

Exhibit Four

NATO AWACS Mid Term Upgrade Program

FAA Spectrum Assignment and Engineering Division
Coordination Memo - Sept 27, 2000

Baker



U.S. Department
of Transportation
**Federal Aviation
Administration**

800 Independence Ave, SW
Washington, DC 20591

SEP 27 2000

The Boeing Company
Information Space & Defense System
ATTN: Mr. Andy Ackerman;
Mr. Steve Kennedy; and
Mr. Art Lyell
P.O. Box 3999
Seattle, WA 98124-2499

Dear Gentlemen:

In response to Boeing's fax dated June 22, 2000, and other communications, the Federal Aviation Administration (FAA) concurs with testing the Mode-S and Mode-4 capabilities of the NATO AWACS Mid-Term Test Program, provided operations are contained within the restrictions below. This letter only indicates the FAA's concurrence and does not constitute authority to operate. Your license must be issued by the Federal Communications Commission and shall include the following limitations:

1. The transponder's performance will comply with STANAG 4193 and ICAO Annex 10.
2. Operations using Mode-S ID code "0" will comply with all of the conditions of ICAO Annex 10.
3. Flight locations and altitudes (+/- 2,000 feet) must be confined to those specified in Profiles 1 through 7 that were faxed on June 22, 2000.
4. Mode-S ID code "6" is assigned for use when flying Profiles 1 through 6.
5. Mode-S ID code "9" is assigned for use when flying Profile 7.
6. The FAA concurs with ground operations at Boeing's facility in Seattle, WA provided operations are confined

to the following Mode-S ID codes: 1, 3, 4, 6, 8, 9, 10, 11, 12, 13, 14, and 15.

7. Transmissions are limited to one aircraft.

8. All emissions from Mode-4 operations must be directed seaward and no Mode-4 operations are authorized over land. Sector blanking of transmissions in the direction of the coast will be used to assure compliance with this condition.

9. This concurrence applies to flight tests through April 2002. If additional testing is necessary after April 2002, the requirement must be coordinated again. Due to the FAA's ATCBI-6 program that will require the use of Mode-S ID's, there may also be a requirement to alter the conditions of this concurrence, including rescinding this concurrence, if needed to permit the successful implementation of the ATCBI-6.

10. Frequencies 121.5 MHz and 243.0 MHz will be monitored during all Mode-4 operations and "Stop Buzzer" procedures will be in effect.

11. Prior to any Mode-4 operations, coordination will be accomplished with the following ARTCC's:

Seattle (206) 351-3500
Oakland (510) 745-3332
Los Angeles (661) 265-8205

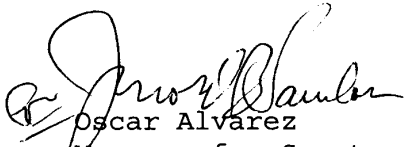
The FAA's concurrence and support of airborne Mode-S testing by no means implies that we support the development of airborne Mode-S use. Due to the limited number of Mode-S Site ID codes and the projected future expansion of Mode-S by air traffic control, support of airborne Mode-S operations in the future cannot be assured. Although the FAA concurs with the proposed flight tests without the use of a lockout control feature, we strongly recommend that this feature be included in the final production design. An adjustable lockout control feature may be the only way future airborne Mode-S operations can be supported.

The Level of Authority that will be in place to limit who can change the Mode-S ID code is a commendable capability and helps eliminate our concern that the Mode-S ID code

will be inadvertently changed to one that has not been properly coordinated. The importance of the proper coordination of Mode-S ID codes and compliance with the conditions of use cannot be over emphasized.

If you have any questions or require additional information, please contact Mr. Timothy Pawlowitz, Spectrum Assignment and Engineering Division, at (202) 267-9739.

Sincerely,

A handwritten signature in black ink, appearing to read "Oscar Alvarez", is written over the printed name.

Oscar Alvarez
Manager for Spectrum
Assignment and Engineering
Division