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January 4, 2008

VIA HAND DELIVERY

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

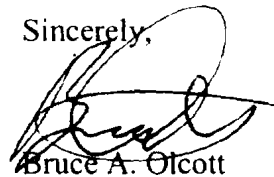
Re: Call Sign WC2XVE -- Experimental Progress Report

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

January 3, 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 -- including the Block 1 phased-array AES, the reflector AES (the Next Generation Antenna or "NGA"), the exchange (small business jet) AES and the Datron FSS-4180-LP antenna -- 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 July 2, 2007. 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 service regularly travel outside the United States, and thus operate under experimental license Call Sign WC2XVE.

Boeing's July 2, 2007 report described a polarization tracking issue that was addressed immediately. The root cause of the polarization tracking issue was identified and a manual procedure was implemented at the Network Operations Center ("NOC") to ensure that any aircraft that operate in conditions that might be susceptible to the tracking issue will not transmit in an unapproved manner. Since such platforms are few in number, the manual solution seems to be effective in managing the situation.

Concurrently, new mobile platform software was developed to provide a permanent solution to the issue. The new software has already been deployed on many

aircraft and is being deployed on the remaining aircraft as quickly as possible. The critical nature of the government operations of many of the aircraft that employ Boeing's service makes it impractical or, in some cases, impossible, to take the aircraft out of service and install the new software outside of the regular maintenance schedule for the aircraft. The new software is expected to be deployed on all the remaining aircraft within about 6 months.