Airline:			
AQP Phase: 3			Code:
□ VDLM0 (POA) Tested □ VDLM0 (POA) Capable □ VDLMA (POA) Tested □ VDLM2 (AOA) Tested □ VDLM2 (AOA) Capable □ VDLM2 (ATN) Tested □ VDLM2 (ATN) Capable □ VDLMF Tested □ VDLMF Tested □ VDLMF Capable	Classic Aer SB-S (Swift SB-S (Swift SB-S 2 (Enh SB-S 2 (Enh	ock 1) Capable RTUS Tested	
_	ıfacturer		
MU SOFTWARE PART NUM		Spec Mode	Part #
Applicable Aircraft:			
VHF Status:	HF NEXT Status:	SATCOM Status:	IRIDIUM Cert Status: Pass
Letter Sent:	HFDL Status:	SBS Status:	IRIDIUM Status:
OTHE	R Media Status:	SBS2 Status:	ACARS Over IP Status:

Airline:			Code:	.0000000000000000000000000000000000000
AQP Phase: 3			L	
□ VDLM0 (POA) Tested □ VDLM0 (POA) Capabl □ VDLMA (POA) Tested □ VDLM2 (AOA) Tested □ VDLM2 (AOA) Tested □ VDLM2 (ATN) Tested □ VDLM2 (ATN) Tested □ VDLMF Tested □ VDLMF Tested □ VDLMF Tested □ VDLMF Capable Test Engineers' Initials:	e Classic Aero San SB-S (Swift Broad SB-S 2 (Enhance) SB-S 2 (Enhance) Iridium (Block 1) Iridium CERTUS	tcom Capable adband Safety) Tested adband Safety) Capable ed SB-S) Tested ed SB-S) Capable .) Tested .) Capable		
Tested Configuration:				
Mar	nufacturer	Spec Mode	Part #	
MU SOFTWARE PART NU	IMBERS			
Applicable Aircraft:				
VHF Status:	HF NEXT Status:	SATCOM Status:	IRIDIUM Cert Status: Pa	
Letter Sent:	HFDL Status:	SBS Status:	IRIDIUM Status:	155
ОТН	ER Media Status:	SBS2 Status:	ACARS Over IP Status:	***************************************

Airline:		Code:
AQP Phase: 3		
□ VDLM0 (POA) Capable □ Class □ VDLMA (POA) Tested □ SB-S □ VDLM2 (AOA) Tested □ SB-S □ VDLM2 (AOA) Capable □ SB-S □ VDLM2 (ATN) Tested □ Iridi □ VDLM2 (ATN) Capable □ Iridi □ VDLMF Tested ☑ Iridi □ VDLMF Capable ☑ Iridi Test Engineers' Initials: ☑ Iridi Test Dates: From: 3/13/2024	ssic Aero Satcom Tested ssic Aero Satcom Capable (Swift Broadband Safety) Tested (Swift Broadband Safety) Capable (Salation 2 (Enhanced SB-S) Tested (Salation 2 (Enhanced SB-S) Capable (Salation 3 (Enhanced SB-	HF NEXT Tested HF NEXT Capable OTHER Tested OTHER Capable Reference:
Tested Configuration:		
Manufacturer	Spec Mode	David H
MU SOFTWARE PART NUMBERS		
Applicable Aircraft:		
VHF Status: HF NEXT Stat	:us: SATCOM Status:	IPIDII M. Cort St. 1
Letter Sent: HFDL Stat		IRIDIUM Cert Status: Pass IRIDIUM Status:
OTHER Media Stat	Bases	ACARS Over IP Status:



