



Boeing Avionics Updates

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Boeing Avionics Updates Summary

- B757/B767 PEG II BP1A – Available for retrofit via Service Bulletin, [certified for production cut-in \(March 2026\)](#)
- B777 BP18 – [Service Bulletin Released 04/22](#)
 - [There are 3 separate Service Bulletins for 3 configurations:](#)
 - [SB \(777-31A0352\)](#) – ONS OS 9.2 software
 - [SB \(777-31A0391\)](#) – non-ONS equipped airplanes
 - [SB \(777-31A0392\)](#) – older ONS software
- B747 NG FMS BP 4.1 – Q3 2026
- B737 C2 – U14 or later required, for 737 MAX, ONS OS 9.1 required (SB 737-46-1029), C1 and C2 FMCs are not interchangeable/intermixable. SB is required to upgrade from C1 to C2).
 - MAX Release June 2026
 - NG Release Feb 2027
- B777 BP19 – Q4 2026
- B787 BPv7 – Q4 2026
- 777-9 Entry Into Service - 2027
- B737 BFMS - 2027
- B737 U14.2 – Q1 2028
- B757/B767 Peg II BP2 Production Cut-In – TBD



Questions?

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Boeing Avionics Updates (1/6)

777 HONEYWELL AIMS-2

Block Point	Expected Availability	Features	Service Bulletin #
v19	Q4 2026	<ul style="list-style-type: none"> Addition of capability to load ATN CPDLC messages to the FMC Auto-ARM capability for armable CPDLC reports SATCOM and HF frequency support for ATN CONTACT/MONITOR uplink (CRO-1141), and other features/software fixes ATC Database Update to NSAP v14.0 	N/A
v18	Available	<ul style="list-style-type: none"> VDLM2 improvements (related to provider aborts and addresses CRO-785 and CRO-836) Addition of user modifiable RAT1 and SAT7 timers (PBCS) 25 other problems fixed, including CRO-966 (dM63 with MRN), CRO-997 (dM99 repetition), CRO-1296 (Simultaneous CPDLC-Start Req. Issue) and CRO-1714. 	N/A
v17C	Available	<ul style="list-style-type: none"> Fixes the following Issues: <ul style="list-style-type: none"> FMC Loads Route from Previous ATC Uplink. OMB # TBC-157 ATN ICAO Code Zero at Logon ATC Database Update to NSAP v10.0 	777-31A0342

Boeing Avionics Updates (2/6)



787 HONEYWELL CMF

CMF BPv7:

- Kickoff Q3 2023, Service Bulletin [expected Q4 2026](#)
- Includes implementation of ACARS RAT1 timer (PBCS improvement), ACARS-over-IP improvements, fix of ADS-C wind direction reporting bug, [updated ATC datalink message wording](#), and other software fixes and improvements ([addresses CRO-836, CRO-966, CRO-997, CRO-1015, CRO-1136, CRO-1141, CRO-1159, CRO-1192 and CRO-1296](#))
- [Updates ATC Database to NSAP v14](#)

Standalone ATC Database Update:

- Updated ATC Database to NSAP v10 (from v6)
- Available via SB# 787-23-0054 I001

CMF BPv6:

- SB #787-45-0040 available, released Dec 2019, install time 6 man-hours per tail

Boeing Avionics Updates (3/6)



747-400/8 HONEYWELL NG FMC

BP 4.1:

- Expected Release: [Q3 2026](#)
 - -8 and -400 Engineering flight tests completed
 - [Certification flight tests completed February 2025](#)
- Fixes 19 High Priority Problems (10 of which are Datalink, selected items listed below):
 - [CRO-1266 and CRO-1286 \(uM190/uM215 degree parameter display issue\)](#)
 - Unable to enter ORIG/DEST on ATC Logon/Status page
 - Confirm level report gives incorrect altitude
 - Bad fuel and speed predictions
 - ATC Speed uplinks/downlinks display incorrect Mach
 - Time is improperly encoded in Emergency downlink
- [ATC Database update \(NSAP v10\)](#) separate from BP4.1
 - ATC Database available to requesting operators
 - [SL# 747-SL-34-184](#)



737 GE FMC

U14.2:

- Next planned FMC software update target | [Q1 2028](#)
- Addresses ATN B1 CPDLC issues ([CRO-1050](#), [CRO-1181](#), [CRO-1320](#), and [CRO-1327](#))
- Additional FANS CPDLC fixes and proposed functional updates

U14.1:

- (U14 content + runway G/S angle to HUD + additional CPDLC Issue Fixes)
- [SB# 737-34-3656 \(MAX\)](#) and [737-34-3657 \(NG\)](#), May 2022 (MAX) and [Q1 2025 \(NG\)](#)
- Production cut-in Feb 2022

Boeing Avionics Updates (4/6)

737 Boeing Flight Management System (BFMS)



BFMS v1: Expected availability 2027

Datalink Improvements for BFMS:

- CPDLC
 - Improved textual display of route clearances (uM79, 80, 83)
 - Max Uplink Delay loadable message
 - Addition of Load Accepted Uplink alerting message
 - Functional improvements to ATN B1
- AOC
 - Optimized Flight Efficiency (customer selectable option)
 - 8 winds & temp levels per waypoint for En-route Winds, Climb Winds and Descent Forecast Winds
 - Drag & Fuel Flow Factor uplink (customer selectable option)
 - BFMS processes loadable uplinks faster, eliminating the need for AOC loading annunciations
- ADS-C
 - Display of ADS-C connections and center inhibit capability

Boeing Avionics Updates (5/6)



757/767 HONEYWELL PEGASUS I/II FMC

PEG I BP11:

- Fixes the stale message display problem ([CRO-417](#)), plus 17 other 'must-fix' problems
 - Interim solution: Power down procedural mitigation, extended to 6 months after SB release
- Engineering flight test completed Q1 2022
- Certification flight test completed November 2022
- Production cut-in implemented; first production aircraft delivered July 2023
- [757/767 Service Bulletins released Oct/Nov 2023](#)
 - [SB# 767-34-0950](#) and [757-34-0698](#)

PEG II BP2:

- Fixes carry over SCRs identified in PEG 1 BP11
- Boeing Red Label software testing on-going
- [BP2 production incorporation:](#)
 - [PEG I HW obsolescence identified; PEG II BP1A cut into production March 2026](#)
 - Note: Peg II wiring provisions already cut into production