

En-Route CPDLC Participation List (Pub v1.0) November 27, 2023

Aircraft Manufacturer	Aircraft Type	CMU Type	FMS Type	Radio Type	Reason	FPL Filing En Route	Pathway to Compliance	Compliance/Exemption Date
None	None	None	None	None	N/A	None	N/A	N/A
Boeing	B737	RCI 900-151 Core 12, or ATN 505 (Core 12 Equivalent)	GE U14.1, or GE U13, or GE U12, or GE U11	HW VHF-RTA-44D (w/SB 064-50000-2001), or HW VHF RTA-50D, or RCI VHF-2100 (w/SB501 or P/N 822-1287-101/180 w/SB7 or 822-1287-121 or 141), or RCI VHF-920 (P/N 822-1250-002 w/SB16 or 822-1250-020 w/SB17), or RCI VHF-2100E (P/N 822-2168-121)	Core-12 is more susceptible to VDL Mode 2 A/G handoff and delivery issues	FANSE	1. Upgrade to Core 16 for A/G handoff and delivery issues. 2. Requires that the evaluation of the accumulated 10,000 operational transactions is complete and satisfactory.	TBD
Boeing	B737	HW MARK II+ v523, or RCI 900-151 Core 16	GE U14.1, or GE U13, or GE U12, or GE U11	HW VHF-RTA-44D (w/SB 064-50000-2001), or HW VHF RTA-50D, or RCI VHF-2100 (w/SB501 or P/N 822-1287-101/180 w/SB7 or 822-1287-121 or 141), or RCI VHF-920 (P/N 822-1250-002 w/SB16 or 822-1250-020 w/SB17), or RCI VHF-2100E (P/N 822-2168-121)	These configurations require accumulation of 10,000 operational transactions for evaluation.	FANSE	When the evaluation of the accumulated 10,000 operational transactions is complete and satisfactory.	TBD
Boeing	B747-400	RCI 900-151 Core 12	HW NG BP4.0	HW VHF-RTA-44D (w/SB 064-50000-2001), or HW VHF RTA-50D, or RCI VHF-2100 (w/SB501 or P/N 822-1287-101/180 w/SB7 or 822-1287-121 or 141), or RCI VHF-920 (P/N 822-1250-002 w/SB16 or 822-1250-020 w/SB17), or RCI VHF-2100E (P/N 822-2168-121)	Core-12 is more susceptible to VDL Mode 2 A/G handoff and delivery issues	FANSER	1. Upgrade to Core 16 for A/G handoff and delivery issues. 2. Requires that the evaluation of the accumulated 10,000 operational transactions is complete and satisfactory.	TBD
Boeing	B747-400	RCI 900-151 Core 16	HW NG BP4.0	HW VHF-RTA-44D (w/SB 064-50000-2001), or HW VHF RTA-50D, or RCI VHF-2100 (w/SB501 or P/N 822-1287-101/180 w/SB7 or 822-1287-121 or 141), or RCI VHF-920 (P/N 822-1250-002 w/SB16 or 822-1250-020 w/SB17), or RCI VHF-2100E (P/N 822-2168-121)	These configurations require accumulation of 10,000 operational transactions for evaluation.	FANSER	When the evaluation of the accumulated 10,000 operational transactions is complete and satisfactory.	TBD

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Boeing	B747-8	RCI 900-151 Core 12, or RCI CMU-900 ATN 201 (Core 12 Equivalent), or RCI CMU-900 ATN 202 (Core 12 Equivalent)	HW NG BP4.0	HW VHF-RTA-44D (w/SB 064-50000-2001), or HW VHF RTA-50D, or RCI VHF-2100 (w/SB501 or P/N 822-1287-101/180 w/SB7 or 822-1287-121 or 141), or RCI VHF-920 (P/N 822-1250-002 w/SB16 or 822-1250-020 w/SB17), or RCI VHF-2100E (P/N 822-2168-121)	Core-12 or equivalents are more susceptible to VDL Mode 2 A/G handoff and delivery issues	FANSER	1. For Core-12 and Equivalents, upgrade to: Core 16 for RCI 900-151, or ATN 203 for RCI CMU-900 2. Requires that the evaluation of the accumulated 10,000 operational transactions is complete and satisfactory.	TBD
Boeing	B747-8	RCI 900-151 Core 16, or ATN 203 (Core 16 Equivalent)	HW NG BP4.0	HW VHF-RTA-44D (w/SB 064-50000-2001), or HW VHF RTA-50D, or RCI VHF-2100 (w/SB501 or P/N 822-1287-101/180 w/SB7 or 822-1287-121 or 141), or RCI VHF-920 (P/N 822-1250-002 w/SB16 or 822-1250-020 w/SB17), or RCI VHF-2100E (P/N 822-2168-121)	These configurations require accumulation of 10,000 operational transactions for evaluation.	FANSER	When the evaluation of the accumulated 10,000 operational transactions is complete and satisfactory.	TBD
Boeing	B757 / B767	RCI 900-151 Core 12, or ATN 505 (Core 12 Equivalent)	HW PEG I (BP 9 or prior) with procedural mitigation, or PEG I BP 11, or Peg II	HW VHF-RTA-44D (w/SB 064-50000-2001), or HW VHF RTA-50D, or RCI VHF-2100 (w/SB501 or P/N 822-1287-101/180 w/SB7 or 822-1287-121 or 141), or RCI VHF-920 (P/N 822-1250-002 w/SB16 or 822-1250-020 w/SB17), or RCI VHF-2100E (P/N 822-2168-121)	Core-12 and Equivalents are more susceptible to VDL Mode 2 A/G handoff and delivery issues, and/or, Currently executing Ghost Message issue procedural mitigation	FANSER	1. For Core-12 and Equivalents, upgrade to: Core 16 for RCI 900-151, or ATN 523 (when available) for the ATN 505 2. For currently executing the Ghost Message issue procedural mitigation, upgrade to: Peg I BP11 (when available), or Peg II 3. Requires that the evaluation of the accumulated 10,000 operational transactions is complete and satisfactory.	TBD

