

| Aircraft | CMU/Equivalent for MF VDL Mode 2 | VDR for MF VDL Mode 2 | DCIT Recommended FANS 1/A Capability for CPDLC DCL | Recommendations for FANS 1/A Version | Tested FANS 1/A Version |
|-----------------|--|---|--|--|--|
| Boeing 787 | CCS CMF, Available at EIS | Honeywell VHF RTA-44D or Rockwell Collins VHF 900 or 900B with SB25 or Rockwell Collins VHF 2100 with SB501 | Available at EIS | | B787: HNP29-CL11-507B |
| Boeing 777 | AIMS 2 Block Point 17 and above | | Block Point 2003 and greater (AIMS 1 & 2) | Recommend going to AIMS-2, Version 16 or greater to eliminate PBD in Position variable issue | Rockwell Collins CMU900 B777: AIMS2 V17, HNP5A-AM01-101 |
| Boeing 767/757 | Honeywell Mark II+ Core SW 998-6063-501 and above or Rockwell Collins CMU900-151 Core SW 12 and above | | Pegasus 2003 and greater | | Pegasus 2003 OPS software |
| Boeing 747-8 | | | Available at EIS | | B747-8: HNP54-AL11-9006, 3.0 |
| Boeing 747-400 | Honeywell Mark II+ Core SW 998-6063-501 and above with working DOC Data function or Rockwell Collins CMU900-151 Core SW 12 and above with DOC Data | | All FMS Versions | | 747-400: 3403--HNP-04R-04 (Load 16 - specifically Load 16a for GE engines) |
| Boeing MD-11 | | | Pegasus 922 (Target date for -922 availability, Sep-2016) | Eliminates need for repeated TO point in revisions (UM79) | 922 |
| Boeing 737 | | | FMC U 10.8a (mitigations for some features are recommended prior to use of this version for DCL CPDLC Operations) or U11 and greater | Recommend U11.0 or greater to eliminate known mitigations | U11 |
| Airbus A320 | or Rockwell Collins CMU900-151 Core SW 12 and above | | Honeywell or Thales FMS ATSU CSB4 or CSB7.2 or CSB7.3 (available 2015) | 7.3 corrects a timing indexing issue with the trials system, not required for Production | ATSU CSB7.2, Honeywell and Thales FMS |
| Airbus A330/340 | ATSU CLR7.2 or CLR7.3 (available 2015) | | Honeywell or Thales FMS ATSU CLR3, CLR4, CLR7.2 or CLR7.3 (available 2015) | 7.3 corrects a timing indexing issue with the trials system, not required for Production | ATSU CLR7.2, Honeywell and Thales FMS |
| Airbus A380 | 2015 ATSU Upgrade Required | | Available at EIS | | Not tested |
| Airbus A350 | Available at EIS | Available at EIS | | Not tested | |

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