



U.S. Domestic En Route CPDLC Avionics Trial

DATA COMMUNICATIONS INTEGRATED SERVICES (DCIS)
L3Harris Technologies
V3.12 20221214

Description:

This document contains the avionics configurations that are currently being evaluated for operational acceptability in the U.S. Domestic En Route CPDLC program. An aircraft can begin U.S. Domestic En Route CPDLC trial participation after submitting the required documentation (see page 6)

U.S. Domestic En Route CPDLC Trial Status for Business and General Aviation

(AS OF OCTOBER 2022):

The FAA is working internally on the status of the U.S. Domestic En Route CPDLC trial for business and general aviation.

In the meantime, we have received the following guidance from FAA Flight Standards:

Due to the lack of defined end state of the US Domestic En-route CPDLC Trial, FAA Flight Standards will no longer allow new entries (operators and/or aircraft) into the trial. Flight Standards will be using the following criteria from this point forward:

- 1. Aircraft currently approved to participate in the trial can continue to participate in the trial.*
- 2. Operators with aircraft already in the trial, can add identically equipped aircraft (MMS and Data Comm equipment) to those already participating.*
- 3. Except as stated above, there will be no new entries (operators and/or aircraft) into the trial until performance criteria is established and criteria is determined for trial exit.*
- 4. Per the memo dated 28 Jan 2022 (Suspension of Concurrence on Issuing Authorization to Conduct US Domestic En-route CPDLC for CFR Part 91, 91K and 135 operations), all new A056 applications for GA/BA aircraft will continue to receive the "US Domestic CPDLC En-route Prohibited" limitation.*

During testing certain avionics configurations for business aviation aircraft have shown that they meet operational acceptability in U.S. Domestic En Route CPDLC, below is the *Business and General Aviation Trial List* with the associated aircraft types and avionics configurations. If you believe your aircraft meets operational acceptability, as well as the FAA Flight Standards' criteria from Page 3, please use the Trial List below in conjunction with the *Verification of Avionics Configurations* and please fill out the *U.S. Domestic En Route Eligibility* form. Once the information for the applicable aircraft has been reviewed and determined to meet the requirements, the aircraft will be added to the "Return to Service" list for U.S. Domestic En Route CPDLC operations. Please note that the current Trial List is not inclusive of all aircraft types, the Trial List is continuously being revised and updated throughout the testing phase. If the aircraft type is missing from the Trial List, this means that operational acceptability hasn't been determined yet for that specific aircraft type at this time. As testing continues more aircraft types will continue to be added to the Trial List.

1. ***Business and General Aviation Trial List***

- a. This lists the current eligible aircraft types, CMU's, VDR's and FMS versions for En Route.

2. ***Verification of Avionics Configurations (U.S. Domestic En Route CPDLC)***

- a. This is a short guide that walks operators/users how to read the Trial List and to fill out the U.S. Domestic En Route Eligibility form.
- b. On the last page of the guide you will find a simple flow chart that will walk you through the process to identify eligibility.

3. ***U.S. Domestic En Route Eligibility Form***

- a. Using the Trial List and the *Verification of Avionics Configurations* please fill out all fields in the form below to help us determine your aircrafts eligibility
- b. All fields are required to be filled out to determine aircraft eligibility

Note: Once the U.S. Domestic En Route Eligibility form has been filled out please email the form to DCIT@L3Harris.com

For aircraft configurations not listed, operators are requested to temporarily stop filing as eligible for En Route CPDLC and contact their equipment manufacturer to work with the FAA and L3Harris to evaluate operational performance of their aircraft configuration (this activity has already begun with major business aviation manufacturers). Aircraft configurations that can demonstrate consistent operational performance will be added to the Data Comm Recommended Avionics Versions document to resume En Route operations. Operators may continue to file for DCL (FANS or FANSP DAT Code) service only with the appropriate flight plan filing [DAT code](#).

We request that impacted operators make these updated filing changes as soon as possible. If you have any questions, please feel free to reach out.

This is supported by the following NOTAM:

!FDC 2/1677 FDC ..SPECIAL NOTICE.. GA AND BUSINESS AVIATION ACFT ARE PROHIBITED FM USING EN ROUTE CPDLC EXC APPROVED TRIAL PARTICIPANTS. CPDLC DEP CLR OPS ARE STILL PERMITTED. ALL GA AND BUSINESS ACFT, EXC TRIAL PARTICIPANTS, MUST MODIFY FLT PLAN FIELD 18 DATA CODE TO REMOVE EN ROUTE CPDLC IMMEDIATELY. FURTHER INFO CTC DCIT -AT- L3HARRIS.COM 2209221800-2309222359

