

July 8, 2008

VIA HAND DELIVERY

James Burtle
Experimental Licensing Branch
Federal Communications Commission
MS 1300E1
445 12th Street S.W.
Washington, D.C. 20554

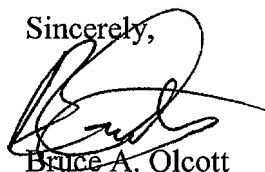
Re: Call Sign WC2XVE -- Experimental Progress Report

Dear Jim:

The Boeing Company ("Boeing"), through its attorneys, and pursuant to Special Condition 7 of experimental license file number 0254-EX-RR-2006 and Special Condition 8 of experimental license file number 0153-EX-RR-2005, hereby files the attached Experimental Progress Report to describe the operations of its Aeronautical Mobile-Satellite Service ("AMSS") system conducted under experimental license Call Sign WC2XVE.

Please let me know if you have any questions. Thank you for your attention to this matter.

Sincerely,



Bruce A. Olcott

EXPERIMENTAL PROGRESS REPORT

Call Sign: WC2XVE

July 8, 2008

The Boeing Company ("Boeing"), pursuant to Special Condition 7 of experimental license file number 0254-EX-RR-2006 and Special Condition 8 of experimental license file number 0153-EX-RR-2005, hereby files this Experimental Progress Report to describe the operations of its Aeronautical Mobile-Satellite Service ("AMSS") system conducted under experimental license Call Sign WC2XVE.

FCC Licensing Status

Experimental license Call Sign WC2XVE authorizes Boeing to test and demonstrate aircraft earth station ("AES") antennas and limited land mobile operations at Boeing's Systems Integration Facility ("SIF") in Kent, Washington, as well as throughout the continental United States, Alaska, Hawaii and in international airspace. In addition, the experimental license authorizes Boeing to conduct limited market studies and provide service to the U.S. Government under government contract (File No. 0032-EX-ML-2002).

Boeing previously provided an Experimental Progress Report for experimental license Call Sign WC2XVE on January 4, 2008. Accordingly, this Experimental Progress Report focuses on testing and operations since that date.

Operations Under Experimental Authority

Boeing has a contract with the U.S. Air Force Materiel Command ("AFMC"), Contract No. F33657-01-D-0013, to provide, among other things, broadband communications to U.S. Government aircraft. Pursuant to this contract, Boeing has provisioned Block 1 antennas on thirteen VIP/SAM (Very Important Personnel/Special Air Mission) aircraft operated by the U.S. Air Force Air Mobility Command to transport senior leadership of the U.S. Government and the Department of Defense.

Boeing continues to develop and improve the service successfully, including modifications to operate to the improved off-axis e.i.r.p. density limit permitted pursuant to Boeing's license modification, without experiencing any interference events. **An** unrelated anomaly in the system's operation occurred on 21 February 2008 UTC. **An** aircraft left Hawaii flying to the southwest. The aircraft flew out of the initial satellite's coverage and the AES automatically stopped transmitting. The aircraft continued on for about 6.5 hours until it entered into the coverage area of another satellite that had the opposite polarity from the initial satellite. The AES then acquired the new satellite, but on the wrong polarity. After 35 minutes of transmitting on the wrong polarity, the problem was discovered at the Network Operations Center ("NOC") and the AES was immediately shut down. The AES configuration was corrected and the AES re-acquired the satellite correctly. An investigation was carried out and an error in the AES software

was discovered and corrected on all aircraft. In addition, it was discovered that a line of code in the NOC software that should have been previously deleted had prevented the display of an alert in this case. The line of code was deleted.

Boeing did not receive any reports of interference due to this anomaly.