

Exhibit A

Experimental License Narrative

1. Introduction

Viasat, Inc. ("Viasat" or "Applicant"), pursuant to Section 5.61 of the Federal Communications Commission ("FCC" or "Commission") Rules and Regulations, 47 C.F.R. § 5.61, hereby respectfully requests Special Temporary Authority ("STA") for experimental operations over a period not to exceed six months. This experimental authorization is requested to facilitate transmission testing of the GX JetWave-1 (JW1) TMA terminal.

Grant of this experimental license will allow Viasat to validate terminal performance, characterize antenna EIRP and EIRP density behavior, and assess uplink performance across representative 29.5 GHz - 30 GHz operating conditions. The requested test will support engineering validation of the GX JW1 TMA terminal and future regulatory filings.

2. Description of the Proposed Testing

Objective:

The overall purpose of this activity is to validate the performance of the JW1 TMA terminal in the GX10 network and provide Type Approval for HEO operations. More specifically, the JW1 TMA terminal will undergo multiple tests, including reception of HEO satellite signal, pointing and tracking of a HEO satellite, connecting to GX10 network, as well as running a 24-hour stability test in the GX10 network. JW1 TMA has obtained Type Approval, ensuring that it complies with U.S. technical standards and has been operating in GX GEO network for more than 8 years complying with all regulatory and aviation applicable standards.

Location:

The proposed testing will be conducted using a test BGA Gulfstream 550 aircraft located at Fairbanks airport, Alaska. The aircraft will land at the Keflavik airport in Iceland with the GX JW1 TMA terminal under test positioned at the top of the aircraft's tail. The aircraft is also planned to fly over Alaska and International waters and perform a second set of test cases involving pointing stability to HEO satellites.

The target flight route is shown in good approximation in Figure 1 below in green, where the northern point to be reached is at 90N. The route will be finalized closer to the test time, after an accurate HEO satellite footprint representation of the area and flight control restrictions are factored in. The yellow polygon was determined to provide a more general visual of the anticipated area of testing.



Figure 1: Flight Test Route

Operational Description:

The proposed operations will include communications with the satellites listed in Table 2. These two satellites are part of the Arctic Satellite Broadband Mission (ASBM) system, filed under ICFS File No. SAT-PDR-20161115-00111 (Callsign: S2978).

Table 2: Points of Communication

Satellite	NORAD ID
ASBM1	60422
ASBM2	60423

The associated operational characteristics of the testing are listed in Table 3.

Table 3: JW1 GX-10 Operational Characteristics

Frequency (GHz)	Input Power (W)	EIRP (dBW)	Emission Designator
29.5-30.0	17.0	44.0	9M00G7W

3. Safety and Compliance:

A radiation hazard (RADHAZ) analysis is provided in Exhibit B. The system under test will be in a controlled-access environment and will be operated only by trained personnel. Procedures will ensure transmitters are disabled prior to maintenance or access to restricted areas.

Proposed operations will comply with the applicable equivalent power flux-density limits in Article 22, Table 22-2 of the ITU Radio Regulations. Additionally, operations will be compliant with existing coordination agreements between GSO and NGSO operators.

Stop Buzzer:

The point of contact with authority and ability to cease all emissions:

Name:

Phone: