

**Subject:** Collins Aerospace Very High Frequency Data Radios – Data Link over Very High Frequency Data Link Mode 2 Operations

**Revision:**

This SIB revises EASA SIB 2021-01 dated 21 January 2021.

**Ref. Publications:**

Collins Aerospace (formerly known as Rockwell-Collins) Operator Service Bulletins (SB):

- SB-7, Publication Part Number (P/N) 523-0820634, latest revision 7 dated 04 February 2014;
- SB-9, Publication P/N 523-0822044, original issue dated 01 October 2013;
- SB-11, Publication P/N 523-0822655, original issue dated 25 August 2014;
- SB-13, Publication P/N 523-0823006, original issue dated 16 February 2016;
- SB-16, Publication P/N 523-0822864, original issue dated 07 April 2015;
- SB-17, Publication P/N 523-0823721, latest revision 1 dated 04 August 2016;
- SB-501, Publication P/N 523-0820788, latest revision 9 dated 31 January 2018;
- SB-502, Publication P/N 523-0825559, original issue dated 12 September 2019.

**Applicability:**

Operators of aeroplanes equipped with data link installations over very high frequency (VHF) data link (VDL) Mode 2, that operate in the single European sky airspace and use Collins Aerospace VHF Data Radios (VDR) of the following types and P/N:

VDR Type	P/N
VHF-920	822-1250-002, 822-1250-020, 822-1250-021
VHF-2100	822-1287-101, 822-1287-120, 822-1287-140, 822-1287-180
VHF-2100E	822-2168-120
VHF-4000	822-1468-210, 822-1468-302, 822-1468-310
VHF-4000E	822-1872-310
VHF-4000F	822-2993-310

These VDRs are known to be installed on, but not limited to Airbus, Boeing, Bombardier and Embraer aeroplanes.

This is information only. Recommendations are not mandatory.



**Description:**

EASA has been made aware that certain Collins Aerospace VDRs cease to decode VDL Mode 2 uplink messages following receipt of a corrupted VDL uplink message ('burst'). Although transmission of downlink messages is still possible, the affected VDRs will not decode the resulting uplink acknowledgements. As communication can no longer be established with the VDR within the required timeframe, the communication link is disconnected. This phenomenon, known as 'VDR deafness', affects the overall performance of Controller Pilot Data Link Communications (CPDLC) operations in the single European sky.

At this time, the safety concern described in this SIB is not considered to be an unsafe condition that would warrant any Airworthiness Directive (AD) action under Regulation (EU) [748/2012](#), Part 21.A.3B, nor Safety Directive (SD) action under Commission Regulation (EU) [965/2012](#), Annex II, ARO.GEN.135(c), or under Commission Regulation (EU) [2017/373](#), ATM/ANS.AR.A.025.

EASA is continuing to monitor the situation and further actions may be considered to limit or to prohibit data link operations over VDL Mode 2 of aircraft using equipment affected by the 'VDR deafness' issue.

This SIB is revised to add VHF-920 P/N 822-1250-021 in the list of the affected units and include reference to the associated SB-502.

**Recommendation(s):**

EASA recommends that owners, operators, and maintenance organisations accomplish the instructions of the following SBs, as applicable, or their approved equivalent, for those VDRs used for Data Link over VDL Mode 2 operations, at the earliest practical opportunity:

VHF Data Radio Type	P/N	SB
VHF-920	822-1250-002	SB-16
	822-1250-020	SB-17
	822-1250-021	SB-502
VHF-2100	822-1287-101	SB-7
	822-1287-120	SB-501
	822-1287-140	SB-501
	822-1287-180	SB-7
VHF-2100E	822-2168-120	SB-501
VHF-4000	822-1468-210	SB-13
	822-1468-302	SB-11
	822-1468-310	SB-13
VHF-4000E	822-1872-310	SB-13
VHF-4000F	822-2993-310	SB-9

This is information only. Recommendations are not mandatory.



**Contact(s):**

For further information contact the EASA Safety Information Section, Certification Directorate,  
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