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Boeing	B757 / B767	RCI 900-151 Core 16, or ATN 523 (Core 16 Equivalent)	HW PEG I (BP 9 or prior) with procedural mitigation, or PEG I BP 11, or Peg II	HW VHF-RTA-44D (w/SB 064-50000-2001), or HW VHF RTA-50D, or RCI VHF-2100 (w/SB501 or P/N 822-1287-101/180 w/SB7 or 822-1287-121 or 141), or RCI VHF-920 (P/N 822-1250-002 w/SB16 or 822-1250-020 w/SB17), or RCI VHF-2100E (P/N 822-2168-121)	These configurations require accumulation of 10,000 operational transactions for evaluation, and/or, Currently executing Ghost Message issue procedural mitigation	FANSER	<ol style="list-style-type: none"> For Core-16 or ATN 523, requires that the evaluation of the accumulated 10,000 operational transactions is complete and satisfactory. For currently executing the Ghost Message issue procedural mitigation, upgrade to: Peg I BP11 (when available), or Peg II When the evaluation of the accumulated 10,000 operational transactions is complete and satisfactory. 	TBD
Boeing	B777	HW AIMS II BPV17B, or HW AIMS II BPV17C	HW AIMS II BPV17B, or HW AIMS II BPV17C	HW VHF-RTA-44D (w/SB 064-50000-2001), or HW VHF RTA-50D, or RCI VHF-2100 (w/SB501 or P/N 822-1287-101/180 w/SB7 or 822-1287-121 or 141), or RCI VHF-920 (P/N 822-1250-002 w/SB16 or 822-1250-020 w/SB17), or RCI VHF-2100E (P/N 822-2168-121)	These configurations require accumulation of 10,000 operational transactions for evaluation.	FANSE	When the evaluation of the accumulated 10,000 operational transactions is complete and satisfactory.	TBD
Boeing	B787	HW CMF BP6	HW FMF BP4	RCI VHF-2100 (w/SB501 or P/N 822-1287-101/180 w/SB7 or 822-1287-121 or 141), or RCI VHF-2100E (P/N 822-2168-121)	These configurations require accumulation of 10,000 operational transactions for evaluation.	FANSER	When the evaluation of the accumulated 10,000 operational transactions is complete and satisfactory.	TBD
Boeing	MD-11	RCI 900-151 Core 12	HW Pegasus 923, or 924	HW VHF-RTA-44D (w/SB 064-50000-2001), or HW VHF RTA-50D, or RCI VHF-2100 (w/SB501 or P/N 822-1287-101/180 w/SB7 or 822-1287-121 or 141), or RCI VHF-920 (P/N 822-1250-002 w/SB16 or 822-1250-020 w/SB17), or RCI VHF-2100E (P/N 822-2168-121)	Core-12 is more susceptible to VDL Mode 2 A/G handoff and delivery issues	FANSE	<ol style="list-style-type: none"> Upgrade to Core 16 for A/G handoff and delivery issues. Requires that the evaluation of the accumulated 10,000 operational transactions is complete and satisfactory. 	TBD

