



**THE FORTY-NINTH MEETING OF THE
INFORMAL PACIFIC ATC CO-ORDINATING GROUP (IPACG/49)**

**THE THIRTY-SIXTH MEETING OF THE
IPACG FANS INTEROPERABILITY TEAM (IPACG FIT/36)**

(Minato City, Tokyo, Japan, 04 December 2024)

Agenda Item 2: Problem Report Activity

**Federal Aviation Administration (FAA) Central Reporting Agency (CRA)
Problem Report (PR) Briefing**

(Presented by the FAA CRA)

SUMMARY

This working paper describes the investigation and disposition of Future Air Navigation System (FANS) PRs that are of interest to the IPACG FIT.

1. Introduction

- 1.1. FANS stakeholders may submit PRs via the <http://www.fans-cra.com/> website.
 - 1.1.1. Airways Corporation of New Zealand (ACNZ) graciously hosts and maintains the website.
 - 1.1.2. The website is used for multiple regions, namely the North and Central Pacific region (IPACG FIT); the South Pacific region (ISPACG FIT); the Asia region (FIT-Asia); and the North Atlantic region (NAT TIG).
- 1.2. Between preparation of the IPACG FIT/35 PR briefing in September 2023 and preparation of this PR briefing in December 2024, the FAA CRA investigated 188 PRs. Of those 188 PRs, 39 PRs (21%) occurred in the North and Central Pacific region. For context, the PR briefing for IPACG FIT/35 described 74 PRs (26%) that occurred in the North and Central Pacific region.
- 1.3. Figure 1 illustrates the number of PRs submitted per calendar year starting in 2006.

