

En-Route CPDLC Participation List (Pub v1.8) July 23, 2025

OEM/Aircraft Manufacturer	Aircraft Type	CMU Type	FMS Type	Radio Type	Reason	FPL Filing En Route	Pathway to Compliance	Compliance Date
<u>Boeing</u>	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
<u>Boeing</u>	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
<u>Airbus</u>	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

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<u>Airbus</u>	A380	ATC CLA 4.1, or ATC CLA 4.2 and ACR S3 without SB23-8020	Honeywell L2.1, or L3	HW RTA 50D (P/N 965-1696-051), or RCI VHF-920 (P/N 822-1250-020 w/SB17 or w/SB15), or RCI VHF-2100 (P/N 822-1287-121)	ACR S3 without corrective Provider DataBase are more susceptible to VDL Mode 2 A/G handoff and delivery issues	FANSE	Upgrade to ACR S3 w/SB23-8020	N/A
<u>Airbus</u>	A350	ATC CLV 1.3.1, or ATC CLV 1.4 and ACR S4 without 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
<u>Bombardier</u>	CL60 (Challenger 604)	Universal CMU-1000	RC ProLine 4 with FMS-6000	RC 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	This FMS is not Push To Load capable	N/A	Installation Requires Push To Load	N/A

OEM/Aircraft Manufacturer	Aircraft Type	CMU Type	FMS Type	Radio Type	Reason	FPL Filing En Route	Pathway to Compliance	Compliance Date
<u>Textron Aviation</u> <u>(Cessna)</u>	C750 Citation X, C750 Citation X+	Garmin G3000/G5000 4.5 family	Garmin G3000/G5000 4.5 family	GDR-66	<p>1. The FMS exhibits the following Interop Issue Behavior:</p> <ul style="list-style-type: none"> - Failed to import route clearances that contained a PBD in the route information OR 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). <p>FANSER Mitigated the below Issues:</p> <ul style="list-style-type: none"> - 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
<u>Boeing</u>	B707	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	Universal Avionics UL-801 Internal VDR with: • SCN 10.3, or • SCN 10.4, or • SCN 10.5	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>Boeing</u>	B737	RCI CMU-900 with: <ul style="list-style-type: none">• 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 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:</p> <p>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

OEM/Aircraft Manufacturer	Aircraft Type	CMU Type	FMS Type	Radio Type	Reason	FPL Filing En Route	Pathway to Compliance	Compliance Date
<u>Boeing</u>	B737	HW MARK II+ v523	GE U13, or GE U12, or GE U11	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)	<p>1. The FMS exhibits the following Interop Issue Behavior:</p> <p>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+ v523 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 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:</p> <p>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. 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>For FMS issue #2, 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	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 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:</p> <p>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. 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)</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

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Boeing	B737	HW MARK II+ v523	GE U14.1	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)	<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+ v523 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)</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 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

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<u>Boeing</u>	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>	<p>For # 1, TBD</p> <p>For # 2, TBD</p>
<u>Boeing</u>	B747-400	HW MARK II+ v523	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)	<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 FANSE DAT code</p> <p>2. Core-12 is more susceptible to VDL Mode 2 A/G handoff and delivery issues</p> <p>3. HW MARKII+ v523 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>4. 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. For Core-12 Equivalents, upgrade to Core-16 Equivalents.</p> <p>3. For HW MARKII+ v523 CMU issue, a future software update is planned to address the issue.</p> <p>4. 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> <p>For # 3, TBD</p> <p>For # 4, TBD</p>
<u>Boeing</u>	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)	<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 FANSE DAT code</p> <p>2. Core-12 is 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 this FMS issue, upgrade to a version that resolves this issue.</p> <p>2. For Core-12 Equivalents, upgrade to Core-16 Equivalents.</p> <p>3. Requires that the evaluation of the accumulated 10,000 operational transactions is complete and satisfactory.</p>	<p>For #1, TBD</p> <p>For # 2 & #3, TBD</p>

