

| OEM/Aircraft Manufacturer | Aircraft Type | CMU Type | FMS Type | Radio Type | Reason | FPL Filing En Route | Pathway to Compliance | Compliance Date |
|---------------------------|--------------------|--|---|--|---|---------------------|--|-----------------|
| Boeing | B737 | HW MARK II+ with: • v523 RCI CMU-900 with: • Core 12, or • Core 16, or • ATN 505 (Core 12 EQ) | GE U14.0 | HW VHF-RTA-44D (P/N 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: 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 | N/A |
| Boeing | B757 / B767 | RCI CMU-900 with: • Core 12, or • Core 16, or • ATN 505 (Core 12 EQ), or • ATN 523 (Core 16 EQ) | HW PEG I (3411-HNP-02C-10 or prior) without the procedural mitigation | HW VHF-RTA-44D (P/N 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 |
| Airbus | A220 | RCI RIU-4010 (Core 12 EQ) | RCI ProLine Fusion v8A.2 | RCI VHF-4000 (P/N 822-1468-390) | The FMS exhibits the following Interop Issue Behavior: 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. 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. 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 | FANSER | Upgrade to IMAA BL8.0A3 (when available) | N/A |
| Airbus | 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 |
| Airbus | A350 | ATC CLV 1.3.1, or ATC CLV 1.4 and ACR S4 without ProDB RCF592292024300 | Honeywell S4, or Honeywell S6, or Honeywell 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/ProDB RCF592292024300 (Available through SB 23-P026) | N/A |

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| Bombardier | 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 |
| Textron Aviation (Cessna) | C750 Citation X, C750 Citation X+ | Garmin G3000/G5000 4.5 family | Garmin G3000/G5000 4.5 family | GDR-66 | 1. The FMS exhibits the following Interop Issue Behavior: - Failed to import route clearances that contained a PBD in the route information DR as a position variable (um79/80/83). - dm22 PBD came down as a L/L (ERAM can't respond with um74 since 'not on route'). - 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. - um79 Failed to import when TO point is any fix in the STAR leg or Transition leg. (common point um79 as well). FANSER Mitigated the below Issues: - um83's failed any time there is a STAR and then the revision changes the STAR or STAR Transition leg. FANSER may help - um80 & um83 route clearances will fail to import if the route contains a common point STAR transition | N/A | Upgrade to a version that resolves these issues | N/A |
| Boeing | B707 | Universal Avionics UL-801 with: <ul style="list-style-type: none"> • SCN 31.3, or • SCN 31.4 | Universal Avionics UNS-1(jw) with: <ul style="list-style-type: none"> • SCN 1002.1, or • SCN 1002.2, or • SCN 1002.3, or • SCN 1002.4, or • SCN 1002.5, or • SCN 1002.6, or • SCN 1002.7, or • SCN 1002.8, or • SCN 1002.9 | Universal Avionics UL-801 Internal VDR with: <ul style="list-style-type: none"> • SCN 10.3, or • SCN 10.4, or • SCN 10.5, or • SCN 10.6 | 1. These configurations require accumulation of 10,000 operational transactions for evaluation. | FANSE | 1. Requires that the evaluation of the accumulated 10,000 operational transactions is complete and satisfactory. | For # 1, TBD |

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| Boeing | B737 | RCI CMU-900 with: • Core 12, or • Core 14, or • ATN 505 (Core 12 EQ) | GE U13, or GE U12, or GE U11 | HW VHF-RTA-44D (P/N 064-50000-2001), or HW VHF RTA-50D, or HW VHF RTA-50E, 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) | <p>1. The FMS exhibits the following Interop Issue Behavior: Issue #1 - GE FMS 5 minute resend behavior. If a pilot initiates a downlink response (WILCO, etc) to an open uplink and the ACARS acknowledgement is never received by the FMS for that response, the uplink remains in an open state and the crew can initiate a response again after 5 minutes. The FMC allows the crew to respond again even if the message made it to destination, because the AK was not received at the FMS. The desired behavior is to not allow the crew the option to resend the response after the initial attempt, and change the uplink to an ABORTED status eventually if ACK not received.</p> <p>Issue #2 - um74 & um79 route clearances when the position variable (TO Point) is a duplicate fix in the aircraft's Nav Database, the FMS can incorrectly choose an instance of the dupe fix in the Nav Database that is NOT the instance of the fix on the Active Route based on proximity to Active Route elements. The new revised route would auto LOAD and route the aircraft to the wrong fix. This behavior goes against DO-258a. The FMS should use the instance from the Active Route.</p> <p>2. Core-12 and Core-14 are more susceptible to VDL Mode 2 A/G handoff and delivery issues</p> <p>3. These configurations require accumulation of 10,000 operational transactions for evaluation.</p> | FANSE | <p>1. For FMS issue #1, upgrade to a version that resolves this issue (TBD version, potentially included in U14.2) For FMS issue #2, upgrade to a version that resolves this issue (TBD version, potentially included in U14.2)</p> <p>2. For Core-12 (and Equivalents) or Core-14, upgrade to: RCI CMU-900 Core 16, or ATN 523 (when available) for the ATN 505</p> <p>3. Requires that the evaluation of the accumulated 10,000 operational transactions is complete and satisfactory.</p> | For # 1, TBD For # 2 & #3, TBD |
| Boeing | B737 | HW MARK II+ v523, or v525 | GE U13, or GE U12, or GE U11 | HW VHF-RTA-44D (P/N 064-50000-2001), or HW VHF RTA-50D, or HW VHF RTA-50E, 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) | <p>1. The FMS exhibits the following Interop Issue Behavior: Issue #1 - GE FMS 5 minute resend behavior. If a pilot initiates a downlink response (WILCO, etc) to an open uplink and the ACARS acknowledgement is never received by the FMS for that response, the uplink remains in an open state and the crew can initiate a response again after 5 minutes. The FMC allows the crew to respond again even if the message made it to destination, because the AK was not received at the FMS. The desired behavior is to not allow the crew the option to resend the response after the initial attempt, and change the uplink to an ABORTED status eventually if ACK not received.</p> <p>Issue #2 - um74 & um79 route clearances when the position variable (TO Point) is a duplicate fix in the aircraft's Nav Database, the FMS can incorrectly choose an instance of the dupe fix in the Nav Database that is NOT the instance of the fix on the Active Route based on proximity to Active Route elements. The new revised route would auto LOAD and route the aircraft to the wrong fix. This behavior goes against DO-258a. The FMS should use the instance from the Active Route.</p> <p>2. HW MARKII+ CMU exhibits the following behavior: The CMU forwards duplicate instances of an uplink to the FMS when it should detect it as a duplicate instance. A software bug exists in the dupe detection logic that includes the Q0 AK in duplicate detection of uplinks (as part of the AEEC 618 specification). CMU versions affected are the MARKII+ v522/523/525.</p> <p>3. These configurations require accumulation of 10,000 operational transactions for evaluation.</p> | FANSE | <p>1. For FMS issue #1, upgrade to a version that resolves this issue (TBD version, potentially included in U14.2) For FMS issue #2, upgrade to a version that resolves this issue (TBD version, potentially included in U14.2)</p> <p>2. For HW MARKII+ v523 CMU issue, a future software update is planned to address the issue.</p> <p>3. Requires that the evaluation of the accumulated 10,000 operational transactions is complete and satisfactory.</p> | For # 1, TBD For # 2, TBD For # 3, TBD |

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| Boeing | B737 | RCI CMU-900 Core 16 | GE U13, or GE U12, or GE U11 | HW VHF-RTA-44D (P/N 064-50000-2001), or HW VHF RTA-50D, or HW VHF RTA-50E, 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) | 1. The FMS exhibits the following Interop Issue Behavior: Issue #1 - GE FMS 5 minute resend behavior. If a pilot initiates a downlink response (WILCO, etc) to an open uplink and the ACARS acknowledgement is never received by the FMS for that response, the uplink remains in an open state and the crew can initiate a response again after 5 minutes. The FMC allows the crew to respond again even if the message made it to destination, because the AK was not received at the FMS. The desired behavior is to not allow the crew the option to resend the response after the initial attempt, and change the uplink to an ABORTED status eventually if ACK not received. Issue #2 - um74 & um79 route clearances when the position variable (TO Point) is a duplicate fix in the aircraft's Nav Database, the FMS can incorrectly choose an instance of the dupe fix in the Nav Database that is NOT the instance of the fix on the Active Route based on proximity to Active Route elements. The new revised route would auto LOAD and route the aircraft to the wrong fix. This behavior goes against DO-258a. The FMS should use the instance from the Active Route. 2. These configurations require accumulation of 10,000 operational transactions for evaluation. | FANSE | 1. For FMS issue #1, upgrade to a version that resolves this issue (TBD version, potentially included in U14.2) For FMS issue #2, upgrade to a version that resolves this issue (TBD version, potentially included in U14.2) 2. Requires that the evaluation of the accumulated 10,000 operational transactions is complete and satisfactory. | For # 1, TBD For # 2, TBD |
| Boeing | B737 | RCI CMU-900 with: • Core 12, or • Core 14, or • ATN 505 (Core 12 EQ) | GE U14.1 | HW VHF-RTA-44D (P/N 064-50000-2001), or HW VHF RTA-50D, or HW VHF RTA-50E, 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) | 1. The FMS exhibits the following Interop Issue Behavior: Issue #1 - GE FMS 5 minute resend behavior. If a pilot initiates a downlink response (WILCO, etc) to an open uplink and the ACARS acknowledgement is never received by the FMS for that response, the uplink remains in an open state and the crew can initiate a response again after 5 minutes. The FMC allows the crew to respond again even if the message made it to destination, because the AK was not received at the FMS. The desired behavior is to not allow the crew the option to resend the response after the initial attempt, and change the uplink to an ABORTED status eventually if ACK not received. 2. Core-12 and Core-14 are more susceptible to VDL Mode 2 A/G handoff and delivery issues 3. These configurations require accumulation of 10,000 operational transactions for evaluation. | FANSE | 1. For FMS issue #1, upgrade to a version that resolves this issue (TBD version, potentially included in U14.2) 2. For Core-12 (and Equivalents) or Core-14, upgrade to: RCI CMU-900 Core 16, or ATN 523 (when available) for the ATN 505 3. Requires that the evaluation of the accumulated 10,000 operational transactions is complete and satisfactory. | For # 1, TBD For # 2 & #3, TBD |

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| Boeing | B737 | HW MARK II+ v523, or v525 | GE U14.1 | HW VHF-RTA-44D (P/N 064-50000-2001), or HW VHF RTA-50D, or HW VHF RTA-50E, 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) | <p>1. The FMS exhibits the following Interop Issue Behavior: Issue #1 - GE FMS 5 minute resend behavior. If a pilot initiates a downlink response (WILCO, etc) to an open uplink and the ACARS acknowledgement is never received by the FMS for that response, the uplink remains in an open state and the crew can initiate a response again after 5 minutes. The FMC allows the crew to respond again even if the message made it to destination, because the AK was not received at the FMS. The desired behavior is to not allow the crew the option to resend the response after the initial attempt, and change the uplink to an ABORTED status eventually if ACK not received.</p> <p>2. HW MARKII+ CMU exhibits the following behavior: The CMU forwards duplicate instances of an uplink to the FMS when it should detect it as a duplicate instance. A software bug exists in the dupe detection logic that includes the QD AK in duplicate detection of uplinks (as part of the AEEC 618 specification). CMU versions affected are the MARKII+ v522/523/525.</p> <p>3. These configurations require accumulation of 10,000 operational transactions for evaluation.</p> | FANSE | <p>1. For FMS issue #1, upgrade to a version that resolves this issue (TBD version, potentially included in U14.2)</p> <p>2. For HW MARKII+ v523 CMU issue, a future software update is planned to address the issue.</p> <p>3. Requires that the evaluation of the accumulated 10,000 operational transactions is complete and satisfactory.</p> | For # 1, TBD For # 2, TBD For # 3, TBD |
| Boeing | B737 | RCI CMU-900 Core 16 | GE U14.1 | HW VHF-RTA-44D (P/N 064-50000-2001), or HW VHF RTA-50D, or HW VHF RTA-50E, 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) | <p>1. The FMS exhibits the following Interop Issue Behavior: Issue #1 - GE FMS 5 minute resend behavior. If a pilot initiates a downlink response (WILCO, etc) to an open uplink and the ACARS acknowledgement is never received by the FMS for that response, the uplink remains in an open state and the crew can initiate a response again after 5 minutes. The FMC allows the crew to respond again even if the message made it to destination, because the AK was not received at the FMS. The desired behavior is to not allow the crew the option to resend the response after the initial attempt, and change the uplink to an ABORTED status eventually if ACK not received.</p> <p>2. These configurations require accumulation of 10,000 operational transactions for evaluation.</p> | FANSE | <p>1. For FMS issue #1, upgrade to a version that resolves this issue (TBD version, potentially included in U14.2)</p> <p>2. Requires that the evaluation of the accumulated 10,000 operational transactions is complete and satisfactory.</p> | For # 1, TBD For # 2, TBD |
| Boeing | B737 | VARIOUS | VARIOUS | HW VHF RTA-44D (P/N 064-50000-2000) | <p>1. The RTA-44D P/N 064-50000-2000 Radio has a known issue referred to as the "Qc Fault" that was discovered during testing in 2015. This is a fault code that the VDR throws when it receives a VDLM2 data burst</p> <p>2. These configurations require accumulation of 10,000 operational transactions for evaluation.</p> | FANSE | <p>1. Requires Radio upgrade (The need for the radio upgrade will be contingent on continued acceptable performance)</p> <p>2. Requires that the evaluation of the accumulated 10,000 operational transactions is complete and satisfactory.</p> | For # 1, TBD For # 2, TBD |

