

Wx in the Cockpit for decision making



United Airlines

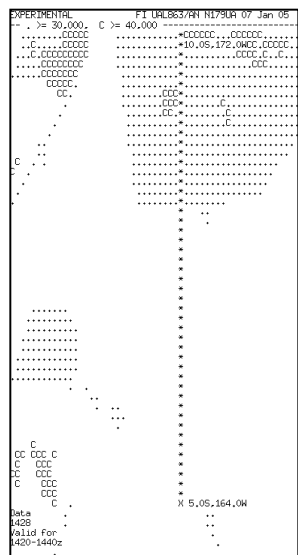
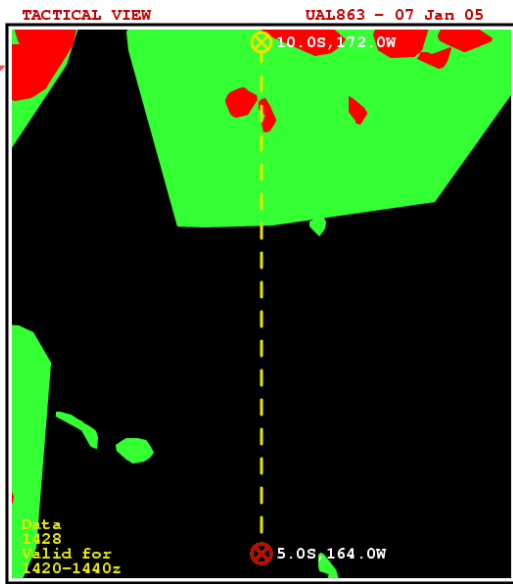
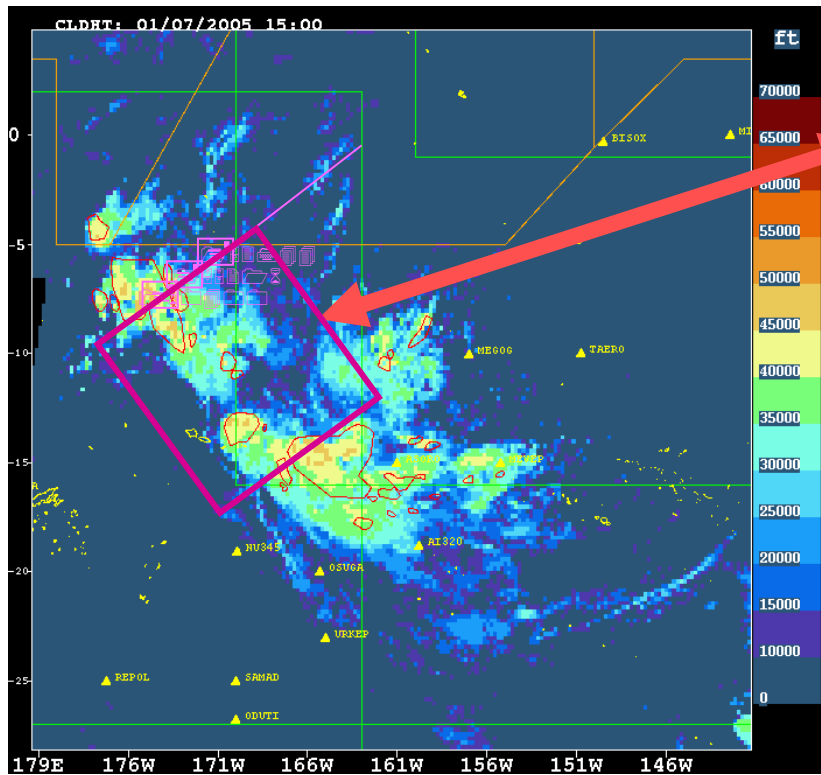
Presentation to FPAW 2009

NBAA - Orlando

Weather in the cockpit justification

- **Turbulence injury reduction**
- **More efficient convective reroutes**
- **Contingency fuel reduction**
- **ACARS communication reduction**

Convective Oceanic weather to aircraft using GPS and SatCom downlinks



Both Display formats available with EFB

Current ACARS display

Typical Hardware to receive WX in the Cockpit

EFB (class II or III)



EFB



Weather Receiver or LAN connection



Ethernet

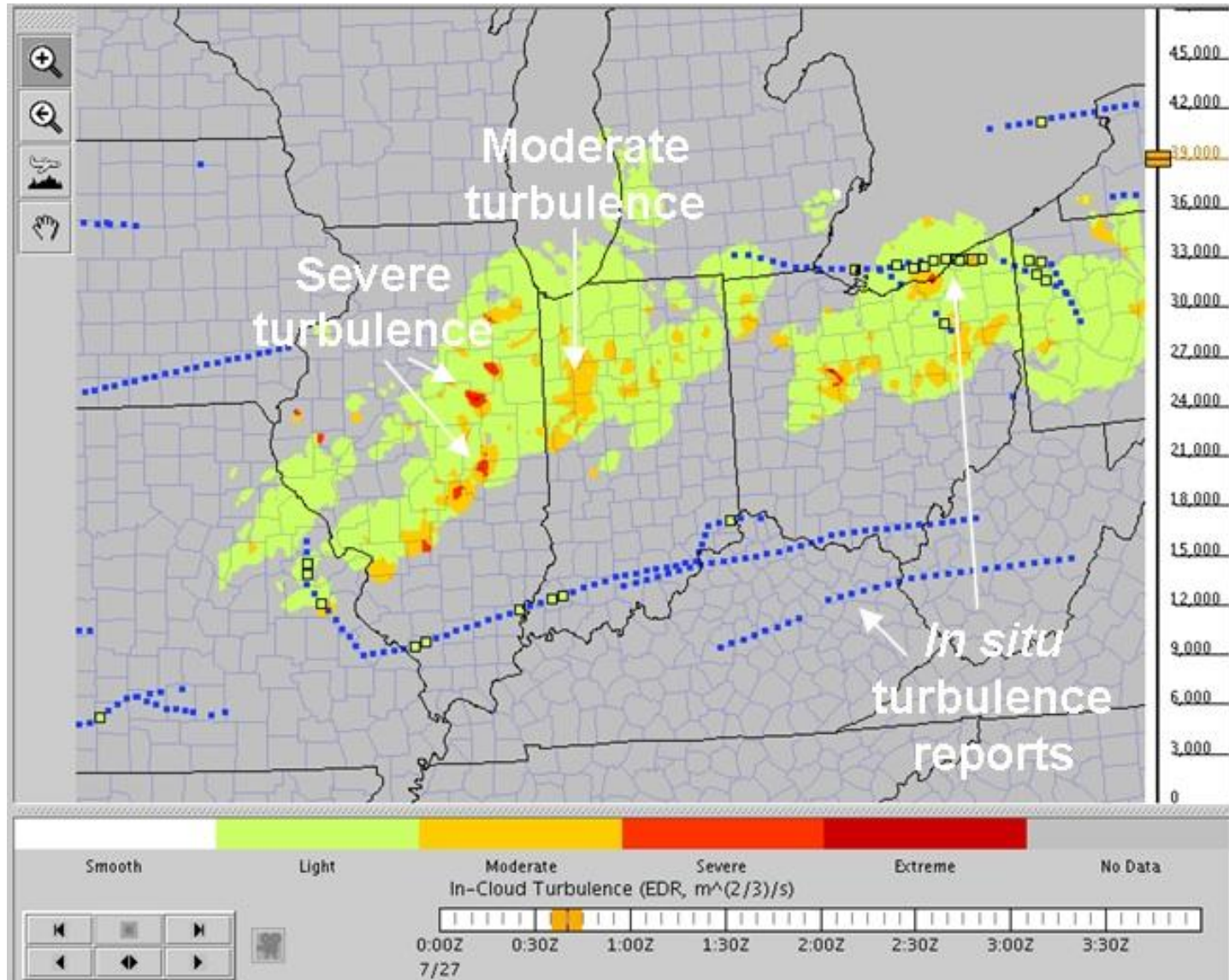
FMS

ARINC 429
or AFDX

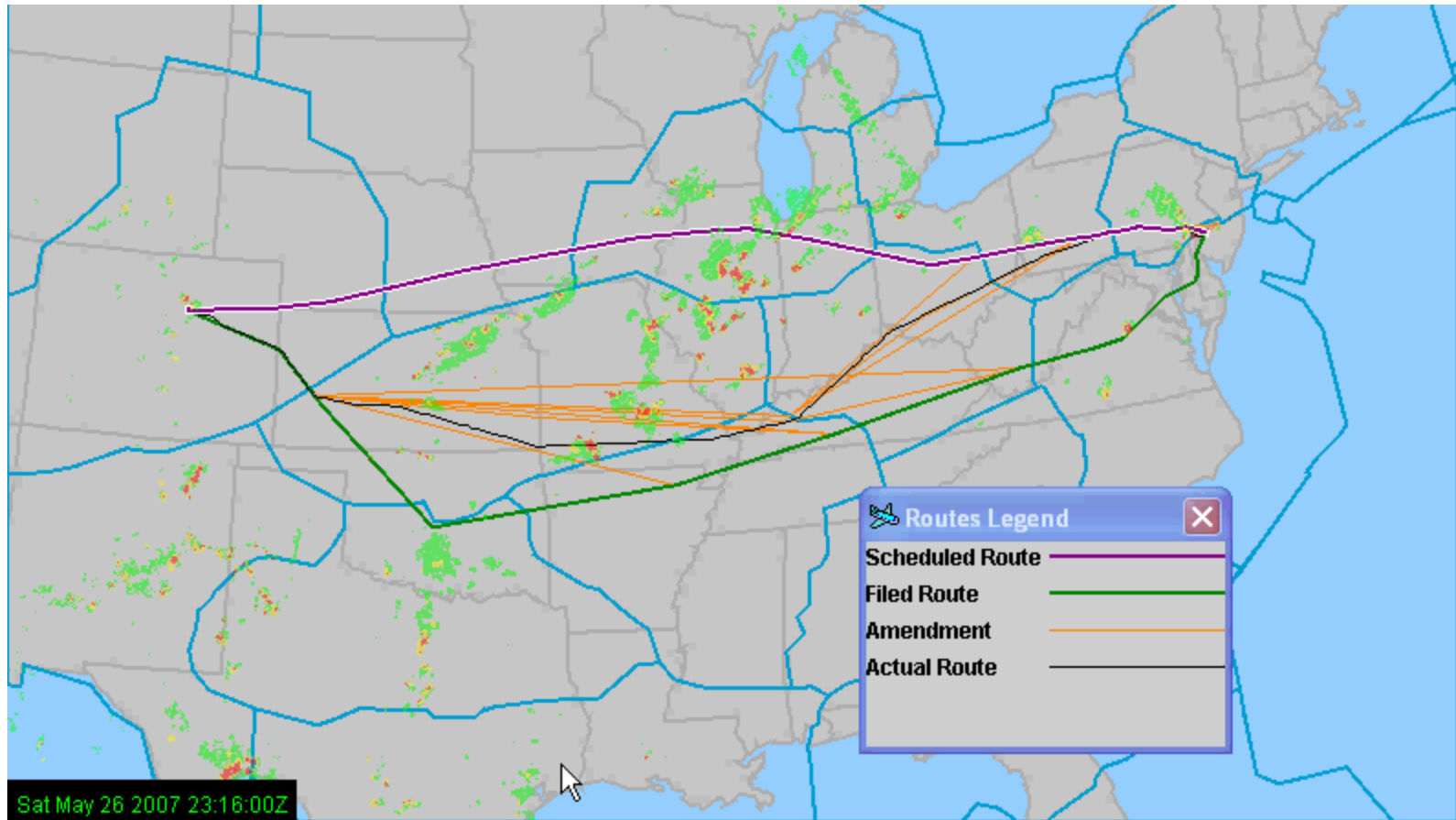


AWLU or
