

#	Doc	Pg	Para #	Line#	Type	Comment	Recommendation	Rationale	Response
1	_Main	3	2.1	6	S	Government Documents table references the draft version of the BE-CDL Rev. B specification.	The latest released specification is: 60038368 Rev [B], dated 17 Aug 2015.	The terminal will conform to the latest released BE-CDL waveform requirements.	Accepted change: Updated the date and remove "draft".
2	_Main	9	3	n/a	S	The statement "The FMV is transmitted from the aircraft via Ku band Standard CDL at data rates of 200 kilobits per second (Kb/s) to 274 megabits per second (Mb/s)." does not correlate to Figure 3-2 which depicts the P-8 max capability of 44.7 Mb/s.	Reduce the data rate requirements to match current and planned P-3 and P-8 capabilities	Over specification of the Portable Common Data Link (CDL) STE beyond current and planned P-3 and P-8 requirements will unnecessarily increase program costs	Accepted change: Removed data rates from the diagram and reduced the threshold data rate in the requirement to 44.73 Mb/s.
3	_Main	11	4.1.2	SSS1381	S	The term "radar video" is broad and undefined. If it is MPEG2 video then it is already covered by the FMV requirements. Otherwise, additional information is needed to determine compliance.	Provide additional information (transport format, encoding/decoding, bit rate, etc.) to define what is meant by "radar video".	As written this requirement can be broadly interpreted and will not ensure interoperability if operation with specific radar video systems is required.	Accepted change: Clarified by inserting "FMV MPEG-2".
4	_Main	11	4.1.2	SYRS51	S	Is the desired output analog RS-170? How many video streams?	If analog output is desired, then the statement should be changed to: "stream received FMV point to point as analog RS-170 video at the..."	Clarification of this requirement is needed.	Rejected: SSS1335 defines RS-170 needs and was modified to state two outputs are needed. SYRS51 defines network streaming of video. The CDL should be capable of both analog video output and ethernet streaming.
5	_Main	12	4.1.3	SSS196	A	"Objective" marking for this requirement differs from the rest of the document.	Change (Objective) to [O].	Consistent identification of Threshold and Objective requirements.	Accepted change: Replaced with [O] for consistency.
6	_Main	12	4.1.3	SSS1326	S	Modes BR-0.2 through BR-44.73 correlate to Figure 3-2 which depicts the P-8 max capability of 44.7 Mb/s.	Modes BR-0.2 through BR-44.73 should be Threshold requirements and Modes BR-137A through BR-274D should be Objective.	Over specification of the Portable Common Data Link (CDL) STE beyond current and planned P-3 and P-8 requirements will unnecessarily increase program costs	Accepted change: Reduced data rate to 44.73 Mbps with 274 as objective.
7	_Main	13	4.1.5	SSS1328	S	The statement "The portable CDL subsystem shall operate and sustain FL and RL data rates of 200 kilobits per second (Kb/s) – 274 megabits per second (Mb/s) as listed in Table 4-1: Std-CDL Waveform Support Requirements." does not correlate to Figure 3-2 which depicts the P-8 max capability of 44.7 Mb/s.	Change to: The portable CDL subsystem shall operate and sustain FL and RL data rates of 200 kilobits per second (Kb/s) – 44.73 Mb/s (T) and 274 Mb/s (O) as listed in Table 4-1: Std-CDL Waveform Support Requirements.	Over specification of the Portable Common Data Link (CDL) STE beyond current and planned P-3 and P-8 requirements will unnecessarily increase program costs	Accepted change: Removed data rates from the diagram and reduced the threshold data rate in the requirement to 44.73 Mb/s.

8	_Main	13	4.1.6	SSS1330	S	Evaluating compliance to this requirement relies on a number of assumptions related to the Platform Communication Element (PCE) performance and the atmospheric conditions.	Provide PCE EIRP, transmission path parameters, and acceptable Bit Error Rate for use in link budget analysis.	All surface terminals will be consistently analyzed assuming the same airborne terminal performance and operating conditions.	Partially accepted change: Inserted EIRP for P-3 (44 dBW) and P-8 (39 dBW). No Government requirement for Bit Error Rate.