TEST ID: <u>24.006,24.007,24.008</u>

PHASE 3 AQP TEST RESULTS

 VHF TESTED? VHF CAPABLE? VDLMA TESTED? VDLMA CAPABLE? SB-S TESTED? SB-S CAPABLE? 	HF TESTEI HF CAPAB AOA TEST AOA CAPA AOIP TEST AOIP CAPA	LE?	TCOM TEST TCOM CAPA N TESTED? N CAPABLE -S 2.0 TEST -S 2.0 CAPA	ABLE?	IRIDIUM TESTED? IRIDIUM CAPABLE? VDLMF TESTED? VDLMF CAPABLE?
<u>Airline/Customer</u> :					
Initial/Retest:				Test	Engineer:
Test Dates:	From: 3	3/13/24	То	o: <u>03/20/24</u>	
TESTED CONFIGURAT	TION				
Unit Manufac	turer + Model	Hardware	Part #	Serial #	Software Part #
Applicable Aircraft:					
Notes:					

Appendix A

Iridium CERTUS AQP Data Sheet

Section	Description	Requirement	Result
Multi-m	edia		
4.1.1	Preferred Media	CMU/MU uses VHF as preferred media and only Iridium/Inmarsat/HFDL when responding to an Iridium/Inmarsat/HFDL uplink.	
4.1.3	Simultaneous Media	CMU/MU always attempts to complete on the medium where the message was originated.	
4.1.5	VHF to Iridium/Inmarsat/HF	The avionics restarted failed VHF transmissions on Iridium/Inmarsat/HF media and alerts the crew of the VHF NOCOMM conditions.	
4.1.7	Iridium/Inmarsat/HF to VHF	The avionics monitors the available VHF frequencies and attempts to reestablish the VHF medium. (Label Q0, SA, etc.).	
4.1.9	VHF Voice to Iridium	Avionics sends downlinks via Iridium when in VHF voice mode.	
4.1.11	Automatic Link Establishment	MU automatically sends a Q0 downlink followed by an SA via Iridium whenever the Iridium unit logs on. This may be an SA ES if the MU thinks it is connected to SATCOM. Same as VHF and HF.	P
4.1.13	UBI/DBI Handling	The MU correctly maintains separate and independent UBI/DBI's for the VHF, HF, and Iridium links.	
SDU Con	figuration and Installa		
4.2.1	ORT Contents	All required ORT contents are available, and settings SDU settings/features are identified.	
4.2.3	Dual SATCOM ORT Settings	Dual SATCOM ORT settings are available and Dual SATCOM configuration is identified.	
1.2.5	ORT Data Loading	The ORT is able to be loaded to the SDU via data loader or other means.	
Dual SAT	COM		
1.3.1	Dual Power-up Sequence	SDUs determine their settings correctly upon power-up and handle mode settings and parity conflicts appropriately.	

4.3.3	Dual Independent	General dual SATCOM operating principles are being followed, and there is minimal or no interaction between the two SDU systems.	
4.3.5	Dual Cold Standby	General dual SATCOM operating principles are being followed, and the SDU operates correctly in cold standby mode.	
4.3.7	Dual Warm Standby	General dual SATCOM operating principles are being followed, and the SDU operates correctly in warm standby mode.	
4.3.9	Dual Hot Standby	General dual SATCOM operating principles are being followed, and the SDU operates correctly in hot standby mode.	
4.3.11	Dual Cooperative	General dual SATCOM operating principles are being followed, and the SDU operates correctly in dual cooperative mode.	
429 Data	a Bus		
4.4.1	Subsystem Identifier Word	The SDU properly identifies itself to the CMU/MU as an Iridium CERTUS unit.	P
4.4.3	SATCOM Available	The SDU does not announce SATCOM availability when there is no signal.	P
4.4.5	SACTOM Voice Available	The SDU does not announce SATCOM Voice availability when there is no signal or connectivity.	
4.4.7	SATCOM Standby Mode	The SDU properly indicates the communication status while in standby mode.	
4.4.9	Selective Calling	The SDU indicates that a new cockpit voice circuit has been established.	
1.4.11	SATCOM Voice Alert	The SDU properly indicates that a high priority calls are being detected.	
1.4.13	SATCOM Select "Auto" Mode	The SDU performs the proper handover request on the crosstalk bus in a dual SATCOM configuration.	
1.4.15	Crosstalk Protocol	The SDU performs the proper communication over the crosstalk bus in a dual SATCOM configuration.	
1.4.17	High/Low Data Bus Speed	SDU uses proper 429 protocol for both high and low speeds.	

