maneuvers

Protostar's post-mission disposal strategy relies on natural orbital decay and therefore does not require a dedicated propellant reserve for disposal maneuvers. Accordingly, no propellant is specifically reserved for end-of-life disposal. Astro Digital will, however, maintain operational propellant margins throughout the mission sufficient to support conjunction avoidance and contingency operations.



Nathan Johnson
nathan@aegis.law
www.aegis.law

Please direct any further questions to the undersigned.

Respectfully submitted,

/s/ Nathan Johnson

Nathan Johnson
Counsel to Star Catcher