

I am writing to recommend that the FCC follow the NTIA recommendations and deny LightSquared the authority to offer any ground-based wireless network in the satellite band.

My employer develops unmanned aircraft that depend on GPS for navigation. LightSquared has not been able to conclusively demonstrate that their technology works without swamping GPS signals, and that puts our domestic market efforts at risk. UAVs are currently used under FAA special issuance flight clearances for valuable university research, saving lives through search and rescue, and monitoring natural disasters such as floods and wildfires. In the near future, with new FAA rules, we may be able to provide affordable airborne surveillance support to agriculture, improving land use and agricultural productivity. The efforts of the entire unmanned aircraft industry would be undermined or jeopardized with LightSquared's proposed broadcast frequency and power levels.

In my personal life, GPS provides low-workload navigation while I am driving or flying. Flying in particular is much safer. While I keep maps and legacy navigation equipment as backups, using a moving map GPS navigation unit reduces pilot workload significantly, reducing fatigue, and keeping my mind and eyes more available for avoiding traffic in our increasingly crowded airspace. LightSquared's proposed use of spectrum will set the National Airspace System back a decade or more, and it will take years for the FAA and aviation manufacturers to come up with a navigation system that works as seamlessly in the cockpit as GPS.

With these benefits of GPS and concerns regarding drowning the signal out, I respectfully request that the FCC formally adopt the NTIA recommendations and deny LightSquared the authority to offer any ground-based wireless network in the satellite band.

Best regards,
Dan Winkelman