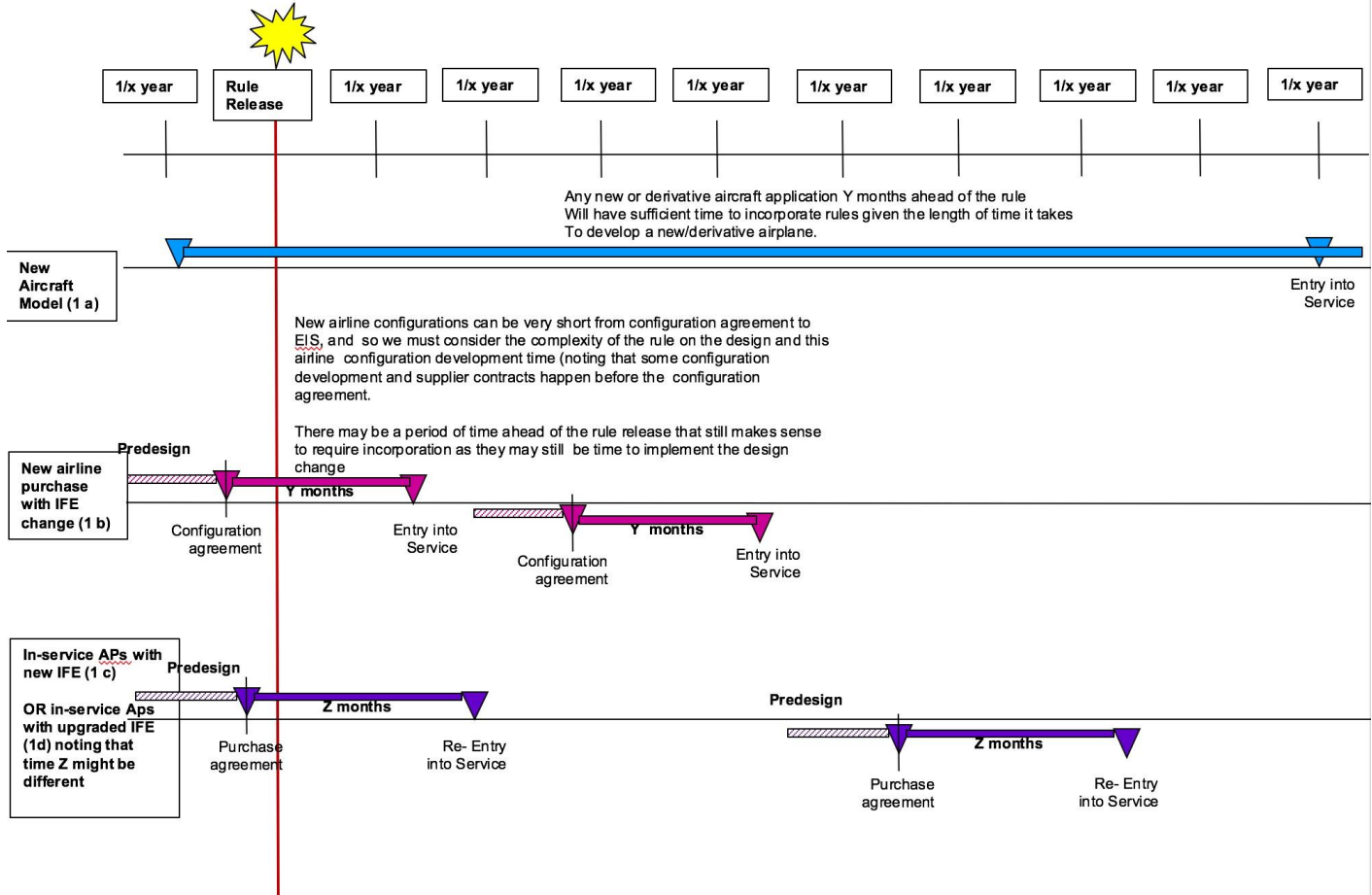


Time Line



Description of the IFE Timeline

A timeline representing a schedule of implementation of IFE installations for four aircraft categories.

The timeline is divided into 11 time segments. All but one have the same label, "1/x year." Segment #2 is labeled "Rule Release," the moment when the rules are released.

Four aircraft categories are represented, with numbers corresponding the IFE issues list:

- #1a New aircraft models
- #1b New airline purchase with IFE changes
- #1c and #1d are grouped together as one or the other: #1c In-service aircraft purchases with new IFE, or, #1d in-service aircraft purchases with upgraded IFE

The timeline shows the activity for each of the four aircraft categories:

Category 1a New aircraft models

Activity spans the entire timeline, from segment #1 to the end point at segment #11, which is labeled "Entry into service."

Category 1b: New airline purchase with IFE changes

Activity is divided into two intervals.

- Interval 1. A pre-design phase begins before segment #1 and leads to a point labeled "Configuration agreement", between segment #1 and before the rule release. Activity continues to just beyond segment #3 and stops as "Entry into service." This interval is labeled Y months.
- Interval 2. A second pre-design phase begins before segment #4 and ends before segment #5 as a point labeled "Configuration agreement." Activity continues to between segments #5 and #6 ending at "Entry into service." This interval is also labeled Y months.

Category 1c: In-service aircraft purchases with new IFE (either/or with Category 1d)

- A pre-design phase begins before segment #1 and leads to a point labeled "purchase agreement," between segment #1 and before the rule release. Activity continues to just beyond segment #4 and stops at "Re-entry into service." This interval is labeled Z months.

Category 1d: In-service aircraft purchases with upgraded IFE (either/or with Category 1c) (noting that time Z might be different)

- A pre-design phase begins before segment #6 and leads to a point labeled "purchase agreement" after segment #7. Activity continues to between segment #9 and #10 and stops at "Re-entry into service." This interval is also labeled Z months.

Notes:

1a. Any new or derivative aircraft application Y months ahead of the rule will have sufficient time to incorporate rules given the length of time it takes to develop a new/derivative airplane.

1b. New airline configurations can be very short from configuration agreement to EIS (entry into service), and so we must consider the complexity of the rule on the design and this airline configuration development time (noting that some configuration development and supplier contracts happen before the configuration agreement). There may be a period of time ahead of the rule release that still makes sense to require incorporation as they may still be time to implement the design change.