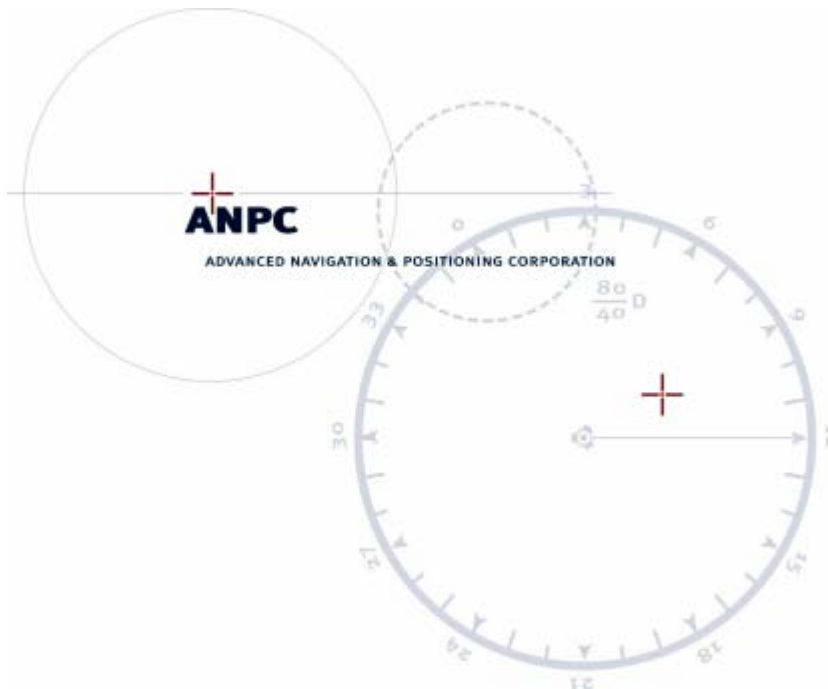




PROPOSED RHINO III LAYOUT FOR LIMITED TECHNICAL ASSESSMENT DEPLOYMENT TO KLAMATH FALLS AIRPORT (LMT)

January 9, 2006



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LMT RHINO DEPLOYMENT PROPOSAL

This TTLS (Rhino™) installation option for the LTA deployment to Klamath Falls Airport was arrived at by applying the system siting criteria after soliciting inputs from Airport Management and the FAA Spectrum Office. The additional considerations that this proposal incorporates are:

- (FAA) The best location for the TTLS would be at the north end of the airport, north of taxiway E and preferably east of the runway.
- (FAA) The 1030/1090 MHz components of the TTLS need to be located at least 2000 feet from the ASR/PAR/IFF system.
- (Airport Manager) Prefer to utilize the abandoned runway to prevent damage to soft, wet soils around the airfield.
- (Airport Manager) Keep components and activities clear of airport restricted areas.

The following three figures depict the proposal. Figure 1 identifies the TTLS location relative to the entire airfield. Figure 2 is to show the vehicle access to the area. The TTLS component layout is detailed in Figure 3.

