

ISAT US Inc.
FCC Form 312
Exhibit A

Description of Request for Modification

Pursuant to 47 C.F.R. § 25.117, ISAT US, Inc. (“ISAT US”), a subsidiary of Inmarsat Global Ltd. (“Inmarsat”), which in turn is a subsidiary of Viasat Inc., hereby seeks to modify the authorizations for its Global Xpress (“GX”) terminals (call signs E140029, E140114, E150097) (the “Licenses”) to add the Anik F2 space station at the 111.1° W.L. orbital location as a point of communication. The Anik F2 space station would communicate in the 19.7-20.2 GHz (space-to-Earth) and 29.5-30.0 GHz (Earth-to-space) bands with each of the currently authorized and pending earth station terminal types covered by the Licenses. All other authorized parameters in the Licenses will remain the same.

The technical parameters of Anik F2 are detailed in the application granted by the FCC for market access for the satellite and subsequent modification filed with the Federal Communications Commission by Telesat Canada. See IBFS File Nos. SAT-PDR-20020321-00027, SAT-PPL-20041004-00194 SAT-PDR-20020321-00027, Call Sign S2472 (market access subsequently modified to add frequencies not at issue here under Call Sign S2646). ISAT US incorporates by reference the relevant information regarding Anik F2 in these applications, as modified.

ISAT US does not seek authorization to operate with Anik F2 as a point of contact in any other frequency bands, specifically the 29.1-29.5 GHz and 19.3-19.7 GHz bands. While these bands are authorized to certain antennas in the Maritime GX license (call sign E140029) on certain South Atlantic routes (see special provision 900408), ISAT US will not operate on these frequencies when Anik F2 is the point of communication.

The requested modification would allow ISAT US to use Anik F2 to communicate with all of its GX terminal types under the Licenses in order to provide additional capacity to users in the Western United States and adjacent waters. Thus, grant of this application would facilitate the expansion of critical mobile communications through the GX network to meet the needs of the maritime, aviation, and terrestrial users who increasingly demand ubiquitous, high-speed connectivity. Accordingly, grant of this application would strongly serve the public interest.