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<u>Boeing</u>	B747-400	HW MARK II+ v523	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)	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 2. HW MARKII+ v523 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. 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. 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
<u>Boeing</u>	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)	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 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>Boeing</u>	B747-8	HW MARK II+ v523	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)	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 2. Core-12 is more susceptible to VDL Mode 2 A/G handoff and delivery issues 3. HW MARKII+ v523 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. 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 Equivalents, upgrade to Core-16 Equivalents. 3. For HW MARKII+ v523 CMU issue, a future software update is planned to address the issue. 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

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OEM/Aircraft Manufacturer	Aircraft Type	CMU Type	FMS Type	Radio Type	Reason	FPL Filing En Route	Pathway to Compliance	Compliance Date
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)	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 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. 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
Boeing	B747-8	HW MARK II+ v523	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)	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 2. HW MARKII+ v523 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. 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. 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	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)	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 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

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OEM/Aircraft Manufacturer	Aircraft Type	CMU Type	FMS Type	Radio Type	Reason	FPL Filing En Route	Pathway to Compliance	Compliance Date
<u>Boeing</u>	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 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 (PegI 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
<u>Boeing</u>	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 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
<u>Boeing</u>	B757 / B767	RCI CMU-900 with: • Core 12, or • Core 14, or • ATN 505 (Core 12 EQ)	HW PEG II	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 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

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OEM/Aircraft Manufacturer	Aircraft Type	CMU Type	FMS Type	Radio Type	Reason	FPL Filing En Route	Pathway to Compliance	Compliance Date
<u>Boeing</u>	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 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 (PegI 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
<u>Boeing</u>	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 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
<u>Boeing</u>	B757 / B767	RCI CMU-900 with: • Core 16, or • ATN 523 (Core 16 EQ)	HW PEG II	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 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. 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 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. 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

OEM/Aircraft Manufacturer	Aircraft Type	CMU Type	FMS Type	Radio Type	Reason	FPL Filing En Route	Pathway to Compliance	Compliance Date
Boeing	B757 / B767	HW MARK II+ v523	HW PEG II	HW VHF-RTA-44D (P/N 064-50000-2052 w/SB23-1570)	<p>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</p> <p>2. HW MARKII+ v523 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>	FANSER	<p>1. For this FMS issue, 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>	For # 1, TBD For # 2, TBD For # 3, TBD
Boeing <u>STC Holder/Number:</u> <u>Chicago Jet Group/</u> <u>ST03262CH</u>	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	Universal Avionics UL-801 Internal VDR with: • SCN 10.3, or • SCN 10.4, or • SCN 10.5	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	HW AIMS II BPV17B, or HW AIMS II BPV17C	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
Boeing	B777	HW AIMS II BPV17B, or HW AIMS II BPV17C	HW AIMS II BPV17B, or HW AIMS II BPV17C	HW VHF RTA-44D (with 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

