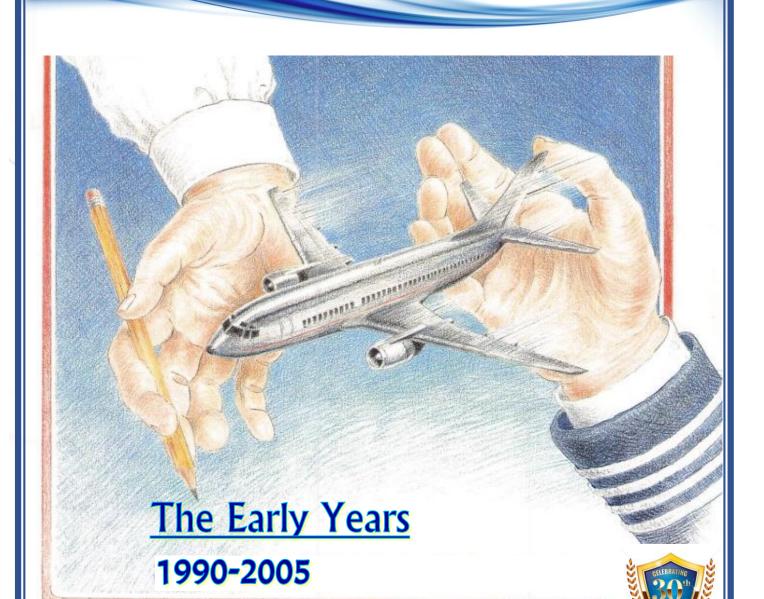


Our Proud History

Volume 1











The Airline Dispatchers Federation is a national organization based in the United States advocating the professional interests of the aircraft dispatcher. ADF's constituency is comprised of certificated aircraft dispatchers and operational control professionals from 100 aerospace

companies including every major U.S. airline. ADF's membership as of August 2020 stood at approximately 2,000 members. It has been estimated that 97% of airline passengers traveling each day in the United States, do so under the watchful eye of ADF member dispatchers.



About the cover:

Delta Air Lines Flight Superintendent Mr. Fred Thunhorst created ADF's first logo. The artwork has represented the organization for many years. The sketch was based on the automatic direction finder (ADF) instrument in the cockpit.



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In the 1990's, the "This and That FOR DISPATCHERS" module on the ADF website evolved into a lively forum for dispatcher discussions



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10/11/2021

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Dedication

Today, the aircraft dispatcher is a proud, indispensable member of the triad of safety in airline operations. Modern Dispatchers are highly respected, entrusted with momentous responsibilities, work with state-of-the-art tools and are strategically embedded in the operations nerve centers of their respective airlines.

Many of today's accolades toward the dispatch profession are directly attributable to those who came before us, those who were inspired to make a difference, those who did not shy away from hard work and long hours.

The authors dedicate this document to the unpaid, unsung, and tireless volunteer dispatchers who have logged incredibly long hours, crusading for the promotion, protection, and preservation of the vocation of the Aircraft Dispatcher.

```
1330 0152 0730 SLC ATL
        M29-11-08 AC MOTOR DRIVEN PUMPS /B-3 AND C-3/ - ONE
               OR BOTH INOP
        M25-99-06 PASSENGER CONVENIENCE
        M77-11-00A ENGINE EPR INDICATING SYSTEM - ONE INOP
1335 0224 0540 SLC ATL
        S01-01-15 ENG CONFIG NBR 1 -15A//NBR 2 -15A//NBR 3
               -15
        M28-00-11C TANK 1 FLIGHT DECK FUEL QUANTITY INDICATOR:
          -----1400------
1410 1420 0734 LAX ATL
        M22-10-00C DUAL AUTOLAND MODE
        M34-43-00A TRIPLE INS CONFIGURATION - NUMBER 3 INS
                INOP
        M49-00-01 APU
1430 0228 0128 SAN ATL NO REMARKS
1430 0705 0714 ATL SLC
        M28-22-01 DEFUEL/JETTISON VALVES - DUMP VALVES - UP
                TO FOUR INOP
        M34-62-00 WINDSHEAR SYSTEM
        M36-11-18 ENGINE ISOLATION VALVES-ONE INOP
        M52-34-00 LOWER CARGO DOOR NORMAL/MANUAL ACTUATION
               SYSTEM-C2 DOOR-1 INOP
        M30-13-00 WING ANTI-ICE SYSTEM
```



Through the work of the Airline
Dispatchers Federation, and historic
predecessor organizations representing
the professional interests of aircraft
dispatchers, the role of the aircraft
dispatcher in accident prevention and
airline economics is universally
recognized and lauded.

To paraphrase Winston Churchill, "so much is owed by so many to so few".

Workstation in the Southwest Airlines NOC at Dallas Love Field



Acknowledgements

The editors of the document want to thank the 2020-21 ADF senior leadership team, led by President, Catherine Jackson of Southwest Airlines. The encouragement and support of ADF's Officers and Executive Board during this 18-month research project has been appreciated.

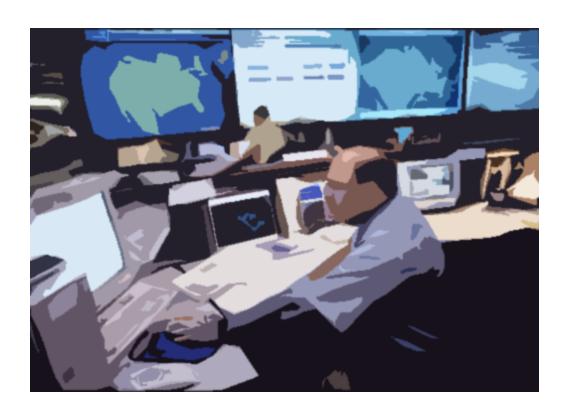
Norm Joseph, a true unsung hero of ADF's effectiveness, was a close collaborator as we sought to locate documents from ADF's early years. Norm sent us boxes of historical files for which we are grateful.

ADF's first two Presidents, Mr. Jim Little and Mr. Bill Leber spent many hours with the Editors on the phone discussing memories about the founding of ADF. Those calls were indispensable as we sought to chronicle those very first gatherings which ultimately evolved into the ADF we know today.

Most notably, we also want to thank the dozens of ADF members who, over the years contributed content to ADF's newsletters, position papers, press releases and other documentation.

The bulk of the material consolidated within this reference document was made possible by those who toiled long hours, on a volunteer basis, assembling facts and figures which, when woven together served to tell ADF's amazing story.

Carla and Steve Caisse Irving, Texas - 2021





ADF President's Welcome and Greeting Message

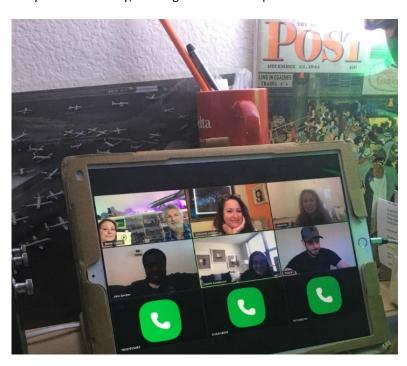
Welcome to this unique commemorative document which captures the pulse of ADF's activities during the organization's first 15 years. ADF was founded in 1990, with 2020 marking the 30th anniversary of this terrific group of volunteer crusaders for dispatch.

My administration had intended to conduct a major commemorative celebration at the 2020 Summit in Las Vegas. However, festivities were cancelled because of the COVID-19 pandemic. In place, it was decided to compile ADF's accomplishments through this project.

Once research commenced and more and more of ADF's historical documentation was rediscovered, it became obvious that far too much material existed for inclusion a single volume. Therefore, it was decided to divide ADF's historical research project into two parts, this initial work covers 1990-2005.

Over 30 years, ADF members achieved an extraordinary series of accomplishments in support of the dispatch profession. We wanted to honor and recognize those volunteers who made this happen. Also herein, we're honored to thank ADF's many other partners in government, industry, and academia. The dispatch profession, especially future generations, owe these dedicated volunteers and partners much gratitude.

On behalf of our dedicated colleagues who have devoted time, energy, and expertise to develop and grow this organization, our gratitude, appreciation and admiration go to Carla and Steve Caisse for their effort on this project. For those of you lucky to know them in any capacity, it will be of no surprise that as the scope of this effort became larger and more challenging, they did not back away. To the contrary, in recognition of the importance of what was becoming a significant archive of aviation history, they



One of many Zoom calls held during 2020 and 2021 whereby the editors, the ADF Board and President Jackson collaboratively crafted plans for the ADF 30th Anniversary project. The COVID-19 pandemic challenged most segments of ADF's initiatives, but the group's resiliency became apparent as members adapted to changing paradigms.

redoubled their commitment and spent hours, best left uncounted, to produce the document before you. With much appreciation to those who contributed content and shared edits, we owe a debt of gratitude to Carla and Steve, without whom this this project would not and could not have come to fruition.

Today's ADF dispatchers wish to inspire and educate future generations by sharing the ADF narrative. Enjoy this journey back in time, as told by those who lived the experiences. We hope this inspires future generations to carry on this tradition of excellence and pride in the profession. Dispatch is a proud, safety critical and noble vocation.

We challenge future generations to continue to promote, enhance, and adapt the role of the aircraft dispatcher.

Catherine Jackson

ADF President



ADF Leadership Team 2020-2021



<u>Catherine Jackson - President</u> (Southwest Airlines- DAL)



<u>Michelle Betcher</u> - Executive Vice-President (Delta Air Lines - ATL)



<u>Mike Timpe</u> - Treasurer (Horizon Air - PDX)



<u>Debbie Kowalewski</u> - Secretary (United Airlines - ORD)



<u>Phil Brooks</u> - ADF Jumpseat Coordinator (United Airlines - ORD)



<u>John Gordon</u> - Director of Membership & <u>Delegate Support</u> (Southwest Airlines - DAL)



<u>Gregg Dubin</u> - **Director Social Media** (United Airlines - ORD)

Fundamentals

What this document is...

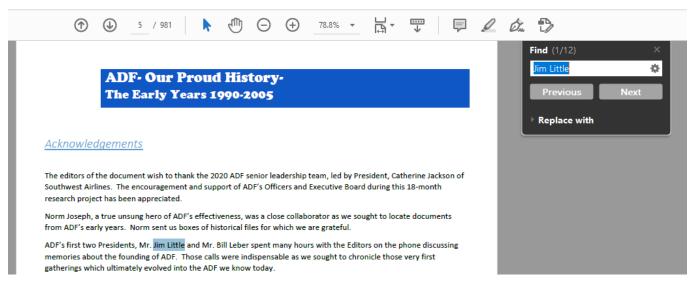
... and what this document is not.

The goal of this undertaking was to assemble a singular source for as much historical documentation of the accomplishments of the Airline Dispatchers Federation as was possible.

This document is not intended to be read "cover to cover" as one would enjoy a novel. This document should be considered more as if it were an encyclopedia where interested parties may come to seek answers to specific questions they might have about the accomplishments of the Airline Dispatchers Federation

The editor's goals were to present a fully indexed and referenced research tool which will allow future generations to explore the activities of ADF.

In its native format as an Adobe Acrobat PDF document, this file can be searched for any names, terms, dates, or other tidbits of information pertaining to its subject matter.



The Acrobat "Control - F" function can be used to search for a desired text string anywhere within this document.



Year	President	Symposium	Year	President	Symposium
1990	Little	N/A	2006	O'Keeffe	Dallas
1991	Little	Minneapolis	2007	O'Keeffe	Houston
1992	Leber	Dallas	2008	Giraldes	DCA
1993	Leber	*DCA in Jan'94	2009	Giraldes	Orlando
1994	Nadon	DCA In Jan 94	2010	Miceli	DCA
1995	Nadon	Dallas	2011	Miceli	Las Vegas
1996	Nadon	DCA	2012	Miceli	Orlando
1997	Cranor	Denver	2013	Miceli	Las Vegas
1998	Caisse	DCA	2014	Miceli	Dallas
1999	Caisse	Daytona Beach	2015	Miceli	Atlanta
2000	O'Keeffe	Chicago	2016	Miceli	Las Vegas
2001	O'Keeffe	DCA	2017	Miceli	Dallas
2002	Smith	Toronto	2018	Miceli	Chicago
2003	Smith	Orlando	2019	Jackson	Dallas
2004	O'Keeffe	Las Vegas	2020	Jackson	Postponed *
2005	O'Keeffe	Dallas	2021	Jackson	Postponed *
Reschedul	ed due conflic	t with ATCA event	* C	OVID 19 pa	andemic
AL	F History -	Volume 1		F History - \	

Volume 1 document covers ADF's activities during the years 1990-2005. Volume 2 is a future project envisioned by ADF's leadership.

About This Document

During the fall of 2019, ADF's leadership team began to look ahead to the 2020 annual summit. Leaders understood that 2020 would mark the 30th anniversary of the founding of ADF. Proposals were made for an entertaining, enjoyable celebration and tribute to the organization's history at the October 2020 ADF Summit in Las Vegas NV. Your editors were asked by ADF President, Catherine Jackson, to head up the 30 Year anniversary celebration planning committee.

Consequently, during the last days of 2019, we initiated our research with nostalgic discussions among a number of ADF colleagues who were instrumental in the founding and growth of ADF. As late winter 2020 dragged on, news began to surface of a strange virus emerging from China, although hardly noticing, our research continued. By spring, we were close to finalizing the agenda for the big 30th anniversary shindig. Alas, by summer 2020, it became obvious that because of the COVID-19 virus, for the first time in ADF's history, the annual Symposium/Summit would need to be cancelled as the world coped with a global pandemic.

Undaunted, and determined to still recognize ADF's important anniversary milestone, the editors next explored the possibility of creating a "short" document which would provide a concise historical overview of ADF's first 30 years. Notes from early planning meetings discussed a tentative 50-page, printed booklet which touch briefly upon ADF's founding, growth and accomplishments.

With that plan in mind, our quest for additional material began. As our research progressed, we were pleasantly surprised with the discovery of sizeable quantities of historic documents from ADF's past. Paper material was sent to us from several of ADF's former leaders. For many years Carla Caisse had protected a nearly complete printed newsletter collection from ADF's first dozen years in a dusty file cabinet. Soon, she began to digitize these in earnest.

As our productive foraging progressed, we began to perceive a dilemma. Having uncovered so much source information made deciding "what to put in and what to leave out" a daunting task. All the history which we had been able to locate as of that date was vital to ADF's story. We could not, with good conscience, throw any of it aside or leave it out of our compilation. Our end state goal evolved. It was decided that what was really needed to properly salute ADF, its leaders and members, would be a massive and complete collection of everything we could possibly find from ADF's history. By late summer of 2020, it was decided to scan every newsletter which we could find, along with all position papers, meeting minutes and other documents of historical importance. We would construct a comprehensive digital manuscript containing everything we'd collected. The aforementioned documents would be assembled together and arranged in a year-by-year chronology.

