OEM/Aircraft Manufacturer	Aircraft Type	CMU Type	FMS Type	Radio Type	Reason	FPL Filing En Route	Pathway to Compliance	Compliance Date
Boeing	B737	HW MARK II+ v523, or HW MARK II+ v524, or RCI 900-151 Core 16, or RCI 900-151 Core 12, or ATN 505 {Core 12 Equivalent}	GE U14.0	HW VHF-RTA-44D (w/SB 064-50000-2001), or HW VHF RTA-50D, or RCI VHF-2100 (w/SB501 or P/N 822-1287-101/180 w/SB7 or 822-1287-121 or 141), or RCI VHF-920 (P/N 822-1250-002 w/SB16 or 822-1250-020 w/SB17), or RCI VHF-2100E (P/N 822-2168-121)	The FMS exhibits the following Interop Issue Behavior: Does Not Properly Process UM117 CONTACT Concatenated with UM161 END SERVICE when there is an OPEN uplink on the flight deck. FMS terminates the session with a DR1 with Pending Message error and sets the UM117 CONTACT to aborted without displaying UM117 to pilot	FANSE	1. Upgrade to GE U14.2 (when available), or 2. Upgrade to GE U14.1, or 3. Downgrade to GE U13, or 4. Downgrade to GE U12, or 5. Downgrade to GE U11	N/A
Boeing	B757 / B767	RCI 900-151 Core 16, or ATN 523 (Core 16 Equivalent), or RCI 900-151 Core 12, or ATN 505 (Core 12 Equivalent)	HW PEG I (3411-HNP-02C-10 or prior) without the procedural mitigation	HW VHF-RTA-44D (w/SB 064-50000-2001), or HW VHF RTA-50D, or RCI VHF-2100 (w/SB501 or P/N 822-1287-101/180 w/SB7 or 822-1287-121 or 141), or RCI VHF-920 (P/N 822-1250-002 w/SB16 or 822-1250-020 w/SB17), or RCI VHF-2100E (P/N 822-2168-121)	The FMS exhibits the following Interop Issue Behavior: Ghost Message Issue. The FMCs can retain messages from previous sessions and display them when they are not relevant. There is a chime, and response options are available.	FANSER	1. Execute the Procedural Mitigation, or 2. Upgrade to PEG I BP 11 (when available), or 3. Upgrade to PEG II	N/A
Airbus	A220	RC RIU-4010 (Core 12 Equivalent)	RC PLF v8A.2	RCI VHF-4000 (P/N 822-1468-390)	The FMS exhibits the following Interop Issue Behavior: a). UM154 RADAR SERVICES TERMINATED Rejected When Concatenated with UM117 CONTACT. The avionics downlinks a DM62 ERROR unexpectedData + DM67 THIS CONCATENATION NOT SUPPORTED BY THIS AIRCRAFT. The uplink is not displayed to the pilot. b). DM67 Generated After Pilot Acceptance of UM120 Monitor TOC. ERAM auto-rejects DM67s with a UM169 uplink. The pilot will need to respond to each UM169 reject generated by ERAM in response to each avionics-generated DM67 after acceptance of a Monitor TOC. c). DR1 Downlink received prior to WILCO When a UM161 END SERVICE is Concatenated with UM117 CONTACT. ERAM controller displays Red X, Fail Status, abnormal indicator	FANSER	Upgrade to IMAA BL8.0A3 (when available)	N/A
Airbus	A380	ATC CLA 4.1, or ATC CLA 4.2 and ACR S3 without SB23-8020	Honeywell L2.1, or L3	HW RTA 50D (P/N 965-1696-051), or RCI VHF-920 (P/N 822-1250-020 w/SB17 or w/SB15), or RCI VHF-2100 (P/N 822-1287-121)	ACR S3 without corrective Provider DataBase are more susceptible to VDL Mode 2 A/G handoff and delivery issues	FANSE	Upgrade to ACR S3 w/SB23-8020	N/A
Airbus	A350	ATC CLV 1.3.1, or ATC CLV 1.4 and ACR S4 without SB23-P026	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/SB23-P026	N/A
Bombardier	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

Boeing	B737	RCI 900-151 Core 12, or ATN 505 (Core 12 Equivalent)	GE U13, or GE U12, or GE U11	HW VHF-RTA-44D (w/SB 064-50000-2001), or HW VHF RTA-50D, or RCI VHF-2100 (w/SB501 or P/N 822-1287-101/180 w/SB7 or 822-1287-121 or 141), or RCI VHF-920 (P/N 822-1250-002 w/SB16 or 822-1250-020 w/SB17), or RCI VHF-2100E (P/N 822-2168-121)	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 AK not received.
					  Issue #2 - um74 & um79 route clearances when the position variable (TO Point) is a duplicate fix in the aircraft's Nav Database, the FMS can incorreclty choose an instance of the dupe fix in the Nav Database that is NOT the instance of the fix on the Active Route based on proximity to Active Route elements. The new revised route would auto LOAD and route the aircraft to the wrong fix. This behavior goes against DO-258a. The FMS should use the instance from the Active Route.
					
