Exhibit B

1. Operational and Technical Points of Contact
   Operational (Stop-Buzzer) – Wayne Olson – 571-335-3559
   Technical – Steve Holley – 571-481-0835
   Technical – Ismael Garcia – 571-355-3896
   Project Manager - Tim Gallagher – 860-922-6336

2. Period of Request: Date(s), Time(s) and expected activity duration. Date(s) should reflect Zulu start time(s).
   12:00pm – 12:00am Zulu at sites in MD and VA
   11:45pm – 1:00pm Zulu at Holloman AFB in NM
   4/11/2011 – 6/15/2011

3. Operating Areas, Flight Routes, Altitudes and Topographical Layout – KIAD, KBW I, class B Airspace.

4. Positive Control: provide information concerning standard regulations and/or special operating procedures followed, notification and monitoring procedures.

   LightSquared will have remote and physical access to all transmitters to allow for positive control. LightSquared's operational (stop-buzzer) point of contact will be able to cease transmissions within minutes of any notification of harmful interference. If required by the Commission, Lightsquared will incorporate procedures in its operating plan to coordinate testing with federal agencies (such as the FAA).

5. Frequency Requirements/Equipment Specifications
   a. Number of Transmitters – 5 sites (14 sectors)
   b. Frequency or frequencies – 1526–1536 MHz and 1545.2– 1555.2 MHz
   c. Occupied bandwidth for each transmitter – 5 MHz or 10 MHz
   d. Signal type – L-Band LTE Band 24
   e. Signal duty cycle – 50–100% traffic loading
   f. Pulse repetition rate – N/A
   g. Pulse duration – N/A
   h. Tone spacing if multiple tones are used – 15 kHz subcarrier spacing
   i. Power input(s) in watts or dBm to the antenna(s) 43dBm minus 2dB cable loss = 41dBm per antenna; EIRP is 40W average per carrier per sector for a 100% load
   j. Modulation/coding technique - OFDMA
   k. Antenna type (manufacturer/model: horn, dipole, Yagi) – Directional Panel Antennas (Argus HPX308R and Tongyu TDJ151717DE – 65F)
   l. Antenna polarization – +/-45°– Cross pole
   m. Main beam gain – 16.5 dBi
   n. Provide antenna pattern and plot (azimuth and elevation) – 8.7° elevation and 65° azimuth (see attached)

o. Site elevation - see Table 1 below
p. Antenna height(s) AGL or MSL – see Table 1 below
q. Pointing azimuth and elevation angle for each antenna – see Table 1 below
r. Coordinates in WGS84 of each antenna – see Table 1 below
s. Ground track pattern for airborne use – N/A

6. Remarks: Short summary of the proposed testing/purpose – see Exhibit A.

Table 1 – Location of Test Sites

LightSquared Site ID	Lat	Long	Gnd Elev AMSL (ft)	Ant Hgt AGL (ft)	# of Sectors	Average Radius	Azimuths (degrees)	City	Distance to Nearest Airport Runway (km)
BALT0053-C1	39-15-36.0 N	76-59-03.5 W	600	117	3	2 km	30,150,270	Dayton, MD	27.00 km
BALT0717-C1	39-17-07.8 N	76-35-34.8 W	18	67	3	2 km	90,270,340	Baltimore, MD	12.60 km
BALT0809-C1	39-17-40.6 N	76-37-17.8 W	101	85	3	2 km	30,150,270	Baltimore, MD	12.50 km
Parkridge	38-56-43.4 N	77-18-58.3 W	375	72	2	2 km	0,120	Reston, VA	10.35 km
Holloman AFB	32-51-56.6 N	106-07-34.8 W	4066	100	3	2 km	90,210,330	Holloman AFB, NM	1.11 km

7. GPS-ITAS Modeling
   a. Modeling Input files (AntennaPatterns.gpd; DGPS.gpd; <test file>.gpd; TX antenna pattern in E/H planes)
   b. Modeling Output
      i. Individual ground and airborne receiver contour plots
      ii. Airborne receiver composite contour plot
      iii. Ground-based receiver composite contour plot
   c. Narrative Analysis

Refer to parameters used for Holloman test to be conducted on 4/15/2011.