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| Boeing | B747-400 | HW MARK II+ v523, or v525 | HW NG BP4.0 | HW VHF-RTA-44D (P/N 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) | <ol style="list-style-type: none"> The FMS exhibits the following Interop Issue Behavior: Cannot LOAD um80/83 route clearances with Runway Dependent STARS. This causes the need to file the FANSER DAT code Core-12 is more susceptible to VDL Mode 2 A/G handoff and delivery issues HW MARKII+ CMU exhibits the following behavior: The CMU forwards duplicate instances of an uplink to the FMS when it should detect it as a duplicate instance. A software bug exists in the dupe detection logic that includes the QD AK in duplicate detection of uplinks (as part of the AEEC 618 specification). CMU versions affected are the MARKII+ v522/523/525. These configurations require accumulation of 10,000 operational transactions for evaluation. | FANSER | <ol style="list-style-type: none"> For this FMS issue, upgrade to a version that resolves this issue. For Core-12 Equivalents, upgrade to Core-16 Equivalents. For HW MARKII+ v523 CMU issue, a future software update is planned to address the issue. Requires that the evaluation of the accumulated 10,000 operational transactions is complete and satisfactory. | For # 1, TBD For # 2, TBD For # 3, TBD For # 4, TBD |
| Boeing | B747-400 | RCI CMU-900 Core 12 | HW NG BP4.0 | HW VHF-RTA-44D (P/N 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) | <ol style="list-style-type: none"> The FMS exhibits the following Interop Issue Behavior: Cannot LOAD um80/83 route clearances with Runway Dependent STARS. This causes the need to file the FANSER DAT code Core-12 is more susceptible to VDL Mode 2 A/G handoff and delivery issues These configurations require accumulation of 10,000 operational transactions for evaluation. | FANSER | <ol style="list-style-type: none"> For this FMS issue, upgrade to a version that resolves this issue. For Core-12 Equivalents, upgrade to Core-16 Equivalents. Requires that the evaluation of the accumulated 10,000 operational transactions is complete and satisfactory. | For #1, TBD For # 2 & #3, TBD |
| Boeing | B747-400 | HW MARK II+ v523, or v525 | HW NG BP4.0 | HW VHF-RTA-44D (P/N 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) | <ol style="list-style-type: none"> The FMS exhibits the following Interop Issue Behavior: Cannot LOAD um80/83 route clearances with Runway Dependent STARS. This causes the need to file the FANSER DAT code HW MARKII+ CMU exhibits the following behavior: The CMU forwards duplicate instances of an uplink to the FMS when it should detect it as a duplicate instance. A software bug exists in the dupe detection logic that includes the QD AK in duplicate detection of uplinks (as part of the AEEC 618 specification). CMU versions affected are the MARKII+ v522/523/525. These configurations require accumulation of 10,000 operational transactions for evaluation. | FANSER | <ol style="list-style-type: none"> For this FMS issue, upgrade to a version that resolves this issue. For HW MARKII+ v523 CMU issue, a future software update is planned to address the issue. Requires that the evaluation of the accumulated 10,000 operational transactions is complete and satisfactory. | For # 1, TBD For # 2, TBD For # 3, TBD |
| Boeing | B747-400 | RCI CMU-900 with: • Core 16 | HW NG BP4.0 | HW VHF-RTA-44D (P/N 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) | <ol style="list-style-type: none"> The FMS exhibits the following Interop Issue Behavior: Cannot LOAD um80/83 route clearances with Runway Dependent STARS. This causes the need to file the FANSER DAT code These configurations require accumulation of 10,000 operational transactions for evaluation. | FANSER | <ol style="list-style-type: none"> For this FMS issue, upgrade to a version that resolves this issue. Requires that the evaluation of the accumulated 10,000 operational transactions is complete and satisfactory. | For #1, TBD For # 2, TBD |

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| Boeing | B747-8 | HW MARK II+ v523, or v525 | HW NG BP4.0 | HW VHF-RTA-44D (P/N 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) | <ol style="list-style-type: none"> The FMS exhibits the following Interop Issue Behavior: Cannot LOAD um80/83 route clearances with Runway Dependent STARS. This causes the need to file the FANSER DAT code Core-12 is more susceptible to VDL Mode 2 A/G handoff and delivery issues HW MARKII+ CMU exhibits the following behavior: The CMU forwards duplicate instances of an uplink to the FMS when it should detect it as a duplicate instance. A software bug exists in the dupe detection logic that includes the QD AK in duplicate detection of uplinks (as part of the AEEC 618 specification). CMU versions affected are the MARKII+ v522/523/525. These configurations require accumulation of 10,000 operational transactions for evaluation. | FANSER | <ol style="list-style-type: none"> For this FMS issue, upgrade to a version that resolves this issue. For Core-12 Equivalents, upgrade to Core-16 Equivalents. For HW MARKII+ v523 CMU issue, a future software update is planned to address the issue. Requires that the evaluation of the accumulated 10,000 operational transactions is complete and satisfactory. | For # 1, TBD For # 2, TBD For # 3, TBD For # 4, TBD |
| Boeing | B747-8 | RCI CMU-900 with: • Core 12, or • ATN 201 (Core 12 EQ), or • ATN 202 (Core 12 EQ) | HW NG BP4.0 | HW VHF-RTA-44D (P/N 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) | <ol style="list-style-type: none"> The FMS exhibits the following Interop Issue Behavior: Cannot LOAD um80/83 route clearances with Runway Dependent STARS. This causes the need to file the FANSER DAT code Core-12 is more susceptible to VDL Mode 2 A/G handoff and delivery issues These configurations require accumulation of 10,000 operational transactions for evaluation. | FANSER | <ol style="list-style-type: none"> For this FMS issue, upgrade to a version that resolves this issue. For Core-12 Equivalents, upgrade to Core-16 Equivalents. Requires that the evaluation of the accumulated 10,000 operational transactions is complete and satisfactory. | For #1, TBD For # 2 & #3, TBD |
| Boeing | B747-8 | HW MARK II+ v523, or v525 | HW NG BP4.0 | HW VHF-RTA-44D (P/N 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) | <ol style="list-style-type: none"> The FMS exhibits the following Interop Issue Behavior: Cannot LOAD um80/83 route clearances with Runway Dependent STARS. This causes the need to file the FANSER DAT code HW MARKII+ CMU exhibits the following behavior: The CMU forwards duplicate instances of an uplink to the FMS when it should detect it as a duplicate instance. A software bug exists in the dupe detection logic that includes the QD AK in duplicate detection of uplinks (as part of the AEEC 618 specification). CMU versions affected are the MARKII+ v522/523/525. These configurations require accumulation of 10,000 operational transactions for evaluation. | FANSER | <ol style="list-style-type: none"> For this FMS issue, upgrade to a version that resolves this issue. For HW MARKII+ v523 CMU issue, a future software update is planned to address the issue. Requires that the evaluation of the accumulated 10,000 operational transactions is complete and satisfactory. | For # 1, TBD For # 2, TBD For # 3, TBD |
| Boeing | B747-8 | RCI CMU-900 with: • Core 16, or • ATN 203 (Core 16 EQ) | HW NG BP4.0 | HW VHF-RTA-44D (P/N 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) | <ol style="list-style-type: none"> The FMS exhibits the following Interop Issue Behavior: Cannot LOAD um80/83 route clearances with Runway Dependent STARS. This causes the need to file the FANSER DAT code These configurations require accumulation of 10,000 operational transactions for evaluation. | FANSER | <ol style="list-style-type: none"> For this FMS issue, upgrade to a version that resolves this issue. Requires that the evaluation of the accumulated 10,000 operational transactions is complete and satisfactory. | For #1, TBD For # 2, TBD |

| OEM/Aircraft Manufacturer | Aircraft Type | CMU Type | FMS Type | Radio Type | Reason | FPL Filing En Route | Pathway to Compliance | Compliance Date |
|---------------------------|--------------------|---|--|---|--|---------------------|--|--|
| Boeing | B757 / B767 | RCI CMU-900 with: • Core 12, or • Core 14, or • ATN 505 (Core 12 EQ) | HW PEG I (3411-HNP-02C-10 or prior) with procedural mitigation | HW VHF-RTA-44D (P/N 064-50000-2001), or HW VHF RTA-50D, or HW VHF RTA-50E, 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) | 1. The FMS exhibits the following Interop Issue Behaviors: Issue #1 - um80 Fails to LOAD airborne when the route contains a STAR & TRANS, with no indication of partial clearance load. This causes the need to file the FANSER DAT code Issue #2 - 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. Procedural mitigation for crews is required (recycling power to the FMS with the breakers) 2. Core-12 and Core-14 are more susceptible to VDL Mode 2 A/G handoff and delivery issues 3. These configurations require accumulation of 10,000 operational transactions for evaluation. | FANSER | 1. For FMS issue #1, upgrade to a version that resolves this issue (Peg BP11 or PEGII) For FMS issue #2, upgrade to a version that resolves this issue (Peg I BP11 or Peg II) 2. For Core-12 (and Equivalents) or Core-14, upgrade to: RCI CMU-900 Core 16, or ATN 523 (when available) for the ATN 505 3. Requires that the evaluation of the accumulated 10,000 operational transactions is complete and satisfactory. | For # 1, TBD For # 2 & #3, TBD |
| Boeing | B757 / B767 | RCI CMU-900 with: • Core 12, or • Core 14, or • ATN 505 (Core 12 EQ) | HW PEG I BP 11 | HW VHF-RTA-44D (P/N 064-50000-2001), or HW VHF RTA-50D, or HW VHF RTA-50E, 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) | 1. Core-12 and Core-14 are more susceptible to VDL Mode 2 A/G handoff and delivery issues 2. These configurations require accumulation of 10,000 operational transactions for evaluation. | FANSE | 1. For Core-12 (and Equivalents) or Core-14, upgrade to: RCI CMU-900 Core 16, or ATN 523 (when available) for the ATN 505 2. Requires that the evaluation of the accumulated 10,000 operational transactions is complete and satisfactory. | For # 1, TBD For # 2, TBD |
| Boeing | B757 / B767 | RCI CMU-900 with: • Core 12, or • Core 14, or • ATN 505 (Core 12 EQ) | HW PEG II BP1A/BP1.1, or BP2 | HW VHF-RTA-44D (P/N 064-50000-2000), or HW VHF-RTA-44D (P/N 064-50000-2001), or HW VHF RTA-50D, or HW VHF RTA-50E, 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) | 1. The FMS exhibits the following Interop Issue Behaviors: Cannot LOAD um80/83 route clearances with Runway Dependent STARS. This causes the need to file the FANSER DAT code 2. Core-12 and Core-14 are more susceptible to VDL Mode 2 A/G handoff and delivery issues 3. The RTA-44D P/N 064-50000-2000 Radio has a known issue referred to as the "Qc Fault" that was discovered during testing in 2015. This is a fault code that the VDR throws when it receives a VDL2 data burst 4. These configurations require accumulation of 10,000 operational transactions for evaluation. | FANSER | 1. For this FMS issue, upgrade to a version that resolves this issue 2. For Core-12 (and Equivalents) or Core-14, upgrade to: RCI CMU-900 Core 16, or ATN 523 (when available) for the ATN 505 3. Requires Radio upgrade (The need for the radio upgrade will be contingent on continued acceptable performance) 4. Requires that the evaluation of the accumulated 10,000 operational transactions is complete and satisfactory. | For # 1, TBD For # 2, TBD For # 3, TBD For # 4, TBD |
| Boeing | B757 / B767 | RCI CMU-900 with: • Core 16, or • ATN 523 (Core 16 EQ) | HW PEG I (3411-HNP-02C-10 or prior) with procedural mitigation | HW VHF-RTA-44D (P/N 064-50000-2001), or HW VHF RTA-50D, or HW VHF RTA-50E, 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) | 1. The FMS exhibits the following Interop Issue Behaviors: Issue #1 - um80 Fails to LOAD airborne when the route contains a STAR & TRANS, with no indication of partial clearance load. This causes the need to file the FANSER DAT code Issue #2 - 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. Procedural mitigation for crews is required (recycling power to the FMS with the breakers) 2. These configurations require accumulation of 10,000 operational transactions for evaluation. | FANSER | 1. For FMS issue #1, upgrade to a version that resolves this issue (Peg BP11 or PEGII) For FMS issue #2, upgrade to a version that resolves this issue (Peg I BP11 or Peg II) 2. Requires that the evaluation of the accumulated 10,000 operational transactions is complete and satisfactory. | For # 1, TBD For # 2, TBD |

| OEM/Aircraft Manufacturer | Aircraft Type | CMU Type | FMS Type | Radio Type | Reason | FPL Filing En Route | Pathway to Compliance | Compliance Date |
|--|--------------------|---|---|---|---|---------------------|---|--|
| Boeing | B757 / B767 | RCI CMU-900 with: • Core 16, or • ATN 523 (Core 16 EQ) | HW PEG I BP 11 | HW VHF-RTA-44D (P/N 064-50000-2001), or HW VHF RTA-50D, or HW VHF RTA-50E, 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) | 1. These configurations require accumulation of 10,000 operational transactions for evaluation. | FANSE | 1. Requires that the evaluation of the accumulated 10,000 operational transactions is complete and satisfactory. | For # 1, TBD |
| Boeing | B757 / B767 | RCI CMU-900 with: • Core 16, or • ATN 523 (Core 16 EQ) | HW PEG II BP1A/BP1.1, or BP2 | HW VHF-RTA-44D (P/N 064-50000-2000), or HW VHF-RTA-44D (P/N 064-50000-2001), or HW VHF RTA-50D, or HW VHF RTA-50E, 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) | 1. The FMS exhibits the following Interop Issue Behaviors: Cannot LOAD um80/83 route clearances with Runway Dependent STARs. This causes the need to file the FANSE DAT code 2. The RTA-44D P/N 064-50000-2000 Radio has a known issue referred to as the "Oc Fault" that was discovered during testing in 2015. This is a fault code that the VDR throws when it receives a VDLM2 data burst 3. These configurations require accumulation of 10,000 operational transactions for evaluation. | FANSE | 1. For this FMS issue, upgrade to a version that resolves this issue 2. Requires Radio upgrade (The need for the radio upgrade will be contingent on continued acceptable performance) 3. Requires that the evaluation of the accumulated 10,000 operational transactions is complete and satisfactory. | For # 1, TBD For # 2, TBD For # 3, TBD |
| Boeing | B757 / B767 | HW MARK II+ v523 | HW PEG II BP1A/BP1.1, or BP2 | HW VHF-RTA-44D (P/N 064-50000-2052 w/SB23-1570) | 1. The FMS exhibits the following Interop Issue Behaviors: Cannot LOAD um80/83 route clearances with Runway Dependent STARs. This causes the need to file the FANSE DAT code 2. HW MARKII+ CMU exhibits the following behavior: The CMU forwards duplicate instances of an uplink to the FMS when it should detect it as a duplicate instance. A software bug exists in the dupe detection logic that includes the QD AK in duplicate detection of uplinks (as part of the AEEC 618 specification). CMU versions affected are the MARKII+ v522/523/525. 3. These configurations require accumulation of 10,000 operational transactions for evaluation. | FANSE | 1. For this FMS issue, upgrade to a version that resolves this issue. 2. For HW MARKII+ v523 CMU issue, a future software update is planned to address the issue. 3. Requires that the evaluation of the accumulated 10,000 operational transactions is complete and satisfactory. | For # 1, TBD For # 2, TBD For # 3, TBD |
| Boeing STC Holder/Number: Chicago Jet Group/ ST03262CH | B757 / B767 | Universal Avionics UL-801 with: • SCN 31.3, or • SCN 31.4 | Universal Avionics UNS-1()w with: • SCN 1002.1, or • SCN 1002.2, or • SCN 1002.3, or • SCN 1002.4, or • SCN 1002.5, or • SCN 1002.6, or • SCN 1002.7, or • SCN 1002.8, or • SCN 1002.9 | Universal Avionics UL-801 Internal VDR with: • SCN 10.3, or • SCN 10.4, or • SCN 10.5, or • SCN 10.6 | 1. These configurations require accumulation of 10,000 operational transactions for evaluation. | FANSE | 1. Requires that the evaluation of the accumulated 10,000 operational transactions is complete and satisfactory. | For # 1, TBD |