					2. Core-12 is more susceptible to VDL Mode 2 A/G handoff and delivery issues
					
					3. These configurations require accumulation of 10,000 operational transactions for evaluation.
						FANSE	1. For FMS issue #1, upgrade to a version that resolves this issue (TBD version, potentially included in U14.2). For FMS issue #2, upgrade to a version that resolves this issue (TBD version, potentially included in U14.2)
							
							2. For Core-12 and Equivalents, upgrade to: Core 16 for RCI 900-151, 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

Manufacturer	Model	Column 3	Column 4	Column 5	Interop Issue	FANS	Remediation	Status
Boeing	**B737**	HW MARK II+ v523, or RCI 900-151 Core 16	GE U13, or GE U12, or GE U11	HW VHF-RTA-44D (w/SB 064-50000-2001), or HW VHF RTA-50D, or RCI VHF-2100 (w/SB501 or P/N 822-1287-101/180 w/SB7 or 822-1287-121 or 141), or RCI VHF-920 (P/N 822-1250-002 w/SB16 or 822-1250-020 w/SB17), or RCI VHF-2100E (P/N 822-2168-121)	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 AK not received. Issue #2 - um74 & um79 route clearances when the position variable (TO Point) is a duplicate fix in the aircraft's Nav Database, the FMS can incorreclty choose an instance of the dupe fix in the Nav Database that is NOT the instance of the fix on the Active Route based on proximity to Active Route elements. The new revised route would auto LOAD and route the aircraft to the wrong fix. This behavior goes against DO-258a. The FMS should use the instance from the Active Route. 2. These configurations require accumulation of 10,000 operational transactions for evaluation.	FANSE	1. For FMS issue #1, upgrade to a version that resolves this issue (TBD version, potentially included in U14.2) For FMS issue #2, upgrade to a version that resolves this issue (TBD version, potentially included in U14.2) 2. Requires that the evaluation of the accumulated 10,000 operational transactions is complete and satisfactory.	For # 1, TBD For # 2, TBD
Boeing	**B737**	RCI 900-151 Core 12, or ATN 505 (Core 12 Equivalent)	GE U14.1	HW VHF-RTA-44D (w/SB 064-50000-2001), or HW VHF RTA-50D, or RCI VHF-2100 (w/SB501 or P/N 822-1287-101/180 w/SB7 or 822-1287-121 or 141), or RCI VHF-920 (P/N 822-1250-002 w/SB16 or 822-1250-020 w/SB17), or RCI VHF-2100E (P/N 822-2168-121)	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 AK not received. 2. Core-12 is more susceptible to VDL Mode 2 A/G handoff and delivery issues 3. These configurations require accumulation of 10,000 operational transactions for evaluation.	FANSE	1. For FMS issue #1, upgrade to a version that resolves this issue (TBD version, potentially included in U14.2) 2. For Core-12 and Equivalents, upgrade to: Core 16 for RCI 900-151, or ATN 523 (when available) for the ATN 505 3. Requires that the evaluation of the accumulated 10,000 operational transactions is complete and satisfactory.	For # 1, TBD For # 2 & #3, TBD
Boeing	**B737**	HW MARK II+ v523, or RCI 900-151 Core 16	GE U14.1	HW VHF-RTA-44D (w/SB 064-50000-2001), or HW VHF RTA-50D, or RCI VHF-2100 (w/SB501 or P/N 822-1287-101/180 w/SB7 or 822-1287-121 or 141), or RCI VHF-920 (P/N 822-1250-002 w/SB16 or 822-1250-020 w/SB17), or RCI VHF-2100E (P/N 822-2168-121)	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 AK not received. 2. These configurations require accumulation of 10,000 operational transactions for evaluation.	FANSE	1. For FMS issue #1, upgrade to a version that resolves this issue (TBD version, potentially included in U14.2) 2. Requires that the evaluation of the accumulated 10,000 operational transactions is complete and satisfactory.	For # 1, TBD For # 2, TBD
Boeing	**B737**	VARIOUS	VARIOUS	Honeywell VHF RTA-44D (with SB 064-50000-2000)	1. The RTA-44D SB 064-50000-2000 Radio has a known issue referred to as the "Qc Fault" that was discovered during testing in 2015. This is a fault code that the VDR throws when it receives a VDLM2 data burst 2. These configurations require accumulation of 10,000 operational transactions for evaluation.	FANSE	1. Requires Radio upgrade (The need for the radio upgrade will be contingent on continued acceptable performance) 2. Requires that the evaluation of the accumulated 10,000 operational transactions is complete and satisfactory.	For # 1, TBD For # 2, TBD
Boeing	**B747-400**	RCI 900-151 Core 12	HW NG BP4.0	HW VHF-RTA-44D (w/SB 064-50000-2001), or HW VHF RTA-50D, or RCI VHF-2100 (w/SB501 or P/N 822-1287-101/180 w/SB7 or 822-1287-121 or 141), or RCI VHF-920 (P/N 822-1250-002 w/SB16 or 822-1250-020 w/SB17), or RCI VHF-2100E (P/N 822-2168-121)	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	**B747-400**	RCI 900-151 Core 16	HW NG BP4.0	HW VHF-RTA-44D (w/SB 064-50000-2001), or HW VHF RTA-50D, or RCI VHF-2100 (w/SB501 or P/N 822-1287-101/180 w/SB7 or 822-1287-121 or 141), or RCI VHF-920 (P/N 822-1250-002 w/SB16 or 822-1250-020 w/SB17), or RCI VHF-2100E (P/N 822-2168-121)	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