9	_Main	13	4.1.6	SSS1330	S	Requirement refers to elevation (assumed to mean antenna look angle in the vertical plane) when it seems to refer to altitude (height of the aircraft).	Change "elevation" to "altitude".	An elevation would be provided as degrees above horizontal, rather than feet.	Accepted change: Used altitude term in lieu of elevation.
10	_Main	13	4.1.6	SSS1330	S	The paragraph does not define the specific desired performance of the FL and the RL with corresponding data rate.	Change to specify the RL performance to 150 nautical miles at 44.73 Mb/s (T) and 274 Mb/s (O). FL performance should consider lower data rates, as requiring 274 Mb/s FL at 150 nm would require a very large RF Power Amplifier (>125W)	Typically, the desired data rate for FL is much less than RL, as depicted in Figure 3-2. Requiring the same FL performance as RL will unnecessarily increase system power consumption and program costs.	Accepted change: Inserted return link and removed the reference to the forward link, also, the data rate threshold is now 44.73Mb/s.
11	_Main	13	4.1.7	SSS1341	S	10 minutes for link acquisition is excessive and better performance can be achieved	Change the requirement to 5 minutes or less	Increased operational performance, achieving more data returned with each mission	Rejected: 10 Minutes or less meets the requirement.
12	_Main	13	4.1.8	SSS1322	S	What are the interface requirements (physical and logical connections, protocols, authentication) of the enterprise storage locations?	Provide details for the enterprise storage location hardware and software interfaces.	Requirement clarification.	Government modified language by removing the reference to enterprise storage since operation is stand alone and use of local storage is acceptable
13	_Main	13	4.1.8	SSS1323	S	What are the interface requirements (physical and logical connections, protocols, authentication) of the enterprise storage locations?	Provide details for the enterprise storage location hardware and software interfaces.	Requirement clarification.	Government modified language by removing the reference to enterprise storage since operation is stand alone and use of local storage is acceptable
14	_Main	14	4.1.9	SSS1386	S	This requirement applies to an airborne system with sensors. The ground station does not have a video input interface, or format sensor data "for transmission across the CDL". It outputs video, and converts incoming CDL data from the network frame format into Ethernet.	Reword: "All network data received over the Ethernet interface shall be formatted into an appropriate frame format (ATM/CTFF or Ethernet/GFP) as defined for transmission across the CDL."	Requirement clarification.	Deleted this requirement since it pertained more to aircraft terminology. It did not fit within this context.
15	_Main	14	4.1.9	SSS1386	S	This requirement calls out RS-170 video input. Typically, only RS-170 video output is required for a Surface Terminal	Verify that analog RS-170 video input and digital encoding is required.	If not required, a less complex and lower cost solution may be available	Accepted change: Deleted SSS1386 from the Specification. This is not a need and was a reference to aircraft equipment.

16	_Main	15	4.2.1	SSS1336	S	Is there an intended CONOPS for the omni-directional antenna?	Specify an operating range (e.g. 1 mile) at which the terminal automatically switches between directional and omni-directional antennas.	Clarifies the intended use of the omni-directional antenna, and any automatic control required for switching between antennas.	Accepted change: Specification language updated as follows: "The portable CDL subsystem shall have an omni-directional antenna for operation from 0-4 nautical miles, and an automatically engaged directional antenna for operation at 4 nautical miles up to its maximum range, both antennas being capable of transmitting and receiving Standard CDL waveforms."
17	_Main	15	4.2.1	SSS1338	S	Remote antenna control at 500 ft will require fiber optic cables, where standard CAT 5 will allow 300 ft separation	Verify that 500 ft separation is a threshold requirement	External fiber optic cables require extensive maintenance/cleaning to ensure proper performance. Standard CAT 5 wire is more robust and provides greater reliability.	Accepted change: Inserted the requirement for use of optional CAT 5 cable if the distance between the user interface and the antenna are 300 feet or less.
18	_Main	15	4.2.1.1	SSS1388	S	The requirement to scan to +90 degrees is a design requirement, not a performance requirement. Some pedestals only scan to +89 degrees by design.	Change the requirement to: The portable CDL subsystem shall be capable of maintaining track of aircraft passing directly above the antenna.	Performance requirements, rather than design requirements allow for increased innovation and lower cost solutions	Accepted change: Specification revised as follows: "capable of maintaining track of an aircraft passing directly above the antenna."
