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November 11, 1991

Mr. James R. Keegan
Chief, Domestic Facilities Division
Common Carrier Bureau
Federal Communications Commission
Room 6010, 2025 M Street, N.W.
Washington, D.C. 20554

**Re: American Mobile Satellite Corporation Request
for Special Temporary Authority
File No. 420-DSE-P-L-90**

Dear Mr. Keegan:

The letter from Mr. Lon Levin, General Counsel of American Mobile Satellite Corporation (AMSC) dated November 5, 1991, requires a brief response to correct erroneous statements. In that letter, Mr. Levin attempts to distinguish the conditions placed upon grant of a waiver to Aeronautical Radio, Inc. (ARINC), United Air Lines and Northwest Airlines by the Chief, Private Radio Bureau, to operate aeronautical mobile terminals in conjunction with INMARSAT's space segment by factually incorrect statements. See Memorandum Opinion and Order, released May 9, 1990 (DA 90-691).

First, Mr. Levin attempts to distinguish the waiver given to aircraft terminals on the basis of "type acceptance" of AMSC's terminals by INMARSAT. However, the aircraft earth stations involved in the Bureau Chief's waiver are subject to the same access approval by INMARSAT as AMSC's terminals will be. Both AMSC's terminals and the aircraft earth stations currently lack FCC type acceptance, but such type acceptance eventually will be required to minimize the likelihood of interference. If the AMSC terminals are to be used after the final service rules and type acceptance criteria are adopted, they must comply with such new rules, just as the aircraft earth stations will comply.

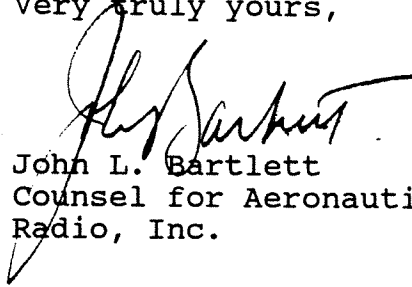
Second, Mr. Levin states that ARINC was proposing service in a band not allocated for aeronautical service. The frequencies in the maritime mobile satellite service may

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be used by aircraft stations for aeronautical communications (see 47 C.F.R. § 87.185(c)) and the Commission's Rules give express priority in the maritime mobile satellite bands to aircraft distress, urgency and safety communications. See 47 C.F.R. § 80.91. ARINC is entitled to assurance from the Commission that such protection will be afforded.

The simple fact of the matter is that the stringent conditions imposed by the Chief of the Private Radio Bureau on aeronautical use of the maritime mobile satellite spectrum are appropriate, and the public interest requires that these conditions also be imposed on any authorization to AMSC to use INMARSAT facilities to provide service in that spectrum.

Very truly yours,



John L. Bartlett
Counsel for Aeronautical
Radio, Inc.

cc: Lon C. Levin
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