

June 22, 2021

The Honorable James M. Inhofe
United States Senate
Washington, D.C. 20510

The Honorable Tammy Duckworth
United States Senate
Washington, D.C. 20510

The Honorable Mike Rounds
United States Senate
Washington, D.C. 20510

Dear Senators:

The undersigned companies and organizations strongly endorse the **Recognizing and Ensuring Taxpayer Access to Infrastructure Necessary for GPS and Satellite Communications Act** or the **“RETAIN GPS and Satellite Communications Act”** introduced today. This legislation would ensure that the costs incurred by the public sector, businesses and consumers as a result of the FCC’s decision to permit Ligado Networks LLC to use spectrum in a way that would cause interference to GPS and satellite communications would be covered by Ligado—the licensee benefiting from the decision.

The FCC’s Ligado Order already recognizes the potential for interference to GPS receivers and requires that, *“Ligado shall expeditiously repair or replace as needed any U.S. Government GPS devices that experience or are likely to experience harmful interference from Ligado’s operations.”* But the Order failed to go far enough in three key ways. *First*, it did not provide an adequate description of the potential costs to federal agencies and thus the American taxpayer. Federal agencies are responsible for ensuring reliable GPS and satellite communications necessary for all manner of safety of life operations. *Second*, while recognizing the potential costs associated with interference to Federal agency owned devices, the FCC order inexplicably fails to require that Ligado also bear the costs of interference to other government and private owners of devices and applications that may be disrupted by Ligado’s proposed operations. *Third*, the Order improperly applies interference limits that are fundamentally insufficient to protect critical satellite communications and navigation signals from unknown millions of Ligado devices operating over wide geographic areas.

Ninety-nine percent of GPS receivers are used in critical applications by non-Federal government users, businesses and consumers. In addition, the Order similarly threatens the satellite communications networks that can enable technologies used to complement and support GPS. The reliability of GPS and satellite communications is necessary for safety of life operations, national security and economic activity; critical communications capabilities; commercial and civil aviation; first responders, 9-1-1 and other public safety operators; military readiness and communications; weather forecasting; the movement of goods on our highways; the marking maritime harbors and channels; farmers planting and harvesting crops; operation of construction and mining equipment—and the list goes on and on.

The RETAIN GPS and Satellite Communications Act acknowledges the harm to GPS and satellite communications end users caused by the Ligado order and ensures the burden of cost

sits squarely where it belongs—on Ligado, rather than our first responders, farmers, pilots, boat owners, surveyors or construction companies. We commend you for recognizing the expense and burden the Ligado order places on federal agencies, American taxpayers, businesses and consumers, and for providing clear and immediate relief to critical stakeholders with this legislation. Thank you for your leadership on this important issue.

Sincerely,

Aerospace Industries Association (AIA)
Agriculture Retailers Association
Air Line Pilots Association, Int'l (ALPA)
Airborne Public Safety Association (APSA)
Aircraft Electronics Association
Aircraft Owners and Pilots Association
(AOPA)
Airlines for America (A4A)
Airo Drone, LLC
Alaska Airlines
Allegiant Air
Allied Pilots Association
American Airlines
American Association of Airport Executives
American Concrete Pavement Association
American Concrete Pipe Association
American Council of Engineering Companies
American Farm Bureau Federation
American Rental Association
American Road & Transportation Builders
Association (ARTBA)
American Society of Civil Engineers (ASCE)
American Soybean Association
American Sportfishing Association
American Trucking Associations
Associated Equipment Distributors
Associated General Contractors of America
(AGC)
Association of Equipment Manufacturers
(AEM)
Association of Marina Industries
Atlas Air Worldwide
Aviation Spectrum Resources Inc. (ASRI)
Blue Origin

Boat Owners Association of The United States,
BoatU.S.
Cargo Airline Association (CAA)
Center for Sportfishing Policy
CNH Industrial
Coastal Conservation Association
CoBank
CompTIA Space Enterprise Council
Crown Consulting Inc.
Cubic Corporation
Delta Air Lines
Eastern Region Helicopter Council (ERHC)
Equipment Dealers Association
Esri
FedEx Corporation
Frontier Airlines
General Aviation Manufacturers Association
(GAMA)
Hawaii Helicopter Association
Helicopter Association International (HAI)
Hellen Systems
International Air Transport Association (IATA)
Iowa-Nebraska Equipment Dealers Association
Iridium
L3Harris
Lockheed Martin
Marine Retailers Association of the Americas
National Agricultural Aviation Association
National Air Carrier Association
National Air Transportation Association
(NATA)
National Asphalt Pavement Association
National Business Aviation Association
(NBAA)

National Cotton Council
National Defense Industrial Association
National Marine Manufacturers Association
National Society of Professional Surveyors
(NSPS)
National Stone, Sand and Gravel Association
National Utility Contractors Association
NetJets Association of Shared Aircraft Pilots
(NJASAP)
NEXA Capital Partners LLC
Oklahoma Society of Land Surveyors
Polar Cargo
Portland Cement Association
Regional Airline Association (RAA)
Resilient Navigation and Timing Foundation
(RNTFnd)
Skytrac
Southwest Airlines
Southwest Airlines Pilots Association
Spirit Airlines
Subsurface Utility Engineering Association
Sun Country Airlines
The Vertical Flight Society
Trimble
U.S. Contract Tower Association
U.S. Geospatial Executives Organization
USA Rice