19	_Main	15	4.2.1.2	SSS1333	S	This requirement precludes the possibility of using an open-loop pointing antenna, a design decision in an otherwise performance-based specification.	Combine SSS1332 and SSS1333: "The portable CDL subsystem shall establish the link and track an MPRA antenna using navigation data from the aircraft or radio frequency strength methods such as conscan (conical scan)."	An open-loop pointing antenna is capable of providing the same functionality as an RF tracking antenna, typically with a lower recurring cost and a simpler design (for greater reliability).	Rejected: Both requirements remain, the CDL shall be capable of both modes of tracking, with only one mode active at a time, depending on which mode is selected.
20	_Main	15	4.2.2	SSS1389	S	A 10/100BaseT Ethernet interface will be insufficient to support the full bandwidth of the link when operating in high-rate Std-CDL and BE-CDL modes.	Change the requirement to a 10/100/1000BaseT Ethernet Interface.	Allows high-rate throughput of received data for all supported waveforms.	Rejected: The data rate threshold was reduced from 274 Mb/s to 44.73 Mb/s so this is unnecessary.

21	_Main	16	4.2.2.2	n/a	C	The desired functionality of the Workstation Software is not defined. Figure 3-2 depicts "View, analyze, disseminate FMV", however, no requirements for analysis tools are defined in the SPS. Is there a desired form factor (laptop or desktop)? Is there a desired operating system? Is there GFI software to be hosted?	Remove the Workstation requirements from the SPS and focus on the Portable CDL subsystem. Specify a vendor-provided GUI for control and setup (already in 4.2.2.3), either web-based or dedicated application that can be hosted on Linux or other OS with Java Run-time Environment (JRE)	Procurement of a unique workstation for the Portable CDL Subsystem should not be necessary. If designed to open standards and aligned with MOSA objectives, the CDL subsystem should be controlled by any workstation and analysis and exploitation of FMV could be performed on DCGS-N or other existing systems.	Inserted "government provided" workstation hardware (CWS) on page 10 and in SYRS380. Also, changed the architecture component to "user interface software" so it is not defined whether an application is to be installed on the workstation or if a browser can be used for configuration of the CDL, and viewing/recording of received video streams. Also, deleted SYRS381, then reorganized section 4.2.2.2 into software and hardware sections.
22	_Main	17	4.2.2.2	SYRS380	S	The key components listed in this section mention workstation software, but no computing hardware. Is a computer required to be provided with the system, or is the "workstation software" intended to run on existing (GFE) hardware?	Specify whether a computer is required to run the terminal control software. If existing computing hardware will be used to control the terminal provide details on the operating system and specifications of that hardware.	Confirms that any required computing hardware will be furnished with the system, or that software included with the system will operate correctly on existing systems where it will be used.	The workstation hardware will be the Common Workstation (CWS) Dell M4800. Application software must be compatible with Windows 7 and Windows 10.
23	_Main	17	4.2.2.4	SSS1345	S	Are the headset and audio amplifier required to be provided with the system?	Identify whether the audio interface hardware is a system requirement, or if it will be government-furnished.	Clarifies whether the system interface is at the analog audio I/O connections, or at the user-interfaced audio hardware.	The Government will not provide this hardware, the vendor will. This is a system requirement for an audio interface to be provided for use at the user interface. Specification language has been updated.
24	_Main	17	4.2.2.5	SSS1335	S	The wording "shall provide <u>an</u> RS-170 interface" implies that only <u>one</u> analog video output is required. This appears to be a limitation on the dual video channel support required in SSS1379.	Change the wording to indicate "two RS-170 interfaces" are required.	Clarifies conflicting requirements (two channel support, single analog output) so that the correct number of video outputs is provided.	Accepted change: Inserted "two" RS-170 outputs.
25	_Main	17	4.2.2.5	SSS1399	S	The wording "output to <u>the</u> RS-170 output" implies that only <u>one</u> analog video output is required. This appears to be a limitation on the dual video channel support required in SSS1379.	Change the wording to "output to one of the RS-170 outputs" if the intent is to have two analog video outputs.	Clarifies conflicting requirements (two channel support, single analog output) so that the correct number of video outputs is provided.	Accepted change: Inserted "two" RS-170 outputs.

