

**From:** [REDACTED]

**To:** "Je vacation" <jeevacation@gmail.com>

**Subject:** Fw: N909JE SHEAR VALUES / TN 113033065 / KTEB-LFPB

**Date:** Thu, 21 Mar 2013 19:11:17 +0000

**Importance:** Normal

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Jeffrey,

Turbulence reported for our coast out position this evening.

See below,

This verifies Gulfstreams comments of "better equipped, Better served"

There are two tracks for North atlantic crossings I'm not able to fly since the GII does not have CPDLC (Controller Pilot Data Link Communication) this system transmit your position via Satilite to Air traffic control. Just our coast out altitude will have moderate turbulence tonight. I requested FL450 (45,000ft) as final altitude since universal originally had my crossing at FL410.

Sent via BlackBerry by AT&T

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**From:** Delta Team <[REDACTED]>

**Sender:** Drew Barnes <[REDACTED]>

**Date:** Thu, 21 Mar 2013 18:43:40 +0000

**To:** [REDACTED] <[REDACTED]>

**Cc:** Thomas Jones <[REDACTED]>

**Subject:** FW: N909JE SHEAR VALUES / TN 113033065 / KTEB-LFPB

Larry please see notes form your flight planner re wind shear. If you need to discuss please call.

Drew Barnes

Delta Team

Universal Weather and Aviation, Inc.

Worldwide: [REDACTED]

N. America Toll Free: [REDACTED]

Fax: [REDACTED]

Email: [REDACTED]

Read and share your insight on topics related to business-aviation operations worldwide:

[www.universalweather.com/blog](http://www.universalweather.com/blog).

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**From:** Thomas Jones

**Sent:** Thursday, March 21, 2013 1:40 PM

**To:** DeltaTeamInternal

**Cc:** Kimberly Lundberg; Aviation Weather Supervisors

**Subject:** N909JE SHEAR VALUES / TN 113033065 / KTEB-LFPB

I attempted several different routings to avoid high shear values. The fastest routes have shear values of 10+. When I attempted to route on track T or higher, I had to reduce speed and could not avoid a shear of 8 somewhere between the coast-out fix and 40W. Please advise captain. Also note Nat Tracks V and W are not available due to lack of CPDLC capability.

ETE's range between 6+42 on the fastest route along a viable NAT track to 7+12 on a routing coasting out near Goose Bay and the need to slow down to M75 to compute plan with fuel reserve requirements.

Regards,

Tom Jones

Delta Team Flight Planner

Master Flight Planning Specialist  
FAA Licensed Dispatcher  
Universal Weather and Aviation, Inc.  
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*Success From the Word Go*