2009 Environmental Working Group Operations Standing Committee
July 28 – 29, 2009
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UAL Tailored Arrivals

CNS Task Force LAS Meeting
April 8th, 2009
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Contents

• Project
• Data
• Controls
• Results
• Moving Forward
Project
Eliminate Fuel Waste Due to Inefficient Arrivals

• Goals:
  – Eliminate waste due to inefficiencies and variability.
  – Control process in order to maintain improvements.

• Utilize Lean Six Sigma Continuous Improvement methodology to determine significant sources of variation and their impacts.

• Operational Definitions:
  – Tailored Arrival: Considers airspace and traffic constraints.
    • The SFO arrivals were built with Airline, OEM and FAA collaboration.
  – Partial Tailored Arrival: Vectored off of the instructed path during the descent.
  – Oceanic Arrival: Via an Oceanic airspace.
Project - Continued
Eliminate Fuel Waste Due to Inefficient Arrivals

• Oceanic Tailored Arrivals (OTAs) have the greatest impact on arrival fuel consumption for UAL B777 and B747 arriving into SFO.
  – Other factors with lesser impact:
    • Aircraft Configuration Changes to Reduce Drag
    • Passenger and Cargo Loading Changes (Zero Fuel Weight Adjustments)
    • Flight plan changes (during preflight planning and en-route)
    • Efficient Arrival Requests by Flight Crews

• UAL Metrics for Tracking Performance
  – % of Tailored Arrival Instruction Requests by Flight Crew
    • Instruction request rates tracked due to fuel data constraints.
    • No request, no savings.
  – % of Full Tailored Arrivals Completed per Instruction Request
    • Analysis does not include Trans-Pacific flights that arrive into SFO from the North Bay Area.
Data

• UAL Simulators – Denver Training Center
  – Experimental program developed to determine mean fuel consumption during landing.
    • 72 simulator flights, 36 each for UAL B747-400 and B777-200 aircraft types.
    • Flights modeled landings for Full Tailored, Partial Tailored and Standard Arrivals.
  – Statistical analysis of experimental data was used to validate fuel consumption and environmental benefits.

• UAL Observation Flights
  – Five direct observation flights were completed.
    • Observation flights were completed to validate process and fuel consumption.
      – Observations showed arrival fuel consumption rates 5 to 20% lower than the experimental values.
  – Fifteen crew observation flights were completed.
Controls – Maintain/Improve Request Rate

- Charts are used to track number of requests for Tailored Arrival instructions and the number of Full Tailored Arrivals completed.
- Charts are used to determine success and maintain control.
- Statistical Process Control (SPC) charts for each metric.
  - SPC used to compare Baseline performance to Phase 1 performance. Phase 1 started Week 35 of 2008, date crew communication was incorporated.
    - % Request rate showed improvement, 16% to 34%.
    - % Full TA’s Completed showed improvement, 28% to 35%.
Results
Fuel Percent and Weight Savings

- Projected Potential Average Savings – 19.26%
  - Assumes a distribution of full TAs, partial TAs and standard arrivals.
  - Assumes all applicable flights will request tailored arrival instructions.
  - Assumes all flights can request tailored arrival instructions (no North Bay arrivals).
- Actual Average Savings – 3.88%
  - Includes all applicable flights for all of 2008. Savings does not include actual flights arriving from North Bay.
  - Dec. ‘07 and Jan. ‘09 include all SFO arrivals. Assumes all flights could have requested tailored arrival instructions (no North Bay arrivals).
  - Not all arrivals requested tailored arrival instructions (not standard procedure).
- Results Calculated from 11 Normal Daily Oceanic Arrivals into SFO
  - Seven B777 Arrivals and Four B747 Arrivals unless otherwise noted (no North Bay arrivals).
Results - Continued
CO2 Emissions Percent and Weight Savings

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Moving Forward

• Support LAX and other City Expansion
  – Observation Flights
  – Simulator Experimentation to determine value

• Further Team coordination and support.