| OEM/Aircraft Manufacturer | Aircraft Type | CMU Type | FMS Type | Radio Type | Reason | FPL Filing En Route | Pathway to Compliance | Compliance Date |
|---------------------------|---------------|--|--|--|---|---------------------|---|------------------------------|
| Boeing | B777 | HW AIMS II BPV17B, or HW AIMS II BPV17C, or HW AIMS II BPV18 | HW AIMS II BPV17B, or HW AIMS II BPV17C, or HW AIMS II BPV18, or HW AIMS II BPV19, or | HW VHF RTA-50D, or HW VHF RTA-50E, 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) | 1. These configurations require accumulation of 10,000 operational transactions for evaluation. | FANSE | 1. Requires that the evaluation of the accumulated 10,000 operational transactions is complete and satisfactory. | For # 1, TBD |
| Boeing | B777 | HW AIMS II BPV17B, or HW AIMS II BPV17C, or HW AIMS II BPV18 | HW AIMS II BPV17B, or HW AIMS II BPV17C, or HW AIMS II BPV18, or HW AIMS II BPV19, or | HW VHF RTA-44D (with P/N 064-50000-2000) | 1. The RTA-44D P/N 064-50000-2000 Radio has a known issue referred to as the "Qc Fault" that was discovered during testing in 2015. This is a fault code that the VDR throws when it receives a VDLM2 data burst 2. These configurations require accumulation of 10,000 operational transactions for evaluation. | FANSE | 1. Requires Radio upgrade (The need for the radio upgrade will be contingent on continued acceptable performance) 2. Requires that the evaluation of the accumulated 10,000 operational transactions is complete and satisfactory. | For # 1, TBD For # 2, TBD |
| Boeing | B777 | HW CMF RL6.6 | HW FMF RL6.6 | HW VHF RTA-50D (with P/N 965-1696-021), or HW VHF RTA-50E (with P/N 965-1796-021), or RCI VHF-2100 (P/N 822-1287-101/180 w/SB7) | 1. These configurations require accumulation of 10,000 operational transactions for evaluation. | FANSE | 1. Requires that the evaluation of the accumulated 10,000 operational transactions is complete and satisfactory. | For # 1, TBD |
| Boeing | B787 | HW CMF BP6 | HW FMF BP4, or HW FMF BP4.1 | 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) | 1. The FMS exhibits the following Interop Issue Behaviors: Cannot LOAD um80/83 route clearances with Runway Dependent STARs. This causes the need to file the FANSE DAT code 2. These configurations require accumulation of 10,000 operational transactions for evaluation. | FANSE | 1. For this FMS issue, upgrade to a version that resolves this issue 2. Requires that the evaluation of the accumulated 10,000 operational transactions is complete and satisfactory. | For # 1, TBD For # 2, TBD |
| Boeing | MD-11 | RCI CMU-900 Core 12 | HW Pegasus 923, or 924 | HW VHF-RTA-44D (P/N 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) | 1. Core-12 is more susceptible to VDL Mode 2 A/G handoff and delivery issues 2. These configurations require accumulation of 10,000 operational transactions for evaluation. | 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. | For # 1, TBD For # 2, TBD |
| Boeing | MD-11 | RCI CMU-900 Core 16 | HW Pegasus 923, or 924 | HW VHF-RTA-44D (P/N 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) | 1. These configurations require accumulation of 10,000 operational transactions for evaluation. | FANSE | 1. Requires that the evaluation of the accumulated 10,000 operational transactions is complete and satisfactory | For # 1, TBD |

| OEM/Aircraft Manufacturer | Aircraft Type | CMU Type | FMS Type | Radio Type | Reason | FPL Filing En Route | Pathway to Compliance | Compliance Date |
|---------------------------|---------------|--|--|---|---|---------------------|--|------------------------------|
| <u>Airbus</u> | A300 | HW CMF 3.4 (Primus Epic Suite S3) | HW NGFMS (Primus Epic S3) | RCI VHF-2100 | <p>1. The FMS exhibits the following Interop Issue Behavior: Cannot LOAD um80/83 route clearances with Runway Dependent STARS. This causes the need to file the FANSER DAT code</p> <p>2. These configurations require accumulation of 10,000 operational transactions for evaluation.</p> | FANSER | <p>1. For this FMS issue, upgrade to a version that resolves this issue.</p> <p>2. Requires that the evaluation of the accumulated 10,000 operational transactions is complete and satisfactory.</p> | For # 1, TBD For # 2, TBD |
| <u>Airbus</u> | A320 Family | 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 Honeywell H5, or Thales S6, or Thales S7A, or Thales S7B, or Thales S8, or Thales S8A, or Thales S9 | HW VHF RTA-44D (P/N 064-50000-2052), or HW VHF RTA-50D (P/N 965-1696-051), or HW VHF RTA-50E (P/N 965-1796-051), 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) | <p>1. These ATSU versions exhibit the following behaviors:</p> <ol style="list-style-type: none"> Hx Rej (Downlinking invalid CRC) No reversion to CSC from Alternate frequency ATSU VDL Buffer Full (Stuck on POA) Random ATSU reboot ATSU Reset after buffer corruption More susceptible to VDL Mode 2 A/G handoff and delivery issues <p>2. These configurations require accumulation of 10,000 operational transactions for evaluation.</p> | FANSE | <p>1. Upgrade to ATSU version that resolves these issues</p> <p>2. Requires that the evaluation of the accumulated 10,000 operational transactions is complete and satisfactory.</p> | For # 1, TBD For # 2, TBD |
| <u>Airbus</u> | A320 Family | ATSU CSB 9.3.2, or ATSU CSB 7.6, or ATSU CSB 9.4, or ATSU CSB 10.2.1 | Honeywell H2/H2A/H2B/H2C, or Honeywell H3, or Honeywell H4, or Honeywell H5, or Thales S6, or Thales S7A, or Thales S7B, or Thales S8, or Thales S8A, or Thales S9 | HW VHF RTA-44D (P/N 064-50000-2052), or HW VHF RTA-50D (P/N 965-1696-051), or HW VHF RTA-50E (P/N 965-1796-051), 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) | <p>1. These configurations require accumulation of 10,000 operational transactions for evaluation.</p> | FANSE | <p>1. Requires that the evaluation of the accumulated 10,000 operational transactions is complete and satisfactory</p> | For # 1, TBD |
| <u>Airbus</u> | 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 Honeywell P7, or Thales T2, or Thales T4, or Thales TSA/TSB, or Thales T6/T6A, or Thales T7 | HW VHF RTA-50D (P/N 965-1696-051), or HW VHF RTA-50E (P/N 965-1796-051), 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) | <p>1. These ATSU versions exhibit the following behaviors:</p> <ol style="list-style-type: none"> Hx Rej (Downlinking invalid CRC) No reversion to CSC from Alternate frequency ATSU VDL Buffer Full (Stuck on POA) Random ATSU reboot ATSU Reset after buffer corruption More susceptible to VDL Mode 2 A/G handoff and delivery issues <p>2. These configurations require accumulation of 10,000 operational transactions for evaluation.</p> | FANSE | <p>1. Upgrade to ATSU version that resolves these issues</p> <p>2. Requires that the evaluation of the accumulated 10,000 operational transactions is complete and satisfactory.</p> | For # 1, TBD For # 2, TBD |

| OEM/Aircraft Manufacturer | Aircraft Type | CMU Type | FMS Type | Radio Type | Reason | FPL Filing En Route | Pathway to Compliance | Compliance Date |
|---------------------------|---|--|--|--|--|---------------------|---|------------------------------|
| <u>Airbus</u> | A330/340 | ATSU CLR 7.6, or ATSU CLR 9.3.2, or ATSU CLR 9.4, or ATSU CLR 10.2.1 | Honeywell P3, or Honeywell P4, or Honeywell P4A, or Honeywell P5, or Honeywell P5A, or Honeywell P6, or Honeywell P7, or Thales T2, or Thales T4, or Thales T5A/TSB, or Thales T6/T6A, or Thales T7 | HW VHF RTA-50D (P/N 965-1696-051), or HW VHF RTA-50E (P/N 965-1796-051), 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 822-1287-1211), or RCI VHF-2200 (P/N 822-2763-020) | 1. These configurations require accumulation of 10,000 operational transactions for evaluation. | FANSE | 1. Requires that the evaluation of the accumulated 10,000 operational transactions is complete and satisfactory | For # 1, TBD |
| <u>Airbus</u> | A350 | ATC CLV 1.3.1, or ATC CLV 1.4, and ACR S4 w/ProDB RCF592292024300 (Available through SB 23-P026) | Honeywell S4, or Honeywell S6, or Honeywell S6A | RCI VHF-2200 (P/N 822-2763-050) | 1. These configurations require accumulation of 10,000 operational transactions for evaluation. | FANSE | 1. Requires that the evaluation of the accumulated 10,000 operational transactions is complete and satisfactory | For # 1, 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 822-1287-1211) | 1. These configurations require accumulation of 10,000 operational transactions for evaluation. | FANSE | 1. Requires that the evaluation of the accumulated 10,000 operational transactions is complete and satisfactory | For # 1, TBD |
| <u>Embraer</u> | E55P (Phenom 300), E50P (Phenom 100) | Garmin G3000/G5000 5.1 family | Garmin G3000/G5000 5.1 family | GDR-66 | 1. The FMS exhibits the following Interop Issue Behavior: 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. 2. These configurations require accumulation of 10,000 operational transactions for evaluation. | FANSE | 1. For this FMS issue, upgrade to a version that resolves this issue. 2. Requires that the evaluation of the accumulated 10,000 operational transactions is complete and satisfactory. | For # 1, TBD For # 2, TBD |

| OEM/Aircraft Manufacturer | Aircraft Type | CMU Type | FMS Type | Radio Type | Reason | FPL Filing En Route | Pathway to Compliance | Compliance Date |
|---------------------------|---|-----------------------------|--|--|--|---------------------|--|----------------------------------|
| Embraer | E545 (Legacy 450, or Praetor 500), E550 (Legacy 500, or Praetor 600) | RCI RIU-4010 (Core 12 EQ) | RCI ProLine Fusion Avionics System version 6.0.1, or 6.3, or 6.3.1, or 6.4 | 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 or SB-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, or • CPN 822-2993-390 | 1. The FMS exhibits the following Interop Issue Behavior: Issue #1 - 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. Issue #2 - um80 CLEARED [route clearance] fails to import when the route consists of only a STAR + Transition, and the STAR is 'partially' runway dependent. This causes the need to file the FANSER DAT code. 2. Core-12 is more susceptible to VDL Mode 2 A/G handoff and delivery issues 3. These configurations require accumulation of 10,000 operational transactions for evaluation. | FANSER | 1. For FMS issue #1, upgrade to a version that resolves this issue For FMS issue #2, upgrade to a version that resolves this issue 2. For Core-12 and Equivalents, upgrade to Core 16 Equivalent 3. Requires that the evaluation of the accumulated 10,000 operational transactions is complete and satisfactory. | For # 1, TBD For #2 & #3, TBD |
| Embraer | E545 (Praetor 500), E550 (Praetor 600) | RCI RIU-4010 (Core 16 EQ) | RCI ProLine Fusion Avionics System version 7.0, or 7.1 | RCI VHF-4000 | 1. The FMS exhibits the following Interop Issue Behavior: Issue #1 - 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. Issue #2 - um80 CLEARED [route clearance] fails to import when the route consists of only a STAR + Transition, and the STAR is 'partially' runway dependent. This causes the need to file the FANSER DAT code. 2. These configurations require accumulation of 10,000 operational transactions for evaluation. | FANSER | 1. For FMS issue #1, upgrade to a version that resolves this issue For FMS issue #2, upgrade to a version that resolves this issue 2. Requires that the evaluation of the accumulated 10,000 operational transactions is complete and satisfactory. | For # 1 & # 2, TBD |
| Embraer | E170, E75L (E175) | HW EPIC CMF 3.0, or CMF 3.4 | HW NGFMS Primus EPIC (E1/NG1.0) CMF 3.0, or CMF 3.4 | HW EPIC VDR TR-8658: P/N: 7026201-803 (Mod S or U), or HW EPIC VDR TR-8668: P/N: 7026201-815 (Mod U) | 1. The FMS exhibits the following Interop Issue Behavior: Cannot LOAD um80/83 route clearances with Runway Dependent STARs (No LOAD prompt). This causes the need to file the FANSER DAT code 2. These configurations require accumulation of 10,000 operational transactions for evaluation. | FANSER | 1. For this FMS issue, upgrade to a version that resolves this issue. 2. Requires that the evaluation of the accumulated 10,000 operational transactions is complete and satisfactory. | For # 1, TBD For # 2, TBD |
| Embraer | E190 | HW EPIC CMF 3.0, or CMF 3.4 | HW NGFMS Primus EPIC (E1/NG1.0) CMF 3.0, or CMF 3.4 | HW EPIC VDR TR-8658: P/N: 7026201-803 (Mod S or U), or HW EPIC VDR TR-8668: P/N: 7026201-815 (Mod U) | 1. The FMS exhibits the following Interop Issue Behavior: Cannot LOAD um80/83 route clearances with Runway Dependent STARs (No LOAD prompt). This causes the need to file the FANSER DAT code 2. These configurations require accumulation of 10,000 operational transactions for evaluation. | FANSER | 1. For this FMS issue, upgrade to a version that resolves this issue. 2. Requires that the evaluation of the accumulated 10,000 operational transactions is complete and satisfactory. | For # 1, TBD For # 2, TBD |

| OEM/Aircraft Manufacturer | Aircraft Type | CMU Type | FMS Type | Radio Type | Reason | FPL Filing En Route | Pathway to Compliance | Compliance Date |
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| Embraer | E170 | HW EPIC CMF 3.5 | HW NGFMS Primus EPIC CMF 3.5 | HW EPIC VDR TR-8668: P/N: 7026201-815 (Mod U) | 1. The FMS exhibits the following Interop Issue Behavior: Cannot LOAD um80/83 route clearances with Runway Dependent STARs (No LOAD prompt). This causes the need to file the FANSER DAT code 2. These configurations require accumulation of 10,000 operational transactions for evaluation. | FANSER | 1. For this FMS issue, upgrade to a version that resolves this issue. 2. Requires that the evaluation of the accumulated 10,000 operational transactions is complete and satisfactory. | For # 1, TBD For # 2, TBD |
| Embraer | E550 (Legacy 500) | RCI RIU-4010 (Core 012 EQ) | RCI ProLine Fusion Avionics System v5.4 | RCI VHF-4000 | 1. The FMS exhibits the following Interop Issue Behavior: um80 CLEARED [route clearance] fails to import when the route consists of only a STAR + Transition, and the STAR is 'partially' runway dependent. This causes the need to file the FANSER DAT code. 2. Core-12 is more susceptible to VDL Mode 2 A/G handoff and delivery issues 3. These configurations require accumulation of 10,000 operational transactions for evaluation. | FANSER | 1. For this FMS issue, upgrade to a version that resolves this issue 2. Upgrade to Core 16 Equivalents for A/G handoff and delivery issues. 3. Requires that the evaluation of the accumulated 10,000 operational transactions is complete and satisfactory. | For # 1, TBD For # 2 & # 3, TBD |
| Dassault | FABX | HW CMF BP3 | Primus EPIC EASy III | HW EPIC VDR: 7026201-814 (Mod S) | 1. These configurations require accumulation of 10,000 operational transactions for evaluation. | FANSE | 1. Requires that the evaluation of the accumulated 10,000 operational transactions is complete and satisfactory | For # 1, TBD |
| Dassault | F2TH (Falcon 2000 DX, EX EASy, LX, LXS, S) | HW EPIC CMF 2.51 | HW Primus EPIC CMF 2.51 (NZ7.1.2/EASy II) | HW EPIC VDR TR-8668: P/N: 7026201-814 (Mod S or U) | 1. These configurations require accumulation of 10,000 operational transactions for evaluation. | FANSE | 1. Requires that the evaluation of the accumulated 10,000 operational transactions is complete and satisfactory | For # 1, TBD |
| Dassault <small>STC Holder/Number: Chicago Jet Group/ ST03262CH</small> | F2TH (Falcon 2000 Classic, or Falcon 2000EX) | Universal Avionics UL-801 with: • SCN 31.3, or • SCN 31.4 | Universal Avionics UNS-1(jw) with: • SCN 1002.1, or • SCN 1002.2, or • SCN 1002.3, or • SCN 1002.4, or • SCN 1002.5, or • SCN 1002.6, or • SCN 1002.7, or • SCN 1002.8, or • SCN 1002.9 | Universal Avionics UL-801 Internal VDR with: • SCN 10.3, or • SCN 10.4, or • SCN 10.5, or • SCN 10.6 | 1. These configurations require accumulation of 10,000 operational transactions for evaluation. | FANSE | 1. Requires that the evaluation of the accumulated 10,000 operational transactions is complete and satisfactory. | For # 1, TBD |
| Dassault <small>STC Holder/Number: Chicago Jet Group/ ST03262CH</small> | FA50 (Falcon 50, or Falcon 50EX), or similar | Universal Avionics UL-801 with: • SCN 31.3, or • SCN 31.4 | Universal Avionics UNS-1(jw) with: • SCN 1002.1, or • SCN 1002.2, or • SCN 1002.3, or • SCN 1002.4, or • SCN 1002.5, or • SCN 1002.6, or • SCN 1002.7, or • SCN 1002.8, or • SCN 1002.9 | Universal Avionics UL-801 Internal VDR with: • SCN 10.3, or • SCN 10.4, or • SCN 10.5, or • SCN 10.6 | 1. These configurations require accumulation of 10,000 operational transactions for evaluation. | FANSE | 1. Requires that the evaluation of the accumulated 10,000 operational transactions is complete and satisfactory. | For # 1, TBD |

