

Exhibit 1
Description of JSF (F-35) Experimental Program

Lockheed Martin Corporation requires the use of GPS Re-Radiation (Re-Rad) systems inside our aircraft hanger facilities at Lockheed Martin Aeronautics, Fort Worth, Texas. The system will be utilized to provide GPS signals to verify GPS receiver functionality of avionics, weapons, navigation, and test data systems of the F-35 Joint Strike Fighter aircraft.

Aircraft must correlate data between these various systems based upon GPS-derived time and position signals. Prior to a test mission, it is critical to perform a functional check of these systems to determine their operational readiness. Without this correlation the test data could become useless.

Without GPS re-rad systems, test aircraft and supporting test equipment must be towed outside of the hanger facility to acquire GPS signals. Portable power and cooling is required for the aircraft and access stands must be removed and repositioned. During this time, aircraft and personnel are exposed to potentially adverse weather conditions and prevented from accessing certain tools and equipment.

Due to safety and efficiency considerations, Lockheed Martin requires the ability to perform pre-flight GPS receiver functionality tests. For example, prior to a test mission, it is critical to perform a functional check of certain avionics, navigation, weapons, and test data systems. A GPS re-radiation system designed to re-transmit the GPS signal at approximately the same signal level as the GPS signal received outside the hangar, will provide the ability to perform these tasks indoors, prior to aircraft movement.

Lockheed Martin JSF program has requirement for GPS re-transmissions inside our flight line facilities by 2nd quarter of 2006. GPS airborne receiving equipment will be government and Lockheed Martin furnished. The GPS re-rad equipment will be purchased by Lockheed Martin Aeronautics for the US Government JSF System Development / Demonstration Program (SDD), contract number: N00019-02-C-3002.

Lockheed Martin supports the US Government's efforts to ensure no GPS re-radiated signal adversely affects public safety and safety-of-life applications. Therefore, Lockheed Martin proposes the following restrictions prior to GPS re-transmission use:

- GPS re-transmission will only be used inside run station hangers from fixed antenna;
- A 100 foot radius around the re-transmission locations will be under the control of Lockheed Martin;
- The maximum power transmitted by the system will be no greater than 48.28 picowatts (ensuring emissions will be no greater than -140dBm at distances of 100 feet or more from the hanger installation);
- All personnel within a 100 foot radius of the re-transmission stations will be notified that GPS information may be impacted for periods of time;

- The GPS re-transmission use will only be for testing equipment essential to aircraft flight operations; and
- A stop buzzer point of contact (POC) will be utilized

The POC for ceasing operations will be: Mr. Gail Buerkle (817) 763-3619.

Technical information:

Locations:

Run Station 4 -	Latitude: N 32 46.0000 Longitude: W 97 26.6983
Run Station 5 -	Latitude: N 32 46.0133 Longitude: W 97 26.6983
Run Station 7 -	Latitude: N 32 46.0400 Longitude: W 97 26.6983

Antenna Orientation: Each antenna will be positioned within the hanger near the ceiling and approximately 33' above the floor. Each antennae has a 180 degree vertical, 360 degree horizontal, directional pattern and will be vertically directional facing downward toward the ground.

Frequencies: 1227.6 MHz, 1575.42 MHz (GPS L2/L1)

Emissions at each frequency: 24M0G7D

Power at antenna: 48.28 pW, max

GPS Re-transmitting Equipment: GPS re-transmission equipment from GPS Source (GPSS) is under consideration, however, equipment selection has not been completed pending funding and licensing. Equipment under consideration has digitally controlled, variable gain from -15dB to +40dB ensuring ability to set transmitted power at a level to compensate for antenna, cable, and connector loss variations and meet the -140dBm level maximum at 100' beyond nearest outside wall. System On/Off control will be provided to ensure re-transmission is used only during periods when GPS signal is required for testing.