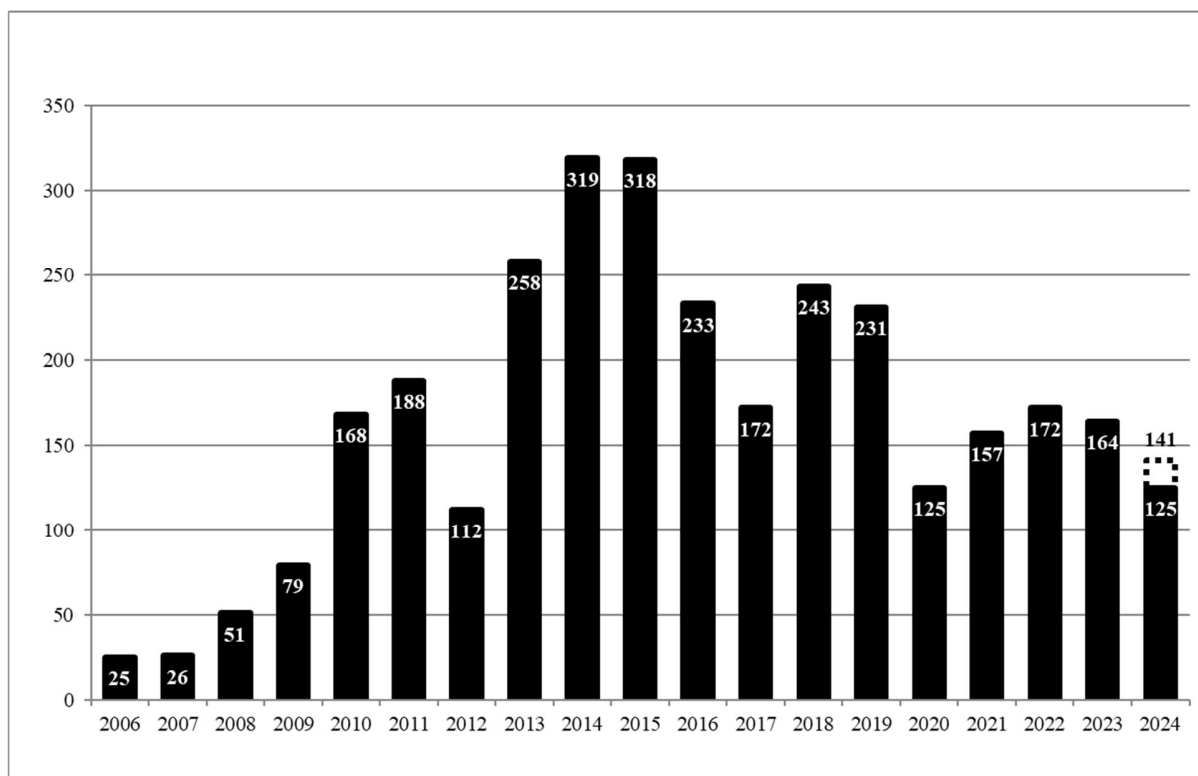


Figure 1 – PRs Per Year

1.4. PR status definitions include the following:

- **Raised:** The PR originator submitted the PR but the CRA has not yet processed it.
- **Active:** The CRA processed the PR and assigned it for investigation.
- **Open:** The CRA completed the PR investigation but some form of corrective action is required before the CRA can close it.
- **Open – Fix Available:** The appropriate stakeholder implemented corrective action and a fix is available for installation.
- **Closed As Duplicate:** The CRA closed the PR because it is already tracking the same problem with another PR.
- **Closed:** The appropriate stakeholder implemented corrective action.
- **Closed – Monitoring:** The CRA closed the PR because it cannot determine the corrective action. The CRA will monitor future PRs for any recurrences of the problem.

1.5. PR type definitions include the following:

- **TBA:** To be assigned

- **Air – Procedural:** Flight crew issue
- **Air – Technical:** Avionics issue
- **Ground – Procedural:** Controller issue
- **Ground – Technical:** ATS unit system issue
- **Network:** Communication service provider or SATCOM service provider issue
- **Multiple:** Multiple types of issues
- **None:** Report is a non-problem

2. Discussion

2.1. The FAA CRA updated the status or progress of the following old PRs that are likely of interest to the FIT.

2.1.1. 1198-MM, Closed / Air – Technical. This is the master PR for the known “Ack-and-toss” issue on the Rockwell Collins CMU-900 with Core -012 software. The CRA recommends operators to update their CMU software to the Boeing certified Core -016 software which fixes this issue. The CRA closed the following PRs as duplicates of this PR.

- a. 3677-CJ, Closed as Duplicate / Air – Technical. Japan Air Navigation Service reported that a Boeing 767 failed to complete an automatic CPDLC handoff between Oakland Oceanic and Fukuoka. Boeing determined that this problem occurred due to a Communications Management Unit (CMU) avionics fault that caused the CMU to acknowledge receiving the NDA message but fail to deliver it to the CPDLC application in the Flight Management Computer (FMC). Boeing notified the aircraft operator that Collins corrected this fault in CMU-900 Core -014 software and recommended that the operator consider installing that or later software. The CRA subsequently closed this PR as a duplicate of 1198-MM.

2.1.2. 2241-RP, Open / Air – Technical. This is the master PR for known Boeing 747-8 SATCOM avionics problems. Boeing and Collins are working to resolve these problems and request that aircraft operators which experience these problems report them to Boeing service engineering and Collins customer support with SATCOM avionics logs. Boeing especially appreciates the patience and support of Nippon Cargo Airlines and UPS. The CRA closed the following PRs as duplicates of this PR.

- a. 3580-CJ, Closed as Duplicate / Air – Technical. A Nippon Cargo Airlines Boeing 747-8 flight crew reported a “DATALINK LOST” EICAS alert, along with a loss of CPDLC functionality. Functionality was restored after they cycled power to the SATCOM and ACARS avionics per company AOR (Airplane Operations

Reference). Boeing determined that the loss of datalink communication was caused by known 747-8 SATCOM avionics problems.

