

Weather in the Cockpit Benefits review



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MD – Flight Standards and
Technology/Director of
Operations

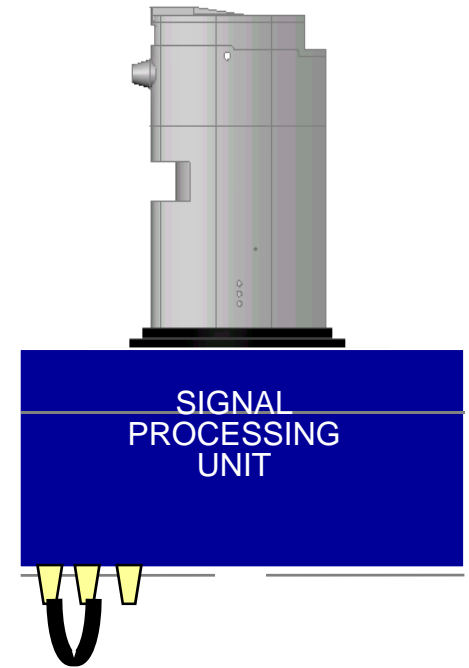
Weather from the Aircraft

(ex:TAMDAR System)

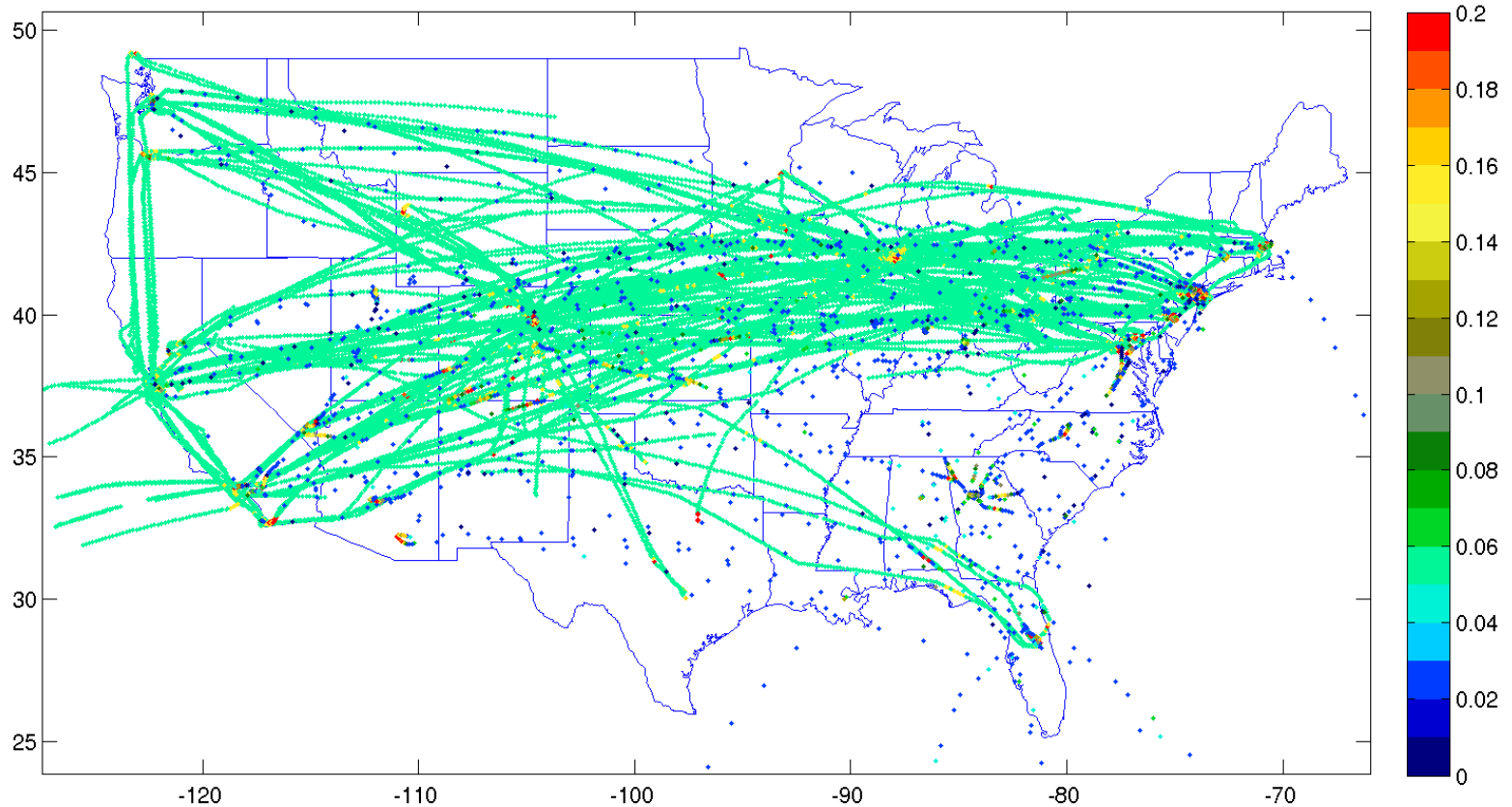
FRONT VIEW



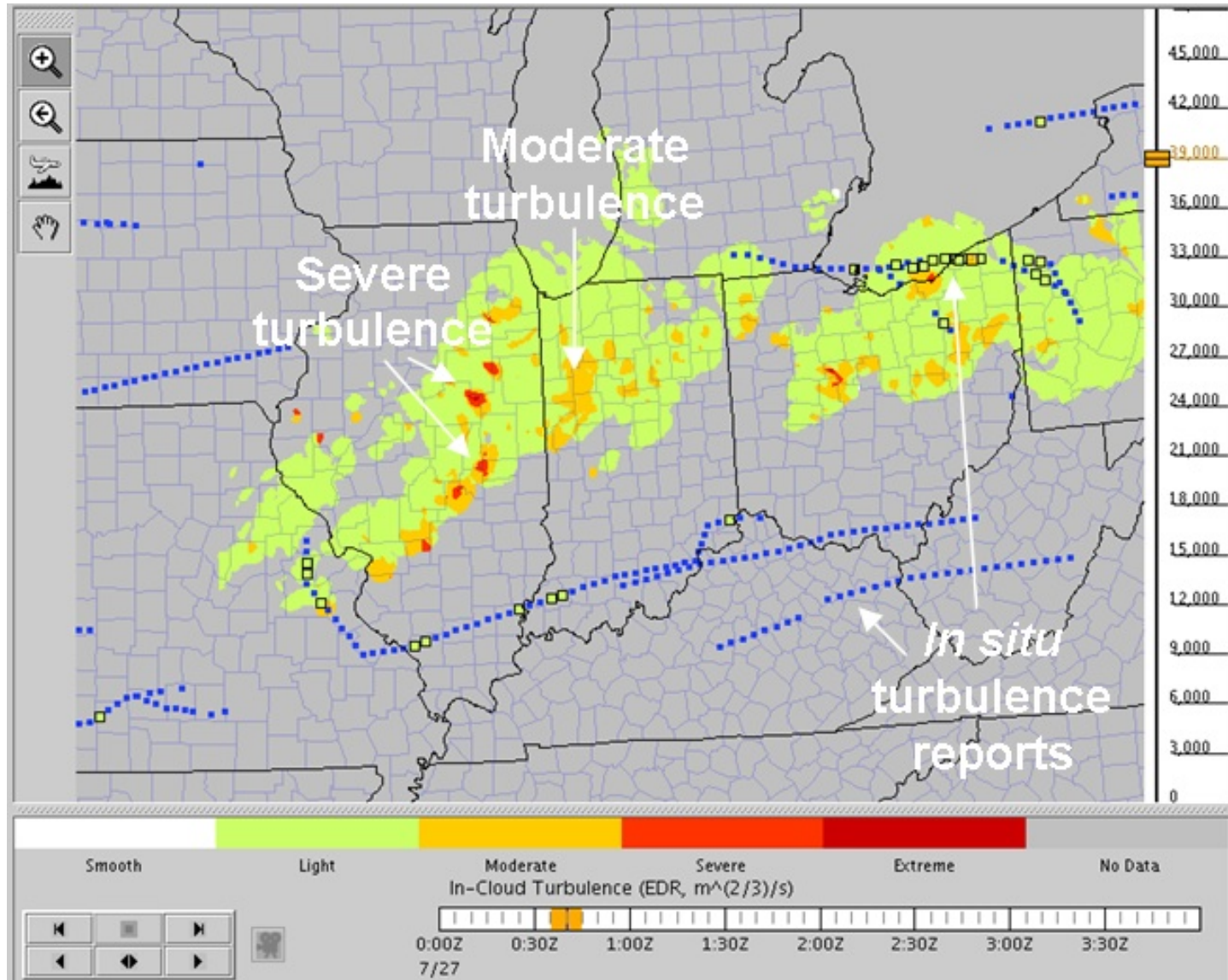
REAR VIEW



