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FEDERAL COMMUNICATIONS COMMISSION  
OFFICE OF THE SECRETARY

Ms. Marlene H. Dortch  
Secretary  
Federal Communications Commission  
445 Twelfth Street, S.W., Room TW-B204  
Washington, D.C. 20554

**Re: Lockheed Martin Corporation Notification of Commencement of Space Station Construction Pursuant to 47 C.F.R. Section 25.113(f) (File Nos. SAT-LOA-19990427-00046 and -00047/SAT-AMD-20030730-00150 and 00151)**

Dear Ms. Dortch:

Lockheed Martin Corporation ("Lockheed Martin"), by its attorneys and pursuant to Section 25.113(f) of the Commission's Rules, 47 C.F.R. § 25.113(f), hereby notifies the Commission that it has entered into agreements, at its own risk, to include satellite payloads representing two of the satellites in its proposed Lockheed Martin Regional Positioning System ("RPS") on satellites that are currently under construction.

In its Regional Positioning System ("RPS") Application, initially filed in April 1999, and as amended in July 2003, Lockheed Martin seeks authority to provide radionavigation-satellite service ("RNSS") on a worldwide basis from five locations in the geostationary satellite orbit. Among the orbital locations applied for by Lockheed Martin for RPS are CONUS-serving locations at 129° W.L. and 109° W.L.

Recently, in an effort to move forward swiftly with the introduction of RNSS service via RPS, Lockheed Martin has entered into separate agreements with two satellite operators to have RPS RNSS payloads included on satellites that those operators have had under construction for some time in anticipation of separate launches in 2005. The first operator is PanAmSat Corp. ("PanAmSat"), which is seeking authorization from the Commission to establish the Galaxy XV satellite at the 133° W.L. orbital location, and the second operator is Telesat Canada ("Telesat"), which is authorized by the Canadian Government to establish the Anik F1R C-band/Ku-band satellite at the 107.3° W.L. orbital location. Galaxy XV is targeted for launch in March 2005, and Anik F1R is slated to be launched in the autumn of 2005.



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Earlier this month, Lockheed Martin and PanAmSat entered into an agreement whereby Lockheed Martin will purchase an RNSS payload for inclusion on a PanAmSat fixed-satellite service spacecraft to be located at the 133° W.L. orbital location. This payload will be owned and used by Lockheed Martin to satisfy the objectives of the proposed RPS satellite currently proposed for the 125° W.L. slot (i.e., the RPS satellite that, until the July 2003 amendment, was proposed for the 129° W.L. orbital location). The arrangement between Lockheed Martin and PanAmSat is structured in a way that enables Lockheed Martin to pursue inclusion of the RPS payload on the PanAmSat spacecraft in a manner consistent with Commission precedent regarding satellite platforms that are concurrently licensed to two Commission licensees in different frequency bands.

On June 20, 2003, Lockheed Martin and Telesat reached agreement on the inclusion of an RNSS payload on Anik F1R that would be used by Lockheed Martin to satisfy the objectives of the proposed RPS satellite currently proposed for the 109° W.L. slot. The arrangement between Lockheed Martin and Telesat is structured in a way that enables Lockheed Martin to pursue inclusion of a U.S.-licensed RNSS payload on the Canadian fixed-satellite service platform in a manner consistent with Commission precedent regarding satellite platforms that are concurrently licensed to two nations in different frequency bands.

Lockheed Martin is preparing a further amendment to its RPS Application to reflect the relocation of the RPS-125W spacecraft to PanAmSat's Galaxy XV satellite at 133° W.L., and the relocation of the RPS-109W spacecraft to Anik F1R at 107.3° W.L. The amendment will address both licensing and technical issues associated with the co-location of the RPS RNSS payloads on the Galaxy XV and Anik F1R platforms. Again, Lockheed Martin understands that its arrangements for the inclusion of the RPS payloads on the PanAmSat and Telesat satellites that were already-under construction at the time the contracts were entered into are at Lockheed Martin's own risk.

Please direct any questions regarding this notification to the undersigned.

Respectfully yours,

A handwritten signature in blue ink, appearing to read "Stephen D. Baruch". The signature is stylized and fluid, with a large initial "S" and "D".

Stephen D. Baruch

*Attorney for Lockheed Martin Corporation*