

# CRA Activities in Fukuoka FIR

FIT/36

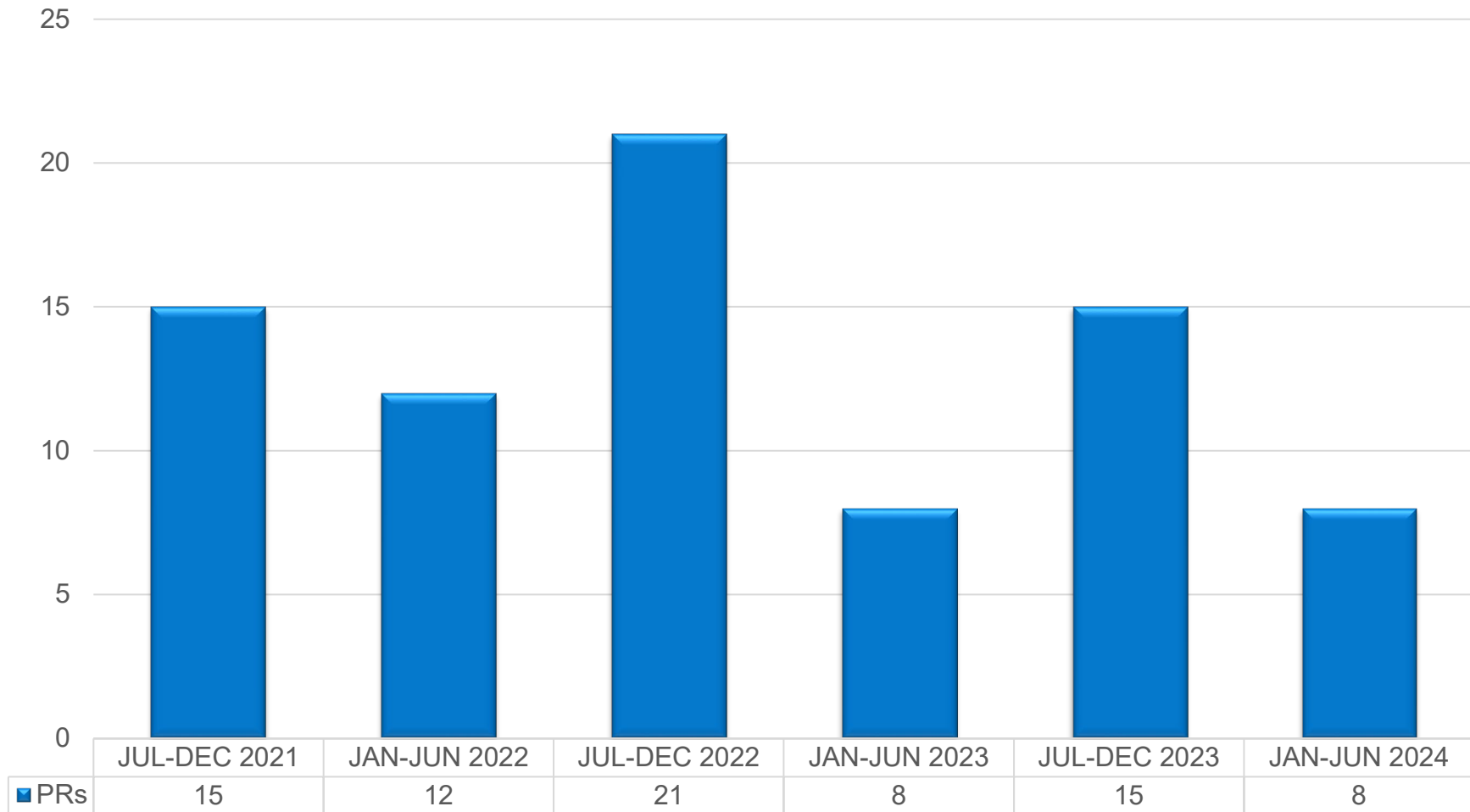
December 2024



# *Outline of FANS Problem Reports*

# Number of Problem Reports

January 2024 to June 2024, 8 PRs were submitted to the CRA Japan.  
6 PRs are from operators, and the rest 2 are from ANSP.

