

Validated Cabin System Equipment

SmartSky provides the flexibility for customers to choose cabin equipment that meets their specific connectivity needs. Manufacturers of cabin equipment that have demonstrated to SmartSky that a specific equipment model number possesses an interface sufficient to obtain ABR status information to learn the network state, IP address assignment, and signal quality and with proper installation and operation have the capability of connecting and passing data with the SmartSky System is referred to by SmartSky as “Validated Cabin System Equipment”. Validated Cabin System Equipment should be selected by the customer and purchased directly from the equipment manufacturer in consultation with their installation facility. Cabin system equipment that is not Validated Cabin System Equipment may not have the capability to interface with the SmartSky System and as such, will not function with the SmartSky System.

SmartSky’s undertaking with respect to “Validated Cabin System Equipment” is limited to: (i) the specific version of the equipment, and (ii) with proper installation and operation, the equipment has the capability to connect and communicate with the SmartSky System. If you have questions or issues with any specific cabin equipment, contact the applicable manufacturer of the cabin equipment.

A current list of manufacturers and its Validated Cabin System Equipment is listed below and will be updated as new options become available. Please contact the manufacturer for cabin equipment details, installation, operation and troubleshooting information.

Validated Cabin System Equipment Manufacturers

Manufacturer	Product	Part Number	Software Revision / Mod Level	Contact Information
Satcom Direct	SDR	1233-F-2191-10	Mod K (1.10.0)	(321) 777-3000 salesus@satcomdirect.com

IT IS THE SOLE AND EXCLUSIVE RESPONSIBILITY OF THE INSTALLER TO: (i) COMPLY WITH ALL APPLICABLE LAW, INCLUDING THE RULES AND REGULATIONS OF THE FAA, (ii) OBTAIN FAA APPROVAL FOR INSTALLATION OF ANY CABIN SYSTEM EQUIPMENT ON AIRCRAFT, AND (iii) PROVIDE TO THE AIRCRAFT OWNER/OPERATOR EVIDENCE THAT THE CRITICAL AIRCRAFT SYSTEMS ARE NOT SUSCEPTIBLE TO RFI/EMI INTERFERENCE FROM PORTABLE ELECTRONIC DEVICES (I.E. “WI-FI IMMUNITY” OR “PED/T-PED TOLERANCE”).