



THE SECRETARY OF TRANSPORTATION
WASHINGTON, DC 20590

January 3, 2022

John Stankey
Chief Executive Officer
AT&T, Inc.

Hans Vestberg
Chairman and Chief Executive Officer
Verizon Communications, Inc.

Dear Mr. Stankey and Mr. Vestberg:

Thank you for your willingness to work with the Department of Transportation and the Federal Aviation Administration to reduce the impact of 5G C-Band deployment on the national airspace.

Your voluntary agreement both to delay initial deployment by two weeks, and to subsequently adopt some additional mitigations, will give us additional time and space to reduce the impacts to commercial flights. We look forward to working with you to implement the steps in the attached term sheet. We understand you will work with the Federal Communications Commission to further memorialize the additional mitigations you are putting in place.

Thank you again for taking this meaningful step. We are confident that your voluntary steps will support the safe coexistence of 5G C-Band deployment and aviation activities, helping to retain America's economic strength and leadership role around the world.

Yours,

A handwritten signature in blue ink, appearing to read "Pete Buttigieg", is positioned above the typed name.

Pete Buttigieg
Secretary of Transportation

A handwritten signature in black ink, appearing to read "Steve Dickson", is positioned above the typed name.

Steve Dickson
FAA Administrator

Enclosure

Deal Terms

- AT&T and Verizon (hereinafter “Phase I C-Band Licensees” or “Licensees”) will launch C-Band commercial services as planned in January 2022 pursuant to their existing FCC licenses.
- Licensees’ deployment of C-Band commercial services will be subject to the voluntary commitments specified in Licensees’ November 23, 2021 and December 31, 2021 FCC filings and Licensees’ January 2, 2022 letter to Transportation Secretary Buttigieg and FAA Administrator Dickson (the “Voluntary Commitments”). Licensees will provide a detailed technical summary of the combined proposed mitigations by January 4, 2022 for FAA review.
- Subject to those Voluntary Commitments, Licensees’ launch of C-Band commercial services will not begin prior to Wednesday, January 19, 2022.
 - On or before January 7, 2022, aviation will provide Licensees with a list of no more than 50 priority airports that they would propose to be subject to the C-Band exclusion zones detailed in the Licensees’ January 2, 2022 letter.
 - Information on base station locations and operating characteristics planned for Q1 2022 have been, or will soon be, provided to the FAA by the Licensees and the Licensees will continue to work with the FAA in good faith to provide it with complete and accurate information on these locations, to include accurate and complete details regarding expected site implementation dates during the quarter as well as accurate operational characteristics of these locations. At the FAA’s request, Licensees will provide data on locations planned for deployment in Q2 2022.
 - At the end of the commitment period specified in the Voluntary Commitments (the “Commitment Period”) (i.e. through July 5, 2022), Licensees intend to deploy 5G base stations in any manner consistent with their C-Band Licenses, all customary rules and regulations, and any additional airport-specific mitigation measures Licensees have committed to take based on their continued engagement with the FAA and the aviation industry.
- Mitigations and AMOCs:
 - During the Commitment Period, Licensees will continue to work in good faith with aviation stakeholders to support the technical assessment of individual altimeters and airport environments and support the filing of AMOCs for both altimeter equipment and airport locations.
 - During the Commitment Period, for all airports on the priority list, aviation will identify any additional mitigation requests that aviation seeks from the Licensees and, on a rolling basis, file necessary AMOCs with the FAA for individual airports.
 - To the extent Licensees are requested to take additional voluntary surgical mitigation measures at any individual airport, Licensees shall have sole discretion to determine if any requested mitigations, adjustments or alterations will be made.
 - The FAA will work to issue AMOCs as filed with the FAA by aviation stakeholders to allow for operation of aircraft to the extent permissible. AMOCs will be issued

Final Term Sheet

progressively through the Commitment Period as airports and equipment are determined to be safe.

- Licensees and the FAA will continue to examine ways to further enable helicopter operations not addressed in the current mitigations.
- In light of the foregoing, and subject to any unforeseen aviation safety issues, DoT and FAA will not seek or demand any further delays of C-Band deployment, in whole or in part, including a delay of return to routine operations after the commitment period expires.
- Reservation of Rights: Subject to the agreement of this Framework, Licensees have not otherwise agreed to modify, alter, or surrender any of the rights and privileges conferred on them by their lawfully held spectrum licenses as issued by the FCC, and (b) if any party sues or takes action to limit or delay the licensees' deployment beyond the mitigations agreed hereto, they shall, in their sole discretion, have the right to terminate this agreement and immediately begin deployment of their C-Band spectrum consistent with its FCC licenses and the November 23, 2021 and December 31, 2021 FCC filings.