



## Asia Broadcast Satellite acquires the satellite operator, LMI, from Lockheed Martin

### HONG KONG

Asia Broadcast Satellite (ABS), a newly formed satellite operator, announces the acquisition of Lockheed Martin Space Communications Ventures, Ltd. (LMSCV) and Lockheed Martin Intersputnik, Ltd. (LMI) from Lockheed Martin Global Telecommunications (LMGT). LMSCV owns and operates the LMI-1 satellite positioned at 75 Degrees East and LMI has the exclusive right to market the capacity on LMI-1. The LMI-1 satellite, a high-powered Lockheed Martin A2100AX spacecraft, covers 4 continents and over 4 billion people from Europe, Asia, the Middle East, Africa and Australia. As a result of the transac-

tion, LMSCV and LMI have been renamed Asia Broadcast Satellite Holdings and Asia Broadcast Satellite Limited, respectively. The LMI-1 satellite has also been renamed ABS-1.

Headquartered in Hong Kong and backed by the majority shareholder Citigroup Venture Capital International (CVCI) with financing from Asia Debt Management (ADM), ABS serves a global customer base with its representative offices in Asia, the Middle East, Europe and N. America. ABS founders, Mr. Thomas Choi, Chief Executive Officer and Mr. Gregg Daffner, President, who have collectively more than 40 years of experi-

ence in the satellite, telecom and media industries, are supported by a management team of highly skilled and experienced professionals.

The ABS-1 satellite offers coverage with 28 C-band and 16 Ku-band transponders providing DTH and CATV distribution as well as IPLC, IP backbone and GSM backhaul services to the growing markets of Asia, Africa, Middle East and Eastern Europe. ABS has established strategic teleport operations in Europe, the Middle East and Asia to allow its customers affordable and flexible connectivity options to the ABS-1 satellite. "During an unprecedented era of consolidation in

our industry, we are proud to enter the dynamic and growing satellite market segment in the IOR region to deliver highly reliable capacity, coupled with highest level customer support and our expert knowledge of the satellite applications for the growing demands of the customers. Operating one of the most reliable spacecraft, we look forward to serving the long-term needs of our customers," said Mr. Choi.

"We are very excited by the potential we are bringing to the market: terrific coverage, lots of available contiguous capacity, a great team of deal makers and a 'can do' attitude for customers" said Mr. Daffner. ■

## Lockheed Martin proposes sale of ILS

### US

Lockheed Martin has announced the proposed sale of its ownership interests in Lockheed Khrunichev Energia International, Inc. (LKEI) and ILS International Launch Services, Inc. (ILS) to Space Transport Inc. Terms of the transaction were not disclosed.

LKEI was formed as a joint venture between Lockheed Martin and two Russian companies, Khrunichev State Research and Production Space Centre ("Khrunichev") and S.P. Korolev Rocket and Space Corporation Energia, to sell Proton launch services to commercial customers around the world. LKEI under the brand ILS currently provides sales, marketing and mission management support for launches of both the Lockheed Martin-built Atlas and Khrunichev-built Proton and Angara rockets to commercial customers. To date, ILS has launched 37 commercial Protons and has a backlog for 11 additional launches.

Following the sale, ILS,

which will no longer be affiliated with Lockheed Martin, will continue to market the Khrunichev-built Proton and Angara launch vehicles to commercial clients and expects to provide all the same sales, contracting, licensing, mission management and customer support services. Lockheed Martin will retain all rights related to the commercial Atlas vehicle and will continue to offer commercial Atlas launch services through its subsidiary, Lockheed Martin Commercial Launch Services.

Consummation of the proposed transaction remains subject to completion of regulatory review and other closing conditions. Completion of the transaction is expected to occur in the fourth quarter of 2006 and is not expected to have a material effect on Lockheed Martin's ongoing financial condition, results of operations or cash flow.