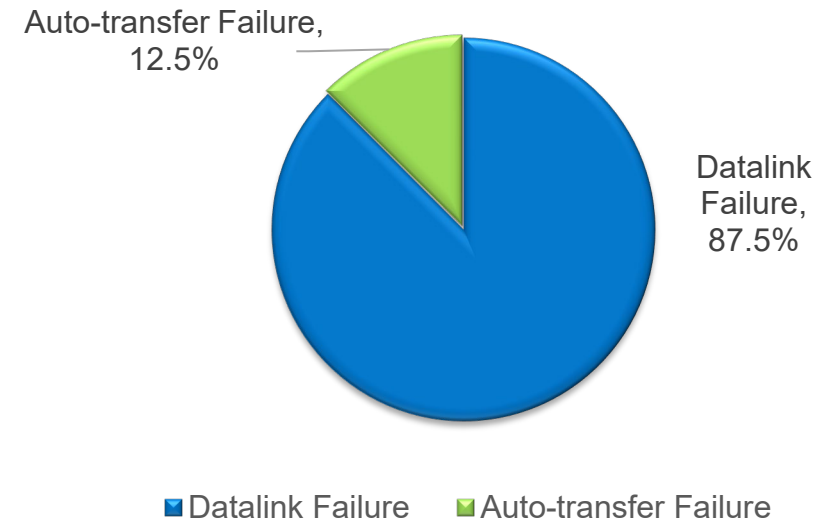


\* 1 term = 6 months

# Problem classifications of PRs

## ◆ January 2024 to June 2024

Problem Classifications	Number	%
Datalink Failure	7	87.5%
Auto-transfer Failure	1	12.5%
<b>TOTAL</b>	<b>8</b>	<b>100%</b>