Boeing	B747-400	RCI 900-151 Core 16, or ATN 203 (Core 16 Equivalent)	HW NG BP4.0	RCI VHF-2100 (SB7)	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
Boeing	B747-8	RCI 900-151 Core 12, or RCI CMU-900 ATN 201 (Core 12 Equivalent), or RCI CMU-900 ATN 202 (Core 12 Equivalent)	HW NG BP4.0	HW VHF-RTA-44D (w/SB 064-50000-2001), or HW VHF RTA-50D, or RCI VHF-2100 (w/SB501 or P/N 822-1287-101/180 w/SB7 or 822-1287-121 or 141), or RCI VHF-920 (P/N 822-1250-002 w/SB16 or 822-1250-020 w/SB17), or RCI VHF-2100E (P/N 822-2168-121)	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	RCI 900-151 Core 16, or ATN 203 (Core 16 Equivalent)	HW NG BP4.0	HW VHF-RTA-44D (w/SB 064-50000-2001), or HW VHF RTA-50D, or RCI VHF-2100 (w/SB501 or P/N 822-1287-101/180 w/SB7 or 822-1287-121 or 141), or RCI VHF-920 (P/N 822-1250-002 w/SB16 or 822-1250-020 w/SB17), or RCI VHF-2100E (P/N 822-2168-121)	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
Boeing	B757 / B767	RCI 900-151 Core 12, or ATN 505 (Core 12 Equivalent)	HW PEG I (3411-HNP-02C-10 or prior) with procedural mitigation	HW VHF-RTA-44D (w/SB 064-50000-2001), or HW VHF RTA-50D, or RCI VHF-2100 (w/SB501 or P/N 822-1287-101/180 w/SB7 or 822-1287-121 or 141), or RCI VHF-920 (P/N 822-1250-002 w/SB16 or 822-1250-020 w/SB17), or RCI VHF-2100E (P/N 822-2168-121)	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 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 (Pegl 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, upgrade to: Core 16 for RCI 900-151, or ATN 523 (when available) for the ATN 505 3. Requires that the evaluation of the accumulated 10,000 operational transactions is complete and satisfactory.	For # 1, TBD For # 2 & #3, TBD
Boeing	B757 / B767	RCI 900-151 Core 12, or ATN 505 (Core 12 Equivalent)	HW PEG I BP 11	HW VHF-RTA-44D (w/SB 064-50000-2001), or HW VHF RTA-50D, or RCI VHF-2100 (w/SB501 or P/N 822-1287-101/180 w/SB7 or 822-1287-121 or 141), or RCI VHF-920 (P/N 822-1250-002 w/SB16 or 822-1250-020 w/SB17), or RCI VHF-2100E (P/N 822-2168-121)	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 for RCI 900-151, or ATN 523 (when available) for the ATN 505 2. Requires that the evaluation of the accumulated 10,000 operational transactions is complete and satisfactory.	For # 1, TBD For # 2, TBD
Boeing	B757 / B767	RCI 900-151 Core 12, or ATN 505 (Core 12 Equivalent)	HW PEG II	HW VHF-RTA-44D (w/SB 064-50000-2000), or HW VHF-RTA-44D (w/SB 064-50000-2001), or HW VHF-RTA-50D, or RCI VHF-2100 (w/SB501 or P/N 822-1287-101/180 w/SB7 or 822-1287-121 or 141), or RCI VHF-920 (P/N 822-1250-002 w/SB16 or 822-1250-020 w/SB17), or RCI VHF-2100E (P/N 822-2168-121)	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 is more susceptible to VDL Mode 2 A/G handoff and delivery issues 3. The RTA-44D SB 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 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, upgrade to: Core 16 for RCI 900-151, 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

Manufacturer	Aircraft	Col3	Col4	Col5	Interop Issues	FANS	Recommendation	Status
Boeing	**B757 / B767**	RCI 900-151 Core 16, or ATN 523 (Core 16 Equivalent)	HW PEG I (3411-HNP-02C-10 or prior) with procedural mitigation	HW VHF-RTA-44D (w/SB 064-50000-2001), or HW VHF RTA-50D, or RCI VHF-2100 (w/SB501 or P/N 822-1287-101/180 w/SB7 or 822-1287-121 or 141), or RCI VHF-920 (P/N 822-1250-002 w/SB16 or 822-1250-020 w/SB17), or RCI VHF-2100E (P/N 822-2168-121)	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 (Pegl 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
Boeing	**B757 / B767**	RCI 900-151 Core 16, or ATN 523 (Core 16 Equivalent)	HW PEG I BP 11	HW VHF-RTA-44D (w/SB 064-50000-2001), or HW VHF RTA-50D, or RCI VHF-2100 (w/SB501 or P/N 822-1287-101/180 w/SB7 or 822-1287-121 or 141), or RCI VHF-920 (P/N 822-1250-002 w/SB16 or 822-1250-020 w/SB17), or RCI VHF-2100E (P/N 822-2168-121)	1. These configurations require accumulation of 10,000 operational transactions for evaluation.	FANSE	1. Requires that the evaluation of the accumulated 10,000 operational transactions is complete and satisfactory.	For # 1, TBD
Boeing	**B757 / B767**	RCI 900-151 Core 16, or ATN 523 (Core 16 Equivalent)	HW PEG II	HW VHF-RTA-44D (w/SB 064-50000-2000), or HW-VHF-RTA-44D (w/SB 064-50000-2001), or HW VHF RTA-50D, or RCI VHF-2100 (w/SB501 or P/N 822-1287-101/180 w/SB7 or 822-1287-121 or 141), or RCI VHF-920 (P/N 822-1250-002 w/SB16 or 822-1250-020 w/SB17), or RCI VHF-2100E (P/N 822-2168-121)	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 SB 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
Boeing	**B757 / B767**	HW MARK II+ v523	HW PEG II	HW VHF-RTA-44D (064-50000-2052 w/SB23-1570)	1. The FMS exhibits the following Interop Issue Behaviors: Cannot LOAD um80/83 route clearances with Runway Dependent STARs. This causes the need to file the 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
Boeing	**B777**	HW AIMS II BPV17B, or HW AIMS II BPV17C	HW AIMS II BPV17B, or HW AIMS II BPV17C	HW VHF-RTA-44D (w/SB 064-50000-2001), or HW VHF RTA-50D, or RCI VHF-2100 (w/SB501 or P/N 822-1287-101/180 w/SB7 or 822-1287-121 or 141), or RCI VHF-920 (P/N 822-1250-002 w/SB16 or 822-1250-020 w/SB17), or RCI VHF-2100E (P/N 822-2168-121)	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**	VARIOUS	VARIOUS	Honeywell VHF RTA-44D (with SB 064-50000-2000)	1. The RTA-44D SB 064-50000-2000 Radio has a known issue referred to as the "Qc Fault" that was discovered during testing in 2015. This is a fault code that the VDR throws when it receives a VDLM2 data burst 2. These configurations require accumulation of 10,000 operational transactions for evaluation.	FANSE	1. Requires Radio upgrade (The need for the radio upgrade will be contingent on continued acceptable performance) 2. Requires that the evaluation of the accumulated 10,000 operational transactions is complete and satisfactory.	For # 1, TBD For # 2, TBD
Boeing	**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