| OEM/Aircraft Manufacturer | Aircraft Type | CMU Type | FMS Type | Radio Type | Reason | FPL Filing En Route | Pathway to Compliance | Compliance Date |
|---|----------------------------|---|---|--|---|---------------------|--|-----------------|
| Dassault | FA6X (Falcon 6X) | HW EPIC CMF 3.4 | HW NGFMS Primus EPIC CMF 3.4 (EASy IV) | HW EPIC VDR TR-8668: P/N: 7026201-814 (Mod S or U) | 1. These configurations require accumulation of 10,000 operational transactions for evaluation. | FANSE | 1. Requires that the evaluation of the accumulated 10,000 operational transactions is complete and satisfactory | For # 1, TBD |
| Dassault | FA7X (Falcon 7X) | HW EPIC CMF 2.51 | HW Primus EPIC CMF 2.51 (NZ7.1.2/EASy II) | HW EPIC VDR TR-8668: P/N: 7026201-814 (Mod S or U) | 1. These configurations require accumulation of 10,000 operational transactions for evaluation. | FANSE | 1. Requires that the evaluation of the accumulated 10,000 operational transactions is complete and satisfactory | For # 1, TBD |
| Dassault | FA7X (Falcon 7X) | HW EPIC CMF 3.4 | HW NGFMS Primus EPIC CMF 3.4 (EASy IV) | HW EPIC VDR TR-8668: P/N: 7026201-814 (Mod S or U) | 1. These configurations require accumulation of 10,000 operational transactions for evaluation. | FANSE | 1. Requires that the evaluation of the accumulated 10,000 operational transactions is complete and satisfactory | For # 1, TBD |
| Dassault | FA8X (Falcon 8X) | HW EPIC CMF 3.0 | HW NGFMS Primus EPIC CMF 3.0 (EASy III) | HW EPIC VDR TR-8668: P/N: 7026201-814 (Mod S or U) | 1. These configurations require accumulation of 10,000 operational transactions for evaluation. | FANSE | 1. Requires that the evaluation of the accumulated 10,000 operational transactions is complete and satisfactory | For # 1, TBD |
| Dassault | FA8X (Falcon 8X) | HW EPIC CMF 3.4 | HW NGFMS Primus EPIC CMF 3.4 (EASy IV) | HW EPIC VDR TR-8668: P/N: 7026201-814 (Mod S or U) | 1. These configurations require accumulation of 10,000 operational transactions for evaluation. | FANSE | 1. Requires that the evaluation of the accumulated 10,000 operational transactions is complete and satisfactory | For # 1, TBD |
| Dassault +A595TC Holder/Number Chicago Jet Group / ST03369CH & ST03262CH, or ST04533CH | F900 (Falcon 900 B) | Universal Avionics UL-801 with: • SCN 31.3, or • SCN 31.4 | Universal Avionics UNS-1(w) with: • SCN 1002.1, or • SCN 1002.2, or • SCN 1002.3, or • SCN 1002.4, or • SCN 1002.5, or • SCN 1002.6, or • SCN 1002.7, or • SCN 1002.8, or • SCN 1002.9 | Universal Avionics UL-801 Internal VDR with: • SCN 10.3, or • SCN 10.4, or • SCN 10.5, or • SCN 10.6 | 1. These configurations require accumulation of 10,000 operational transactions for evaluation. | FANSE | 1. Requires that the evaluation of the accumulated 10,000 operational transactions is complete and satisfactory. | For # 1, TBD |

| OEM/Aircraft Manufacturer | Aircraft Type | CMU Type | FMS Type | Radio Type | Reason | FPL Filing En Route | Pathway to Compliance | Compliance Date |
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| Dassault | F900 (Falcon 900 A, B, or C, or Falcon 900EX) | HW MARK II+ v522 | HW FMZ-2000/2010 Primus NZ6.1.1 | HW EPIC VDR TR-8668: P/N: 7026201-815 (Mod U) | 1. HW MARKII+ CMU exhibits the following behavior: Issue #1 - The HW MARK II+ v522 is more susceptible to VDL Mode 2 A/G handoff and delivery issues Issue #2 - The CMU forwards duplicate instances of an uplink to the FMS when it should detect it as a duplicate instance. A software bug exists in the dupe detection logic that includes the Q0 AK in duplicate detection of uplinks (as part of the AEEC 618 specification). CMU versions affected are the MARKII+ v522/523/525. 1. These configurations require accumulation of 10,000 operational transactions for evaluation. | FANSE | 1. For CMU issue #1, upgrade to available updated release For CMU issue #2, upgrade to a future software update that is planned to address the issue. 2. Requires that the evaluation of the accumulated 10,000 operational transactions is complete and satisfactory. | For # 1, TBD For # 2, TBD |
| Dassault | F900 (Falcon 900 DX, EX, EX EASy, or LX) | HW EPIC CMF 2.51 | HW Primus EPIC CMF 2.51 (NZ7.1.2/EASy II) | HW EPIC VDR TR-8668: P/N: 7026201-814 (Mod S or U) | 1. These configurations require accumulation of 10,000 operational transactions for evaluation. | FANSE | 1. Requires that the evaluation of the accumulated 10,000 operational transactions is complete and satisfactory | For # 1, TBD |
| Pilatus | PC24 | HW CMF 3.3, or CMF 3.4 | NZ7.1.2 | HW KTR-2280A | 1. These configurations require accumulation of 10,000 operational transactions for evaluation. | FANSE | 1. Requires that the evaluation of the accumulated 10,000 operational transactions is complete and satisfactory | For # 1, TBD |
| Pilatus | PC-12 Pro | Garmin G3000 10.X Family | Garmin G3000 10.X Family | GDR-66 | 1. These configurations require accumulation of 10,000 operational transactions for evaluation. | FANSE | 1. Requires that the evaluation of the accumulated 10,000 operational transactions is complete and satisfactory | For # 1, TBD |
| Honda | HDJT (HondaJet) | Garmin G3000/G5000 6.2 Block 1 (6.2.0.0 - 6.2.3.2) | Garmin G3000/G5000 6.2 Block 1 (6.2.0.0 - 6.2.3.2) | GDR-66 | 1. The FMS exhibits the following Interop Issue Behavior: Issue #1 - 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. Issue #2 - For 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. 2. These configurations require accumulation of 10,000 operational transactions for evaluation. | FANSE | 1. For FMS issue #1, upgrade to a version that resolves this issue For FMS issue #2, upgrade to a version that resolves this issue 2. Requires that the evaluation of the accumulated 10,000 operational transactions is complete and satisfactory. | For # 1, TBD For # 2, TBD |

| OEM/Aircraft Manufacturer | Aircraft Type | CMU Type | FMS Type | Radio Type | Reason | FPL Filing En Route | Pathway to Compliance | Compliance Date |
|---|----------------------------------|--|--|--|---|---------------------|--|------------------------------|
| Honda | HDJT (HondaJet) | Garmin G3000/G5000 6.2 Block 2 (6.2.5.0) | Garmin G3000/G5000 6.2 Block 2 (6.2.5.0) | GDR-66 | <p>1. The FMS exhibits the following Interop Issue Behavior: Issue #1 - 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.</p> <p>2. These configurations require accumulation of 10,000 operational transactions for evaluation.</p> | FANSE | <p>1. For FMS issue #1, upgrade to a version that resolves this issue</p> <p>2. Requires that the evaluation of the accumulated 10,000 operational transactions is complete and satisfactory.</p> | For # 1, TBD For # 2, TBD |
| Honda | HDJT (HondaJet) | Garmin G3000/G5000 6.2 Block 3 (6.2.7.0 - 6.2.x) | Garmin G3000/G5000 6.2 Block 3 (6.2.7.0 - 6.2.x) | GDR-66 | <p>1. These configurations require accumulation of 10,000 operational transactions for evaluation.</p> | FANSE | <p>1. Requires that the evaluation of the accumulated 10,000 operational transactions is complete and satisfactory.</p> | For # 1, TBD |
| Bombardier <small>STC Holder/Number Flying M. LLC/ST04339CH</small> | CL60 (Challenger 600/601) | HW MARK II+ v522 | HW Primus 2000XP NZ6.1.1 | <p>RCI VHF-4000 with:</p> <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-8/13, or • CPN 822-1468-390 <p>RCI VHF-4000E with:</p> <ul style="list-style-type: none"> • CPN 822-1872-310 with SB-8, or • CPN 822-1872-390 <p>RCI VHF-4000F with:</p> <ul style="list-style-type: none"> • CPN 822-2993-310 with SB-9 • CPN 822-2993-390 | <p>1. HW MARKII+ CMU exhibits the following behavior: Issue #1 - The HW MARK II+ v522 is more susceptible to VDL Mode 2 A/G handoff and delivery issues Issue #2 - The CMU forwards duplicate instances of an uplink to the FMS when it should detect it as a duplicate instance. A software bug exists in the dupe detection logic that includes the QO AK in duplicate detection of uplinks (as part of the AEEC 618 specification). CMU versions affected are the MARKII+ v522/523/525.</p> <p>2. These configurations require accumulation of 10,000 operational transactions for evaluation.</p> | FANSE | <p>1. For CMU issue #1, upgrade to available updated release For CMU issue #2, upgrade to a future software update that is planned to address the issue.</p> <p>2. Requires that the evaluation of the accumulated 10,000 operational transactions is complete and satisfactory.</p> | For # 1, TBD For # 2, TBD |
| Bombardier <small>STC Holder/Number Flying M. LLC/ST04339CH</small> | CL60 (Challenger 601) | HW MARK II+ v522 | HW FMZ-2000/2010 Primus NZ6.1.1 | HW EPIC VDR TR-8668 (Mod U) | <p>1. HW MARKII+ CMU exhibits the following behavior: Issue #1 - The HW MARK II+ v522 is more susceptible to VDL Mode 2 A/G handoff and delivery issues Issue #2 - The CMU forwards duplicate instances of an uplink to the FMS when it should detect it as a duplicate instance. A software bug exists in the dupe detection logic that includes the QO AK in duplicate detection of uplinks (as part of the AEEC 618 specification). CMU versions affected are the MARKII+ v522/523/525.</p> <p>2. These configurations require accumulation of 10,000 operational transactions for evaluation.</p> | FANSE | <p>1. For CMU issue #1, upgrade to available updated release For CMU issue #2, upgrade to a future software update that is planned to address the issue.</p> <p>2. Requires that the evaluation of the accumulated 10,000 operational transactions is complete and satisfactory.</p> | For # 1, TBD For # 2, TBD |

| OEM/Aircraft Manufacturer | Aircraft Type | CMU Type | FMS Type | Radio Type | Reason | FPL Filing En Route | Pathway to Compliance | Compliance Date |
|---|-----------------------|---|--|--|---|---------------------|--|------------------------------------|
| Bombardier <u>STC Holder/Number</u> Universal Avionics/ST01303LA | CL60 (Challenger 601) | Universal Avionics UL-801 with: • SCN 31.3, or • SCN 31.4 | Universal Avionics UNS-1(j)w with: • SCN 1002.1, or • SCN 1002.2, or • SCN 1002.3, or • SCN 1002.4, or • SCN 1002.5, or • SCN 1002.6, or • SCN 1002.7, or • SCN 1002.8, or • SCN 1002.9 | Universal Avionics UL-801 Internal VDR with: • SCN 10.3, or • SCN 10.4, or • SCN 10.5, or • SCN 10.6 | 1. These configurations require accumulation of 10,000 operational transactions for evaluation. | FANSE | 1. Requires that the evaluation of the accumulated 10,000 operational transactions is complete and satisfactory. | For # 1, TBD |
| Bombardier <u>(Rockwell Collins Config Holder)</u> | CL60 (Challenger 604) | RCI CMU-4000 (Core 12 EQ) | RC ProLine Fusion v1.4, or v2.1 | RC VHF-4000 with: • CPN 822-1468-390 | 1. The FMS exhibits the following Interop Issue Behavior: Issue #1 - 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. Issue #2 - um80 CLEARED [route clearance] fails to import when the route consists of only a STAR + Transition, and the STAR is 'partially' runway dependent. This causes the need to file the FANSE DAT code. 2. Core-12 is more susceptible to VDL Mode 2 A/G handoff and delivery issues 3. These configurations require accumulation of 10,000 operational transactions for evaluation. | FANSE | 1. For FMS issue #1, upgrade to a version that resolves this issue For FMS issue #2, upgrade to a version that resolves this issue 2. For Core-12 and Equivalents, upgrade to Core 16 Equivalent 3. Requires that the evaluation of the accumulated 10,000 operational transactions is complete and satisfactory. | For # 1, TBD For # 2 & # 3, TBD |
| Bombardier <u>(Rockwell Collins Config Holder)</u> | CL60 (Challenger 604) | RCI CMU-4000 (Core 12 EQ) | RC ProLine Fusion EDS v2.0 | RC VHF-4000 with: • CPN 822-1468-390 | 1. The FMS exhibits the following Interop Issue Behavior: Issue #1 - 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. Issue #2 - um80 CLEARED [route clearance] fails to import when the route consists of only a STAR + Transition, and the STAR is 'partially' runway dependent. This causes the need to file the FANSE DAT code. 2. Core-12 is more susceptible to VDL Mode 2 A/G handoff and delivery issues 3. These configurations require accumulation of 10,000 operational transactions for evaluation. | FANSE | 1. For FMS issue #1, upgrade to a version that resolves this issue For FMS issue #2, upgrade to a version that resolves this issue 2. For Core-12 and Equivalents, upgrade to Core 16 Equivalent 3. Requires that the evaluation of the accumulated 10,000 operational transactions is complete and satisfactory. | For # 1, TBD For # 2 & # 3, TBD |