- b. 3589-CJ, Closed as Duplicate / Air – Technical. A Nippon Cargo Airlines Boeing 747-8 flight crew reported “SATVOICE LOST” and “DATALINK LOST” EICAS alerts, along with a loss of CPDLC functionality. Functionality was restored after they cycled power to the SATCOM and ACARS avionics per company AOR. Boeing determined that the loss of datalink communication was caused by known 747-8 SATCOM avionics problems.
- c. 3593-RP, Closed as Duplicate / Air – Technical. A Nippon Cargo Airlines Boeing 747-8 flight crew reported a temporary SATCOM failure while connected to Anchorage Continental. The flight crew followed company procedures to reset the avionics, which resulted in restoration of SATCOM functionality.
- d. 3662-CJ, Closed as Duplicate / Air – Technical. Japan Air Navigation Services reported a loss of datalink communications with a Nippon Cargo Airlines Boeing 747-8 as the aircraft transitioned into oceanic airspace. ACARS log analysis revealed that the SATCOM connection was inoperable until a reset of the aircraft avionics restored the connection. The loss of datalink communication was due to known 747-8 SATCOM avionics problems.
- e. 3698-MM, Closed as Duplicate / Air – Technical. A Boeing 747-8F flight crew reported “SATVOICE LOST” and “DATALINK LOST” EICAS messages and an inability to enter a flight number on the ACT Logon/Status page. Based on analysis of the ACARS and SATCOM logs, the CRA has closed this PR as a duplicate of 2241-RP and 2892-KS.
- f. 3713-RP, Closed as Duplicate / Air – Technical. A Nippon Cargo Airlines Boeing 747-8 flight crew reported “SATVOICE LOST” and “DATALINK LOST” EICAS alerts, along with a loss of CPDLC functionality. Functionality was restored after a period of 5 minutes once the flight crew cycled power to the SATCOM and ACARS avionics per company AOR. The CRA closed this PR as a duplicate.
- g. 3717-GD, Closed as Duplicate / Air – Technical. A Nippon Cargo Airlines Boeing 747-8 flight crew reported a SATCOM System Status Message and a loss of CPDLC functionality. The aircraft was well within SATCOM coverage when this occurred and given the similar behavior, this PR was closed as a duplicate of master PR 2241-RP.
- h. 3722-RP, Closed as Duplicate / Air – Technical. A Nippon Cargo Airlines Boeing 747-8 flight crew reported a SATCOM failure while connected to Oakland Oceanic. The fault persisted until the end of the flight. The CRA closed this PR as a duplicate.
- i. 3736-GD, Closed as Duplicate / Air – Technical. A Boeing 747-8F flight crew reported a SATCOM System Status Message and a loss of CPDLC functionality. The

aircraft was well within SATCOM coverage when this occurred and given the similar behavior, this PR was closed as a duplicate of master PR 2241-RP.

- j. 3741-CJ, Closed as Duplicate / Air – Technical. A Nippon Cargo Airlines Boeing 747-8 flight crew reported “SATVOICE LOST” and “DATALINK LOST” EICAS alerts, along with a loss of CPDLC functionality. Functionality was restored after the flight crew cycled power to the SATCOM and ACARS avionics per company AOR.
- 2.1.3. 2892-KS, Open / Air – Technical. This is the master PR for known Boeing 747-8 AFN logon problems, including the inability of the flight crew to enter the origin and destination airport designators on the ATC LOGON/STATUS page. Boeing and Honeywell will resolve this problem in NG FMC Block Point 4.1 software, which is currently planned to become available in the third quarter of 2025. Boeing and Honeywell also especially appreciate the patience of Nippon Cargo Airlines. In the meantime, Boeing has published a workaround procedure for this problem in Flight Operations Technical Bulletin 747 21-77 and Maintenance Tip 747-8 MT 34-016 (747-400 MT 34-058). The CRA closed the following PRs as duplicates of this PR.
- a. 3698-MM, Closed as Duplicate / Air – Technical. A Boeing 747-8F flight crew reported “SATVOICE LOST” and “DATALINK LOST” EICAS messages and an inability to enter a flight number on the ACT Logon/Status page. Based on analysis of the ACARS and SATCOM logs, the CRA has closed this PR as a duplicate of 2241-RP and 2892-KS.
- 2.1.4. 2976-MM, Open / Air – Technical. This is the master PR for the known issue in which flight crews are unable to send CPDLC downlinks because previous CPDLC downlinks are stuck in sending on general aviation aircraft with Honeywell FANS avionics. Honeywell has indicated that this issue is fixed for the Gulfstream G650 by the Block 3 update, although it remains unfixed for other affected aircraft types. The CRA closed the following PRs as duplicates of this PR.
- a. 3693-MM, Closed as Duplicate / Air – Technical. A Gulfstream G650 flight crew reported that while connected to RJJJ, they were unable to respond to a CPDLC uplink and the message remained in an OPEN state. Based on the ACARS message log and problem report description, the CRA believes the problem is the same as a known issue reported by Honeywell. The CRA recommends reaching out to Honeywell regarding Service Information Letter (Publication Number D2019120000320). The CRA subsequently closed this PR as a duplicate of 2976-MM.
- 2.1.5. 3344-MM, Open / Air – Technical. A Boeing 787-9 responded to a Connect Request (CR1) with DR1 plus dM64 which was missing the required ICAO Facility Designation parameter. Investigation by Boeing and Honeywell revealed that the problem occurred due to a synchronization error between dual, redundant instances of the Communication Management Function. The problem will be fixed in the 787 CMF BP7 avionics software

