

EXHIBIT 1

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AREA OF OPERATION

GEOGRAPHICAL COORDINATES

Within 500 feet (154 m) of the aircraft being tested at the following locations:

Paine Field Everett, WA	N 47-54-12	W 122-17-12
Boeing Field, Seattle, WA	N 47-32-12	W 122-18-44
Renton, WA	N 47-30-03	W 122-12-22
Spokane, WA	N 47-30-30	W 117-32-00
Moses Lake, WA	N 47-12-10	W 119-17-49
Redmond, WA	N 47-40-24	W 122-08-06

Exhibit #2

Attachment to support FCC application Item 10.

Background information:

The Boeing Company is receiving requests from our airline customers to install, test and certify a Terrestrial Flight Telephone System (TFTS) which is being developed for the airborne passenger in Europe. Similar to the North American Telephone System, the subject system communicates with ground stations spaced approximately 240km (150 miles) apart and operates within the frequencies of 1670-1675 MHz (ground to air) and 1800-1805 MHz (air to ground). The TFTS air-station equipment was developed in accordance with ARINC 752 and the European Telecommunication Standard (ETS 300-326) and consist of a Modem Processor Unit, Transmitter/Receiver Unit, Diplexer and a L-band antenna.

Objectives (Complete)

- A TFTS provisions package which may be activated later by the installation of the TFTS equipment by the airline customer.

Objectives (Pending)

- Extensive end-to-end lab testing of TFTS equipment.
- Conduct aircraft ground testing.
- Conduct aircraft flight testing (Boeing and/or customer flights)
- Certification Flight(s).
- Present the airline customer with a fully tested and certified TFTS system at delivery.

This next progression will challenge Boeing by defining a suitable site and means to test and certify a primarily European airborne telephone system. In an effort to minimize the disturbance to those agencies which have been allocated the noted frequencies, specifically the military and meteorological aids, Boeing is willing to render special arrangements in conjunction with the proposed mobile locations identified in section 5(c) of this application. These arrangements may consist of the following:

- Allocate testing to certain times of the day.
- Limit transmission period of the air station to a specific part of the flight envelope (Within mobile ground station range).
- Combination of time interval and envelope restrictions.

Any recommendation, regarding a potential location site of the mobile ground station to support ground and flight testing, would greatly be appreciated.