



Press Release

3700 Interstate 35 South
Waco, TX 76706-3756 USA

FOR IMMEDIATE RELEASE

FreeFlight Systems Announces the RANGR 978 MHz ADS-B Family for Experimental and Certified Aircraft

Complete line of 978MHz ADS-B products gives experimental and certified aircraft owners a variety of choices for ADS-B at differing functionality and price points

WACO, Texas, July 28, 2010 -- [FreeFlight Systems](#), a global provider of high quality navigation management systems, radar altimeters and other critical avionics, announces its line of RANGR 978 MHz ADS-B products including ADS-B transmitters, transmitters with WAAS GPS, transceivers, and transceivers with WAAS GPS.

The final FAA rule dictates an ADS-B compliant system must have a high integrity position source and a radio that sends specific information from that position source to ATC. The easiest way to achieve this requirement is to pair a TSO-C145/C146 WAAS GPS with an ADS-B approved transmitter. In addition, 978MHz compliance requires a small control head for entering squawk codes.

The RANGR family allows customers the most flexibility by offering complete stand-alone solutions with certified GPS and 978MHz transmitter all-in-one or separate, modular solutions to interface with current systems in the aircraft.

The FreeFlight Systems TSO RANGR family is designed for certified aircraft and includes a Transmitter, Transmitter with GPS, Transceiver, and Transceiver with GPS. All will meet the final FAA requirements for ADS-B including certification to TSO-C154c for the 978MHz transmitter and certification to TSO-C145 for the GPS.

The FreeFlight Systems non-TSO RANGR-E family is designed for experimental aircraft and includes a Transmitter, Transmitter with GPS, Transceiver and Transceiver with GPS. All are designed and tested to meet the final requirements for ADS-B including TSO-C154c for the 978MHz transmitter and TSO-C145 for the GPS, but will not actually hold a TSO. For experimental category aircraft the certification process for ADS-B systems is expected to follow the model of other "for credit" equipment having a safety impact on surrounding aircraft, such as transponders. The easiest way to receive ADS-B approval and installation approval is to use TSO equipment. However, equipment that meets the minimum standards but does not carry a TSO may suffice because FreeFlight Systems offers TSO units and can therefore legitimately "self certify" that the non-TSO product is identical. In addition to installation approval this also ensures the integrity of the system and will ensure that the equipped aircraft receives the most accurate, complete and useful ADS-B "in" information. To gain full credit for ADS-B, the customer only needs to add an approved control head, which is offered as an option, to the 978MHz transmitter. In addition, all RANGR-E systems can be upgraded to full TSO versions.



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All of the RANGR products are designed to provide the pilot with all the additional benefits of ADS-B including TIS-B, ADS-R, extended ATC coverage, search and rescue coverage and flight tracking. In addition, the RANGR family will provide services only offered on 978MHz including FIS-B, fleet tracking and other future services.

“We believe that our customers want to realize the full safety benefits of ADS-B “out” along with the value added free traffic and weather services available though ADS-B “in”, says Tim Taylor, President and CEO of FreeFlight Systems. “To make sure this is true today and for the future, we have made our systems fully compliant with the final ADS-B rules and installation criteria since we know that the FAA will ultimately only provide these services to fully compliant aircraft.”

“We also understand that pricing is crucial when aircraft owners consider installing an ADS-B solution today rather than waiting until closer to the mandate,” adds Jamie Luster, Director, Sales and Marketing for FreeFlight Systems. “This is why we are offering several modular solutions at the lowest possible price point. It enable pilots to meet the ADS-B mandate and enjoy the benefits of TIS-B and FIS-B for approximately the same price as an XM receiver or a general aviation TAS system.”

The certified RANGR products price and availability is as follows:

Product	Retail	Availability
RANGR Transceiver/GPS	\$6,995	Q3, 2011
RANGR Transceiver	\$4,995	Q3, 2011
RANGR Transmitter/GPS	\$6,295	Q1, 2011
RANGR Transmitter	\$3,795	Q4, 2010

The RANGR-E products price and availability is as follows:

Product	Retail	Availability
RANGR-E Transceiver/GPS	\$3,495	Q2, 2011
RANGR-E Transceiver	\$2,495	Q2, 2011
RANGR-E Transmitter/GPS	\$2,995	Q1, 2011
RANGR-E Transmitter	\$1,995	Q4, 2010
RANGR-E Receiver	\$1,200	Q3, 2010



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About FreeFlight Systems

Founded in 2001 through the acquisition of Trimble Navigation's Avionics Products Division, FreeFlight Systems is an international supplier of quality avionics at affordable prices. With a focus on safety, simplicity, and reliability, FreeFlight Systems offers a broad array of GPS navigation systems, GNSS/SBAS sensors, radar altimeters, and ADS-B components and systems worldwide. Based in Waco, TX, FreeFlight Systems was the first company to certify an airborne Wide Area Augmentation System (WAAS) receiver. For more information, please visit www.freeflightsystems.com.

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