As we evaluated the enormity of our goal, we soon concluded that, to accomplish our objectives, we were likely looking at a document of 2000-2500 pages in length. A reference work of this size presented many challenges, both in development and delivery of content. Therefore, it was collectively decided that this current project would refocus exclusively on ADF's first 15 years. A later effort being envisioned by ADF to chronicle the period from 2006 through 2020.

Accordingly, this work covers ADF's history from the organization's founding in 1990 through 2005. These were certainly the formative years of the group, during a time when an exceedingly small cadre of dedicated volunteers worked exceptionally hard to build the foundation upon which ADF successfully grew.

As mentioned earlier, this document is not intended to be read like a riveting novel or skimmed over like a coffee table book. We designed this work to serve as a thorough reference vault for any future researcher who might be curious about specific aspects of ADF's history, consider it as an encyclopedia perhaps.



The layout and format of this project was crafted to specifically assist the researcher. We envisioned some future reader seeking to learn about ADF's early stance on operational control topics, using this document to review pertinent, contemporary records from the period of interest and subject matter in question. For each year, we present a bulleted list of the top accomplishments, an infographic which captures the key bindings of each year, then an archive of ADF's historical documents, indexed for fast searching and arranged in chronological order. Scanned documents have been color coded as follows for easier retrieval and identification.

Color (Codes for Document Scans
Newsletters	
Position Papers	
Meeting Minutes	White with Blue Text
Safety Documents	
Insight Callouts	
Correspondence	
Other Relevant Items	

The reader should note that many of the historic elements in this archive were scanned from paper copies made decades ago. In some cases, these were copied from the only surviving versions known to exist. Therefore, some scans herein are not straight, not entirely clear and in some cases, only partially complete. Nevertheless, these restorations represent the cleanest, most complete sources we have been able to uncover during our research.



Of course, ADF's story is really about the people who served the federation through the years. Early in this project, we collectively nominated a list of 75 individuals whose roles at ADF were fundamental to the organization's success and growth. It was our intention to include a spotlight profile of each of these major players in ADF's history. We extended written invitations to these

members asking for their recollections, inspirations, and words of wisdom. As the project progressed, we received a fascinating collection of personal anecdotes and recollections from many ADF'ers.

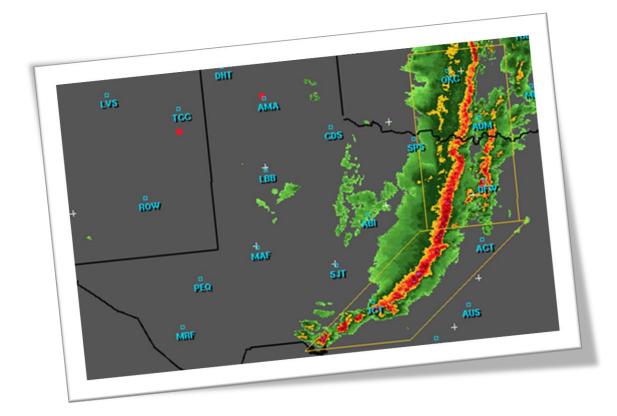
Understandably, for one reason or another, some of the people that we had petitioned were unable to provide us with information needed for inclusion in this book. The reader should understand that the individuals profiled in this book are those who responded to our request for their story. The absence of others is only due to the fact that we were not able to obtain their responses in time for publication. Your editors regret the fact that some very key members of the team are not singled out or uniquely recognized herein. Fortunately, whereas this document is an electronic work, we hope that as time goes on, upon receipt of that additional information, we will be able to include their tributes as well.

Finally, we had hoped to include many photographs taken at various ADF events over the years. Photos, especially from 1990-1994 have been frustratingly difficult to locate. We have published all that we were able to discover, but there are many photographs of people, places, and events that we wished we could have included, had we only been able to find them. As is the case with our personal profiles, we hope with time that additional photographs will be provided to us for inclusion in this work. SRC/CJC



Introduction

The capable, dedicated volunteers who constitute the heart and soul of the Airline Dispatchers Federation have achieved an extraordinarily proud history of successes. With a passionate focus on professional standards and airline safety, ADF's voice has significantly contributed to the safest form of conveyance the world has ever known, modern airline transportation.



For three decades, a network of devoted volunteers has collaborated with numerous airline teammates, aerospace organizations and government officials in the United States on many fronts to ensure uncompromised levels of safety prevail to protect every passenger, crew member and aircraft entrusted to the dispatcher's authority and Operational Control

charge. Serving as a vital cog in the triad of safety; dispatchers, pilots, air traffic controllers, our mission statement has defined ADF's heritage since the Federation was founded. ADF's legacy of unwavering volunteerism has added a degree of altruistic enthusiasm to our professional initiatives, not often seen in today's world.

ADF's work has helped shape regulations, government oversight, airline policy, training, tools, and procedures. The rewards from ADF's efforts have positively impacted our cockpit partners, industry associates, customers, and employers.

Future generations of dispatchers must never forget that the success of tomorrow is built on the foundation of the past. We must remember the contributions of those who have campaigned on behalf of our profession before us. In years past, many in our profession gave everything, risked everything, and did everything to save our profession from external challenges. Our success today is not an inheritance. It is a mission passed along from generation to generation. ADF will continue to work diligently to preserve the success achieved by those who served before us and to provide a solid foundation for those who follow. To those who have worked so hard, we owe thanks. The measure of ADF's future success will be dependent on the level of support the



profession receives from its next generation of volunteers. Each of ADF's members must take a leadership role in promoting the value and benefit of the dispatch profession every day. ADF is all volunteer and our continued success depends on the unselfish support of dispatchers everywhere.

The greatness of ADF is that it brings together amazing, dedicated dispatchers from around the industry who might never have had the chance to work together, succeed together, or see their dreams become reality together. This comradery teaches us that as dispatchers, we generally face the same challenges, reach for the same goals, and cherish the same values, and that together, we can build and preserve something far better and more lasting than any one of us could build by ourselves.

Welcome to ADF's concise review of "the early years." It is our sincere hope that future generations will benefit from a knowledge of past challenges, actions, and successes.







AIRLINE DISPATCHERS FEDERATION

ORIGINAL GOALS FROM 1990

GOALS FOR A.D.F.

- TO ASSURE THE SAFE OPERATION OF EACH FLIGHT BY MAIN-TAINING POSITIVE OPERATIONAL CONTROL.
- TO INSIST ON GIVING EACH AND EVERY FLIGHT THE DUE CARE AND DELIBERATION NECESSARY FOR A SAFE AND ECONOMICAL OPERATION.
- TO FOSTER THE CLOSEST AND MOST EFFECTIVE RELATIONSHIP POSSIBLE WITH COCKPIT CREWMEMBERS ESPECIALLY THE CAPTAIN WITH WHOM WE SHARE JOINT RESPONSIBILITY.
- TO FOSTER THE CLOSEST AND MOST EFFECTIVE RELATIONSHIP POSSIBLE WITH ALL A.T.C INTERFACES, ESPECIALLY THE WATCH SUPERVISORS.
- TO EDUCATE THE INDUSTRY AS TO THE NATURE, ROLE AND SCOPE OF THE DISPATCH AUTHORITY AND RESPONSIBILITY.
- 6. TO IDENTIFY DISPATCHERS AS THE PRIMARY COCKPIT RESOURCE ON THE GROUND AND PUSH FOR INTEGRATION OF THE DISPATCHER'S ROLE IN C.R.M. AND HUMAN FACTORS ANALYSIS.
- TO EXPAND THE ROLE OF THE DISPATCHER AS A MANAGER OF TRAFFIC CONGESTION AND OVERALL EFFICIENCY OF THE NATIONAL AIRSPACE SYSTEM.
- TO INTEGRATE NEW TECHNOLOGIES AND ROLES INTO THE DISPATCH PROFESSION AS THE INDUSTRY AND TECHNOLOGICAL BASES EVOLVE.
- 9. TO COORDINATE POLITICAL, REGULATORY, AND MEDIA EFFORTS TOWARD ENHANCEMENT OF THE PROFESSION.

ADF's original organization goals from 1990



<u>Preface</u> –

A brief look at...

The Evolution of Transportations Systems

Aviation's Transportation Pedigree

The Aircraft Dispatcher Enters the Safety Equation

Over the course of mankind's evolution, humanity's experience with various means of transportation, gleaned over many thousands of years, has revealed a variety of threats to the effective, safe passage of people and commodities. Those engaging in transportation, out of necessity, have continuously sought out advancements to make travel safer and more efficient. Throughout many thousands of years, humans looked to the skies, envying the birds and longing for the freedoms which air travel might bring.



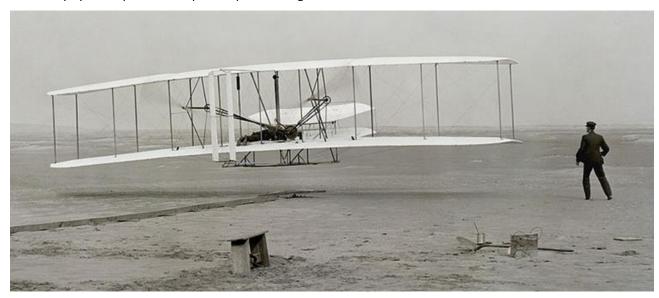
Humans finally, and often warily took to the skies in 1783 as pioneering hot air balloonists begin to experiment with flight. Throughout the captivating evolution of transportation, humans have universally discovered, often after failures or catastrophes, that certain fundamental concepts must be considered when operating any means of conveyance from point A to point B. The basic tenets have not changed. The journey's routing must be analyzed to aid in the avoidance of hazards and to ensure the selection of the most advantageous and agreeable travel plan. Determining optimal conditions for travel required some consideration of weather factors. For example, ancient mariners, setting out to sea into the face of an approaching storm quickly learned the necessity of seeking more favorable weather conditions for their voyages. They realized also that the capabilities and condition of their vessel must be evaluated to ensure the craft's suitability for the intended voyage. Pony Express riders delivering messages, newspapers, and mail between Missouri and California in the United States around 1860, learned the pitfalls of setting out in a blinding blizzard, or attempting travel along flooded, muddy

trails on a lame horse.

In a variety of transportation systems, especially in the railroad industry by the 1800's in the United States, the concept that two key individuals, similarly trained and charged with responsibility for the safe conduct of the trip, would make for an optimal safety team. The operator guiding the moving vehicle would have the tactical exposure to assess the immediate vehicle operation. The second collaborator or planner, based in a more centralized, stationary location could perform more detailed and strategic analysis of the journey, with a particular focus on the technical and safety aspects of the trip. By the mid 1850's, the profession of railroad dispatcher had evolved into a vital safety role along the steel rails in the United States.



The development of flight empowered humanity to achieve an enormous leap forward in the evolution of transportation systems. The ultimate manifestation of humanity's quest for faster, more efficient travel was achieved at the turn of the 20th century when heavier than air machines first took to the skies. At Kitty Hawk, N.C., the famous Wright Brothers from Dayton, Ohio successfully conducted the first flight of their Wright Flyer I on December 17, 1903, with Orville piloting. Two of the perennial benchmarks of effective conveyance; elapsed time and routing distance, were reduced to levels never before seen in human history by the airplane. The epoch of powered flight and its associated benefits had arrived.



By the time humans mastered the skies, the benefits of sharing responsibilities for transportation services between those controlling the transportation craft and a qualified, similarly trained partner on the ground were apparent, demonstrated over many years in other modes of transportation such as railroads and marine shipping. As was the case throughout prior eras, certain perennial consequences of operating transport vehicles in variable conditions posed challenges. Risk factors from potential weather impacts, vehicle limitations and facility constraints had to be considered. The concept of risk mitigation was understood and relevant, even to the earliest aviators. Those associated with the early development of commercial air transport organizations generally understood the complexities and challenges facing transportation systems. After a wave of preventable accidents, and in light of the aforementioned lessons of transportation history, a prevalent best practices concept grew among operators. It became apparent that a well-trained individual on the ground could serve as an indispensable asset to the pilot. Thus, even before regulations mandated aircraft dispatchers, this type of teamwork became an accepted tenant of commercial aviation. As the fledgling airline industry evolved, the indispensable person on the ground would ultimately become known as an aircraft dispatcher.

As the technology of powered flight emerged, the aforementioned, precursory transportation alliances would influence the evolution of commercial aviation's **operational control partnership** between a flight's Captain and Dispatcher in the United States. The unique challenges of aviation required operating procedures to be taken a step further. The importance of **shared responsibility** between two individuals, equally charged with safety of flight, proved to deliver optimal safeguards against the risks and hazards of flight, (versus airlines simply providing someone on the ground who merely was another information source for pilots) The significance of offering an additional set of eyes over the course of the entire flight from a person who had a broader systems perspective and who had access to numerous sources of detailed information that were unavailable to crews in flight would prove invaluable by the 1930's.

It is here then, where we will begin to examine the earliest roles and responsibilities of the Aircraft Dispatcher. During a time when conventional wisdom evolved with a demonstratively obvious acknowledgment of the benefits of two independent sets of highly skilled and well-trained individuals. The histories of the Airline Dispatchers Federation and the aircraft dispatcher profession itself both can proudly trace a transportation pedigree of lessons learned over many eras.



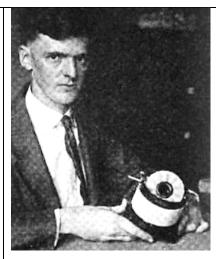


DISPATCH FIRSTS: First Known Mention in Newsprint

THE Navy Department is working out a scheme, originally devised by one of its civilian experts, A. Crossley, for piloting airplanes over land routes by radio. In its essentials it resembles the method, of recent invention, whereby vessels are enabled to make their way safely into harbors on foggy nights by listening to signals from a cable laid in the water.

The combined use of radio telegraphy (or telephony) and the signaling stations along the route would enable aircraft to report their positions at various points, and thereby allow the aircraft dispatcher to make general arrangements for the arrival and departure of planes or balloons from the stations along the route.

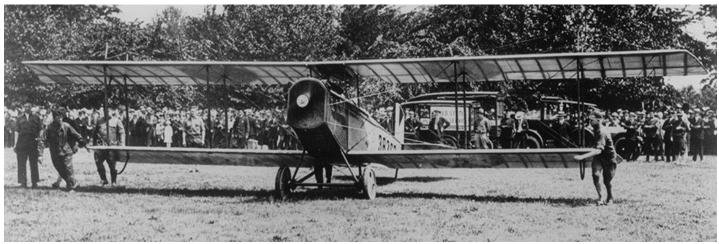
The experts of the Navy Department believe that adoption of this system will speed up air traffic, and make flying through fogs, clouds and bad weather as safe as railroad travel. It will render aerial navigation foolproof, and hasten the date of entry of aircraft into competition with existing commercial carrier systems.



