

GLI-HANGAR-M1

Save Money, Save Time, Minimize Labor

The GLI-HANGAR-M1 operates by receiving GPS satellite signals with an active GPS antenna located outside the hangar. The signals are conveyed into the hangar or under a covered space. It is a low power L1/L2 GPS amplifier system.

GLI-HANGAR-M1

Includes:

1. GPS Smart Controller (L1/L2)
2. L1/L2 Active & Passive Antenna and hardware
4. Cable Assembly (100ft/30.5m)
5. Coax Lightning Protection & Cable Assembly

Need more than 100 feet of cabling?

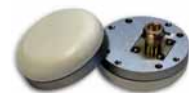
Get the GLI-HANGAR-M2

Everything you would find in the GLI-HANGAR-M1 plus an Inline GPS Amplifier & 100 feet of additional cable (200 feet total)



GPS Controller

GLI-METRO is a smart amplifier, with a simple user interface that is perfect for hangars. It will help to safely bring the GPS signal inside.



L1/L2 GPS Antennas

Our L1/L2 Active and Passive GPS antennas are designed for long term reliability. They are MIL SPEC qualified, very precise, small and lightweight.



Coax Cabling

All the right cabling necessary to get your system up and running. Without the right cable, the right length of cable and the right ends on the cable, the GPS signal inside will be compromised.



Surge Protector

The CO-PRO Surge/Coax protector is lightning protection equipment for your Hangar Kit. Protect your investment!

GLI-HANGAR-M1

Includes . . .

- All System Hardware
- Mounting Brackets
- Coaxial Cabling
- User/Installation Manual
- 1-year Warranty of Full System



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- **Save On Utilities** - heating and cooling costs are minimized as hangar door can remain shut. When large hangar doors are opened, heat is quickly displaced with cold outside air. When the doors are closed, the heating cycle must start all over again.

One case study noted the cost to heat a 400' x 800' hangar at \$150,000 per year. Utility costs are usually the largest single expense for facilities. Facility Managers can have significant impacts on their operating costs by understanding what opportunities exist to reduce or control utility costs.

- **Use Less Manpower** - personnel not required to move aircraft in and out of hangar for GPS avionics testing. This means you will not need a tow supervisor, brake person, tow vehicle operator, a nose walker, wing walkers or a tail walker just to test the GPS avionics system.

"Conservatively, use \$500/week for maintenance hangar... cost of 1-2 aircraft per week is typically \$250/each aircraft to tow outside... just labor, we do not power up the aircraft" ... Small Aircraft Manufacturer

- **Use Less Fuel** - no need to start up aircraft, it remains in hangar during GPS avionics testing. *No one can deny the cost of jet fuel is enormous! -*

"It easily exceeds \$1000/wk just in fuel costs for moving 3-4 aircraft out from under the sunshades" ... Lieutenant Colonel, Air National Guard.

"There is an internal cost for the personnel and the tow. I would assume roughly around \$150-\$200 for each aircraft." ...International Supplier of Military Aviation Electronics

- **Use Less Time** - GPS avionics equipment can be maintained at any time, no need to wait for an outside opportunity

"Sometimes the airplanes are jacked up, so it is not possible at all to bring them outside" ... Aircraft Maintenance Consultant