

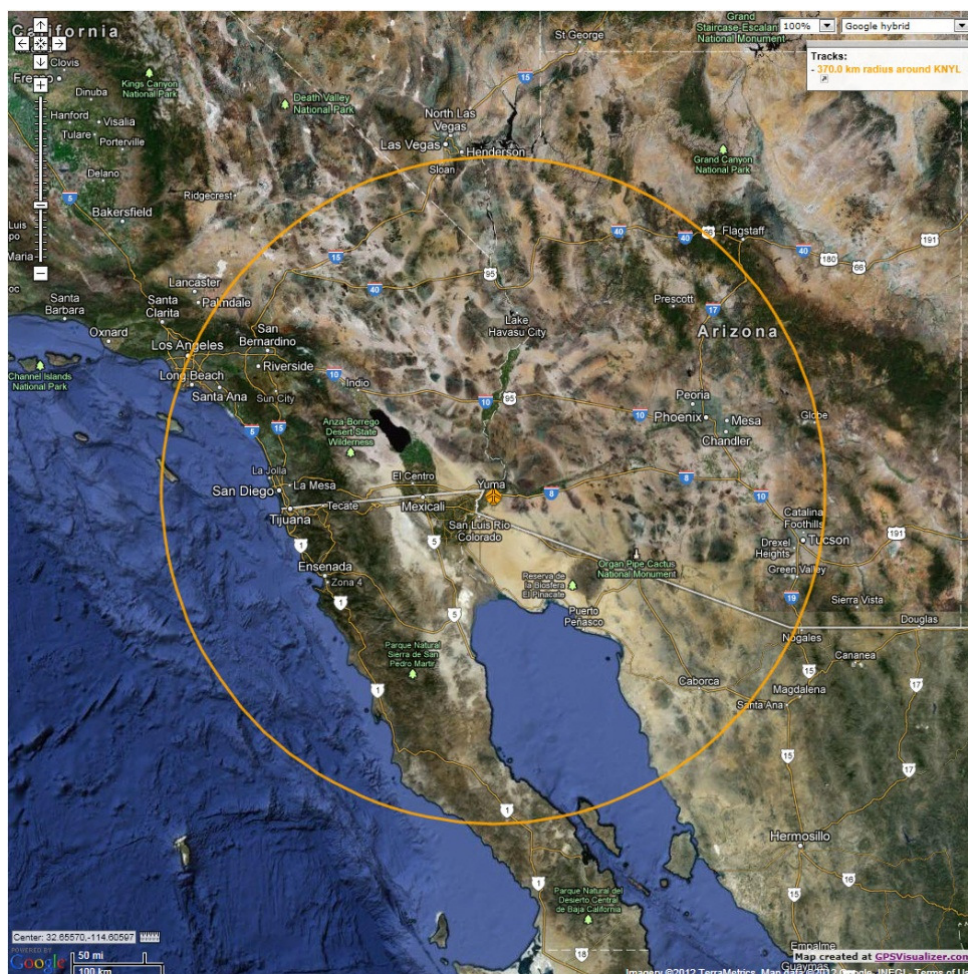
Honda Aircraft Company, as part of the Development and Certification of the Model HA420 aircraft, has the need to perform testing of the Flight Test Aircraft in order to determine & demonstrate the acceptability of the Engine and Aircraft systems performance when exposed to the maximum environment temperatures.

Honda Aircraft expects to be able to encounter the highest temperatures for these tests in the southwest region, and wants to base out of Yuma, AZ (KNYL Airport) for the performance of these tests.

Scheduling for facilities and equipment has identified the weeks of Sept. 17, 2012 through Oct. 27, 2012, and Honda Aircraft Company is seeking license approval to transmit the flight test data per the License application.

Honda Aircraft is seeking authorization to operate in the 2200 – 2300 MHz Band, requiring 9.8 MHz bandwidth. The transmitter is tunable across this band in 0.5 MHz increments, such that the frequency can be changed as needed in order to maintain coordination with other RF requirements as required by local/nearby facilities in that range.

The tests will include ground tests for heat soak and ground/taxi operations, as well as flight tests from ground to 45000 ft {13716 meter} for general maneuvers and systems operation at intermediate altitudes within that envelope. In order to perform cruise tests, and allow space for aircraft coordination with Air Traffic Control, Honda Aircraft is requesting a range radius of 370 km about KNYL Airport. No operations are to be performed across the United States – Mexico border.



The operation of the HondaJet Model HA420 requires the monitoring of on-board aircraft and engine systems during the test flights, which requires the transmission of the on-board data system stream for ground monitoring.

The Aircraft On-Board Data Acquisition System (DAS) provides the signal conditioning and interface to digitize the various transducers to be measured, and communicates to the Transmitter via RS-422 communications on board the aircraft. The Transmitter then generates the Randomized-SOQPSK modulated signal to be transmitted from the aircraft. The 20W output of the transmitter goes through a Power Divider, providing the transmission signal to 2 separate antennas mounted on the aircraft. 70% of the power is directed to Antenna 1 mounted on the bottom of the aircraft, and 30% of the power is directed to Antenna 2 mounted on the top of the aircraft.

The following is a simplified block diagram of the transmitting system components. The component data sheets are provided on the following pages.