Boeing	**MD-11**	RCI 900-151 Core 12	HW Pegasus 923, or 924	HW VHF-RTA-44D (w/SB 064-50000-2001), or HW VHF RTA-50D, or RCI VHF-2100 (w/SB501 or P/N 822-1287-101/180 w/SB7 or 822-1287-121 or 141), or RCI VHF-920 (P/N 822-1250-002 w/SB16 or 822-1250-020 w/SB17), or RCI VHF-2100E (P/N 822-2168-121)	1. Core-12 is more susceptible to VDL Mode 2 A/G handoff and delivery issues 2. These configurations require accumulation of 10,000 operational transactions for evaluation.	FANSE	1. Upgrade to Core 16 for A/G handoff and delivery issues. 2. Requires that the evaluation of the accumulated 10,000 operational transactions is complete and satisfactory.	For # 1, TBD For # 2, TBD
Boeing	**MD-11**	RCI 900-151 Core 16	HW Pegasus 923, or 924	HW VHF-RTA-44D (w/SB 064-50000-2001), or HW VHF RTA-50D, or RCI VHF-2100 (w/SB501 or P/N 822-1287-101/180 w/SB7 or 822-1287-121 or 141), or RCI VHF-920 (P/N 822-1250-002 w/SB16 or 822-1250-020 w/SB17), or RCI VHF-2100E (P/N 822-2168-121)	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
Airbus	**A300**	Honeywell CMF 3.4 (Primus Epic Suite S3)	Honeywell 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

Airbus	**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 Thales S6, or Thales S7A, or Thales S7B, or Thales S8, or Thales S8A	HW VHF RTA-44D (P/N 064-50000-2052 w/SB23-1570), or HW RTA 50D (P/N 965-1696-051), or Thales EVR 750 L22 (P/N EVR750-04-0101B), or RCI VHF-920 (P/N 822-1250-020 w/SB17 or w/SB15), or RCI VHF-2100 (P/N 822-1287-121), or RCI VHF-2200 (P/N 822-2763-020)	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 7.6 (when available), or
							ATSU CLR 9.3.2, or
							ATSU CLR 9.4, or
							ATSU CSB 10.2.1
							
							2. Requires that the evaluation of the accumulated 10,000 operational transactions is complete and satisfactory.
								For # 1, TBD
								For # 2, TBD

Airbus	**A320 Family**	ATSU CSB 9.3.2, or ATSU CSB 9.4, or ATSU CSB 10.2.1	Honeywell H2/H2A/H2B/H2C, or Honeywell H3, or Honeywell H4, or 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 w/SB23-1570), or HW RTA 50D (P/N 965-1696-051), or Thales EVR 750 L22 (P/N EVR750-04-0101B), or RCI VHF-920 (P/N 822-1250-020 w/SB17 or w/SB15), or RCI VHF-2100 (P/N 822-1287-121), or RCI VHF-2200 (P/N 822-2763-020)	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

Airbus	**A330/340**	ATSU CLR 4.6, or ATSU CLR 4.7, or ATSU CLR 7.2, or ATSU CLR 7.4, or ATSU CLR 7.5, or ATSU CLR 7.5.1	Honeywell P3, or Honeywell P4, or Honeywell P4A, or Honeywell P5, or Honeywell P5A, or Honeywell P6, or Thales T2, or Thales T4, or Thales T5A/T5B, or Thales T6/T6A	HW RTA 50D (P/N 965-1696-051), or Thales EVR 750 L22 (P/N EVR750-04-0101B), or RCI VHF-920 (P/N 822-1250-020 w/SB17 or w/SB15), or RCI VHF-2100 (P/N 822-1287-121), or RCI VHF-2200 (P/N 822-2763-020)	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 7.6 (when available), or
							ATSU CLR 9.3.2, or
							ATSU CLR 9.4, or
							ATSU CSB 10.2.1
							
							2. Requires that the evaluation of the accumulated 10,000 operational transactions is complete and satisfactory.
								For # 1, TBD
								For # 2, TBD

Airbus	**A330/340**	ATSU CLR 9.3.2, or ATSU CLR 9.4, or ATSU CSB 10.2.1	Honeywell P3, or Honeywell P4, or Honeywell P4A, or Honeywell P5, or Honeywell P5A, or Honeywell P6, or Honeywell P7, or Thales T2, or Thales T4, or Thales T5A/T5B, or Thales T6/T6A	HW RTA 50D (P/N 965-1696-051), or Thales EVR 750 L22 (P/N EVR750-04-0101B), or RCI VHF-920 (P/N 822-1250-020 w/SB17 or w/SB15), or RCI VHF-2100 (P/N 822-1287-121), or RCI VHF-2200 (P/N 822-2763-020)	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
Airbus	**A350**	ATC CLV 1.3.1, or ATC CLV 1.4, and ACR S4 w/SB23-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
Airbus	**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