update, currently targeted for the second or third quarter of 2026. Accordingly, this PR will be kept open pending this software release.

- 2.1.6. 3457-MM, Open / Ground – Technical. Japan Air Navigation Service reported that a CPDLC transfer of authority from Oakland Oceanic to Fukuoka failed. ACARS message log analysis by the CRA indicated that the flight crew manually terminated the CPDLC connections with Oakland Oceanic as the current data authority and Fukuoka as the next data authority after the aircraft entered Fukuoka’s airspace. The FAA indicated that the CPDLC transfer failure occurred because it did not automatically terminate its CPDLC connection with the airplane due to a pending (open) CPDLC dialogue and that it expects to address this issue in ATOP T32 software by better supporting the controller in manually terminating the connection. The CRA closed the following PRs as duplicates of this PR.
- a. 3654-MM, Closed as Duplicate / Ground – Technical. A Boeing 777-9 flight crew reported a failed transfer from Oakland Oceanic (KZAK) to Manila (RPHI). While connected to KZAK, the flight crew had to manually terminate the connection when the aircraft was at E118 westbound in RPHI airspace and approaching VVHM airspace. The FAA indicated the transfer failed because it did not automatically terminate the connection due to a pending (OPEN) CPDLC dialogue. This PR was closed as a duplicate of PR 3457-MM.
- 2.1.7. 3563-RA, Closed / Air – Procedural. Japan Air Navigation Service reported a Boeing 777-300ER that failed to transfer to Fukuoka from Anchorage Oceanic. ACARS message log analysis indicates a uM161 ‘End Service’ to terminate the current CPDLC connection was not sent from Anchorage Oceanic. However, analysis also showed that the pilot manually terminated the CPDLC connection with Anchorage to perform a manual logon to Fukuoka when an automatic transfer should have occurred. The logs indicated the pilot terminated the connection while still within the Anchorage FIR boundaries. The CRA is closing this PR as a procedural error by the flight crew.
- 2.1.8. 3569-MM, Closed / Air – Procedural. An Airways New Zealand Boeing 787 flight crew reported that no CPDLC transfer from Vancouver to Oakland Oceanic occurred. ACARS log analysis indicated that CZVR terminated the CPDLC connection with the aircraft without designating KZAK as the NDA. However, feedback from Nav Canada indicated that the aircraft was in KZSE’s jurisdiction close to the CZVR-KZSE boundary, and that the flight crew should not have logged on to CZVR. The CRA subsequently closed this PR as a procedural error by the flight crew.
- 2.1.9. 3370-MM, Closed – Monitoring. / TBA. Japan Air Navigation Service reported that a Boeing MD-11 failed to downlink a Connect Confirm when attempting to establish CPDLC with Fukuoka. Analysis by the CRA indicated that the problem began several flight legs earlier and resulted in multiple failed CPDLC connections with other centers. The CRA was unable to determine the root cause of the problem with the available data

and placed the PR in the monitor state. The CRA closed the following PRs as duplicates of this PR.