ILS is based in McLean, Va., a suburb of Washington, D.C., and is expected to continue operations from that location. ■

## SATLYNX steps in to rescue stranded satellite broadband customers

Satlynx today announced the launch of a rescue offer for customers of Ouranos Networks who have been without service for over six days. Satlynx's rescue offer comes after a growing market awareness of loss of service six days ago, whilst the Ouranos web-site still reports a problem despite their promise of a resolution within 48 hours. The offer is designed to minimize the cost of transfer from one satellite technology to another and is available only from the Satlynx European VAR network in selected countries, subject to the terms of this special offer.

"After the demise of Aramiska, Satlynx were able to provide service for many distressed customers who were left without service for days and even weeks. Satlynx is able to step in again and provide assistance to Ouranos customers who wish to switch to Satlynx services. To facilitate this transition to its platforms, Satlynx is offering to absorb the cost of the new satellite equipment", said Andy Frost, Vice President of Marketing and Business Development at Satlynx.

"We understand the legitimate concerns of those customers who have been left stranded for a second time and can give assurance that as the Managed Services company of SES Global, the world's pre-eminent satellite group, Satlynx will continue to deliver reliable and excellent service for a long time to come", added Frost.

Satlynx delivers service to over 12,000 sites across EMEA and have a range of service plans and hardware platforms to support a diverse range of applications, from simple Internet access to community connectivity, private networking for enterprise and institutional customers, transportable and business continuity services. End user service is provided by Satlynx's European network of certified value-added resellers.



## Qantas Airways to evaluate new technology to permit use of wireless electronic devices and cell phones inflight

### AUSTRALIA

Qantas Airways said it would introduce new technology early next year that will enable customers to send and receive e-mails, text messages and make calls on mobile phones or personal electronic devices. The evaluation will be conducted in the first quarter of 2007 during a three-month trial on Australian domestic routes operated with Boeing 767 aircraft.

"With an increase in business travel, Qantas is committed to investing in products aimed at improving a customer's ability to stay connected inflight," said Wally R. Mariani, Senior Executive Vice President, Qantas Airways, The Americas and Pacific. "Known as an innovative airline always abreast of new

technologies, Qantas will be one of the first carriers in the world to offer this service," he added.

Dedicated to improving the overall quality of travel, Qantas business travellers were surveyed about the concept in an effort to gauge a level of interest for such a service. An overwhelming majority felt the service was a good idea, particularly pertaining to e-mail access, and when asked about the benefits, the main reasons identified were 'an effective use of time' and the 'ability to be contacted' at any given time, as a flight for many has become an integral part of the business day.

"This is the first step towards developing a product that will support our travellers' business

and communications needs into the future," said Wally R. Mariani. "We will actively seek feedback from our passengers so we can ensure that all travellers' preferences are carefully considered prior to introducing this type of service," he added.

Qantas teamed with Telstra, Panasonic Avionics Corporation and AeroMobile for the trial to develop a solution to permit wireless devices to be used safely inflight. Calls are made and received through a Picocell, a smaller version of a ground mobile cellular base station equipped for use in the air, and pass through a satellite link before reaching the ground network.

The service will be simple for

travellers to use and available once the aircraft has reached a cruising altitude. Passengers wanting to make or receive a call or SMS require only a GSM (Global System for Mobile Communications) phone and a global roaming account. While customers wanting to send or receive e-mails would need a GPRS (General Packet Radio Service) enabled device or an appropriately equipped laptop.

Qantas and its partners are working with the Australian Civil Aviation Safety Authority (CASA), Australian Communications and Media Authority (ACMA) and other agencies to ensure the system operates in accordance with Australian regulatory and legal requirements. ■

## ProtoStar secures Series B Funding and appoints former Hughes executive as Chairman

### BERMUDA

ProtoStar Ltd., a Bermuda corporation with its primary operations based in San Francisco, has received a commitment for a \$40 million Series B round of financing from an impressive venture capital syndicate that together manages more than \$10.3 billion in committed capital. VantagePoint Venture Partners of San Bruno, California led the round with participation from existing equity investors, New Enterprise Associates (NEA) and RedShift Ventures.

