ATTACHMENT 3

RESPONSE TO FCC FORM 312, QUESTION 43

Pursuant to Section 25.118(a)(2) of the Commission's rules, Honeywell International Inc. ("Honeywell") hereby provides notice to the FCC of a minor modification to its Title III authorization to provide certain Inmarsat services to customers in the United States.[1]

Honeywell is currently authorized to provide the Inmarsat D service over a total of 25,000 mobile earth terminals ("METs"), model numbers JUE-610 DT, DMR-200, SAT-101, SAT-201, SAT-200/202, SAT-232, SAT-242, and TAM-401. As instructed by FCC staff members, by this filing, Honeywell provides notice to the FCC to reinstate its model SAT-401 antenna, which was approved by the Commission for inclusion under Call Sign E020074 on April 24, 2015. SAT-401 was inadvertently replaced by the TAM-401 notice of minor modification, which was approved by the Commission for inclusion under Call Sign E020074 on December 9, 2015. All SAT-401 parameters remain the same as those in the minor modification notice approved by the Commission on April 24, 2015. To be clear, as a result of this notice of minor modification, it is the intent of Honeywell to include the SAT-401 and the TAM-401 antennas under Call Sign E020074.

Honeywell is **not** seeking to increase the overall number of terminals that it is authorized for; rather, it will use the SAT-401 terminal as part of the 25,000 terminals for which it is already authorized.

Honeywell Global Tracking Ltd., formerly known as EMS Global Tracking Ltd., offers Inmarsat-D services, which include both the D+ and IsatM2M modes of operation.[2] Honeywell Global Tracking is a subsidiary of Honeywell, which acquired control over it in a transaction approved by the Bureau in August 2011.[3] Inmarsat D is a low data-rate, two-way store and

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[1] *See* Honeywell International Inc., Call Sign E020074, IBFS File No. SAT-MOD-10111125-01400 (Jan. 9, 2012). The authorization was held previously by LXE Inc. *See* FCC, Satellite Communications Services Information: Actions Taken, *Public Notice*, Report No. SES-01753 (May 27, 2015) (reporting a May 26, 2015 approval of the consent to assignment Call Sign E020074 from LXE Inc. to Honeywell International Inc.).

[2] The difference in the two modes of operation is that the IsatM2M mode is capable of longer messages and reduced messaging latency. As a result, there is a difference in the receive modulation for those Inmarsat-D terminals that are capable of operating in the IsatM2M mode. *See* Honeywell International Inc., Call Sign E020074, IBFS File No. SES-MOD-20071107-01542 (Mar. 3, 2008). As originally authorized, the license was limited to only the D+ mode of operation. However, after changes implemented by Inmarsat to its network of satellites and corresponding modulation changes requested to its authorization, Honeywell is now authorized to operate in either mode of the Inmarsat-D service.

[3] *See* FCC, Satellite Communications Services Information: Actions Taken, *Public Notice*, Report No. SES-01374 (Aug. 17, 2011) (reporting an August 15, 2011 approval of the

forward short messaging and tracking system. Inmarsat-D provides low cost satellite communications for such applications as asset tracking and SCADA. Honeywell Global Tracking Ltd. provides essential services to government customers, such as the U.S. Coast Guard and the U.S. Navy in connection with their homeland security efforts (e.g., surveillance and warnings for terrorist hijackings of marine vessels), and to private sector customers to track their assets and to monitor sensitive energy facilities, including natural gas well heads, pipelines, shipping containers and service vehicles.

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indirect transfer of control over LXE's earth station authorization to Honeywell International Inc.).