- a. 3597-NI, Closed as Duplicate / TBA. The Japan Air Navigation Service reported multiple Boeing MD-11 aircraft that failed to send a CC1 downlink in response to a CR1. Throughout the flight, several attempts were made by the flight crew to establish a CPDLC connection via manual AFN CON downlinks. In each scenario, there was no CC1 downlinked from the aircraft in response to the CR1 uplink. Analysis of the ACARS logs did not show any missing ACARS acknowledgments, Message Sequence Numbers, or Downlink Block Identifiers. Later in the flight, the same sequence of events occurred with the subsequent FIR, Anchorage Oceanic (PAZN). After crossing into domestic US airspace, there was a successful CR1/CC1 exchange and normal CPDLC message exchanges. The CRA closed this PR as a duplicate of master PR 3370-MM, which captures MD-11 avionics issues currently under investigation by Boeing.
- b. 3718-MM, Closed as Duplicate / Air – Technical. The Japan Air Navigation Service reported multiple Boeing MD-11 aircraft that failed to send a CC1 downlink in response to a CR1. Analysis of the ACARS logs indicated the first CR1 received for the initial CPDLC connection during the flight experienced this issue. Although the avionics did not send a CC1 in the first case, subsequent CR1's were correctly responded to with a CC1. Even though the avionics did not send a CC1 as expected, the avionics evidently believed that the CPDLC connection was established because the flight crew was able to send CPDLC messages. Given the similar behavior, this PR was closed as a duplicate of PR 3370-MM.
- c. 3721-MM, Closed as Duplicate / Air – Technical. The Japan Air Navigation Service reported multiple Boeing MD-11 aircraft that failed to send a CC1 downlink in response to a CR1. Analysis of the ACARS logs indicated the first CR1 received for the initial CPDLC connection during the flight experienced this issue. Although the avionics did not send a CC1 in the first case, subsequent CR1's were correctly responded to with a CC1. Even though the avionics did not send a CC1 as expected, the avionics evidently believed that the CPDLC connection was established because the flight crew was able to send CPDLC messages. Given the similar behavior, this PR was closed as a duplicate of PR 3370-MM.

2.2. The FAA CRA investigated the following significant new PRs that occurred in the North and Central Pacific region.

- 2.2.1. 3659-MM, Closed / Network. The FAA reported seven datalink outages with multiple aircraft throughout the month of January, all involving Iridium SATCOM via ARINC. Iridium indicated that there was an interface problem between itself and ARINC which has since been resolved. The CRA closed the following PRs as duplicates of this PR.

- a. 3572-RP, Closed as Duplicate / Network. The FAA reported delayed uplinks and downlinks with multiple aircraft utilizing Iridium SATCOM media. The message delays were caused by an interface issue between Iridium and ARINC, captured in PR 3659-MM. The CRA subsequently closed this PR as a duplicate.
 - b. 3599-RA, Closed as Duplicate / Network. The FAA reported multiple aircraft experiencing delayed messages and MAS failures over the Iridium network. The CRA noted various other Iridium SATCOM over ARINC problems reported between December 2023 and January 2024. Iridium indicated an interface problem between them and ARINC which has since been resolved. This PR was closed as a duplicate of 3659-MM.
- 2.2.2. 3666-NI, Closed / Network. A Boeing 747-8F indicated loss of datalink capabilities for approximately 21 minutes while connected via SATCOM media. The flight crew had received a NOTAM of a possible datalink failure on the West bound NOPAC routes prior. Inmarsat conducted an “Emergency maintenance activity” on the same date and time, for which the NOTAM can be attributed to. The CRA closed this PR as a onetime SATCOM network outage.
- 2.2.3. 3671-CJ, Closed / None. A Boeing 747-8 flight crew reported a “DATALINK LOST” EICAS alert while connected to Oakland Oceanic and manually terminated the CPDLC connection. ACARS log analysis by the CRA indicated that the period of NO COMM was caused by a GES transition while the aircraft was connected to Inmarsat Classic Aero. The CRA closed this PR as a non-problem and notes that brief periods of NO COMM are expected during GES or satellite transitions. Boeing avionics will retain CPDLC connections through periods of NO COMM for up to 16 minutes, meaning manual termination of the connection is not necessary.
- 2.2.4. 3681-RA, Open / Air – Technical. The FAA reported a Boeing 777-300ER which downlinked malformed DM48s that were not decodable by the ground end system. Boeing was able to successfully reproduce the issue in their labs. The issue manifests when a DM48 is sent precisely as a waypoint is being sequenced. The root cause has been identified and a fix will be introduced in AIMS BPV19, currently scheduled for release in Q1 2026.
- 2.2.5. 3705-RP, Closed / Air – Technical. The FAA reported an Airbus A321neo that automatically rejected uplinks with dM62 + dM67 “ERROR: UPLINK DELAYED IN NETWORK AND REJECTED – RESEND OR CONTACT BY VOICE”. The operator was contacted, and the issue was resolved after the aircraft clock was resynchronized with GPS UTC time.
- 2.2.6. 3715-MM, Closed / Network. The FAA reported multiple aircraft and aircraft types that experienced delayed messages and MAS failures over Iridium SATCOM media. According to ARINC’s analysis, the reported delayed messages were immediately routed to the end system by ARINC within a few seconds. Retransmissions and delays over the