Manufacturer	Model	Column 3	Column 4	Column 5	Interop Issue Behavior	Network	Resolution	Status
Embraer	**E55P, E50P**	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

Embraer	**E545, E550**	RCI RIU-4010 (Core 12 Equivalent)	RCI PLF 6200 v6.3, or
			RCI PLF 6200 6.3.1, or
			RCI PLF 6200 6.4, or
			RCI PLF 6200 6.0.1
				RCI VHF-4000 with:
				• 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

Embraer	**E170**	Honeywell EPIC CMF 3.5	NGFMS Primus EPIC CMF 3.5 (Load 27.4)	Honeywell EPIC VDR TR-866B (MOD U)	1. The FMS exhibits the following Interop Issue Behavior: Cannot LOAD um80/83 route clearances with Runway Dependent STARs (No LOAD prompt). This causes the need to file the FANSER DAT code 2. These configurations require accumulation of 10,000 operational transactions for evaluation.	FANSER	1. For this FMS issue, upgrade to a version that resolves this issue. 2. Requires that the evaluation of the accumulated 10,000 operational transactions is complete and satisfactory.	For # 1, TBD For # 2, TBD
Embraer	**E175**	Honeywell EPIC CMF 3.4	Honeywell NGFMS Primus EPIC CMF 3.4	Honeywell EPIC VDR TR-865B (MOD U)	1. The FMS exhibits the following Interop Issue Behavior: Cannot LOAD um80/83 route clearances with Runway Dependent STARs (No LOAD prompt). This causes the need to file the FANSER DAT code 2. These configurations require accumulation of 10,000 operational transactions for evaluation.	FANSER	1. For this FMS issue, upgrade to a version that resolves this issue. 2. Requires that the evaluation of the accumulated 10,000 operational transactions is complete and satisfactory.	For # 1, TBD For # 2, TBD
Embraer	**E550 (Legacy 500)**	RCI RIU-4010 Core 012 EQ	RCI PLF 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
Embraer	**E170**	HW EPIC CMF Block 3.4	HW Primus EPIC Load 27.4 (E1)	EPIC VDR PN 7026201-803 with 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
Dassault	**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
Dassault	**F900 (A, B, C, EX)**	HW Mark II+ v522	Primus 2000 NZ6.1.1, or Primus 2000 NZ6.1.X	HW EPIC VDR: 7026201-815 (Mod U)	1. The HW MARK II+ v522 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 HW MARK II+ v523, or v525. 2. Requires that the evaluation of the accumulated 10,000 operational transactions is complete and satisfactory.	For # 1, TBD For # 2, TBD
Dassault	**Falcon 2000 (DX, EX EASy, LX, LXS, S)**	Honeywell EPIC CMF 2.51	Honeywell Primus EPIC CMF 2.51 (NZ7.1.2/EASy II)	Honeywell EPIC VDR TR-866B (MOD S or U or both)	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	**FA50 (Falcon 50)**	Universal Avionics UL-801 SCN 31.4	Universal Avionics UNS-1Ew SCN 1002.7	Universal Avionics UL-801 SCN 10.3	1. The FMS exhibits the following Interop Issue behavior: um77 AT [position] PROCEED DIRECT TO [position], when second TO position fix is the STAR common point, the FMS removes the STAR from the route. 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
Dassault	**FA50 (Falcon 50)**	Universal Avionics UL-801 SCN 31.4	Universal Avionics UNS-1Fw SCN 1002.3	Universal Avionics UL-801 SCN 10.4	1. The FMS exhibits the following Interop Issue behavior: um77 AT [position] PROCEED DIRECT TO [position], when second TO position fix is the STAR common point, the FMS removes the STAR from the route. 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
Dassault	**FA6X (Falcon 6X)**	Honeywell EPIC CMF 3.4	Honeywell NGFMS Primus EPIC CMF 3.4 (EASy IV)	Honeywell EPIC VDR TR-866B (MOD S or U)	1. These configurations require accumulation of 10,000 operational transactions for evaluation.	FANSE	1. Requires that the evaluation of the accumulated 10,000 operational transactions is complete and satisfactory	For # 1, TBD
Dassault	**FA7X (Falcon 7X)**	Honeywell EPIC CMF 2.51	Honeywell Primus EPIC CMF 2.51 (NZ7.1.2/EASy II)	Honeywell EPIC VDR TR-866B (MOD S or U)	1. These configurations require accumulation of 10,000 operational transactions for evaluation.	FANSE	1. Requires that the evaluation of the accumulated 10,000 operational transactions is complete and satisfactory	For # 1, TBD
Dassault	**FA7X (Falcon 7X)**	Honeywell EPIC CMF 3.4	Honeywell NGFMS Primus EPIC CMF 3.4 (EASy IV)	Honeywell EPIC VDR TR-866B (MOD S or U)	1. These configurations require accumulation of 10,000 operational transactions for evaluation.	FANSE	1. Requires that the evaluation of the accumulated 10,000 operational transactions is complete and satisfactory	For # 1, TBD
Dassault	**FA8X (Falcon 8X)**	Honeywell EPIC CMF 3.4	Honeywell NGFMS Primus EPIC CMF 3.4 (EASy IV)	Honeywell EPIC VDR TR-866B (MOD S or U)	1. These configurations require accumulation of 10,000 operational transactions for evaluation.	FANSE	1. Requires that the evaluation of the accumulated 10,000 operational transactions is complete and satisfactory	For # 1, TBD
Dassault	**Falcon 900 (B)**	Universal Avionics UL-801 SCN 31.3	Universal Avionics UNS-1Fw SCN 1002.3	Universal Avionics UL-801 SCN 10.3	1. The FMS exhibits the following Interop Issue behavior: um77 AT [position] PROCEED DIRECT TO [position], when second TO position fix is the STAR common point, the FMS removes the STAR from the route. 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
Dassault	**Falcon 900 (A, B, or C), Falcon 900 (EX)**	Honeywell MARK II+ v522	Honeywell FMZ-2000/2010 Primus NZ6.1.1	Honeywell 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. These configurations require accumulation of 10,000 operational transactions for evaluation.	FANSE	1. Upgrade to HW MARK II+ v523, or v525. 2. Requires that the evaluation of the accumulated 10,000 operational transactions is complete and satisfactory.	For # 1, TBD For # 2, TBD
Dassault	**Falcon 900 (DX, EX, EX EASy, LX)**	Honeywell EPIC CMF 2.51	Honeywell Primus EPIC CMF 2.51 (NZ7.1.2/EASy II)	Honeywell EPIC VDR TR-866B (MOD S or U or both)	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. 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
Honda	**HDJT**	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

