

# AOC/Operational Control

ADF's View on USA Aircraft Dispatchers Perspective

Air Line Dispatchers Federation  
Joseph J Miceli  
ANAC July 21, 2011  
Sao Paulo, Brazil



# Airline Dispatchers Federation

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## Who are we?

**The Airline Dispatchers Federation** is a national non-labor incorporation representing the professional interests of the dispatch profession.

ADF's constituency is comprised of licensed Aircraft Dispatchers and Operational Control Professionals from various aerospace companies including most major U.S. airlines.

***The ADF is an all volunteer incorporation (all working dispatchers) and in accordance with our bylaws is an advocacy organization for working dispatchers and not a labor organization.***

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# Industry Meetings

ADF is very involved with industry meetings. We attend the groups listed below on a regular basis insuring Operational Control between Aircraft Dispatchers and Pilots (PIC) offering a “Single Level of Safety” for the traveling public.

ARAC, ATPAC, RTCA NextGen NACSC Working Group, NextGen Study, FAA-ASI Program, WIA, NBAA FPAW, JPDO, TF-5, TOps, Flight Objects, SWIM to name a few.

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# The Aircraft Dispatcher

## *“ONE STOP SHOPPING”*



Enroute Weather,  
Turbulence,  
Emergencies,  
Security, Economic  
Savings, Diversions,  
Aircraft Performance,  
Ops Specs, Flt  
Following

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# Triangle of Safety



**PILOT/DISPATCHER/ATC CONTROLLER**

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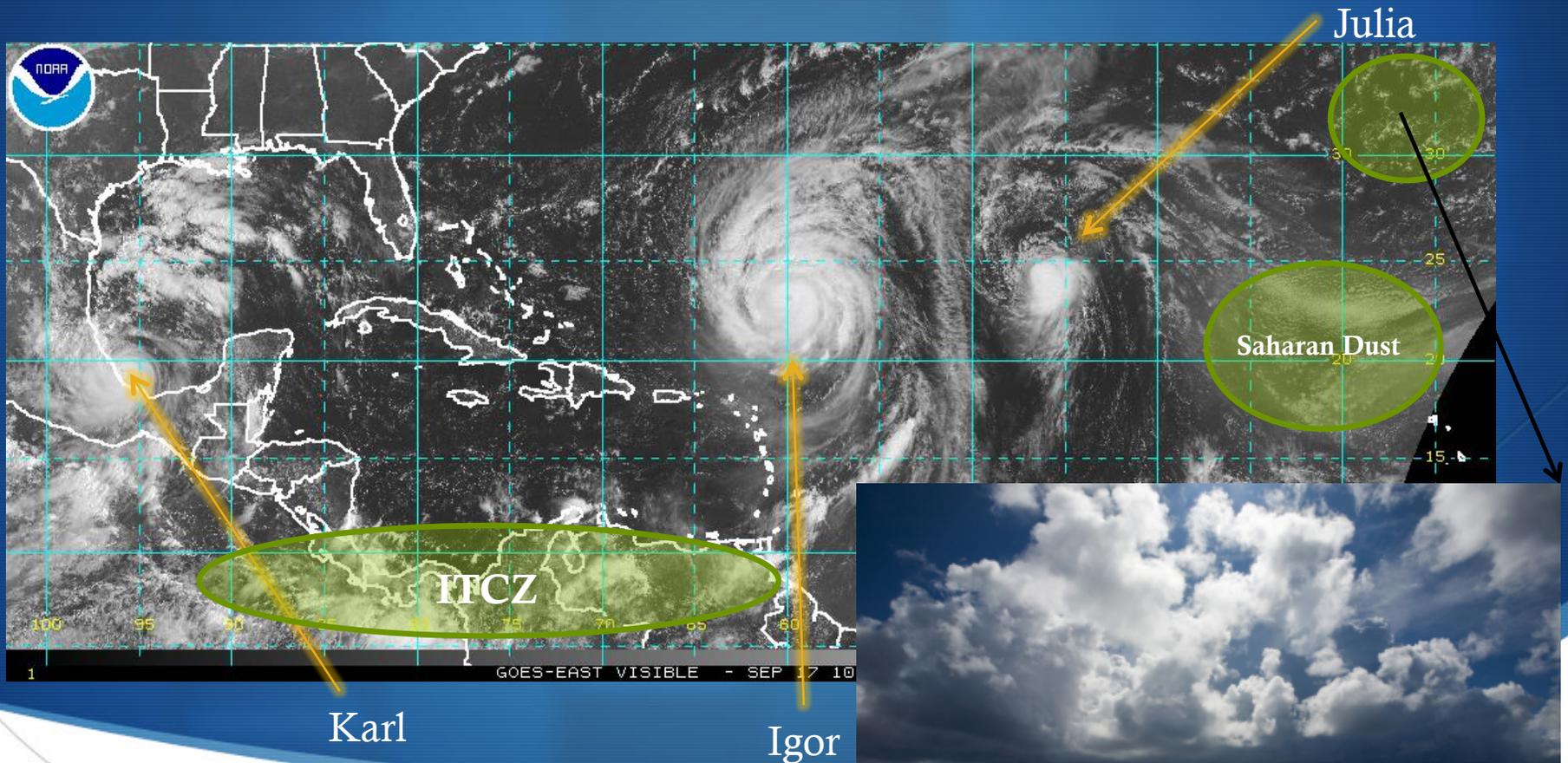
# Issues facing dispatchers today:

- Weather
- Increasing demands on the current NAS
- Increasing governmental regulations and fines
- Volcanic disruptions
- Polar Operations
- Security
- Economic Cost Controls
- Flight crews who don't understand the roll of a dispatcher
- Maintenance deferrals/restrictions
- Cultural Issues

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# Weather



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# Increasing demand on the NAS

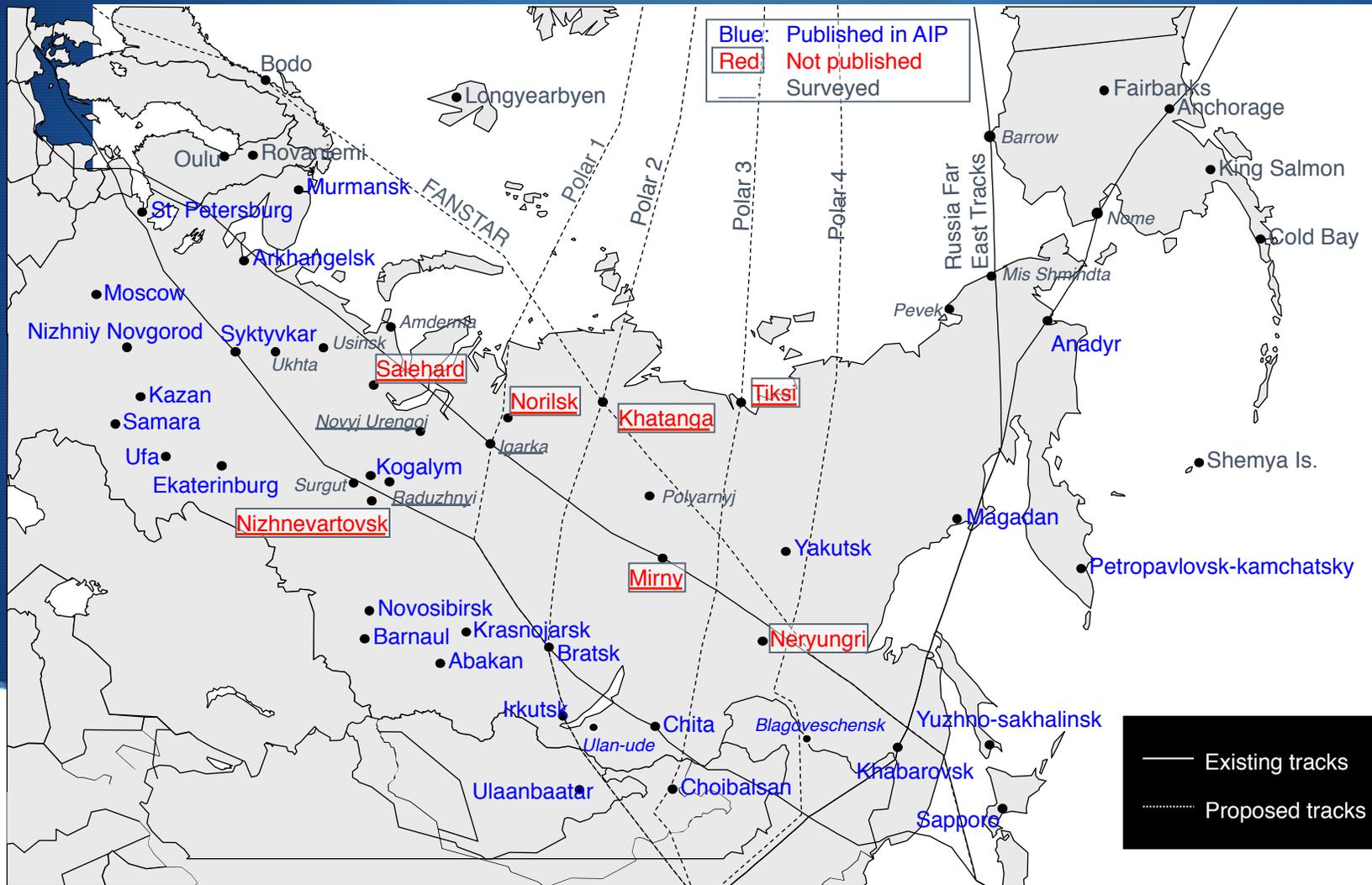


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# Polar Ops/Enroute PET



# Security



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# Economic Cost Controls



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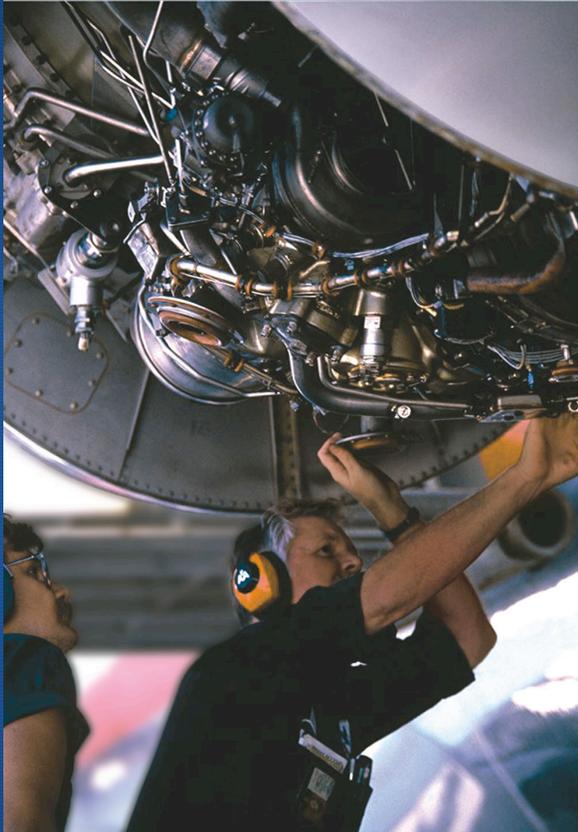
# Flight Crews-Aircraft Dispatchers-ATC Cultural Challenges



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# Maintenance Costs / Deferrals



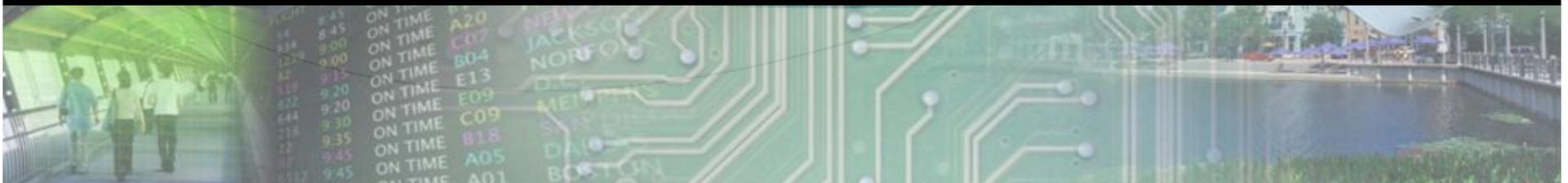
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# Next Generation Air Transportation System



**The Future is Now: Going to the Next Level**



# Things we need to examine with NextGen

Problems with dynamic rerouting.

How does a dispatcher comply with FAR 121.191 (a) (1)  
& (2)

Enroute Limitations or drift down alternates

When ATC reroutes a flight, the PIC and the dispatcher  
must ensure they have complied with the above  
regulation

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# FAR Part 121.533

Responsibility for Operational Control: Domestic operations.

A. Each certificate holder conducting domestic operations is responsible for operational control.

B. The pilot in command and the aircraft dispatcher are jointly responsible for the preflight planning, delay, and dispatch release of a flight in compliance with this chapter and operations specifications.

C. The aircraft dispatcher is responsible for--

1. Monitoring the progress of each flight;
2. Issuing necessary information for the safety of the flight

3. Cancelling or redispatching a flight if, in his opinion or the opinion of the pilot in command, the flight cannot operate or continue to operate safely as planned or released.

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# ADF Fall Safety Symposium

October 4<sup>th</sup>, 5<sup>th</sup>, 6<sup>th</sup> 2011

Free to all current ADF members



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# ADF Fall Safety Symposium

At Fabulous Harrah's Hotel on Las Vegas Strip



\$59.00 per night for 3 days before or after our event

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# ADF Fall Safety Symposium

Invited Speakers:ALPA, NATCA, NY/NJ Port Authority, FAA, NextGen, UAV Ops Update, OCC Management, and Flight Planning/Communication Vendors

[www.calxibe.com](http://www.calxibe.com)



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# Thank You

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