OEM/Aircraft Manufacturer	Aircraft Type	CMU Type	FMS Type	Radio Type	Reason	FPL Filing En Route	Pathway to Compliance	Compliance Date
<u>Boeing</u>	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 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>Boeing</u>	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
<u>Boeing</u>	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
<u>Airbus</u>	A300	HW CMF 3.4 (Primus Epic Suite S3)	HW NGFMS (Primus Epic S3)	RCI VHF-2100	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 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
<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 RTA 50D (P/N 965-1696-051), or Thales EVR 750 L22 (P/N EVR750-04-0101B), or RCI VHF-920 (P/N 822-1250-020 w/SB17 or w/SB15), or RCI VHF-2100 (P/N 822-1287-121), or RCI VHF-2200 (P/N 822-2763-020)	1. These ATSU versions exhibit the following behaviors: 1. Hx Rej (Downlinking invalid CrC) 2. No reversion to CSC from Alternate frequency 3. ATSU VDL Buffer Full (Stuck on POA) 4. Random ATSU reboot 5. ATSU Reset after buffer corruption 6. More susceptible to VDL Mode 2 A/G handoff and delivery issues 2. These configurations require accumulation of 10,000 operational transactions for evaluation.	FANSE	1. Upgrade to ATSU version that resolves these issues 2. Requires that the evaluation of the accumulated 10,000 operational transactions is complete and satisfactory.	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 RTA 50D (P/N 965-1696-051), or Thales EVR 750 L22 (P/N EVR750-04-0101B), or RCI VHF-920 (P/N 822-1250-020 w/SB17 or w/SB15), or RCI VHF-2100 (P/N 822-1287-121), or RCI VHF-2200 (P/N 822-2763-020)	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>	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 T5A/T5B, or Thales T6/T6A, or Thales T7	HW RTA 50D (P/N 965-1696-051), or Thales EVR 750 L22 (P/N EVR750-04-0101B), or RCI VHF-920 (P/N 822-1250-020 w/SB17 or w/SB15), or RCI VHF-2100 (P/N 822-1287-121), or RCI VHF-2200 (P/N 822-2763-020)	1. These ATSU versions exhibit the following behaviors: 1. Hx Rej (Downlinking invalid CrC) 2. No reversion to CSC from Alternate frequency 3. ATSU VDL Buffer Full (Stuck on POA) 4. Random ATSU reboot 5. ATSU Reset after buffer corruption 6. More susceptible to VDL Mode 2 A/G handoff and delivery issues 2. These configurations require accumulation of 10,000 operational transactions for evaluation.	FANSE	1. Upgrade to ATSU version that resolves these issues 2. Requires that the evaluation of the accumulated 10,000 operational transactions is complete and satisfactory.	For # 1, TBD For # 2, TBD
<u>Airbus</u>	A330/340	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/T5B, or Thales T6/T6A, or Thales T7	HW RTA 50D (P/N 965-1696-051), or Thales EVR 750 L22 (P/N EVR750-04-0101B), or RCI VHF-920 (P/N 822-1250-020 w/SB17 or w/SB15), or RCI VHF-2100 (P/N 822-1287-121), or RCI VHF-2200 (P/N 822-2763-020)	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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<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 822-2763050)	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 822-1287-121)	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
<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 [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
<u>Embraer</u>	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 [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

OEM/Aircraft Manufacturer	Aircraft Type	CMU Type	FMS Type	Radio Type	Reason	FPL Filing En Route	Pathway to Compliance	Compliance Date
<u>Embraer</u>	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-865B: P/N: 7026201-803 (Mod S or U), or HW EPIC VDR TR-866B: 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
<u>Embraer</u>	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-865B: P/N: 7026201-803 (Mod S or U), or HW EPIC VDR TR-866B: 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
<u>Embraer</u>	E170	HW EPIC CMF 3.5	HW NGFMS Primus EPIC CMF 3.5	HW EPIC VDR TR-866B: 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
<u>Embraer</u>	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 [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 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
<u>Dassault</u>	FA8X	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

OEM/Aircraft Manufacturer	Aircraft Type	CMU Type	FMS Type	Radio Type	Reason	FPL Filing En Route	Pathway to Compliance	Compliance Date
<u>Dassault</u>	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-866B: 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
<u>Dassault</u> <u>STC Holder/Number:</u> <u>Chicago Jet Group/</u> <u>ST03262CH</u>	F2TH (Falcon 2000 Classic, or (Falcon 2000EX)	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	Universal Avionics UL-801 Internal VDR with: • SCN 10.3, or • SCN 10.4, or • SCN 10.5	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>Dassault</u> <u>STC Holder/Number</u> <u>Chicago Jet</u> <u>Group/ST03262CH</u>	FA50 (Falcon 50, or Falcon 50EX), or similar	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	Universal Avionics UL-801 Internal VDR with: • SCN 10.3, or • SCN 10.4, or • SCN 10.5	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>Dassault</u>	FA6X (Falcon 6X)	HW EPIC CMF 3.4	HW NGFMS Primus EPIC CMF 3.4 (EASy IV)	HW EPIC VDR TR-866B: 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
<u>Dassault</u>	FA7X (Falcon 7X)	HW EPIC CMF 2.51	HW Primus EPIC CMF 2.51 (NZ7.1.2/EASy II)	HW EPIC VDR TR-866B: 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
<u>Dassault</u>	FA7X (Falcon 7X)	HW EPIC CMF 3.4	HW NGFMS Primus EPIC CMF 3.4 (EASy IV)	HW EPIC VDR TR-866B: 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
<u>Dassault</u>	FA8X (Falcon 8X)	HW EPIC CMF 3.0	HW NGFMS Primus EPIC CMF 3.0 (EASy III)	HW EPIC VDR TR-866B: 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
<u>Dassault</u>	FA8X (Falcon 8X)	HW EPIC CMF 3.4	HW NGFMS Primus EPIC CMF 3.4 (EASy IV)	HW EPIC VDR TR-866B: 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
Dassault <u>STC Holder/Number Sirium Aerotech /10073941</u>	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	Universal Avionics UL-801 Internal VDR with: • SCN 10.3, or • SCN 10.4, or • SCN 10.5	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	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-866B: P/N: 7026201-815 (Mod U)	1. The HW MARK II+ v522 is more susceptible to VDL Mode 2 A/G handoff and delivery issues 2. HW MARKII+ v522 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. 3. These configurations require accumulation of 10,000 operational transactions for evaluation.	FANSE	1. For HW MARKII+ v522, upgrade to available updated release 2. For HW MARKII+ v522 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
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-866B: 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	HW NG CMF 3.3, or EPIC 2.0 CMF 3.4	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 [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. 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