The text at left is the first known, widely circulated news story in which the "aircraft dispatcher" appears. The story, under the headline "Radio Control for Air Routes"

appeared in newspapers in the United States in December 1922. It was published by the Public Ledger Company. U.S. Navy Radio Engineer, Alfred Crossley of Newark, New Jersey is credited in the article as devising "the system for piloting aircraft over land routes by radio." Crossley had been a wireless radio operator in the US Navy aboard ship during World War I. Although Crossley's expertise was in the field of radio and his transportation background involved maritime operations, his pioneering work in radio communications between operations personnel on the ground and pilots laid a fundamental foundation for the evolution of the dispatch profession, not to mention air traffic control systems.





Within the United States, in broadest terms, the first (non-military) individuals in aviation whose job functions resembled that of today's aircraft dispatcher worked for the Post Office Department. Their appearance in workplace history dates to 1918 when the United States Post Office assumed control of airmail operations from Army fliers.

Following 52 experimental flights by the Post Office Department in 1911 and 1912, the first extended test of airmail service began on May 15, 1918, when the U.S. Army and the Post Office Department together began operations using US Army surplus World War 1 aircraft such as Curtiss JN-4H Jenny biplanes. The planes were flown by Army pilots operating on a 218-mile route between the old Washington Polo Grounds and Belmont Park in New York City, with an intermediate stop at Bustleton Field in Philadelphia. Included in those who were on hand for the departure of the first airmail flight were President Woodrow Wilson, U.S. Postmaster General Albert S. Burleson, and Assistant Secretary of the Navy and future president, Franklin D. Roosevelt. That first northbound flight did not go well, with pilot Lt. George Boyle becoming disoriented after takeoff. Upon realizing that

blimp TC-6, commanded by Lieut. reach the field until several minutes Col. John A. Paegelow, Scott Field circled over the field, Charles Lindbergh, chief pilot for the Robertson Company, jumped into cockpit of plane No. 109 and promptly at 4 o'clock ascended for the trip to Chicago. His plane carried no mail, as delivery vans from the St. Louis Post were delayed after the hour set "taking off." Ten minutes later, however, Philip Love. piloting plane No. 111, took Chicago. from sacks of mail containing approximately 5700 pieces Planes 110 and 112, which had been held in readiness for gmergency, remained heir marks.

he was lost, Boyle attempted to find out where he was by making an unscheduled landing in nearby Waldorf, Maryland. However, he broke the prop on his airplane when he made a hard landing, and the mail he was carrying had to be trucked back to D.C. The mail was flown to Philadelphia and New York the next day. Happily, the first southbound trip was a complete success, triumphantly completed later that same day.

The carriage of United States mail by aircraft was underway. Less than a decade later however, this role was transferred from the Post Office to the private sector when The Air Mail Act of 1925 authorized the Postmaster General to contract for domestic airmail service with commercial operators. By transferring airmail operations to private companies, the government effectively helped create the commercial airline industry.

At left, an excerpt from a wire story from April 1926 describing how Charles Lindbergh, Robertson Aircraft Corporation's chief pilot participated in initial air mail flights. Although Lindy has generally credited with carrying the first shipment of commercial airmail, this article confirms that aviator Philip R. Love flew 5 sacks of mail in a De Havilland DH-4 biplane between Chicago to St. Louis, on what was commercial US aviation's inaugural commercial air mail flight.



ST. LOUIS POST-DISPATCH

ST. LOUIS, MONDAY EVENING, APRIL 12, 1926.

SUCCESSFUL TEST FLIGHT OVER MAIL ROUTE TO CHICAGO

Two Planes of Robertson Corporation, Each Carrying Passenger, Beat Scheduled Time.

ST. LOUIS SERVICE STARTS THURSDAY

P. M. Daily and at Maywood Field, Chicago, at 6 A. M.

Flying through lowering clouds at a speed of more than 120 miles an hour, two mail pilots of the Robertson Aircraft Corporation yesterday made a test flight from Chicago to St. Louis over the postal route, in two hours and 10 minutes.

The trip, carried out before a tail wind with the Liberty engines of the De tiaviland planes turning only at cruising speed, was 45 minutes faster than the scheduled flytime time which will link St. Louis by air mail with Chicago, Cleveland, New York and Pacific Coast points, beginning Thursday when service is inaugurated.

The two airplanes, in charge of Charles E. Lindbergh and Philip R. Love, former army pursuit pilots, left Lambert-St. Louis Field Saturday for the trip north, each carrying a passenger.

The flight to Chicago was accomplished in two hours and 50 minutes' flying time, or five minutes ahead of the schedule. The pilots took their planes at cruising speed, making stops at Springfield and Peoria where they will land each day for 10 minutes to pick up mail for delivery to the transcontinental route at Chicago.

This article describes test flights which preceded the actual inauguration of airmail service on Thursday, April 15, 1926.

The report discusses some of the weather hazards faced by early aviators at a time when dispatchers were not a part of the safety equation.

Strong Shifting Winds.

Strong shifting winds greeted the pilots when they left Maywood Field, Chicago, for the return trip yesterday. Roaring across the field into the wind as the hangar clock struck 12, Lindbergh banked his ship steeply and swung off for Peoria. Love followed.

South of Chicago the pilots ran into heavy rain clouds which obscured their view of the ground. Now and then they swept down to check up on landmarks, but for the most part they kept an altitude of about 1000 feet.

An hour, to the minute, after they had left Chicago, the planes were circling over Peoria, having covered 125 miles. Dipping down over the river they swung off to the left toward Springfield, 60 miles from Peoria.

They were over the Springfield field in 28 minutes. Lindbergh headed through the mist toward St. Louis and Love landed to leave a Springfield newspaper man who had been a passenger from Chicago. He was off again in a minute.

Regular Schedule.

The regular mail schedule allows the pilots three hours and 15 minutes to make the Chicago-St. Louis trip. The time includes stops at Springfield and Peoria and is arranged to permit the St. Louis planes 15 minutes leeway to meet the transcontinental carriers at Chicago.

Mail planes will leave Lambert-St. Louis field daily at 4 p. m. except Saturday and Sunday and will arrive in Chicago at 7:15. Returning, they are scheduled to leave Maywood Field at 6 a. m., arriving at 9:15 here with mail posted the afternoon of the day before in New York and Cleveland.

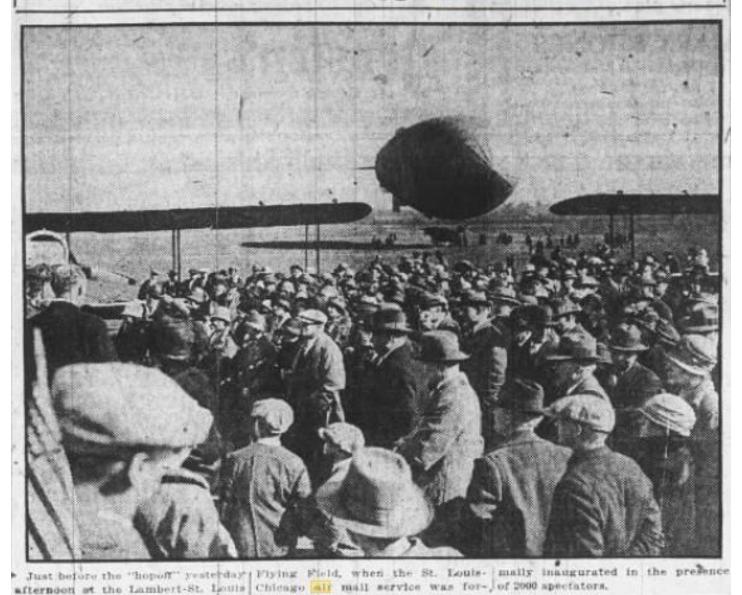


St. Konis Globe-Democrat.

ION (Entered as Second Class Matter at Post Office, St.)

ST. LOUIS, FRIDAY MORNING, APRIL 16, 1926.

2000 Spectators Attended Opening of St. Louis-Chicago Air-Mail Service



The carriage of airmail provided revenues which allowed entrepreneurs to establish profitable commercial flight route systems. This milestone event in aviation lead directly to the formation of many early airlines in the United States.



In addition to the carriage of airmail, some of the first regularly scheduled passenger services were begun in 1925 and 1926. Taking a cue from railroad and maritime operations, early airline companies adopted a rudimentary system of control authorities over the initiation, conduct and termination of their flights. On the ground, a job function evolved to assist pilots with various aspects of air transportation. As private companies assumed responsibilities for the carriage of airmail, the new "airlines" hired former Post Office operations personnel to help plan and monitor aircraft movements. Former Airmail radio station personnel provided these early flight following services. Ground based individuals, sometimes called the Operations Manager or Superintendent, were responsible for analyzing numerous factors associated with flights under their charge including duties to evaluate weather conditions, confirming that airfields to be used were in service with respective navigation and communication facilities functional. Their analysis was shared with pilots prior to and during flight. Planned operating schedules and rudimentary "flight plans" were sent to stations along intended routes via radio telegraphy (or telephony).

Growing experience with passenger operations, and unfortunately, mounting aircraft accidents prompted additional government oversight in 1930 which required an airline to demonstrate that it possessed aircraft that were properly equipped and maintained, a sufficient number of qualified airmen, and an adequate ground organization for the services provided. By 1931, Air Commerce Regulations required a "Flight Clearance" form to be signed by both pilot and airline "operations manager". Federal Regulations also required "specific permission of the [airline] operations manager or his designated representative"

Accident Rates in the Late 1920's

In the United States during 1926 and 1927 there were a total of 24 fatal commercial airline crashes, a further 16 in 1928, and 51 in 1929 (killing 61 people).



- 1929 remains the worst year on record for fatal airline accident rates, at an accident rate of about 1 crash for every million miles flown.
- Based on the current number of flights in the USA today, this would equate to ~7,000 aircraft accidents per year.



before flights could proceed under instrument conditions. In 1933, regulations were enacted requiring that "each scheduled flight be authorized, delayed, suspended or cancelled by competent airline employees (on the ground).

A milestone event for the history of the aircraft dispatch profession occurred in October 1934, when revised safety requirements for airlines became effective, resulting from an amendment to the Air Commerce Act of 1926. Included was the requirement for every airline to divide its system into operating divisions, with each division's operating procedures subject to the approval of the Bureau of Air Commerce. Divisions were required to have approved operations manuals dealing with such safety matters as minimum altitudes of flight over specific airways, minimum ceiling for landing at specific

DPSTATES GEZATEST NEWSPARES INDEPENDENT Oraced and Made to Syrector fours or the Author (educate) Copies

YRACUSE HERALD



YOL. 57, NO. 16,931.

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U. S. Consul to Act Girl Arcused of Saying "Titler Lof Jewich

American Girl

In Hitler 'Slur

Miss Risa Sittell Held at Waldmohr for Stander



Wrecked Plane and Pilot Who Is Saic

Radio Beam Is Used To Locate Position of Liner in Adirondacks

Pilot's Wireless Call Reveals That All Arc Safe and Believes Wreek is Near Rockwood, N. Y.

PARTY BUILDS HUGE FIRE TO CUIDE SEARCHERS; HAS NO FOOD

Engineers Hope to Fix Liner's Position Before Her Itadio Fades; Ship Lost in Slorm After Leaving Syracuse

== 24 ==



It is the opinion of the Accident Board that the probable cause of this accident is the failure of the company to have on duty in the Division Control Office a company to control dispatcher in charge of flight control.

No recommendations for corrective measures are being made by the Accident. Board use to the fact that regulations relative to dispatching and dispatching personnel re now in process and the company involved took immediate steps to protect themelves against a recurrence of an accident of this kind.

Respectfully submitted.

Sugene L. Vidal
Director of Mir Commerce

The probable cause of the accident was "the failure of the company to have on duty, a competent dispatcher in charge of flight control"

(continued from previous page) airports, procedures for takeoff in the event of forced landing, and weather minimums for specific routes. Other provisions included a requirement that dispatching procedures and dispatch personnel receive Bureau of Air Commerce approval.



Foreshadowing all future dispatch regulations, with authority came weighty responsibilities and associated accountability. During the investigation of an accident involving a **Curtiss Condor of** American Airways (see above and previous page) which crashed on December 28, 1934, the Bureau of Air Commerce determined that the probable cause of the accident was "the failure of the company to have on duty, a competent dispatcher in charge of flight control".

Another in sequence of airliner accidents in the early to mid-1930's which encouraged additional safety regulations. The article observed that the plane crashed while "roaring through a fog and thunderstorm".



The 1930's

1931 Oct 1 Air Commerce Regulations require a "Flight Clearance" form to be signed by both pilot and airline "operations manager."

1932 Dec 1 The Aeronautics Branch inaugurated regular transmission of U.S. Weather Bureau weather maps via teletypewriter circuits to 78 U.S. air terminals. Six times daily, the service provided a complete weather map of the United States, divided into three sections.

1933 Jan 1 Federal Regulations required "specific permission of the [airline] operations manager or his designated

representative" (later defined as an aircraft dispatcher) before flights could proceed under instrument conditions.





May, 1935:

Regulations require "each scheduled flight" to be "authorized, delayed, suspended or cancelled by competent employees..."







HISTORY Snapshot

Women in Aviation The First Dispatchers

Men and Women have served side by side in dispatch roles since the earliest days of commercial aviation in the United states. Civil Aviation Regulations issued in 1937 recognized the experienced of employees who were performing dispatch-like functions at various airlines. In this way, the government granted dispatch certificates to the first officially certificated aircraft dispatchers in the United States. Among these were experienced women from the field. In 1936, several news agencies picked up on their story of Dispatcher Alice Marston claiming to be the first woman airline dispatcher in the country.

Woman Lays Claim To 'First' Title

CONCORD, N. H. (UP)—Mrs. Alice L. Marston claims to be the first woman cirline dispatcher in the country.

Since 1933 Mrs. Marston, the mother of a 7-year-old girl and wife of an airport official, has held this position at the airport here where she is employed by the Boston & Maine - Vermont Central airlines.

She wears a regulation blueray uniform, service cap and at her waist a leather-holstered automatic. Regulations require that she be armed to protect the mails.

Airmen in northern New England say she is one of the most efficient dispatchers in the east. Alice L. Marston is airplane dispatcher for the Boston-Maine-Central Vermont Airways, a subsidiary of the Boston and Maine, the Maine Central and the Central Vermont Railways. She meets the express planes greets the passengers, handles mail bags, keeps a log of each flight and sends dispatching reports to inform pilots of weather conditions. Boss of the Concord Airport is Alice, and the pilots know it.

