Delta Airlines EDR Status

• 68 737-800s, 3 737-700s have EDR installed and operational
• 10 more 700s by mid-2009
DAL EDR Proof of Concept Demonstration

• DAL/FAA jointly planned
• Estimated start date FY09
• Yearlong, phased study
• Prove cost-benefit of improved turbulence data to airline flight operations
  – Increased aircrew confidence in turbulence data accuracy
  – Less time off altitude, reduced fuel burn
  – Estimated 10-15% reduction in turbulence-related fuel penalties
  – Improved Capacity
DAL EDR Proof of Concept Demonstration

• Phase I
  – DAL OCC
    • Web-based EDR display initially → Graphical Flight Following (GFF)
      – Strategic use by dispatchers in planning
      – Tactical use by aircrews enroute (voice or data link)
      – Additional data source for OCC meteorologists
    • Data gathering for baseline
      – Aircrews report altitude deviation reasons
      – Fuel burn and safety impacts recorded

  – ZTL CWSU Option
    • CWSU meteorologists have access to EDR data via ADDS
    • EDR will be used in turbulence forecasts for TMU, Area Supervisors, Operations Managers, ATCTs and TRACONs
    • Less restrictions on air space reduce workload on TMU
DAL EDR Proof of Concept Demonstration

• Phase II
  – Develop Next Level of Procedures and Processes to manage turbulence for end users
  – Expand use of EDR data directly to area supervisors and other participants