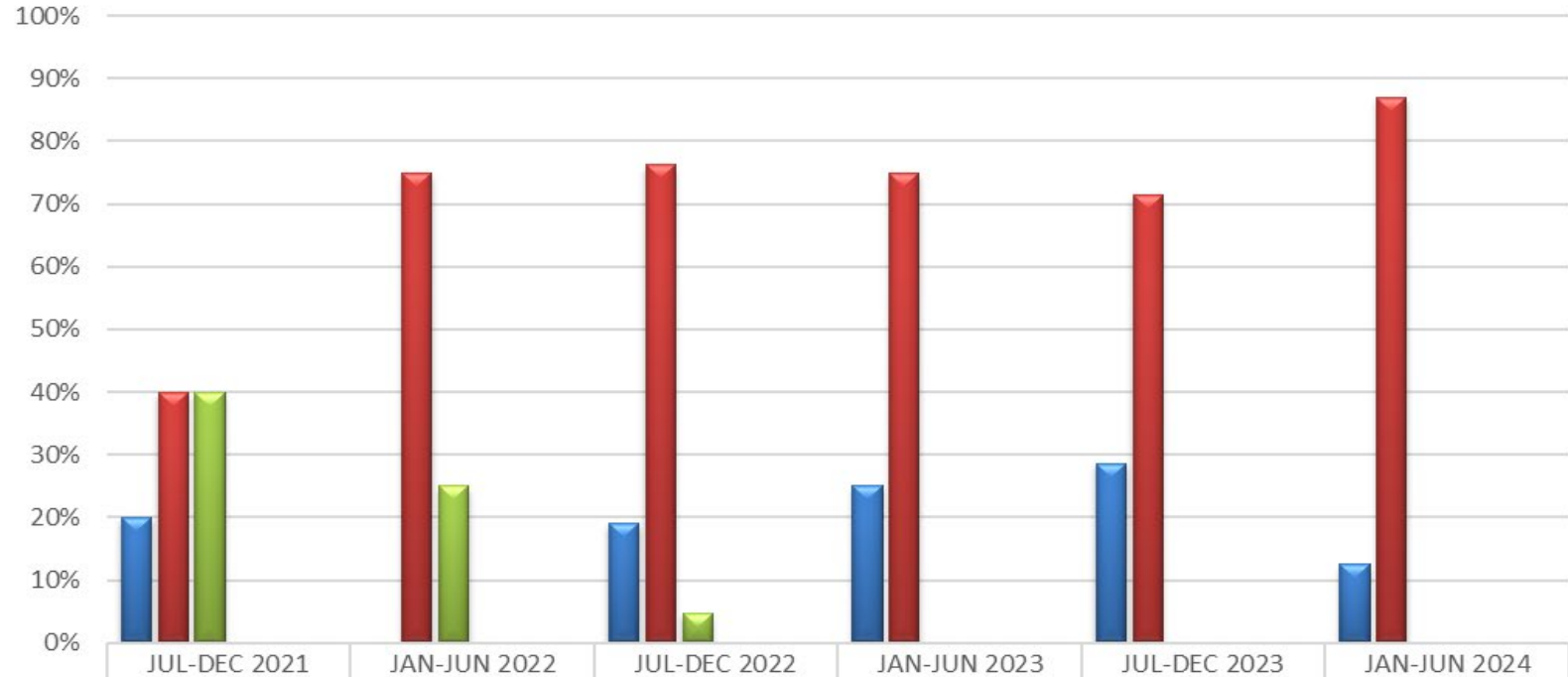
# PRs by aircraft type

## ◆ January 2024 to June 2024

TYPE	Problem Classifications	SubTTL	%
B748	Datalink Failure	4	50.0%
B763	Auto-Transfer Failure	1	12.5%
B773	Datalink Failure	1	12.5%
A332	Datalink Failure	1	12.5%
B738	Datalink Failure	1	12.5%
GRAND TOTAL		8	100.0%

