

1. Demonstrate P1, Emergency Equipment Management functionality with a reader set to a frequency of 902-928 MHz while operating at maximum of 4 watts Effective Integrated Radiated Power (EIRP) and using a Frequency Hopping Spread Spectrum technique. Testing shall be performed on a 737-800 airplane with a full compliment RFID tagged emergency equipment and a reader approved for use in the U.S. (U.S.)
2. Repeat condition to demonstrate P2, Rotable Management. Testing shall be performed on the same airplane with 10 high memory (64Kb) tags installed on a (TBD) selection of rotatable components.
3. **Repeat condition to demonstrate P5, Linens and Tapestry Management. Testing shall be performed on the same airplane with linen tags installed every seat cover.**
4. Demonstrate P1, Emergency Equipment Management functionality with a reader set to a frequency of 865-867.6 MHz while operating at maximum of 2 watts Effective Radiated Power (ERP) and using technique specified in ETSI EN 302 208-2 V1.3.1. Testing shall be performed on a 737-800 airplane with a full compliment RFID tagged emergency equipment and a reader approved for use in Europe. RFID tag types shall be the same as used in condition number 1. (Europe)
5. Repeat condition to demonstrate P2, Rotable Management. Testing shall be performed on the same airplane with 10 high memory (64Kb) tags installed on a (TBD) selection of rotatable components.
6. Demonstrate P1, Emergency Equipment Management functionality with a reader set to a frequency of 840.5-844.5 MHz while operating at maximum of 2 watts ERP and using a Frequency Hopping Spread Spectrum technique. Testing shall be performed on a 737-800 airplane with a full compliment RFID tagged emergency equipment and a reader approved for use in China. RFID tag types shall be the same as used in condition number 1. (China)
7. Repeat condition to demonstrate P2, Rotable Management. Testing shall be performed on the same airplane with 10 high memory (64Kb) tags installed on a (TBD) selection of rotatable components.
8. Demonstrate P1, Emergency Equipment Management functionality with a reader set to a frequency of 920.5-924.5 MHz while operating at maximum of 2 watts ERP and using a Frequency Hopping Spread Spectrum technique. Testing shall be performed on a 737-800 airplane with a full compliment RFID tagged emergency equipment and a reader approved for use in China. RFID tag types shall be the same as used in condition number 1. (China)

9. Repeat condition to demonstrate P2, Rotable Management. Testing shall be performed on the same airplane with 10 high memory (64Kb) tags installed on a (TBD) selection of rotatable components.
10. Demonstrate P1, Emergency Equipment Management functionality with a reader set to a frequency of 865-868 MHz while operating at maximum of 2 watts ERP and using a Frequency Hopping Spread Spectrum technique. Testing shall be performed on a 737-800 airplane with a full compliment RFID tagged emergency equipment and a reader approved for use in Hong Kong. RFID tag types shall be the same as used in condition number 1. (Hong Kong)
11. Repeat condition to demonstrate P2, Rotable Management. Testing shall be performed on the same airplane with 10 high memory (64Kb) tags installed on a (TBD) selection of rotatable components.
12. Demonstrate P1, Emergency Equipment Management functionality with a reader set to a frequency of 920-925 MHz while operating at maximum of 2 watts ERP and using a Frequency Hopping Spread Spectrum technique. Testing shall be performed on a 737-800 airplane with a full compliment RFID tagged emergency equipment and a reader approved for use in Hong Kong. RFID tag types shall be the same as used in condition number 1. (Hong Kong)
13. Repeat condition to demonstrate P2, Rotable Management. Testing shall be performed on the same airplane with 10 high memory (64Kb) tags installed on a (TBD) selection of rotatable components.
14. Demonstrate P1, Emergency Equipment Management functionality with a reader set to a frequency of 915-917 MHz while operating at maximum of 2 watts ERIP and using technique specified in ETSI EN 302 208-2 V1.3.1. Testing shall be performed on a 737-800 airplane with a full compliment RFID tagged emergency equipment and a reader approved for use in Israel. RFID tag types shall be the same as used in condition number 1. (Israel)
15. Repeat condition to demonstrate P2, Rotable Management. Testing shall be performed on the same airplane with 10 high memory (64Kb) tags installed on a (TBD) selection of rotatable components.
16. Demonstrate P1, Emergency Equipment Management functionality with a reader set to a frequency of 917-920.8 MHz while operating at maximum of 4 watts EIRP and using a Frequency Hopping Spread Spectrum technique. Testing shall be performed on a 737-800 airplane with a full compliment RFID tagged emergency equipment and a reader approved for use in South Korea. RFID tag types shall be the same as used in condition number 1. (S. Korea)