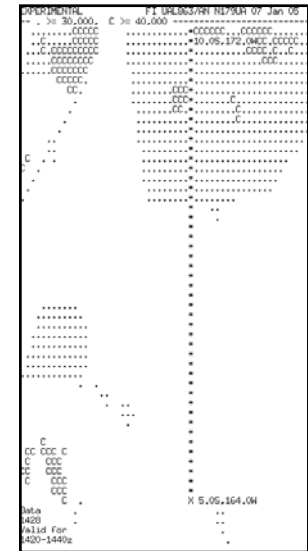
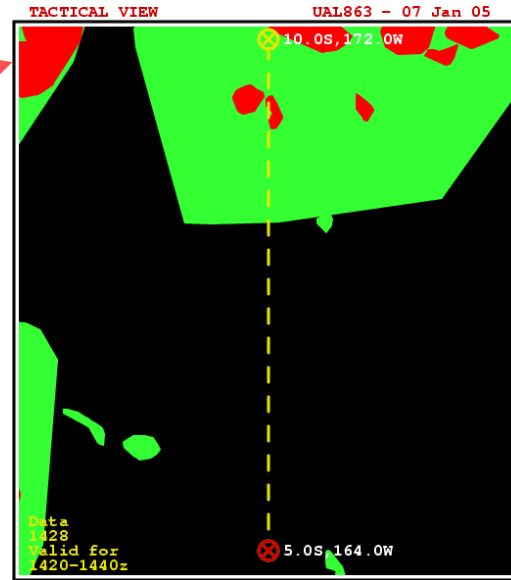
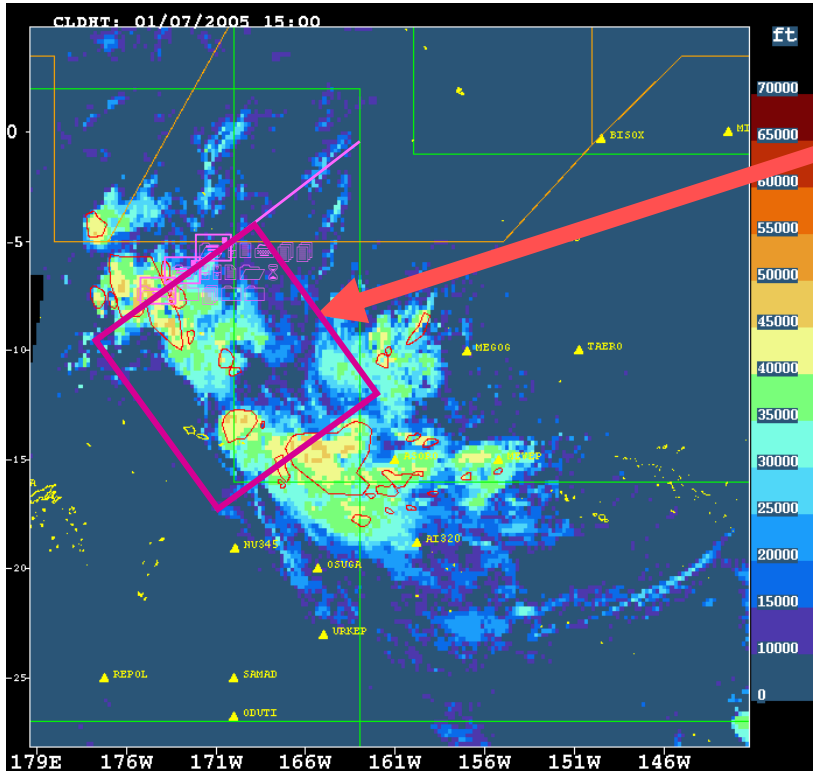
MDCRS Data from aircraft (United aircraft routes/data)