Iridium and HF networks resulted in the MAS failures. Iridium indicated that the data needed for investigation was no longer available and that the issues were likely due to Collins path interference with Iridium, rather than an internal Iridium core system. The FAA subsequently agreed with closure of the PR.

- 2.2.7. 3723-MM, Closed / Multiple. The FAA reported that a Boeing 747-400 maintained an active connection with an ARINC CPDLC test bench (ARIN) after maintenance, which prevented Oakland Oceanic from establishing a CPDLC connection during flight. The flight crew mistakenly remained connected to ARIN and initiated a DM9 REQUEST CLIMB TO FL340, receiving an automatic UM20 CLIMB TO FL340 response. They then requested a climb to FL360, which also elicited an automatic response. After acknowledging with a DM0 WILCO, the crew recognized the CDA error and manually disconnected from CPDLC. Several root causes were identified: first, the failure to terminate the FANS test session, as mandated by Collins Aerospace and operator maintenance procedures; second, the flight crew did not verify their CDA as KZAK upon entering the Oakland Oceanic FIR; third, the ARIN test system was designed to automatically disconnect after 30 minutes, but this safety measure did not activate. In response to this incident, Collins modified the automatic disconnect timer to 20 minutes and implemented sending of a UM161 END SERVICE message for any CPDLC session that remains active beyond this period. The ARIN test system will also now respond to downlink requests with UM1 UNABLE and UM169 free text, indicating it is a test station. The free text wording has been updated in accordance with the document “WP/14, RECOMMENDED PROCEDURES AND BEST PRACTICES FOR DATA LINK TESTING.”
- 2.2.8. 3734-MM, Closed / TBA. The FAA reported an Airbus A321 climbing without a clearance. The flight crew indicated they received a clearance to climb to FL330, while the FAA stated they had not sent the clearance and there was no evidence of the message in their system. Analysis of the ACARS logs do not show the uplink in question, and there are no known avionics issues related to this occurrence. The PR is closed on the basis that there is no evidence of the message, but the CRA will support any further discussions regarding it between the FAA, the aircraft operator, and Airbus.
- 2.2.9. 3740-MM, Closed / Multiple. A Boeing 787-9 flight crew reported a failed CPDLC transfer from Oakland Oceanic (KZAK) to Fukuoka (RJJJ). ACARS message analysis indicated that KZAK did not send a UM161 END SERVICE to terminate its CPDLC connection as the CDA. The FAA indicated that the operational KZAK-RJJJ boundary is at BEEBO, although the operator also indicated that the flight crew expected the transfer to occur earlier at RISBA where the KZAK-RJJJ boundary is charted. The operator agreed with closing this PR, although the inconsistency regarding the boundary remains.
- 2.2.10. 3750-MM, Closed / None. Japan Air Navigation Service reported a Boeing 777-200 that did not downlink a media advisory via SATCOM, indicating loss of VHF. ACARS log analysis revealed that the aircraft did not lose VHF at the time indicated but transitioned

from ARINC VHF coverage to AVICOM VHF coverage. Thus, the aircraft behavior in not sending a media advisory was correct. When the aircraft later exited AVICOM VHF coverage, it correctly sent a media advisory via SATCOM. The CRA subsequently closed this PR as a non-problem and notes that this PR is similar to 3748-NW and 3749-RA, which also involve Boeing aircraft not sending a media advisory.