| OEM/Aircraft Manufacturer | Aircraft Type | CMU Type | FMS Type | Radio Type | Reason | FPL Filing En Route | Pathway to Compliance | Compliance Date |
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| Bombardier <small>(Rockwell Collins Config Holder)</small> | CL35 (Challenger 350/3500) | RCI RIU-4000 (Core 12 EQ) | RC Pro Line Fusion v5.5 | RCI VHF-4000 with: • CPN 822-1468-390 | <ol style="list-style-type: none"> The FMS exhibits the following Interop Issue Behavior: um80 CLEARED [route/clearance] fails to import when the route consists of only a STAR + Transition, and the STAR is 'partially' runway dependent. This causes the need to file the FANSER DAT code. Core-12 is more susceptible to VDL Mode 2 A/G handoff and delivery issues These configurations require accumulation of 10,000 operational transactions for evaluation. | FANSER | <ol style="list-style-type: none"> For this FMS issue, upgrade to a version that resolves this issue Upgrade to Core 16 Equivalents for A/G handoff and delivery issues. Requires that the evaluation of the accumulated 10,000 operational transactions is complete and satisfactory. | For # 1, TBD For # 2 & # 3, TBD |
| Bombardier | CL60 (Challenger 605/650) | RCI CMU-4000 (Core 12 EQ) | RCI 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 or SB-13, or • CPN 822-1468-390 | <ol style="list-style-type: none"> The FMS exhibits the following Interop Issue Behavior: Issue #1 - 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. Issue #2 - um80 CLEARED [route/clearance] fails to import when the route consists of only a STAR + Transition, and the STAR is 'partially' runway dependent. This is a cause of the FANSER DAT code. Issue #3 - 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. This is a cause of the FANSER DAT code. Core-12 Equivalents are more susceptible to VDL Mode 2 A/G handoff and delivery issues. These configurations require accumulation of 10,000 operational transactions for evaluation. | FANSER | <ol style="list-style-type: none"> For FMS issue #1, upgrade to a version that resolves this issue For FMS issue #2, upgrade to a version that resolves this issue For FMS issue #3, upgrade to a version that resolves this issue For Core-12 Equivalents, upgrade to Core-16 Equivalents. Requires that the evaluation of the accumulated 10,000 operational transactions is complete and satisfactory. | For # 1, TBD For # 2 & # 3, TBD |
| Bombardier | CL30 (Challenger 300) CL35 (Challenger 350/3500) | RCI RIU-4000 (Core 12 EQ) | RCI 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 or SB-13, or • CPN 822-1468-390 | <ol style="list-style-type: none"> The FMS exhibits the following Interop Issue Behavior: Issue #1 - 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. Issue #2 - um80 CLEARED [route/clearance] fails to import when the route consists of only a STAR + Transition, and the STAR is 'partially' runway dependent. This is a cause of the FANSER DAT code. Issue #3 - 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. This is a cause of the FANSER DAT code. Core-12 Equivalents are more susceptible to VDL Mode 2 A/G handoff and delivery issues. These configurations require accumulation of 10,000 operational transactions for evaluation. | FANSER | <ol style="list-style-type: none"> For FMS issue #1, upgrade to a version that resolves this issue For FMS issue #2, upgrade to a version that resolves this issue For FMS issue #3, upgrade to a version that resolves this issue For Core-12 Equivalents, upgrade to Core-16 Equivalents. Requires that the evaluation of the accumulated 10,000 operational transactions is complete and satisfactory. | For # 1, TBD For # 2 & # 3, TBD |

| OEM/Aircraft Manufacturer | Aircraft Type | CMU Type | FMS Type | Radio Type | Reason | FPL Filing En Route | Pathway to Compliance | Compliance Date |
|---------------------------|--|---------------------------|--|---|---|---------------------|--|--|
| Bombardier | GLST (Global 5000 POST SB700-1A11-23-042) GLEX (Global EXPRESS/XRS POST SB700-23-048) | HW MARK II+ v523, or v525 | HW FMZ-2000/2010 Primus N26.1.1 | HW EPIC VDR TR-8668: P/N: 7026201-815 (Mod U) | <ol style="list-style-type: none"> HW MARKII+ CMU exhibits the following behavior: The CMU forwards duplicate instances of an uplink to the FMS when it should detect it as a duplicate instance. A software bug exists in the dupe detection logic that includes the QD AK in duplicate detection of uplinks (as part of the AEEC 618 specification). CMU versions affected are the MARKII+ v522/523/525. These configurations require accumulation of 10,000 operational transactions for evaluation. | FANSE | <ol style="list-style-type: none"> For HW MARKII+ v523 CMU issue, a future software update is planned to address the issue. Requires that the evaluation of the accumulated 10,000 operational transactions is complete and satisfactory. | For # 1, TBD For # 2, TBD |
| Bombardier | GLST (Global GVFD5000, 5500) GLEX (Global 6000, 6500) | RCI RIU-4010 (Core 12 EQ) | RCI ProLine Fusion Avionics System version 5.1.5, or 5.2, or 5.5, or 5.5.1, or 5.8, or 5.8.1 | RCI VHF-4000 with: • CPN 822-1468-310 with SB-8 or SB-13, or • CPN 822-1468-390 | <ol style="list-style-type: none"> The FMS exhibits the following Interop Issue Behavior: um80 CLEARED [routeclearance] fails to import when the route consists of only a STAR + Transition, and the STAR is 'partially' runway dependent. This causes the need to file the FANSE DAT code. Core-12 is more susceptible to VDL Mode 2 A/G handoff and delivery issues These configurations require accumulation of 10,000 operational transactions for evaluation. | FANSE | <ol style="list-style-type: none"> For this FMS issue, upgrade to a version that resolves this issue Upgrade to Core 16 Equivalents for A/G handoff and delivery issues. Requires that the evaluation of the accumulated 10,000 operational transactions is complete and satisfactory. | For # 1, TBD For # 2, TBD For # 3, TBD |
| Bombardier | GLST (Global GVFD5000, 5500) GLEX (Global 6000, 6500) | RCI RIU-4010 (Core 16 EQ) | RCI ProLine Fusion Avionics System version 5.9 | RCI VHF-4000 with: • CPN 822-1468-390 | <ol style="list-style-type: none"> The FMS exhibits the following Interop Issue Behavior: um80 CLEARED [routeclearance] fails to import when the route consists of only a STAR + Transition, and the STAR is 'partially' runway dependent. This causes the need to file the FANSE DAT code. These configurations require accumulation of 10,000 operational transactions for evaluation. | FANSE | <ol style="list-style-type: none"> For this FMS issue, upgrade to a version that resolves this issue Requires that the evaluation of the accumulated 10,000 operational transactions is complete and satisfactory. | For # 1, TBD For # 2, TBD |
| Bombardier | GL7T (Global 7500) | RCI RIU-4010 (Core 12 EQ) | RCI ProLine Fusion Avionics System version 2.0.2, or 2.1, or 2.1.1, or 2.2, or 2.4 | RCI VHF-4000 with: • CPN 822-1468-390 | <ol style="list-style-type: none"> The FMS exhibits the following Interop Issue Behavior: Issue #1 - 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. Issue #2 - um80 CLEARED [routeclearance] fails to import when the route consists of only a STAR + Transition, and the STAR is 'partially' runway dependent. This causes the need to file the FANSE DAT code. Core-12 is more susceptible to VDL Mode 2 A/G handoff and delivery issues These configurations require accumulation of 10,000 operational transactions for evaluation. | FANSE | <ol style="list-style-type: none"> For FMS issue #1, upgrade to a version that resolves this issue For FMS issue #2, upgrade to a version that resolves this issue For Core-12 and Equivalents, upgrade to Core 16 Equivalent Requires that the evaluation of the accumulated 10,000 operational transactions is complete and satisfactory. | For # 1, TBD For # 2 & # 3, TBD |
| Bombardier | GL7T (Global 8000, or Global 7500 POST SB700-34-7524) | RCI RIU-4010 (Core 16 EQ) | RCI ProLine Fusion v2.5 | RCI VHF-4000 with: • CPN 822-1468-390 | <ol style="list-style-type: none"> These configurations require accumulation of 10,000 operational transactions for evaluation. | FANSE | <ol style="list-style-type: none"> Requires that the evaluation of the accumulated 10,000 operational transactions is complete and satisfactory. | For # 1, TBD |

| OEM/Aircraft Manufacturer | Aircraft Type | CMU Type | FMS Type | Radio Type | Reason | FPL Filing En Route | Pathway to Compliance | Compliance Date |
|--|--|---|--|--|---|---------------------|--|------------------------------------|
| Bombardier | GL7T (Global 7500) (Flight Test Aircraft) | RCI RIU-4010 (Core 16 EQ) | RCI ProLine Fusion Avionics System version 2.2 | RCI VHF-4000 with: • CPN 822-1468-390 | 1. The FMS exhibits the following Interop Issue Behavior: Issue #1 - 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. Issue #2 - um80 CLEARED [route/clearance] fails to import when the route consists of only a STAR + Transition, and the STAR is 'partially' runway dependent. This causes the need to file the FANSE DAT code. 2. These configurations require accumulation of 10,000 operational transactions for evaluation. | FANSE | 1. For FMS issue #1, upgrade to a version that resolves this issue For FMS issue #2, upgrade to a version that resolves this issue 2. Requires that the evaluation of the accumulated 10,000 operational transactions is complete and satisfactory. | For # 1, TBD For # 2, TBD |
| Bombardier | GL7T (Global 7500) (Flight Test Aircraft) | RCI RIU-4010 (Core 12 EQ) | RCI ProLine Fusion v2.5 | RCI VHF-4000 with: • CPN 822-1468-390 | 1. Core-12 is more susceptible to VDL Mode 2 A/G handoff and delivery issues 2. These configurations require accumulation of 10,000 operational transactions for evaluation. | FANSE | 1. For Core-12 and Equivalents, upgrade to Core 16 Equivalent 2. Requires that the evaluation of the accumulated 10,000 operational transactions is complete and satisfactory. | For # 1, TBD For # 2, TBD |
| Bombardier | L75 (Learjet 75) | Garmin G5000 4.8 family | Garmin G3000/G5000 4.8 family | GDR-66 | 1. The FMS exhibits the following Interop Issue Behavior: 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. 2. These configurations require accumulation of 10,000 operational transactions for evaluation. | FANSE | 1. For this FMS issue, upgrade to a version that resolves this issue. 2. Requires that the evaluation of the accumulated 10,000 operational transactions is complete and satisfactory. | For # 1, TBD For # 2, TBD |
| Bombardier <i>Chicago Jet Group/ ST03262CH</i> | LJ35 (Learjet 35/35A/36/36A) | Universal Avionics UL-801 with: • SCN 31.3, or • SCN 31.4 | Universal Avionics UNS-1(jw) with: • SCN 1002.1, or • SCN 1002.2, or • SCN 1002.3, or • SCN 1002.4, or • SCN 1002.5, or • SCN 1002.6, or • SCN 1002.7, or • SCN 1002.8, or • SCN 1002.9 | Universal Avionics UL-801 Internal VDR with: • SCN 10.3, or • SCN 10.4, or • SCN 10.5, or • SCN 10.6 | 1. These configurations require accumulation of 10,000 operational transactions for evaluation. | FANSE | 1. Requires that the evaluation of the accumulated 10,000 operational transactions is complete and satisfactory. | For # 1, TBD |
| Gulfstream | G280 | RCI RIU-4010 (Core 12 EQ) | ProLine Fusion Avionics System v3.6 | RC VHF-4000E with: • CPN 822-1872-390 | 1. The FMS exhibits the following Interop Issue Behavior: Issue #1 - 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. Issue #2 - um80 CLEARED [route/clearance] fails to import when the route consists of only a STAR + Transition, and the STAR is 'partially' runway dependent. This is a cause of the FANSE DAT code. Issue #3 - 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. This is a cause of the FANSE DAT code. 2. RIU-4010 (Core 12 Equivalent) is more susceptible to VDL Mode 2 A/G handoff and delivery issues 3. These configurations require accumulation of 10,000 operational transactions for evaluation. | FANSE | 1. For FMS issue #1, upgrade to a version that resolves this issue. Currently available "RCI PLF 6200 v3.6.1" is a fix version for this issue For FMS issue #2, upgrade to a version that resolves this issue. Currently available "RCI PLF 6200 v3.6.1" is a fix version for this issue. For FMS issue #3, upgrade to a version that resolves this issue. Currently available "RCI PLF 6200 v3.6.1" is a fix version for this 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. | For # 1, TBD For # 2 & # 3, TBD |

| OEM/Aircraft Manufacturer | Aircraft Type | CMU Type | FMS Type | Radio Type | Reason | FPL Filing En Route | Pathway to Compliance | Compliance Date |
|---|---------------------------|---|---|--|---|---------------------|---|------------------------------|
| <u>Gulfstream</u> | G280 | RCI RIU-4010 (Core 12 EQ) | ProLine Fusion Avionics System v3.6.1 | RCI VHF-4000E • CPN 822-1872-390 | 1. RIU-4010 (Core 12 Equivalent) is more susceptible to VDL Mode 2 A/G handoff and delivery issues 2. These configurations require accumulation of 10,000 operational transactions for evaluation. | FANSE | 1. Upgrade to Core 16 Equivalent. 2. Requires that the evaluation of the accumulated 10,000 operational transactions is complete and satisfactory. | For # 1, TBD For # 2, TBD |
| <u>Gulfstream</u> | G280 | RCI RIU-4010 (Core 16 EQ) | RCI ProLine Fusion Avionics System v3.6.1 | RC VHF-4000E with: • CPN 822-1872-390 | 1. These configurations require accumulation of 10,000 operational transactions for evaluation. | FANSE | 1. Requires that the evaluation of the accumulated 10,000 operational transactions is complete and satisfactory. | For # 1, TBD |
| <u>Gulfstream</u> | ASTR (Astra) SPX | Universal Avionics UL-801 with: • SCN 31.3, or • SCN 31.4 | Universal Avionics UNS-1()w with: • SCN 1002.1, or • SCN 1002.2, or • SCN 1002.3, or • SCN 1002.4, or • SCN 1002.5, or • SCN 1002.6, or • SCN 1002.7, or • SCN 1002.8, or • SCN 1002.9 | Universal Avionics UL-801 Internal VDR with: • SCN 10.3, or • SCN 10.4, or • SCN 10.5, or • SCN 10.6 | 1. These configurations require accumulation of 10,000 operational transactions for evaluation. | FANSE | 1. Requires that the evaluation of the accumulated 10,000 operational transactions is complete and satisfactory. | For # 1, TBD |
| <u>Gulfstream</u> STC Holder/Number: Chicago Jet Group / STO4386NY | GALX (G200 IAI Galaxy) | Universal Avionics UL-801 with: • SCN 31.3, or • SCN 31.4 | Universal Avionics UNS-1()w with: • SCN 1002.1, or • SCN 1002.2, or • SCN 1002.3, or • SCN 1002.4, or • SCN 1002.5, or • SCN 1002.6, or • SCN 1002.7, or • SCN 1002.8, or • SCN 1002.9 | Universal Avionics UL-801 Internal VDR with: • SCN 10.3, or • SCN 10.4, or • SCN 10.5, or • SCN 10.6 | 1. These configurations require accumulation of 10,000 operational transactions for evaluation. | FANSE | 1. Requires that the evaluation of the accumulated 10,000 operational transactions is complete and satisfactory. | For # 1, TBD |
| <u>Gulfstream</u> | GLF3 (G-III) | Universal Avionics UL-801 with: • SCN 31.3, or • SCN 31.4 | Universal Avionics UNS-1()w with: • SCN 1002.1, or • SCN 1002.2, or • SCN 1002.3, or • SCN 1002.4, or • SCN 1002.5, or • SCN 1002.6, or • SCN 1002.7, or • SCN 1002.8, or • SCN 1002.9 | Universal Avionics UL-801 Internal VDR with: • SCN 10.3, or • SCN 10.4, or • SCN 10.5, or • SCN 10.6 | 1. These configurations require accumulation of 10,000 operational transactions for evaluation. | FANSE | 1. Requires that the evaluation of the accumulated 10,000 operational transactions is complete and satisfactory. | For # 1, TBD |