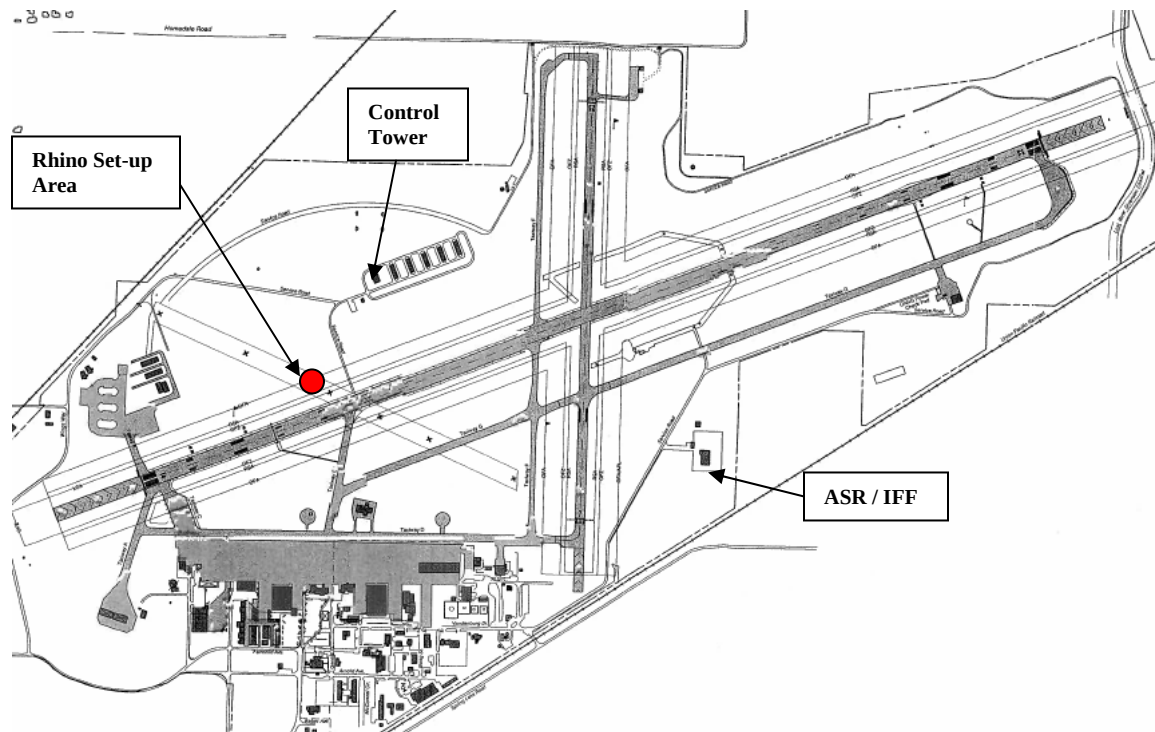


Figure 1: LMT airport layout. The proposed Rhino location is shown on the abandoned runway as a red circle.

The proposed area shown in Figure 1 meets all of the requirements presented by the stake holders in the operation. The one trade-off in this proposal is that the Rhino equipment siting does not meet the requirements necessary to ensure a Category I Approach System to Runway 14, but it will provide signal accuracies for 300' minimums to either runway (depending on TERPS and aircraft).

At this location, all equipment will be clear of the RSA, and all towers, tents, and operation areas will be outside the OFA. The site is in excess of 4100 feet from the ASR/PAR/IFF. All operations will be outside of the Runway 32 ILS localizer critical area.

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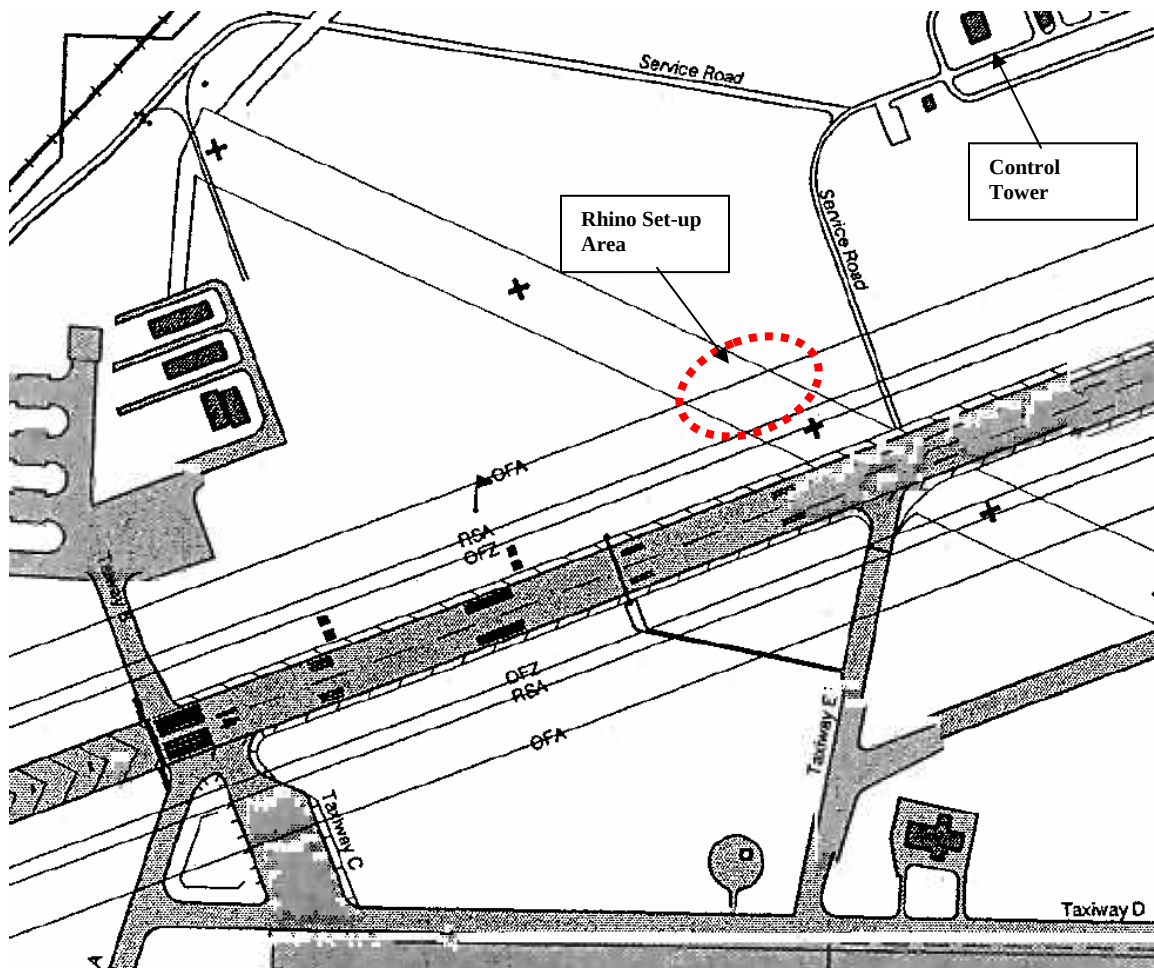


Figure 2: Detail of access roads to deployment site.