End to	End		
4.5.1	Uplink Messages	All uplink messages transfer to the CMU/MU in the proper format.	P
4.5.3	Multi-block Uplink Messages	All multi-block messages transfer through the CMU/MU and to/from the ground end system in the proper format.	P
4.5.5	Iridium Burst Size	Uplink messages are not delayed, regardless of time interval or message size.	P
4.5.7	ATS Messages	The SDU processes ATS messages over iridium CERTUS.	P
4.5.9	Downlink Messages	All downlink messages transfer to the ground end system in the proper format.	P
4.5.11	Downlink Message Queue	Downlink message queue is sent correctly after an extended satellite disconnect.	P
4.5.13	Downlink Retransmissions	Downlink messages are retransmitted properly if an acknowledgement is not received from the ground.	
4.5.15	Downlink Retransmissions Counter	Downlink messages are retransmitted the correct number of times at the correct interval when acknowledgements are not received from the ground.	
4.5.17	Simultaneous Uplink/Downlink Transmissions	The avionics receives uplinks and transmits downlink simultaneously without delaying or losing messages.	P
4.5.19	CERTUS Voice Mode	The SDU supports simultaneous use of voice and ACARS operation.	
4.5.21	CERTUS Data Mode	The SDU supports simultaneous use of ACARS and non-ACARS data operation.	
1.5.23	Simultaneous CERTUS Voice & Data Mode	The SDU supports simultaneous use of ACARS, Voice, and non-ACARS data operation.	
1.5.25	Mismatched Tail	The avionics do not process messages addressed to another aircraft tail number.	
1.5.27	Message Source	All ACARS messages are routed through the CMU/MU. The SDU should not generate ACARS messages.	P
1.5.29	GES Queue Timer	The avionics do not acknowledge any ACARS messages (over Iridium) older than 300 seconds.	

Stress/I	Hardness		
4.6.1	Integrated Stress	The CMU/MU and the SDU remained stable and did not show any strange behavior during stress testing.	P
4.6.5	Integrated Hardness	The CMU/MU and the SDU remained stable and did not show any strange behavior during hardness testing.	P
4.6.9	Uplink/Downlink Performance	The scored uplink success was at least 98%.	P

	TEST NOTES
Section	Observations and Problem Description

Airline:				Code:		
AQP Phase: 3				Soo	000000000000000000000000000000000000000	noneconsider of the second
□ VDLM0 (POA) Tested □ VDLM0 (POA) Capable □ VDLMA (POA) Tested □ VDLMA (POA) Capable □ VDLM2 (AOA) Tested □ VDLM2 (AOA) Capable □ VDLM2 (ATN) Tested □ VDLM2 (ATN) Capable □ VDLMF Tested □ VDLMF Capable Test Engineers' Initials: Test Dates: From: 3/ Tested Configuration:	SB-S (Swift B	Satcom Capable roadband Safety) roadband Safety) need SB-S) Tested aced SB-S) Capable (1) Tested (1) Capable US Tested	Tested	AOIP (ACAR HFDL Tested HFDL Capab HF NEXT Tes HF NEXT Cap OTHER Teste OTHER Capa	le sted pable ed	pable
	acturer	Spec	Model		Part #	
lama						
Applicable Aircraft:			1			
	HF NEXT Status:	SATCOM Sta	atus: Waived	IRIDIUM	Cert Status	
	HF NEXT Status:	SATCOM Sta	200000000000000000000000000000000000000		Cert Status:	

ARINC Classic Aero SATCOM PHASE 3 AQP TEST_ID 24.009 TEST RESULTS/DATA

TCOM HARD	WARE		
ATCOM AQP St	atus: Waived		
3-00-00-00-00-00-00-00-00-00-00-00-00-00			
			от при
***************************************	Unit Model	Hardware Part #	Software Part #
200000000000000000000000000000000000000			
200000000000000000000000000000000000000			
200000000000000000000000000000000000000			
Comments:			