| OEM/Aircraft Manufacturer | Aircraft Type | CMU Type | FMS Type | Radio Type | Reason | FPL Filing En Route | Pathway to Compliance | Compliance Date |
|---|--|---|---|---|---|---------------------|--|------------------------------|
| Gulfstream <small>STC Holder/Number: Kaiser Aerospace / ST03422CH</small> | GLF5 (G-V) | Universal Avionics UL-801 with: • SCN 31.3, or • SCN 31.4 | Universal Avionics UNS-1()w with: • SCN 1002.1, or • SCN 1002.2, or • SCN 1002.3, or • SCN 1002.4, or • SCN 1002.5, or • SCN 1002.6, or • SCN 1002.7, or • SCN 1002.8, or • SCN 1002.9 | Universal Avionics UL-801 Internal VDR with: • SCN 10.3, or • SCN 10.4, or • SCN 10.5, or • SCN 10.6 | 1. These configurations require accumulation of 10,000 operational transactions for evaluation. | FANSE | 1. Requires that the evaluation of the accumulated 10,000 operational transactions is complete and satisfactory. | For # 1, TBD |
| Gulfstream | G350 (GLF4), G450 (GLF4), G550/G500 Classic (GLF5) | HW EPIC CMF block 2.6 | HW Epic FMS model / SW version N27.1.2 | HW EPIC VDR NAV/COM (COM3): P/N: 7026203-813 (Mod P or T), or HW EPIC VDR TR-866B (COM1/COM2): P/N: 7026201-813 (Mod S or U) | 1. The FMS exhibits the following Interop Issue Behavior: Issue #1 - um74, um79, um83 route revision fails to LOAD when the position variable (TO point and/or AT point) is a Place Bearing Distance (PBD). Issue #2 - um74, um79, um83 route revision fails to LOAD when the position variable (TO point and/or AT point) is a Lat/Long. Issue #3 - Cannot LOAD um80/83 route clearances with Runway Dependent STARs (No LOAD prompt). This causes the need to file the FANSE DAT code 2. These configurations require accumulation of 10,000 operational transactions for evaluation. | FANSE | 1. For FMS Issue #1, upgrade to a version that resolves this issue For FMS Issue #2, upgrade to a version that resolves this issue For FMS Issue #3, upgrade to a version that resolves this issue 2. Requires that the evaluation of the accumulated 10,000 operational transactions is complete and satisfactory. | For # 1, TBD For # 2, TBD |
| Gulfstream | G550 (GLF5) | HW EPIC CMF block 3.4 | HW Epic FMS model / SW version N27.1.2 | HW EPIC VDR NAV/COM (COM3): P/N: 7026203-813 (Mod P or T), or HW EPIC VDR TR-866B (COM1/COM2): P/N: 7026201-813 (Mod S or U) | 1. The FMS exhibits the following Interop Issue Behavior: Issue #1 - um74, um79, um83 route revision fails to LOAD when the position variable (TO point and/or AT point) is a Place Bearing Distance (PBD). Issue #2 - um74, um79, um83 route revision fails to LOAD when the position variable (TO point and/or AT point) is a Lat/Long. Issue #3 - Cannot LOAD um80/83 route clearances with Runway Dependent STARs (No LOAD prompt). This causes the need to file the FANSE DAT code 2. These configurations require accumulation of 10,000 operational transactions for evaluation. | FANSE | 1. For FMS Issue #1, upgrade to a version that resolves this issue For FMS Issue #2, upgrade to a version that resolves this issue For FMS Issue #3, upgrade to a version that resolves this issue 2. Requires that the evaluation of the accumulated 10,000 operational transactions is complete and satisfactory. | For # 1, TBD For # 2, TBD |
| Gulfstream | GLF4 (G-V) SP | Universal Avionics UL-801 with: • SCN 31.3, or • SCN 31.4 | Universal Avionics UNS-1()w with: • SCN 1002.1, or • SCN 1002.2, or • SCN 1002.3, or • SCN 1002.4, or • SCN 1002.5, or • SCN 1002.6, or • SCN 1002.7, or • SCN 1002.8, or • SCN 1002.9 | Universal Avionics UL-801 Internal VDR with: • SCN 10.3, or • SCN 10.4, or • SCN 10.5, or • SCN 10.6 | 1. These configurations require accumulation of 10,000 operational transactions for evaluation. | FANSE | 1. Requires that the evaluation of the accumulated 10,000 operational transactions is complete and satisfactory. | For # 1, TBD |

| OEM/Aircraft Manufacturer | Aircraft Type | CMU Type | FMS Type | Radio Type | Reason | FPL Filing En Route | Pathway to Compliance | Compliance Date |
|---------------------------|---------------------------------------|------------------------|---|--|--|---------------------|--|--|
| <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 (COM3): P/N: 7026203-813 (Mod P or T), or HW EPIC VDR TR-8668 (COM1/COM2): P/N: 7026201-813 (Mod S or U) | 1. The FMS exhibits the following Interop Issue Behavior: Issue #1 - Cannot LOAD um80/83 route clearances with Runway Dependent STARs (No LOAD prompt). This causes the need to file the FANSER DAT code Issue #2 - If the response attributes "ACCEPT / REJECT / APPLY" are on the 4th line of the display (4L or 4R buttons), when the pilot pushes the button the action will not be processed, the system will ignore it. 2. These configurations require accumulation of 10,000 operational transactions for evaluation. | FANSER | 1. For FMS issue #1, upgrade to a version that resolves this issue 2. For FMS issue #2, upgrade to a version that resolves this issue 3. Requires that the evaluation of the accumulated 10,000 operational transactions is complete and satisfactory. | For # 1, TBD For # 2, TBD For # 3, 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 (COM3): P/N: 7026203-813 (Mod P or T), or HW EPIC VDR TR-8668 (COM1/COM2): P/N: 7026201-813 (Mod S or U) | 1. The FMS exhibits the following Interop Issue Behavior: Cannot LOAD um80/83 route clearances with Runway Dependent STARs (No LOAD prompt). This causes the need to file the FANSER DAT code 2. These configurations require accumulation of 10,000 operational transactions for evaluation. | FANSER | 1. For this FMS issue, upgrade to a version that resolves this issue 2. Requires that the evaluation of the accumulated 10,000 operational transactions is complete and satisfactory. | For # 1, TBD For # 2, 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 (COM3): P/N: 7026203-813 (Mod P or T), or HW EPIC VDR TR-8668 (COM1/COM2): P/N: 7026201-813 (Mod S or U) | 1. The FMS exhibits the following Interop Issue Behavior: Cannot LOAD um80/83 route clearances with Runway Dependent STARs (No LOAD prompt). This causes the need to file the FANSER DAT code 2. These configurations require accumulation of 10,000 operational transactions for evaluation. | FANSER | 1. For this FMS issue, upgrade to a version that resolves this issue 2. Requires that the evaluation of the accumulated 10,000 operational transactions is complete and satisfactory. | For # 1, TBD For # 2, TBD |
| <u>Gulfstream</u> | G700 (GA7C), G800 (GA8C), G400 (GA4C) | HW EPIC CMF 3.5 | HW NG FMS (Symmetry) | HW EPIC VDR NAV/COM (COM3): P/N: 7026203-813 (Mod P or T), or HW EPIC VDR TR-8668 (COM1/COM2): P/N: 7026201-813 (Mod S or U) | 1. These configurations require accumulation of 10,000 operational transactions for evaluation. | FANSE | 1. Requires that the evaluation of the accumulated 10,000 operational transactions is complete and satisfactory. | For # 1, TBD |
| <u>Gulfstream</u> | G300 (GA3C) | HW EPIC CMF 3.5 | HW NG FMS (Symmetry) | HW EPIC VDR NAV/COM (COM3): P/N: 7026203-813 (Mod P or T), or HW EPIC VDR TR-8668 (COM1/COM2): P/N: 7026201-814 (Mod S or U) | 1. These configurations require accumulation of 10,000 operational transactions for evaluation. | FANSE | 1. Requires that the evaluation of the accumulated 10,000 operational transactions is complete and satisfactory. | For # 1, TBD |

| OEM/Aircraft Manufacturer | Aircraft Type | CMU Type | FMS Type | Radio Type | Reason | FPL Filing En Route | Pathway to Compliance | Compliance Date |
|---|--|---|--|--|--|---------------------|--|------------------------------|
| Hawker <u>STC Holder/Number:</u> <u>SouthEast</u> <u>Aerospace/A41ST04570CH</u> | H25B (Hawker 800) | Universal Avionics UL-801 with: • SCN 31.3, or • SCN 31.4 | Universal Avionics UNS-1(j)w with: • SCN 1002.1, or • SCN 1002.2, or • SCN 1002.3, or • SCN 1002.4, or • SCN 1002.5, or • SCN 1002.6, or • SCN 1002.7, or • SCN 1002.8, or • SCN 1002.9 | Universal Avionics UL-801 Internal VDR with: • SCN 10.3, or • SCN 10.4, or • SCN 10.5, or • SCN 10.6 | 1. These configurations require accumulation of 10,000 operational transactions for evaluation. | FANSE | 1. Requires that the evaluation of the accumulated 10,000 operational transactions is complete and satisfactory. | For # 1, TBD |
| Textron Aviation (Hawker) | HA4T (Hawker 4000) (super-midsize business jet) | HW EPIC CMF 3.4 | HW Epic FMS model / SW version N27.2.1 | HW EPIC VDR TR-8658: P/N: 7026201-803 (Mod S or U) | 1. These configurations require accumulation of 10,000 operational transactions for evaluation. | FANSE | 1. Requires that the evaluation of the accumulated 10,000 operational transactions is complete and satisfactory | For # 1, TBD |
| Textron Aviation (Cessna) | C700 (700 Citation Longitude) | Garmin G5000 5.1 family (prior to 5.1.14) with SB 700-23-07 | Garmin G5000 5.1 family (prior to 5.1.14) with SB 700-23-07 | GDR-66 | 1. The FMS exhibits the following Interop Issue Behavior: 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. 2. These configurations require accumulation of 10,000 operational transactions for evaluation. | FANSE | 1. For this FMS issue, upgrade to a version that resolves this issue. Currently available FMS loadset v5.1.14 fixes this issue.. 2. Requires that the evaluation of the accumulated 10,000 operational transactions is complete and satisfactory. | For # 1, TBD For # 2, TBD |
| Textron Aviation (Cessna) | C700 (Citation Longitude) | Garmin G5000 Software 5.1.14 | Garmin G5000 Software 5.1.14 | GDR-66 | 1. These configurations require accumulation of 10,000 operational transactions for evaluation. | FANSE | 1. Requires that the evaluation of the accumulated 10,000 operational transactions is complete and satisfactory. | For # 1, TBD |
| Textron Aviation (Cessna) | C700 (Citation Longitude) | Garmin G5000 7.X family | Garmin G5000 7.X family | GDR-66 | 1. These configurations require accumulation of 10,000 operational transactions for evaluation. | FANSE | 1. Requires that the evaluation of the accumulated 10,000 operational transactions is complete and satisfactory. | For # 1, TBD |

| OEM/Aircraft Manufacturer | Aircraft Type | CMU Type | FMS Type | Radio Type | Reason | FPL Filing En Route | Pathway to Compliance | Compliance Date |
|--|--|---|---|--|---|---------------------|---|---|
| <u>Cessna</u> STC Holder/Number: West Star Aviation / ST04519CH | C750 (750 Citation X) | HW MARK II+ v523, or v525 | HW FMZ-2000/2010 Primus N26.2.1 | HW VDR TR-866B: P/N: 7026201-815 (Mod U) | <p>1. The FMS exhibits the following Interop Issue Behavior: Issue #1 - for the um77 AT [position] PROCEED DIRECT TO [position], when the 2nd position variable is a Lat/Long, the FMS doesn't recognize it as being on the active route and cannot join, and instead inserts a new Lat/Long fix immediately following the first position variable location. The pilot can manually delete this new fix.</p> <p>2. HW MARKII+ CMU exhibits the following behavior: The CMU forwards duplicate instances of an uplink to the FMS when it should detect it as a duplicate instance. A software bug exists in the dupe detection logic that includes the QD AK in duplicate detection of uplinks (as part of the AEEC 618 specification). CMU versions affected are the MARKII+ v522/523/525.</p> <p>3. These configurations require accumulation of 10,000 operational transactions for evaluation.</p> | FANSE | <p>1. For FMS issue #1, upgrade to a version that resolves this issue.</p> <p>2. For HW MARKII+ v523 CMU issue, a future software update is planned to address the issue.</p> <p>3. Requires that the evaluation of the accumulated 10,000 operational transactions is complete and satisfactory.</p> | <p>For # 1, Issue #1 a fix is required before Full Services activation; Otherwise, this configuration will be moved to the Red list to stop participation. In such a case, this action will be communicated with the OEM/Operator in advance.</p> <p>For # 2, TBD</p> <p>For # 3, TBD</p> |
| <u>Cessna</u> STC Holder/Number: Garmin/#TBD | C56X (560XL Citation Excel, 560XLS Citation Excel XLS or XLS+) | Garmin G3000/G5000 5.1 family | Garmin G3000/G5000 5.1 family | GDR-66 | <p>1. The FMS exhibits the following Interop Issue Behavior: 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.</p> <p>2. These configurations require accumulation of 10,000 operational transactions for evaluation.</p> | FANSE | <p>1. For this FMS issue, upgrade to a version that resolves this issue.</p> <p>2. Requires that the evaluation of the accumulated 10,000 operational transactions is complete and satisfactory.</p> | <p>For # 1, TBD</p> <p>For # 2, TBD</p> |
| <u>Cessna</u> STC Holder/Number: Garmin/#TBD | C56X (560XL Citation Excel, 560XLS Citation Excel XLS or XLS+) | Garmin G3000/5000 7.X BLOCK 3 | Garmin G3000/5000 7.X BLOCK 3 | GDR-66 | <p>1. These configurations require accumulation of 10,000 operational transactions for evaluation.</p> | FANSE | <p>1. When the evaluation of the accumulated 10,000 operational transactions is complete and satisfactory.</p> | <p>For # 1, TBD</p> |
| <u>Cessna</u> STC Holder/Number: Universal Avionics/#TBD | C55B (550 Citation Bravo) | Universal Avionics UL-801 with: • SCN 31.3, or • SCN 31.4 | Universal Avionics UNS-1()w with: • SCN 1002.1, or • SCN 1002.2, or • SCN 1002.3, or • SCN 1002.4, or • SCN 1002.5, or • SCN 1002.6, or • SCN 1002.7, or • SCN 1002.8, or • SCN 1002.9 | Universal Avionics UL-801 Internal VDR with: • SCN 10.3, or • SCN 10.4, or • SCN 10.5, or • SCN 10.6 | <p>1. These configurations require accumulation of 10,000 operational transactions for evaluation.</p> | FANSE | <p>1. Requires that the evaluation of the accumulated 10,000 operational transactions is complete and satisfactory.</p> | <p>For # 1, TBD</p> |

