

As a pilot, and in the wake of the unprecedented and unwarranted cancellation of the official back-up to GPS (namely LORAN) by the present administration, there exists no remaining system of navigation to provide for the safe operation of aircraft within the national airspace system with regard to adequate situational awareness in the rugged terrain of the western United States. Further, as the sole approach system in use at a number of airports, GPS is a vital system with critical safety of life operations at stake. As a former Air Force program manager with extensive working contact with the GPS program office at Los Angeles AFB, I can emphatically state that the LightSquared proposal is fundamentally incompatible with the safe operation of the GPS system, and **MUST NOT BE ALLOWED**. It is vital to the safety of the aviation community, and the United States which relies on aviation to deliver goods and transport people that the GPS system is protected from interference. It is vital that the FCC back the NTIA recommendations to deny LightSquared the authority to operate in spectrum which would prove disruptive to the GPS network. It is vital that the GPS satellite spectrum not be used for high powered terrestrial signals which would effectively degrade the GPS system to the point that this critical national PNT asset would become useless. I urge the FCC to block any further LightSquared operations, and to revoke any prior permissions granted to LightSquared for their incompatible and dangerous network operations in proximity to the GPS spectrum.