Reducing Turbulence Injuries with TBC Graphics



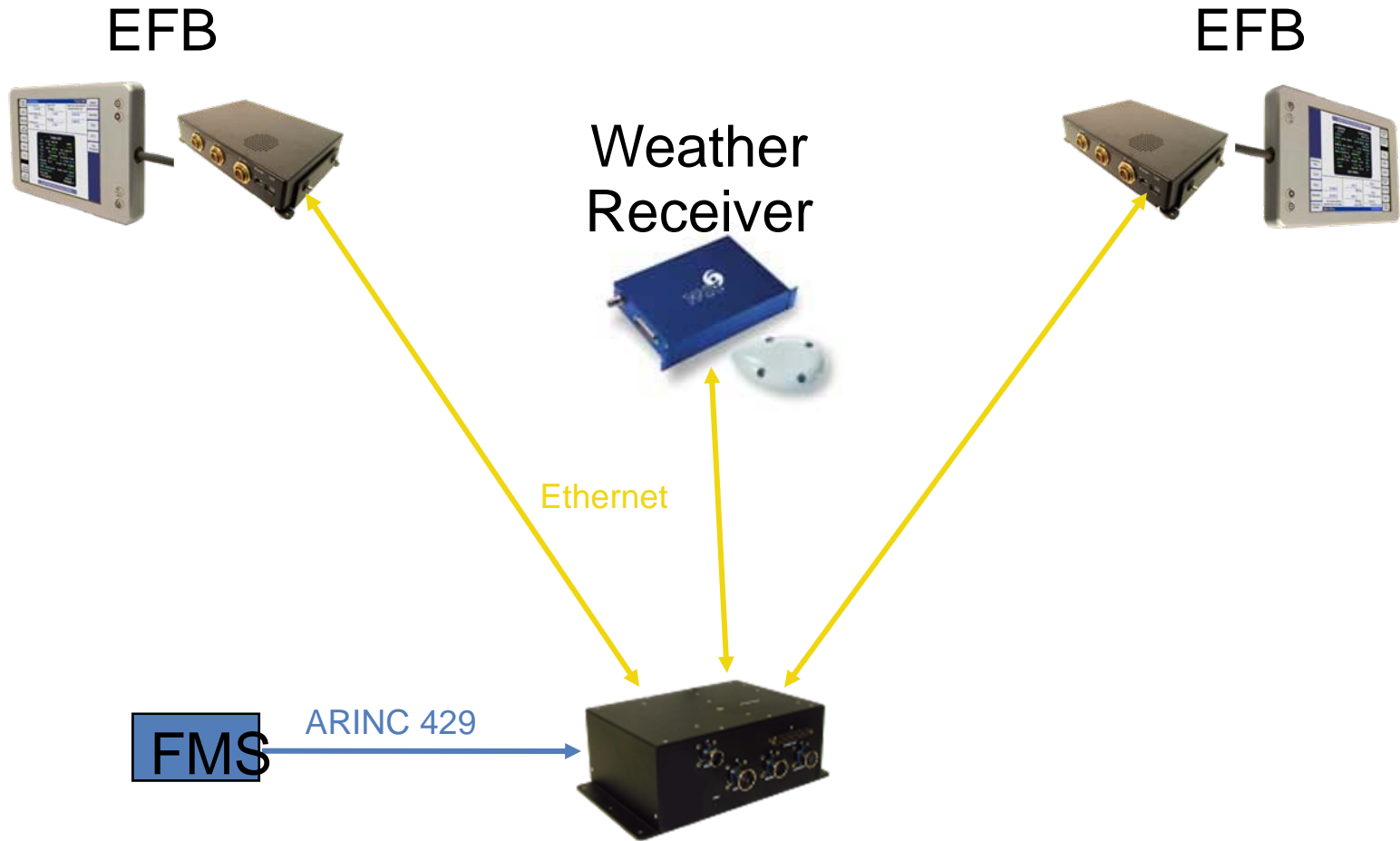
Oceanic Turbulence Injury reductions with Graphical data



