

May 16, 2006

VIA HAND DELIVERY AND ELECTRONIC FILING

Mr. Jim Burtle
Chief, Experimental Licensing Branch
Office of Engineering and Technology
Federal Communications Commission
445 12th Street, S.W.
Washington, D.C. 20554

**Re: The Boeing Company, Progress Report, Experimental Radio Construction Permit
and License, Call Sign WC2XVE, File No. 0153-EX-RR-2005.**

Dear Mr. Burtle:

On behalf of The Boeing Company ("Boeing"), attached please find a copy of the progress report for the experimental radio construction permit and license Call Sign WC2XVE, File No. 0153-EX-RR-2005. The progress report describes the operations Boeing has conducted under its experimental authority and is required under Special Condition 8 of the authorization.

A copy of this progress report is being filed through the FCC's electronic filing system for experimental licensing. Please let us know if you have any questions.

Sincerely,



Carlos M. Nalda
Christopher R. Bjornson
Counsel to The Boeing Company

Attachment

WDC 386213v.1

EXPERIMENTAL PROGRESS REPORT

May 16, 2006

The Boeing Company (“Boeing”), licensee of the Connexion by BoeingSM (“Connexion”) Aeronautical Mobile-Satellite Service (“AMSS”) system, in accordance with Special Condition 8 of experimental license Call Sign WC2XVE, File No. 0153-EX-RR-2005, hereby files this Experimental Progress Report to describe the operations conducted under experimental authority.

FCC Licensing Status

Experimental license Call Sign WC2XVE authorizes Boeing to test and demonstrate aircraft earth station (“AES”) antennas -- including the Block 1 phased-array AES, the reflector AES (the Next Generation Antenna or “NGA”) and the eXchange (small business jet) AES -- 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 is authorized by the Commission to operate its Block 1, NGA and eXchange AESs on a commercial basis throughout the United States.¹ Because domestic testing and operation of these antennas are conducted under regular commercial authority, this Experimental Progress Report focuses on AES operations outside the United States and its territorial waters. In addition, Boeing previously provided an Experimental Progress Report under Special Condition 8 of experimental license Call Sign WC2XVE on October 7, 2005. 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. The U.S. government aircraft to which Boeing provides Connexion service regularly travel outside the United States, and thus operate under experimental license Call Sign WC2XVE.

¹ See The Boeing Company, File No. SES-MFS-20050701-00853 Call Sign E000723 (granted December 20, 2005); The Boeing Company File No. SES-MOD-20030512-00639, Call Sign E000723 (granted November 14, 2003); The Boeing Company, File No. SES-MOD-20020308-00429, Call Sign E000723 (granted September 26, 2002); The Boeing Company, *Order and Authorization*, 16 FCC Rcd 22645 (2001).

In addition, prior to grant of commercial authority for the eXchange antenna in December 2005, Boeing conducted (and is continuing to conduct) tests to verify the operational characteristics of the eXchange AES at its SIF in Kent, Washington. These tests include fixed, static operations (where the antenna is pointed at the target satellite and does not move), as well as tests with the antenna mounted on a 3-axis positioner that is used to simulate the movement of aircraft in flight to test the tracking capabilities of the AES. Boeing has not yet operated an aircraft-mounted eXchange antenna outside U.S. territory, but such operations are planned in the context of implementing the eXchange service.