26	_Main	17	4.2.2.5	SSS1399	S	MPEG-2 is the only defined compression/decompression standard	Include H.264 as a requirement	MPEG-2 is a very old standard that is becoming obsolete	Added H.264 as an objective. Aircraft currently not transmitting in H.264.
27	_Main	17	4.2.2.6	SYRS151	S	Inclusion of "cryptographic core modernization" wording in Type 1 requirement excludes KGV-135A hardware as a viable encryption option.	Reword: "The TacMobile system shall use National Security Agency (NSA) approved Type 1 devices for CDL encryption."	Rewording makes this requirement consistent with SSS1279, so the system is upgradeable to CCM.	Rejected change: The Government expects KGV-135A replacement by contract award.
28	_Main	17	4.2.2.6	SSS1279	A	The second sentence in this paragraph is a stand-alone requirement. Should it have a separate requirement number (e.g. SSSXXXX)?	Separate the ECU requirement into a new paragraph with a separate requirement number.	Consistent identification and numbering of requirements, for ease in tracking and verification.	Accepted Change: This requirement was separated from the first sentence.
29	_Main	17	4.2.2.6	SSS1279	S	The bulleted items (b, c, d) refer to CCM documentation as an ECU requirement, and this is a threshold requirement, indicating that CCM is a threshold. This conflicts with the first sentence of the paragraph stating that the system must be upgradeable to CCM.	Reconcile SSS1279 with the bullets beneath the paragraph.	Consistency in whether CCM or KGV-135 is the threshold Type 1 requirement.	Accepted change: The requirement was separated to clarify that this requirement refers to the ECU.
30	_Main	17	4.2.2.6	SSS1349	S	Requirement wording mixes two hardware solutions (KGV-135A, CCM) in one requirement.	Limit the Type 1 requirement to either KGV-135A or CCM. If backwards compatibility is the intent of this requirement then change the wording to indicate that any CCM implementation must include provision to employ KGV-135A-compatible encryption protocols when using CCM hardware.	Consistency in whether CCM or KGV-135 is the threshold Type 1 requirement.	Removed reference to CCM and stated the need for backward compatibility with KGV-135A.
31	_Main	17	4.2.2.6	SSS1350	S	Requirement specifies a third hardware solution (KGV-68B, alongside KGV-135A and CCM).	Limit the Type 1 requirement to either KGV-135A or CCM. If backwards compatibility is the intent of this requirement then change the wording to indicate that any Type 1 implementation must include provision to employ KGV-68B-compatible encryption protocols when using newer hardware.	Consistency in whether CCM or KGV-135 is the threshold Type 1 requirement.	Inserted the need for backward compatibility with KGV-68.

32	_Main	17	4.2.2.6	SYRS151	C	The statement "cryptographic core modernization" implies use of one of the three new crypto core suites. Of the three products in this family, only one is currently available and will not support the specified data rate.	Change the requirement to: The TacMobile portable CDL subsystem shall use National Security Agency (NSA) approved Type 1 encryption, and shall have a growth path to incorporate Cryptographical Core Modernization (CCM) products.	This will allow for procurement of NSA Type-1 encryption using currently available KGV-135A devices, with future migration to CCM Mini when available.	Rejected change: The Government expects KGV-135A replacement that supports specified data rate by contract award.
33	_Main	17	4.2.2.6	SSS1349	C	This requirement references KG-135A, the requirement should reference KGV-135A.	Change to KGV-135A	The current NSA approved Type-1 device for CDL encryption up to 274 Mb/s is the KGV-135A.	Accepted change: Added the V.
34	_Main	17	4.2.2.6	SSS1350	C	The requirement to "provide KGV-68 for P-3 interoperability" cannot be met as KGV-68 devices are no longer available and the key material is approaching end-of-life. The KGV-135A provides backward-compatibility and interoperability with KGV-68.	Change the requirement to: The TacMobile portable CDL subsystem shall provide backward compatibility and interoperability to P-3s equipped with KGV-68 encryption.	KGV-68 is an obsolete device that is no longer available.	Inserted the need for backward compatibility with KGV-68.
