

## Exhibit

### Uncrewed Dream Chaser (UDC) Taxi Tow Test Configuration and Response to Questions Regarding the Antenna Orientation

A set of Figures below depict nominal configuration of the elements in play during the Taxi Tow Testing of the Equipment under Test (EUT, the Uncrewed Dream Chaser(UDC) Space Plane (see also grant call sign WX9XQL), using the Communications Ground Station Equipment (GSE) set which is the subject of this application for forward link transmissions.

These Figures include a depiction of the following:

- 1) A simulated representation of the relative location of the EUT and a hypothetical communications GSE
- 2) A simulated representation of the nominal Taxi Tow Test Configuration
- 3) A map providing specifics of KSC15/33 at the SLF where active testing will occur on. The SLF runway is 15000' long and 300' wide with 50' shoulders. That is 4.572 km long (thus the radius of 2.3 km), 91.44 m wide with 15.24 m shoulders.

The orientation of the transmitting Communications GSE antenna will be as follows.

- The GS antenna orientation in the horizontal plane is estimated to be somewhere between 150 degrees and 330 degrees, depending on the actual location of the EUT on the runway, at the point of active testing (Item (b) under Station Location in the STA form ).
  - Specifically, assuming, the GS is located midfield at the edge of the runway
    - the orientation in the horizontal plane would be 150 degrees when the EUT (UDC) is in the south end of the field
    - the orientation in the horizontal plane would be 330 degrees when the EUT (UDC) is in the north end of the field
- The GSE antenna will be pointing slightly below the horizon, with a very small value for the orientation in the vertical plane (Item (b) under Station Location in the STA form)
  - Specifically, still assuming as above that the GSE is located midfield at the edge of the runway
    - The exact value for the orientation in the vertical plane would be 0.1 degree (below the horizon) when the EUT (UDC) is in the north or south end of the field

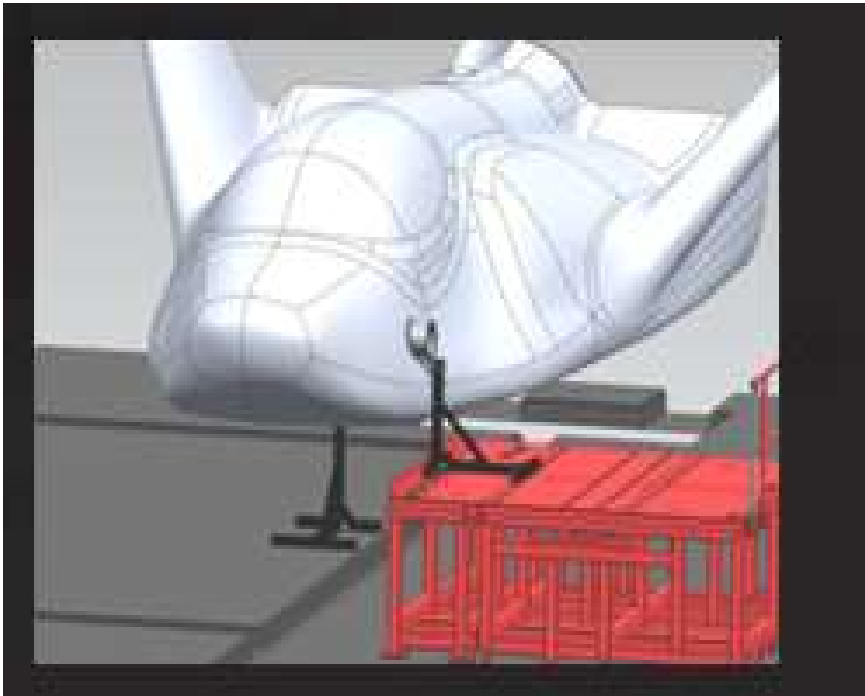


Figure 1. EUT and the communications GSE

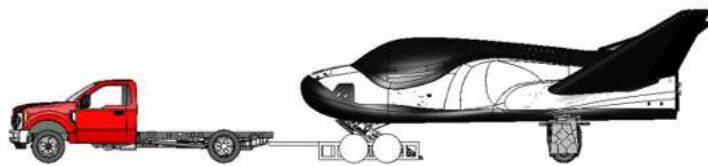


Figure 5-2. Conceptual Tow Vehicle, GSE, and UDC.

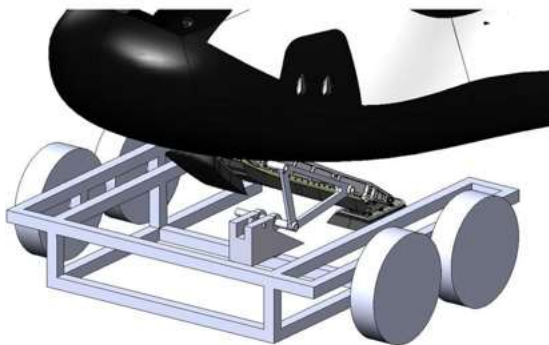


Figure 5-3. Conceptual Interface Between GSE and UDC Nose Landing Gear.

Figure 2. Nominal Taxi Tow Test Configuration



Figure 3. Map of Runway KSC15/33 at SLF