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Boeing	MD-11	RCI 900-151 Core 16	HW Pegasus 923, or 924	HW VHF-RTA-44D (w/SB 064-50000-2001), or HW VHF RTA-50D, or RCI VHF-2100 (w/SB501 or P/N 822-1287-101/180 w/SB7 or 822-1287-121 or 141), or RCI VHF-920 (P/N 822-1250-002 w/SB16 or 822-1250-020 w/SB17), or RCI VHF-2100E (P/N 822-2168-121)	These configurations require accumulation of 10,000 operational transactions for evaluation.	FANSE	When the evaluation of the accumulated 10,000 operational transactions is complete and satisfactory.	TBD
Airbus	A320	ATSU CSB 4.3, or ATSU CSB 7.2, or ATSU CSB 7.4, or ATSU CSB 7.5, or ATSU CSB 7.5.1	Honeywell H2/H2A/H2B/H2C, or Honeywell H3, or Honeywell H4, or Thales S6, or Thales S7A, or Thales S7B, or Thales S8, or Thales S8A	HW VHF RTA-44D (P/N 064-50000-2052 w/SB23-1570), or HW RTA 50D (P/N 965-1696-051), or Thales EVR 750 L22 (P/N EVR750-04-0101B), or RCI VHF-920 (P/N 822-1250-020 w/SB17 or w/SB15), or RCI VHF-2100 (P/N 822-1287-121), or RCI VHF-2200 (P/N 822-2763-020)	These ATSU versions exhibit the following behaviors: 1. Hx Rej (Downlinking invalid CrC) 2. No reversion to CSC from Alternate frequency 3. ATSU VDL Buffer Full (Stuck on POA) 4. Random ATSU reboot 5. ATSU Reset after buffer corruption 6. More susceptible to VDL Mode 2 A/G handoff and delivery issues	FANSE	1. Upgrade to: ATSU 7.6 (when available), or ATSU CLR 9.3.2, or ATSU CLR 9.4, or ATSU CSB 10.2.1 2. Requires that the evaluation of the accumulated 10,000 operational transactions is complete and satisfactory.	TBD
Airbus	A320	ATSU CSB 9.3.2, or ATSU CSB 9.4, or ATSU CSB 10.2.1	Honeywell H2/H2A/H2B/H2C, or Honeywell H3, or Honeywell H4, or Thales S6, or Thales S7A, or Thales S7B, or Thales S8, or Thales S8A	HW VHF RTA-44D (P/N 064-50000-2052 w/SB23-1570), or HW RTA 50D (P/N 965-1696-051), or Thales EVR 750 L22 (P/N EVR750-04-0101B), or RCI VHF-920 (P/N 822-1250-020 w/SB17 or w/SB15), or RCI VHF-2100 (P/N 822-1287-121), or RCI VHF-2200 (P/N 822-2763-020)	These configurations require accumulation of 10,000 operational transactions for evaluation.	FANSE	When the evaluation of the accumulated 10,000 operational transactions is complete and satisfactory.	TBD
Airbus	A330/340	ATSU CLR 4.6, or ATSU CLR 4.7, or ATSU CLR 7.2, or ATSU CLR 7.4, or ATSU CLR 7.5, or ATSU CLR 7.5.1	Honeywell P3, or Honeywell P4, or Honeywell P4A, or Honeywell P5, or Honeywell P5A, or Honeywell P6, or Thales T2, or Thales T4, or Thales T5/T5A/T5B, or Thales T6/T6A	HW RTA 50D (P/N 965-1696-051), or Thales EVR 750 L22 (P/N EVR750-04-0101B), or RCI VHF-920 (P/N 822-1250-020 w/SB17 or w/SB15), or RCI VHF-2100 (P/N 822-1287-121), or RCI VHF-2200 (P/N 822-2763-020)	These ATSU versions exhibit the following behaviors: 1. Hx Rej (Downlinking invalid CrC) 2. No reversion to CSC from Alternate frequency 3. ATSU VDL Buffer Full (Stuck on POA) 4. Random ATSU reboot 5. ATSU Reset after buffer corruption 6. More susceptible to VDL Mode 2 A/G handoff and delivery issues	FANSE	1. Upgrade to: ATSU 7.6 (when available), or ATSU CLR 9.3.2, or ATSU CLR 9.4, or ATSU CSB 10.2.1 2. Requires that the evaluation of the accumulated 10,000 operational transactions is complete and satisfactory.	TBD

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<u>Airbus</u>	A330/340	ATSU CLR 9.3.2, or ATSU CLR 9.4, or ATSU CSB 10.2.1	Honeywell P3, or Honeywell P4, or Honeywell P4A, or Honeywell P5, or Honeywell P5A, or Honeywell P6, or Thales T2, or Thales T4, or Thales T5/T5A/T5B, or Thales T6/T6A	HW RTA 50D (P/N 965-1696-051), or Thales EVR 750 L22 (P/N EVR750-04-0101B), or RCI VHF-920 (P/N 822-1250-020 w/SB17 or w/SB15), or RCI VHF-2100 (P/N 822-1287-121), or RCI VHF-2200 (P/N 822-2763-020)	These configurations require accumulation of 10,000 operational transactions for evaluation.	FANSE	When the evaluation of the accumulated 10,000 operational transactions is complete and satisfactory.	TBD
<u>Airbus</u>	A350	ATC CLV 1.3.1, or ATC CLV 1.4, and ACR S4 w/SB23-P026	S4, or S6, or S6A	RCI VHF-2200 (P/N 822-2763050)	These configurations require accumulation of 10,000 operational transactions for evaluation.	FANSE	When the evaluation of the accumulated 10,000 operational transactions is complete and satisfactory.	TBD
<u>Airbus</u>	A380	ATC CLA 4.1, or ATC CLA 4.2 and ACR S3 w/SB23-8020	Honeywell L2.1, or L3	HW RTA 50D (P/N 965-1696-051), or RCI VHF-920 (P/N 822-1250-020 w/SB17 or w/SB15), or RCI VHF-2100 (P/N 822-1287-121)	These configurations require accumulation of 10,000 operational transactions for evaluation.	FANSE	When the evaluation of the accumulated 10,000 operational transactions is complete and satisfactory.	TBD
<u>Embraer</u>	E55P, E50P	Garmin G3000/G5000 5.1	Garmin G3000/G5000 5.1	GDR-66	The FMS exhibits the following Interop Issue Behavior: um79 CLEARED TO [position] VIA [routeclearance] fails to import when the TO position fix is both an exit off an airway and entry onto a STAR.	FANSE	1. Upgrade to a version that resolves this issue. 2. Requires that the evaluation of the accumulated 10,000 operational transactions is complete and satisfactory.	TBD

