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March 28, 2008

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BY ELECTRONIC FILING

Ms. Marlene H. Dortch
Secretary
Federal Communications Commission
445 Twelfth Street, SW
Washington, D.C. 20554

Re: The Commercial Mobile Alert System, PS Docket No. 07-287

Dear Ms. Dortch:

OnStar Corporation (“OnStar”) hereby provides notice of an *ex parte* communication in the above-referenced proceeding. On March 27, 2008, William Ball, Vice-President – Public Policy of OnStar, met with Lisa Fowlkes and Jeffery Goldthorp of the Public Safety and Homeland Security Bureau. The undersigned, counsel to OnStar, also participated in the meeting by telephone.

During the meeting, Mr. Ball, on behalf of OnStar, distributed the attached presentation describing the OnStar service. The participants on behalf of OnStar then reiterated OnStar’s position as detailed in its Reply Comments. More specifically, OnStar stated that current technology does not allow the delivery of text messages or other text-based notifications to wireless devices that are embedded in the electrical architecture of a motor vehicle (“embedded wireless devices”) (including, for example, the wireless devices used in OnStar’s service).¹ For this reason, OnStar requested that the Commission exempt services being delivered to embedded wireless devices from the regulations that it ultimately may adopt pursuant to the WARN Act.²

¹ See Reply Comments of OnStar Corporation, PS Docket No. 07-287, 4 (filed Feb. 19, 2008) (“[T]he current state of technology does not readily support the hands-free delivery of [commercial mobile alert services] to embedded wireless devices. While the [Commercial Mobile Service Alert Advisory Committee] recommendation report does define streaming audio as one of the . . . [a]lert [s]ervice [p]rofiles, it also identified it as a ‘future capability.’”).

² An exemption also is appropriate because, unlike the vast majority of commercial mobile radio service customers, OnStar’s customers have no expectation of receiving text-based messages.

Alternatively, should the Commission decide not to exempt embedded wireless devices from its WARN Act regulations, OnStar requested that the Commission provide licensees and carriers that elect not to deliver emergency alerts significant discretion regarding how they notify their customers. For example, OnStar suggested that adequate means of notification could include a statement in the licensee's or carrier's terms and conditions of service or a notice on the licensee's or carrier's website. Finally, as a provider of prepaid wireless services, OnStar requested that the Commission not impose a notification requirement on every purchase of prepaid wireless minutes. Such a requirement would be unduly burdensome without providing corresponding consumer benefits.

Pursuant to Section 1.1206 of the Commission's rules, I am filing this notice electronically in the above-referenced docket. Please contact me directly with any questions.

Respectfully Submitted,

/s/ Ari Q. Fitzgerald

Ari Q. Fitzgerald
Counsel to OnStar Corporation

cc: Lisa Fowlkes
Jeffery Goldthorp

OnStar Background

Combine and integrate directly into the vehicle's electrical architecture

- Cellular technology
- GPS location capability
- Sophisticated voice recognition technology

Call center-based services

- Safety, security and peace of mind
- Routing and point of interest

One button hands-free calling

Over 5.0 million subscribers

- Multiple languages /TTY

Standard 2008 MY - most GM vehicles



Monthly Interactions



Automatic Crash
Response
2,300/Month



Emergency
Services
11,000/Month



Good
Samaritan
6,000/Month



Stolen Vehicle
Location
Assistance
700/Month



Remote
Unlock
61,000/Month



Roadside
Assistance
32,000/Month



Turn-by-Turn
Routes Delivered
560,000/Month



OnStar Vehicle
Diagnostics – Over
*2.7 Million Emails
Sent*



Remote
Diagnostics
(on demand)
67,000/Month



OnStar Hands-
Free Calling
*Over 31 Million
Minutes/Month*

Monthly average (Dec 07 - Feb 08)