17. Repeat condition to demonstrate P2, Rotable Management. Testing shall be performed on the same airplane with 10 high memory (64Kb) tags installed on a (TBD) selection of rotatable components.
18. Demonstrate P1, Emergency Equipment Management functionality with a reader set to a frequency of 917-923.5 MHz while operating at maximum of 200 mW EIRP and using a Frequency Hopping Spread Spectrum technique. Testing shall be performed on a 737-800 airplane with a full compliment RFID tagged emergency equipment and a reader approved for use in South Korea. RFID tag types shall be the same as used in condition number 1. (S. Korea)
19. Repeat condition to demonstrate P2, Rotable Management. Testing shall be performed on the same airplane with 10 high memory (64Kb) tags installed on a (TBD) selection of rotatable components.
20. Demonstrate P1, Emergency Equipment Management functionality with a reader set to a frequency of 919-923 MHz while operating at maximum of 2 watts ERP and using a Frequency Hopping Spread Spectrum technique. Testing shall be performed on a 737-800 airplane with a full compliment RFID tagged emergency equipment and a reader approved for use in Malaysia. RFID tag types shall be the same as used in condition number 1. (Malaysia)
21. Repeat condition to demonstrate P2, Rotable Management. Testing shall be performed on the same airplane with 10 high memory (64Kb) tags installed on a (TBD) selection of rotatable components.
22. Demonstrate P1, Emergency Equipment Management functionality with a reader set to a frequency of 864-868 MHz while operating at maximum of 4 watts EIRP and using a Frequency Hopping Spread Spectrum technique. Testing shall be performed on a 737-800 airplane with a full compliment RFID tagged emergency equipment and a reader approved for use in New Zealand. RFID tag types shall be the same as used in condition number 1. (New Zealand)
23. Repeat condition to demonstrate P2, Rotable Management. Testing shall be performed on the same airplane with 10 high memory (64Kb) tags installed on a (TBD) selection of rotatable components.
24. Demonstrate P1, Emergency Equipment Management functionality with a reader set to a frequency of 921.5-928 MHz while operating at maximum of 4 watts EIRP and using a Frequency Hopping Spread Spectrum technique. Testing shall be performed on a 737-800 airplane with a full compliment RFID tagged emergency equipment. RFID tag types shall be the same as used in condition number 1. (New Zealand)

25. Repeat condition to demonstrate P2, Rotable Management. Testing shall be performed on the same airplane with 10 high memory (64Kb) tags installed on a (TBD) selection of rotatable components.
26. Demonstrate P1, Emergency Equipment Management functionality with a reader set to a frequency of 866-869 MHz while operating at maximum of 0.5 watts ERP and using a Frequency Hopping Spread Spectrum technique. Testing shall be performed on a 737-800 airplane with a full compliment RFID tagged emergency equipment and a reader approved for use in Singapore. RFID tag types shall be the same as used in condition number 1. (Singapore, Vietnam)
27. Repeat condition to demonstrate P2, Rotable Management. Testing shall be performed on the same airplane with 10 high memory (64Kb) tags installed on a (TBD) selection of rotatable components.
28. Demonstrate P1, Emergency Equipment Management functionality with a reader set to a frequency of 920-925 MHz while operating at maximum of 2 watts ERP and using a Frequency Hopping Spread Spectrum technique. Testing shall be performed on a 737-800 airplane with a full compliment RFID tagged emergency equipment and a reader approved for use in Singapore. RFID tag types shall be the same as used in condition number 1. (Singapore, Thailand)
29. Repeat condition to demonstrate P2, Rotable Management. Testing shall be performed on the same airplane with 10 high memory (64Kb) tags installed on a (TBD) selection of rotatable components.
30. Demonstrate P1, Emergency Equipment Management functionality with a reader set to a frequency of 922-928 MHz while operating at maximum of 0.5 watts ERP and using a Frequency Hopping Spread Spectrum technique. Testing shall be performed on a 737-800 airplane with a full compliment RFID tagged emergency equipment and a reader approved for use in Taiwan. RFID tag types shall be the same as used in condition number 1. (Taiwan outdoor)

Metal seat trays