Honda	**HDJT**	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 [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 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
Honda	**HDJT**	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
Bombardier	**CL60 (Challenger 600/601)**	HW MARK II+ v522	Honeywell Primus 2000XP NZ6.1.1	RCI VHF-4000 with: • CPN 822-1468-210 with SB-8, or • CPN 822-1468-290, or • CPN 822-1468-302 with SB-11, or • CPN 822-1468-303, or • CPN 822-1468-310 with SB-8/13, or • CPN 822-1468-390 RCI VHF-4000E with: • CPN 822-1872-310 with SB-8, or • CPN 822-1872-390 RCI VHF-4000F with: • CPN 822-2993-310 with SB-9 • CPN 822-2993-390	1. The HW MARK II+ v522 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 HW MARK II+ v523, or v525. 2. Requires that the evaluation of the accumulated 10,000 operational transactions is complete and satisfactory.	For # 1, TBD For # 2, TBD
Bombardier	**CL60 (Challenger 601)**	HW MARK II+ v522	Honeywell FMZ-2000/2010 Primus NZ6.1.1	Honeywell 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. These configurations require accumulation of 10,000 operational transactions for evaluation.	FANSE	1. Upgrade to HW MARK II+ v523, or v525. 2. Requires that the evaluation of the accumulated 10,000 operational transactions is complete and satisfactory.	For # 1, TBD For # 2, TBD
Bombardier	**CL60 (Challenger 601)**	Universal Avionics UL-801 SCN 31.3	Universal Avionics UNS-1Fw SCN 1002.2	Universal Avionics UL-801 SCN 10.3	1. The FMS exhibits the following Interop Issue behavior: um77 AT [position] PROCEED DIRECT TO [position], when second TO position fix is the STAR common point, the FMS removes the STAR from the route. 2. These configurations require accumulation of 10,000 operational transactions for evaluation.	FANSE	1. For this FMS issue, upgrade to a version that resolves this issue. 2. Requires that the evaluation of the accumulated 10,000 operational transactions is complete and satisfactory.	For # 1, TBD For # 2, TBD
Bombardier	**CL60 (Challenger 601)**	Honeywell MARK II+ v522	Honeywell FMZ-2000/2010 Primus NZ6.1.1	Honeywell EPIC VDR TR-866B	1. The HW MARK II+ v522 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 HW MARK II+ v523, or v525. 2. Requires that the evaluation of the accumulated 10,000 operational transactions is complete and satisfactory.	For # 1, TBD For # 2, TBD

Bombardier	**CL60 (Challenger 604)**	RCI CMU-4000 (Core 12 Equivalent)	RC ProLine Fusion v1.4, or v2.1	RC VHF-4000 with:
				• CPN 822-1468-390
					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

Manufacturer	Model				Interop		Resolution	Status

Bombardier	**CL60 (Challenger 604)**	RCI CMU-4000 (Core 12 Equivalent)	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 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

Bombardier	**CL60 (Challenger 605/650)**	RCI CMU-4000 (Core 12 Equivalent)	RC ProLine 21 Advanced with FMS-6200	RCI VHF-4000 with:
				• CPN 822-1468-302 with SB-11, or
				• CPN 822-1468-303, or
				• CPN 822-1468-310 with SB-8/13, or
				• CPN 822-1468-390
					1. The FMS exhibits the following Interop Issue Behavior:
					    Issue #1 - um79 CLEARED TO [position] VIA [routeclearance] fails to import revised route when the TO position fix is inside a STAR Transition Leg, common point, or STAR leg itself.
					    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 is a cause of the FANSER DAT code.
					    Issue #3 - um80 CLEARED [routeclearance] & um83 AT [position] CLEARED [routeclearance] fails to import revised route when the route contains a STAR with either a Published Transition or a Common Point Transition. 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

Bombardier	**CL30 (Challenger 300)**
	CL35 (Challenger 350/3500)
		RC RIU-4000 (Core 12 Equivalent)	RC ProLine 21 Advanced with FMS-6200	RCI VHF-4000 with:
				• CPN 822-1468-302 with SB-11, or
				• CPN 822-1468-303, or
				• CPN 822-1468-310 with SB-8/13, or
				• CPN 822-1468-390
					1. The FMS exhibits the following Interop Issue Behavior:
					    Issue #1 - um79 CLEARED TO [position] VIA [routeclearance] fails to import revised route when the TO position fix is inside a STAR Transition Leg, common point, or STAR leg itself.
					    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 is a cause of the FANSER DAT code.
					    Issue #3 - um80 CLEARED [routeclearance] & um83 AT [position] CLEARED [routeclearance] fails to import revised route when the route contains a STAR with either a Published Transition or a Common Point Transition. 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