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OEM/Aircraft Manufacturer	Aircraft Type	CMU Type	FMS Type	Radio Type	Reason	FPL Filing En Route	Pathway to Compliance	Compliance Date
<u>Honda</u>	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	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. 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 2. Requires that the evaluation of the accumulated 10,000 operational transactions is complete and satisfactory.	For # 1, TBD For # 2, TBD
<u>Honda</u>	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	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>Bombardier</u> <u>STC Holder/Number</u> <u>West Star/ST04339CH</u>	CL60 (Challenger 600/601)	HW MARK II+ v522	HW Primus 2000XP NZ6.1.1	RCI VHF-4000 with: • CPN 822-1468-210 with SB-8, or • CPN 822-1468-290, or • CPN 822-1468-302 with SB-11, or • CPN 822-1468-303, or • CPN 822-1468-310 with SB-8/13, or • CPN 822-1468-390 RCI VHF-4000E with: • CPN 822-1872-310 with SB-8, or • CPN 822-1872-390 RCI VHF-4000F with: • CPN 822-2993-310 with SB-9 • CPN 822-2993-390	1. The HW MARK II+ v522 is more susceptible to VDL Mode 2 A/G handoff and delivery issues 2. HW MARKII+ v522 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 F63the Q0 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 HW MARKII+ v522, upgrade to available updated release 2. For HW MARKII+ v522 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
<u>Bombardier</u> <u>STC Holder/Number</u> <u>West Star/ST04339CH</u>	CL60 (Challenger 601)	HW MARK II+ v522	HW FMZ-2000/2010 Primus NZ6.1.1	HW EPIC VDR TR-866B (Mod U)	1. The HW MARK II+ v522 is more susceptible to VDL Mode 2 A/G handoff and delivery issues 2. HW MARKII+ v522 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. 3. These configurations require accumulation of 10,000 operational transactions for evaluation.	FANSE	1. For HW MARKII+ v522, upgrade to available updated release 2. For HW MARKII+ v522 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

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 Universal Avionics/ST01303LA</u>	CL60 (Challenger 601)	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	Universal Avionics UL-801 Internal VDR with: • SCN 10.3, or • SCN 10.4, or • SCN 10.5	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 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
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 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
Bombardier <u>(Rockwell Collins Config Holder)</u>	CL35 (Challenger 350/3500)	RCI RIU-4000 (Core 12 EQ)	RC Pro Line Fusion v5.5	RCI VHF-4000 with: • CPN 822-1468-390	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

