



Ministry of Land, Infrastructure, Transport and Tourism

**CIVIL AVIATION BUREAU, JAPAN**

← The operation on acceptance and provision of turbulence information  
via CPDLC in data link airspace within Fukuoka FIR

Air Traffic Control Division ,ANS Department ,Civil Aviation Bureau ,

Ministry of Land , Infrastructure , Transport and Tourism , Japan

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# 1. Introduction

**Trial operation of acceptance and provision of turbulence information via CPDLC had been conducted since 11<sup>th</sup> Feb, 2010.**

**During this trial , JCAB provided the turbulence information via CPDLC to the data link capable aircraft who intends to go through the area within the height of  $\pm 2,000$ ft from the altitude at which the turbulence was reported.**

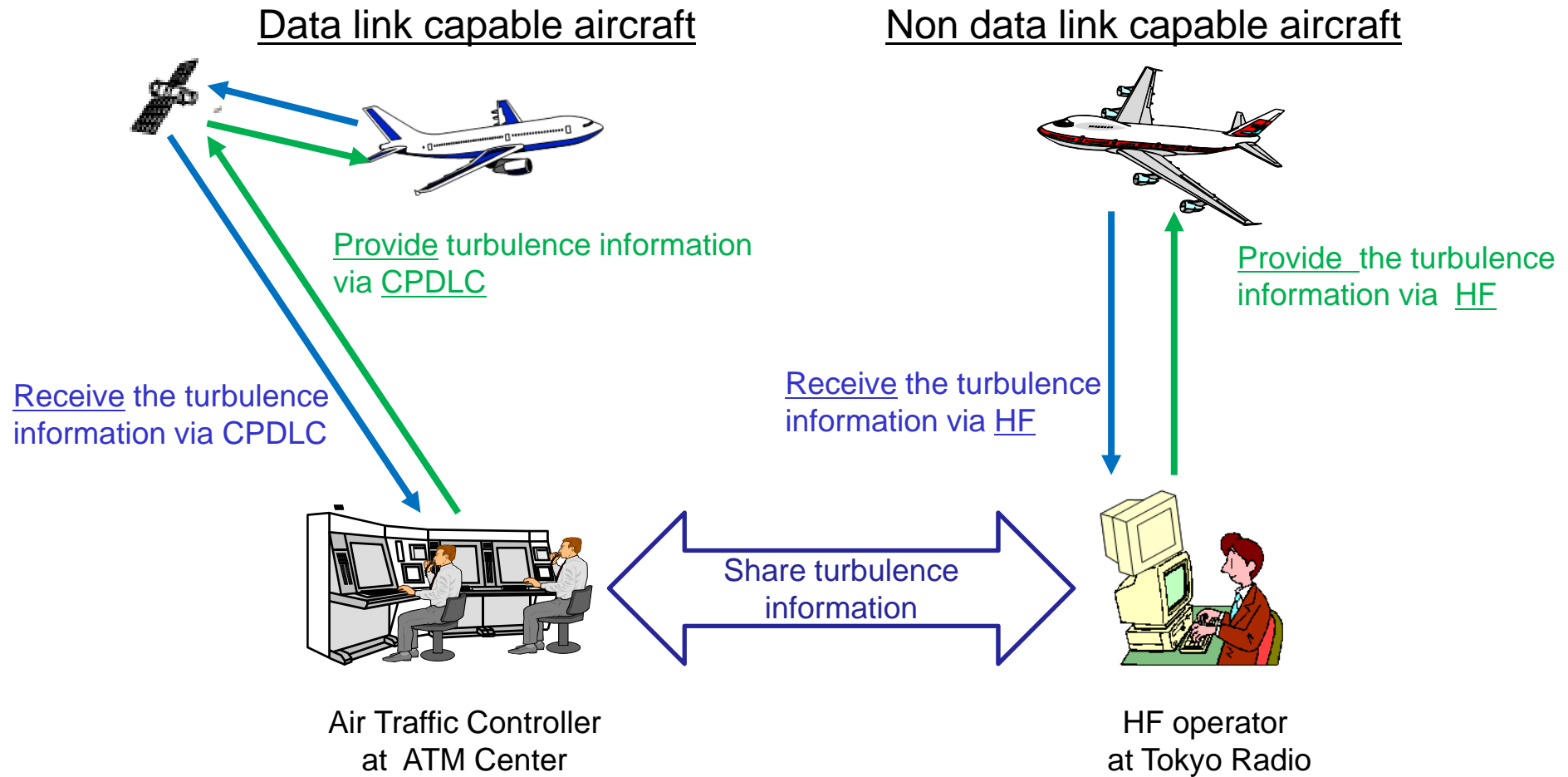
# 1. Introduction

**After the evaluation of this trial, JCAB has started the regular operation since 8<sup>th</sup> March, 2012.**

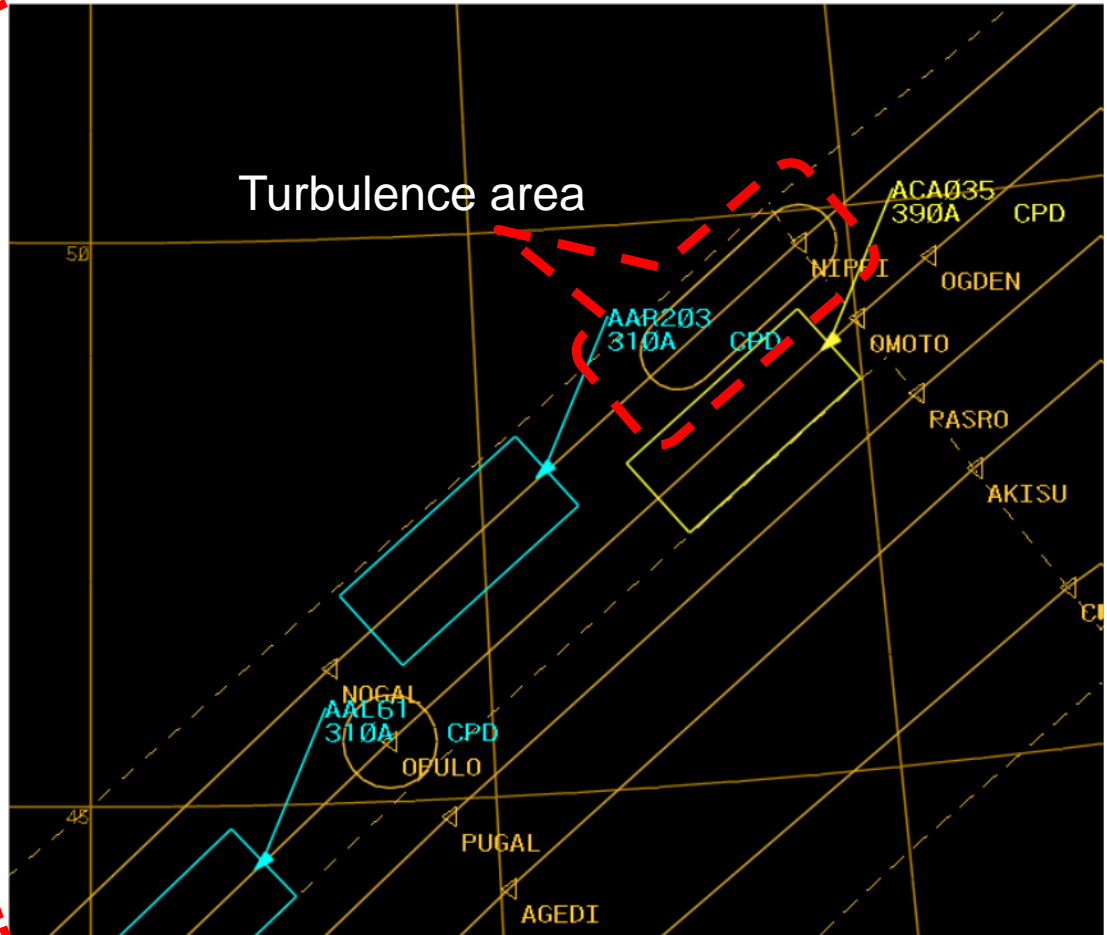
**In response to the requests from operators, JCAB has expanded the altitude band of providing the information from  $\pm 2,000\text{ft}$  to  $\pm 4,000\text{ft}$  since the regular operation.**

**The horizontal range of this service is the radius of 30NM from which the turbulence was reported.**

## 2. Outlines of providing turbulence information via CPDLC



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The image shows a vintage computer terminal with a CRT monitor and a keyboard. The monitor displays a flight simulation interface with a map of the United States and a data window. A red dashed box highlights a specific data entry field. Below the monitor, a table titled 'TURBULENCE' is shown, with columns for Status, From, and Apply Time. The table contains the following data:

Status	From	Apply Time
UPDATE	CPD	03 06:16 - 03

&lt;LIST OF EFFECTIVE TURBULENCE INFORMATION&gt;