# Problem classifications of PRs

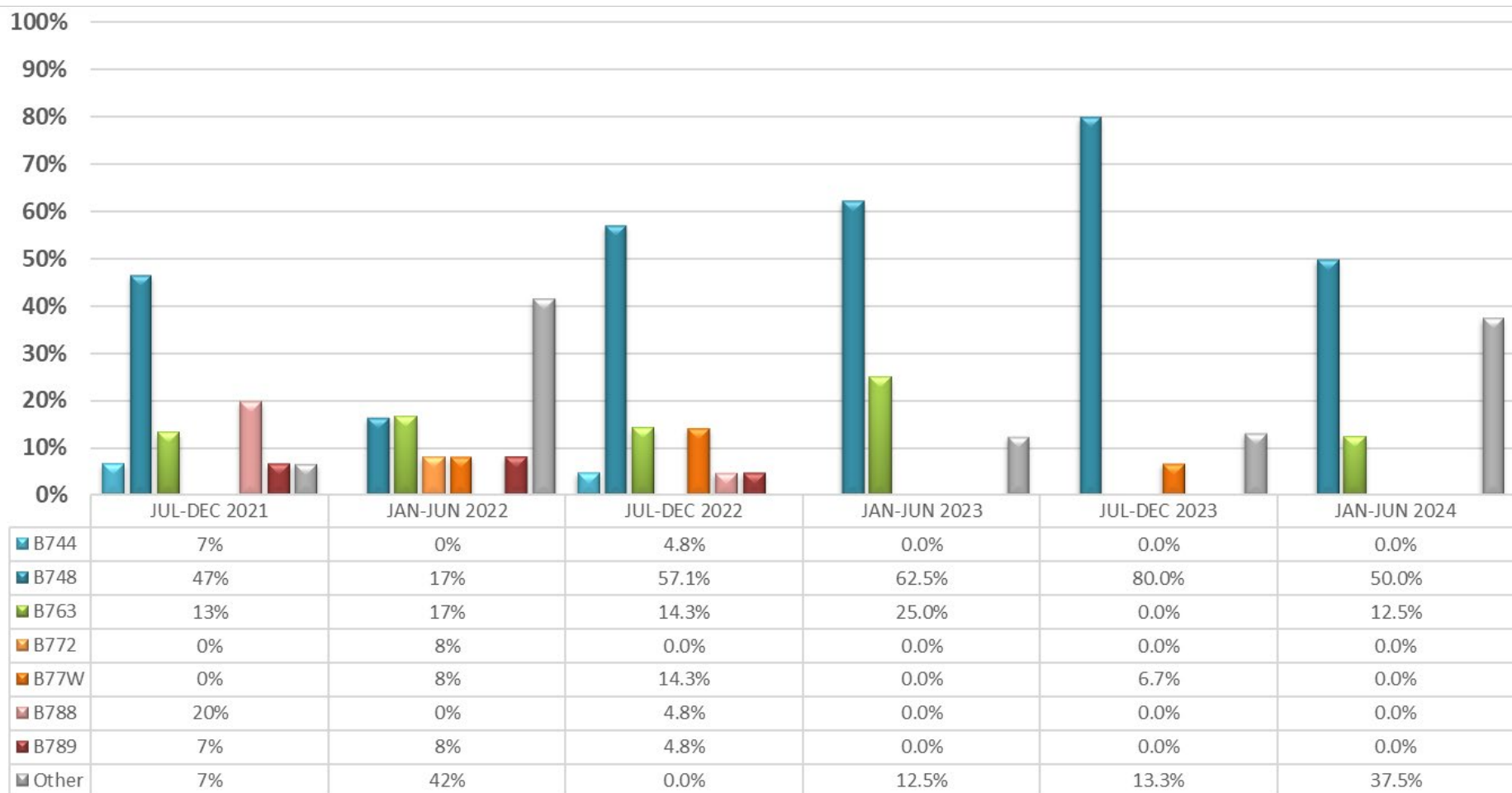
## ◆ 6 terms data \* 1 term = 6 months



	JUL-DEC 2021	JAN-JUN 2022	JUL-DEC 2022	JAN-JUN 2023	JUL-DEC 2023	JAN-JUN 2024
Auto-transfer Failure	20%	0%	19%	25%	29%	13%
Datalink Failure	40%	75%	76%	75%	71%	87%
Logon Failure	40%	25%	5%	0%	0%	0%
"UNABLE TO SEND MSG"	0%	0%	0%	0%	0%	0%
ATS Unit System	0%	0%	0%	0%	0%	0%
Other	0%	0%	0%	0%	0%	0%

# PRs by aircraft type

## ◆ 6 terms data



\* 1 term = 6 months