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OEM/Aircraft Manufacturer	Aircraft Type	CMU Type	FMS Type	Radio Type	Reason	FPL Filing En Route	Pathway to Compliance	Compliance Date
<u>Bombardier</u>	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	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 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. 2. Core-12 Equivalents 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 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. 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
<u>Bombardier</u>	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	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 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. 2. Core-12 Equivalents 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 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. 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
<u>Bombardier</u>	GL5T (Global 5000 POST SB700-1A11-23-042) GLEX (Global EXPRESS/XRS POST SB700-23-048)	HW MARK II+ v523	HW FMZ-2000/2010 Primus NZ6.1.1	HW EPIC VDR TR-866B: P/N: 7026201-815 (Mod U)	1. HW MARKII+ v523 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. 2. These configurations require accumulation of 10,000 operational transactions for evaluation.	FANSE	1. For HW MARKII+ v523 CMU issue, a future software update 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

OEM/Aircraft Manufacturer	Aircraft Type	CMU Type	FMS Type	Radio Type	Reason	FPL Filing En Route	Pathway to Compliance	Compliance Date
<u>Bombardier</u>	GL5T (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	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, TBD For # 3, TBD
<u>Bombardier</u>	GL5T (Global GVFD5000, 5500) GLEX (Global 6000, 6500) (Flight Test Aircraft)	RCI RIU-4010 (Core 16 EQ)	RCI ProLine Fusion Avionics System version 5.9	RCI VHF-4000 with: • CPN 822-1468-390	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. 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>Bombardier</u>	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	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
<u>Bombardier</u>	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 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
<u>Bombardier</u>	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

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OEM/Aircraft Manufacturer	Aircraft Type	CMU Type	FMS Type	Radio Type	Reason	FPL Filing En Route	Pathway to Compliance	Compliance Date
<u>Bombardier</u>	GL7T (Global 7500) (Flight Test Aircraft)	RCI RIU-4010 (Core 16 EQ)	RCI ProLine Fusion v2.5	RCI VHF-4000 with: • CPN 822-1468-390	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>Bombardier</u>	LJ75 (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
<u>Bombardier</u> <u>Chicago Jet Group/</u> <u>ST03262CH</u>	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	Universal Avionics UL-801 Internal VDR with: • SCN 10.3, or • SCN 10.4, or • SCN 10.5	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>	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
<u>Gulfstream</u>	G280	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

OEM/Aircraft Manufacturer	Aircraft Type	CMU Type	FMS Type	Radio Type	Reason	FPL Filing En Route	Pathway to Compliance	Compliance Date
Gulfstream	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	Universal Avionics UL-801 Internal VDR with: • SCN 10.3, or • SCN 10.4, or • SCN 10.5	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 <small>STC Holder/Number: Trimec Aviation / ST04186NY</small>	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	Universal Avionics UL-801 Internal VDR with: • SCN 10.3, or • SCN 10.4, or • SCN 10.5	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	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	Universal Avionics UL-801 Internal VDR with: • SCN 10.3, or • SCN 10.4, or • SCN 10.5	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 <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	Universal Avionics UL-801 Internal VDR with: • SCN 10.3, or • SCN 10.4, or • SCN 10.5	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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OEM/Aircraft Manufacturer	Aircraft Type	CMU Type	FMS Type	Radio Type	Reason	FPL Filing En Route	Pathway to Compliance	Compliance Date
<u>Gulfstream</u>	G350 (GLF4), G450 (GLF4), G550/G500 Classic (GLF5)	HW EPIC CMF block 2.6	HW Epic FMS model / SW version NZ7.1.2	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 FANSER DAT code 2. These configurations require accumulation of 10,000 operational transactions for evaluation.	FANSER	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
<u>Gulfstream</u>	GLF4 (G-IV) 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	Universal Avionics UL-801 Internal VDR with: • SCN 10.3, or • SCN 10.4, or • SCN 10.5	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>	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-866B (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-866B (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