- 2.3. The FAA CRA investigated the following significant new PRs that occurred outside of the North and Central Pacific region, but which are likely of interest to the FIT.
 - 2.3.1. The CRA did not receive any significant PRs from outside the region that were likely to be of interest to the FIT.
- 2.4. The FAA CRA received the following less-significant new PRs that occurred in the North and Central Pacific region.
 - 2.4.1. 3573-NI, Closed / Network. A Boeing 747-8F indicated a loss of SATCOM Datalink capabilities. The report indicated other aircraft in the vicinity were reporting the same issue and the flight crew were able to re-establish CPDLC via VHF later in the flight. The CRA is not aware of any SATCOM or ACARS outages that would explain the reported problem. Given this issue was experienced by surrounding aircraft and no further reports have been made, the PR is being closed and attributed to a temporary loss of SATCOM capabilities.
 - 2.4.2. 3601-CJ, Closed – Monitoring / Air – Technical. Japan Air Navigation Services reported that an Airbus A321 sent a CPDLC position report containing inaccurate position and time data, though prior and subsequent reports contained accurate data. Airbus indicated that there is no known FMS defect that would cause the issue, and that FMS BITE data would be required to investigate further. The CRA subsequently closed the PR but will monitor for future occurrences.
 - 2.4.3. 3655-MM, Closed / Multiple. A Gulfstream G600 flight crew reported they were unable to logon to CPDLC and that ADS-C was inoperable for approximately one hour. Gulfstream identified a media coverage issue and loss of VHF coverage during the reported time and recommended closure of the PR.
 - 2.4.4. 3695-RP, Closed – Monitoring / Air – Technical. The FAA reported CPDLC and ADS-C communication issues with a Boeing 747-8 after the aircraft transitioned from VHF to HF media. Investigation by ARINC and SITA indicated that there were no network outages at the time. Investigation by Boeing revealed intermittent SATCOM issues (that may or may not be attributed to 2241-RP) and troubleshooting procedures were recommended to the operator. The CRA subsequently closed this PR.
 - 2.4.5. 3696-RP, Active / TBA. The FAA reported a SATCOM outage for multiple Airbus A321neo aircraft flown by a single operator. During the outage period, all uplinks sent to the aircraft via SATCOM were intercepted with error 311 “No Ack” or 234 “Aircraft Not Logged On”. This PR is currently under investigation by Boeing and Airbus.

- 2.4.6. 3699-MM, Closed / Air – Procedural. A Boeing 747-8F flight crew reported an apparent loss of CPDLC connection with Anchorage Oceanic (PAZN). Per instructions from ATC, the flight crew manually terminated the connection and attempted to re-logon. ACARS log analysis did not find any evidence of an unexpected loss of CPDLC connection and revealed that the flight crew sent the re-logon to PAZA, rather than PAZN. This resulted in a CPDLC connection with PAZA, who then tried to transfer the aircraft to PAZN. The situation was resolved when the flight manually terminated the connection and successfully logged on to PAZN. The CRA subsequently closed this PR as a flight crew procedural error.
- 2.4.7. 3702-RP, Active / TBA. The FAA reported multiple instances of a Boeing 747-8 operating without SATCOM functionality. This PR is currently under investigation by Boeing.
- 2.4.8. 3703-MM, Closed / None. The Japan Air Navigation Service reported a Boeing 737-800 sent two duplicate ADS-C reports with the same location, speed, etc. but with timestamps one hour apart. The PR was closed as a non-problem at the request of the PR submitter.
- 2.4.9. 3720-RP, Closed / Air – Technical. Japan Air Navigation Service reported a Boeing 747-400 that failed to transfer CPDLC communication from Anchorage Oceanic to Fukuoka. Though Anchorage sent the End Service uplink, a DR1 downlink was not received, resulting in the failed transfer of CPDLC communication. Investigation by Boeing was unable to determine why the avionics did not downlink the DR1. Boeing noted that this is not a known issue on this aircraft type and the CRA subsequently closed the PR.
- 2.4.10. 3733-GD, Closed / TBA. The Japan Air Navigation Service reported an Airbus A330-200 that failed to connect via ADS and that CPDLC was disconnected after multiple ICP 311 No Ack messages. The report was made past the 90-day retention date for audit logs from ARINC, and an investigation could not be conducted. The CRA recommends PRs be written as soon as possible following the event to ensure necessary logs can be obtained.

3. Action by the meeting

- 3.1. The FAA CRA invites the IPACG FIT to:
 - a) note the content of this paper; and
 - b) promote expeditious resolution of Active and Open PRs.