Ethernet switch/
protocol
converter

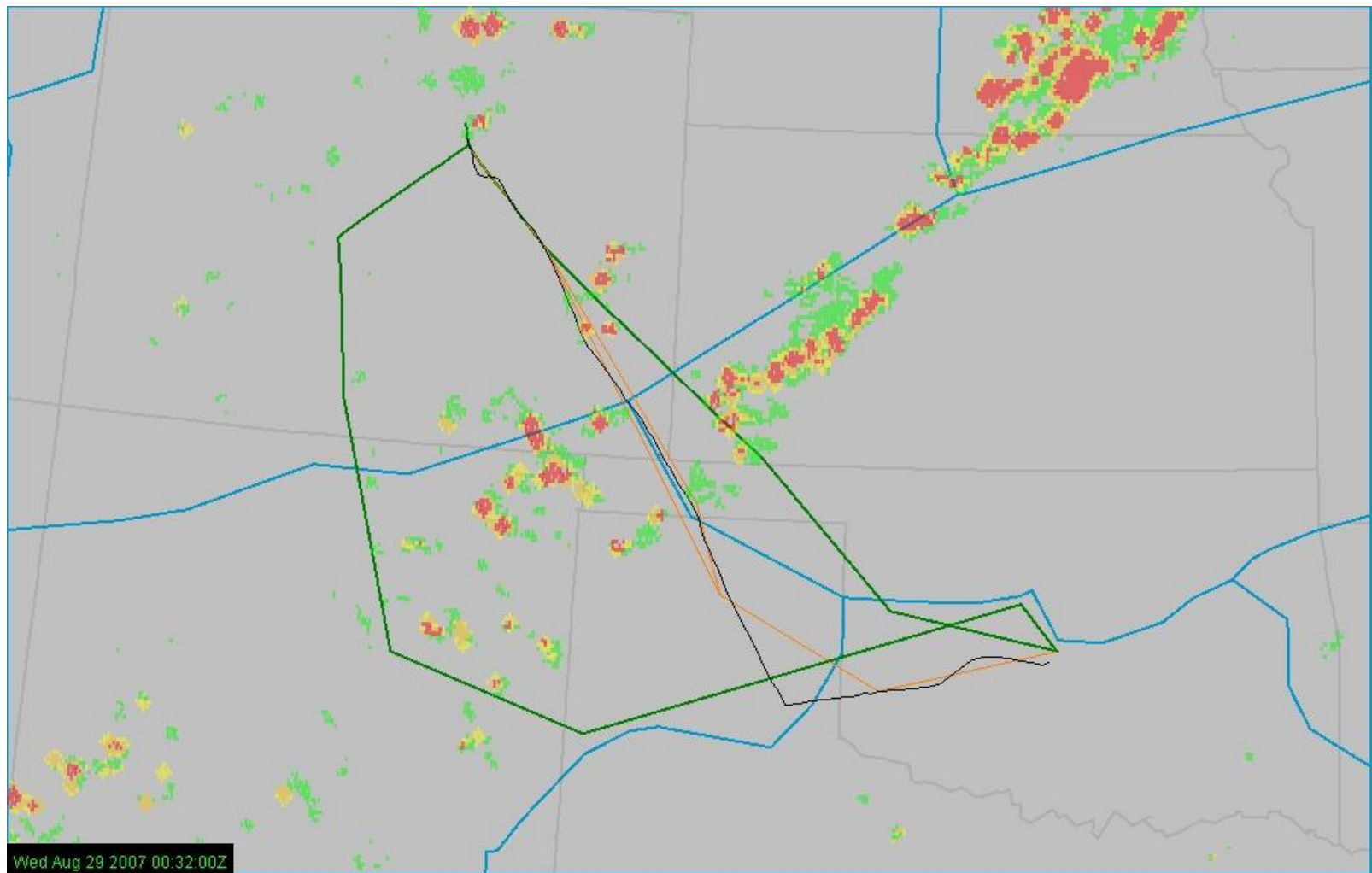
NTDA turbulence presentation concept on EFB



Using Cockpit Nexrad to dynamically reroute



SWAP re-route



Thank you!

