

LATHAM & WATKINS^{LLP}

FIRM / AFFILIATE OFFICES

Brussels	New York
Chicago	Northern Virginia
Frankfurt	Orange County
Hamburg	Paris
Hong Kong	San Diego
London	San Francisco
Los Angeles	Shanghai
Milan	Silicon Valley
Moscow	Singapore
Munich	Tokyo
New Jersey	Washington, D.C.

January 23, 2006

BY HAND DELIVERY

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

Attn: Scott Kotler, International Bureau
Trang Nguyer, International Bureau

Re: ViaSat, Inc. Section 1.65 Supplemental Filing; Call Sign E050318; File No. SES-LIC-20051028-01494

Dear Ms. Dortch:

Pursuant to Section 1.65 of the Commission's rules, ViaSat, Inc. ("ViaSat"), through its counsel, hereby supplements the above-referenced pending application to provide additional information. On October 28, 2005, ViaSat filed an application for blanket authority to operate 1,000 aeronautical earth stations ("AES") in its Ku band aeronautical mobile satellite service ("AMSS") system within the U.S. on a non-conforming, non-interference basis.

ViaSat confirms that it does not seek ALSAT authority for its AMSS system. As indicated in Section 2.3 of the Technical Description in Exhibit 2 of ViaSat's application, ViaSat seeks authority to communicate with SES Americom satellite, AMC-6 at 72° W.L.

To supplement Section 3.1.2 of ViaSat's Technical Description, ViaSat hereby submits additional antenna gain patterns pursuant Section 25.220(b) of the Commission's rules. While the gain patterns for the proposed AES terminals fall short of conforming with the standard of Section 25.209 by 10.25 dB, the spread spectrum nature of ViaSat's AES technology significantly reduces the EIRP density. Additionally, the dynamic power control capabilities of ViaSat's AMSS network allow the power and power density levels of all AES to be adjusted to meet the EIRP density limits set forth in Section 25.134 on an aggregate basis.

As detailed in Section 5.2.1 of the Technical Description, ViaSat's proposed AES operations will be consistent with the routinely licensed VSAT power density levels in Sections 25.134(a) and 25.209(a)(1) of the Commission's rules. ViaSat's worst case measurement for forward link (hub to AES) downlink EIRP is 51.5 dBW, which is spread over the transponder bandwidth with an EIRP density of 9.8 dBW/4kHz. The maximum individual return link (AES

LATHAM & WATKINS LLP

to hub) EIRP is 37.35 dBW, which is spread over the transponder bandwidth with an EIRP density of -1.79 dBW/4 kHz. This corresponds to a maximum individual antenna input power density of -33.06 dBW/4 kHz, or 19 dB less than the -14 dBW/4 kHz limit. The nominal operating antenna input power density level is actually only -40.3 dBW/4 kHz, or 26.3 dB less than the -14 dBW/4 kHz limit. When the 10.25 dB antenna pattern performance shortfall is added to the 26.3 dB antenna input power density level surplus this leaves a 16 dB performance margin in meeting the off-axis EIRP density mask. When aggregated across the population of AES terminals in the network, the margin is accordingly reduced.

By choosing the maximum number of simultaneously transmitting AES terminals and by carefully managing the power output of each AES terminals, the network aggregate power density is maintained to within routinely licensed off-axis EIRP levels.

Therefore, the requirements of Section 25.220(c)(1) are satisfied, and ViaSat submits that the satellite operator engineering certifications described in Section 25.220(c)(2) are not required. However, ViaSat currently is working with its satellite segment provider to obtain such a statement in support of ViaSat's application and intends to supplement the application when it receives the statement.

If you have any questions regarding this submission, please contact the undersigned at (202) 637-1056.