| OEM/Aircraft Manufacturer | Aircraft Type | CMU Type | FMS Type | Radio Type | Reason | FPL Filing En Route | Pathway to Compliance | Compliance Date |
|---|----------------------------------|----------------------------|----------------------------------|---|---|---------------------|--|------------------------------------|
| Cessna STC Holder/Number: Collins/#TBD | C25A (525A Citation CJ2+) | RCI RIU-4010 (Core 12 EQ) | RCI ProLine Fusion CJ2+ EDS v2.0 | RCI VHF-4000 with: • CPN 822-1468-310 with SB-8 or SB-13 | 1. The FMS exhibits the following Interop Issue Behavior: Issue #1 - 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. Issue #2 - um80 CLEARED [routeclearance] fails to import when the route consists of only a STAR + Transition, and the STAR is 'partially' runway dependent. This causes the need to file the FANSER DAT code. 2. Core-12 is more susceptible to VDL Mode 2 A/G handoff and delivery issues 3. These configurations require accumulation of 10,000 operational transactions for evaluation. | FANSER | 1. For FMS issue #1, upgrade to a version that resolves this issue For FMS issue #2, upgrade to a version that resolves this issue 2. For Core-12 and Equivalents, upgrade to Core 16 Equivalent 3. Requires that the evaluation of the accumulated 10,000 operational transactions is complete and satisfactory. | For # 1, TBD For # 2 & # 3, TBD |
| Cessna STC Holder/Number: Collins/#TBD | C25B (525B Citation CJ3) | RCI RIU-4010 (Core 016 EQ) | RCI ProLine Fusion CJ3 EDS v2.0 | RCI VHF-4000 with: • CPN 822-1468-310 with SB-8 or SB-13 | 1. The FMS exhibits the following Interop Issue Behavior: Issue #1 - 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. Issue #2 - um80 CLEARED [routeclearance] fails to import when the route consists of only a STAR + Transition, and the STAR is 'partially' runway dependent. This causes the need to file the FANSER DAT code. 2. These configurations require accumulation of 10,000 operational transactions for evaluation. | FANSER | 1. For FMS issue #1, upgrade to a version that resolves this issue For FMS issue #2, upgrade to a version that resolves this issue 2. Requires that the evaluation of the accumulated 10,000 operational transactions is complete and satisfactory. | For # 1, TBD For # 2, TBD |
| Textron Aviation (Cessna) | C25B (525B Citation CJ3+) | Garmin G3000 7.X family | Garmin G3000 7.X family | GDR-66 | 1. These configurations require accumulation of 10,000 operational transactions for evaluation. | FANSE | 1. Requires that the evaluation of the accumulated 10,000 operational transactions is complete and satisfactory. | For # 1, TBD |
| Textron Aviation (Cessna) | C25B (525B Citation CJ3+) | Garmin G3000 4.8 family | Garmin G3000 4.8 family | GDR-66 | 1. 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. 2. These configurations require accumulation of 10,000 operational transactions for evaluation. | FANSE | 1. For this FMS issue, upgrade to a version that resolves this issue. 2. Requires that the evaluation of the accumulated 10,000 operational transactions is complete and satisfactory. | For # 1, TBD For # 2, TBD |

| OEM/Aircraft Manufacturer | Aircraft Type | CMU Type | FMS Type | Radio Type | Reason | FPL Filing En Route | Pathway to Compliance | Compliance Date |
|---|---|--|--|---|---|---------------------|--|------------------------------------|
| Cessna STC Holder/Number: Collins/#TBD | C525 (525 Citation CJ1+) | RCI RIU-4010 (Core 012 EQ) | RCI ProLine Fusion CJ1+ EDS v2.0 | RCI VHF-4000 with: • CPN 822-1468-310 with SB-8 or SB-13 | 1. The FMS exhibits the following Interop Issue Behavior: Issue #1 - 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. Issue #2 - um80 CLEARED [routeclearance] fails to import when the route consists of only a STAR + Transition, and the STAR is 'partially' runway dependent. This causes the need to file the FANSER DAT code. 2. Core-12 is more susceptible to VDL Mode 2 A/G handoff and delivery issues 3. These configurations require accumulation of 10,000 operational transactions for evaluation. | FANSER | 1. For FMS issue #1, upgrade to a version that resolves this issue For FMS issue #2, upgrade to a version that resolves this issue 2. For Core-12 and Equivalents, upgrade to Core 16 Equivalent 3. Requires that the evaluation of the accumulated 10,000 operational transactions is complete and satisfactory. | For # 1, TBD For # 2 & # 3, TBD |
| Textron Aviation (Cessna) | C25M (525 Citation M2) | Garmin G3000 4.8 family | Garmin G3000 4.8 family | GDR-66 | 1. 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. 2. These configurations require accumulation of 10,000 operational transactions for evaluation. | FANSE | 1. For this FMS issue, upgrade to a version that resolves this issue. 2. Requires that the evaluation of the accumulated 10,000 operational transactions is complete and satisfactory. | For # 1, TBD For # 2, TBD |
| Textron Aviation (Cessna) | C25M (525 Citation M2) | Garmin G3000 7.X family | Garmin G3000 7.X family | GDR-66 | 1. These configurations require accumulation of 10,000 operational transactions for evaluation. | FANSE | 1. Requires that the evaluation of the accumulated 10,000 operational transactions is complete and satisfactory. | For # 1, TBD |
| Textron Aviation (Cessna) | C25C (525C Citation CJ4) | Garmin G3000 Prime 11.x Family | Garmin G3000 Prime 11.x Family | GDR-66 | 1. These configurations require accumulation of 10,000 operational transactions for evaluation. | FANSE | 1. Requires that the evaluation of the accumulated 10,000 operational transactions is complete and satisfactory. | For # 1, TBD |
| Textron Aviation (Cessna) | C56X (Citation Ascend) | Garmin G5000 7.X family | Garmin G5000 7.X family | GDR-66 | 1. These configurations require accumulation of 10,000 operational transactions for evaluation. | FANSE | 1. Requires that the evaluation of the accumulated 10,000 operational transactions is complete and satisfactory. | For # 1, TBD |
| Textron Aviation (Cessna) STC Holder/Number: JETTECH/SA01755W | C525 (525 Citation CJ1), or C25A (525A Citation CJ2), or C25B (525B Citation CJ3) | Garmin GTN 725 Xi v21.XX, or Garmin GTN 750 Xi v21.XX | Garmin GTN 725 Xi v21.XX, or Garmin GTN 750 Xi v21.XX | GDR-66 | 1. These configurations require accumulation of 10,000 operational transactions for evaluation. | FANSE | 1. Requires that the evaluation of the accumulated 10,000 operational transactions is complete and satisfactory. | For # 1, TBD |

| OEM/Aircraft Manufacturer | Aircraft Type | CMU Type | FMS Type | Radio Type | Reason | FPL Filing En Route | Pathway to Compliance | Compliance Date |
|---|---|--|--|------------|--|---------------------|---|------------------------------|
| Textron Aviation (Cessna) <u>STC Holder/Number:</u> <u>JETTECH/ST02427LA</u> | C500 (500 Citation I), or C550 (550 Citation II), or C55B (550B Citation Bravo) C552 (5550 Citation S/II), or C560 (560 Citation V/Ultra/Encore) | Garmin GTN 725 Xi v21.XX, or Garmin GTN 750 Xi v21.XX | Garmin GTN 725 Xi v21.XX, or Garmin GTN 750 Xi v21.XX | GDR-66 | 1. These configurations require accumulation of 10,000 operational transactions for evaluation. | FANSE | 1. Requires that the evaluation of the accumulated 10,000 operational transactions is complete and satisfactory. | For # 1, TBD |
| Textron Aviation (Cessna) <u>STC Holder/Number:</u> <u>JETTECH/ST02432LA</u> | C501 (501 Citation I/SP), or C551 (551 Citation II/SP) | Garmin GTN 725 Xi v21.XX, or Garmin GTN 750 Xi v21.XX | Garmin GTN 725 Xi v21.XX, or Garmin GTN 750 Xi v21.XX | GDR-66 | 1. These configurations require accumulation of 10,000 operational transactions for evaluation. | FANSE | 1. Requires that the evaluation of the accumulated 10,000 operational transactions is complete and satisfactory. | For # 1, TBD |
| Textron Aviation (Cessna) | C680 (680 Citation Sovereign +) | Garmin G5000 4.8 family | Garmin G5000 4.8 family | GDR-66 | 1. The FMS exhibits the following Interop Issue Behavior: 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. 2. These configurations require accumulation of 10,000 operational transactions for evaluation. | FANSE | 1. For this FMS issue, upgrade to a version that resolves this issue. 2. Requires that the evaluation of the accumulated 10,000 operational transactions is complete and satisfactory. | For # 1, TBD For # 2, TBD |
| Textron Aviation (Cessna) | C68A (680A Citation Latitude) | Garmin G5000 4.8 family | Garmin G5000 4.8 family | GDR-66 | 1. The FMS exhibits the following Interop Issue Behavior: 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. 2. These configurations require accumulation of 10,000 operational transactions for evaluation. | FANSE | 1. For this FMS issue, upgrade to a version that resolves this issue. 2. Requires that the evaluation of the accumulated 10,000 operational transactions is complete and satisfactory. | For # 1, TBD For # 2, TBD |
| Textron Aviation (Cessna) | C68A (680A Citation Latitude) | Garmin G3000 7.X family | Garmin G3000 7.X family | GDR-66 | 1. These configurations require accumulation of 10,000 operational transactions for evaluation. | FANSE | 1. Requires that the evaluation of the accumulated 10,000 operational transactions is complete and satisfactory. | For # 1, TBD |
| Textron Aviation | BE22 (Beechcraft Denali) | Garmin G3000 7.X family | Garmin G3000 7.X family | GDR-66 | 1. These configurations require accumulation of 10,000 operational transactions for evaluation. | FANSE | 1. When the evaluation of the accumulated 10,000 operational transactions is complete and satisfactory. | For # 1, TBD |

| OEM/Aircraft Manufacturer | Aircraft Type | CMU Type | FMS Type | Radio Type | Reason | FPL Filing En Route | Pathway to Compliance | Compliance Date |
|---|-----------------------|---|---|--|--|---------------------|---|------------------------------|
| Textron Aviation <u>STC Holder/Number:</u> <u>Garmin/SA020195E-D</u> | Citation 525/525A | Garmin GTN 725 Xi v21.XX, or Garmin GTN 750 Xi v21.XX | Garmin GTN 725 Xi v21.XX, or Garmin GTN 750 Xi v21.XX | GDR-66 | 1. These configurations require accumulation of 10,000 operational transactions for evaluation. | FANSE | 1. Requires that the evaluation of the accumulated 10,000 operational transactions is complete and satisfactory. | For # 1, TBD |
| Beechcraft <u>STC Holder/Number:</u> <u>Garmin/ST01821W1</u> | BE40 (Beechjet) | Garmin G3000/G5000 4.8 family | Garmin G3000/G5000 4.8 family | GDR-66 | 1. The FMS exhibits the following Interop Issue Behavior: 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. 2. These configurations require accumulation of 10,000 operational transactions for evaluation. | FANSE | 1. For this FMS issue, upgrade to a version that resolves this issue. 2. Requires that the evaluation of the accumulated 10,000 operational transactions is complete and satisfactory. | For # 1, TBD For # 2, TBD |
| Beechcraft <u>STC Holder/Number:</u> <u>Universal Avionics/WTBD</u> | BE9T (Kingair F90) | Universal Avionics UL-801 with: • SCN 31.3, or • SCN 31.4 | Universal Avionics UNS-1()w with: • SCN 1002.1, or • SCN 1002.2, or • SCN 1002.3, or • SCN 1002.4, or • SCN 1002.5, or • SCN 1002.6, or • SCN 1002.7, or • SCN 1002.8, or • SCN 1002.9 | Universal Avionics UL-801 Internal VDR with: • SCN 10.3, or • SCN 10.4, or • SCN 10.5, or • SCN 10.6 | 1. These configurations require accumulation of 10,000 operational transactions for evaluation. | FANSE | 1. Requires that the evaluation of the accumulated 10,000 operational transactions is complete and satisfactory. | For # 1, TBD |
| Beechcraft <u>STC Holder/Number:</u> <u>Garmin/SA01535W1-D</u> | BE20 (King Air 200) | Garmin G1000 NXi 7.X family | Garmin G1000 NXi 7.X family | GDR-66 | 1. These configurations require accumulation of 10,000 operational transactions for evaluation. | FANSE | 1. Requires that the evaluation of the accumulated 10,000 operational transactions is complete and satisfactory. | For # 1, TBD |
| Beechcraft <u>STC Holder/Number:</u> <u>Garmin/SA01535W1-D</u> | BE30 (King Air 300) | Garmin G1000 NXi 7.X family | Garmin G1000 NXi 7.X family | GDR-66 | 1. These configurations require accumulation of 10,000 operational transactions for evaluation. | FANSE | 1. Requires that the evaluation of the accumulated 10,000 operational transactions is complete and satisfactory. | For # 1, TBD |
| Beechcraft <u>STC Holder/Number:</u> <u>Garmin/SA01535W1-D</u> | B350 (King Air 350) | Garmin G1000 NXi 7.X family | Garmin G1000 NXi 7.X family | GDR-66 | 1. These configurations require accumulation of 10,000 operational transactions for evaluation. | FANSE | 1. Requires that the evaluation of the accumulated 10,000 operational transactions is complete and satisfactory. | For # 1, TBD |