35	_Main	18	4.2.2.6	SSS1351	S	Type 1 hardware-based encryption does not employ AES algorithms. The CDL standard does not specify the use of AES encryption, and no AES encryption capabilities are included in the P-3C or P-8A airborne terminals.	Remove this requirement.	This requirement does not apply to CDL systems in general, or P-3C or P-8A systems in particular.	Accepted change: Removed this requirement.
36	_Main	18	4.2.2.6	SSS1402	S	As written the requirement is ambiguous whether only the connector must be provided, or both the connector and the fill cable.	Reword: "An external COMSEC keying connector shall be provided, compatible with an NSA approved COMSEC load device and associated cable."	Requirement clarification.	Accepted change: Used recommended statement.
37	_Main	18	4.2.2.6	SSS1400	C	In addition to being able to zeroize keys via the GUI, a physical zeroize switch/pushbutton should be provided.	Change the requirement to: "The portable CDL subsystem shall provide the capability to zeroize the COMSEC key from the GUI and with a zeroize pushbutton/switch.	This is a standard requirement for NSA Type-1, and will allow for key zeroization in the event of a control station failure or power failure.	Accepted change: Inserted the use of a button to zeroize the key.
38	_Main	18	4.2.2.6	n/a	C	No requirement for key hold is specified.	Add a requirement for the CDL subsystem to hold keys during the loss of prime power for a minimum of 30 mins	Loss of keys during a power interrupt would impact mission success.	Accepted change: Added the change as follows: "During a loss of prime power, the CDL subsystem shall retain the encryption keys for a minimum of thirty minutes."

39	_Main	18	4.2.2.6	n/a	C	There is no requirement specified that allows for removal and storage of the COMSEC module.	Add the requirement: "The COMSEC, or other CCI used to encrypt and decrypt classified data, shall be readily removable and storable in a standard General Services Administration (GSA) approved storage container and shall be no larger than 6" x 5" x 2" and weigh no more than 2 lbs.	Removal of the COMSEC module will allow the portable CDL subsystem to be non-CCI when removed.	Accepted change: Added the change as follows: "The COMSEC or other CCI used to encrypt and decrypt classified data, shall be readily removable and storable in a standard General Services Administration (GSA) approved storage container."
40	_Main	19	4.5.1	SYRS40	A	The second sentence in this paragraph is a stand-alone requirement. Should it have a separate requirement number (e.g. SYRSXX)?	Separate the 4-person lift requirement into a new paragraph with a separate requirement number.	Consistent identification and numbering of requirements, for ease in tracking and verification.	Rejected: No changes made.
41	_Main	19	4.5.1	SSS168	S	Requirement is ambiguous as written without external data to identify the P-3C door dimensions and entry clearance.	Provide door dimensions, ingress/egress turn radius, or other metrics to define acceptable case sizes.	"Fit through the aircraft door" may not account for space constraints within the aircraft (e.g. height and width fit through door, but length is unwieldy to maneuver).	Inserted door dimensions.
42	_Main	19	4.5.1	SSS1125	S	Requirement is ambiguous as written without external data to identify the P-8A door dimensions and entry clearance.	Provide door dimensions, ingress/egress turn radius, or other metrics to define acceptable case sizes.	"Fit through the aircraft door" may not account for space constraints within the aircraft (e.g. height and width fit through door, but length is unwieldy to maneuver).	Inserted door dimensions.
43	_Main	19	4.5.1	SSS1128	S	Requirement refers to MIL-STD-1472, but weight limits are provided in Table 4-2.	Remove reference to MIL-STD-1472, or remove Table 4-2.	Either the table or the MIL-STD reference is redundant. Only one source of weight limit data is required.	Accepted change: Removed the reference to the MIL-STD.
44	_Main	19	4.5.1	SSS1129	S	Requirement refers to MIL-STD-1472, but weight limits are provided in Table 4-2.	Remove reference to MIL-STD-1472, or remove Table 4-2.	Either the table or the MIL-STD reference is redundant. Only one source of weight limit data is required.	Accepted change: Removed the reference to the MIL-STD.