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Embraer	E545, E550	RCI RIU-4010 (Core 12 Equivalent)	RCI PLF 6200 v6.3, or RCI PLF 6200 6.3.1, or RCI PLF 6200 6.4, or RCI PLF 6200 6.0.1	RCI VHF-4000 with: <ul style="list-style-type: none"> • CPN 822-1468-210 with SB-8, or • CPN 822-1468-290, or • CPN 822-1468-302 with SB-11, or • CPN 822-1468-303, or • CPN 822-1468-310 with SB-8 or SB-13, or • CPN 822-1468-390 RCI VHF-4000E with: <ul style="list-style-type: none"> • CPN 822-1872-310 with SB-8, or • CPN 822-1872-390 RCI VHF-4000F with: <ul style="list-style-type: none"> • CPN 822-2993-310 with SB-9, or • CPN 822-2993-390 	The FMS exhibits the following Interop Issue Behavior: UM154 RADAR SERVICES TERMINATED Rejected When Concatenated with UM117 CONTACT. The avionics downlinks a DM62 ERROR unexpectedData + DM67 THIS CONCATENATION NOT SUPPORTED BY THIS AIRCRAFT. The uplink is not displayed to the pilot.	FANSER	1. Upgrade to Core 16 Equivalent. 2. Requires that the evaluation of the accumulated 10,000 operational transactions is complete and satisfactory.	TBD
Embraer	E170	HW EPIC CMF Block 3.4	HW Primus EPIC Load 27.4 (E1)	EPIC VDR PN 7026201-803 with MOD U	These configurations require accumulation of 10,000 operational transactions for evaluation.	FANSER	When the evaluation of the accumulated 10,000 operational transactions is complete and satisfactory.	TBD
Dassault	FA8X	HW CMF BP3	Primus EPIC EASy III	HW EPIC VDR: 7026201-814 (Mod S)	These configurations require accumulation of 10,000 operational transactions for evaluation.	FANSE	When the evaluation of the accumulated 10,000 operational transactions is complete and satisfactory.	TBD
Dassault	F900 (A, B, C, EX)	HW Mark II+ v523	Primus 2000 NZ6.1.1, or Primus 2000 NZ6.1.X	HW EPIC VDR: 7026201-815 (Mod U)	These configurations require accumulation of 10,000 operational transactions for evaluation.	FANSE	When the evaluation of the accumulated 10,000 operational transactions is complete and satisfactory.	TBD
Pilatus	PC24	HW CMF 3.3	HW NG CMF 3.3	HW KTR-2280A	These configurations require accumulation of 10,000 operational transactions for evaluation.	FANSER	When the evaluation of the accumulated 10,000 operational transactions is complete and satisfactory.	TBD

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Honda	HDJT	Garmin G3000/G5000 6.2	Garmin G3000/G5000 6.2	GDR-66	FMS exhibits the following Interop Issue Behavior: a). um79 CLEARED TO [position] VIA [route/clearance] fails to import when the TO position fix is both an exit off an airway and entry onto a STAR. b). um83 & um79 route clearances, when position variable (AT or TO point) is a Place Bearing Distance (PBD) and the base fix of that PBD is a duplicate waypoint in the Nav Database, the import will fail.	FANSE	1. Upgrade to a version that resolves these issues. 2. Requires that the evaluation of the accumulated 10,000 operational transactions is complete and satisfactory.	TBD
Bombardier	CL60 (Challenger 600/601)	HW MARK II+ v522	Honeywell Primus 2000XP NZ6.1.1	RCI VHF-4000 with: • CPN 822-1468-210 with SB-8, or • CPN 822-1468-290, or • CPN 822-1468-302 with SB-11, or • CPN 822-1468-303, or • CPN 822-1468-310 with SB-8/13, or • CPN 822-1468-390 RCI VHF-4000E with: • CPN 822-1872-310 with SB-8, or • CPN 822-1872-390 RCI VHF-4000F with: • CPN 822-2993-310 with SB-9 • CPN 822-2993-390	The HW MARK II+ v522 is more susceptible to VDL Mode 2 A/G handoff and delivery issues	FANSER	1. Upgrade to HW MARK II+ v523, or v524. 2. Requires that the evaluation of the accumulated 10,000 operational transactions is complete and satisfactory.	TBD
Bombardier	CL60 (Challenger 604)	RCI CMU-4000 (Core 12 Equivalent)	RC ProLine Fusion v1.4, or v2.1	RC VHF-4000 with: • CPN 822-1468-390	The FMS exhibits the following Interop Issue Behavior: UM154 RADAR SERVICES TERMINATED Rejected When Concatenated with UM117 CONTACT. The avionics downlinks a DM62 ERROR unexpectedData + DM67 THIS CONCATENATION NOT SUPPORTED BY THIS AIRCRAFT. The uplink is not displayed to the pilot.	FANSER	1. Upgrade to a version that resolves these FMS issues. 2. For Core-12 Equivalents, upgrade to Core-16 Equivalents. 3. Requires that the evaluation of the accumulated 10,000 operational transactions is complete and satisfactory.	TBD