| OEM/Aircraft Manufacturer | Aircraft Type | CMU Type | FMS Type | Radio Type | Reason | FPL Filing En Route | Pathway to Compliance | Compliance Date |
|---------------------------|---------------|--|--|------------|--|---------------------|--|------------------------------|
| <u>Daher</u> | TBM 940 / 960 | Garmin G3000/G5000 5.1 family | Garmin G3000/G5000 5.1 family | GDR-66 | <p>1. 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.</p> <p>2. These configurations require accumulation of 10,000 operational transactions for evaluation.</p> | FANSE | <p>1. For this FMS issue, upgrade to a version that resolves this issue.</p> <p>2. Requires that the evaluation of the accumulated 10,000 operational transactions is complete and satisfactory.</p> | For # 1, TBD For # 2, TBD |
| <u>Daher</u> | TBM 940 / 960 | Garmin G3000/G5000 6.2 Block 1 (6.2.0.0 - 6.2.3.2) | Garmin G3000/G5000 6.2 Block 1 (6.2.0.0 - 6.2.3.2) | GDR-66 | <p>1. The FMS exhibits the following Interop Issue Behavior: Issue #1 - 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. Issue #2 - For 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.</p> <p>2. These configurations require accumulation of 10,000 operational transactions for evaluation.</p> | FANSE | <p>1. For FMS issue #1, upgrade to a version that resolves this issue For FMS issue #2, upgrade to a version that resolves this issue</p> <p>2. Requires that the evaluation of the accumulated 10,000 operational transactions is complete and satisfactory.</p> | For # 1, TBD For # 2, TBD |
| <u>Daher</u> | TBM 940 / 960 | Garmin G3000/G5000 6.2 Block 2 (6.2.5.0) | Garmin G3000/G5000 6.2 Block 2 (6.2.5.0) | GDR-66 | <p>1. The FMS exhibits the following Interop Issue Behavior: Issue #1 - 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.</p> <p>2. These configurations require accumulation of 10,000 operational transactions for evaluation.</p> | FANSE | <p>1. For FMS issue #1, upgrade to a version that resolves this issue</p> <p>2. Requires that the evaluation of the accumulated 10,000 operational transactions is complete and satisfactory.</p> | For # 1, TBD For # 2, TBD |
| <u>Daher</u> | TBM 940 / 960 | Garmin G3000/G5000 6.2 Block 3 (6.2.7.0 - 6.2.x) | Garmin G3000/G5000 6.2 Block 3 (6.2.7.0 - 6.2.x) | GDR-66 | <p>1. These configurations require accumulation of 10,000 operational transactions for evaluation.</p> | FANSE | <p>1. Requires that the evaluation of the accumulated 10,000 operational transactions is complete and satisfactory.</p> | For # 1, TBD |
| <u>Daher</u> | TBM 940 / 960 | Garmin G3000/G5000 7.X BLOCK 1 (7.1.1.0) | Garmin G3000/G5000 7.X BLOCK 1 (7.1.1.0) | GDR-66 | <p>1. The FMS exhibits the following Interop Issue Behavior: Issue #1 - 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. Issue #2 - 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. Issue #3 - um80 & um83 route clearances will fail to import if the route contains a common point STAR transition. This is the issue that causes the need for the FANSE DAT code.</p> <p>2. These configurations require accumulation of 10,000 operational transactions for evaluation.</p> | FANSE | <p>1. For FMS issue #1, upgrade to a version that resolves this issue. FMS loadset v7.1 Block 3 is a fix version and is currently available. For FMS issue #2, upgrade to a version that resolves this issue. FMS loadset v7.1 Block 3 is a fix version and is currently available. For FMS issue #3, upgrade to a version that resolves this issue. FMS loadset v7.1 Block 3 is a fix version and is currently available.</p> <p>2. Requires that the evaluation of the accumulated 10,000 operational transactions is complete and satisfactory.</p> | For # 1, TBD For # 2, TBD |

| OEM/Aircraft Manufacturer | Aircraft Type | CMU Type | FMS Type | Radio Type | Reason | FPL Filing En Route | Pathway to Compliance | Compliance Date |
|--|-------------------------|--|--|------------|---|---------------------|---|------------------------------|
| Daher | TBM 940 / 960 | Garmin G3000/G5000 7.X BLOCK 2 (7.1.2.1) | Garmin G3000/G5000 7.X BLOCK 2 (7.1.2.1) | GDR-66 | 1. The FMS exhibits the following Interop Issue Behavior: Issue #1 - 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. Issue #2 - For 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. 2. These configurations require accumulation of 10,000 operational transactions for evaluation. | FANSE | 1. For FMS issue #1, upgrade to a version that resolves this issue. FMS loadset v7.1 Block 3 is a fix version and is currently available. For FMS issue #2, upgrade to a version that resolves this issue. FMS loadset v7.1 Block 3 is a fix version and is currently available. 2. Requires that the evaluation of the accumulated 10,000 operational transactions is complete and satisfactory. | For # 1, TBD For # 2, TBD |
| Daher | TBM 940 / 960 | Garmin G3000/G5000 7.X BLOCK 3 (7.1.3.0 - 7.X) | Garmin G3000/G5000 7.X BLOCK 3 (7.1.3.0 - 7.X) | GDR-66 | 1. These configurations require accumulation of 10,000 operational transactions for evaluation. | FANSE | 1. Requires that the evaluation of the accumulated 10,000 operational transactions is complete and satisfactory | For # 1, TBD |
| Daher | TBM 980 | Garmin G3000 Prime 10.x Family | Garmin G3000 Prime 10.x Family | GDR-66 | 1. These configurations require accumulation of 10,000 operational transactions for evaluation. | FANSE | 1. Requires that the evaluation of the accumulated 10,000 operational transactions is complete and satisfactory | For # 1, TBD |
| Cirrus | SF50 (Vision) | Garmin G3000/G5000 7.X BLOCK 3 (7.1.3.0 - 7.X) | Garmin G3000/G5000 7.X BLOCK 3 (7.1.3.0 - 7.X) | GDR-66 | 1. These configurations require accumulation of 10,000 operational transactions for evaluation. | FANSE | 1. Requires that the evaluation of the accumulated 10,000 operational transactions is complete and satisfactory | For # 1, TBD |
| Interceptor STC Holder/Number: Garmin/SA02019SE-D | Interceptor 400 | Garmin GTN 725 Xi v21.XX, or Garmin GTN 750 Xi v21.XX | Garmin GTN 725 Xi v21.XX, or Garmin GTN 750 Xi v21.XX | GDR-66 | 1. These configurations require accumulation of 10,000 operational transactions for evaluation. | FANSE | 1. Requires that the evaluation of the accumulated 10,000 operational transactions is complete and satisfactory. | For # 1, TBD |
| PILATUS STC Holder/Number: Garmin/SA02019SE-D | PC-12/PC-12-45/PC-12-47 | Garmin GTN 725 Xi v21.XX, or Garmin GTN 750 Xi v21.XX | Garmin GTN 725 Xi v21.XX, or Garmin GTN 750 Xi v21.XX | GDR-66 | 1. These configurations require accumulation of 10,000 operational transactions for evaluation. | FANSE | 1. Requires that the evaluation of the accumulated 10,000 operational transactions is complete and satisfactory. | For # 1, TBD |

| OEM/Aircraft Manufacturer | Aircraft Type | CMU Type | FMS Type | Radio Type | Reason | FPL Filing En Route | Pathway to Compliance | Compliance Date |
|--|--|--|--|------------|---|---------------------|--|-----------------|
| Piper <u>STC Holder/Number:</u> <u>Garmin/SAO2019SE-D</u> | PA-46-500TP | Garmin GTN 725 Xi v21.XX, or Garmin GTN 750 Xi v21.XX | Garmin GTN 725 Xi v21.XX, or Garmin GTN 750 Xi v21.XX | GDR-66 | 1. These configurations require accumulation of 10,000 operational transactions for evaluation. | FANSE | 1. Requires that the evaluation of the accumulated 10,000 operational transactions is complete and satisfactory. | For # 1, TBD |
| SOCATA <u>STC Holder/Number:</u> <u>Garmin/SAO2019SE-D</u> | TBM 700 | Garmin GTN 725 Xi v21.XX, or Garmin GTN 750 Xi v21.XX | Garmin GTN 725 Xi v21.XX, or Garmin GTN 750 Xi v21.XX | GDR-66 | 1. These configurations require accumulation of 10,000 operational transactions for evaluation. | FANSE | 1. Requires that the evaluation of the accumulated 10,000 operational transactions is complete and satisfactory. | For # 1, TBD |
| Cessna <u>STC Holder/Number:</u> <u>Garmin/SAO2019SE-D</u> | Cessna 441/425 | Garmin GTN 725 Xi v21.XX, or Garmin GTN 750 Xi v21.XX | Garmin GTN 725 Xi v21.XX, or Garmin GTN 750 Xi v21.XX | GDR-66 | 1. These configurations require accumulation of 10,000 operational transactions for evaluation. | FANSE | 1. Requires that the evaluation of the accumulated 10,000 operational transactions is complete and satisfactory. | For # 1, TBD |
| Embraer <u>STC Holder/Number:</u> <u>Garmin/SAO2019SE-D</u> | EMB-110P2 | Garmin GTN 725 Xi v21.XX, or Garmin GTN 750 Xi v21.XX | Garmin GTN 725 Xi v21.XX, or Garmin GTN 750 Xi v21.XX | GDR-66 | 1. These configurations require accumulation of 10,000 operational transactions for evaluation. | FANSE | 1. Requires that the evaluation of the accumulated 10,000 operational transactions is complete and satisfactory. | For # 1, TBD |
| Hawker Beechcraft <u>STC Holder/Number:</u> <u>Garmin/SAO2019SE-D</u> | 65-90 65-A90 C90 C90A C90GT C90GTi B90 E90 H90 | Garmin GTN 725 Xi v21.XX, or Garmin GTN 750 Xi v21.XX | Garmin GTN 725 Xi v21.XX, or Garmin GTN 750 Xi v21.XX | GDR-66 | 1. These configurations require accumulation of 10,000 operational transactions for evaluation. | FANSE | 1. Requires that the evaluation of the accumulated 10,000 operational transactions is complete and satisfactory. | For # 1, TBD |
| Hawker Beechcraft <u>STC Holder/Number:</u> <u>Garmin/SAO2019SE-D</u> | F90 | Garmin GTN 725 Xi v21.XX, or Garmin GTN 750 Xi v21.XX | Garmin GTN 725 Xi v21.XX, or Garmin GTN 750 Xi v21.XX | GDR-66 | 1. These configurations require accumulation of 10,000 operational transactions for evaluation. | FANSE | 1. Requires that the evaluation of the accumulated 10,000 operational transactions is complete and satisfactory. | For # 1, TBD |
| Hawker Beechcraft <u>STC Holder/Number:</u> <u>Garmin/SAO2019SE-D</u> | 100 A100 B100 | Garmin GTN 725 Xi v21.XX, or Garmin GTN 750 Xi v21.XX | Garmin GTN 725 Xi v21.XX, or Garmin GTN 750 Xi v21.XX | GDR-66 | 1. These configurations require accumulation of 10,000 operational transactions for evaluation. | FANSE | 1. Requires that the evaluation of the accumulated 10,000 operational transactions is complete and satisfactory. | For # 1, TBD |

| OEM/Aircraft Manufacturer | Aircraft Type | CMU Type | FMS Type | Radio Type | Reason | FPL Filing En Route | Pathway to Compliance | Compliance Date |
|--|--|--|--|------------|---|---------------------|--|-----------------|
| Hawker Beechcraft <u>STC Holder/Number:</u> <u>Garmin/SA020195E-D</u> | 200 A200C 200C B200 B200C A200 200T 200CT A200CT B200T B200CT A100-1 1900 1900C 300 300LW B300 B300C 1900D | Garmin GTN 725 Xi v21.XX, or Garmin GTN 750 Xi v21.XX | Garmin GTN 725 Xi v21.XX, or Garmin GTN 750 Xi v21.XX | GDR-66 | 1. These configurations require accumulation of 10,000 operational transactions for evaluation. | FANSE | 1. Requires that the evaluation of the accumulated 10,000 operational transactions is complete and satisfactory. | For # 1, TBD |
| M7 Aerospace <u>STC Holder/Number:</u> <u>Garmin/SA020195E-D</u> | SA26-T SA26-AT SA226-T SA226-AT SA226-T(B) SA227-AT SA227-TT | Garmin GTN 725 Xi v21.XX, or Garmin GTN 750 Xi v21.XX | Garmin GTN 725 Xi v21.XX, or Garmin GTN 750 Xi v21.XX | GDR-66 | 1. These configurations require accumulation of 10,000 operational transactions for evaluation. | FANSE | 1. Requires that the evaluation of the accumulated 10,000 operational transactions is complete and satisfactory. | For # 1, TBD |
| M7 Aerospace <u>STC Holder/Number:</u> <u>Garmin/SA020195E-D</u> | SA227-CC SA227-DC | Garmin GTN 725 Xi v21.XX, or Garmin GTN 750 Xi v21.XX | Garmin GTN 725 Xi v21.XX, or Garmin GTN 750 Xi v21.XX | GDR-66 | 1. These configurations require accumulation of 10,000 operational transactions for evaluation. | FANSE | 1. Requires that the evaluation of the accumulated 10,000 operational transactions is complete and satisfactory. | For # 1, TBD |
| M7 Aerospace <u>STC Holder/Number:</u> <u>Garmin/SA020195E-D</u> | SA226-TC SA227-AC SA227-PC SA227-BC | Garmin GTN 725 Xi v21.XX, or Garmin GTN 750 Xi v21.XX | Garmin GTN 725 Xi v21.XX, or Garmin GTN 750 Xi v21.XX | GDR-66 | 1. These configurations require accumulation of 10,000 operational transactions for evaluation. | FANSE | 1. Requires that the evaluation of the accumulated 10,000 operational transactions is complete and satisfactory. | For # 1, TBD |
| Mitsubishi <u>STC Holder/Number:</u> <u>Garmin/SA020195E-D</u> | MU-2B MU-2B-25 MU-2B-35 MU-2B-26 MU-2B-36 MU-2B-26A MU-2B-36A MU-2B-40 MU-2B-60 MU-2B-20 MU-2B-30 | Garmin GTN 725 Xi v21.XX, or Garmin GTN 750 Xi v21.XX | Garmin GTN 725 Xi v21.XX, or Garmin GTN 750 Xi v21.XX | GDR-66 | 1. These configurations require accumulation of 10,000 operational transactions for evaluation. | FANSE | 1. Requires that the evaluation of the accumulated 10,000 operational transactions is complete and satisfactory. | For # 1, TBD |
| PIAGGIO <u>STC Holder/Number:</u> <u>Garmin/SA020195E-D</u> | PIAGGIO P-180 | Garmin GTN 725 Xi v21.XX, or Garmin GTN 750 Xi v21.XX | Garmin GTN 725 Xi v21.XX, or Garmin GTN 750 Xi v21.XX | GDR-66 | 1. These configurations require accumulation of 10,000 operational transactions for evaluation. | FANSE | 1. Requires that the evaluation of the accumulated 10,000 operational transactions is complete and satisfactory. | For # 1, TBD |

| OEM/Aircraft Manufacturer | Aircraft Type | CMU Type | FMS Type | Radio Type | Reason | FPL Filing En Route | Pathway to Compliance | Compliance Date |
|---|---|--|--|------------|---|---------------------|--|-----------------|
| Piper <u>STC Holder/Number:</u> <u>Garmin/SA02019SE-D</u> | PA-31T PA-31T1 PA-31T2 | Garmin GTN 725 Xi v21.XX, or Garmin GTN 750 Xi v21.XX | Garmin GTN 725 Xi v21.XX, or Garmin GTN 750 Xi v21.XX | GDR-66 | 1. These configurations require accumulation of 10,000 operational transactions for evaluation. | FANSE | 1. Requires that the evaluation of the accumulated 10,000 operational transactions is complete and satisfactory. | For # 1, TBD |
| Piper <u>STC Holder/Number:</u> <u>Garmin/SA02019SE-D</u> | PA-42 PA-42-720 PA-42-1000 | Garmin GTN 725 Xi v21.XX, or Garmin GTN 750 Xi v21.XX | Garmin GTN 725 Xi v21.XX, or Garmin GTN 750 Xi v21.XX | GDR-66 | 1. These configurations require accumulation of 10,000 operational transactions for evaluation. | FANSE | 1. Requires that the evaluation of the accumulated 10,000 operational transactions is complete and satisfactory. | For # 1, TBD |
| Twin Commander <u>STC Holder/Number:</u> <u>Garmin/SA02019SE-D</u> | 680T 680V 680W 681 690 690A 690B 690C 695 695A 690D 695B | Garmin GTN 725 Xi v21.XX, or Garmin GTN 750 Xi v21.XX | Garmin GTN 725 Xi v21.XX, or Garmin GTN 750 Xi v21.XX | GDR-66 | 1. These configurations require accumulation of 10,000 operational transactions for evaluation. | FANSE | 1. Requires that the evaluation of the accumulated 10,000 operational transactions is complete and satisfactory. | For # 1, TBD |
| None | None | None | None | None | N/A | None | N/A | N/A |