Bombardier	**CL35 (Challenger 350/3500)**	RC RIU-4000 (Core 12 Equivalent)	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 [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
Bombardier	**GL5T (Global 5000 POST SB700-1A11-23-042)** **GLEX (Global EXPRESS/XRS POST SB700-23-048)**	Honeywell MARK II+ v523	Honeywell FMZ-2000/2010 Primus NZ6.1.1	Honeywell EPIC VDR TR-866B (Mod 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

Manufacturer	Model	Column 3	Column 4	Column 5	Issue Description	FANSER	Resolution	Status
Bombardier	**GL5T (Global GVFD5000, 5500) GLEX (Global 6000, 6500)**	RC RIU-4010 (Core 12 Equivalent)	RC Pro Line Fusion Avionics System version 5.1.5, or 5.2, or 5.5, or 5.5.1, or 5.8, or 5.8.1	RC VHF 4000 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 [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

Bombardier	**GL7T (Global 7500)**	RCI RIU-4010 (Core 12 Equivalent)	RC Pro Line Fusion Avionics System version 2.0.2, or 2.1, or 2.1.1, or 2.2	RC VHF 4000 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 [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

Bombardier	**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 [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

Gulfstream	**G280**	RIU-4010 (Core 12 Equivalent)	Collins FMS 6200 Core Avionics v3.6	RC VHF-4000E (P/N 822-1872-390)	1. The FMS exhibits the following Interop Issue Behavior:
					   Issue #1 - um79 CLEARED TO [position] VIA [routeclearance] fails to import revised route when the TO position fix is inside a STAR Transition Leg, common point, or STAR leg itself.
					   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 is a cause of the FANSER DAT code.
					   Issue #3 - um80 CLEARED [routeclearance] & um83 AT [position] CLEARED [routeclearance] fails to import revised route when the route contains a STAR with either a Published Transition or a Common Point Transition. This is a cause of the FANSER 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.
						FANSER	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

Gulfstream	**G280**	RIU-4010 (Core 12 Equivalent)	Collins FMS 6200 Core Avionics v3.6.1	RC VHF-4000E (P/N 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
Gulfstream	**ASTR (Astra) SPX**	Universal Avionics UL-801 SCN 31.3	Universal Avionics UNS-1Ew SCN 1002.3	Universal Avionics UL-801 SCN 10.3	1. The FMS exhibits the following Interop Issue behavior: um77 AT [position] PROCEED DIRECT TO [position], when second TO position fix is the STAR common point, FMS removes the STAR from the route. 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
Gulfstream	**GLF3 (G-III)**	Universal Avionics UL-801 SCN 31.4	Universal Avionics UNS-1Fw SCN 1002.3	Universal Avionics UL-801 SCN 10.3	1. The FMS exhibits the following Interop Issue behavior: um77 AT [position] PROCEED DIRECT TO [position], when second TO position fix is the STAR common point, the FMS removes the STAR from the route. 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

Manufacturer	Model				Interop Issue Behavior	Standard	Resolution	Status
Gulfstream	**GLF5 (G-V)**	Universal Avionics UL-801 SCN 31.4	Universal Avionics UNS-1Fw SCN 1002.3, or Universal Avionics UNS-1Espw SCN 1002.1	Universal Avionics UL-801 SCN 10.3	1. The FMS exhibits the following Interop Issue behavior: um77 AT [position] PROCEED DIRECT TO [position], when second TO position fix is the STAR common point, the FMS removes the STAR from the route. 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
Gulfstream	**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: P/N: 7026203-813 (Mod P or T), or HW EPIC VDR TR-866B: 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	1. For FMS issue #1, upgrade to a version that resolves this issue For FMS issue #2, upgrade to a version that resolves this issue For FMS issue #3, upgrade to a version that resolves this issue 2. Requires that the evaluation of the accumulated 10,000 operational transactions is complete and satisfactory.	For # 1, TBD For # 2, TBD
Gulfstream	**GLF4 (G-IV) SP**	Universal Avionics UL-801 SCN 31.3	Universal Avionics UNS-1Espw SCN 1002.1, or Universal Avionics UNS-1Espw SCN 1002.3	Universal Avionics UL-801 SCN 10.3	1. The FMS exhibits the following Interop Issue behavior: um77 AT [position] PROCEED DIRECT TO [position], when second TO position fix is the STAR common point, the FMS removes the STAR from the route. 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
Gulfstream	**G650, G650ER (GLF6)**	HW EPIC CMF block 2.61	HW NG FMS model / SW version G650 Block 2	HW EPIC VDR NAV/COM: P/N: 7026203-813 (Mod P or T), or HW EPIC VDR TR-866B: P/N: 7026201-813 (Mod S or U)	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
Gulfstream	**G650, G650ER (GLF6)**	HW EPIC CMF block 3.1	HW NG FMS model / SW version G650 Block 3	HW EPIC VDR NAV/COM: P/N: 7026203-813 (Mod P or T), or HW EPIC VDR TR-866B: P/N: 7026201-813 (Mod S or U)	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
Gulfstream	**G500 (GA5C), G600 (GA6C)**	HW EPIC CMF block 3.1	HW NG FMS model / SW version NG	HW EPIC VDR NAV/COM: P/N: 7026203-813 (Mod P or T), or HW EPIC VDR TR-866B: P/N: 7026201-813 (Mod S or U)	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
Gulfstream	**G700 (GA7C), G800 (GA8C), G400 (GA4C)**	HW EPIC CMF block 3.5	HW NG FMS model / SW version NG	HW EPIC VDR NAV/COM: P/N: 7026203-813 (Mod P or T), or HW EPIC VDR TR-866B: P/N: 7026201-813 (Mod S or U)	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
Textron Aviation (Cessna)	**C25B, C25M, C680, C680A, C750, C750 (Citation X+)**	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 [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
Hawker	**H25B (Hawker 800)**	Universal Avionics UL-801 SCN 31.4	Universal Avionics UNS-1Fw SCN 1002.5	Universal Avionics UL-801 SCN 10.3	1. The FMS exhibits the following Interop Issue behavior: um77 AT [position] PROCEED DIRECT TO [position], when second TO position fix is the STAR common point, the FMS removes the STAR from the route. 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)	**C700**	Garmin G3000/G5000 5.1 family with SB 700-23-07, or Garmin G5000 Software 5.1.13	Garmin G3000/G5000 5.1 family with SB 700-23-07, or Garmin G5000 Software 5.1.13	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. 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