## *Examples of new PRs*



# Data link Failure (#1467)

Reported by : Operator

Aircraft type : B748

Failed to log on to CPDLC in RJJJ and PAZA; ORIGIN and DESTINATION did not appear on the ATC LOGON/ STATUS page and could not be entered. Circuit breaker reset was performed as per procedure, but logon failed. The flight was then continued to PANC using HF.

◆ STATUS : OPEN

<Aircraft information>

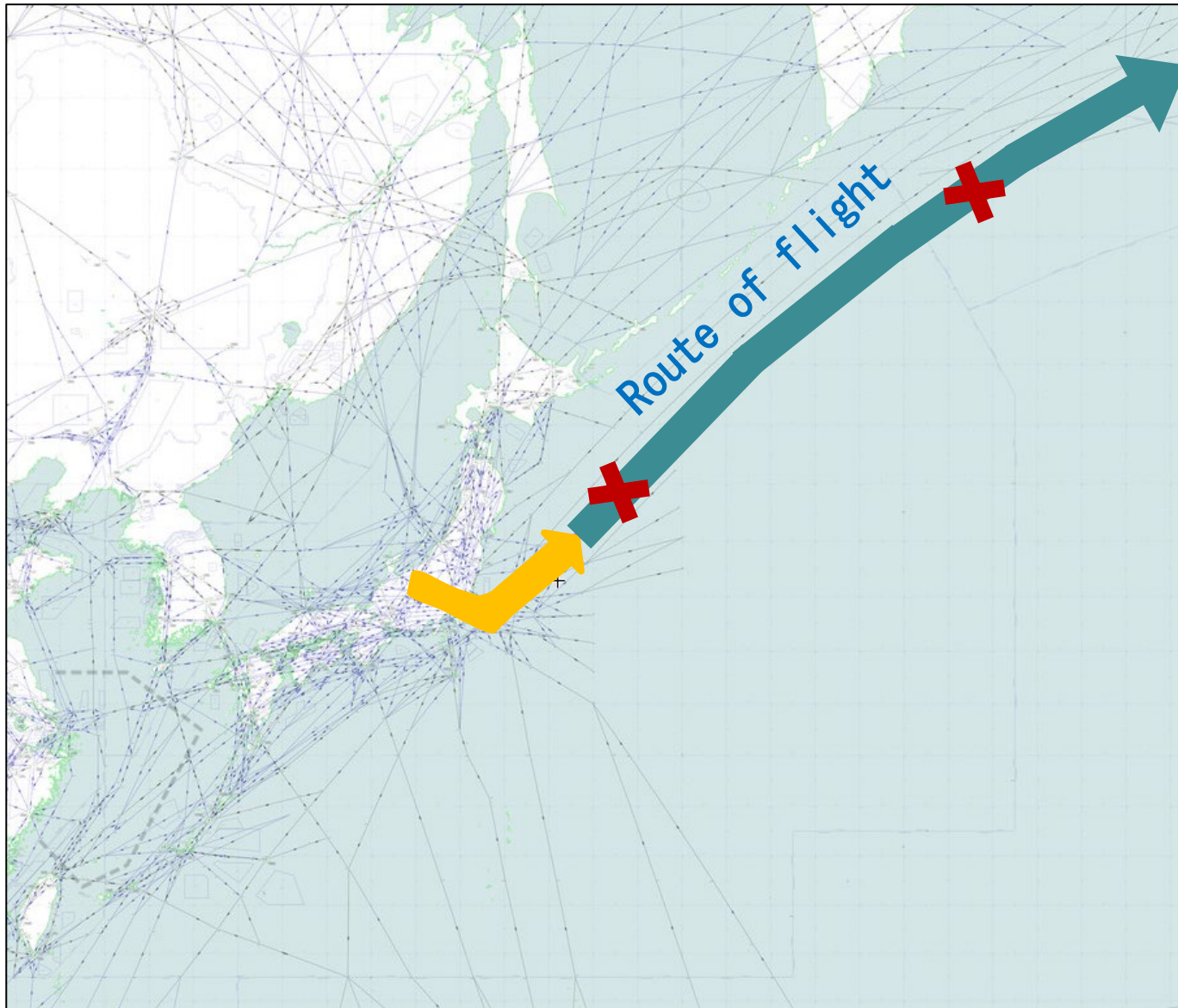
Route : NOLAX Y812 ADNAP R591 ADGOR DCT AGEDI DCT AKISU