Concurrent with the financing, ProtoStar appointed current Director Mr. Steven D. Dorfman as Chairman of the Board of Directors and announced that VantagePoint Venture Partners' Managing Director, Mr. Duncan Davidson, joined the company's Board of Directors. Mr. Dorfman, formerly Vice Chairman of

Hughes Electronics, is recognized as a leader and visionary in the satellite telecommunications industry.

ProtoStar is developing a satellite constellation of high-powered geostationary ("GEO") satellites that will provide a satellite network serving direct-to-home ("DTH") service providers in Asia.

The Company's initial plan is to create a three-satellite constellation with coverage of South Asia, Southeast Asia and China, an area containing more than three billion people.

Mr. Philip Father, ProtoStar's CEO, commented on the developments: "With this new round of funding and Mr. Dorfman's expanded role as Chairman, we are accelerating our plans to provide our customers with high powered, large block capacity in

support of their DTH operations. We welcome Mr. Dorfman's increased leadership role and the expertise that was so clearly demonstrated in his four decades at Hughes Electronics, where he left his management imprint on a series of major space and satellite programs whose scientific, technical and service legacy endures well into the 21st Century."

Commenting on his company's lead role in the second round financing, Mr. Davidson added, "VantagePoint Venture Partners' commitment to ProtoStar is based on the strength of its business model and the delivery of quality products and services designed for the Asian market," he said.

Mr. Dorfman, describing his new role as Chairman, said "It's a pleasure to be the Chairman

of a Board that includes some of the country's most successful venture capitalists and overseeing a team of proven and outstanding satellite professionals. I look forward to helping guide ProtoStar to becoming the first regional operator to provide cross-border satellite television throughout Asia on a network dedicated to DTH service."

Mr. John Higginbotham, ProtoStar's outgoing Chairman, will remain on the Board as an independent Director. Commenting on his successor, he said: "I am delighted that Steve has agreed to take on the Chairmanship as ProtoStar evolves from its development stage into a fully operational satellite provider. His wealth of industry knowledge, perspectives and relationships will be invaluable throughout this important growth period." ■



# Boeing Satellite fleet demonstrates industry-leading longevity

## US

Boeing's current on-orbit fleet of 95 satellites has been providing services for a combined 887 years — 156 years beyond their initial contract life. This longevity is a testament to the quality and value Boeing provides to customers in 19 countries on six continents.

Boeing has produced satellites for military, civil government and commercial customers for more than four decades. Boeing's on-orbit commercial satellite fleet is comprised of 27 Boeing 376 and other spin-stabilized satellites, 44 Boeing 601 satellites, 10 Boeing 702 satellites and two Boeing Geostationary Mobile satellites. Government customers own and operate the other 12 satellites.

Among the commercial satellites providing service beyond their contract life is the first Boeing-built 601 satellite, Optus B1, for Optus Communications Pty., Ltd. Optus B1, designed to provide a minimum of 10 years of service, introduced the first domestic mobile satellite communications network in Australia. The three-axis, body-stabilized 601 satellite was launched in 1992 and continues to provide specialized direct broadcast television, videoconferencing and other data services.

Another example of Boeing's satellite longevity is the Intelsat VI satellite fleet, introduced in 1980s. The five Intelsat VI spin-stabilized satellites that were launched from 1989 to 1991 exceeded their design life, and four of the five continue to provide international telecommunications services in the Atlantic, Pacific and Indian Ocean regions. The satellites incorporate state-of-the-art spot beams that provide flexible coverage to meet Intelsat's changing business needs.

"Boeing engineers continue to design and manufacture spacecraft that change the way people live, work and play," said Stephen T. O'Neill, president of Boeing Satellite Systems Inter-

national, Inc. "Our talented team has the knowledge and experience that only can be accumulated from Boeing's heritage of building the most advanced satellites in the world with a passionate vision for the future. Beginning with the historic 1963 launch of the Boeing-built Syncom by NASA — the first geosynchronous satellite — and continuing with the successful launch and engineering handover of GOES-N, the first of three next-generation Geostationary Operational Environmental Satellites for NASA and the National Oceanic and Atmospheric Administration, Boeing has been at the vanguard of satellite technology for customers all over the world."

