



MOTOROLA INC.

EXHIBIT 1

In February 1991, the FCC granted Fleet Call, Inc (FCI) a waiver to create Enhanced Specialized Mobile Radio (ESMR). (Please see FCC order 91-56, File number LMK-90036.) In September 1991, Motorola was awarded a contract with FCI to be the equipment provider for FCI's ESMR system.

The ESMR system uses Time Division Multiple Access (TDMA) technology and allows six simultaneous voice users in a single 25 kHz channel. ESMR will allow FCI to offer the following services from a single subscriber unit: dispatch, interconnect, roaming, message alert paging, and high speed data communications. The first ESMR implementation is scheduled for start-up in Los Angeles in August 1993.

Prior to the first start-up in L.A., the ESMR shall undergo an Alpha Test in the Chicago area. (Existing antenna sites in Schaumburg, Arlington Heights, and Lake Zurich have been chosen for the ESMR Alpha Test base stations.) The Alpha Test shall verify ESMR system functional and performance requirements, verify ESMR system reliability, and identify ESMR system weaknesses/bottlenecks in a real RF environment.



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Exhibit 2

The following is a list of call signs for several existing users on the Arlington Heights tower:

- Windham Security KZF561
- Forseen, Inc KZZ949
- Gulletts Lock and Key KVV793
- Radio Relay KSC-645



U.S. Department
of Transportation
Federal Aviation
Administration

EXHIBIT THREE, NOTEDOLA, DAVID HENSLEY
(708) 576-4364

GREAT LAKES REGION/AGL-520
2300 EAST DEVON AVENUE
DES PLAINES, ILLINOIS 60018

IN REPLY REFER TO
AERONAUTICAL STUDY
NO. 86-AGL-683-OE

DETERMINATION OF NO HAZARD TO AIR NAVIGATION

SPONSOR	Mobilecomm of Illinois, Inc. P.O. Drawer 2367 Jackson, MS 39225-2367	CONSTRUCTION LOCATION	
		PLACE NAME	
		Lake Zurich, Illinois	
CONSTRUCTION PROPOSED	DESCRIPTION Antenna Addition to Existing 400' Tower Freq. 35.22 MHz, ERP 350W	LATITUDE	LONGITUDE
		42°14'10"	88°03'50"
		HEIGHT (IN FEET)	
		ABOVE GROUND	ABOVE MSL
		434	1304

An aeronautical study of the proposed construction described above has been completed under the provisions of Part 77 of the Federal Aviation Regulations. Based on the study it is found that the construction would have no substantial adverse effect on the safe and efficient utilization of the navigable airspace by aircraft or on the operation of air navigation facilities. Therefore, pursuant to the authority delegated to me, it is hereby determined that the construction would not be a hazard to air navigation provided the following conditions are met:

Conditions:

The structure is marked and lighted in accordance with Chapters 3, 4, 5, and 9 of FAA Advisory Circular AC 70/7460-1, "Obstruction Marking and Lighting."

Supplemental notice of construction is required any time the project is abandoned (use the enclosed FAA form), or

- ☐ At least 48 hours before the start of construction (use the enclosed FAA form).
- ☒ Within five days after the construction reaches its greatest height (use the enclosed FAA form).

This determination expires on **JAN 14 1987** unless:

- (a) extended, revised or terminated by the issuing office;
- (b) the construction is subject to the licensing authority of the Federal Communications Commission and an application for a construction permit is made to the FCC on or before the above expiration date. In such case the determination expires on the date prescribed by the FCC for completion of construction, or on the date the FCC denies the application.

NOTE: Request for extension of the effective period of this determination must be postmarked or delivered to the issuing office at least 15 days prior to the expiration date.

This determination is subject to review if an interested party files a petition on or before **JUN 4 1986**. In the event a petition for review is filed, it should be submitted in triplicate to the Manager, Flight Information and Obstructions Branch, AAT-210, Federal Aviation Administration, Washington, D.C. 20591, and contain a full statement of the basis upon which it is made.

This determination becomes final on **JUL 14 1986** unless a petition for review is timely filed, in which case the determination will not become final pending disposition of the petition. Interested parties will be notified of the grant of any review.

An account of the study findings, aeronautical objections, if any, registered with the FAA during the study, and the basis for the FAA's decision in this matter will be found on the following page(s).

If the structure is subject to the licensing authority of the FCC, a copy of this determination will be sent to that Agency.

This determination, issued in accordance with FAA Part 77, concerns the effect of this proposal on the safe and efficient use of the navigable airspace by aircraft and does not relieve the sponsor of any compliance responsibilities relating to any law, ordinance, or regulation of any Federal, State, or local government body.

Edward R. Heaps
Edward R. Heaps

Manager,
Airspace Branch, AGL-520

SIGNED _____ TITLE _____
Des Plaines, Illinois

ISSUED ON _____ ON **JUN 4 1986**

The proposed construction would be located approximately 5.27 nautical miles south southeast of Campbell Airport, Grayslake, Illinois.

The proposal exceeds the obstruction standards of Federal Aviation Regulations, Part 77, as follows:

Section 77.23(a)(2) by 7' - a height above ground level exceeding 427 feet within 5.27 nautical miles as applied to Campbell Airport.

The proposal was circularized for public comment by letter dated April 16, 1986. No letters of objection were received as a result of circularization.

Aeronautical study disclosed that the proposal would have no effect on any existing or planned instrument flight rules (IFR) operations, procedures or minimum flight altitudes.

Study for visual flight rules (VFR) effect disclosed that the proposal would be beyond all known airport traffic pattern airspace areas and at 434 feet above ground level would not penetrate altitudes considered available for VFR enroute operations.

Therefore, it is determined that the proposed structure would have no substantial adverse effect on the safe and efficient utilization of the navigable airspace by aircraft or on the operation of air navigation facilities and would not be a hazard to air navigation.

This determination does not include temporary construction equipment such as cranes, derricks, etc., which may be used during the actual construction phase of this proposal. Such equipment which has a height greater than the proposed structure and a height which would exceed the notice standards of Part 77 of the Federal Aviation Regulations requires separate notice. If prior notice for temporary construction equipment is required, please complete and return the enclosed FAA Form 7460-1.