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Bombardier	CL60 (Challenger 605/650)	RCI CMU-4000 (Core 12 Equivalent)	RC ProLine 21 Advanced with FMS-6200	RCI VHF-4000 with: <ul style="list-style-type: none"> • CPN 822-1468-302 with SB-11, or • CPN 822-1468-303, or • CPN 822-1468-310 with SB-8/13, or • CPN 822-1468-390 	<p>Core-12 Equivalents are more susceptible to VDL Mode 2 A/G handoff and delivery issues.</p> <p>FMS exhibits the following Interop Issue Behavior:</p> <p>a). um80 CLEARED [route clearance] fails to import when the route consists of only a STAR + Transition, and the STAR is 'partially' runway dependent. Current FANSER mitigation is a valid workaround.</p> <p>b.) um79 CLEARED TO [position] VIA [route clearance] fails to import revised route when the TO position fix is inside a STAR Transition Leg, common point, or STAR leg itself.</p> <p>c). um80 CLEARED [route clearance] & um83 AT [position] CLEARED [route clearance] fails to import revised route when the route contains a STAR with either a Published Transition or a Common Point Transition. Current FANSER mitigation is a valid workaround.</p>	FANSER	<ol style="list-style-type: none"> 1. For Core-12 Equivalents, upgrade to Core-16 Equivalents. 2. For FMS issues, upgrade to a version that resolves this issue. 3. Requires that the evaluation of the accumulated 10,000 operational transactions is complete and satisfactory. 	TBD

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Bombardier	CL30 (Challenger 300) CL35 (Challenger 350/3500)	RC RIU-4000 (Core 12 Equivalent)	RC ProLine 21 Advanced with FMS-6200	RCI VHF-4000 with: • CPN 822-1468-302 with SB-11, or • CPN 822-1468-303, or • CPN 822-1468-310 with SB-8/13, or • CPN 822-1468-390	Core-12 Equivalents are more susceptible to VDL Mode 2 A/G handoff and delivery issues. FMS exhibits the following Interop Issue Behavior: a). um80 CLEARED [routeclearance] fails to import when the route consists of only a STAR + Transition, and the STAR is 'partially' runway dependent. Current FANSER mitigation is a valid workaround. b.) um79 CLEARED TO [position] VIA [routeclearance] fails to import revised route when the TO position fix is inside a STAR Transition Leg, common point, or STAR leg itself. c). um80 CLEARED [routeclearance] & um83 AT [position] CLEARED [routeclearance] fails to import revised route when the route contains a STAR with either a Published Transition or a Common Point Transition. Current FANSER mitigation is a valid workaround.	FANSER	1. For Core-12 Equivalents, upgrade to Core-16 Equivalents. 2. For FMS issues, upgrade to a version that resolves this issue. 3. Requires that the evaluation of the accumulated 10,000 operational transactions is complete and satisfactory.	TBD
Bombardier	GL5T (Global GVFD5000, 5500) GLEX (Global 6000, 6500)	RC RIU-4010 (Core 12 Equivalent)	RC Pro Line Fusion Avionics System version 5.1.5, or 5.2, or 5.5, or 5.5.1, or 5.8	RC VHF 4000 CPN 822-1468-310 with SB-8 or SB-13, or CPN 822-1468-390	Core-12 Equivalents are more susceptible to VDL Mode 2 A/G handoff and delivery issues	FANSER	1. Upgrade to Core 16 Equivalent. 2. Requires that the evaluation of the accumulated 10,000 operational transactions is complete and satisfactory.	TBD
Bombardier	GL7T (Global 7500)	RCI RIU-4010 (Core 12 Equivalent)	RC Pro Line Fusion Avionics System version 2.0.2, or 2.1, or 2.2	RC VHF 4000 CPN 822-1468-390	The FMS exhibits the following Interop Issue Behavior: UM154 RADAR SERVICES TERMINATED Rejected When Concatenated with UM117 CONTACT. The avionics downlinks a DM62 ERROR unexpectedData + DM67 THIS CONCATENATION NOT SUPPORTED BY THIS AIRCRAFT. The uplink is not displayed to the pilot.	FANSER	1. Upgrade to Core 16 Equivalent. 2. Requires that the evaluation of the accumulated 10,000 operational transactions is complete and satisfactory.	TBD

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Bombardier	LJ75 (Learjet 75)	Garmin G5000 4.8 family	Garmin G3000/G5000 4.8 family	GDR-66	FMS exhibits the following Interop Issue Behavior: um79 CLEARED TO [position] VIA [routeclearance] fails to import when the TO position fix is both an exit off an airway and entry onto a STAR.	FANSE	1. Upgrade to a version that resolves this issue. 2. Requires that the evaluation of the accumulated 10,000 operational transactions is complete and satisfactory.	TBD
Gulfstream	G280	RIU-4010 (Core 12 Equivalent)	Collins FMS 6200 Core Avionics v3.6	RC VHF-4000E (P/N 822-1872-390)	RIU-4010 (Core 12 Equivalent) is more susceptible to VDL Mode 2 A/G handoff and delivery issues FMS exhibits the following Interop Issue Behavior: a.) um80 CLEARED [routeclearance] fails to import when the route consists of only a STAR + Transition, and the STAR is 'partially' runway dependent. Current FANSE mitigation is a valid workaround. b.) um79 CLEARED TO [position] VIA [routeclearance] fails to import revised route when the TO position fix is inside a STAR Transition Leg, common point, or STAR leg itself. c.) um80 CLEARED [routeclearance] & um83 AT [position] CLEARED [routeclearance] fails to import revised route when the route contains a STAR with either a Published Transition or a Common Point Transition. Current FANSE mitigation is a valid workaround.	FANSE	1. Upgrade to Core 16 Equivalent 2. Upgrade to RCI PLF 6200 v3.6.1 3. Requires that the evaluation of the accumulated 10,000 operational transactions is complete and satisfactory.	TBD
Gulfstream	G280	RIU-4010 (Core 12 Equivalent)	Collins FMS 6200 Core Avionics v3.6.1	RC VHF-4000E (P/N 822-1872-390)	RIU-4010 (Core 12 Equivalent) is more susceptible to VDL Mode 2 A/G handoff and delivery issues	FANSE	1. Upgrade to Core 16 Equivalent. 2. Requires that the evaluation of the accumulated 10,000 operational transactions is complete and satisfactory.	TBD

