
Subject: Installation of GoGo 2Ku Satellite-Based Internet

Overview

The GoGo 2Ku Satellite-Based Internet is being installed on all A319/320/321 aircraft. The prototype A319 aircraft, ship 3139, is scheduled to re-enter service in mid-September. Prototype installations for the A320/A321 will follow and fleet wide modifications are scheduled to begin in November.

The 2Ku system uses satellites and will replace the current air-to-ground (ATG4) system. Crew Wi-Fi service will begin after ADIRU alignment. Passenger service Wi-Fi service will begin when the anti-collision beacon is turned on. The system will be programmed to operate below 10,000 feet, gate to gate.



The new Wi-Fi system provides a more robust Internet connection, including flights over water/outside the CONUS.

Background

The system is powered when the GALLEY switch is ON. Power is shed manually with this switch using existing QRH Non-normal checklist procedures for smoke, fire, or fumes.

System power is supplied from four INTERNET circuit breakers in the Door 1 overhead 2000VU Panel (F-3, F-4, F-5, F-6). The system also requires an operational Air Data Inertial Reference Unit #2 to acquire position and attitude data. There is an INTERNET - RESET switch in the cabin inside the door 1 LH Closet. This reset switch will cause a minimum 15 minute outage, and therefore should only be used if all Passengers have lost service. It should be pressed for one second, then released.



Closet by Door 1L



INTERNET-RESET switch

The GoGo 2Ku antenna is installed on the crown of the aircraft.

CAUTION: When the system transmits, RF radiation exposure could occur to personnel at elevations > 10 degrees and within a 20 meter radius of the antenna, which is located on the aircraft crown.

Operating Instructions

The only flight deck actions required are during De-Icing procedures to protect personnel from RF radiation exposure. During De-Icing selecting the DITCHING pb per standard procedures will mute the system from transmitting. There will be no Internet service while in ditching mode.

Conclusion

The information contained in this bulletin will be incorporated into future Volume I and Volume II revisions.

Approved By

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