

**Before the
Federal Communications Commission
Washington, DC 20554**

In the Matter of	)	
	)	
The Tomorrow Companies Inc.	)	File No. SAT-MOD- 20260430-00183
	)	
Application to Modify License	)	Call Sign: S3156
	)	

MODIFICATION APPLICATION

The Tomorrow Companies Inc. (“Tomorrow.io”) hereby requests that the Space Bureau (“Bureau”) modify the company’s space station license to reflect changes to the launch parameters. Specifically, Tomorrow.io respectfully requests to modify the authorization as follows:

1. Increase the authorized maximum operational altitude to 610 km;
2. Adjust the authorized 45 (+/- 1.1 degrees) inclination to an inclination range of 53 (+/- 10 degrees);
3. Adjust select orbital parameters to reflect the currently manifested launch insertion plan as presented in Table 1.

Tomorrow.io requests this modification to accommodate expected rideshare insertion dispersions and ensure mission flexibility within launch provider constraints. This request does not reflect a change in mission profile, but rather defines the operational bounds associated with launch vehicle variability, as launch azimuth, orbital plane selection, and final insertion parameters are determined by the launch service provider and the primary mission. Provided below is a revised launch schedule reflecting the requested changes to inclination.

Table 1. Tomorrow.io Launch Schedule (as of May 2026)

Space Station	Launch Date (Actual or Estimated)	Inclination
1, 2	Launched August 16, 2024	SSO
3, 4	Launched December 21, 2024	Mid-inclination (45-deg)
5, 6	Launched March 14, 2025	SSO
7	Launched April 21, 2025	Mid-inclination (45-deg)
8, 9	Launched November 2, 2025	Mid-inclination (45-deg)
10, 11	Launched January 11, 2026	SSO
12, 13	NET Q4 2026	(Mid-inclination) 53-deg ¹
14, 15	NET Q4 2026	SSO
16, 17	NET Q1 2027	SSO

The increase in the authorized maximum operational altitude to 610 km is intended to capture expected rideshare insertion tolerances. The spacecraft’s nominal apogee is 500-590 km ± 20 km, and operations will remain within this range. The requested changes do not introduce any material change to the previously provided Orbital Debris Assessment Report (“ODAR”). The existing ODAR explicitly analyzes operations up to 620 km and demonstrates compliance with the Commission’s probability of damage criteria across that range. Accordingly, the modified orbital parameters remain squarely within the bounds of the existing ODAR. Increasing the operational altitude similarly does not impact current duty cycle limits or the previously provided power flux density (“PFD”) analysis down to an operating altitude of 350 km.

Regarding geostationary orbit (“GSO”) protection, ITU Radio Regulations No. 22.5 specifies that in the frequency band 8025-8400 MHz, the maximum PFD produced at the GSO

¹ This mission is currently slotted for 590 km (+/- 20 km) at 53 degrees. (+/-1 deg).

orbit by any EESS space station shall not exceed $-174 \text{ dB(W/m}^2\text{)}$ in any 4 kHz band. At an altitude of 610 km and under a worst-case scenario in which Tomorrow.io's satellite antenna radiates its peak EIRP toward the GSO, the maximum EIRP density would be -22 dBW/4kHz with a resulting PFD of $-183.9 \text{ dB(W/m}^2\text{/4kHz)}$. This is approximately 10 dB below the protection criteria, in compliance with No. 22.5.

Grant of the requested changes will provide Tomorrow.io the flexibility required to utilize commercially available rideshare missions without necessitating modifications for each launch opportunity. This, in turn, will facilitate timely deployment of the system and promote efficient use of launch services. As described above, the requested changes do not alter the fundamental nature of the Tomorrow.io's system and will not increase the potential for harmful interference. Tomorrow.io will continue to operate in full compliance with all applicable Commission rules and the conditions of its authorization. Accordingly, grant of this modification request will serve the public interest, convenience, and necessity.

Except as stated specifically in this application, including the Schedule S and attachments, Tomorrow.io is not requesting any other changes to its license or authorized satellite operations and certifies that such operations remain unchanged.²

For the reasons set out above, Tomorrow.io respectfully requests the Commission to expeditiously grant the requested modification of its authorization.

² The Schedule S form updated requires tolerance inputs. We have adjusted orbital parameters to account for rideshare changes including updated insertion dates and insertion tolerances. We have introduced the new values to stay consistent with our existing grant conditions, while also providing more clarity on the intended orbital operations, which does not include any station-keeping.