Figure 2 is included to detail access to the Rhino location. The area can be accessed without using taxiways, or crossing the runway.

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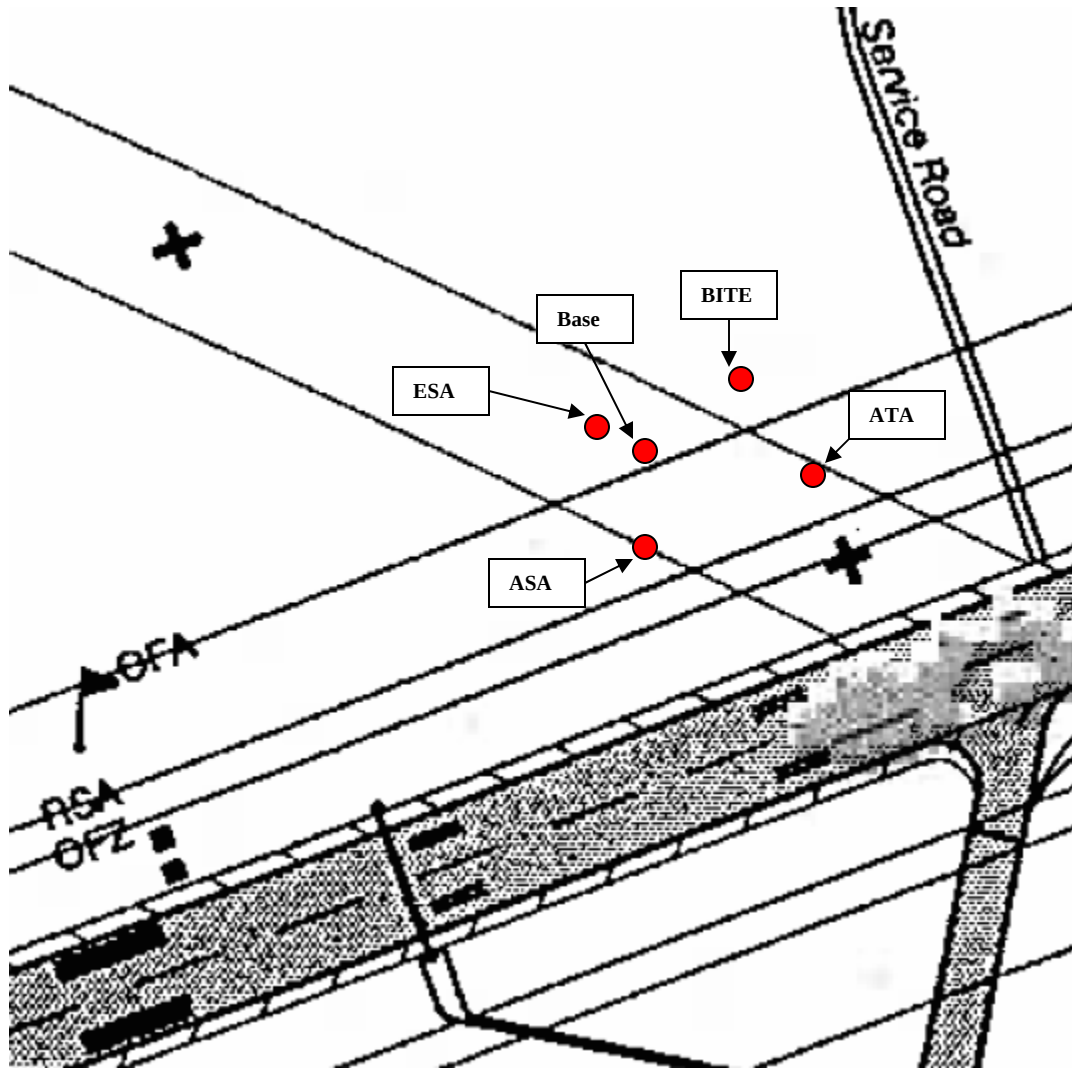


Figure 3: Detailed layout of Rhino components.

The positions of the components are specified as a setback from threshold and an offset from runway centerline. The proposal locates all of the components on the abandoned pavement except the BITE antenna. The location for the BITE was elevated and drained during the early January site visit and should support the foot traffic necessary to set-up the assembly.

Assembly	Distance (feet)	Offset (feet)	Terrain
ASA	1990	310 left	Pavement
ESA	1990	500 left	Pavement
Base	2015	410 left	Pavement
ATA	2280	310 left	Pavement
BITE	2265	500 left	Soil

The locations in the table are used to identify an area to erect each assembly. The position can be adjusted to facilitate set-up. The precise locations will be surveyed after set-up is complete.