

**REQUEST FOR SPECIAL TEMPORARY SPECIAL AUTHORITY
REQUEST FOR EXPEDITED PROCESSING
PURPOSE OF EXPERIMENTS**

Request for Expedited Processing

The Louisiana State Police (LSP) requests expedited processing of a Special Temporary Authority (STA) application for a three- month period commencing January 2, 2025. The STA will support demonstration, training and testing of a newly acquired unmanned aircraft system (UAS), PUMA LE, manufactured by AeroVironment, Inc. The demonstration, training and test is preparation relating to upcoming events, specifically the National Football League Superbowl in New Orleans. The STA is critical to effective preparedness to decrease vulnerability to citizens and critical infrastructure.

This STA application relates only to demonstration, test and training. A separate STA application will be filed with regard to operations.

The Louisiana State Police (LSP) and Louisiana’s Governor’s Office of Homeland Security and Emergency Preparedness (GOHSEP)

LSP is the state police agency of Louisiana, with plenary jurisdiction throughout the State. It encompasses Nine Troops across Louisiana, with headquarters in Baton Rouge and specialized units supporting criminal investigation, emergency preparedness and response, and other responsibilities associated with LSP’s mission. GOHSEP provides leadership and support during critical events while enhancing daily law enforcement and response efforts. LSP and GOHSEP assist local law enforcement and emergency response and coordinate closely with federal government agencies.

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Request for Authority to Access

To carry out the purposes summarized above, LSP requests authorization to access the following frequencies at both ground and airborne locations:

- 1837 MHz -1847 MHz
- 2362 to 2367 MHz

Purpose and Nature of Operations

The proposed channels will be engaged to send command and control data from and transmit to NTSC video and telemetry to the ground control station. Beyond providing training to LSP officers, the work will entail technical demonstrations of the equipment and techniques in navigating the aircraft as well as gaining experience in the radio environment of the site locations noted, particularly field strength surveys. It will enable LSP to establish protocols as to the manufacturer’s radio technique, equipment, operational data and calibration of equipment.

Most significantly the tests and training will enhance operational performance, and increase readiness in actual surveillance missions LSP will pursue.

Transmission control will be from a ground control station via a laptop, tablet or consul.

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Operations will be limited to a maximum 400 feet (121.9 meters above the ground (AGL))

Site Location

Mobile ground operations will be located in at the following locations:

- 1400 West Irene Road, Zachary, East Baton Rouge Parish, Louisiana 70791, N 30° 35' 52.3674" W 91° 15' 47.5194"

UAS line of sight flight operations will be centered at the same location. Flights will not exceed 121.9 m AGL. Operations will be within 1.6 km of the center- point. Testing will be performed at intermittent intervals for several hours.

- 478 South Johnson Street, New Orleans, Orleans Parish, Louisiana 70112 N 29° 34' 25.9422" W 90° 35' 0.2394"

UAS line of sight flight operations will be centered at the same location. Flights will not exceed 121.9 m AGL. Operations will be within 1.6 km of the center- point. Testing will be performed at intermittent intervals for several hours.

Transmitting and Receiver Equipment

Manufacturer	Model	Quantity	Experimental
AeroVironment	PN 139883	1	No
AeroVironment	PB 139885	1	No

Antenna

A separate attachment addresses each antenna.

AFTRCC Coordination

Attached is the coordination document of the Aeronautical & Flight Test Coordinating Council (AFTRCC) as to 2362 to 2367 MHz.

Restrictions on Operations and Interference Protection

LSP understands that experimental operations must not cause harmful interference to authorized facilities. LSP commits to operations respecting other users of the bands and those in adjacent segments. Should any interference occur, LSP will take immediate steps to resolve the interference, including, discontinuing operations.

Waiver of Station Identification Requirements

LSP requests a waiver of the station identification requirements stated in Section 5.115 of the Commission's rules.

Stop Buzzer

Sergeant Scot Greig, LSP, is available by mobile telephone, 504.428.4209 or electronic mail at Scot.Greig@LA.gov and will act as a stop buzzer if any matters involving interference arise during the testing.

Diagram and Area of Operations

A diagram of the proposed operations follows.

