

EXHIBIT 1

To FCC Form 442, Item 5d

Area of Operations

Within 200 Km of one of the following locations at a flight level of not greater than 15,000 feet, and at all locations within 500 feet (154 m) of the aircraft being tested.

Location	Coordinates
Paine Field, Everett, WA	47-54-12 122-17-12
Boeing Field, Seattle, WA	47-32-12 122-18-44
Renton, WA	47-30-03 122-12-22
Spokane, WA	47-30-30 117-32-00
Moses Lake, WA	47-12-10 119-17-49
Remond, WA	47-40-24 122-08-06
Glasgow, MT	48-25-30 106-32-00

EXHIBIT 2

To FCC Form 442, 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 used by the airborne passenger in Europe. Similar to the North American Telephone System, this system communicates with ground stations spaced approximately 240 Km 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 consists 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.

In an effort to minimize the disturbance to those agencies which have been allocated the noted frequencies, specifically the government and meteorological aids, Boeing is willing to render special arrangements in conjunction with the proposed mobile locations identified in item 5 of this application. These arrangements may consist of the following but is not limited to:

- 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.

The FAA has required that this systems be tested in flight as part of the aircraft certification. A copy of this requirement will be forwarded as soon as received from the FAA.