Boeing's current backlog of unclassified satellites include three Boeing 601 satellites, nine of the industry's largest satellites — the powerful Boeing 702 — and four specialized Boeing Geostationary Mobile satellites.

In the four decades that Boeing has been building satellites, generations across the globe have reaped the benefits of these innovative space systems. Boeing has consistently implemented satellite technology that has shaped the industry. From the baseband processors of the early 1990s to today's broadband, multimedia processors that are equivalent to 10,000 modern personal computer processors, Boeing has increased satellite throughput ca-

pability by 20 times.

From the 1960s through the 1990s, users transmitted data from the ground to a satellite, which re-transmitted the same signals to specific locations on Earth. This "bent pipe" architecture limited the satellites' ability to process transmitted information.

Today, Boeing is building satellites with efficient active array antennas. Coupled with improved processors, antennas onboard Boeing satellites now have the ability to receive information from large areas on the ground and transmit information into specific markets, using advanced beam forming, with the flexibility to manipulate bandwidth and power on demand. ■

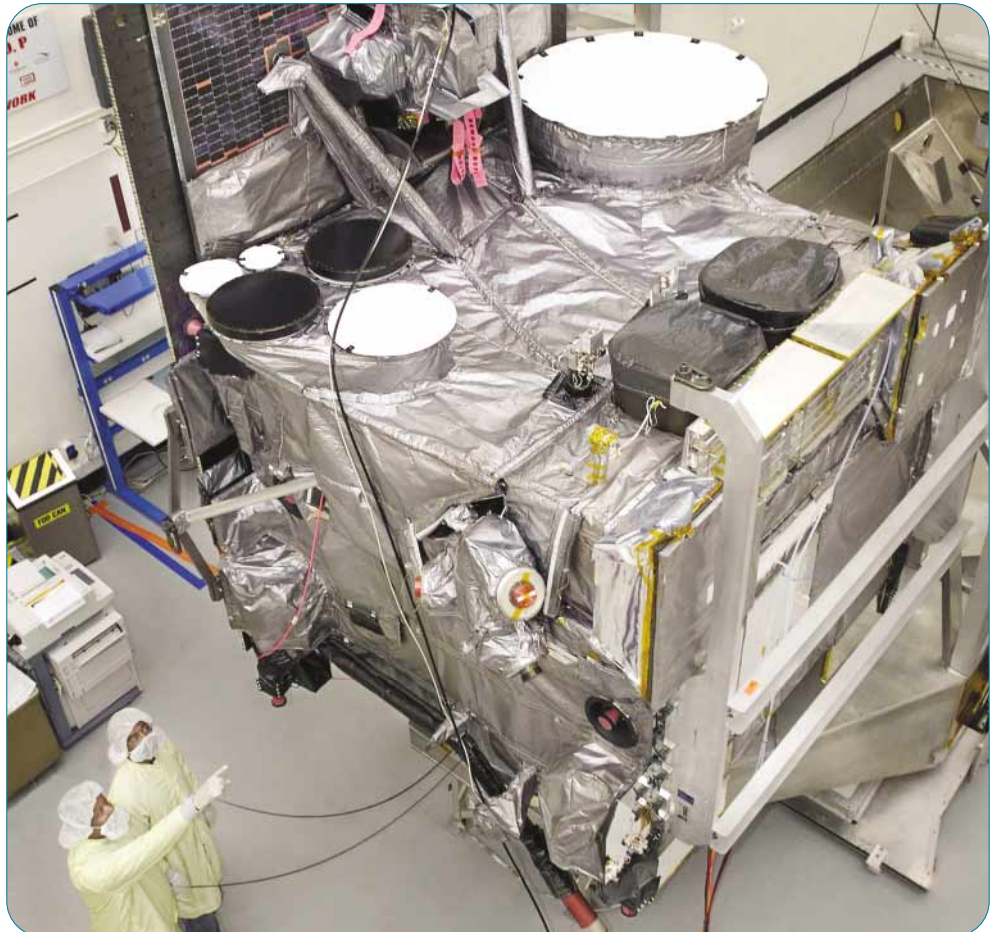


Photo courtesy of Boeing.