Weather from the Aircraft
(ex:TAMDAR System)
MDCRS Data from aircraft
(United aircraft routes/data)

10/09/08
Reducing Turbulence Injuries with TBC Graphics
Oceanic Turbulence Injury reductions with Graphical data

Both Display formats available with EFB

Current ACARS display
Weather re-route real time example

(UAL 476)
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

Captain Joe Burns
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