

April 30, 2026

The Honorable John Thune
Majority Leader
United States Senate
Washington, D.C. 20510

The Honorable Charles Schumer
Democratic Leader
United States Senate
Washington, D.C. 20510

The Honorable Mike Johnson
Speaker of the House
United States House of Representatives
Washington, D.C. 20515

The Honorable Hakeem Jeffries
Democratic Leader
United States House of Representatives
Washington, D.C. 20515

The Honorable Roger Wicker
Chairman
Senate Committee on Armed Services
Washington, D.C. 20510

The Honorable Jack Reed
Ranking Member
Senate Committee on Armed Services
Washington, D.C. 20510

The Honorable Mike Rogers
Chairman
House Committee on Armed Services
Washington, D.C. 20515

The Honorable Jack Reed
Ranking Member
House Committee on Armed Services
Washington, D.C. 20515

The Honorable Ted Cruz
Chair
Senate Committee on Commerce, Science,
and Transportation
Washington, D.C. 20510

The Honorable Maria Cantwell
Ranking Member
Senate Committee on Commerce, Science,
and Transportation
Washington, D.C. 20510

The Honorable Brett Guthrie
Chair
House Committee on Energy and Commerce
Washington, D.C. 20515

The Honorable Frank Pallone, Jr.
Ranking Member
House Committee on Energy and Commerce
Washington, D.C. 20515

Dear Senators and Members of Congress:

We, the undersigned, represent a broad group of companies, organizations, and institutions that provide and rely on critical infrastructure and safety-of-life services that contribute significantly to the U.S. GDP. These include Global Positioning System (“GPS”), aviation, navigation equipment, weather and other environmental data,¹ satellite communications services,

¹ Weather had over \$1 trillion in direct impacts to the 2025 economy based on estimates from that year, generated on the valuation in the cited study, with some of those impacts attributable to weather impacts on the aviation industry. *Lazo et al. U.S. economic sensitivity to weather variability. Bull. Amer. Meteor. Soc., 92, 709-720. DOI: <https://doi.org/10.1175/2011BAMS2928.1>.*

manufacturing, and agricultural services. GPS alone was estimated to have contributed over \$1.4 trillion to the economy as of 2019, a figure which has grown substantially since that time.²

We wish to raise ongoing and unresolved concerns about the harmful interference risk created by operation of terrestrial mobile service in portions of L-band spectrum permitted as a result of the Federal Communications Commission’s (“FCC’s”) April 2020 *Ligado Order*.³ We highlight that the substantial risk threatening these operations and U.S. space and satellite leadership remains unresolved—and, indeed, is potentially further complicated by Ligado’s newest plan.

For more than two decades, Ligado has pursued a series of problematic proposals to deploy terrestrial operations using its L-band satellite spectrum under Ancillary Terrestrial Component (“ATC”) authority granted by the *Ligado Order*, which have taken valuable time from the FCC, National Telecommunications and Information Administration (“NTIA”), and other U.S. Government agencies to address. Yet, six years after the *Ligado Order*’s adoption:

- Eight petitions for reconsideration filed in 2020 remain pending before the FCC;⁴
- A Congressionally-mandated 2022 analysis by the National Academies of Sciences⁵ showed that the *Ligado Order* is inadequate to protect incumbent services from Ligado’s proposed terrestrial operations;⁶
- Ligado’s \$39 billion lawsuit against the U.S. Government filed in 2023 remains pending;⁷ and
- Ligado is once again bankrupt⁸ and still has not made meaningful progress toward resolving the interference concerns that led to overwhelming opposition of its planned ATC service.

² RTI International, “Economic Benefits of the Global Positioning System (GPS),” ES-1 (June 2019), https://www.rti.org/sites/default/files/gps_finalreport618.pdf?utm_campaign=SSES_SSES_ALL_Aware2019&utm_source=Press%20Release&utm_medium=Website&utm_content=GPSreport.

³ *Ligado Amendment to License Modification Applications*, Order and Authorization, 35 FCC Rcd 3772 (2020) (“*Ligado Order*”).

⁴ More than 20 parties signed across eight separate petitions for reconsideration of the *Ligado Order*, and all of these petitions remain pending before the FCC. See Petitions for Reconsideration of the NTIA; the Air Line Pilots Association, International; the American Road & Transportation Builders Association, the American Farm Bureau Federation, and the Association of Equipment Manufacturers; the Joint Aviation Petitioners; Iridium Communications Inc., Flyht Aerospace Solutions Ltd., Aireon LLC, and Skytrac Systems Ltd.; Lockheed Martin Corporation; Trimble Inc.; and the Resilient Navigation and Timing Foundation, IB Docket Nos. 11-109 & 12-340 (all filed on or about May 22, 2020).

⁵ See William M. (Mac) Thornberry National Defense Authorization Act (“NDAA”) for Fiscal Year 2021, Pub. L. 116-283, 134 Stat. 4074 § 1663.

⁶ National Academies of Sciences, Engineering, and Medicine, *Analysis of Potential Interference Issues Related to FCC Order 20-48* (2022), <https://doi.org/10.17226/26611>.

⁷ Complaint, *Ligado Networks LLC v. United States*, No. 23-1797-L (Fed. Cl. Oct. 12, 2023).

⁸ *In Re: Ligado Networks LLC*, Case No. 1:25-BK-10006, U.S. Bankruptcy Court, Dist. of Del (Jan. 5, 2025).