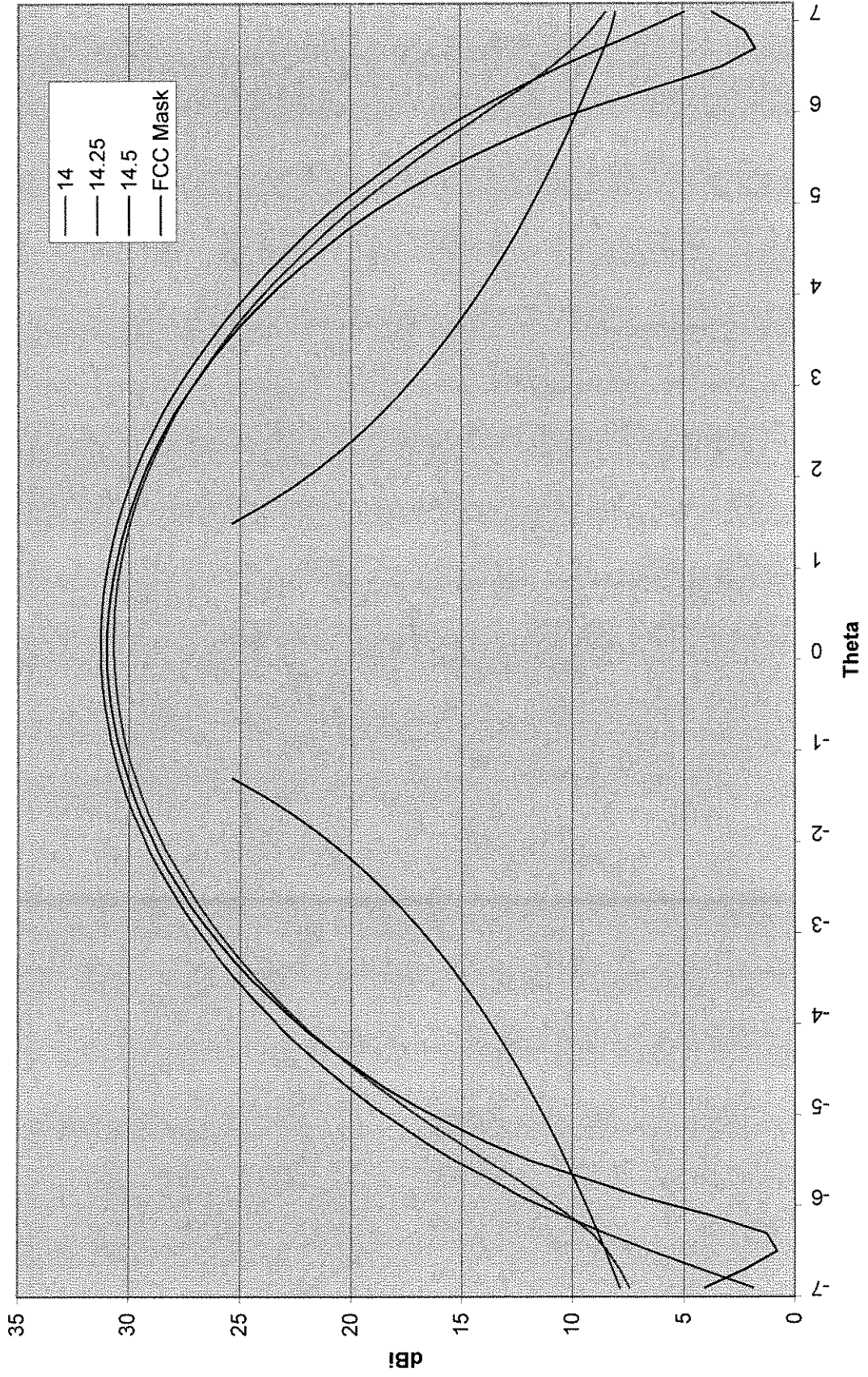
Respectfully submitted,



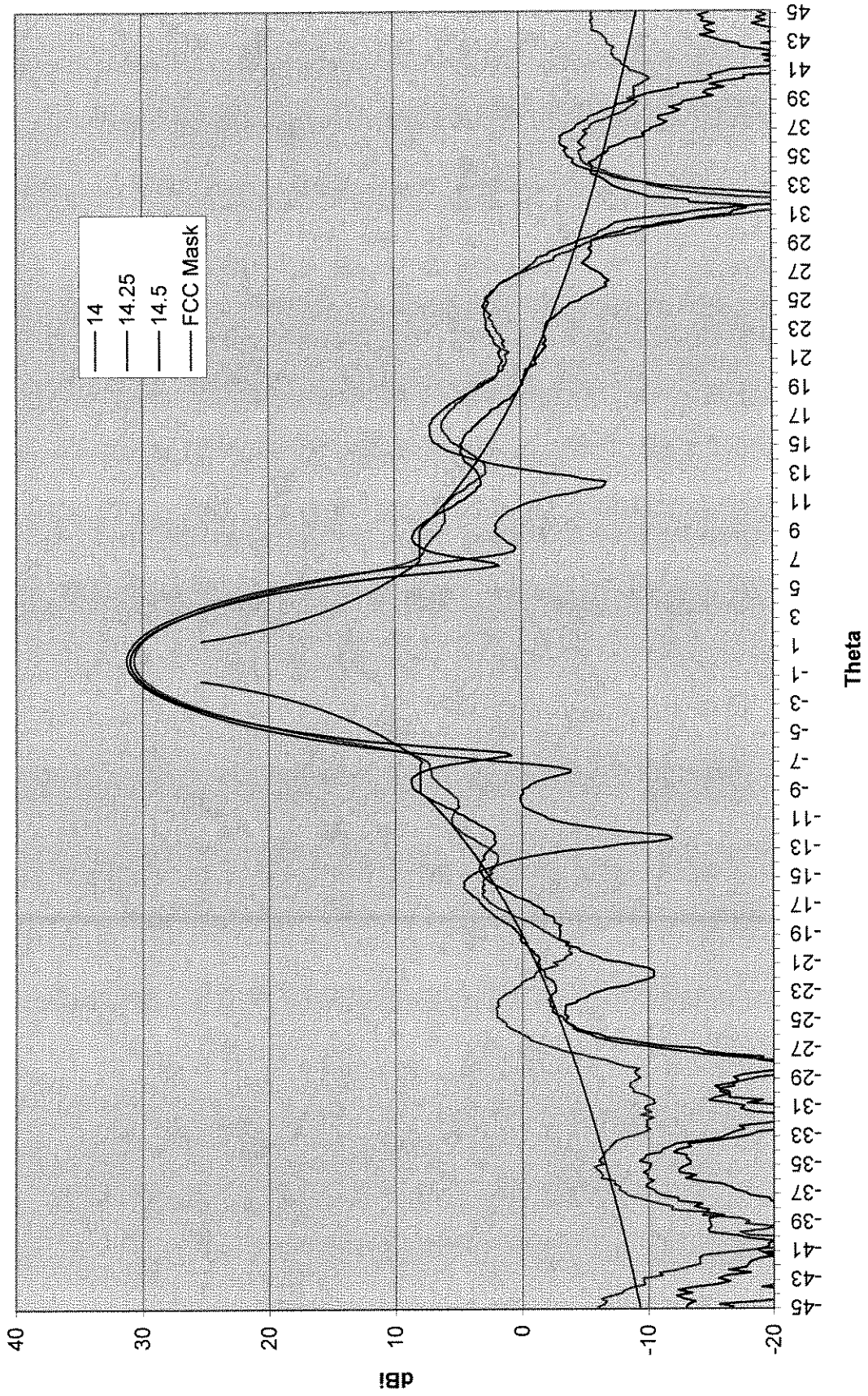
Elizabeth R. Park

Enclosures

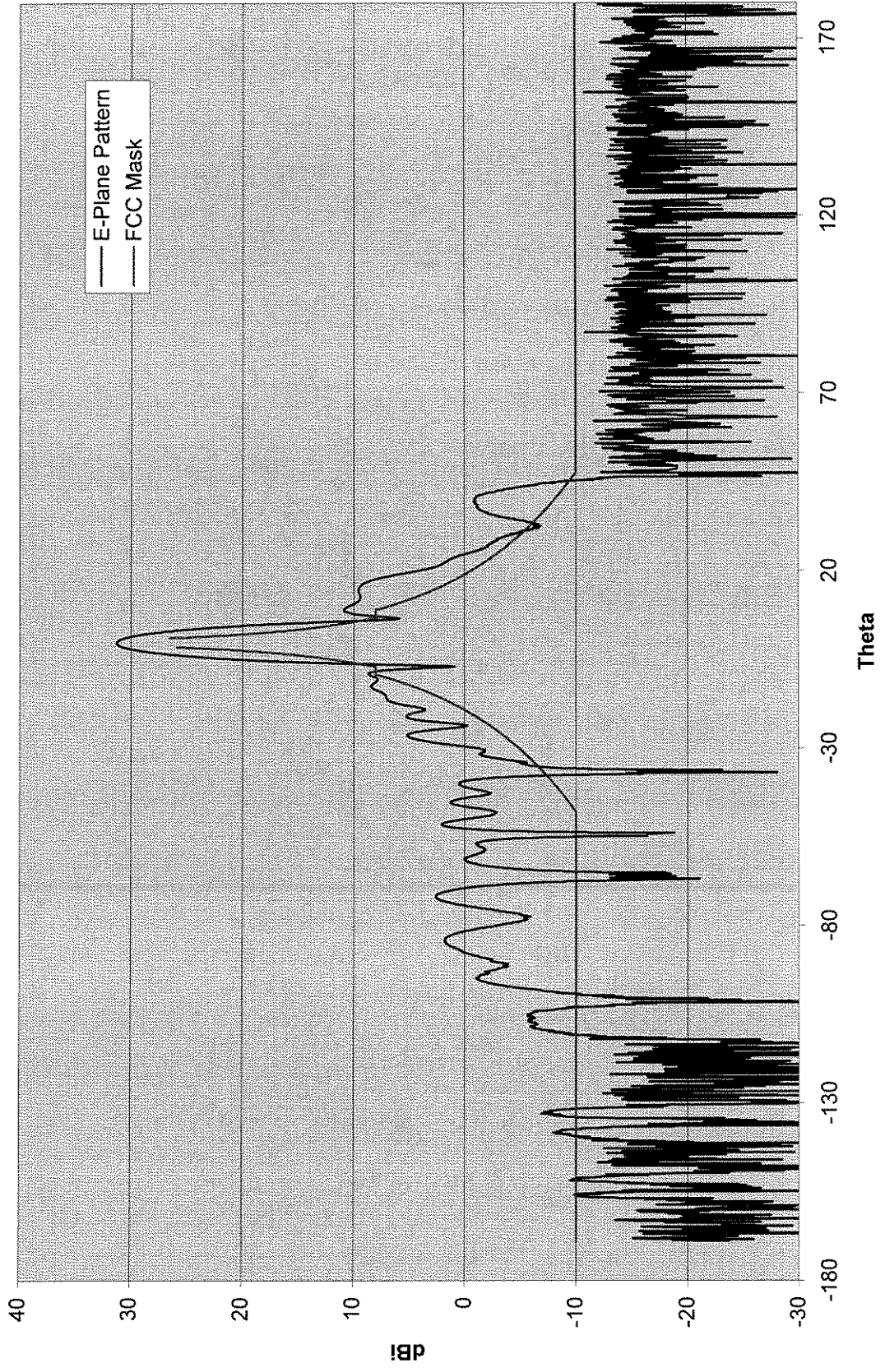