Baltimore and Ohio Magazine, May, 1936

"Grandfathered" Airman's Certificate

The First Dispatcher?

"27.1055 Any person now or formerly employed by an airline for the purpose of dispatching and flight control of aircraft in airline service for the periods specified either in CAR 27.1050 or CAR 27.1051 may be deemed by the Secretary to have met these respective requirements as to prior dispatcher service." – From 1937 CAR



Pilots' Errors in Airplane Accidents

Reports on Numerous Crashes Give Department of Commerce Reason to Believe That Better Judgment on Part of Pilots, or Strict Adherence to Regulations Might Have Spared Many Lives.

-H. H. S., In Milwaukee Journal.

THE United States department of commerce certainly would breathe more easily if dead men could only talk. It's having a tough time trying to fix the blame for all the recent major airplane crashes without the help of the pilots. Since most of these pilots died in their planes the government has to content itself with close scrutiny of vital parts of wrecked planes—motors, instruments and controls—statement of air line operators and their subordinates and possible competent witnesses.

From the conclusions reached the department prods air lines and its own subdivisions into developing new safety devices on planes and on the ground. The department is improving its radio beacon service in attempt to prevent beams from "swinging" and "bending." A "swing" or a "bend" in the beams has caused many a pilot to veer off his course until he has learned how to overcome it by manipulating his radio receiving sets. New directional radio transmitters and shielded antennae are now being produced to overcome some of these handicaps.

The department makes no pretense of being able to eliminate entirely the human hazard, but it is striving to enforce regulations to keep pilots from taking unnecessary chances. Reports on numerous crashes show that better judgment on the part of the pilots or strict adherence to regulations might have spared the lives of many. In a few cases it has been shown that pilots have been "pushed" by air line operators into risks, against their judgment, to keep up the reputation for schedules. But such cases have been rage.

The Radio Beams

There have been attempts to place the blame for accidents on the department's network of radio beams. But in almost every instance it has been proved by the department that the beams at the time of the accidents were functioning properly. Most of the proof has been provided by pilots other than those killed, who were flying the same beams at the same time.

The department of commerce has given close study to types of aviators. This is vital for the entire future of aviation depends on them. If the pilots are cool headed, sober, alert and temperamentally stable, you can count on them for safe flying. If they are inclined to be moody, panicky in a tight spot, slow on the "trigger" and physically run down, chances are there'll be a crack-up before long. The department and the air lines are guarding against them. Sometimes a pilot of this type will have been in service for some time before he is discovered. When he is, there are no excuses or "another chance." He is promptly removed in the interest of society.

The department also has listed the pilots into two other classes—the oldtimers and the youngsters. Their experiences play a big part in the safety of flying. The oldtimers are those who learned to fly during or before the World war. In the war they flew patched up "crates" in all sorts of weather, without radio beams or the like, and their

forced landings were many. These pilots "could fly with their eyes shut." They learned to "feel" their way out of tight spots. Their war experiences made them invaluable for post-war transport purposes, such as the air mail when operated by the government. Many of them are flying today as air line pi-The question arises as to whether this type of flier is the safest. The department points out that although they are excellent masters of their ships, some are inclined to "pooh-pooh" all these modern gadgets-blind flying instruments and directional radio control-even in bad weather. Flying by "feel" still is in their blood. And, with that "do or die" resolve they inherited in the war, they are at times inclined to try to sneak through hazardous weather when they really should either turn back or resort entirely to instruments and fly high, as prescribed by federal

The youngsters learned to fly after the war, mostly under the most favorable conditions, with the best of equipment. And during their training, generally speaking, they learned that blind flying and instrument control were as vital as their ability to handle the "stick." The department believes that this class of flier probably would be saferif the oldtimers stick to their "old fashioned" methods-in bad weather. But they might be safer only so long as their instruments functioned properly. Should the artificial horizon, bank and turn indicator, or the glide and climb indicator give out, they would be at the mercy of their own ability to feel their way out. In that case the oldtimers, as a whole, would excel.

The department comes to the conclusion that mechanical failures are playing a small part in air line crashes. A resume of some of the crashes offers enlightening facts and evidence.

Last week a United Air Lines transport, flying from Los Angeles, to Oakland, Calif., crashed into San Francisco bay with the loss of 11 lives. According to witnesses, Pilot A. R. Thompson flew the plane into the airport at its destination, overshot the field and circled to the right over the bay in another apparent attempt to land. The plane, flying in the dark, dug its right wing into the water while banking, and sank, Edeson E. Mouton, former federal inspector, pointed out that the plane should have circled to the left over land, under federal regulations, instead of veering out over the water, and that the pilot apparently didn't realize how close he was to the water in making a wide arc. (It is extremely difficult to judge the distance between a plane and water below to even the most experienced pilot.) Thompson was a veteran pilot with several thousand hours of flying to his credit.

Other Instances

On Jan. 12, a Western Air Express plane, flying from Salt Lake City, Utah, to Burbank, Calif., crashed into a mountainside near its destination during a fog. The surviving pilot, William Lewis, said that ice began to form on his wings, and that he was forced to pancake into the side of the mountain when he failed to pick up the local radio guiding beam from Burbank, "because it was

persons, including the famed explorer, Martin Johnson, lost their lives. The department is convinced that Pilot Lewis was flying too low and by visual observation.

On Dec. 27, 1936, another transport, flying from San Francisco to Burbank, crashed near where Lewis' plane fell, with the loss of 12 lives. Evidence shows that the pilot, Edwir W. Blom, called the airport at Burbank for a local radio guiding beam and then crashed apparently a few seconds later. After calling the airport he told the operator to "wait a minute" he was lost in a fog. That was the last heard from him. His plane plunged into a mountainside, motors still at cruising speed, indicating that he had been flying too low over the mountainous territory in such weather.

An obvious case of the pilot being in error occurred when a Transcontinental & Western Air transport, piloted by Otto Ferguson, crashed into Chestnut ridge, 40 miles from Pittsburgh, Pa. Ferguson had taken off at Camden, N. J., early in the day for Pittsburgh, electing to fly a compass course. Near Harrisburg he flew into an "overcast." His log and other evidence show that, instead of resorting to instruments under the conditions as prescribed by federal regulations, and picking up the west leg of the radio beam out of Harrisburg by veering to the north slightly, he elected to continue by compass and partial visual contact. He continued that course, checking his positions now and then by other radio beams out of Mount Union, Buckstown and Pittsburgh. But he must have become confused. Instead of being north of the course he thought he was following, he was south of it. At the hour he thought he was near Pittsburgh he radioed that he was 10 miles east of the airport. As a matter of fact, the records revealed, he was 35 miles south. Flying 100 feet off the ground, also against federal regulations, he was seen at Connellsville and Uniontown, Pa., wending his way up a ravine. Chestnut ridge must have loomed up suddenly before him through the fog. He crashed with motors at cruising speed.

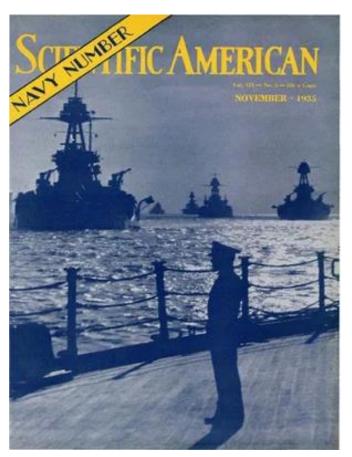
At first the department of commerce was blamed for faulty radio beams, but evidence was offered by a dozen pilots flying at the same time that day, and some on the same beams that Ferguson should have followed, indicated that the beams were functioning at full strength and without "bending" or "swinging." Nellie Grainger, surviving hostess on the plane, revealed that Ferguson must have thought he was nearing the Pittsburgh airport, but was not preparing to land at the time of the crash, as previously reported. This was a case in which the pilot also was flying too low and violating regulations, the department concluded.

Of 21 crashes investigated since August. 1934, 15 of which resulted in one or more deaths, 10 were found definitely to have been caused by pilot errors.

This newswire article from 1937 illustrates some of the safety concerns which ultimately resulted in revisions to Department of Commerce regulations later in November of that year



Scientific American Vol. 153, No. 5, NOVEMBER 1935





In 1935, Scientific American magazine published a fascinating article which profiled the aircraft dispatcher.

"The coordination of all flying equipment on a specific division of an airway is made at the discretion of the dispatcher on duty, in this case, such a man is the division dispatcher who exercises full authority for the clearance of all trips within his sector

The division dispatcher is the senior authority on matters particularly regarding meteorology and operating problems. He is the final authority before any dispatching from an outlying station

Upon the division dispatcher, rests the responsibility of actually deciding with the pilot, whether a given trip shall take off under certain weather conditions. He is a combination dispatcher and meteorologist and is the man who is doing the most to remove guesswork from flying"

Copyright restrictions prohibit reproducing that article here in its entirety, however, a sample of the article appears on the next page.

The entire issue is available as a PDF at https://www.scientificamerican.com/magazine/sa/1935/11-01/



Taking the Guesswork

PERATORS of American air transport planes, from pilots down to the least important of the ground personnel, are rapidly learning how to avoid flirting with dangers

in the air; they are also charting definite paths of operation which in recent months have removed more than half the guesswork which formerly attended the dispatching and flying of air transports on scheduled operation.

Let's take this case: Two pilots stand in the operating office of an airline at Oakland, California. One has just arrived from Los Angeles, 330 miles distant; the other is due to leave in 20 minutes for Los Angeles, Together they study two charts: One is a trip log made by the former during flight showing locations and types of clouds, altitude at which he flew, and any other pertinent information, including temperatures at various altitudes; the other is an analysis, based upon latest weather information. of the next projected flight. The second pilot checks the former's report as an aid in arriving at his flight forecast, and soon takes off, knowing precisely at what

levels he should fly and what conditions he will encounter en route.

Although we have omitted one man from this brief picture, in the background stands the division dispatcher. Upon him rests the responsibility of actually deciding with the pilot whether a given trip shall take off under certain weather conditions. He, as a combination dispatcher and meteorologist, is the man who is doing the most to remove guesswork from flying.

THE location of all flying equipment on a specific division of an airway is made at the discretion of the dispatcher on duty. In this case such a man is the division dispatcher, who exercises full authority for the clearance of all trips within his sector. This makes it necessary for dispatchers at outlying stations within the division to request approval of contemplated clearances before actually dispatching trips from

Definite Paths of Operation . . . Pilots Exchange Information on Conditions . . . Trained Meteorologists . . . What the Dispatcher Does



Looking into the cockpit of a transport plane. The pilot is communicating by radiophone with the ground station, receiving instructions and up-to-the-minuteweather information

their respective stations. This is done so that the division dispatcher, the senior authority on such matters, particularly in regard to meteorological and operating problems, may hold the final authority before any dispatching from an outlying station is done.

To illustrate, let us assume that a trip is to be cleared from Fresno, an intermediate station of the coastwise run from San Diego to San Francisco. Conditions may be such between Fresno and San Francisco that it will be necessary to fly on instruments part of the distance, and fly over the top of the overcast for the remainder of the distance. In this event, the Fresno dispatcher notifies the division dispatcher at Oakland that he intends to clear the trip on instruments for the distance indicated and over the top for the balance of the trip. If, in the opinion of the



From the radio dispatch room constant communication is maintained not only with planes in the air but also with the other ground stations of the system

268



The Evening Herald

So They Say!

PRICE FIVE CENTS

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SENATOR CUTTING, NEW MEXICO ,DIES ITH THREE OTHERS IN PLANE CRASH

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DEER CREEK **FUNDS SAFE**

Governor Blood Reports On Pregress Made to Commissioner

SALT LAKE CITY, May 6 —In a telephone conversation with Dr. Elwood Mead, direc-—In a telephone conversation with Dr. Elwood Mead, director of the bureau of reclamation at Washington, D. C., Governor Henry H. Blood was assured Sunday that the \$1,000,000 remaining of the original \$2,700,000 set up to start Deer Creek operations, would hold the project in good standing and that more funds would be available as needed until the project is completed. Progress Related—Governor Blood gave Dr. Mead on the project following a meeting attended by Mayor Louis Marcus of Salt Lake City, E. O. Larson, project engineer for the U. S. bureau of reclamation, City Engineer T. H. Humphrey, All rescent developments on the project

Freak On Relief Gets Too Fat For Circus Job

FOR CIPCIES 500

BOSTON, May 6 (III)—
The "Living Skeleton" familiar figure of the aideshow, was missing today when the ringing brothers-Barnum & Bailey circus opened at Boston Garden.
It seems that this freak, Imo by name, went on the relief rolls at Sarasota, Fia., the past winter and ate so much that he became uncomfortably stout"— teostout, at least, to hold his job.

By United Press

90 MINERS ENTOMBED 96 MINERS ENTURED TO TOKYO, May 6 (IB) Ninety men were entombed by an explosion at the Mohiri company's coamine at Sorachi, on Hokkaide island A Nipnon Dempo new: ag inew stispatch aid total

PENSION ACT HELD INVALID BY U.S. COURT

First Social Security Law Under The New Deal Unconstitutional

WASHINGTON, May 6—
(U.P.—The railroad retirement act, first social security legislation to be passed under the new deal, was stricken down by the supreme court today as exceeding the constitutional authority of congress. The court affirmed a decision of the supreme court of the District of Columbia which held the act unconstitutional.

The legislation provided for a

Crash Victim



on Cutting, R., New airliner crashed in Missouri.

Senate Plunged In Grief Over Cutting's Death Transport Liner Crashes In Fog; 7 Badly Injured

Only Two Passengers Escape Injury; Both Pilots Killed; Paramount Film Party Among Those Seriously Injured

MACON, Mo., May 6 (U.P.)—Senator Bronson Cutting of New Mexico, two air pilots, and a woman passenger believed to be Miss Jane Hillias, were killed today when a TWA transport plane crashed while trying to make an emergency landing through fog and darkness.

Of 11 passengers carried by the plane, including an infant, only two escaped severe injury, and the condition of Paul Wing, movie executive and father of Toby and Patricia Wing, screen stars, was regarded as critical. His chest was crushed.

The casualty list included.

casualty list included:

The casualty list included:
DEAD:
Senator Bronson Cutting, R., of New Mexico,
Pilot Harvey Bolton, Kansas City.
Co-Pilot Kenneth Grieson, Kansas City,
Miss Jane Hillias, Kansas City,
SERIOUSLY INJURED:
Pachard Walker, Helbywood Rachard Wallace, Hollywood. Henry Sharpe, Hollywood. Paul-Wing, Hollywood. C. B. Drew Hollywood.

