Exhibit B

1. Operational and Technical (Stop-Buzzer) Points of Contact
   1: Wayne Olson (primary) – 571-335-3559
   2: Anthony Aird – 469-358-6159
   3: Jason Allen – 571-425-7588
   4: Neal Rollins – 703-593-0501
   One individual will be located at each of the four transmitter sites.

2. Period of Request: Date(s), Time(s) and expected activity duration. Date(s) should reflect Zulu start time(s).
   Testing will occur on select days and at certain times from 05/16/11 to 05/27/11, all of which will be coordinated with the FAA and Inmarsat to minimize potential interference. The FAA has indicated that it will issue Notices to Airmen ("NOTAMs") for the relevant areas during the test period.

3. Operating Areas, Flight Routes, Altitudes and Topographical Layout –
   Operational airspace areas will be identified and coordinated with the FAA for issuance of NOTAMs.

4. Positive Control: provide information concerning standard regulations and/or special operating procedures followed, notification and monitoring procedures.

   LightSquared will have remote and physical access to all transmitters to allow for positive control. LightSquared's primary operational (stop-buzzer) point of contact will be able to cease transmissions at all transmitter locations within one minute of any notification of harmful interference. As a fail safe measure, LightSquared will also have personnel at each of four transmitter sites, who will be able to shut down the transmitters manually (see response to 1 above).

5. Frequency Requirements/Equipment Specifications
   a. Number of Transmitters – 4 sites (11 sectors)
   b. Frequency or frequencies – 1526.3–1531.3 MHz and 1550.2– 1555.2 MHz
   c. Occupied bandwidth for each transmitter – 5 MHz
   d. Signal type – L-Band LTE Band 24
   e. Signal duty cycle – 50–100% traffic loading
   f. Pulse repetition rate – N/A
   g. Pulse duration – N/A
   h. Tone spacing if multiple tones are used – 15 kHz subcarrier spacing
   i. Power input(s) in watts or dBm to the antenna(s) 43dBm minus 2dB cable loss = 41dBm per antenna; EIRP is 40W average per carrier per sector for a 100% load
   j. Modulation/coding technique - OFDMA
   k. Antenna type (manufacturer/model: horn, dipole, Yagi) – Directional Panel Antennas (Argus HPX308R and Tongyu TDJ151717DE – 65F)
   l. Antenna polarization – +/-45°– Cross pole

m. Main beam gain – 16.5 dBi
n. Provide antenna pattern and plot (azimuth and elevation) – 8.7° elevation and 65° azimuth (see attached)
o. Site elevation - see Table 1 below
p. Antenna height(s) AGL or MSL – see Table 1 below
q. Pointing azimuth and elevation angle for each antenna – see Table 1 below
r. Coordinates in WGS84 of each antenna – see Table 1 below
s. Ground track pattern for airborne use – N/A

6. Remarks: Short summary of the proposed testing/purpose – see Exhibit A.

Table 1 – Location of Test Sites

LightSquared Site ID	Lat	Long	Gnd Elev AMSL (m)	Ant Hgt AGL (m)	# of Sectors	Average Radius	Azimuths (degrees)	City	Distance to Nearest Airport Runway (km)
LVGS0053-C1	35-58-10.9 N	-114-52-5.2 W	746	18.3	3	2 km	30,150,270	Las Vegas, NV	1.7
LVGS0068-C1	36-7-28.2 N	-115-13-27.8 W	700	16.8	3	2 km	0, 120, 240	Las Vegas, NV	6.5
LVGS0160-C1	36-7-37.2 N	-115-11-20.4 W	656	15.2	3	2 km	0, 120, 240	Las Vegas, NV	4.1
LVGS0217-C1	36-6-23.4 N	-115-10-13.8 W	646	71.6	2	2 km	0, 240	Las Vegas, NV	1.3

7. GPS-ITAS Modeling
    a. Modeling Input files (AntennaPatterns.gpd; DGPS.gpd; <test file>.gpd; TX antenna pattern in E/H planes)
    b. Modeling Output
        i. Individual ground and airborne receiver contour plots
        ii. Airborne receiver composite contour plot
        iii. Ground-based receiver composite contour plot
    c. Narrative Analysis

Refer to parameters used for Holloman AFB test conducted during 04/14/2011 to 04/24/2011.