E-Plane Pattern +/- 7 Deg



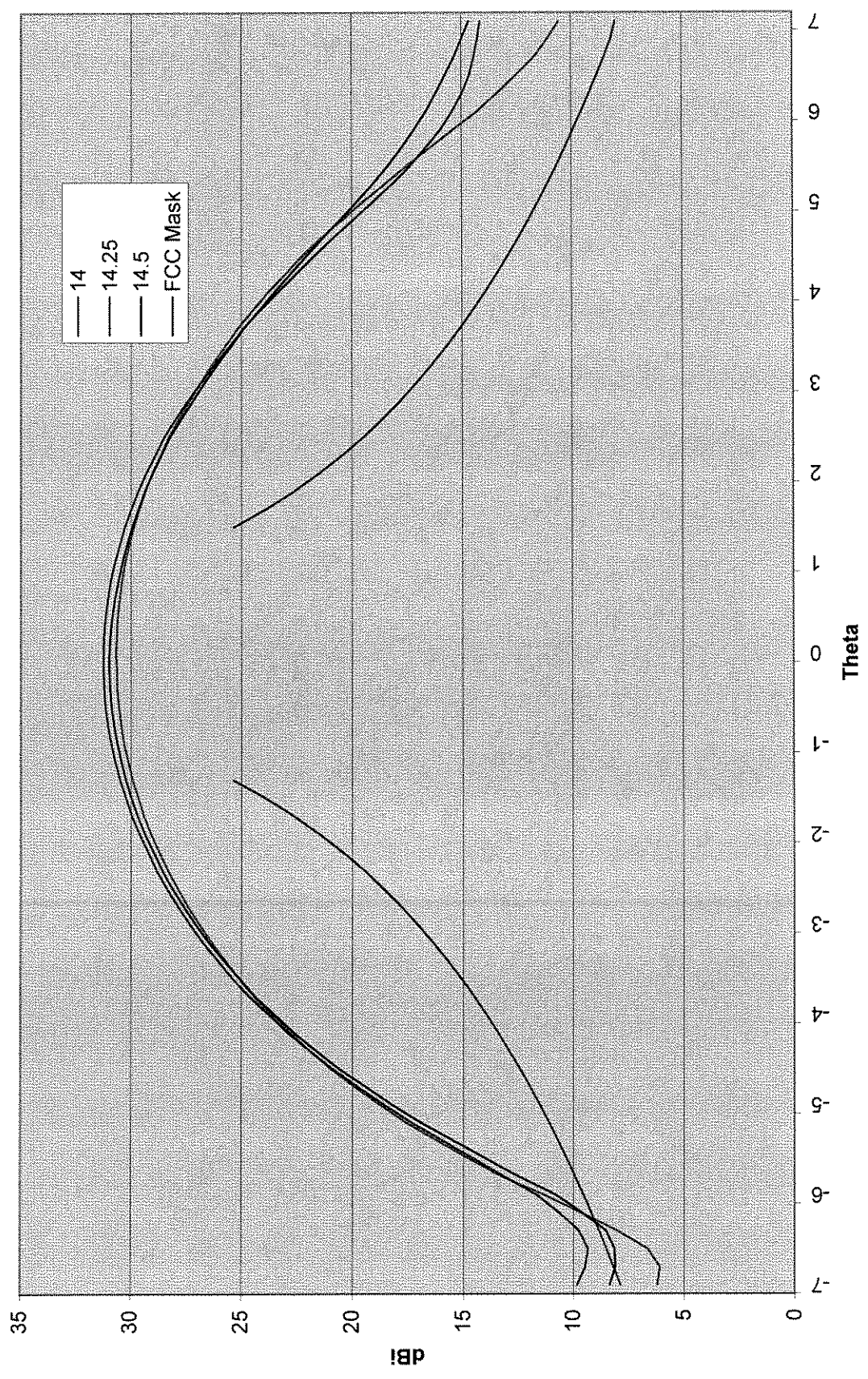
E-Plane Pattern +/- 45 Deg



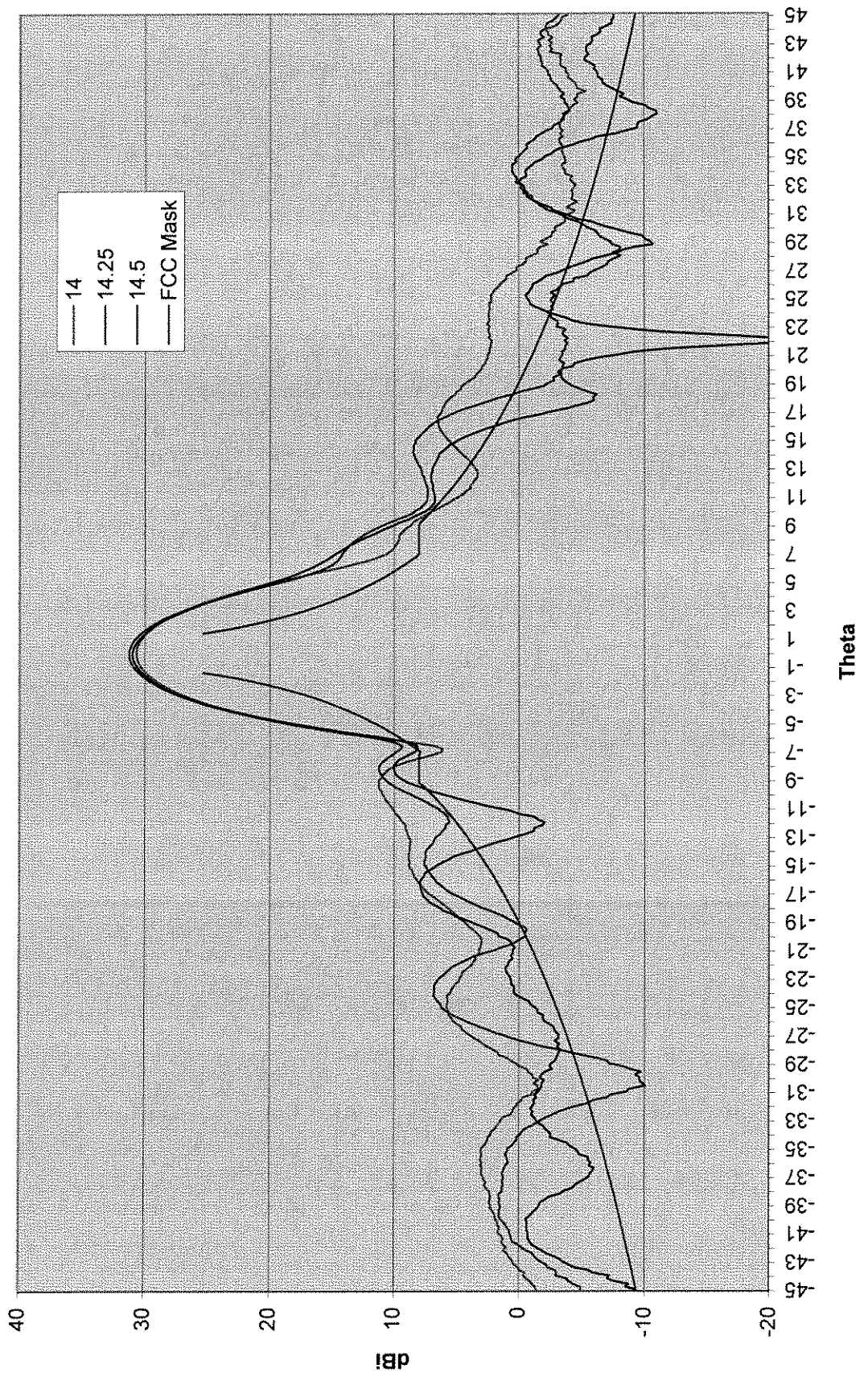
E-Plane +/- 180 Deg