Ctrl+ / -K

This TWA DC-2 accident took the life of a prominent United States political figure, Senator Bronson Cutting.

Multiple newspaper sources from the months following this crash indicate that the accident prompted calls for tighter safety regulations for the airline industry among politicians of the day.

The furor over this accident no doubt influenced some of the major changes associated with the Civil Aeronautics Act of 1938.



Crash site on hilly terrain in Macon County, Missouri

The Early Years

Airline Dispatchers Federation



27.—AIRLINE DISPATCHER RATING



Effective November 1, 1937

UNITED STATES GOVERNMENT PRINTING OFFICE WASHINGTON, 1937

CONTENTS

27.—AIRLINE DISPATCHER RATING

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27.20	Provision for issuance	3
27.21	Application	3

27.—AIRLINE DISPATCHER RATING

27.0 PROVISION FOR RATING.—Pursuant to the provisions of the Air Commerce Act requiring the Secretary of Commerce to provide by regulation for the rating of all airmen serving in connection with aircraft of the United States as to their qualifications for such service and for the issuance of airmen certificates and such other certificates and regulations as the Secretary deems necessary in administering the Act, airline dispatchers will be certificated in accordance with the provisions of the following paragraphs.

On November 1, 1937, a thorough revision and codification of Department of Commerce regulations pertaining to aeronautics, went into effect. Classification of the regulations into parts and sections numbered by an expansible decimal system began with this revision. Contained within these changes were expanded and more detailed regulations covering certification requirements for aircraft dispatchers



Regulations Stemming From The Civil Aeronautics Act Of 1938

- New regulations created a formalized operational control structure consisting of a system of checks and balances for airline operations.
- One result of this regulatory action was the creation of a new Airman Certificate:

The Aircraft Dispatcher Certificate

1938

added as a result.



But profound changes for dispatchers were on the horizon. A variety of factors led to a belief among many in the airline industry and government that a more effective system to regulate air commerce was needed. "The Civil Aeronautics Act of 1938" created a new government organization, the Civil Aeronautics Authority (CAA) to replaced

By the latter part of the 1930's in the United States, most airlines employed

well trained individuals who performed job functions which today we commonly

associate with the dispatch profession.

the Bureau of Air Commerce. Broad, detailed and sweeping regulations, amendments and additions impacting the dispatch profession were

predecessor government aeronautics agencies including the Aeronautics Branch of the

Department of Commerce and

Responsibilities within the CAA were divided into three separate divisions. A five-man board wielded broad authority over airline certification and routes. An independent Administrator and staff exercised enforcement authority

pertaining to regulatory compliance. The Administrator was also charged with maintaining federal navigation and communication facilities. Finally, a three-man Air Safety Board investigated accidents, determined probable causes, and issued safety recommendations

Civil Air Regulations Revision

61.552 DISPATCHER COMPETENCY CERTIFICATE.—Each dispatcher used by the airline for the purpose of dispatching airline aircraft shall be possessed of a valid dispatcher's certificate, in accordance with the provisions of CAR 27.

61.553 ROUTE COMPETENCY.—The following rules shall govern a dispatcher's route competency:

61.55300 (a) He shall have made at least one round trip over the route, or part thereof, on which he is to serve during the previous 90 days prior to dispatching any airplane over such route or part thereof.

61.55301 (b) He shall observe and be familiar with the prevailing weather phenomena peculiar to the route, or part thereof, for which qualification is sought.

61.55302 (c) He shall be familiar with the airline operation over the route, or part thereof, for which qualification is sought.





airline safety equation in the United States.

Of particular significance to our narrative herein, the Civil
Aeronautics Act of 1938 amended existing regulations and added several new guidelines impacting the aircraft dispatcher. The legislation served to formalize the qualification standards of those serving in a dispatch capacity. Amendment 46 of the Civil Air Regulations stipulated new guidelines for dispatcher certification and laid down stringent qualification standards for air carrier dispatchers.

With the formalization of these detailed government regulations, the aircraft dispatcher's role would become a permanent fixture in the

An Eastern Airlines Captain's logbook from in 1939 shows his flying between New York, Washington, and Atlanta in Douglas DC-2 and DC-3 aircraft.

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AX Akron, Ohio AZ Albany, N. Y.	GT Great Falls, Mont. GW Greensboro, N. C.	MY Miles City, Mont.	TM Tampa, Florida
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BD Bakersfield, Calif.		NE New Bedford, Mass.	
BE Boise, Idaho BH Birmingham, Ala.	HI Huntington, W. Va.	NN Nantucket, Mass.	UG Montgomery, Al UK Muskegon, Mich UL Montreal, Quebe
BI Billings, Mont. BJ Buffalo, N. Y.	HJ Houlton, Maine HK Lincoln, Neb.	NO New Orleans, Da. NO North Platte, Neb.	UM Meridian, Miss
BO Baltimore, Md.	HL Helena, Mont. HN Hutchinson, Kan.	NO North Platte, Neb. NV New Haven, Ct. NW Norfolk, Va.	UO Monroe Lougia
BU Burbank, Calif.	HR Huron, S. D. HS Hyannis, Mass.	NY New York, N. Y. (N. Beach Airport)	UR Manchester, N. UV Barre-Mont., Vt
BW Boston, Mass. BZ Big Spring, Texas	HT Hartford, Ct. HU Houston, Texas	0	v
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CB Chattanooga, Tenn. CC Cincinnati, Ohio	IA Williamsport, Pa.	OL Oklahoma City, Okla. OR Orlando, Florida	VD Augusta, Georg VI Victoria, B. C.
CC Cincinnati, Ohio CF Charlotte, N. C. CG Chicago, Ill.	IB Caribou, Maine IC Wenatchee, Wash.	OW Ottawa, Ontario	VN Provincetown, I VR Vancouver, B. C
CI Columbia, S. C.	ID Indianapolis, Ind.	P	W
CO Columbus, Ohio	IE Glacier Park, Mont. IF Idaho Falls, Idaho	PC Ponca City, Okla. PD Portland, Oregon	WA Washington, D. WC Waco, Texas
CR Corpus Christi, Texas CS Charleston, S. C.	IM Wilmington, Calif. IS Winston-Salem, N. C.	PG Philadelphia, Pa. PH Phoenix, Arizona	WD Wichita Kanen
CV Cleveland, Ohio CW Casper, Wyo.	IT Lewistown, Mont. IV Waterville, Maine	PO Pendleton, Oregon	WG Winning Man
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DB Daytona Beach, Fla.	JA Jackson, Miss. JB Bristol, TennVa.	PW Portland, Maine PX Pierre, S. D. PZ Pasco, Wash.	X
DJ Del Monte, Calif.	JC Battle Creek, Mich. JD Boulder City, Nev.		XA Allentown-Beth. XD Edmonton, Alta.
DL Dallas, Texas DM Des Moines, Iowa	JG Burlington, Vt.	QB Quebec, Quebec	XE Saskatoon, Sask XN Austin, Texas
DO Detroit, Mich. DU Douglas, Arizona	JH Bar Harbor, Maine JI Brownsville, Texas	QL Lethbridge, Alta. QR Regina, Sask.	XV Avalon, Catalina Island, Calif.
DV Denver, Colo.	JU Beaumont, Texas JX Jacksonville. Fla.	QW North Battleford, Sa	sk. Y
E		R	YA Yakima, Wash.
EC Bridgeport, Ct.	K K Kanaa City Ma	RA Raleigh, N. C. RC Rochester, N. Y.	YB North Bay, Ont. YC Calgary, Alta.
ED Muscle Shoals, Ala. EH Cheboygan, Mich.	KC Kansas City, Mo. KJ Colorado Spgs., Colo.	DI Diemarck-Man N. I)	YP Pensacola, Fla. YU Kapuskasing, O
EK Elkins, W. Va. EL Elko, Nevada	KM Camden, N. J. KN Charleston, W. Va.	RR Rochester, Minn.	YX Sioux City, Iowa YZ Toronto, Ont.
EO El Paso, Texas	KX Knoxville, Tenn.	RW Richmond, Va.	Z Toronto, Ont.
EQ Presque Isle, Me. ER Erie, Pa.	L	RZ Rapid City, S. D.	ZD Springfield, Ill.
ET Lewiston-Auburn, Me.	LA Los Angeles, Calif.	SA Seattle, Wash.	ZG St. Petersburg, I ZH Shreveport, La.
F	LH La Junta, Colo. LI Little Rock, Ark.	SE Spearfish, S. D.	ZJ St. Joseph, Mo. ZK Santa Fe, N. M.
	LJ Lansing, Mich. LL Lakeland, Fla.	SF San Francisco, Calif. SH Savannah, Ga.	ZN San Antonio, Te
FM Fort Myers, Fla. FN Flint, Mich.	LMJ Moose Jaw, Sask. LPA Prince Albert, Sask.	SI Saginaw-Bay City, Mich.	ZP St. Paul, Minn. ZR Santa Barbara,
FO Fargo, N. D. FT Fresno, Calif.	LQ Las Vegas, Nev.	SL Salt Lake City, Utah SM Spokane, Wash.	ZV Springfield, Mas
FV Ft. Worth, Texas FW Ft. Wayne, Ind.	LS St. Louis, Mo. LV Louisville, Ky.	SN South Bend, Ind.	ZY Sheridan, Wyo. ZZ Scranton, Pa.

For decoding the logbook on the previous page, we present selected two-letter codes in use within the United States in 1939.



How Dispatch Regulations Evolved: 1926-1938

1926: The First Air Commerce Regulations

Earliest Operating Rules for Airlines

1934: Amendment of Air Commerce Act Of 1926

Dispatching Procedures Must Receive Govt. Approval Approved Clearance Signed by Licensed (sic) Dispatcher

1937: Civil Air Regulations

CAR Part 27. - Airline Dispatcher Rating

1938: The Civil Aeronautics Act

Formalized Certification Process for Aircraft Dispatcher



PERSPECTIVE



CRASHED IN FOG.—Nose buried in woods near Bethel, Conn., is United Air Lines plane which crashed in fog yesterday. Nine passengers and the stewardess crept from the hatch (arrow) and rescued the imprisoned pilots.—Story on page 25.

FIRSTHAND MEMOIR FROM 1934

This article, written by retired United Captain, Lorenz H Letson. He was the co-pilot of a United Air Lines Boeing 247 which ran out of fuel and crashed on a foggy night in 1934. It was forwarded to Carla Beck in 1996 for archiving. This flight operated in the days preceding modern day airline operational control.

We left Chicago at 5:00 PM and headed for our first stop at Cleveland. We were supposed to go on to Newark but the weather there was lousy and had been all day. Since it was the copilot's duty to check the gas before departure (stick the tanks) and thinking we might need all the gas we could get, I filled the tanks - ran them over - to be sure they were full (268 gals). Night had fallen by the time we left Cleveland. I was at the controls and Johnny Wolf,

the other pilot, requested clearance to Albany, N.Y. for better train connections for the passengers to New York. I headed for the Cleveland to Albany airway over to my left to follow the (airway) beacon lights to Albany. Johnny went back in the cabin and stayed quite a while taking to the passengers.

At a point up the line to Albany, Johnny came up to listen to the weather broadcast. We were near the north-south airway that crossed our route about 50 miles northwest of Newark. The weather at Newark on that broadcast was better than planned, 600 - 1/2. Johnny signaled me



to head for Newark. When we got down to the Newark range marker, Johnny reported our position over that range. That surprised everyone at air traffic, for at that time we should have been nearing Albany. Johnny took the airplane and as we approached Newark, the weather was down again. Newark had centerline runway lights and I think they were 200 feet apart. Johnny did a good job on each approach. He would let her right down to the ground but on each try was off to the left side of the lights because of the strong winds there that night. I had my head out the side window and could see only one light - dimly - at a time. Also, we could not stay down there too long because hangars were close to each side of the runway and at the other end. On each pullout, the red hazard light on our hangar showed up much too close right off my wing tip. After the fourth attempt, we had to give up and go back up on top. The tops were 1200 ft, clear above with stars and moon out. The Empire State building was sticking out like a sore thumb. It was beautiful up there.

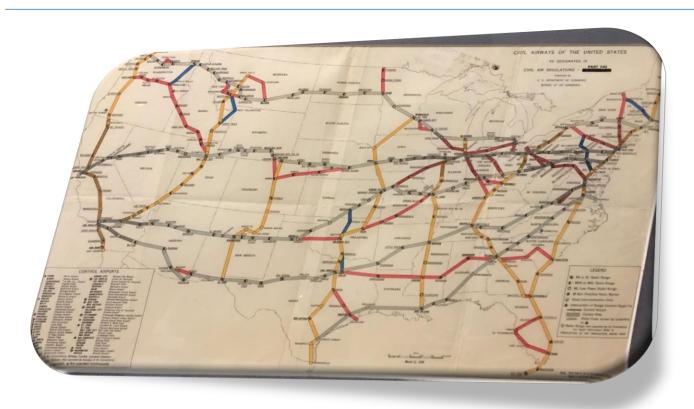
We were now on our last tank of gas with 36 gallons left. I had pumped the other two tanks dry. As I remember, those engines used about a gallon a minute, (Boeing 247, NC13334) so we had 36 minutes to do something. At about the 15-gallon mark Johnny started letting down slowly, hoping to get underneath. He looked for a flat area -apple orchard or corn field- we couldn't be fussy about an airport. I had my head out my side window, looking for breaks or a field or anything, when I noticed what appeared to be "white caps" behind the prop on my side! I thought we were out over the Atlantic, running out of gas, and I couldn't swim. I checked the altimeters and they showed 900ft. It then dawned on me that the "whitecaps" were the undersides of tree leaves. I horsed back on the wheel, and we busted out on top again at 1200 feet. That was a narrow escape - but we had more coming. I then suggested to Johnny that we turn 90 degrees to the coast and maybe we would run off (the edge of) the overcast and find an open field. We headed northwest but as far as we could see it was overcast. Now we were down to 4-5 gallons. Johnny started letting down slowly again - we didn't how what the hell was under us. Finally, I saw lights below under the clouds. - We were over a town. Johnny took a quick look and told me to kick out a flare. In just seconds the flare landed among a lot of houses. We went ahead for a minute and Johnny asked for the other flare. It wouldn't release. We had hit something that had partially closed the tube the flare slides out through. (We found out later we darned near knocked over a church steeple in this little town- which was Bethel, Conn.-70 miles northeast of Newark). By then we were down to 1 or 2 gallons of gas - nothing to do but level off - go straight ahead and get away from this town. Finally, after just a few seconds, the fuel pressure lights came on. I pulled my head back



in -"might as well hang on to it as long as possible", I thought. We said so long to each other - Johnny slowed her down as much as possible and the last thing I remember was seeing tree branches going by the right landing light which was turned on. When I "came to" it seemed as quiet as a vacuum. My first thought was, "this trip is over".