Manufacturer	Model	FMS	Software	Datalink Radio	Notes	FANS	Resolution	Disposition
Cessna	**C56X**	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
Textron Aviation (Cessna)	**C56X (560XLS Citation Excel S)**	Garmin G3000/5000 7.X BLOCK 3	Garmin G3000/5000 7.X BLOCK 3	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
Cessna	**C55B**	Universal Avionics UL-801 SCN 31.3	Universal Avionics UNS-1FW SCN 1002.1, or 1002.3, or 1002.4	Universal UL-801 SCN 10.3	1. The FMS exhibits the following Interop Issue behavior: um77 AT [position] PROCEED DIRECT TO [position], when second TO position fix is the STAR common point, the FMS removes the STAR from the route. 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)	**C525A (Citation CJ2+)**	RCI RIU-4010 (Core 12 Equivalent)	RCI CJ2+ PLFv2.0	RCI VHF 4000E, or RCI VHF-4000 (SB8)	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)	**C525B (Citation CJ3)**	RIU-4010 Core 016 EQ	RCI PLF CJ3 EDS v2.0	RCI VHF-4000 (SB8)	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)	**C525 (Citation CJ1+)**	RCI RIU-4010 Core 012 EQ	RCI ProLine Fusion CJ1+ EDS v2.0	RCI VHF-4000 (SB13)	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)	**C560 (Citation Encore)**	Garmin G3000/5000 5.1 Family	Garmin G3000/5000 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
BeechCraft	**Beech BE40**	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 [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

Beechcraft	**Beech 9T**	Universal Avionics UL-801 SCN 31.4	Universal Avionics UNS-1FW SCN 1002.1, or 1002.3, or 1002.4	Universal UL-801 SCN 10.3	1. The FMS exhibits the following Interop Issue behavior: um77 AT [position] PROCEED DIRECT TO [position], when second TO position fix is the STAR common point, the FMS removes the STAR from the route. 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 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
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 [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
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 [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 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
Daher	**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	1. The FMS exhibits the following Interop Issue Behavior: Issue #1 - um79 CLEARED TO [position] VIA [routeclearance] fails to import when the TO position fix is both an exit off an airway and entry onto a STAR. Issue #2 - um83 & um79 route clearances, when position variable (AT or TO point) is a Place Bearing Distance (PBD) and the base fix of that PBD is a duplicate waypoint in the Nav Database, the import will fail. Issue #3 - um80 & um83 route clearances will fail to import if the route contains a common point STAR transition. This is the issue that causes the need for the 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. FMS loadset v7.1 Block 3 is a fix version and is currently available. For FMS issue #2, upgrade to a version that resolves this issue. FMS loadset v7.1 Block 3 is a fix version and is currently available. For FMS issue #3, upgrade to a version that resolves this issue. FMS loadset v7.1 Block 3 is a fix version and is currently available. 2. Requires that the evaluation of the accumulated 10,000 operational transactions is complete and satisfactory.	For # 1, TBD For # 2, TBD

Daher	TBM 940 / 960	Garmin G3000/G5000 7.X BLOCK 2 (7.1.2.1)	Garmin G3000/G5000 7.X BLOCK 2 (7.1.2.1)	GDR-66		1. The FMS exhibits the following Interop Issue Behavior: Issue #1 - um79 CLEARED TO [position] VIA [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. FMS loadset v7.1 Block 3 is a fix version and is currently available. For FMS issue #2, upgrade to a version that resolves this issue. FMS loadset v7.1 Block 3 is a fix version and is currently available. 2. Requires that the evaluation of the accumulated 10,000 operational transactions is complete and satisfactory.	For # 1, TBD For # 2, TBD
Daher	TBM 940 / 960	Garmin G3000/G5000 7.X BLOCK 3 (7.1.3.0 - 7.X)	Garmin G3000/G5000 7.X BLOCK 3 (7.1.3.0 - 7.x)	GDR-66		1. These configurations require accumulation of 10,000 operational transactions for evaluation.	FANSE	1. Requires that the evaluation of the accumulated 10,000 operational transactions is complete and satisfactory	For # 1, TBD
Cirrus	SF50 (Vision)	Garmin G3000/G5000 7.X BLOCK 3 (7.1.3.0 - 7.X)	Garmin G3000/G5000 7.X BLOCK 3 (7.1.3.0 - 7.x)	GDR-66		1. These configurations require accumulation of 10,000 operational transactions for evaluation.	FANSE	1. Requires that the evaluation of the accumulated 10,000 operational transactions is complete and satisfactory	For # 1, TBD
None	None	None	None	None		N/A	None	N/A	N/A