Ocean flight time : 1347~1532z

◆ Analysis

- There were no reports of problems with the satellite or ground facilities on the day of the flight.

# Route of flight (#1467)



DEP : RJAA

DEST : PANC



Datalink fail



Domestic data link airspace flight path



Oceanic data link airspace flight path

## **This is a known event regarding B748.**

### **MASTER PR 2892-KS**

- ORIGIN and DESTINATION could not be entered on the ATC LOGON page and CPDLC connection could not be started (AFN LOGON FAILURE).
- Boeing and Honeywell are working to resolve the logon problem tracked with PR 2892-KS.

MASTER PR

(PR 2892-KS)

Unable to LOG ON CPDLC due to unable to enter ORIGIN and DESTINATION in LOGON/STATUS PAGE.

## ◆ Response to the event

This event is expected to be resolved in BP4.1, which is scheduled for release after Q3 2025.

# Auto-transfer Failure (#1454)

Reported by : Operator

Aircraft type : B763

AUTO TRANSFER that should have been performed at the FIR boundary (N31064E165) from KZAK to RJJJ was not done. After 3 minutes from the FIR boundary, we checked the LOG ON status and found that the CPDLC was disconnected, so we performed the LOG ON operation on RJJJ.

## ◆ STATUS : CLOSE

### <aircraft information>

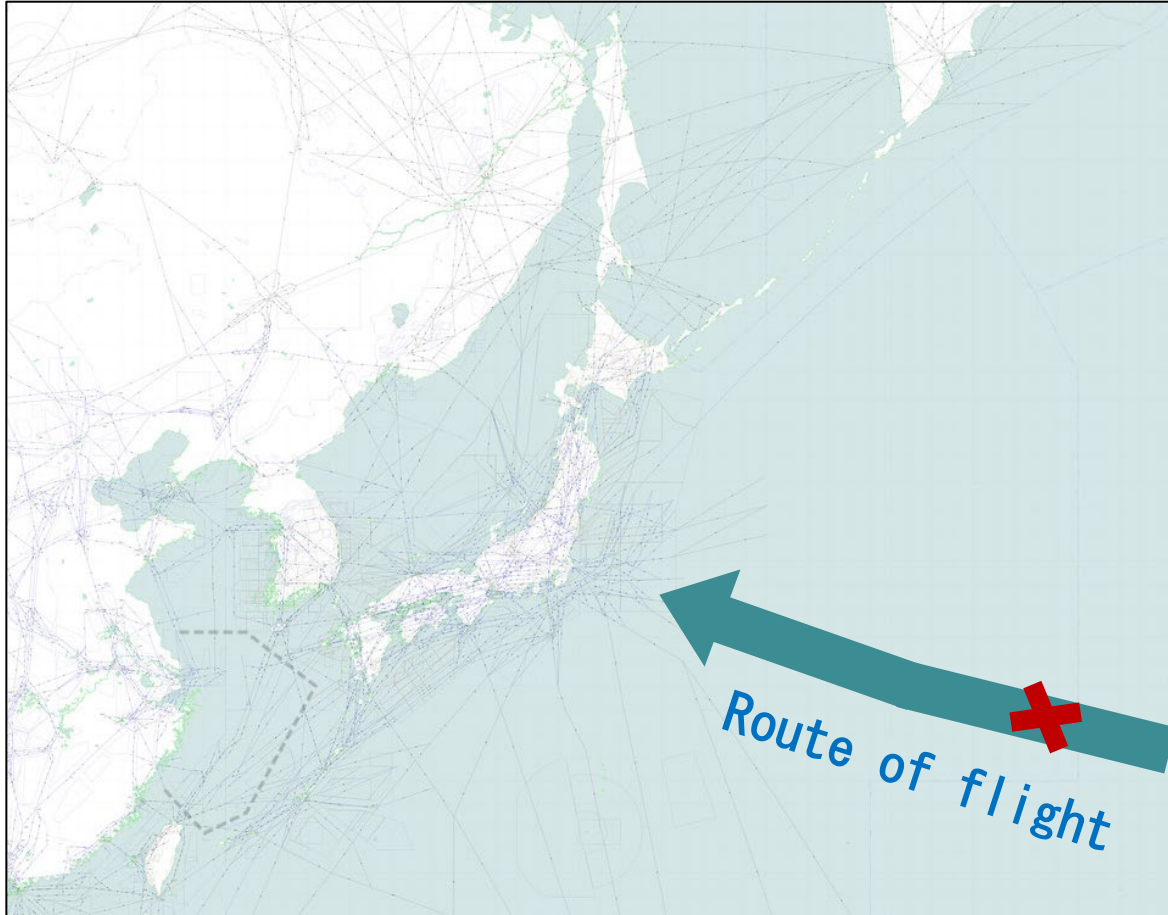
Route : 29N170E 31N160E 33N150E MORAY OTR15 POVAL

Ocean flight time : 0422~0657z

## ◆ Analysis :

- There were no reports of problems with the satellite or ground facilities on the day of the flight.

# Route of flight (#1454)



DEP : PHNL

DEST : RJAA

➡ Route of flight

✗ Auto-transfer failed

## **This is a known event regarding B763.** **MASTER PR 1198-MM.**

- “Ack and Toss” is a problem where uplink messages from the ground reach the aircraft but for some reason do not make it to the screen and are not displayed.
- NDA message to RJJJ was uplinked by Oakland but discarded by Ack and Toss at CMU. It was not delivered to the FMC CPDLC application.
- The software for the aircraft is CMU core-012 SW.