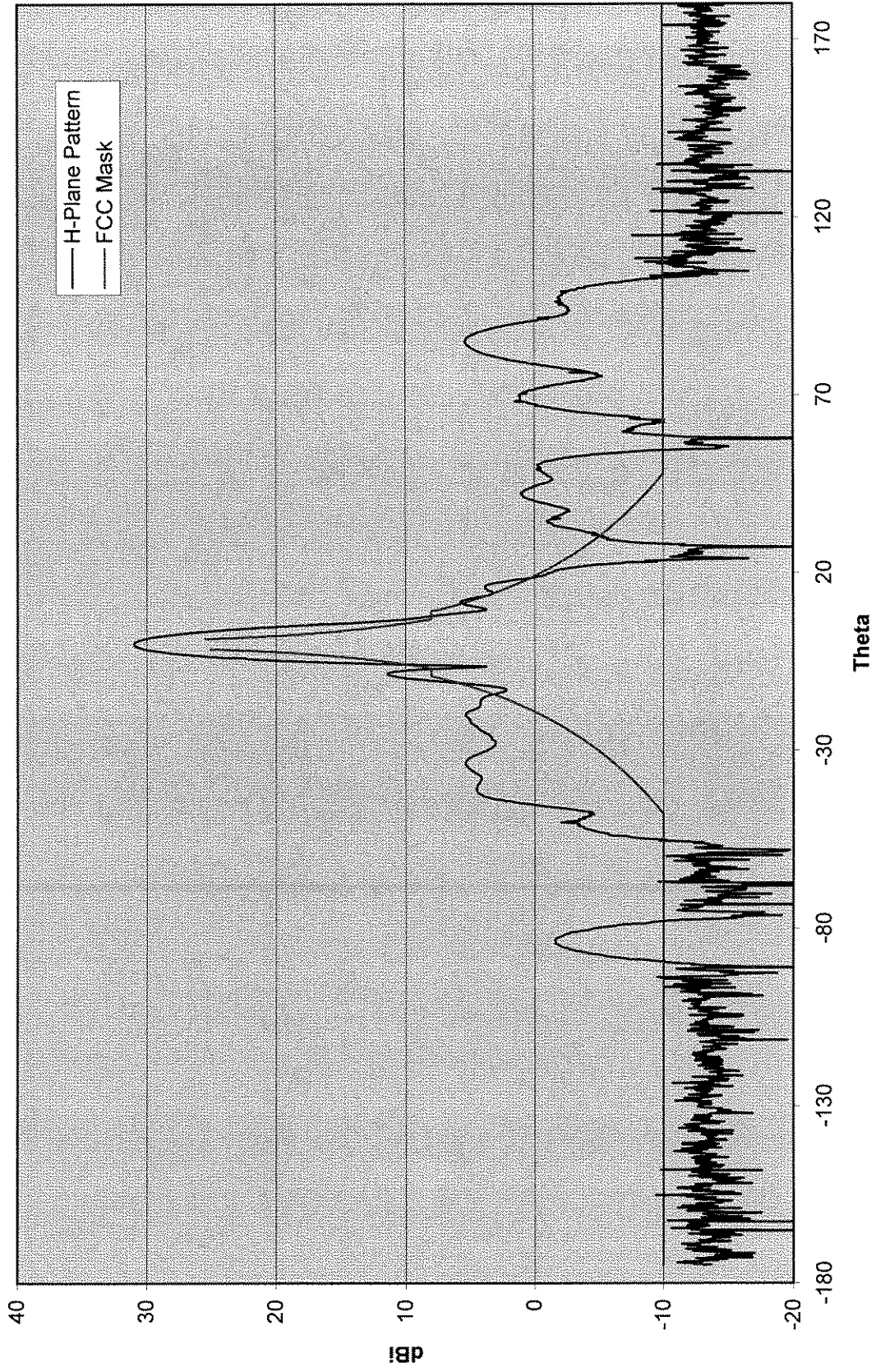
H-Plane Pattern +/- 7 Deg



H-Plane Pattern +/- 45 Deg

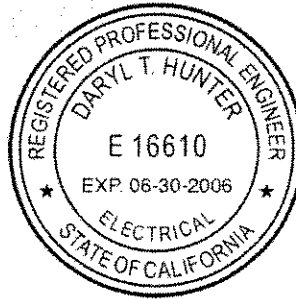


H-Plane +/- 180 Deg



ENGINEERING INFORMATION CERTIFICATION

I hereby certify that I am the technically qualified person responsible for reviewing the engineering information contained in the foregoing submission, that I am familiar with Part 25 of the Commission's rules, that I have either prepared or reviewed the engineering information submitted in this filing, and that it is complete and accurate to the best of my knowledge and belief.



Daryl T. Hunter

Daryl T. Hunter, P.E.
ViaSat, Inc.
6155 El Camino Real
Carlsbad, CA 92009-1699

Dated: January 20, 2006