

REQUEST FOR 30-DAY SPECIAL TEMPORARY AUTHORIZATION

Pursuant to 47 C.F.R. § 25.120 of the Federal Communications Commission's rules, Space Logistics, LLC ("Space Logistics"), a Northrop Grumman Company, hereby requests special temporary authorization ("STA") for a period of 30-days beginning on or around 11 October to move the currently in-orbit Mission Extension Vehicle 1 ("MEV-1") spacecraft to the 23.5° E.L. orbital location using previously-authorized telemetry, tracking and command ("TT&C") frequencies¹ on a non-interference, non-protection basis.²

Background. MEV-1 was licensed by the Commission in 2017³ as the first commercial spacecraft designed to service multiple in-orbit satellites in geosynchronous orbit ("GSO") by cooperatively docking with the satellites and performing the station keeping and attitude control functions for the satellites as a combined vehicle stack ("CVS"). Under this License, MEV-1 was most recently operating as a CVS with the Optus D3 ("OD3") space station at the 156° E.L. orbital location. Consistent with its previous authorization, Space Logistics has undocked from the OD3 space station and has begun drifting.⁴ For its next mission, Space Logistics has reached an agreement with the satellite operator SES to dock the MEV-1 to its Astra-3B satellite perform station keeping services, thereby extending its operational life.⁵

Special Temporary Authorization. Space Logistics requests STA to drift the MEV-1 spacecraft to 23.5° E.L. for its next mission and park in that location until the spacecraft are ready to dock.⁶ Specifically, as Space Logistics will describe further in its upcoming modification application, Space Logistics has entered into an agreement with SES for a servicing mission for MEV-1 to perform rendezvous, proximity operations, and docking ("RPOD") with the Astra-3B satellite

¹ The MEV-1 spacecraft has been authorized to conduct TT&C operations using the following frequencies: 5925-6425 MHz (Earth-to-space), 3700-4200 MHz (space-to-Earth); 13750-14500 MHz (Earth-to-space), 11450-12250 MHz (space-to-Earth). See Space Logistics, ICFS File No. SAT-LOA-20170224-00021 (granted-in-part Dec. 5, 2017); Space Logistics, ICFS File No. SAT-AMD-20190207-00008 (granted June 20, 2019).

² See 47 C.F.R. § 25.120. Space Logistics is contemporaneously filing a 180-day STA request for these operations and to commence RPOD operations, and is also planning on filing a separate modification application requesting full authority to conduct RPOD operations with and provide life-extension services to the Astra-3B satellite.

³ See Space Logistics, ICFS File No. SAT-LOA-20170224-00021 (granted-in-part Dec. 5, 2017); Space Logistics, ICFS File No. SAT-AMD-20190207-00008 (granted June 20, 2019); Space Logistics, ICFS File No. SAT-MOD-20250210-00040 (granted Apr. 9, 2025) (together, the "License").

⁴ See Space Logistics, ICFS File No. SAT-STA-20260612-00238 (granted July 20, 2026); Space Logistics, ICFS File No. SAT-STA-20251202-00351 (granted Feb. 9, 2026); Space Logistics, ICFS File No. SAT-STA-20260105-00003 (granted Jan. 8, 2026).

⁵ Astra-3B is a Luxembourg-authorized satellite.

⁶ To the extent necessary, Space Logistics incorporates by reference the technical information for the MEV-1 spacecraft submitted in its License applications, including any necessary waivers to permit operations under this STA. See License.

and to conduct servicing operations with Astra-3B to extend the satellite’s operational lifetime. During the drift, parking, and RPOD activities, Space Logistics intends to operate MEV-1 using its previously authorized TT&C frequencies on a non-interference, non-protection basis with SES’s earth station network—specifically, with earth stations in Australia, South Korea, South Africa, Italy and Luxembourg. The MEV-1 spacecraft will follow industry best practices for coordinating TT&C transmissions and will operate only in frequencies coordinated with SES and other licensed operators during its relocation.

No harmful interference is expected as a result of Space Logistics’ proposed operations under the STA. As an initial matter, the proposed operations are on a non-interference, non-protection basis vis-à-vis authorized operations and will be coordinated with Astra-3B’s operations. Furthermore, Space Logistics will coordinate its operations both during and after its drift with any potentially impacted licensees to ensure that no harmful interference occurs, consistent with previous License conditions.⁷ All potentially affected satellite operators would also be provided with an emergency phone number where the licensee can be reached if harmful interference occurs. In the extremely unlikely event that harmful interference should occur due to transmissions to or from MEV-1, Space Logistics will take all reasonable steps to eliminate the interference.

The 24/7 contact information for MEV-1 TT&C is as follows:

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Space Logistics has assessed and limited the probability of the CVS becoming a source of debris by collisions with large debris or other space stations during its operations.

Public Interest. Grant of this request for STA strongly serves the public interest by allowing Space Logistics to safely relocate MEV-1 to a new orbital location for its next scheduled mission and to begin its mission with Astra-3B. In turn, this allows MEV-1 to continue to fulfill its purpose of promoting space sustainability by enhancing in-orbit flexibility and end-of-life options for multiple GSO satellite operators, maximizing the value of in-orbit assets and enabling such operators to better respond to customer demand.

⁷ See, e.g., Space Logistics, ICFS File No. SAT-MOD-20250210-00040, Stamp Grant Condition 3 (granted Apr. 9, 2025).