MASTER PR

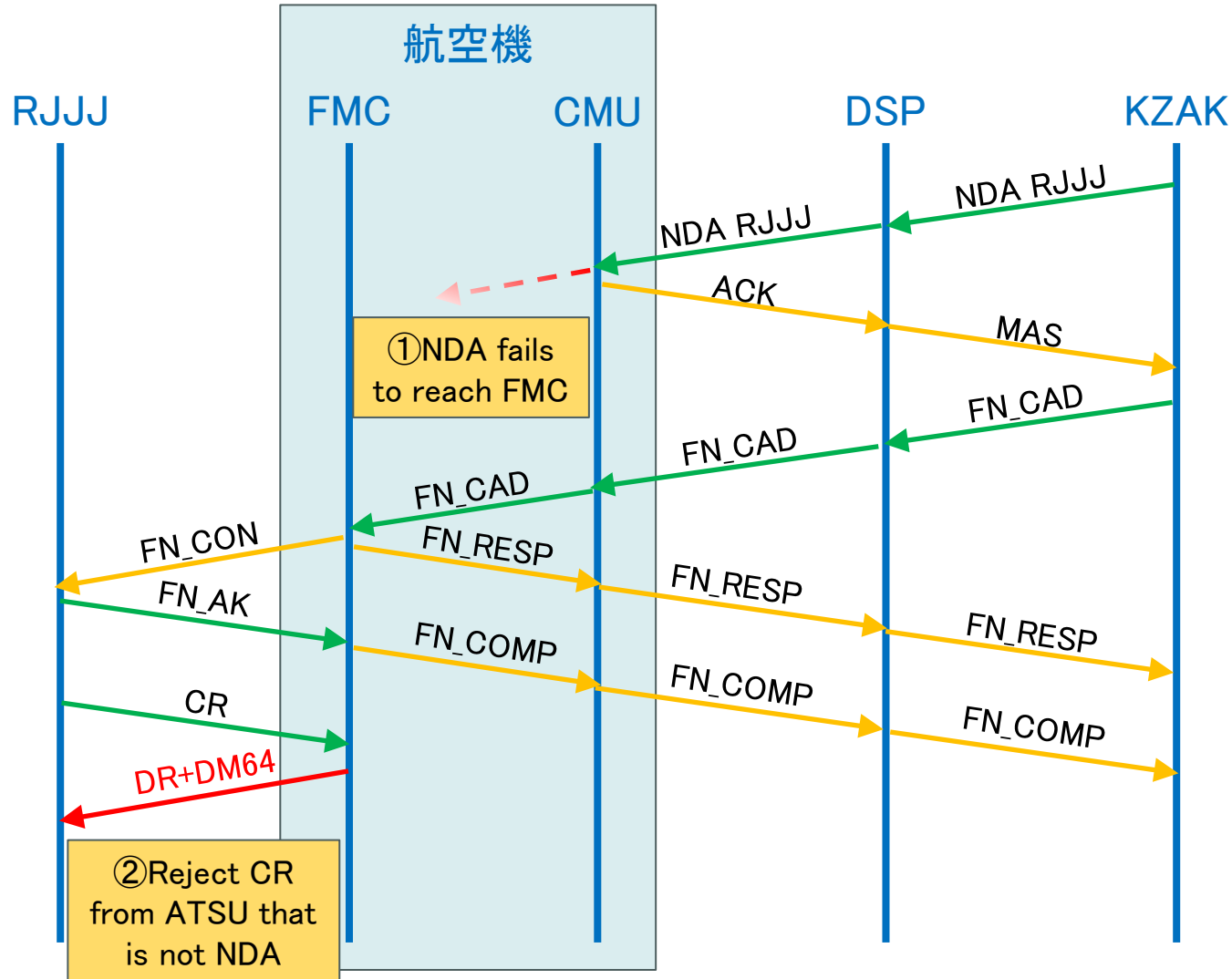
(PR 1198-MM)

An ATSU reported sending a contact instruction to an aircraft and receiving a positive MAS. However there was no subsequent WILCO, and the pilot reported that they never received the contact instructions.

### ◆ Response to the event

Update to core software Collins CMU-900-014 or Boeing certified core-16 resolved the event.

# Sequence diagram (#1454)



- ① Due to the Ack and Toss event, the NDA did not reach the FMC, although CMU returned a Positive Acknowledgement.
- ② For AFN logon by FN\_CAD, the aircraft will reject CPDLC connections from non-NDA ATSU

NDA: Next Data Authority  
 ACK: Positive Acknowledgement  
 MAS: Message Assurance-Success  
 FN\_CAD: AFN Contact Advisory  
 FN\_RESP: AFN Response  
 FN\_CON: AFN Contact  
 FN\_AK: AFN Acknowledgement  
 FN\_COMP: AFN Complete  
 CR: Connection Request  
 DR: Disconnect Request

# *Reporting address of PRs*



The E-mail address for PRs submissions in Japan

**E-mail : [cab-facckansei-cra@gxb.mlit.go.jp](mailto:cab-facckansei-cra@gxb.mlit.go.jp)**

Central Reporting Agency Japan  
JCAB Fukuoka ACC