

Exhibit 1

Description of Experimental Program

System 14

Lockheed Martin Corporation requires the use of GPS Re-Radiation (Re-Rad) systems inside Lockheed Martin aircraft production/flight test facilities at Palmdale Airfield, California.¹ This equipment will be used as “Experimental RNSS Test Devices” for the purpose of testing and verifying GPS receiver functionality of various aircraft systems. Currently, in order to obtain a GPS signal, the 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 systems proposed here are designed to re-transmit the GPS signal at approximately the same signal level as received outside the hangars. This Exhibit describes the various implementations required at Palmdale.

1. PROGRAM DESCRIPTIONS

Advanced Development Programs. The program title is: Advanced Development Programs (ADP). The primary classified contract number for this program is: F33657-12-D-0541.

General Description.

ADP encompasses many programs, several of which are supported in this flight line stall, in building 614. Most of the programs are classified by the US government. However, some unclassified programs are also supported in portions of this building. Where possible, a single GPS Re-Rad system will be used to support an area of a facility that may house multiple programs.

Lockheed Martin requires GPS Re-Rad capability in a total of three buildings at Lockheed Martin Aeronautics Company Plant 10 to support classified, proof-of-concept and developmental systems programs. These facilities are used to test the electronics, weapons systems, navigation, test and communications systems of conceptual, experimental and developmental systems. These programs require GPS position and timing information for accurate navigation and time correlation between various sub-systems and support elements. Verification of proper systems/sub-systems performance is critical to the development and safe operation of these programs. Outdoor test and evaluation is often impossible or impractical due to the experimental and/or classified nature of the systems under test/development.

Technical Information.

Locations:

- One fixed antenna inside hangar facility at Lockheed Martin Aeronautics Co. Plant 10, Building 614A (Flight Line stall 1) (614T1).

Longitude: W 118 06.925

Latitude: N 34 37.180

¹ The overall Palmdale Airfield is mostly USAF property. The AF designated their Palmdale facility “Plant 42” and segregated the facility into several physical “sites” that are used for specific purposes or programs, many of which are operated by contractors such as Lockheed Martin. Lockheed Martin also privately owns property associated with the Palmdale Airfield, which has been named “Plant 10” (not to be confused with Site 10 of USAF Production Plant 42).

2. EQUIPMENT

The above site will use the following equipment:

Transmit Antenna Orientation: 180 degrees vertical, 360 degrees horizontal. Antenna is directional facing down towards the ground.
Transmit Antenna Polarization: Right hand circular polarization (RHCP)
Frequencies: 1227.6 MHz, 1575.42 MHz (GPS L2/L1)
Emissions: 20M4W7D
Power at antenna: Table 1

TABLE 1	L1			L2		
Reradiator Identifier	Maximum RF Power at the Transmitter Output Terminal	Maximum EIRP from the Antenna		Maximum RF Power at the Transmitter Output Terminal	Maximum EIRP from the Antenna	
	Watts	dBm	Watts	Watts	dBm	Watts
614T1	20.4E-12	-71.99	63.2E-12	22.0E-12	-73.08	49.2E-12

3. CONDITIONS OF LICENSE

For all the foregoing programs, the following conditions will apply.

The experimental period will last for two years (24 months).

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.

In addition:

- The “Stop Buzzer” emergency point of contact (POC) will be Rich Elersich (661) 572-3595, cell (661) 802-1152. The secondary POC will be Geva Frevert (661) 572-4978, cell 661-917-7451.
- If the POC changes, Lockheed Martin Aeronautics Company will immediately notify the FCC.
- 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.