6

## 2. Outlines of providing turbulence information via CPDLC



<SAMPLE OF THE TURBULENCE INFORMATION>

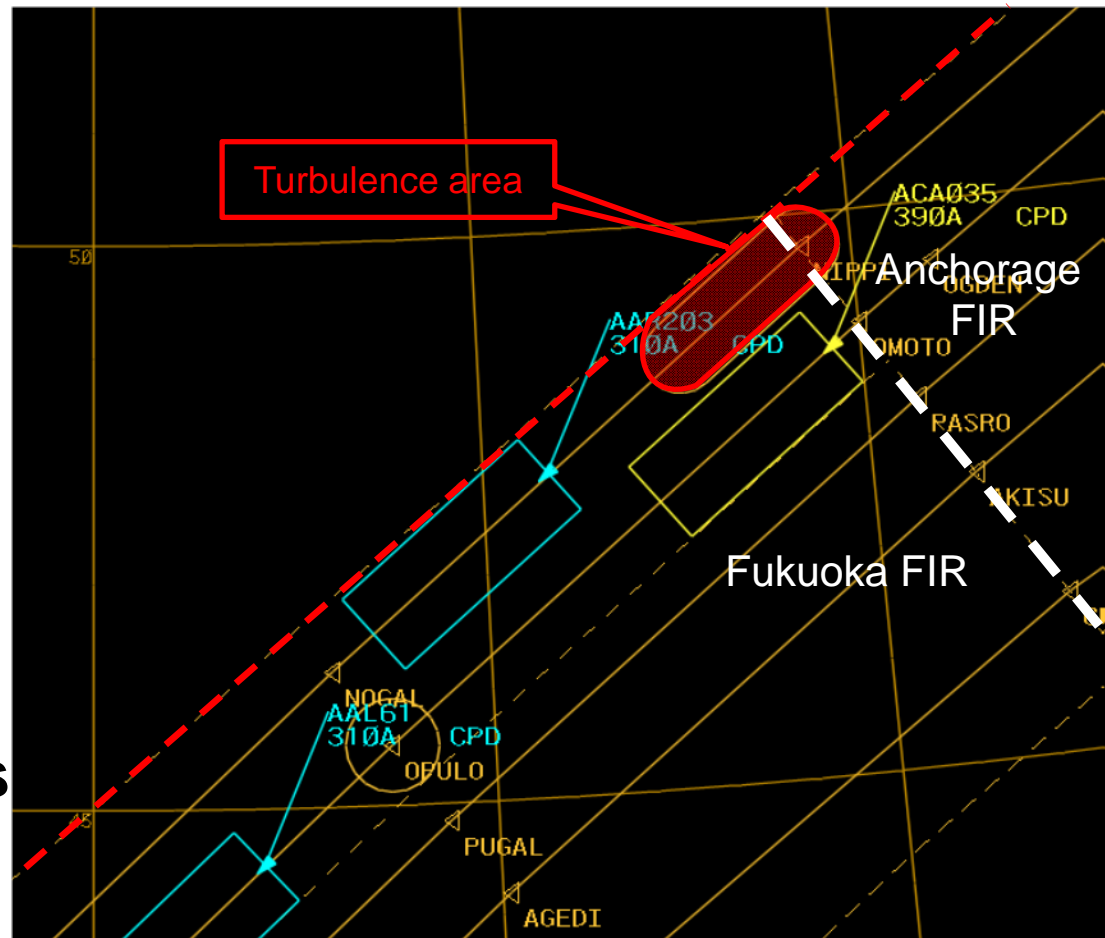
MOD TURB 4025N145E F300 1348Z B777

The turbulence information is provided 30min before the aircraft enters the turbulence area.

sample

### 3. For further safety of air traffic

In order to provide turbulence information in the vicinity of FIR boundary for the aircraft entering Fukuoka FIR, the information have to be sent while the aircraft is still flying within an adjacent FIR.





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But the information cannot be shared electronically with the adjacent facility.

ATMC has started to send turbulence information to Anchorage and Oakland ARTCC by FAX for the safety of aircraft operation.

#### FAX transmittal

From: ATMC Fukuoka, Japan  
Phone: +81-92-608-8890, 8870

#### WX/TURB Information

To: Oakland / Anchorage ARTCC Oceanic controller  
No. of pages: \_\_\_\_ including this page

Level	Position	FL	Time	Type
MOD/SEV				
MOD/SEV				
MOD/SEV				
MOD/SEV				
MOD/SEV				
MOD/SEV				
MOD/SEV				

*Thank you!*  
*Any questions?*