U.S. Domestic En Route CPDLC Trial Avionics

| Aircraft | CMU/Equivalent for MF VDL Mode 2 | VDR for MF VDL Mode 2 | Minimum FMS version | Minimum FMS version (DCL Only) | | FPL Filing (En Route) | |
|---|---|--|--|---|--|-------------------------|--------------------------|
| | | | | | | RC PLF V3.6: 1FANSER | RC PLF V3.6.1: 1FANSE |
| G280 | RC RIU-4010/4100: DLCA-6000 | RC VHF-4000E: 822-1872-390 | RC ProLine Fusion 6200 V3.6 (or later) | | | | |
| G500 (GA5C) | HW CMF 3.1 | HW EPIC VDR: 7026201-813 (Mod X) | HW NG FMS 3.1 | | 1FANSER | | |
| G600 (GA6C) | | | HW NG FMS 1 (Similar to Block 3) | | 1FANSER | | |
| G700 (GA7C) | | | | | | | |
| G800 (GA8C) | | | | | | | |
| F900 (A,B,C,EX) | HW Mark II+ Core SW 998-6063-522 (or later) | HW EPIC VDR: 7026201-815 (Mod U) | RC Primus 2000 HW SPZ-8000 | | 1FANSE | | |
| Falcon 8X | HW CMF 3.0 | HW EPIC VDR: 7026201-814 (Mod S) | HW EASY III | | 1FANSE | | |
| Pilatus PC-24 | HW CMF 3.2 (or later) | HW KTR-2280A | HW NG FMS 3.2 (or later) | | 1FANSER | | |
| Global: 5000(GVFD), 5500, 6000, 6500, 7500 | RC RIU-4010/4110: 822-1863-175/178/179/671/672 | VHF-4000: CPN 822-1468-210 with SB-8 CPN 822-1468-290 CPN 822-1468-302 with SB-11 CPN 822-1468-303 | RC ProLine Fusion V5.1.5 (or later) P/N 810-0163-1B0013 | RC ProLine Fusion: All available | 1FANSER | | |
| | Challenger: 300, 350, 605, 650 | RC RIU-4000: 822-1469-554/602/651/652 RC CMU-4000: 822-1739-601/603/704 | CPN 822-1468-310 with SB-8 or SB-13 CPN 822-1468-390 | | Global 7500 V2.0.2 (or later) P/N 810-0163-3B0001 RC ProLine 21 Advanced: P/N 946-2720-102/110/130 (or later) | 1FANSER | |
| Embraer: Legacy 450/550 Praetor 500/600 | RC RIU-4010: 822-1863-633-638 | VHF-4000E: CPN 822-1872-310 with SB-8 CPN 822-1872-390 | Embraer Avionics 6.x PLF 810-0163-1E0004 (6.X) | Embraer Avionics 5.x/6.x PLF 810-0163-1E0003 (5.X) 810-0163-1E0004 (6.X) | 1FANSER | | |
| Various (with Universal) | UniLink-800 SW SCN 31.3 (or later) with External VDR | VHF-4000F: CPN 822-2993-310 with SB-9 CPN 822-2993-390 | SCN 1002.1 (or later) | UniLink-800 or 801 SW SCN 30.1 (or later) for DCL only with SCN 1000.5 (or later) | 1FANSE | | |
| | UniLink-801 SW SCN 31.3 (or later) with Internal VDR | Internal VDR with SCN 10.3 (or later) | SCN 1002.1 (or later) | | 1FANSE | | |
| Various (with Garmin) | G3000/5000 V4.5.X, V4.8.X, V5.1.X, V6.2.X (or later) | GDR-66 (or later) | G3000/5000 V4.5.X, V4.8.X, V5.1.X, V6.2.X (or later) | | 1FANSE | | |
| Not listed? | If your aircraft or configuration is not on this list, please contact your aircraft or equipment manufacturer | | | | | | |

Note: DCIT recommendations for aircraft operating with Data Communications. Individual operator configurations are subject to regulatory approval.

Please fill out form below

Example Scenario

Aircraft Type

Aircraft Type

GL5T

Aircraft Registration(s)

Aircraft Registration(s)

N12345

CMU/EQ for MF VDL Mode 2

CMU/EQ for MF VDL Mode 2

RC RIU-4000

CMU SW CPN (part number)

CMU SW CPN (part number)

822-1863-178

VDR for MF VDL Mode 2

VDR for MF VDL Mode 2

VHF 4000

VDR CPN & SB or Mod (if applicable)

VDR CPN & SB or Mod (if applicable)

822-1468-210 w/ SB8

FMS Version

FMS Version

Proline Fusion V 5.1.5

FMS SW PN (part number)

FMS SW PN (part number)

810-0163-1B0013

Name (point of contact)

Operating Company/Organization

Email

Phone Number

Please send the completed form to DCIT@L3harris.com