

Exhibit 1

Question 7: Purpose of Experimentation

- a) The FAA has proposed to swap 50 kHz of their spectrum in the 136 MHz band for two AFTRCC frequencies in the 123 MHz band to use for Air Traffic Control purposes. RJ Balanga at FAA HQ in DC has agreed to allow AFTRCC to evaluate the 50 kHz of spectrum in 8.33 and 25 kHz modes to determine if they are suitable for Flight Test operations. A copy of the email correspondence between RJ and the AFTRCC Point of Contact for the swap is attached to this application, and is titled "Exhibit 2, FAA Correspondence." The equipment to be used will be various models of dual mode (8.33/25 kHz) portable (hand held), mobile (air and ground) and base station (ground) radios that are FCC Part 87 certified for 25 kHz operations with emission designator 6K00A3E, and meet ICAO standards for 8.33 kHz operations with emission designator 5K00A3E.
- b) The objectives for AFTRCC are:
- Determine if this spectrum is currently free of interference.
 - Compare 25 kHz operations to 8.33 kHz operations with respect to range, adjacent channel interference and quality of communications
 - Relieve congestion for licensees in areas where all VHF Flight Test frequencies are in use through narrow banding to 8.33 kHz spacing in the 50 kHz of spectrum from the FAA.
 - Acquire the ability to test 8.33 kHz operations on aircraft prior to sending them to customers in countries where they are required to use 8.33 kHz spacing.
 - Acquire the ability to test near the top end of the 118-137 MHz band in addition to the 123 MHz band where all AFTRCC VHF frequencies are currently allocated.

As I understand them, the objectives for the FAA will be to acquire two 25 kHz channels for use in VHF air-ground communications that older/existing aircraft radios can tune to. Many older radios will not tune to the 136 MHz band, and in some locations there is a shortage of frequencies available for assignment by the FAA that are compatible with many of the older aircraft radios in current use.

- c) If the evaluation results are sufficiently positive, the FAA and AFTRCC are expected to formalize the proposed spectrum swap. This will increase the utilization of the spectrum, help to alleviate congestion, and provide other benefits to the FAA, aircraft owners and AFTRCC as described above in section b.

Danny B. Hankins
Engineer, Technologist Sr.
Cessna Aircraft Company
#1 Cessna Blvd, W2-14
Wichita, KS 67277