Airline:	Code:
AQP Phase: 3	
	AOIP (ACARS Over IP) Capable and Safety) Tested and Safety) Capable B-S) Tested B-S) Capable B-S) Capable
Manufacturer Spe	c Model Part #
Applicable Aircraft:	
	SATCOM Status: IRIDIUM Cert Status:
	SATCOM Status: IRIDIUM Cert Status: SBS Status: Waived IRIDIUM Status:

SWIFT BROADBAND HARDWARE			
SBS AQP Status: Waived			
SB-S UNIT			
SBS Product Class:	A	ntenna:	
SBU Serial Number:			
Other SW Type SW Part Number	RF Unit Type	Model Number	HW Part Number
COMMENTS:			

<u> </u>				Code:	***************************************	
Airline:				coue.		
AQP Phase: 3						
VDLM0 (POA) Tested VDLM0 (POA) Capable VDLMA (POA) Tested VDLMA (POA) Capable VDLM2 (AOA) Tested VDLM2 (AOA) Tested VDLM2 (ATN) Tested VDLM2 (ATN) Capable VDLM5 (ATN) Capable VDLMF Tested VDLMF Capable Test Engineers' Initials:	☐ Classic Aer ☐ SB-S (Swift ☐ SB-S (Swift ☐ SB-S 2 (Enh ☐ SB-S 2 (Enh ☐ Iridium (Bl ☐ Iridium (Bl	ock 1) Capable	r) Capable d ble	AOIP (ACA HFDL Test HFDL Cap HF NEXT OTHER TO	able Fested Capable ested	
Test Dates: From: 5/	/13/2024 To:	5/20/2024	Test/Evalu	iduon		
Tested Configuration:			occoood de la company de la co			
	acturer	Spec	Model		Part #	
Ivialiui	acturer					
	·					
Applicable Aircraft: VHF Status:	HF NEXT Status:		1 Status:	IRID	IUM Cert Status:	Pass
ş	HF NEXT Status:		// Status:		IUM Cert Status: IRIDIUM Status: S Over IP Status:	Pass

			~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~			
Airline:				Code:		
AQP Phase: 3						
□ VDLM0 (POA) Tested □ VDLM0 (POA) Capable □ VDLMA (POA) Tested □ VDLM2 (AOA) Tested □ VDLM2 (AOA) Tested □ VDLM2 (ATN) Tested □ VDLM2 (ATN) Capable □ VDLMF Tested □ VDLMF Tested □ VDLMF Capable Test Engineers' Initials:  Test Dates: From: 5/	Classic Aero SB-S (Swift SB-S (Swift SB-S 2 (Enh		Capable I Ie	AOIP (ACA HFDL Test HFDL Capa HF NEXT COTHER TE	able Fested Capable ested	
Tested Configuration:					Wh. v 27	
Manuf	acturer	Spec	Model		Part #	
Applicable Aircraft:	- Pro-					
Applicable Aircraft:  VHF Status:  Letter Sent:	HF NEXT Status:	SATCOM	Status:	IRID	IUM Cert Status:	Pass

				\$	
Airline:			Code:		
AQP Phase: 0					
<ul> <li>VDLM0 (POA) Tested</li> <li>VDLM0 (POA) Capable</li> <li>VDLMA (POA) Tested</li> <li>VDLMA (POA) Capable</li> <li>VDLM2 (AOA) Tested</li> <li>VDLM2 (AOA) Capable</li> <li>VDLM2 (ATN) Tested</li> <li>VDLM2 (ATN) Capable</li> <li>VDLMF Tested</li> <li>VDLMF Tested</li> <li>VDLMF Capable</li> </ul> Test Engineers' Initials: Test Dates: From: 5/1.	☐ SB-S (Swift Broa☐ SB-S 2 (Enhance	ccom Capable adband Safety) Tested adband Safety) Capable ed SB-S) Tested ed SB-S) Capable L) Tested L) Capable S Tested	AOIP (ACA)  HFDL Teste HFDL Capa HF NEXT TO HF NEXT CO OTHER Teste	ble ested apable sted	
Tested Configuration:					
		Spec Mod	lel	Part #	
Manufa Manufa	cturer	Spec	AL ADD B		
Manufa	cturer	Spec Moo			
Manufa	cturer	Spec Mod			
Manufa	cturer	Spec Mod			
Manufa	cturer	Spec Mod			
Manufa	cturer	Spec Mod			
	cturer	Spec Mod			
Applicable Aircraft:	AF NEXT Status:	SATCOM Status:		UM Cert Status:	Pass
Applicable Aircraft:			IRIDIU	UM Cert Status: RIDIUM Status:	Pass



