

FCC License conditions for Rome WAM

- 1) The Rome WAM system is authorized as an experimental location to conduct research on ground based detect and avoid systems for unmanned aircraft in support of standards development efforts.
- 2) The Rome WAM system shall not be used to provide aircraft separation (manned or unmanned) or to keep unmanned aircraft “well clear” of other air traffic.
- 3) The Rome WAM system shall not be used to eliminate requirements for chase aircraft.
- 4) The data from the Rome WAM system shall not be sent to or displayed in any air traffic control facility including the Griffiss airport tower.
- 5) The proponent shall reduce the effective radiated power of the active WAM interrogators to the lowest value consistent with the required operating range of each individual interrogator site.
- 6) The proponent shall ensure that the WAM system does not use active interrogations to obtain information that can be obtained by passive reception within each update period.
- 7) The proponent shall ensure that the WAM system does not transmit any Mode S All-Call interrogations.
- 8) The proponent shall limit the number of WAM system interrogations so that the elicited replies from any transponder in any airspace shall be less than ten replies per second (Note: a Mode-AC doublet elicits 2 replies per interrogation step).
- 9) The proponent shall limit the composite of all WAM system ATCRBS interrogations to occupy no more than one-quarter of one percent of any aircraft’s total transponder availability (transponder availability is defined in ICAO Doc. 9924, Appendix M).
- 10) The proponent shall limit the composite of all WAM system Mode S interrogations to occupy no more than three-quarters of one percent of any aircraft’s total transponder availability.
- 11) The proponent should be aware that the aggregate impact of all multilateration systems will not occupy any transponder in any part of the airspace more than two percent of the aircraft’s total transponder availability. At present, there are no other multilateration systems in the area. If other multilateration systems are deployed in the same area, the aggregate impact will have to be evaluated and this could result in further limitations on the interrogations from the Rome WAM system.
- 12) If the proponent decides to add a reference transmitter to the Rome WAM system, it’s operation must be coordinated with the FAA and this License amended prior to use.