

Subject: 767-300ER CDTI/ITP Evaluation

Note: This Bulletin supersedes FCB 12-13 and serves as familiarization for normal operations using Cockpit Display of Traffic Information (CDTI) software and Display Units (DU). Additional information has been added specific to In Trail Procedure (ITP) operations. Airway Manual charts and operations publications normally associated with an Electronic Flight Bag (EFB) are not included in this system.

Background

Delta is participating in a limited evaluation of a specialized software suite on Ships 181, 1501, and 1702. Because of the focused scope of the evaluation, pilots may choose to:

- Disregard the procedures in this FB and not use the Display Units.
- Read this FB and use just the CDTI application and display.
- Participate in ITP operations in the North Atlantic route system.

Note: Initial ITP Training has been completed by LCPs, AQFOs, and instructors who will conduct additional line pilot training and initial ITP operations on selected flights in the equipped aircraft.

Software and Hardware Installation

ACSS SafeRoute™ CDTI software provides an enhanced TCAS display which uses the same symbology as the current TCAS system, with additional symbols for enhanced transponder traffic. There are no changes to TA/RA guidance or maneuver requirements.

Dual DUs are installed in the captain's and first officer's sidewall panels to enable use of the software. The flight deck speakers have been relocated overhead, the oxygen masks have been moved aft, and the first officer's Aural Warning Speaker has been relocated to the upper P61 panel. Two circuit breakers labeled "EFB" have been added to the P-11 panel at row P-17 and P-18. Refer to the QRG or PROM, Appendix C, for DU functions and operation.

Publications

The primary references for the DUs and CDTI/ITP software are the Quick Reference Guide (QRG), the Pilot Reference and Operating Manual (PROM), and the Reference and Operating Card (ROC). Two copies of each publication are on the aircraft and are electronically available on the Delta 757/767 website under Training Aids, Misc Training Aids.

Additionally, an informational Power Point, available under the same banner, provides background and CDTI/ITP installation information.

Procedures

The use of CDTI is optional but is an excellent situational awareness tool. The displays, however, should not become a distraction to the crew. When the DUs and transponder are on, traffic is displayed automatically on the CDTI DU. There are several intuitive, touch screen and bezel key options to control the display of traffic. Detailed descriptions of functions, nomenclature, and normal and non-normal procedures are contained in the QRG, the PROM, and the ROC.

CDTI Initialization

Typically, the CDTI displays will be on when pilots arrive at the aircraft. However, if initialization is necessary, refer to the Initialization procedure located in the QRG or ROC.

Note: If installed, the airport database is out of date, but “ACCEPT” may have to be selected to allow initialization to complete.

CAUTION: Use of SAMM or PLAN is not authorized. The CDTI scale should be a minimum of 15NM.

Flight Plan Remarks

Dispatcher remarks on the flight plan will provide additional notes and considerations when the flight is planned through ITP operating areas.

Limitations

WARNING: The DUs will display TCAS TA and RA symbology, but TCAS guidance is provided only by the TA/RA VSI and/or ADI symbology.

The CDTI display is to be used for situational awareness and reference only. It is not to be used for navigation.

Delta Air Lines is not authorized to use the SAMM or PLAN functions of the SafeRoute™ software. A CDTI scale of 15NM or greater removes all airport details from the CDTI display.

The displays should be turned off if they become a distraction to the crew. This Flight Crew Bulletin is not authorization to conduct ITP operations. Additional procedures and limitations apply to ITP operations.

ITP Operations Considerations

Only LCPs, AQFOs, SLIs, and certified line pilots may conduct ITP CPDLC messaging and actual climbs or descents.

ITP climb or descent requests must be limited to 2000 feet. Do not request 3000 or 4000 foot climbs or descents.

“TCAS-only traffic” does not appear on the ITP PROFILE view and is not considered for separation criteria by the SafeRoute™ software.

Maintenance Issues

An EP-19 is installed in the aircraft logbook that provides guidance for pilots and maintenance personnel. The 767-300 MEL has been updated to include the various additional components installed on the evaluation aircraft. The following MEL items have been revised: 23-22-01, 34-58-02, 34-60-03, and 46-20-01.

Data Gathering

CDTI/ITP questionnaires should be available in the QRG and in the back of the PROM. They are also available on the 757/767 website under Training Aids, CDTI/ITP Training. Pilots are encouraged to complete a questionnaire after any flight in one of the equipped aircraft. The questionnaire may be printed and sent through company mail or filled out electronically and e-mailed to the address on the form.

LCPs, AQFOs, and SLIs will use this form to document and verify line pilot ITP certification.

Completion of the questionnaire is essential to a meaningful analysis of the SafeRoute software and the Display Unit installation. Even if just the CDTI display is used for a short period, please take a few minutes to complete the relevant items of the questionnaire.

Summary

The CDTI/ITP evaluation will be completed by December, 2013 after which the DUs and associated equipment will be removed and the aircraft will be reconfigured back to the standard 767-300ER configuration.

Crew participation is essential for the success of the Delta CDTI/ITP evaluation.

Approved By:

Bob Buehler
757/767-300 Fleet Captain

Bob Culver
CLCP Western Operations

Bruce White
CLCP Eastern Operations

Michael Bihuniak
757/767-300 Technical Manager