TEST ID: 24.021,24.022,24.023

#### PHASE 3 AQP TEST RESULTS

<ul> <li>□ VHF TESTED?</li> <li>□ VHF CAPABLE?</li> <li>□ VDLMA TESTED?</li> <li>□ VDLMA CAPABLE?</li> <li>□ SB-S TESTED?</li> <li>□ SB-S CAPABLE?</li> </ul>	HF TESTED HF CAPABL AOA TESTE AOA CAPAI AOIP TESTE AOIP CAPAI	E? SATCOM ATN TES BLE? ATN CAP BCP BCP BCP BCP BCP BCP BCP BCP BCP BC		☐ IRIE	DIUM TESTED? DIUM CAPABLE? LMF TESTED? LMF CAPABLE?
Airline/Customer					
Initial/Retest:				Test Engi	ineer:
Test Dates:	From: <u>5</u>	/17/24	To: <u>5/23/</u>	24	
TESTED CONFIGURAT	ION				
Unit Manufact	turer + Model	Hardware Part	# Ser	ial#	Software Part #
Additional CMU SOFTW	ARE PART NUMBER	S:			
				000 0504	003
Applicable Aircraft:					
Notes:					

#### Appendix A

#### Iridium CERTUS AQP Data Sheet

Section	Description	Requirement	Result
Multi-me	dia		
4.1.1	Preferred Media	CMU/MU uses VHF as preferred media and only Iridium/Inmarsat/HFDL when responding to an Iridium/Inmarsat/HFDL uplink.	
4.1.3	Simultaneous Media	CMU/MU always attempts to complete on the medium where the message was originated.	
4.1.5	VHF to Iridium/Inmarsat/HF	The avionics restarted failed VHF transmissions on Iridium/Inmarsat/HF media and alerts the crew of the VHF NOCOMM conditions.	
4.1.7	Iridium/Inmarsat/HF to VHF	The avionics monitors the available VHF frequencies and attempts to reestablish the VHF medium. (Label Q0, SA, etc.).	
4.1.9	VHF Voice to Iridium	Avionics sends downlinks via Iridium when in VHF voice mode.	
4.1.11	Automatic Link Establishment	MU automatically sends a Q0 downlink followed by an SA via Iridium whenever the Iridium unit logs on. This may be an SA ES if the MU thinks it is connected to SATCOM. Same as VHF and HF.	P
4.1.13	UBI/DBI Handling	The MU correctly maintains separate and independent UBI/DBI's for the VHF, HF, and Iridium links.	
SDU Co	 	ation	
4.2.1	ORT Contents	All required ORT contents are available, and settings SDU settings/features are identified.	
4.2.3	Dual SATCOM ORT Settings	Dual SATCOM ORT settings are available and Dual SATCOM configuration is identified.	
4.2.5	ORT Data Loading	The ORT is able to be loaded to the SDU via data loader or other means.	
Dual SA	ATCOM		
4.3.1	Dual Power-up Sequence	SDUs determine their settings correctly upon power-up and handle mode settings and parity conflicts appropriately.	