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OEM/Aircraft Manufacturer	Aircraft Type	CMU Type	FMS Type	Radio Type	Reason	FPL Filing En Route	Pathway to Compliance	Compliance Date
<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-866B (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 block 3.5	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-866B (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>Hawker</u> <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(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	Universal Avionics UL-801 Internal VDR with: • SCN 10.3, or • SCN 10.4, or • SCN 10.5	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>Textron Aviation</u> <u>(Hawker)</u>	HA4T (Hawker 4000) (super-midsize business jet)	HW EPIC CMF 3.4	HW Epic FMS model / SW version NZ7.2.1	HW EPIC VDR TR-865B: P/N: 7026201-803 (Mod S or U)	1. These configurations require accumulation of 10,000 operational transactions for evaluation.	FANSER	1. Requires that the evaluation of the accumulated 10,000 operational transactions is complete and satisfactory.	For # 1, TBD
<u>Textron Aviation</u> <u>(Cessna)</u>	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
<u>Textron Aviation</u> <u>(Cessna)</u>	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
<u>Textron Aviation</u> <u>(Cessna)</u>	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

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OEM/Aircraft Manufacturer	Aircraft Type	CMU Type	FMS Type	Radio Type	Reason	FPL Filing En Route	Pathway to Compliance	Compliance Date
Cessna <u>STC Holder/Number: West Star Aviation / ST04519CH</u>	C750 (750 Citation X)	HW MARK II+ v523	HW FMZ-2000/2010 Primus NZ6.2.1	HW VDR TR-866B: P/N: 7026201-815 (Mod U)	<p>1. The FMS exhibits the following Interop Issue: 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+ v523 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.</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, 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>
Cessna <u>STC Holder/Number: Garmin/#TBD</u>	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>
Cessna <u>STC Holder/Number: Garmin/#TBD</u>	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>
Cessna <u>STC Holder/Number: Universal Avionics/#TBD</u>	C55B (550 Citation Bravo)	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	Universal Avionics UL-801 Internal VDR with: • SCN 10.3, or • SCN 10.4, or • SCN 10.5	<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

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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)	C56X (Citation Ascend)	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)	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 [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

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<u>Textron Aviation</u> <u>(Cessna)</u>	C68A (680A Citaion 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
<u>Textron Aviation</u> <u>(Cessna)</u>	C68A (680A Citaion 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
<u>Textron Aviation</u>	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
<u>Textron Aviation</u> <u>STC Holder/Number:</u> <u>Garmin/SA02019SE-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
<u>STC Holder/Number:</u> <u>Garmin/ST01821WI</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
<u>Beechcraft</u> <u>STC Holder/Number:</u> <u>Universal Avionics/#TBD</u>	BE9T (Kingair F90)	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	Universal Avionics UL-801 Internal VDR with: • SCN 10.3, or • SCN 10.4, or • SCN 10.5	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>Beechcraft</u> <u>STC Holder/Number:</u> <u>Garmin/SA01535WI-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

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Beechcraft <u>STC Holder/Number:</u> <u>Garmin/SA01535WI-D</u>	B350 (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
Daher	TBM 940 / 960	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
Daher	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	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
Daher	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	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. 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 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 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	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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<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:</p> <p>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>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.</p> <p>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 FANSER DAT code.</p> <p>2. These configurations require accumulation of 10,000 operational transactions for evaluation.</p>	FANSER	<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.</p> <p>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.</p> <p>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
<u>Daher</u>	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	<p>1. The FMS exhibits the following Interop Issue Behavior:</p> <p>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>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. FMS loadset v7.1 Block 3 is a fix version and is currently available.</p> <p>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.</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 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	<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>Cirrus</u>	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	<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>Interceptor</u> <u>STC Holder/Number:</u> <u>Garmin/SA02019SE-D</u>	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	<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>PILATUS</u> <u>STC Holder/Number:</u> <u>Garmin/SA02019SE-D</u>	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	<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

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Piper <u>STC Holder/Number:</u> <u>Garmin/SA02019SE-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/SA02019SE-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/SA02019SE-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/SA02019SE-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/SA02019SE-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/SA02019SE-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/SA02019SE-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

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Hawker Beechcraft <u>STC Holder/Number:</u> <u>Garmin/SA02019SE-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/SA02019SE-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/SA02019SE-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/SA02019SE-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/SA02019SE-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

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PIAGGIO <u>STC Holder/Number:</u> <u>Garmin/SA02019SE-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
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