45	_Main	19	4.5.1	SSS168 and SSS1125	A	The requirement does not define the dimensions of the P-3C and P-8A aircraft door	Define the dimensions of the P-3C and P-8A aircraft doors, and specify the maximum dimensions of the transport cases.	The P-3C and P-8 aircraft doors are not a defined standard.	Accepted change: Added dimensions.
46	_Main	20	4.5.2	SYRS311	S	Is it a requirement that equipment be rack-mounted, or just that rack-mount equipment be in rack-mount cases?	Add a clarifying statement: "Equipment that is not supplied in a rack-mount form-factor (e.g. laptop computers) is not required to be rack-mounted."	Clarifies whether rack mounting is required for all system components.	Accepted change: Inserted "if equipment form factor is rack mount".
47	_Main	21	4.5.4	n/a	C	The SPS contains no specification for power consumption	Add the following requirement: The portable CDL subsystem shall require a maximum prime power capacity of: Average - 600 Watts, Peak - 1200 Watts	Need to specify all aspects of SWaP for an expeditionary system	Accepted change: Added the power threshold to SYRS303.
48	_Main	21	4.6.1	SYRS384	S	Apparent typo: comprise.	Correction: "The portable CDL subsystem shall not compromise national security information ..."	Requirement correction.	Accepted change: corrected to say "compromise".
49	_Main	23	4.7.1	SYRS130	S	MIL-STD-461F is cited in the Government Documents section, but no specific reference is made in the requirements section.	Provide specific EMI requirements.	Requirement clarification.	Added this reference to SSS373 and clarified Specification language.
50	_Main	23	4.7.1	SYRS130	C	This specification does have a specific level of reference or MIL-STD	Add reference to MIL-STD-461F	Even though MIL-STD-461F is included in the list of government documents in section 2.1, it should be referenced specifically in 4.7.1.	Accepted change: Added MIL-STD-461F to SSS373.
51	_Main	24	4.8	n/a	C	There is no specified requirement for antenna assembly time	Add a requirement for maximum assembly time by a trained operator of 15 mins	These is a critical requirement for a expeditionary system	Rejected: This is not a requirement at this time.
52	_Main	24	4.8.1	CPD10	S	What assumptions (e.g. OPTEMPO) apply to the system usage when determining MTBMCFW?	Provide parameters or MIL-HDBK guidance for Reliability, Maintainability and Availability requirements.	All surface terminals will be consistently analyzed assuming the same operating conditions.	Accepted change: Inserted "operational" in the requirement.
53	_Main	25	4.9	SYRS388	S	This requirement references "simulated link equipment and simulated off-board platforms" in support of embedded training. Is the intent that the GUI provide this embedded training mode?	Provide additional clarification of this requirement	Additional information is required.	Rejected: The intent is simply to use the GUI provided with simulated sensors in a training environment.

54	_Main	26	4.10.	n/a	C	The SPS specifies very limited environmental requirements (only operating temperature). The antenna subsystem must be designed to be transported and operate under severe environmental conditions which should be specified. These include shock, vibration and decompression for transport and rain, wind, salt-fog, sand/dust, etc. for operation.	Add additional environmental requirements for the antenna: Solar loading to maximum operational temperature to be +55 deg C with 1120 W/m2 solar radiation. Decompression during transport from 35,000 ft IAW MIL-STD-810. Random vibration (transport) IAW MIL-STD-810. Acceleration/Shock/Impact during vehicular transport. Sand/Dust IAW MIL-STD-810. Humidity IAW MIL-STD-810. Salt Fog IAW MIL-STD-810. Wind - Operate to 40 mph steady and 60 mph gust, not sustain damage to 55 mph steady and 70 mph gust.	The antenna must be able to survive severe environmental conditions.	Inserted additional environmental factors to be verified by analysis. The Specification has been updated.
55	_Main	26	4.10.1	SYRS74	S	This requirement is confusing, out of place in a temperature section, and redundant with SYRS40 and associated requirements in 4.5.1.	Remove SYRS74.	The specialized packaging requirements of MIL-STD-648 are conveyed in earlier section 4.5.1.	Moved to section 4.5.1 where more appropriate.