We had crashed 18 minutes after midnight, May 30, 1934. The tail section broke off behind the cabin door. It had whipped around and turned upside down. The end of the stabilizer leaned right up to the cabin door, so the passengers could slide right down it to the ground. We woke up this little town and a lot of people came over to the wreck and hauled the people over to Danbury, Connecticut. Hospital, 3 or 4 miles away.

That wreck, I think germinated a few ideas - like having an alternate before takeoff - reserve fuel - to get there and landing minimums. When landing back then, if I remember correctly, we had no minimums - if you could get in with 0-0 weather conditions-fine, there were no questions. Also, I think that might have been the beginning of thinking about approach lights, etc. I don't believe we had any of those things in '34.



Civil Airways of the United States from May 1938.



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Delta Air Lines Dispatcher "Daily Flight Log" from December 4, 1941. This Thursday afternoon unfolded just prior to the following Sunday's attack on Pearl Harbor. At the time, Delta was operating the Lockheed 10B Electra, the DC-2 and DC-3 aircraft.



(left) Douglas DC-2



Douglas DC-3 (right)



World War II

- The Dispatch Profession Matures
- High Altitude Flight
- Rapidly Evolving Tools and Techniques
- Facility Improvements and Augmentation
- Meteorology



1940's

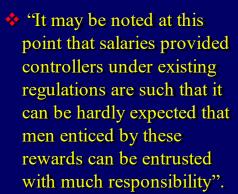




Delta's dispatch office in Atlanta shown shortly after the end of World War 2.

Fascinating observation below from the CAB contained in a 1947 aircraft accident report.

A Bit of History



• CAB - 1947

CIVIL ARRONAUTICS BOAR

ACCURAT INVESTIGATION SERVED

Personal -

UNITED AIR LINES, INC., - LAGUARDIA FIELD, MEN YORK - MAY 29, 1947

1 The Accident

2 A United Air Lines' C-5h, NC 300h6, Plight 521, crashed while attempting 3 a take-off from LaGuardia Field, New York, at approximately 1905", May 29,

b 1967. Of the h8 occupants, h3 were killed, four sustained serious injuries,

5 and one, the pilot, received only minor injuries. The strongft was demplished

6 by impact and partially consumed by fire.

7 History of the Flight

8 United Air Lines' Flight 521 of May 29, 1947, was scheduled to depart from 9 MaDuardia for Cleveland, Ohio, at 1840. Captain Benton Haldmin, the pilot,

10 reported at 1730 in Winted's dispatch office, consulted the company meteorolo-

Il gist, and studied route weather data. He found that thunderstorm conditions

12 existed which resulted from a cold front and prefrontal equall line, located

13 at the time west of the New York area. The flight plan based on this weather

lk information and prepared by the Captain and his co-pilot, Robert E. Sands,

15 specified instrument flight at 4,000 feet via Novark and Youngstown to Clavelar

16 with Detroit (Willow Run), Michigan, as an alternate.

Airline Dispatchers
Federation Protessionalist



Dispatching the Post War Props



- Regional Dispatch Offices
- Operational Control Responsibility Shifts with the Progress of Flights
- Face to Face Pilot Briefings
- Air Traffic Control Involvement
- Hand
 Calculations
 and chase
 around charts



1950's

Early 1950's









Two Pilots and Two Engines

Dispatcher's role more important than ever as cockpit work load increases

1960's



AS I THINK OF HOW MANY OF THE ORIGINAL GROUP HAVE PASSED. PEOPLE WHO BUILT ADF WITH THEIR SWEAT AND SACRIFICE. PEOPLE LIKE MIKE NADON AND JIM MULHALL, SO

MANY OTHERS. WE OWE THEM A LOT

AND FOR THOSE OF US STILL BREATHING, A MOMENT, A TRIBUTE AND A CELEBRATION FOR GETTING OUR ACT TOGETHER, REORGANIZING INTO A MORE EFFECTIVE ORGANIZATION, BUILDING ITS PRESENCE AND ITS CREDIBILITY TAKING A STAND AND CHANGING AVIATION FOR THE BETTER.

WHAT A RIDE!

ADF PRESIDENT EMERITUS - BILL LEBER -2020.





Scene from the 1957 movie Zero Hour



ADF Flight 30 is about ready for departure.

Sit back, relax, make yourself comfortable and please enjoy this journey back in time as we explore ADF's history, and that of the dispatch profession which ADF has represented proudly for more than 30 years.





A
YEAR
-byYEAR
CHRONOLOGY
1990-2005
Volume 1



81 55 53

RECOLLECTIONS FROM THE FOUNDERS OF ADF

IN EARLY JUNE, 2020 MR. JIM LITTLE, A VETERAN AMERICAN AIRLINES DISPATCHER AND FORMER TWU LOCAL 542 PRESIDENT AND BILL LEBER, NORTHWEST'S LEGACY TWU 540 SECTION CHAIR AND LIFELONG CRUSADER FOR DISPATCH, SHARED THEIR RECOLLECTIONS FROM THE EARLIEST DAYS OF ADF WITH CARLA AND STEVE CAISSE. JIM WAS ADF'S FIRST PRESIDENT AND ONE OF THE ORGANIZATION'S FOUNDING MEMBERS. LEBER BECAME ADF'S FIRST VICE PRESIDENT AND IN 1993, WAS ELECTED AS ADF'S SECOND PRESIDENT.

In the mid and late 1980's, most of the dispatch representatives that made the trek to attend industry events nationwide were union officials at their respective carriers. Unions possessed the organizational infrastructure and fiscal capacity to support the demands of meeting participation. ADF's founders had a long history of participation at various aviation venues across the country. They knew one another well owing to their many jointly attended meetings. They were also the dispatch movers and

The visionary aircraft dispatchers who came together in early 1990 to form the alliance which evolved into the Airline Dispatchers Federation shared a dedicated passion for the role of the Aircraft Dispatcher in aviation safety. They understood the value and benefit of positive operational control and proactive dispatching. They came from many different airlines around the nation; Alaska, American, Continental, Delta, Northwest, Pan Am, Southwest, United and USAir. One the following pages, we will examine the founding of this great organization.

MEMORABLE MOMENT

MARCH 14, 1990

Leaders and members from various major airline
Dispatcher Associations, professional
organizations, and Unions groups convened at
09:00 on Wednesday March 14th, 1990, in Dallas,
Texas. This gathering constituted the very first
meeting of what was to become the Airline
Dispatchers Federation. All attendees were
volunteers, attending on their own time.

shakers of their day, balancing involvement across numerous joint committee's and special projects for their employers and unions.

Therefore, Dispatchers had to swap hats and roles at various meetings, depending on whether they were attending to discuss labor issues, or professional topics. As Jim Little remembers it, this dual role presented certain challenges. Jim recalls being at one meeting on a Monday where the deliberations involved some contentious and heated contract negotiations. Later that same week, he attended a different, safety themed meeting where the talks involved the dispatcher's obligation to delay, divert or cancel flights which could not be operated safely or in compliance with company policy or Federal regulations. Many of the same management and government officials were at both meetings. It became clear to Jim that, as he championed the dispatcher's safety roles, his talking points fell on certain deaf ears because some viewed the discussions about delaying or cancelling flights as a tactical union threat, intended to pressure airline management to accept contract demands.

Consequently, this specific topic, the fact that the dispatch profession could benefit from a reenergized, purely professional, safety-focused, totally non-labor, national voice began to dominate the after-hour discussions at various venues around the country. Jim remembers a strong consensus that dispatch would profit from a new, non-labor representative organization. While the desire to form such an organization was strong, the tasks needed to launch the project usually took a back seat to other issues. It took a tragic catalyst to finally rally the support needed to get the initiative off the ground.



As has so often been the case throughout the history of aviation, a major airline disaster illustrated the need for change. The accident involving a Boeing 707-321B, occurred on a stormy, foggy, and turbulent evening, January 25, 1990, near JFK airport. 73 passengers and crew lost their lives in an accident that was replete with dispatch-related topics.

In the days following the AVIANCA accident, Bill Leber from Northwest phoned Little to discuss the accident, and more importantly, to examine the numerous dispatch topics that were starting to be uncovered by investigators. Other calls ensued, with other dispatchers joining the movement to form a new professional organization. Leber recalls. "t was a bad weather night in New York to be sure and yes there were language challenges and traffic flow blunders, but when AVIANCA 052 violently came to rest in Cove Neck, New York, there was no fire – the Boeing 707 had run out of fuel. 73 lost their lives that night and unlike most accidents, there was a gestalt that haunted me and others and just would not let go. It is always best to wait, to reserve judgement, find the FDR and CVR, etc. but there was no fire and that crystalized things, instantly and undeniably.

"The next morning, I had expected that like most accidents, it would fade from awareness and no matter how terrific and tragic just become another accident. It was January in Minneapolis, and I was in a pensive state, battling with the labor lawyers at Northwest after our group had rejected two contract offers. I wanted to just move on, but it just would not go away, it stuck in my gut and perhaps because I felt that there really was a small community of dispatchers who could see it very clearly, exactly how this was a senselessly preventable accident, I picked-up the phone and called Jim Little. By early March 1990, the initiative had a full head of steam. Little was able to organize a meeting in Dallas, at American Airlines headquarters".

Historical Perspective: Wiki Facts from 1990.

- United States President George Bush, with support from 39 other countries, launched military operations in the Persian Gulf known as Operation Desert Storm.
- East and West Germany reunited ending "The Cold War".
- Margaret Thatcher resigned as British prime minister.
- The Soviet Communist Party relinquished its 70-year-old monopoly of political power in Russia.
- The first Internet companies catering to commercial users begin selling Internet access to commercial customers in the United States

- The retail price for a gallon of gas averaged \$1.34.
- Microsoft released Windows 3.0.
- The Hubble telescope was launched.
- Seinfeld premiered on NBC, The Simpsons debuted on Fox.
- Home Alone was the most popular film, Jurassic Park was the best-selling book, and Cheers (NBC) was the top TV show.
- The San Francisco 49ers were the Super Bowl champs, the Cincinnati Reds won the World Series, and the Edmonton Oilers clinched the Stanley Cup.



FOCUS: The AVIANCA Flight 52 Accident

AVIANCA Flight 52 was a regularly scheduled flight from Bogotá to New York's John F. Kennedy International Airport via Medellín, Colombia's José María Córdova International Airport. On Thursday, January 25, 1990, the aircraft performing this flight, registered as HK-2016, crashed into the village of Cove Neck, Long Island, New York after running out of fuel. 8 of 9 crew members and 65 of 149 passengers on board were killed. Avianca Flight 52 had been in a holding pattern over New York for over one hour due to fog limiting arrivals and departures into John F. Kennedy International Airport. During this hold, the aircraft was exhausting its reserve fuel supply, which would have allowed it to divert to its alternate, Boston, in case of an emergency or situation such as this one. Seventy-seven minutes after entering the hold, New York Air Traffic Control asked the crew how long they could continue to hold, to which the first officer replied "...about five minutes." The First Officer then stated that their alternate was Boston, but since they had been holding for so long, they would not be able to make it anymore; the controller then cleared the aircraft for an approach to runway 22L. As Flight 52 flew the ILS approach, they encountered windshear at an altitude of less than 500 feet (150 m) and the plane descended below the glideslope, almost crashing into the ground short of the runway. As a result, a missed approach was initiated. Air traffic controllers had only informed the flight of windshear at 1,500 feet (460 m). At this point, the plane did not have enough fuel for another approach. The crew alerted the controller that they were low on fuel and in a subsequent transmission stated, "We're running out of fuel, sir." The controller asked the crew to climb to which the first officer replied "No, sir, we're running out of fuel." Moments later, the number four engine flamed out, shortly followed by the other three. With the aircraft's main source of electrical power, its generators, now gone and with only battery power remaining, automatic load shedding would have caused many non-essential electrical systems to lose power and the cabin would have been plunged into darkness. Within seconds, the aircraft had lost thrust from its 4 engines, causing it to plunge into the small, wealthy village of Cove Neck on northern Long Island, in Oyster Bay, 15 miles (24 km) from the airport.



60 die, 90 live as jet crashes Colombian airliner misses JFK landing The Ascitated Press COVE NECK — As investigators examined the erreckage of a Colombian seiliner that crashed into a







ADF Digest of Accomplishments, Year by Year.

LEADERSHIP

Throughout this document, at the beginning of each chapter, we have assembled a concise fact sheet showing the leadership team for the organization during each respective year.

The subject of structure of the new organization was discussed at great length at the March 14, 1990 inaugural meeting. A motion was made by Mr. Jim Mulhall to "elect an interim Chairman, Vice Chairman, Recording Secretary, Media Director and Assistant Media Director". The motion was seconded by W "Yogi" Bear and the motion carried.

The floor was opened for nominations after consideration of their willingness to serve.

Chairman Jim Little was nominated by J. Mulhall second by B. Leber motion carried.

Vice Chairman Jon Montague was nominated by B. Leber second by P. Schuetz motion carried.

Recording Secretary Mark Monse was nominated by B.

Leber second by Lou Bass-

Media Director Bill Leber was nominated by B. Leber second by Lou Bass-

Assistant Media Director Jim Mulhall was nominated by
B. Leber second by Lou Bass-

At the May 11, 1990 business meeting, it was unanimously agreed to change the leadership titles as follows:

President
Executive Vice President
Vice Presidents
Financial Secretary Treasurer

1990

Throughout ADF's history, the organization endeavored to conduct and annual Aircraft Dispatcher
Convention. Over the years, this event was known by various names including ADF Safety Convention, ADF Symposium and ADF Summit. This event became ADF's most important yearly function. Keynote speakers selected each year were well known and highly regarded leaders from Industry, Government.

At the beginning of each chapter, this document lists pertinent facts associated with the organization's annual convention.

In the following section, we will present a concise year by year chronology of ADF's primary activities. Our intention is to provide a historical reference of the names, places and events that were the focus of ADF's efforts.

On the next series of pages, we are privileged to present the minutes of the very first meeting of the group of visionaries who founded ADF. The minutes tell the story, define the players, and set the stage for the future of ADF. We are fortunate that this historic has survived three decades of storage.



