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Via Hand Delivery

December 22, 2005

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

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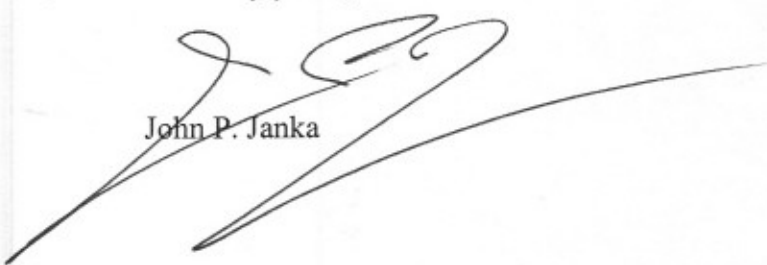
Federal Communications Commission
Office of Secretary

Re: Notice of Ex Parte Presentation
Proceedings Listed on Attached Page

Dear Ms. Dortch:

On Wednesday, December 21, 2005, Diane J. Cornell, Inmarsat's Vice President of Government Affairs, and I, met with the members of the International Bureau listed below. The enclosed document formed the basis for the conversation.

Sincerely yours,


John P. Janka

cc:

Richard Engelman
Karl Kensinger
John Martin
Howard Griboff
Andrea Kelly
Robert Nelson
Stephen Duall
Kathryn Medley

Enclosure

No. of Copies rec'd 0+4
List ABCDE

Applicant	File Nos.
Stratos	SES-MFS-20051122-01614 SES-MFS-20051122-01615 SES-MFS-20051122-01616 SES-MFS-20051122-01617 SES-MFS-20051122-01618
Telenor	SES-MFS-20051123-01626 SES-MFS-20051123-01627 SES-MFS-20051123-01629 SES-MFS-20051123-01630
Satamatics	SES-MFS-20051202-01665
Skywave	SES-MFS-20051207-01709
Stratos	SES-STA-20051216-01760 SES-STA-20051216-01761 SES-STA-20051216-01762 SES-STA-20051216-01763 SES-STA-20051216-01764
Telenor	SES-STA-20051216-01756 SES-STA-20051216-01757 SES-STA-20051216-01758 SES-STA-20051216-01759
ARINC	0327-EX-PL-2005
HNS	0137-EX-ML-2005
Stratos	SES-LFS-20050826-01175 SES-AMD-20050922-01313 ITC-214-20050826-00351
Telenor	SES-LFS-20050930-01352 SES-AMD-20051111-01564 ITC-214-20051005-00395
FTMC	SES-LFS-20051011-01396 SES-AMD-20051118-01602 ITC-214-20051012-0406
MVS	SES-LFS-20051123-01634

Transition to Inmarsat-4

21 December 2005



inmarsat

Total Communications Network™

Spacecraft Status

- Inmarsat-2 operating at 142° WL
 - Capacity leased to US Navy and other military and civil defense providers
 - Running out of fuel and needs to be removed from orbit
- Inmarsat-3 operating at 54° WL
 - Provides "existing and evolved" Inmarsat services to commercial and government users
 - Has approx. 7 years of remaining useful life
- Inmarsat-4 launched November 8, 2005
 - Expected to be ready for service at 53° WL in early January
 - Designed to support new BGAN services and provide continuity for "existing and evolved" Inmarsat service users

Spacecraft Relocation Plans

- I-4 replaces I-3 at 53° WL
- I-3 replaces I-2 at 142° WL
- I-2 will be decommissioned and de-orbited

Applications by Inmarsat Partners

- Existing services
 - Substitute I-4 at 53° WL for I-3 at 54° WL
 - Substitute I-3 at 142° WL for I-2 at 142° WL
- New services
 - Experimental authority
 - Provide end-to-end testing of BGAN prior to commercial service
 - Qualify new aeronautical terminals for service
 - BGAN service/terminals
 - Authorize broadband MSS over various types of new terminals

Proposed Timing

- January 15, 2006
 - Commence transition of “existing and evolved” services to I-4
- End January, 2006
 - Commence drift of I-3 to 142° WL to replace I-2
- End Q1, 2006
 - I-2 deorbited from 142° WL
- End of Q-1/Beginning of Q-2 2006
 - BGAN service expected to commence over I-4 in the U.S.

What is BGAN?

- A new broadband MSS service, which
 - provides data rates of up to 492 kbps to portable, notebook-sized terminals
 - is now available in other parts of the world
- The driving force behind the new I-4 spacecraft
 - I4F1 launched in February now serves Europe, Asia, Africa
 - I4F2 launched in November will serve the Americas

No Coordination Issue

- The technical parameters of these specific I-4 services are covered by the existing network coordination at 54° WL
- The technical envelope of the proposed services has successfully been used at 54° WL since 1997
 - The frequencies to be used are the same
 - EIRP spectral density will be no greater than today's carriers
 - Out-of-band emissions will not exceed §25.202(f)(1), (2) and (3)
- Inmarsat will manage receive interference appropriately
 - Sharper beam roll-off offsets increased sensitivity from higher gain antennas
 - Allows management of interference susceptibility to a level similar to I-3

No Interference Issue

- There will be no adverse effect on the interference environment that currently exists
 - I-4 will operate within the I-3 technical umbrella
 - Technical parameters of existing operations are not changing

No Policy Issues

- Absence of a current L-Band spectrum coordination agreement is no barrier
- Commission has a long history of authorizing new L-Band uses
 - to facilitate competition and new services
 - in the absence of a current spectrum coordination agreement
 - on a non-harmful interference basis
- Inmarsat and MSV have coexisted for six years in the absence of a coordination agreement
- Commission has never before allowed MSV's refusal to engage in MOU negotiations to preclude L-Band service
- Commission authorized two new MSV satellites that are similarly situated to Inmarsat's I4F2 last January and May

Conclusion

- IB should facilitate continued MSS competition by promptly
 - Authorizing the transition of “existing and evolved” Inmarsat services from I-3 to I-4
 - Authorizing new BGAN services over I-4
 - Authorizing the substitution of I-3 for I-2 at 142° WL
- A non-harmful-interference condition is sufficient to provide needed protection, and is consistent with existing precedent