56	_Main	29	5.2	SSS1383	S	Verification methods of Demonstration and Test are inconsistent with this requirement being for "future expansion". It would make sense to demonstrate and test the capability whne it is implemented in the future, but not as part of this procurement.	Remove Demonstration and Test verification methods from this requirement.	Architecture can be analyzed for expansion capability, but expansion can't be demonstrated or tested until the expansion has been implemented.	Removed demonstration and test and inserted analysis.
57	_Main	30	5.2	SSS1330	S	It will be more expedient and more rigorous to verify this range requirement by analysis.	Change verification method to Analysis.	Analyzing operating range will directly confirm the system capability in a variety of conditions and against multiple airborne terminals. It is a more comprehensive means of verification than demonstration for this requirement.	Rejected: The Specification was revised. The range capability must be proven with an actual demonstration in addition to analysis.

58	_Main	30	5.2	SSS1384	S	This requirement may be verified by demonstrating correct network operation in the specified CDL modes, without the special-purpose instrumented testing and network traffic analysis implied by verification by Test.	Change verification method to Demonstration.	Unless special network analysis is intended, network operation is typically verified by demonstrating network data exchange between two network connected device operating through the link in the specified mode.	Rejected: Controlled conditions will be used for the test. Special analysis is not intended, a controlled experiment stimuli will be used for source signal.
59	_Main	30	5.2	SSS1385	S	This requirement may be verified by demonstrating correct network operation in the specified CDL modes, without the special-purpose instrumented testing and network traffic analysis implied by verification by Test.	Change verification method to Demonstration.	Unless special network analysis is intended, network operation is typically verified by demonstrating network data exchange between two network connected device operating through the link in the specified mode.	Rejected: Controlled conditions will be used for the test. Special analysis is not intended, a controlled experiment stimuli will be used for source signal.
60	_Main	30	5.2	SSS1387	S	Demonstration and Test are redundant for this verification. If the antenna is tested then it will be demonstrated at the same time.	Change verification method to Test only.	Multiple verification methods does not provide any additional verification data in this case.	Accepted change: Changed to Test.
61	_Main	30	5.2	SSS1388	S	Demonstration and Test are redundant for this verification. If the antenna is tested then it will be demonstrated at the same time.	Change verification method to Test only.	Multiple verification methods does not provide any additional verification data in this case.	Accepted change: Changed to Test.
62	_Main	32	5.2	SSS1397	S	Test is not required to verify correct operation of the CDL audio channel.	Change verification method to Demonstration only.	Multiple verification methods does not provide any additional verification data in this case.	Accepted change: Changed to Demonstration.
63	_Main	33	5.2	SYRS281	S	This IA requirement has a different verification method than the rest of its section. It will be more readily verified by inspecting documentation than by observing system operation.	Change verification method to Inspection.	Consistent verification approach for all IA requirements.	Accepted change: Changed to Inspection.
64	_Main	34	5.2	SSS168	S	This will require a mock-up aircraft entry to be built, unless a P-3C aircraft will be provided for a demonstration of loading and unloading transit cases.	Change verification method to Analysis.	Clearances can be analyzed without needing to secure an aircraft for verification activities.	Accepted change: Changed to Analysis.

65	_Main	34	5.2	SSS1125	S	This will require a mock-up aircraft entry to be built, unless a P-8A aircraft will be provided for a demonstration of loading and unloading transit cases.	Change verification method to Analysis.	Clearances can be analyzed without needing to secure an aircraft for verification activities.	Accepted change: Changed to Analysis.
66	_Main	34	5.2	SSS1126	S	The inclusion of the pressure relief valve can be verified without demonstrating its use.	Change verification method to Inspection.	Inspecting the valve and its specifications will verify it complies with the requirement without subjecting all cases to a low-pressure demonstration.	Accepted change: Changed to Inspection.
67	_Main	34	5.2	SSS1127	S	The effectiveness of the pressure relief valve can be verified without demonstrating its use.	Change verification method to Inspection.	Inspecting the valve and its specifications will verify it complies with the requirement without subjecting all cases to a low-pressure demonstration.	Accepted change: Changed to Inspection.