Conclusion

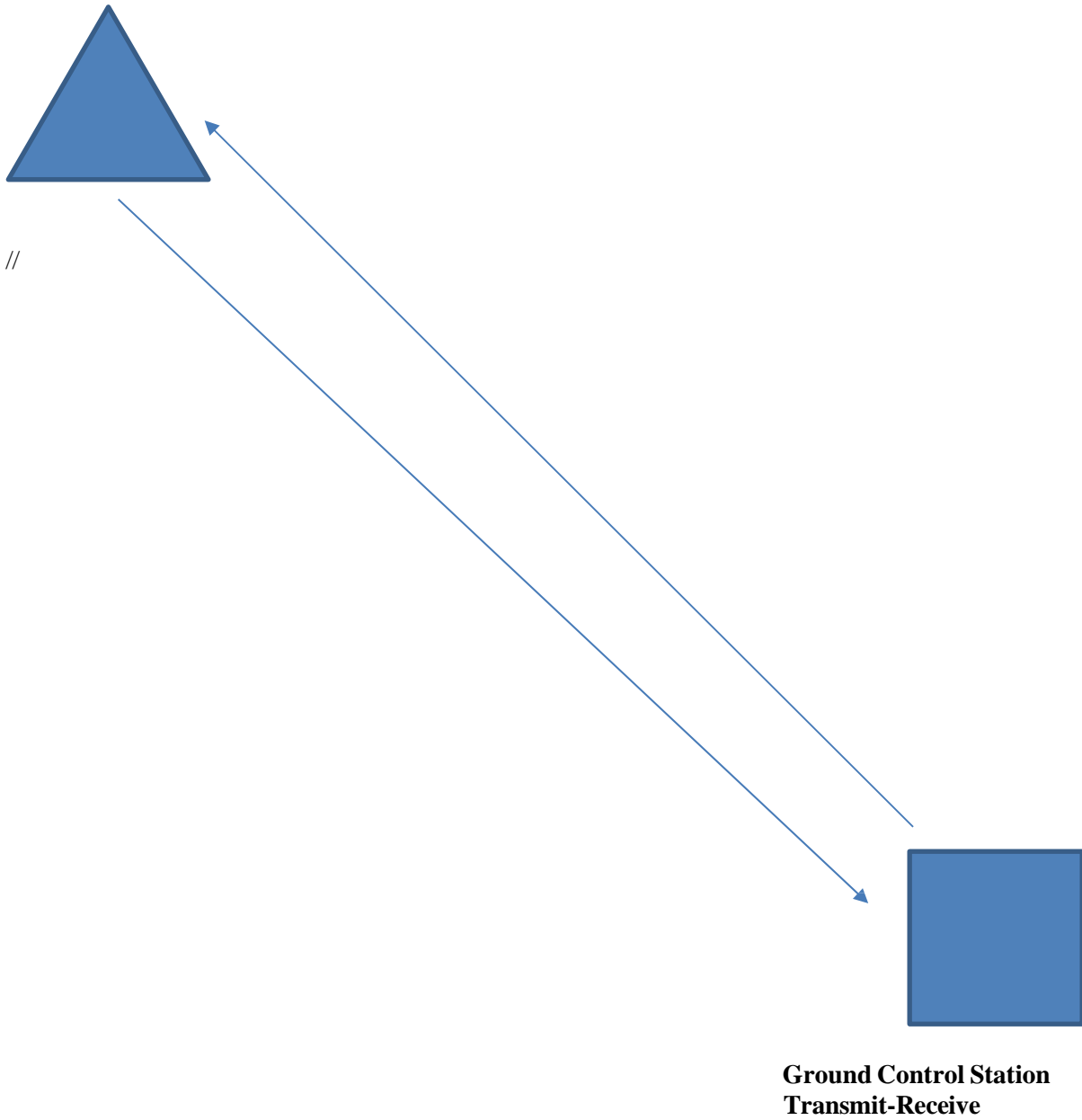
LSP values the review and consideration of the Commission, the National Telecommunications and Information Administration, the Departments of Defense and Homeland Security and other coordinating agencies. Please call upon us with any questions.

Line Diagram

Aircraft Transmit-Receive

Radius of Operations: 1.6 km

- 1837 MHz -1847 MHz
- 2362 to 2367 MHz.



ANTENNAS

The RF Unit and its integrated antennas is normally installed adjacent to the Ground Control Station (GCS) but can be remotely mounted up to 30m away from the GCS, by optional cable extension, or worn on the operator. Two downlink antennas are employable, a directional patch antenna for maximum range and an omni-directional antenna, providing maximum ease of use.

The air vehicle employs an Omni-directional receiving and transmitting antenna embedded in the fuselage structure as well as an unobstructed GNSS patch antenna that points skyward.

Air Vehicle: 1 Watt (+30dBm) // 2dBi

RF Unit Patch Antenna: 4 watt (+36dBm) // 7dBi

RF Unit Omni: 2 watt (+33dBm) // 3.5dBi



**GCS Antennas: (L) Directional,
(R) Omni-Directional**