7/2/2026 **FOR YOUR INFORMATION** 2026-230/3-18

2367792

To: Boeing Commercial Airplane Company

Info: FAA (AVP-1, AVP-200, AFS-200, AFS-900, AFS-260, AFS-100, AIR-720, AIR-780, AIR-360, SEA-AEG), A4A, ALPA, AMFA, ASAP, ATSG, CAPA, IAM, IBT, ICAO, ICASS, IFALPA, IPA, NTSB, PAMA, RAA, SWAPA, TWU

From: Becky L. Hooey, Director
NASA Aviation Safety Reporting System

Re: B737 MAX 8 Datalink Connection Issues

We recently received ASRS reports describing a safety concern that may involve your area of operational responsibility. We do not have sufficient details to assess either the factual accuracy or possible gravity of the report. It is our policy to relay the reported information to the appropriate authority for evaluation and any necessary follow-up. We feel you should be aware of the enclosed deidentified report.

To properly assess the usefulness of our alert message service, we would appreciate it if you would take the time to give us your feedback on the value of the information that we have provided. Please contact Dr. Becky Hooey at (408) 541-2854 or email at becky.l.hooey@nasa.gov.

Aviation Safety Reporting System
P.O. Box 189 | Moffett Field, CA | 94035-0189

ACN 2367792

DATE / TIME	
Date of Occurrence	202605
Local Time Of Day	1201 to 1800
PLACE	
Locale	ZZZZ.ARTCC
State	FO
Altitude - MSL	34000
ENVIRONMENT	
Flight Conditions	VMC
AIRCRAFT / EQUIPMENT X	
ATC / Advisory - Center	ZZZZ
Make Model Name	B737 MAX 8
Operating Under FAR Part	121
COMPONENT 1	
Aircraft Component	Air/Ground Communication
PERSON 1	
Function - Flight Crew	Captain
ASRS Report Number	2367792
EVENTS	
Anomaly	Aircraft Equipment Problem - Less Severe
Detector - Person	Flight Crew
Result - Flight Crew	Overcame Equipment Problem
Result - Air Traffic Control	Issued New Clearance

NARRATIVE 1

Received a DATALINK Lost message when the aircraft was outside of VHF reception coverage. Attempted to reset the system using guidance from manuals without success. CPDLC still made the automatic position reports along our North Atlantic (NAT) Airspace route because the reporting points were in range of VHF from various countries. ZZZZ Radio did have to send a SELCAL asking us to log off and then back on again to ZZZZ. This seems to be a common occurrence on the MAX 8 that I'm hearing from other crews and crews from other airlines. I want to ensure we are meeting the required Future Air Navigation System (FANS) and Datalink reporting requirements to operate in the North Atlantic Airspace.

SYNOPSIS

B737 MAX 8 Captain reported losing datalink communications as the aircraft was outside VHF reception coverage.