The Formation of ADF 30 Years Ago



- Professional, All Volunteer Organization
- Non-labor,
 - Strong, Ardent, Avoidance of any labor related issues
- Mission Statement
 - "To foster a global understanding of the nature and benefits of Positive Operational Control"

Organizational Goal

"To advance aviation safety and efficiency by enhancing the professional standards of individual Dispatchers and the organizations within which they exercise Operational Control"

"AS WE SEARCHED FOR A NAME, WE WANTED TO IDENTIFY AN ACRONYM THAT HAD AVIATION CONNOTATIONS. WE FELT THAT <u>ADF</u> WAS PERFECT BECAUSE IT WAS A COMMONLY UNDERSTOOD TERM WHICH REFERRED TO AN AID TO PILOTS WHICH PROVIDED SUPPORT FOR NAVIGATION AND ROUTING"

Jim Little

President's Profile

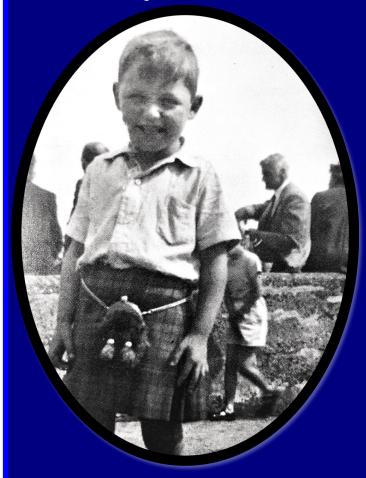
JIM LITTLE





ames C Little is a first-generation Scottish immigrant. He was born in 1951, in the historic city of Anderson, Glasgow Scotland. During much of this time, Jim lived with his mother and grand parents in a two room, five story walk up. As a lad, Jim's

grandfather was an avid history buff, especially Scottish history. Jim's grandfather inspired a passion for geography and travel, taking Jim all through the Scottish highlands on various outings.



Jim's accompanied his mother and Stepfather when the family emigrated to the United States in 1963. They crossed the Atlantic on the famous Cunard Lines ship, the "Queen Elizabeth". Setting in New York, the family resided on Long Island Coming to his new homeland as a grade school lad, Jim immediately enrolled in elementary school. As the first day of school approached, Jim excitedly looked forward to making new friends and meeting new people in America. The first day of attendance in a new school, of course, called for the very best attire one owned. In Jim's case, that was the traditional dress of Gaelic men and boys in the Scottish Highlands, a Gaelic: fèileadh, or as the attire is known in the USA, a "kilt". Young boys aren't especially known for embracing new cultures and different ways of dress and speech, and unfortunately so it was for Jim and his new schoolmates.

In a recent phone interview with the editors, Jim picked up the story.

"I spent much of my time in Scotland outdoors, enjoying the beauty of Highlands, roaming hill and dale, forest and glade. There's nary a Scottish lad who roams the uplands without use of his trusty knife and I was no different. From whittling to eating to exploring to sawing, a Scottish lads' knife is as indispensable as his shoes. So it seemed perfectly natural to me to carry my trusty knife to school on that first day, inside my bootsock".

"Of course, I ended up in a schoolyard fight on the first day and soon thereafter, I landed in the principal's office. That was the last day that I ever wore a kilt to school. But the 'fight' served me well as I learned to 'fight' what I believed in for the rest of my career".

The very week Jim became an American Citizen, he enlisted in the U.S. Air Force. During his my military career, Jim served as Crew Chief on the Boeing B-52H, America's



JIM LITTLE

workhorse long-range, strategic bomber. He later was assigned to the Boeing KC-135, the first jet-powered refueling tanker operated by the USAF. Jim served on many long-range refueling operation missions throughout many parts of the world for the U.S. Air Force Strategic Air Command"

Jim continued his story, "When I got out of the service, I landed a position at Central Aviation and Marine in the Ronkonkoma Hamlet within the Long Island town of Islip. The company was an aircraft overhaul and repair outfit. I worked at Long Island MacArthur Airport in Islip, New York rebuilding hydraulic actuators and pumps."

As former ADF president Bill Leber recalls, "that phone call of fate that I made to Jim Little started the wheels in motion and before long we were having regular meetings in Dallas with the Avianca 52 report to NTSB being the first order of business.

An early struggle the organization faced was to separate Labor interest from Professional interests with respect to ADF's roles and activities.

That was no small accomplishment but with Jim Little we had the right guy to help get it done. Jim Little took the leadership role as the first President and got things established, including the bylaws and organizational structure."

"A friend helped me get my first airline job. I began working at American Airlines in 1971 in Fleet Service, then went to the damaged property claims department, and later worked in System Operations Control in NYC. The exposure to the operational control aspect of the airline peaked my interests. I soon applied for an operations agent position.

It was during this time while working as an ops. agent, that I got my dispatch license. I liked the folks at the school and was intrigued by dispatch, so I agreed to instruct aspiring dispatchers on a part time basis at Pan AM World Services in Great Neck, NY. Shortly after I earned my dispatcher certificate, I was selected as a candidate for American's Flight Dispatch program where I began working at the AA dispatch office at LGA. In 1976, I married my dear wife Bernadette Danze in NY. We celebrated our 45th anniversary in 2020.

One of the proudest moments in Jim's distinguished career occurred in 2012 when he was appointed by Transportation Secretary, the Honorable Ray LaHood, to the a FAA Advisory Committee headed by FAA Administrator Mr. Randy Babbitt.

One of the proudest moments in Jim's distinguished career occurred in 2012 when he was appointed by Transportation Secretary, the Honorable Ray LaHood, to the a FAA Advisory Committee headed by FAA Administrator Mr. Randy Babbitt. It was a memorable, challenging experience which allowed Jim to promote the dispatch profession at a very high level of government. Jim served in this role until just before retirement from American Airlines in 2013.

President's Profile

JIM LITTLE

EDITORS' NOTE: Jim provided the research team with a detailed narrative recounting his role in the founding of ADF and his involvement with the organization thereafter. That segment of Jim's story can be found on page 127 of this manuscript.

During his time at American, Jim dispatched American's classic early generation narrow bodies including the Boeing 707 and 727, as well as the first generation of widebodies, among these, the Boeing 747-123 and McDonnell Douglas DC-10.



Later, he would work the McDonnell Douglas Super 80, and Boeing 737-823, 757-223, 767-223/323 and 777's.

Subsequent to the founding of ADF, Jim continued to serve the dispatch profession, logging a total of more than four decades of service.

Upon Jim's retirement from the industry, The TWU printed a fascinating summary of Jim's accomplishments. We are pleased to be able to reproduce that narrative herein:

2014 retired Transport Workers Union International President James Little dedicated much of his working life to his union and the labor movement. Little was first elected to the AFL-CIO Executive Council in November 2006. His committee service while on the council includ-

ed the Civil and Human Rights Committee and the Organizing Committee.

But beyond committee assignments, Little always understood the important of the federation's work to unify working



people around an agenda about good jobs and workers' rights.

Little succeeded Mike O'Brien as president of TWU in 2006 and was elected to the same post from 2008 to 2013. He began his career as a fleet service clerk at American Airlines in 1971. He was elected president of his TWU local in 1990 and became director of TWU's air transport division in 2000.

Little was an active member of the council and always supported federation programs designed to activate the members as vocal advocates in our communities. He was also a long-time member of the Executive Committee of the AFL-CIO Transportation Trades Department (TTD). In that capacity Little strongly supported TTD's work to unify transportation unions around an aggressive agenda focused on job creation, increased investments in our transportation system, safety and security and the right to form and join unions.

We wish to thank Little for his years of service and dedication to America's working families and to the AFL-CIO Executive Council.

HISTORY Snapshot

THE CURIOUS DISPATCHER ASKS...

"What aircraft types were dispatchers working when ADF was founded?"

Here are a few key market snapshots from July '90:

The Official Airline Guide was a fixture in most dispatch offices in 1990. In short, it contained industry-wide quick reference flight schedules. On the next two pages, actual OAG excerpts are shown for those wishing a detailed review of the schedules and aircraft. Our review reveals an interesting mix of first-generation jets, early widebodies and many airlines that are no longer flying upon the occasion of ADF's anniversary, 30 years later.

1 Dallas to the Bay Area, California

The Delta 767-332 departing at 11:45 is the newest airliner in this market. A lone, United 727-22 is still
earning its keep, approximately 25 years into its service life. This prestigious route for American Airlines
merits a couple of DC-10's. However, the MD80 is making inroads, making up all flights to OAK, in addition
to operating 3 flights to SFO.

2 Washington/Baltimore to New York

 Lots to see here. This highly competitive market, long served by hourly schedules on carriers like Northeast, Eastern and American, now see the Trump Shuttle (recently born after purchasing the (Eastern Shuttle) and Pan Am Shuttle slugging it our for the high yield business traveler flying DCA-LGA. Continental's offerings to EWR, also hourly, utilize a wide variety of narrow bodies including the D9S, 72S and M80. Turboprop commuter aircraft show up multiple times, especially on BWI departures. The United DC-8-71, (a CFM56 reengined DC-8-61) from IAD to EWR carries passengers destined for Tokyo Narita via a change of gauge flight. They will board a 747 for the long haul.

3 Boston to Chicago

Passengers still could book domestic widebodies in 1990 as evidenced by the American and United DC-10's.
 Midway Airlines MD-87's are noteworthy here. TWA was once a big player in this market but had dropped
 the route by this time as billionaire Carl Icahn sold routes and aircraft, publicly stating that everything in the
 airline was for sale.

4 New York to Las Vegas

 What would a Las Vegas market be without at least one flight 711 scheduled? In this case no less, its flown by an America West Boeing 747. One year later, America West would declare Chapter 11 bankruptcy.

5 Hawaii to Southern California

 Interesting mix of first generation wide-bodies. The 747 reigned supreme at this time, but L1011's and DC-10's are almost as prevalent. A lone DC-8-71, the only narrow-body jet in the market, operates United's 9:00AM nonstop to the mainland.

6 Orlando to New York

 Eastern Airlines shows up here, still hanging on in a market they had long served. Owned by Frank Lorenzo's Texas Air Corp, Eastern would shutdown one year later in 1991. Delta's offerings are mostly operated by veteran 727-232's. The departure of Trump flight 1128 at 18:30, shows TB didn't just serve former Shuttle markets.

7 New York to Los Angeles

 By 1990 in this prominent market, its all widebodies, albeit with a notable is the lack of 747's. Nonstops on these routes reflect only one United DC-8-71, and an example of MGM Grand Air's, ultra luxury, 34 seat Boeing 727-100 as the only narrow body offerings. The MG fare was \$2134.

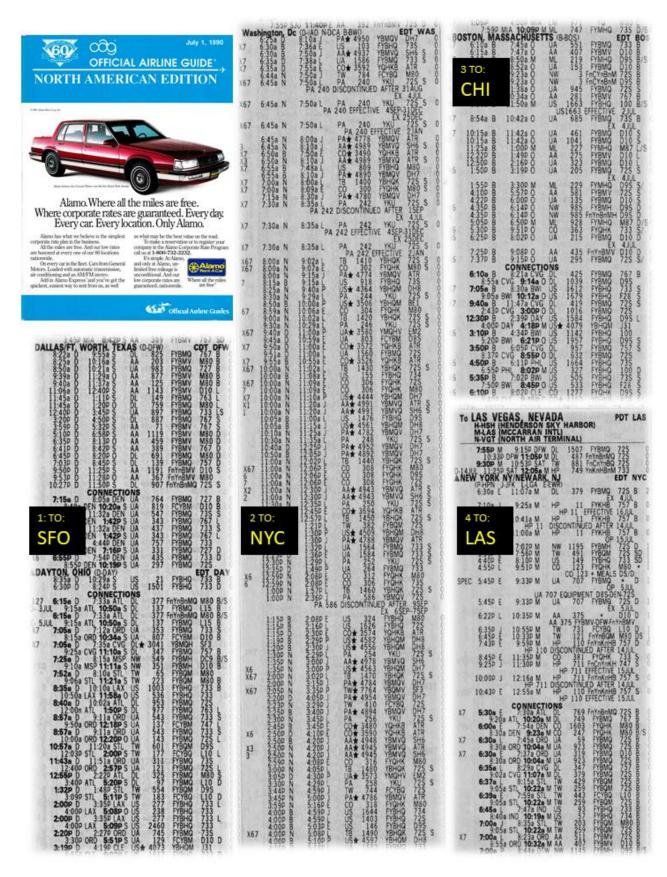
8 Dallas to Tulsa

An impressive amount of seats for this smaller market. Southwest's service from Love Field utilizes 737-200's/300's and the short 500's – brand new at the time. The American 767-223 is headed for the AA maintenance base in Tulsa for an overnight maintenance check.

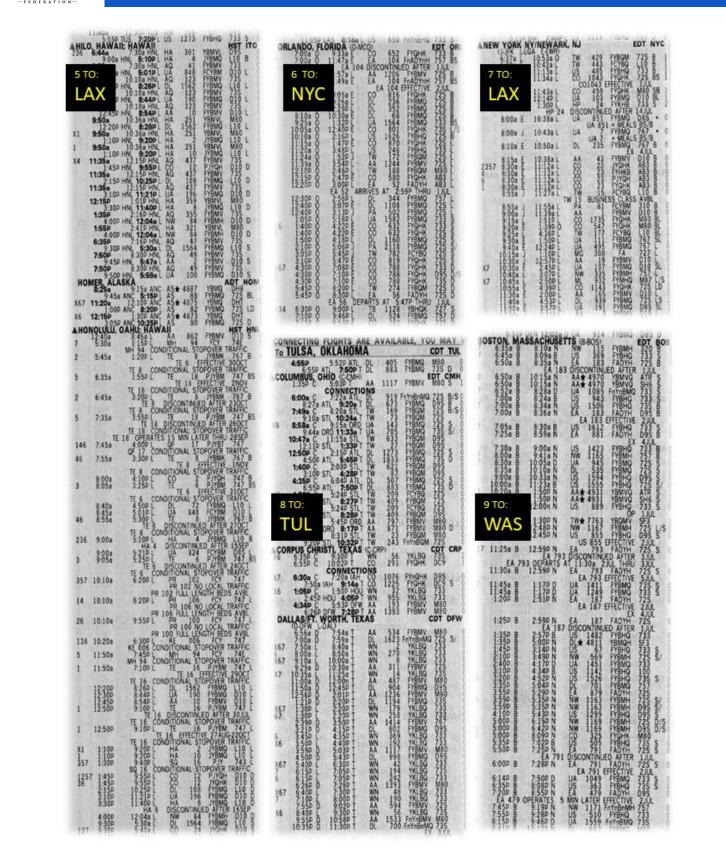
9 Boston to Washington/Baltimore

In a market where one historically would not have expected to see Northwest Airlines, NW has a strong
presence – reflective of their BOS hub. Of course, no widebodies in this schedule mix, just a healthy crosssection of first- and second-generation narrow bodies and multistop turboprops.