Addressing the myriad concerns with the impacts of the *Ligado Order* have pulled government and private sector resources away from developing policies and valuable services and that could contribute to economic growth and U.S. space superiority.⁹

The need to bring this unproductive six-year *Ligado Order* saga to a close is underscored by recent developments. Ligado is now partnering with AST SpaceMobile to shift from a single geostationary orbit satellite to a constellation of 96 non-geostationary satellites.¹⁰ Ligado appears to have abandoned plans to operate a terrestrial system as granted in the *Ligado Order*, which, among its criteria, required Ligado to bring commercially competitive devices to the market, including delivering IoT devices to the marketplace no later than September 30, 2024.¹¹ The inability to meet many of the *Ligado Order*'s conditions, and the apparent intent of Ligado to shift towards a pure satellite service, signals Ligado's decision to dispense with authority to provide terrestrial services under—and comply with—the *Ligado Order*.

A common thread between Ligado's new satellite endeavor and its past terrestrial efforts is that Ligado has once again failed to provide meaningful information which would allow affected parties to fully assess interference risks for existing L-band operators that coexist in this spectrum. Based on the information provided to date, there is serious cause for concern that this latest proposal will create new harmful interference risks for the L-band community, threatening the variety of Federal, commercial, and public safety services they support. Put simply, Ligado's plans continue to create significant technical and public interest concerns for all L-band operators and users, their customers, and their beneficiaries among the public, industry, and government that we are hopeful you can help address.

* * * * *

This extraordinary alliance of Americans working across our economy ask that you finally resolve these issues. Given the ongoing concerns of harmful interference and Ligado's apparent intent to not comply with the conditions of the *Ligado Order*, we urge you to work together with the FCC to finally grant the petitions for reconsideration of the *Ligado Order*.¹² Additionally, we urge you to safeguard existing vital L-band operations to ensure that they can continue to benefit the American people free from harmful interference.

⁹ Ensuring American Space Superiority, Exec. Order No. 14369, 90 FR 60537 (Dec. 18, 2025).

¹⁰ Application of Ligado Networks Subsidiary, LLC, Debtor in Possession, File No. SAT-MOD-20251206-00374 (filed Dec. 6, 2025).

¹¹ *LightSquared Technical Working Group Report et al.*, Order and Authorization, 35 FCC Rcd 3772, 3840 ¶ 150(ii) (2020).

¹² The FCC should also not proceed to adopt rules in companion rulemakings that would create a material risk of harmful interference to weather forecasting and hydrology services resulting from proposed Ligado deployments in the 1675-1680 MHz spectrum band. *See Allocation and Service Rules for the 1675-1680 MHz Band*, Notice of Proposed Rulemaking, 34 FCC Rcd 3352 (2019).

Sincerely,

Aerospace Industries Association
Agricultural Retailers Association
Air Line Pilots Association, International (ALPA)
Aircraft Electronics Association
Aircraft Owners and Pilots Association (AOPA)
Aireon
Airlines for America (A4A)
ALERT Users Group
American Geophysical Union
American Meteorological Society (AMS)
American Road & Transportation Builders Association
American Weather and Climate Industry Association (AWCIA)
Arizona Agricultural Aviation Association
Arkansas Agricultural Aviation Association
Associated Equipment Distributors
Association of Aerial Applicators Washington
Association of Equipment Manufacturers
Association of Marina Industries
Association of Montana Aerial Applicators
Aviation Spectrum Resources, Inc. (ASRI)
BoatU.S.
Brian Kopp, Ph.D., P.E., Associate Professor of Engineering, Jacksonville University
California Agricultural Aircraft Association
Capitol Meteorologies
Cargo Airline Association
CNH Industrial
Coalition of Airline Pilots Association (CAPA)
Colorado Agricultural Aviation Association
Florida Agricultural Aviation Association
Frontier Airlines
Furchtgott International
Garmin
General Aviation Manufacturers Association (GAMA)
Georgia Agricultural Aviation Association
Geospatial Professional Network
Idaho Agricultural Aviation Association
Illinois Agricultural Aviation Association
Indiana Agricultural Aviation Association
International Air Transport Association
Iowa Agricultural Aviation Association
Iridium Communications Inc.
Kansas Agricultural Aviation Association
Louisiana Agricultural Aviation Association
Marine Retailers Association of the Americas (MRAA)
Michigan Agricultural Aviation Association
Microcom Environmental
Minnesota Agricultural Aircraft Association
Mississippi Agricultural Aviation Association
Missouri Agricultural Aviation Association
Narayan Strategy
National Agricultural Aviation Association
National Business Aviation Association (NBAA)
National Society of Professional Surveyors (NSPS)
National Weather Association
Nebraska Aviation Trades Association
NetJets Association of Shared Aircraft Pilots (NJASAP)
New Mexico Agricultural Aviation Association
North Carolina Agricultural Aviation Association
North Dakota Agricultural Aviation Association
Northeast Agricultural Aviation Association
Ohio Agricultural Aviation Association
Oklahoma Agricultural Aviation Association
Oregon Agricultural Aviation Association
Pacific Northwest Aerial Applicators Alliance
PlanetIQ
Resilient Navigation and Timing Foundation
South Dakota Aviation Association
Southeast Aero Cultural Fair
Space Science and Engineering Center at the University of Wisconsin-Madison
Subsurface Utility Engineering Association (SUEA)
Tennessee Aerial Applicators Association
Texas Agricultural Aviation Association
Trimble Inc.
U.S. Geospatial Executives Organization (U.S. GEO)
University Corporation for Atmospheric Research (UCAR)
USA Rice
Westwind Helicopters, Inc.
Wisconsin Agricultural Aviation Association