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Via Federal Express

ORIGINAL

Ms. Marlene H. Dortch, Secretary  
Federal Communications Commission  
445 12th Street, S.W.  
Washington, D.C. 20554

**Re: Mobile Satellite Ventures Subsidiary LLC  
Ex Parte Presentation  
IB Docket No. 01-185**

**File No. SAT-MOD-20031118-00333 (ATC application)  
File No. SAT-AMD-20031118-00332 (ATC application)  
File No. SES-MOD-20031118-01879 (ATC application)**

Dear Ms. Dortch:

SkyBitz, Inc. hereby urges the Commission to afford L-band Mobile Satellite Service ("MSS") operators greater flexibility in their provision of an Ancillary Terrestrial Component ("ATC"), as requested by Mobile Satellite Ventures LP ("MSV") in the above-captioned proceedings. The increased flexibility requested by MSV will ensure that next-generation MSS systems in the L-band can finally achieve the ubiquitous coverage, capacity, and economies of scale needed for a true consumer service. In contrast, the restrictions on L-band ATC advocated by Inmarsat Ventures plc ("Inmarsat") will only ensure that MSS forever remains a niche service catering to price-insensitive users operating in remote areas.

SkyBitz, Inc. has provided MSS since 2002 using the L-band satellites of MSV and Mobile Satellite Ventures (Canada) Inc. SkyBitz, Inc. currently provides information management and asset monitoring services to end user customers throughout the United States and Canada. SkyBitz has developed the patented Global Locating System (GLS) Platform to give transportation customers total mobile asset visibility via satellite with extremely low power consumption. This cost-effective technology provides visibility to some of the most challenging areas of the supply chain, which allows customers to lower operating costs and improve their service offerings.

While SkyBitz, Inc. has developed a viable business using current-generation MSS satellites to serve niche markets, we are excited about the future potential for MSS when supplemented with ATC. To date, MSS has been characterized by suitcase-sized user terminals, limited coverage, low data rates, and equipment and service prices far exceeding that offered by terrestrial wireless operators. Because the market for this type of service is small, the economies of scale needed to drive down equipment and service prices have not developed. With ATC, however, MSS has the potential to evolve into a true consumer service. ATC will provide the coverage, capacity, and economies of scale needed to bring MSS equipment and service prices to affordable levels. Moreover, by overcoming satellite signal blockage in urban areas, ATC will allow MSS to become a truly ubiquitous service, allowing service providers to market their products to customers not only in rural and remote areas but to customers in the most densely populated urban cores as well.

SkyBitz, Inc. understands that Inmarsat is opposing MSV's efforts to make MSS into a more attractive service. This comes as no surprise to SkyBitz, Inc. If MSV does not succeed in its development of a next-generation MSS system, Inmarsat will have a monopoly in the L-band MSS

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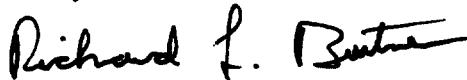
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market in the United States. With no competitive pressure to discipline Inmarsat's rates, terms, and conditions, L-band MSS service providers will struggle to survive, resulting in bankruptcies, job losses, and a step backward in the slowly rebounding telecommunications sector. Moreover, with only Inmarsat left standing, the prospects for innovation in L-band MSS technology will cease to exist. L-band MSS will remain stuck in time as a service useful for only a handful of users in remote areas.

SkyBitz, Inc. understands that Inmarsat has used concerns of potential interference to oppose and delay MSV's development of a next-generation MSS system. These concerns are overstated and speculative. For example, our customers will continue to use their satellite-only terminals after MSV deploys ATC, but we are not concerned that these terminals will experience interference from MSV's ATC base stations. This is because our customers do not use their satellite-only terminals in areas where MSV is expected to deploy base stations to overcome satellite signal blockage. By definition, if MSV needs to deploy an ATC base station to overcome signal blockage, our satellite-only terminals will not work effectively in those areas.

The Commission is at a crossroads in the development of MSS technology. SkyBitz, Inc. urges the Commission to follow the path of innovation and better consumer service by adopting MSV's proposals for increased flexibility for ATC in the L-band.

Sincerely,

A handwritten signature in black ink that reads "Richard L. Burtner". The signature is written in a cursive, flowing style.

Richard L. Burtner  
CEO