

December 1, 1995

Experimental Licensing Branch, M.S. 1300E1
Federal Communications Commission
2000 M Street, N.W.
Washington, D.C. 20554

RE: KA2XHN
File No. 4800-EX-MR-94

Dear Sir or Madam:

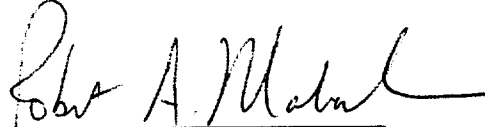
COMSAT Corporation, by its COMSAT World Systems business unit ("COMSAT"), herein files a progress report required by the Federal Communications Commission in connection with the experimental authority granted in the above-captioned file.

If there are any questions concerning the foregoing, please contact the undersigned. COMSAT's next progress report will be filed with the Commission on, or about, June 1, 1996.

Respectfully submitted,

COMSAT Corporation
COMSAT World Systems

By


Robert A. Mansbach
Its Attorney

Enclosure

start 6/2/95 exp. 7/1/97
int. 6 mo

REPORT ON TESTING OF WIDEBAND MOBILE
SERVICES UNDER PART V EXPERIMENTAL AUTHORITY

Pursuant to its current experimental authorization, COMSAT World Systems (CWS), continues to conduct three major wideband mobile (WBM) tests involving the transmission of voice and data signals at C- and Ku-band frequencies via INTELSAT satellites in the Atlantic Ocean region to and from seagoing vessels. These services generally are of a type which could not be offered via Inmarsat, due to bandwidth limitations inherent in L-band satellite networks.

Project Athena, which is the provision of T-1 (1.544 Mbps) service to a U.S. Navy aircraft carrier, is continuing in the AOR. Based upon the success of this program, the Navy is planning to expand WBM service to higher rate digital speeds to additional ships in the POR and eventually to ships in the IOR. In addition, several U.S. Navy ships are currently receiving service utilizing INTELSAT capacity which allows sailors to make phone calls while deployed at sea.

In another Navy WBM test, the U.S. Navy command ship Mt. Whitney is continuing to receive K-band spot beam service via INTELSAT. As previously reported, these beams are "steered" across the Atlantic Ocean, providing continuous full-time, full-duplex T-1 communications channels.

Finally, CWS is conducting a test of WBM in conjunction with commercial passenger ships. This test has also proven to be a success.

The overall purpose of these experiments is to help provide a basis upon which the Commission can issue rules addressing the provision of C- and K-band communications in a maritime mobile environment. Based upon experience to date, it appears that such service is technically compatible with existing fixed services and will promote the public interest by developing the competitive marketplace.