

Long –Term L-Band Spectrum Management Proposal

FAA Agrees To:

1. Recognize/tolerate interference to UAT that JTIDS produces in Capstone-like conditions (e.g., low JTIDS & UAT density)
2. Investigate practical ways to increase the tolerance of UAT to interference
3. Require absolute minimum re-certification and monitoring functions for new MIDS
4. Not require receiver co-site compatibility between JTIDS and UAT Rx on DoD platform
5. Support increased status of JTIDS in a portion of the 960 – 1215 band
6. Make no distinction between voice and data on JTIDS¹
7. Not require class-2 terminal retrofit

DoD Agrees To:

1. Ensure all further MIDS procurements will have the flexibility to support a training mode using only frequencies above 1030 MHz
2. Acknowledge the backup Nav capability of UAT and an ARNS designation²
3. Document future requirements for uncoordinated JTIDS training

1 – FAA is willing to dramatically reduce the “penalty” assigned to voice operations to the point where the operational restrictions will be minimal, but not to *ignore* the difference

2 – DoD asserts that UAT and JTIDS provide similar services and that if JTIDS is not ARNS, neither is UAT. Agreement on that point is emerging from the discussions.