

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

EXPERIMENTAL

(Nature of Service)

WG9XNH

(Call Sign)

XT      FX

(Class of Station)

0991-EX-ST-2012

(File Number)

NAME The Boeing Company

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:**

Perform ground EMC testing on Indian provided IFF system.

**Station Locations**

(1) Moses Lake (GRANT), WA - NL 47-12-04; WL 119-18-01

**Frequency Information**

Moses Lake (GRANT), WA - NL 47-12-04; WL 119-18-01

| Frequency | Station Class | Emission Designator | Authorized Power | Frequency Tolerance (+/-) |
|-----------|---------------|---------------------|------------------|---------------------------|
| 1030 MHz  | FX            | 14M0M1D             | 2000 W (ERP)     |                           |

**Special Conditions:**

- (1) In lieu of frequency tolerance, the occupied bandwidth of the emission shall not extend beyond the band limits set forth above.
- (2) Licensee should be aware that other stations may be licensed on these frequencies and if any interference occurs, the licensee of this authorization will be subject to immediate shut down.
- (3) The designated point-of-contact to terminate the systems if having interference occurs is Tyler S. Wilson at (206) 618-1740 or Troy F. Kindall at (206) 962-9406.

This authorization effective April 24, 2013 and  
will expire 3:00 A.M. EST July 21, 2013

**FEDERAL  
COMMUNICATIONS  
COMMISSION**



## Special Conditions:

- (4) Boeing shall advise the customer that the interrogator, transponder, and TCAS systems aboard the P-8i have not been certified for use by the United States and may not operate in U.S. airspace unless adequate technical assurance of the engineering integrity of the 1030 MHz equipment on board the aircraft has been provided to the FAA through the United States Navy. The U.S. Navy can provide guidance about the what qualifies as adequate technical assurance. An alternative is to have the platform certified by the DoD AIMS program office. Of particular concern is compatibility between the onboard interrogator, transponder and TCAS unit. Any documentation provided as assurance about the technical integrity of the 1030 MHz equipment must specifically address the electromagnetic compatibility of the interrogator on the transponder and TCAS unit. Additionally, frequency assignments to support this aircraft would need coordinated/authorized through the appropriate U.S. military channels and an airworthiness certification will need obtained prior to flying in U.S. airspace.
- (5) Ground Test can be performed under the following conditions.
  - A. Radiate Mode 2 only for interrogator. All other modes must utilized direct connect method.
  - B. Orient the tail of the aircraft toward the local radar positioned at N 47° 12' 20", W 119° 19' 29", so that all emissions are away from the SSR.
  - C. The antenna scan rate shall NOT be set tow 0(zero) RPM.
- (6) TCAS test can be performed under the following conditions:
  - A. The max altitude 100 ft. above ground with max 150 knot ground speed.
  - B. Pre-coordination with the local air traffic control facilities at least 24 hours prior to testing is required and STOP buzzer procedures shall be established.
- (7) A copy of the test report will be forwarded to the FAA that includes:
  - a. Results of testing of the functionality of the sector blanking capability.
  - b. Advise whether an Interlock switch exists between the TCAS and transponder.
  - c. Results of testing the EMC effects of the interrogator on the TCAS and transponder.
- (8) All testing must be done at Moses Lake, Washington and at ground level.
- (9) This license is only to conduct EMC tests on an airframe designated solely for foreign sales prior to delivering the aircraft to a foreign country. All on board avionics must be replaced with TSO approved equipment before any flights can take place in U.S. airspace.