Both Display formats available with EFB

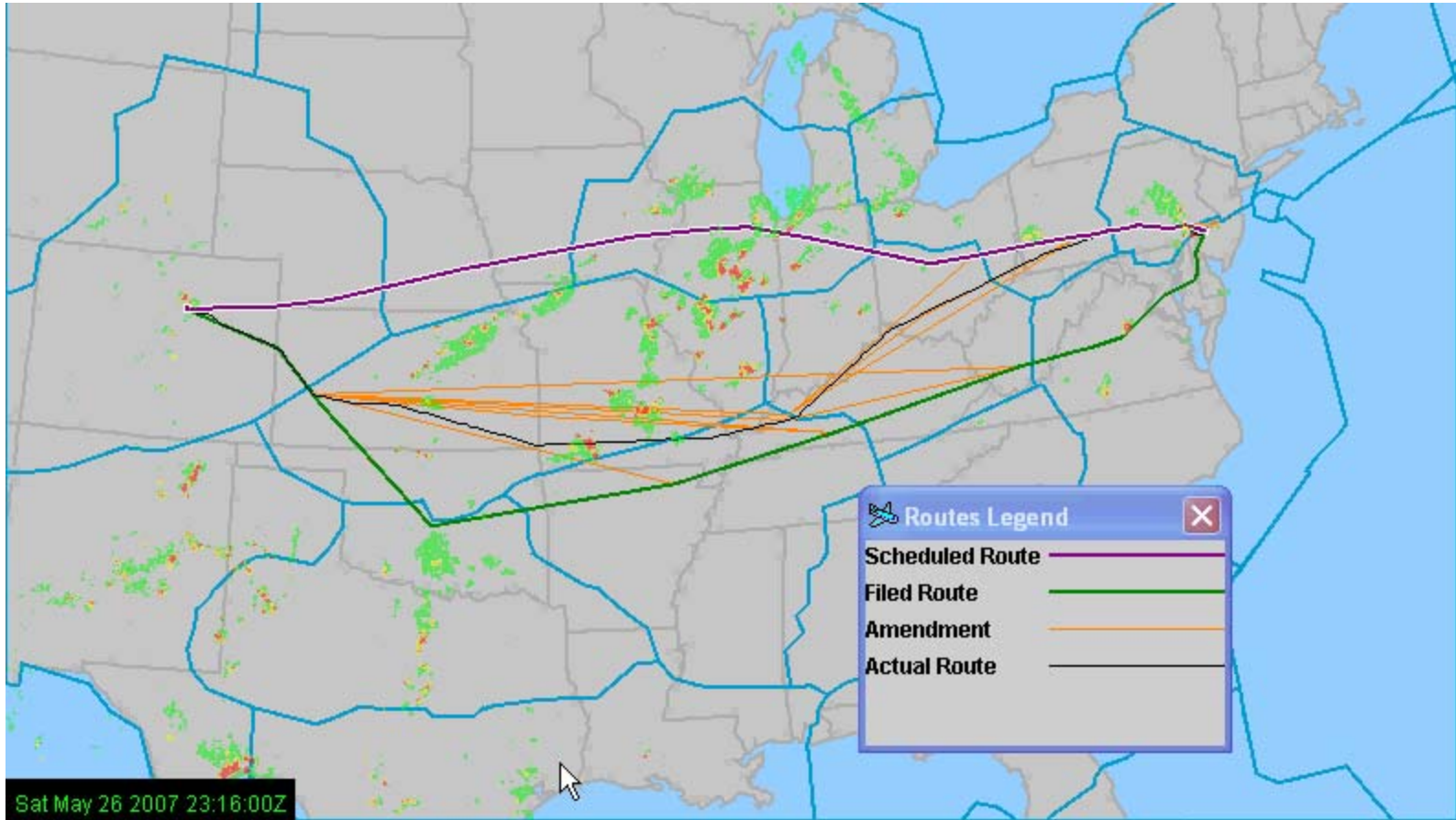
Current ACARS display

AIRNET Hardware Components

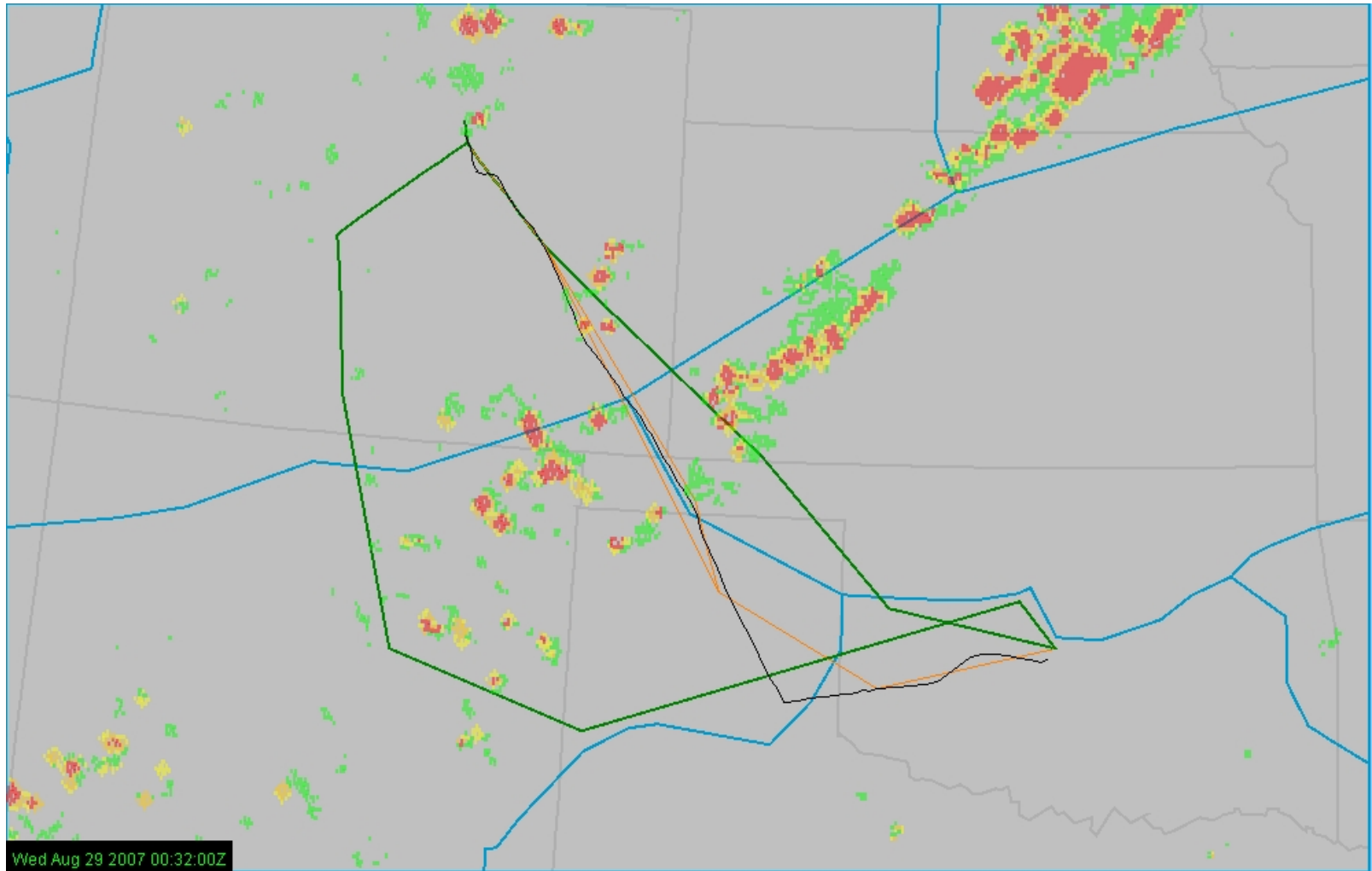


Weather re-route real time example

(UAL 476)



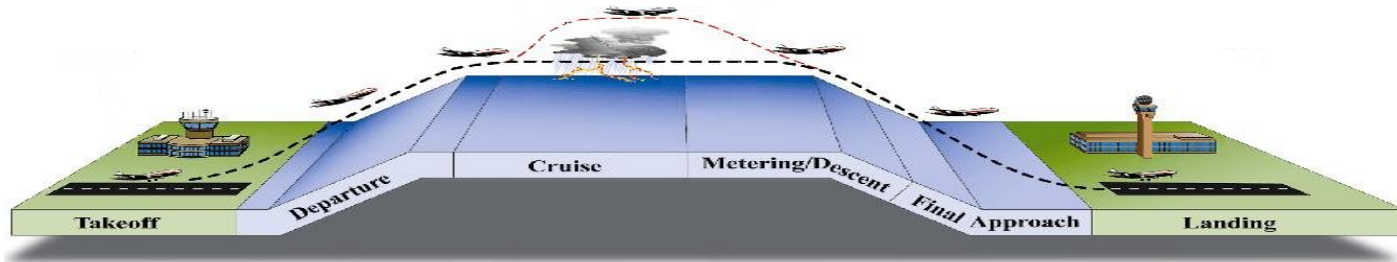
Weather re-route (UAL 387)



Weather to/from Cockpit justification

- Communications platform
- Pilot back injury reduction
- **Convective reroute (block reduction)**
- **Contingency fuel reduction**
- **Transactional comm. reduction**
- Paper reduction
- Weight reduction
- Future avionics replacement
- **Turbulence injury reduction**

Can weather help with fuel? (ASPIRE Flight Components)



- **Gate to Gate demonstrations, involving:**
 - **No-Delay taxi to the runway**
 - **Unimpeded climb-out on departure**
 - **User Preferred Route for the oceanic phase of flight**
 - **Reduced Vertical Separation Minima (RVSM)**
 - **Cruise Climb**
 - **Variable optimized speed**
 - **RNP-4 oceanic separation minima (30/30)**
 - **Frequent Dynamic Airborne Reroutes (DARP)**
 - **Tailored Arrival to the approach**
 - **No-Delay taxi to the gate**

Thank you

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