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Aircraft Manufacturer	Aircraft Type	CMU Type	FMS Type	Radio Type	Reason	FPL Filing En Route	Pathway to Compliance	Compliance/Exemption Date
<u>Gulfstream</u>	G350 (GLF4), G450 (GLF4), G550 (GLF5)	HW EPIC CMF block 2.6	HW Epic FMS model / SW version NZ7.1.2	HW EPIC VDR NAV/COM: P/N: 7026203-813 (Mod P or T), or HW EPIC VDR TR-866B: P/N: 7026201-813 (Mod S or U)	FMS exhibits the following Interop Issue Behavior: a). um74, um79, um83 route revision fails to LOAD when the position variable (TO point and/or AT point) is a Place Bearing Distance (PBD). b). um74, um79, um83 route revision fails to LOAD when the position variable (TO point and/or AT point) is a Lat/Long.	FANSER	1. Upgrade to a version that resolves this issue. 2. Requires that the evaluation of the accumulated 10,000 operational transactions is complete and satisfactory.	TBD
<u>Gulfstream</u>	G650, G650ER (GLF6)	HW EPIC CMF block 2.61	HW NG FMS model / SW version G650 Block 2	HW EPIC VDR NAV/COM: P/N: 7026203-813 (Mod P or T), or HW EPIC VDR TR-866B: P/N: 7026201-813 (Mod S or U)	These configurations require accumulation of 10,000 operational transactions for evaluation.	FANSER	When the evaluation of the accumulated 10,000 operational transactions is complete and satisfactory.	TBD
<u>Gulfstream</u>	G650, G650ER (GLF6)	HW EPIC CMF block 3.1	HW NG FMS model / SW version G650 Block 3	HW EPIC VDR NAV/COM: P/N: 7026203-813 (Mod P or T), or HW EPIC VDR TR-866B: P/N: 7026201-813 (Mod S or U)	These configurations require accumulation of 10,000 operational transactions for evaluation.	FANSER	When the evaluation of the accumulated 10,000 operational transactions is complete and satisfactory.	TBD
<u>Gulfstream</u>	G500 (GA5C), G600 (GA6C)	HW EPIC CMF block 3.1	HW NG FMS model / SW version NG	HW EPIC VDR NAV/COM: P/N: 7026203-813 (Mod P or T), or HW EPIC VDR TR-866B: P/N: 7026201-813 (Mod S or U)	These configurations require accumulation of 10,000 operational transactions for evaluation.	FANSER	When the evaluation of the accumulated 10,000 operational transactions is complete and satisfactory.	TBD
<u>Gulfstream</u>	G700 (GA7C), G800 (GA8C), G400 (GA4C)	HW EPIC CMF block 3.5	HW NG FMS model / SW version NG	HW EPIC VDR NAV/COM: P/N: 7026203-813 (Mod P or T), or HW EPIC VDR TR-866B: P/N: 7026201-813 (Mod S or U)	These configurations require accumulation of 10,000 operational transactions for evaluation.	FANSER	When the evaluation of the accumulated 10,000 operational transactions is complete and satisfactory.	TBD
<u>Textron Aviation (Cessna)</u>	C25B, C25M, C680, C680A, C750	Garmin G3000/G5000 4.8	Garmin G3000/G5000 4	GDR-66	FMS exhibits the following Interop Issue behavior: um79 CLEARED TO [position] VIA [routeclearance] fails to import when the TO position fix is both an exit off an airway and entry onto a STAR.	FANSE	1. Upgrade to a version that resolves this issue. 2. Requires that the evaluation of the accumulated 10,000 operational transactions is complete and satisfactory.	TBD

