

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

EXPERIMENTAL

(Nature of Service)

XT MO

(Class of Station)

WN9XNI

(Call Sign)

1732-EX-ST-2018

(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:

To support high visibility testing and demonstrations at the request of the AFLCMC System Program Office in support of emergent E4-B SATCOM requirements.

Station Locations

(1) MOBILE: CONUS and Possessions, centered around NL 0-00-00; WL 0-00-00

Frequency Information

MOBILE: CONUS and Possessions, centered around NL 0-00-00; WL 0-00-00

Frequency	Station Class	Emission Designator	Authorized Power	Frequency Tolerance (+/-)
20.2-21.2 GHz	MO	24M5M1D	602560 W (ERP)	
30-31 GHz	MO	7M60M1D 6M30M1D	15849 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.

This authorization effective October 17, 2018 and
will expire 3:00 A.M. EST April 12, 2019

**FEDERAL
COMMUNICATIONS
COMMISSION**



Special Conditions:

- (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 Boeing Company must successfully coordinate with the local Fixed Microwave Service licensees in accordance with 47 CFR, Part 101.103(d) prior to operation in 20.2-21.2 GHz and 30-31 GHz bands.
- (4) Experimental station shall use the minimum power level necessary to establish communications links to minimize potential interference to licensed users.
- (5) The authorized station must be in compliance with the Federal Aviation Administration (FAA) requirements as set forth in Section 17.4 of the Commission's Rules.
- (6) The authorized station must be in compliance with environmental requirement set forth in Section 1.1307 of the Commission's Rules.
- (7) This authorization is without prejudice to any determination that the Commission may make regarding pending or future experimental satellite earth station applications.
- (8) Operations are on a non-interference basis (NIB) and shall not cause harmful interference to, and shall not claim protection from, interference caused to it by any other lawfully operating station and it shall cease transmission(s) immediately upon notice of such interference and notify the FCC in writing.
- (9) The emissions designators listed in this grant are approved for the stated occupied bandwidth only.
- (10) Occupied bandwidths that are less than the granted emissions are not authorized.
- (11) Operation is subject to prior coordination with US Air Force.
- (12) Point-Of- Communication: INMARSAT-5 F2 and INMARSAT F-3.
- (13) Stop Buzzer for Operation: Boeing 24-hour NOC hotline: (855) 556-1001 email: bcssnoc@boeing.com or Samir Patel cell (310) 227-7178
- (14) The Boeing Company must provide Jimmy Nguyen (jimmy.nguyen@us.af.mil, AFSMO) and Travis J. Inghram (travis.j.ingham.civ@mail.mil, ARSTRAT), as soon as possible but no later than 3 business days prior to any planned testing, with the planned testing date/duration and the stop buzzer POC for testing. Boeing must comply with additional evaluations and/or restrictions placed by DoD.