Strengthening the CDM triad: A view from the cockpit

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Friends and Partners in Aviation Weather
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NextGen Weather Concept

- Current NextGen weather conops emphasizes ground based decision support tools
  - Integrating the cockpit into the Collaborative Decision Management (CDM) process is critical to achieving improved system performance during convective weather events
    - Pilots still have the ultimate authority for if they will fly in a certain area
    - Updated graphical weather displayed in the cockpit increases the probability that aircraft will be able to fly where it is predicted that they will fly
Graphical weather in the cockpit

A game changer!

- Updates while airborne via data-link
  - Situational Awareness - no longer limited to the preflight weather briefing
  - Graphical updates while airborne
  - Much more effective than voice or textual updates via Flight Watch or Dispatch

- Having the cockpit updated to the same level as ATC and dispatch allows for more efficiency while improving safety
Why work on Meteorological Data Link Standards?

- Market forces have already created weather data link systems
  - Will these existing data links get us where we want to go?
- The process to approve new weather products for use on data links systems is cumbersome
  - Weather science has advanced to the point where there are many new weather products
- New data links standards can spur innovation by streamlining the operational approval process
Examples of Meteorology data link applications:

- Better tactical decisions when deviating around convective weather (efficiency):
  - EFB displays with long range convective weather
  - Allows for strategic decisions with our dispatchers and ATC
  - Gives pilots a better tool to advocate for a more efficient solution

- Potential turbulence products for uplink (safety):
  - Graphical Turbulence Guidance
  - Turbulence Remote Sensing
    - NCAR’s NEXRAD Turbulence Detection Algorithm
  - Oceanic Cloud top uplinks
Longer range weather –
beyond the airborne weather radar
An Example of convective weather reroute savings

- Normal flight plan time = 3:00
- Playbook routing flight plan time = 3:45
- Actual flight time = 3:20
Turbulence remote sensing: in-cloud turbulence
Oceanic graphical weather updates

- Convection in remote areas, especially over the inter-tropical convergence zone, can be difficult to paint with weather radar
  - Low moisture content in the upper stratosphere
  - Current pilot technique:
    - Turn off all cockpit lights, and look out the window! (doesn’t work all that well without moon illumination)
  - Oceanic graphical weather updates critical to improving crew situational awareness that there is convective weather ahead
Oceanic cloud top uplinks:

Both Display formats available with EFB

Current ACARS display
Conclusions

- Increasing the “real time” graphical weather information in the cockpit will improve capacity, efficiency, and safety during convective weather events, and is especially important for operations in remote areas.

- NextGen conops needs to acknowledge the necessary role of graphical weather information in the cockpit to achieve expected NextGen efficiencies during convective weather events.
Thank you!
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