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)  

Weather Receiver or LAN connection  

EFB  

FMS  

ARINC 429 or AFDX  

Ethernet  

AWLU or Ethernet switch/protocol converter
NTDA turbulence presentation concept on EFB
Using Cockpit Nexrad to dynamically reroute
SWAP re-route