

Exhibit 1
Description of Experimental Program

Lockheed Martin requires the use of a GPS Re-Radiation (Re-Rad) system inside our aircraft production/flight test facilities at Lockheed Martin Aero, Fort Worth, Texas. This equipment will be used as an “Experimental RNSS Test Device” for the purpose of testing and verifying GPS receiver functionality of the avionics, the weapons systems, the navigation system and the test data system of the F-16 Block 60 aircraft. The F-16 Block 60 aircraft must correlate data between these various systems based upon GPS-derived time 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.

Currently, in order to obtain a GPS signal, F-16 Block 60 test aircraft and all supporting test equipment must be towed outside of the production/flight test facility. During this time, aircraft and personnel are exposed to adverse weather conditions and prevented from accessing certain tools and equipment. In addition, additional power and cooling is required for the aircraft. At certain times, due to safety and efficiency considerations, Lockheed Martin must have the ability to perform pre-flight GPS receiver functionality tests indoors. The GPS Re-Rad system is designed to re-transmit the GPS signal at approximately the same signal level as received outside the hangar.

The F-16 Block 60 Program is a direct commercial sale in furtherance of national security interests to the United Arab Emirates (UAE). This sale has been approved by both the Department of Defense and State Department. The contract number is DP-A33994P6631. The GPS equipment on the aircraft is furnished by the US Air Force originally procured via contract F33657-01-C-0014. The experimental period will last for the length of the contract, until approximately December 2007.

In order to ensure no GPS re-radiated signal adversely affects safety-of-life applications, Lockheed Martin will only transmit:

- Indoors;
- Such that no GPS re-radiated signal level greater than or equal to -140 dBm, measured 100 feet from the building perimeter will occur; and
- When testing an airplane indoors is considered necessary by flight-test personnel.

In addition:

- A “Stop Buzzer” has been installed;
- The emergency point of contact (POC) will be Mr. Edwin Deady (817) 762-1116. If the POC changes, Lockheed Martin will immediately notify the FCC, FAA, DoD and any other interested agency;
- The location of the GPS transmitters will be fixed and located in such a way that the entire area of potential interference from the GPS transmitters is under the

control of Lockheed Martin personnel - the facility where the transmitters will be located is a “secure” facility where security personnel control ingress and egress.

Technical information:

Location – Two fixed antennas at one location inside the hangar facility.

Latitude; 32d, 46m, 26s West;
Longitude: 97d, 26m, 67s North

Antenna Orientation: 180 degrees vertical, 360 degrees horizontal. Both antennas are directional facing downward towards the ground.

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

Emissions: 24M0G1D

Power at antenna: 12×10^{-16} watts or 0.0012 picowatts.

If you have any questions, please contact Joe Cramer at 703-413-5603 or Joe.Cramer@lmco.com.

Best Regards,

Joe Cramer
Director
Technical Regulatory Affairs