4.3.3	Dual Independent	General dual SATCOM operating principles are being followed, and there is minimal or no interaction between the two SDU systems.	
4.3.5	Dual Cold Standby	General dual SATCOM operating principles are being followed, and the SDU operates correctly in cold standby mode.	
4.3.7	Dual Warm Standby	General dual SATCOM operating principles are being followed, and the SDU operates correctly in warm standby mode.	
4.3.9	Dual Hot Standby	General dual SATCOM operating principles are being followed, and the SDU operates correctly in hot standby mode.	
4.3.11	Dual Cooperative	General dual SATCOM operating principles are being followed, and the SDU operates correctly in dual cooperative mode.	
429 Data	a Bus		
4.4.1	Subsystem Identifier Word	The SDU properly identifies itself to the CMU/MU as an Iridium CERTUS unit.	P
4.4.3	SATCOM Available	The SDU does not announce SATCOM availability when there is no signal.	P
4.4.5	SACTOM Voice Available	The SDU does not announce SATCOM Voice availability when there is no signal or connectivity.	
4.4.7	SATCOM Standby Mode	The SDU properly indicates the communication status while in standby mode.	
4.4.9	Selective Calling	The SDU indicates that a new cockpit voice circuit has been established.	
4.4.11	SATCOM Voice Alert	The SDU properly indicates that a high priority calls are being detected.	
4.4.13	SATCOM Select "Auto" Mode	The SDU performs the proper handover request on the crosstalk bus in a dual SATCOM configuration.	
4.4.15	Crosstalk Protocol	The SDU performs the proper communication over the crosstalk bus in a dual SATCOM configuration.	
4.4.17	High/Low Data Bus Speed	SDU uses proper 429 protocol for both high and low speeds.	

nd to E	nd		
1.5.1	Uplink Messages	All uplink messages transfer to the CMU/MU in the proper format.	P
4.5.3	Multi-block Uplink Messages	All multi-block messages transfer through the CMU/MU and to/from the ground end system in the proper format.	P
4.5.5	Iridium Burst Size	Uplink messages are not delayed, regardless of time interval or message size.	P
4.5.7	ATS Messages	The SDU processes ATS messages over iridium CERTUS.	P
4.5.9	Downlink Messages	All downlink messages transfer to the ground end system in the proper format.	P
4.5.11	Downlink Message Queue	Downlink message queue is sent correctly after an extended satellite disconnect.	P
4.5.13	Downlink Retransmissions	Downlink messages are retransmitted properly if an acknowledgement is not received from the ground.	
4.5.15	Downlink Retransmissions Counter	Downlink messages are retransmitted the correct number of times at the correct interval when acknowledgements are not received from the ground.	
4.5.17	Simultaneous Uplink/Downlink Transmissions	The avionics receives uplinks and transmits downlink simultaneously without delaying or losing messages.	P
4.5.19	CERTUS Voice Mode	The SDU supports simultaneous use of voice and ACARS operation.	
4.5.21	CERTUS Data Mode	The SDU supports simultaneous use of ACARS and non-ACARS data operation.	
4.5.23	Simultaneous CERTUS Voice & Data Mode	The SDU supports simultaneous use of ACARS, Voice, and non-ACARS data operation.	
4.5.25	Mismatched Tail	The avionics do not process messages addressed to another aircraft tail number.	
4.5.27	Message Source	All ACARS messages are routed through the CMU/MU. The SDU should not generate ACARS messages.	P
4.5.29	GES Queue Timer	The avionics do not acknowledge any ACARS messages (over Iridium) older than 300 seconds.	

Stress/F	<b>Hardness</b>		T
4.6.1	Integrated Stress	The CMU/MU and the SDU remained stable and did not show any strange behavior during stress testing.	P
4.6.5	Integrated Hardness	The CMU/MU and the SDU remained stable and did not show any strange behavior during hardness testing.	P
4.6.9	Uplink/Downlink Performance	The scored uplink success was at least 98%.	P