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Aircraft Manufacturer	Aircraft Type	CMU Type	FMS Type	Radio Type	Reason	FPL Filing En Route	Pathway to Compliance	Compliance/Exemption Date
Textron Aviation (Cessna)	C700	Garmin G3000/G5000 5.1 family with SB 700-23-07, or Garmin G5000 Software 5.1.13 (or later)	Garmin G3000/G5000 5.1 family with SB 700-23-07, or Garmin G5000 Software 5.1.13 (or later)	GDR-66	FMS exhibits the following Interop Issue behavior: um79 CLEARED TO [position] VIA [routeclearance] fails to import when the TO position fix is both an exit off an airway and entry onto a STAR.	FANSE	1. Upgrade to a version that resolves this FMS issue 2. Requires that the evaluation of the accumulated 10,000 operational transactions is complete and satisfactory.	TBD
Cessna	C56X	Garmin G3000/G5000 5.1	Garmin G3000/G5000 5.1	GDR-66	FMS exhibits the following Interop Issue behavior: um79 CLEARED TO [position] VIA [routeclearance] fails to import when the TO position fix is both an exit off an airway and entry onto a STAR.	FANSE	1. Upgrade to a version that resolves this issue. 2. Requires that the evaluation of the accumulated 10,000 operational transactions is complete and satisfactory.	TBD
Cessna	C55B	Universal Avionics UL-801 SCN 31.3	Universal Avionics UNS-1FW SCN 1002.1, or 1002.3, or 1002.4	Universal UL-801 SCN 10.3	FMS exhibits the following Interop Issue behavior: um77 AT [position] PROCEED DIRECT TO [position], when second TO position fix is the STAR common point, the FMS removes the STAR from the route.	FANSE	1. Upgrade to a version that resolves this issue. 2. Requires that the evaluation of the accumulated 10,000 operational transactions is complete and satisfactory.	TBD
Cessna	C25A	RCI RIU-4010 (Core 12 Equivalent)	RCI CJ2+ PLFv2.0	RCI VHF 4000E	The FMS exhibits the following Interop Issue Behavior: UM154 RADAR SERVICES TERMINATED Rejected When Concatenated with UM117 CONTACT. The avionics downlinks a DM62 ERROR unexpectedData + DM67 THIS CONCATENATION NOT SUPPORTED BY THIS AIRCRAFT. The uplink is not displayed to the pilot.	FANSER	1. Upgrade to a version that resolves this FMS issue. 2. For Core-12 Equivalents, upgrade to Core-16 Equivalents. 3. Requires that the evaluation of the accumulated 10,000 operational transactions is complete and satisfactory.	TBD
BeechCraft	Beech BE40	Garmin G3000/G5000 4.8	Garmin G3000/G5000 4.8	GDR-66	FMS exhibits the following Interop Issue behavior: um79 CLEARED TO [position] VIA [routeclearance] fails to import when the TO position fix is both an exit off an airway and entry onto a STAR.	FANSE	1. Upgrade to a version that resolves this issue. 2. Requires that the evaluation of the accumulated 10,000 operational transactions is complete and satisfactory.	TBD
Beechcraft	Beech 9T	Universal Avionics UL-801 SCN 31.4	Universal Avionics UNS-1FW SCN 1002.1, or 1002.3, or 1002.4	Universal UL-801 SCN 10.3	FMS exhibits the following Interop Issue behavior: um77 AT [position] PROCEED DIRECT TO [position], when second TO position fix is the STAR common point, the FMS removes the STAR from the route.	FANSE	1. Upgrade to a version that resolves this issue. 2. Requires that the evaluation of the accumulated 10,000 operational transactions is complete and satisfactory.	TBD

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Aircraft Manufacturer	Aircraft Type	CMU Type	FMS Type	Radio Type	Reason	FPL Filing En Route	Pathway to Compliance	Compliance/Exemption Date
<u>Daher</u>	TBM 940 / 960	Garmin G3000/G5000 5.1	Garmin G3000/G5000 5.1	GDR-66	FMS exhibits the following Interop Issue Behavior: um79 CLEARED TO [position] VIA [routeclearance] fails to import when the TO position fix is both an exit off an airway and entry onto a STAR.	FANSE	1. Upgrade to a version that resolves this issue. 2. Requires that the evaluation of the accumulated 10,000 operational transactions is complete and satisfactory.	TBD
<u>Daher</u>	TBM 940 / 960	Garmin G3000/G5000 6.2	Garmin G3000/G5000 6.2	GDR-66	FMS exhibits the following Interop Issue Behavior: a). um79 CLEARED TO [position] VIA [routeclearance] fails to import when the TO position fix is both an exit off an airway and entry onto a STAR. b). um83 & um79 route clearances, when position variable (AT or TO point) is a Place Bearing Distance (PBD) and the base fix of that PBD is a duplicate waypoint in the Nav Database, the import will fail.	FANSE	1. Upgrade to a version that resolves these issues. 2. Requires that the evaluation of the accumulated 10,000 operational transactions is complete and satisfactory.	TBD
<u>Daher</u>	TBM 940 / 960	Garmin G3000/G5000 7.1 BLOCK 1 (7.1.1.0)	Garmin G3000/G5000 7.1 BLOCK 1 (7.1.1.0)	GDR-66	FMS exhibits the following Interop Issue Behavior: a). um79 CLEARED TO [position] VIA [routeclearance] fails to import when the TO position fix is both an exit off an airway and entry onto a STAR. b). um83 & um79 route clearances, when position variable (AT or TO point) is a Place Bearing Distance (PBD) and the base fix of that PBD is a duplicate waypoint in the Nav Database, the import will fail. c). um80 & um83 route clearances will fail to import if the route contains a common point STAR transition.	FANSE	1. Upgrade to a version that resolves these issues. 2. Requires that the evaluation of the accumulated 10,000 operational transactions is complete and satisfactory.	TBD

