

# DESCRIPTION OF AIRCRAFT DATA LINK SYSTEMS

**Falcon 900EX N123AB - s/n 001**

This aircraft utilizes the Honeywell Primus Epic EASy II avionics system with ADS-C and CPDLC Functions.

This aircraft has complied with Service Bulletin F900DX-409-2 R4 –Controller Pilot Data Link Communication (CPDLC) – Future Air Navigation System (FANS) 1A and Service Bulletin F900DX-402-2 – Easy II Automatic Dependent Surveillance – Broadcast Out (ADS-B Out).

The installation of the above service bulletins meet the requirements of RTCA DO-306, DO-306 Change 1 ED-122, Safety and Performance Standard for Air Traffic Data Link Services in Oceanic and Remote Airspace (Oceanic SPR Standard).

CPDLC EQUIPMENT			
Qty	Manufacturer	Model No.	Type of Equipment
2	Honeywell	AZ-200	Air Data Modules
2	Honeywell	XS-855A	ADS-B Out Transponders
4	Honeywell	AIOP	AIOP Integrated Avionics Hardware Elements with Altitude Hold and Altitude Alert
2	Gogo Biz Aviation	P12023-001/ P12317-001	Aircell Axxess Iridium Data Interface Unit/SATCOM

The following documentation is attached to this package to show compliance:

- Logbook entry showing compliance with Service Bulletin F900DX-409-2 R4 – Controller Pilot Data Link Communication (CPDLC) – Future Air Navigation System (FANS) 1A and
- Logbook entry showing compliance with Service Bulletin F900DX-402-2 – Easy II Automatic Dependent Surveillance – Broadcast Out (ADS-B Out).
- Falcon 900EX AFM Section 1-250-40 Limitation ATC Data Link
- Dassault Aviation Service Bulletin F900EX-409 – Communications – Easy II – Controller Pilot Data Link Communication (CPDLC) – Future Air Navigation System Fans 1/A

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# PLAN FOR DATA LINK REPORTING

Falcon 900EX N123AB - s/n 001

## PILOT REPORTS

### Data-Link-Specific Reports

Long's Peak Air Charter, LLC pilots will make the following reports for unusual data link events, as necessary:

- Upon query from ATC, or after an inadvertent deviation from an ATC clearance, Long's Peak Air Charter, LLC pilots will make radio communications as appropriate to report the event. The AIM, Section 4, ATC Clearances, for guidance regarding recommended phraseology, and for acronyms and abbreviations, Appendix G of Advisory Circular 120-70 will be referred to if necessary.
- Reports concerning data link anomalies, procedural difficulties, or system failures will be made by pilots through one or more of the following methods:
  - Data Link Event Report Form (Form CPDLC-01).
  - Logbook entry.
  - Pilot/observer questionnaire.
  - ACARS, etc.
  - Pilot/observer questionnaire.

Long's Peak Air Charter, LLC pilots will follow the GOLD problem reporting procedures, which include notifying the CMA or Regional Monitoring Agency for the region where the problem occurred (such as DLMA for NAT operations). This

information can be found in GOLD Appendix D.3 and Appendix E of Advisory Circular 120-70C. The Long's Peak Air Charter, LLC Chief Pilot will also send the Data Link Event Report Form (Form CPDLC-01) to their IFO, CHDO, CMO, or FSDO as applicable.

## OTHER REPORTS INCIDENTAL TO DATA LINK

### Near Midair Collision (NMAC) Reports

Long's Peak Air Charter, LLC flightcrews shall continue to submit NMAC reports in accordance with existing policies and procedures. **Note:** There is no requirement to submit an NMAC report solely due to a data link event.

### Aviation Safety Reporting System (ASRS) Reports

ASRS reports may be filed at the discretion of the Chief Pilot.

### Operator/Maintenance Department Reports

Long's Peak Air Charter, LLC maintenance department personnel will make data link-related reports as necessary. Reports will be submitted of frequent or systematic data link problems that may relate to system performance, manufacturers, or data link vendors to the PAI or principal maintenance inspector (PMI), as appropriate.

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# **MINIMUM EQUIPMENT LIST**

The applicable pages from the EMB-545, EMB-550 Minimum Equipment List (MEL)  
are included in this Exhibit.

<b>Minimum Equipment List</b>					
<b>EMB-545, EMB-550</b>		<b>Revision No: 1</b>		<b>Page No: 23-1</b>	
1. System, Sequence Numbers & Item		Repair Category			
		2. Number Installed			
		3. Number Required for Dispatch			
		4. Remarks Or Exceptions			
<b>23</b>	<b>Communications</b>				
-12-00	Very High Frequency (VHF) Communication System	D	-	1	Any in excess of VHF 2 may be inoperative. <b>NOTE: ACARS and CPDLC are inoperative with VHF 3 inoperative.</b>
-23-00 ***	Controller Pilot Data Link Communication (CPDLC) System	D	1	0	May be inoperative provided is not required by 14 CFR.

## DATA LINK EVENT REPORT FORM

Date		Time	
Operator/Flight #	Origination	Destination	
Submitted to:	Air Traffic Control (ATC) Inquiry	Other	
Phase of Flight	Position	Altitude	
Aircrew Name:	Phone	Email	
Description of Event			

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