TEST NOTES				
Section	Observations and Problem Description			

Airline:			Code	
AQP Phase: 3			Code:	
□ VDLM0 (POA) Tested □ VDLM0 (POA) Capable □ VDLMA (POA) Tested □ VDLM2 (AOA) Tested □ VDLM2 (AOA) Capable □ VDLM2 (ATN) Tested □ VDLM2 (ATN) Capable □ VDLMF Capable □ VDLMF Capable Test Engineers' Initials: Test Dates: From: □ Tested Configuration:	e	rck 1) Capable TUS Tested TUS Capable AQP Type:	□ AOIP (ACA) ed ☑ HFDL Teste	ble ested ipable ted able
	ufacturer	Spec Mo	odel	Down #
		obec laid		Part #
Applicable Aircraft:	NOTO TO THE TOTAL THE TOTAL TO THE TOTAL TOT			
VHF Status:	HF NEXT Status:	SATCOM Status:	IRIDIUM	Cert Status:
Letter Sent:	\$0000000000000000000000000000000000000	······································		
	HFDL Status: Wa	ived SBS Status:	IRID	IUM Status:

# ARINC HFDL PHASE 3 AQP TEST RESULTS/DATA

Vendor: AEEC: Unit Model: Hardware Part Number: Software Part	
Comments:	Number:
Comments:	

Airline:			Code:	**************************************
AQP Phase: 3			code.	
□ VDLM0 (POA) Tested □ VDLM0 (POA) Capab □ VDLMA (POA) Capab □ VDLM2 (AOA) Tested □ VDLM2 (AOA) Capab □ VDLM2 (ATN) Tested □ VDLM2 (ATN) Capabl □ VDLMF Tested □ VDLMF Capable Test Engineers' Initials:	le	adband Safety) Tested adband Safety) Capable ed SB-S) Tested ed SB-S) Capable 1) Tested 1) Capable 5 Tested 6 Capable AQP Type: Test	27.037	e
Test Dates: From:	11/5/2024 To:	Test/Evalu	ation	
Tested Configuration:	Personance			
Mai	nufacturer	Spec Model	Part #	
				***************************************
***************************************				
hammanananananananananananananananananan				
Annlicable Aircraft.				
Applicable Aircraft:		CATCOM		
VHF Status:	HF NEXT Status:	SATCOM Status:	IRIDIUM Cert Status:	
VHF Status:			IRIDIUM Cert Status:	

HFDL HARDWARE					
HFDL A	QP Status:  Wai	ved			
	***************************************	***************************************			
	Vendor:	AEEC:	Unit Model:	Hardware Part Number:	Software Part Number:
q					
Мологолого					
C	A				
Commen	TS:	***************************************			
•		***************************************			

Airline:			Code:
AQP Phase: 3			
□ VDLM0 (POA) Tested □ VDLM0 (POA) Capable □ VDLMA (POA) Tested □ VDLM2 (AOA) Tested □ VDLM2 (AOA) Tested □ VDLM2 (AOA) Capable □ VDLM2 (ATN) Tested □ VDLM2 (ATN) Capable □ VDLMF Tested □ VDLMF Capable	SB-S (Swift Brosses SB-S (Swift Brosses SB-S 2 (Enhan	atcom Capable cadband Safety) Tested cadband Safety) Capable ced SB-S) Tested ced SB-S) Capable 1) Tested 1) Capable	AOIP (ACARS Over IP) Tested AOIP (ACARS Over IP) Capable HFDL Tested HFDL Capable HF NEXT Tested HF NEXT Capable OTHER Tested
Test Engineers' Initials:		AQP Type: Test/Ev.	
Test Dates: From: 12/	11/2024 To:	12/11/2024 Spec Mod	el Part#
Applicable Aircraft:			
VHF Status: H	F NEXT Status:	SATCOM Status:	IRIDIUM Cert Status:
etter Sent:	HFDL Status:	SBS Status:	IRIDIUM Status: Pass
OTHER	Media Status:	SBS2 Status:	ACARS Over IP Status:

IRIDIUM HARDWA	ARE	
IRIDIUM AQE	Status: Pass	
IRIDIUM SATELLIT	E DATA UNIT	
	· · · · · · · · · · · · · · · · · · ·	
8		
COMMENTS:		