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Aircraft Manufacturer	Aircraft Type	CMU Type	FMS Type	Radio Type	Reason	FPL Filing En Route	Pathway to Compliance	Compliance/Exemption Date
Daher	TBM 940 / 960	Garmin G3000/G5000 7.1 BLOCK 2 (7.1.2.1)	Garmin G3000/G5000 7.1 BLOCK 2 (7.1.2.1)	GDR-66	FMS exhibits the following Interop Issue Behavior: a). um79 CLEARED TO [position] VIA [route/clearance] fails to import when the TO position fix is both an exit off an airway and entry onto a STAR. b). um83 & um79 route clearances, when position variable (AT or TO point) is a Place Bearing Distance (PBD) and the base fix of that PBD is a duplicate waypoint in the Nav Database, the import will fail.	FANSE	1. Upgrade to a version that resolves these issues. 2. Requires that the evaluation of the accumulated 10,000 operational transactions is complete and satisfactory.	TBD
Daher	TBM 940 / 960	Garmin G3000/G5000 7.1 BLOCK 3 (7.1.3.0 - 7.1.x)	Garmin G3000/G5000 7.X BLOCK 2 (7.1.3.0 - 7.X)	GDR-66	These configurations require accumulation of 10,000 operational transactions for evaluation.	FANSE	When the evaluation of the accumulated 10,000 operational transactions is complete and satisfactory.	TBD
Boeing	B737	HW MARK II+ v523, or HW MARK II+ v524, or RCI 900-151 Core 16, or RCI 900-151 Core 12, or ATN 505 (Core 12 Equivalent)	GE U14.0	HW VHF-RTA-44D (w/SB 064-50000-2001), or HW VHF RTA-50D, or RCI VHF-2100 (w/SB501 or P/N 822-1287-101/180 w/SB7 or 822-1287-121 or 141), or RCI VHF-920 (P/N 822-1250-002 w/SB16 or 822-1250-020 w/SB17), or RCI VHF-2100E (P/N 822-2168-121), or	The FMS exhibits the following Interop Issue Behavior: Does Not Properly Process UM117 CONTACT Concatenated with UM161 END SERVICE when there is an OPEN uplink on the flight deck. FMS terminates the session with a DR1 with Pending Message error and sets the UM117 CONTACT to aborted without displaying UM117 to pilot	FANSE	1. Upgrade to GE U14.2 (when available), or 2. Upgrade to GE U14.1, or 3. Downgrade to GE U13, or 4. Downgrade to GE U12, or 5. Downgrade to GE U11	N/A
Boeing	B757 / B767	RCI 900-151 Core 16, or ATN 523 (Core 16 Equivalent), or RCI 900-151 Core 12, or ATN 505 (Core 12 Equivalent)	HW PEG I BP9 or prior	HW VHF-RTA-44D (w/SB 064-50000-2001), or HW VHF RTA-50D, or RCI VHF-2100 (w/SB501 or P/N 822-1287-101/180 w/SB7 or 822-1287-121 or 141), or RCI VHF-920 (P/N 822-1250-002 w/SB16 or 822-1250-020 w/SB17), or RCI VHF-2100E (P/N 822-2168-121)	The FMS exhibits the following Interop Issue Behavior: Ghost Message Issue. The FMCs can retain messages from previous sessions and display them when they are not relevant. There is a chime, and response options are available.	FANSER	1. Execute the Procedural Mitigation, or 2. Upgrade to PEG I BP 11 (when available), or 3. Upgrade to PEG II	N/A

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Aircraft Manufacturer	Aircraft Type	CMU Type	FMS Type	Radio Type	Reason	FPL Filing En Route	Pathway to Compliance	Compliance/Exemption Date
<u>Airbus</u>	A220	RC RIU-4010 (Core 12 Equivalent)	RC PLF v8A.2	RCI VHF-4000 (P/N 822-1468-390)	<p>The FMS exhibits the following Interop Issue Behavior:</p> <p>a). UM154 RADAR SERVICES TERMINATED Rejected When Concatenated with UM117 CONTACT. The avionics downlinks a DM62 ERROR unexpectedData + DM67 THIS CONCATENATION NOT SUPPORTED BY THIS AIRCRAFT. The uplink is not displayed to the pilot.</p> <p>b). DM67 Generated After Pilot Acceptance of UM120 Monitor TOC. ERAM auto-rejects DM67s with a UM169 uplink. The pilot will need to respond to each UM169 reject generated by ERAM in response to each avionics-generated DM67 after acceptance of a Monitor TOC.</p> <p>c). DR1 Downlink received prior to WILCO When a UM161 END SERVICE is Concatenated with UM117 CONTACT. ERAM controller displays Red X, Fail Status, abnormal indicator</p>	FANSER	Upgrade to IMAA BL8.0A3 (when available)	N/A
<u>Airbus</u>	A380	ATC CLA 4.1, or ATC CLA 4.2 and ACR S3 without SB23-8020	Honeywell L2.1, or L3	HW RTA 50D (P/N 965-1696-051), or RCI VHF-920 (P/N 822-1250-020 w/SB17 or w/SB15), or RCI VHF-2100 (P/N 822-1287-121)	ACR S3 without corrective Provider DataBase are more susceptible to VDL Mode 2 A/G handoff and delivery issues	FANSE	Upgrade to ACR S3 w/SB23-8020	N/A
<u>Airbus</u>	A350	ATC CLV 1.3.1, or ATC CLV 1.4 and ACR S4 without SB23-P026	S4, or S6, or S6A	RCI VHF-2200 (P/N 822-2763050)	ACR S4 without corrective Provider DataBase are more susceptible to VDL Mode 2 A/G handoff and delivery issues	FANSE	Upgrade to ACR S4 w/SB23-P026	N/A
<u>Bombardier</u>	CL60 (Challenger 604)	Universal CMU-1000	RC ProLine 4 with FMS 6000	RC VHF-4000 with: <ul style="list-style-type: none"> • CPN 822-1468-302 with SB-11, or • CPN 822-1468-303, or • CPN 822-1468-310 with SB-8 or SB-13, or • CPN 822-1468-390 	This FMS is not Push To Load capable	N/A	Installation Requires Push To Load	N/A