68	_Main	34	5.2	SSS1130	S	The handles and hardware will be verified by inspecting them, not demonstrating their use.	Change verification method to Inspection.	Inspection is a more direct method of verification when the requirement in question doesn't require that anything be done with the handle/hardware.	Accepted change: Changed to Inspection.
69	_Main	34	5.2	SSS1131	S	Analysis will provide a more rigorous verification (accounting for the closures, the case construction, the gasketing, and a variety of wet conditions) in contrast to a demonstration.	Change verification method to Analysis.	Alternatively, a test - in which the wet conditions of interest have been specified - could be employed but will require more time and resources than an analysis.	Accepted change: Changed to Analysis.
70	_Main	34	5.2	SSS1132	S	Analysis will provide a more rigorous verification in contrast to a demonstration.	Change verification method to Analysis.	Alternatively, a test - in which impact forces and orientations have been specified - could be employed but will require more time and resources than an analysis.	Accepted change: Changed to Analysis.

71	_Main	34	5.2	SSS1133	S	Analysis will provide a more rigorous verification in contrast to a demonstration.	Change verification method to Analysis.	Alternatively, a test - in which fungus types have been specified - could be employed but will require more time and resources than an analysis.	Accepted change: Changed to Analysis.
72	_Main	34	5.2	SSS1134	S	Analysis will provide a more rigorous verification in contrast to a demonstration.	Change verification method to Analysis.	Alternatively, a test - in which impact forces and orientations have been specified - could be employed but will require more time and resources than an analysis.	Accepted change: Changed to Analysis.
73	_Main	34	5.2	SSS1135	S	This requirement can be verified by inspecting cases to confirm that overweight cases include the required labels.	Change verification method to Inspection.	Demonstration is not an effective method to verify this requirement.	Accepted change: Changed to Inspection.
74	_Main	34	5.2	SSS1136	S	This requirement can be verified by analyzing the weight distribution within each case.	Change verification method to Analysis.	Demonstration is not an effective method to verify this requirement.	Accepted change: Changed to Analysis.
75	_Main	34	5.2	SSS1137	S	This requirement can be verified by analyzing the case compatibility with 463L pallet constraints.	Change verification method to Analysis.	Demonstration is an unnecessarily complex method to verify this requirement.	Accepted change: Changed to Analysis.
76	_Main	34	5.2	SSS1142	S	This requirement requires a test (height measurement) to verify compliance.	Change verification method to Test.	Testing will collect quantitative data (height) to verify this requirement.	Accepted change: Changed to Test.
77	_Main	34	5.2	SSS1144	S	This requirement requires a test (depth measurement) to verify compliance.	Change verification method to Test.	Testing will collect quantitative data (depth) to verify this requirement.	Accepted change: Changed to Test.
78	_Main	35	5.2	SSS1138	S	This requirement can be verified by inspecting cases to confirm the presence of protective foam.	Change verification method to Inspection.	Alternatively, a test - in which impact forces and orientations have been specified - could be employed but will require more time and resources than an inspection.	Accepted change: Changed to Inspection.

79	_Main	35	5.2	SYRS366	S	Requirement calls out certification testing.	Change verification method to Test.	Certification is attained through testing rather than demonstrating.	Accepted change: Changed to Test.
80	_Main	35	5.2	SSS1343	S	Requirement calls out certification testing.	Change verification method to Test.	Certification is attained through testing rather than demonstrating.	Accepted change: Changed to Test.
81	_Main	35	5.2	SSS1344	S	TEMPEST certification requires testing.	Change verification method to Test.	Certification is attained through testing rather than demonstrating.	Accepted change: Changed to Test.
82	_Main	36	5.2	SSS221	S	Requirement excluded from Requirements Verification Trace Matrix.	Add a row to the table for SSS221. Recommended verification method is Inspection.	Bill of Materials can be inspected to identify if any ozone depleting substances are included in the system.	Accepted change: Changed to Inspection and added to Table 5.2.
83	_Main	37	5.2	SYRS129	S	This requirement can be verified by inspecting ESD protection measures.	Change verification method to Inspection.	Inspection is consistent with other ESD requirement verification (SSS86, SSS87).	Accepted change: Changed to Inspection.