



Exhibit A

Narrative Statement

Introduction

Sceye, Inc. ("Sceye") requests a Special Temporary Authorization ("STA") from the Federal Communications Commission ("FCC") to operate in the 2450–2470 MHz band over a defined corridor across the western United States, in support of an upcoming stratospheric transit flight ("CT1") planned for July 2026. Sceye holds a related conventional experimental authorization in this band under Call Sign WO2XQR and previously conducted comparable transit operations under STA WA9XKG (File No. 2004-EX-ST-2025). This STA is requested pursuant to FCC rule sections 5.54(a)(1), 5.59(a)(1), and 5.63, and operations will be conducted in accordance with all applicable FCC rules and regulations.

About Sceye

Sceye is a material science company creating a new generation of HAPS systems. Sceye's HAPS operate in the stratosphere and have the potential to deliver Internet service and high-resolution imagery of the Earth in real time. Sceye's mission is to use its pioneering technology to improve people's lives by providing equitable connectivity across rural communities, urban centers, and underserved locations previously out of reach, and to help protect the earth by tracking greenhouse gas emissions in real time.

Description of Mission

CT1 is an unmanned stratospheric transit flight originating from Roswell, New Mexico, with a westward trajectory across the southwestern United States and along the California coast en route to its ultimate destination. During the portion of the flight covered by this application, the requested spectrum will be used for a line-of-sight command and telemetry link. Operators will position the HAPS along its intended route and continuously monitor the health and status of the platform from ground control. Sceye's vehicle architecture uses Persistent Systems MPU5 radios, which transmit at 10 W (3 x 3.3 W) with emission designator 18M0D1D. Sceye's system engineers monitor the network continuously and can terminate transmit capability within fifteen minutes both remotely and locally. Maximum operating altitude will be no greater than 75,000 ft MSL. Sceye flight test operations will not penetrate restricted airspace.

Frequency Band

Pursuant to FCC rule section 5.85, stations in the experimental radio service may use any federal or non-federal frequency band justified by the applicant that is not exclusively allocated to the passive services. Sceye's operations will be on a non-interference basis to protect incumbent users, both federal and non-federal, from any harmful interference. Consistent with this

requirement, Sceye will coordinate with the local Society of Broadcast Engineers (SBE) frequency coordinator and with Fixed Microwave Service licensees in the proposed areas prior to operation, and will comply with all conditions imposed by the FCC as part of an authorization grant.

Area of Operation

Operations will occur within a 242 km radius of each of the center points listed in the application. The area of operation will depend on ascent trajectory and stratospheric winds aloft. Testing will stop and the mission will terminate if the vehicle position can no longer be maintained within the defined areas of operation.

Exhibit B
Station Location Coordinate Table

Each location below is a MOBILE station operating within a 242 km radius of the listed center point, at a maximum altitude of 75,000 ft MSL, on 2450–2470 MHz, at 10.8 W ERP, with emission designator 18M0D1D and frequency tolerance 0.0015%.

CP	Latitude	Longitude
CP11	32-14-23 N	115-13-25 W
CP12	32-14-23 N	111-22-06 W
CP13	32-14-23 N	107-30-47 W
CP14	32-14-23 N	103-39-28 W
CP16	35-04-19 N	120-33-18 W
CP17	35-04-19 N	116-34-14 W
CP18	35-04-19 N	112-35-11 W
CP19	35-04-19 N	108-36-08 W
CP20	35-04-19 N	104-37-04 W
CP22	37-54-15 N	122-06-07 W
CP23	37-54-15 N	117-58-09 W
CP24	37-54-15 N	113-50-11 W
CP25	37-54-15 N	109-42-14 W
CP26	37-54-15 N	105-34-16 W
CP28	40-44-10 N	123-44-28 W
CP29	40-44-10 N	119-26-16 W
CP30	40-44-10 N	115-08-03 W

Coordinates expressed in degrees-minutes-seconds (DMS). Center points derived from Sceye flight planning for the CT1 western U.S. corridor.