

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

EXPERIMENTAL

(Nature of Service)

WI9XVL

(Call Sign)

XT FX

(Class of Station)

1160-EX-ST-2016

(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:

This requirement supports integration and testing of high performance heating equipment.

Station Locations

(1) North Charleston (CHARLESTON), SC - NL 32-52-35; WL 80-02-03

Frequency Information

North Charleston (CHARLESTON), SC - NL 32-52-35; WL 80-02-03

Frequency	Station Class	Emission Designator	Authorized Power	Frequency Tolerance (+/-)
10-20 kHz	FX	NON	22 uW (ERP)	
200-350 kHz	FX	NON	3.98 pW (ERP)	

Special Conditions:

- (1) 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.

This authorization effective November 10, 2016 and
will expire 3:00 A.M. EST April 01, 2017

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COMMUNICATIONS
COMMISSION**



Special Conditions:

- (2) In lieu of frequency tolerance, the occupied bandwidth of the emission shall not extend beyond the band limits set forth above.
- (3) Operation couldn't cause harmful interference to DGPS transmissions, particularly the following frequencies:
 - a.323 kHz
 - b.302 kHz
 - c.338 kHz
- (4) The Boeing Company must notch out the following frequency band: 327-331 kHz