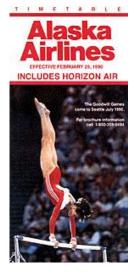


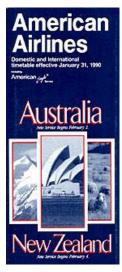












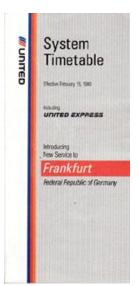














Contemporary timetables from the airlines of those dispatchers who attended the first ADF meeting.

Black so	quare = bullet (strong upward move)	Week	ending l	MARCH 1	0, 199
TW	TITLE (Label) Artist	LW	2WK	3WK	WK
1	ESCAPADE (A&M 1490) Janet Jackson	2	3	13	8
2	DANGEROUS (EMI 50233) Roxette	1	4	5	13
3	OPPOSITES ATTRACT (Virgin 99158) Paula Abdul (with Wild Pair)	3	2	1	12
4	ALL OR NOTHING (Arista 9923) Milli Vanilli	5	6	11	11
5	WE CAN'T GO WRONG (Capitol 44498) Cover Girls	7	9	12	14
6	ROAM (Reprise 22887) B-52's	10	12	16	1:
7	PRICE OF LOVE (Epic 73004) Bad English	11	14	18	1:
8	TELL ME WHY (Arista 9918) Expose	6	7	9	14
9	HERE WE ARE (Epic 73084) Gloria Estefan	9	10	14	13
10	C'MON AND GET MY LOVE (ffrr 886 798) D Mob Introducing Cathy Dennis	13	47	22	1

Here are the top 10 singles garnering the most airplay across the USA at time of ADF's founding.



AIRLINE DISPATCHERS FEDERATION (affiliated with IFALDA)

MARCH 14,90

MINUTES

The leaders from the major airline Flight Dispatcher Associations, Organizations, and Unions groups convened at 09:00cdt, Wednesday March 14th, 1990 in Dallas, Texas. Those present at this meeting were:

Ms Betty Bollert-Alaska, no assoc-Dispatcher

Mr Stuart Etter -Alaska, no assoc-Dispatcher
Mr Jim Little -American, TWU Local 542-President
Mr John Plowman -American, TWU Local 542-V.P. Dispatch
Mr Jack O'Sullivan-American, TWU local 542-Treasurer

Mr Lou Bass -Continental, TWU Local 540-Ops Manager

Mr Jim Mulhall -Delta, PAFCA-President

Mr Bob Munn -Delta, PAFCA-Treasurer

Mr Peter Schuetz-IFALDA, President

Mr Bill Leber -Northwest, TWU Local 540-Section Chairman

Mr Jon Montague -Pan Am, TWU Local 540-Section Chairman

Mr Mark Monse -Southwest, SWEA-Disaptcher

Mr Bill Kalives -Southwest, SWEA-Vice President

Mr W "YOGI"Bear -United, IAM-Committeeman-Dispatch Mr Ben Treadaway-Usair/AOCS-Chairman

CALL TO DRDER: The meeting was Chaired and called to Order by Jim Little at 09:30am. Due to the late arrival of Mr Bear's flight from DRD the group was afforded a brief tour of the new American Airlines Flight Dispatch facility.

The meeting resumed with a brief Invocation by Jim Little followed by the purpose why the meeting was called "The ultimate Goal of this meeting is to discuss the feasibility of an MEC or Association for the purpose of further strengthening our Organizations and bring into closer relations the component parts of our profession and permanently uniting us to secure the Federal rule making changes as necessary in the interest of Safety ,workload and training and to further recognize that such purpose can be achieved and maintained through autonomous affiliated organizations". The floor was then opened for discussion,

Bill Leber- Commented on the meetings he and members of his group attended in Washington D.C. with Representative Oberstar. He continued with why he and members of the Northwest Dispatchers were in favor of a working group with emphasis placed on Safety, Workload, training etc.

Peter Schuetz- Discussed in detail that IFALDA has been in place since the 1960s and although very pro active in Europe has not had the same affect in the US. However, most of the leaders present agreed that the reason for lack of interest other than social could be that IFALDA is not promoted enough thru the various organizations that belonged.

J.Little and others commented they had not received any previous IFALDA information from TNU 540.

ADF MEETING 1990

HISTORIC

MINUTES

FROM

VERY FIRST



minutes 3/14/90 con't

Jim Mulhall- Raised the point for consideration and discussion that in order to be an effective association we have to be linked with an established group such as IFALDA or ACCS.

This spawned considerable discussion within the members present and it was agreed, that in order to encompass the entire spectrum of the Dispatchers and Flight Controllers profession the affiliation with IFALDA was needed. Mr Ben Treadaway was asked if this new organization would be in conflict with the AOCS group and presently Ben did not feel that a problem would exist especially since they will also participate within the new association. Peter Schuetz discussed some current annex changes cropping up in Europe. Peter also advised that in order to keep the liaison between the groups that the chairman of the association would also be a Vice President of IFALDA and report directly to Peter.

Those present also agreed that the primary purpose of this association or federation would be to enhance the dispatchers profession and would not be involved in Labor or Contractual disputes or represent any one carrier but rather the entire profession.

The group proceeded to come up with a name for the association. Airline Dispatchers Federation. (A.D.F.) A motion was made by J.Little.

"To establish an independent Association chartered by IFALDA this association will be named: Airline Dispatchers Federation. Affiliated with IFALDA through autonomous affiliated organizations.

The motion was seconded by Mr Bob Munn The motion carried.

The next order of business was to put together a press release Jon "Monty" Montaque started drafting our first press statement. The group modified and made changes and came up with the final copy. (attached)

The Meeting was adjourned at 12:35 - 13:35 for lunch. Mr Mark Munse and J.Little arranged to have the Press statement typed up during lunch.

Page - 2



minutes 3/14/90 con't

The meeting resumed at 13:45C. with copies of the Press statement being handed out after all present had ample time for review. The following Motion was made by W. "Yogi" Bear Jr

" To accept the press release as stated March 14th, 1990" (copy attached)

The motion was seconded by Mr Bob Munn The motion carried.

Finances:

A discussion followed on finances within the group, Mr Bill Kalivas suggested that about \$1.00 per month per member would give us some working funds to cover the expenses of setting up the Federation. It was also suggested during the discussion that an initiation fee be levied on each group of \$100.00. However, it was felt this may be a problem for the smaller groups. It was mutually agreed that each group would be responsible for there own cost during the start up.ie postage, telephone etc. The subject of finances will be placed on the agenda for our next meeting in order to give each representative a chance to discuss the topic with their members. Those present agreed that for the first few months the group will meet monthly.

Structure:

The subject of structure was discussed in detail which resulted in the following motion made by Mr Jim Mulhall." To elect an interim Chairman, Vice Chairman, Recording Secty, Media Director and Asst Media Director".

The motion was seconded by W. "Yogi" Bear The motion carried.

Mr Bob Munn suggested that the office of Recording Scty and Treasurer be combined as one office at a later date.

The floor was opened for nominations after consideration of their willingness to serve.

Motion for Chairman J.Little was nominated by J.Mulhall second by B.Leber motion carried.

Motion for Vice Chairman Jon Montague was nominated by B.Leber second by P.Schuetz motion carried.

Motion for Recording Scty B.Monse was nominated by B. Leber second by Lou Bass

Motion For Media Director and Asst Director respectively nominated Bill Leber and Jim Mulhall by J.Little second by Jon Montague.

Page - 3



minutes 3/14/90 con't

Constitution:

The floor was opened to discussion on drafting Bylaws or constitution. J.little handed out some generic bylaws as an outline. It was agreed that each member will draft some changes or additions for discussion and vote at our next meeting.

New Members:

Mark Monse- Will contact some of the other carriers within the Dispatch profession. It was agreed that the number of representatives will be kept to two in order to keep the meetings at a reasonable size, however, only one delegate per carrier will carry a vote.

Adjournments

The meeting adjourned at 14:25c J.Little thanked everyone again for there efforts in making the meeting. The next meeting will be in DFW April 20th 1990. It was suggested the representatives stay at LaQuinta Euless, Tx (corner of Airport Fwy and Hwy 157) The airline rate is approx \$30. per night as it will be within walking distance of our meeting half.

ants Divette



Delta Air Lines Flight Control in 1990





Members of Delta Air Lines' Professional Airline Flight Control Association (PAFCA) have been strong and consistent supporters of ADF's activities throughout ADF's history. PAFCA President Jim Mulhall (left) and Treasurer Bob Munn (right) attended ADF's first meeting in 1990.





AGENDA

Founders selected the name of the new organization at the first meeting. Here, the new name has been added to the agenda by Bill Kalivas (SWEA VP) who took notes at the first

meeting and shared this historic document with the editors.

3/14/90

0900AM- COFFEE/SWEET ROLLS.

0930AM- CALL TO ORDER.

INVOCATION.

INTRODUCTIONS. A) F AIRLINE DEPATCHERS FEDERATION.

POSITION STATEMENT -J.LITTLE.

DISCUSSION OF M.E.C. PURPOSE-GOALS.

12:00AM-13:00PM- LUNCH AA CAFE.

TOUR NEW AMERICAN DISPATCH OFFICE

FURTHER DISCUSSION OF FEASIBILITY OF M.E.C.

ADJOURNMENT



Dispatchers have long been referred to as "the forgotten airmen". From its inception, the founders of ADF recognized the importance of media relations. Here and on the following page, from 1990, an early plan to leverage various publications and contacts is discussed in this scanned document from the first meeting.

From the Bill Leber Collection



SUGGESTIONS FOR LOCAL PUBLIC RELATIONS EFFORTS

- Cooperative alignment of efforts in safety and efficiency with ALPA, APA. or local pilot group.
- Education of management though letters, meetings, tours, videos, etc.,.
- 3. Local media efforts
 - a. Radio talk show careful what you say!
 - b. On-site fact finding interview with local newspapers.
 - c. Charity work.
- Articles about the profession in In-house company publications.
- Research, analysis and dissemination of data and information supporting the contribution of the dispatch role.



Press/Media Update

- 1. Aviation Daily Kickoff Article March 19, on page 536 Contact: Greer Graham Date: 14 March '90
- 2. Aviation Week Very interested in an in depth substantive interview after our April Meeting.
 Contact is Christopher Fotos in DCA
 Date: 15 March '90
- 3. Air Transport World Goal is for In-depth and extensive article on the Profession.
 Contact: Probably Joan Feldman
 Date: late summer or Fall.
- 4. Wall Street Journal Possible article on Northwest and the dispatch profession.

 Contact: Judy Valente ORD Office
 Date: 1 April '90- Note: she was in the process of developing an article on Northest and the dispatcher Profession when I broaches ADF.
- 5. USA TODAY Avianca article possible.
 Contact: Lori Scharn
 Date: 15 March '90

Pending: The New York Times
The Washington Post
Airline Executive

Political Contacts: DOT Keith Prouty
House Aviation Subcommittee Chairman
- James Oberstar
Senate Aviation Subcommittee Chairman
- Wendell Ford

Industry Contacts: ALPA - Hank Duffy
ATA - Rex McClellen
NATCA - ?
ICAO - ?
FAA - BUSEY ?



AVIATION

Page 536

American To Increase Fleet 40 Percent By 1995

five years to increase the trace of its fleet to 759 circraft from the current 510. Crandall told employees at the carrier's maintenance center that the ambitious plan would depend on profits generated by the current fleet. American has said it will receive 51 new aircraft this year and that most would be used to fly new routes it is trying to acquire from other carriers. They include TWA's rights to fly from Chicago to London and Eastern's Latin American route system. Also part of the \$350 million deal are rights for service to Canada and from Miami to London. Both agreements still must be approved by DOT. American announced last week it would add 39 flights to its domestic route structure and that it had exercised options it held to acquire seven additional MD-11 aircraft, giving it a total of 15 firm orders.

U.S. Dispatchers Form New Professional Association

Dispatchers at U.S. airlines joined forces to form a new professional association at a meeting in Dallas last week. New organization, called the Airline Dispatchers Federation (ADF), said that, while the group's short-and long-term objectives still need to be defined, it would contribute toward managing the congestion problems brought about by the growth of the airline industry and solidify the dispatcher's profession. A spokesman said ADF hoped through legislative action to establish criteria for training and limits on the types and number of aircraft a dispatcher would be asked to work with at one time. ADF said that in view of the recent Avianca accident near New York Kennedy Airport, it is imperative that FAA and Congress immediately take steps to ensure that any airline operating within U.S. airspace establish and maintain a positive operational control renter using licensed aircraft dispatchers. The spokesman said dispatchers from most large U.S. carriers atted the meeting. He said the group is scheduled to meet again April 24 to adopt by-laws and that dispatcher all Part 121 carriers would be invited to attend. Group has been formed in association with the Internateration of Air Line Dispatchers Associations.



An incredible accomplishment for a brand new, volunteer organization was this article in the highly respected publication, Aviation Daily from 1990. Evidence that ADF's founders were well connected and very savvy to the ins and outs of leveraging the media to promote the profession.



AIRLINE DISPATCHER FEDERATION

Suite 386

1201 Airport Freeway

Euless TX 76040-4171 APRIL 24, 1990 With the official name for the new organization recently selected, it is interesting to note the first few official documents released show Airline **Dispatcher** Federation instead of **Dispatchers**

MINUTES

Our second meeting convened on Tuesday April 24th 1990 Dallas, Texas. (Attendance Attached)
Call to order: 0915 am J. Little.

A. Special welcome was given to our new attendees by J. Little.

Approval of minutes of 3-14-90. Media Press update-W. Leber/J. Mulhall.

MEDIA: Bill Leber-Recapped efforts for press coverage and presented an outline for our 1990 media contacts (copy attached). He also discussed articles published in ALPA newspaper and northwest own in house newpaper passages (Feb 1, 1990) on the N.W. dispatchers. We also listened to a brief excerpt from a radio interview with some N.W. dispatchers, aired in the MSP area. Bill also had some copies available for our private listening pleasure. W. "Yogi Bear" also presented an article from the United Airline in house publication on the flight dispatchers. Bill Leber handed out some suggestions on the Local Level Public Relations Efforts (attached copy).

Public Relations Efforts (attached copy).

Communications: New member M. Monse went over in detail, the cost of a bulletin board for advanced communications with all carriers & ADF members thru a PC network. Mark also handed out a flyer on one type system "Connection 1". The cost of the systems vary, however, Mark will look into additional systems and the most reasonable cost. Mark also contacted Air Safety Week for a subscription of "Electronic Form", and the cost is approx. \$595.00 per subscription. Software for bulletin board may run \$495.00 list price, (about \$10.00 a month), and 18 cents per min for the fee on main computer. Those delegates present, agreed we would put this on the back burner. Pending ample time for each group to look into the availability of APC IBM compatible-more information later.

FINANCES: Discussion on ADF budget, postage, telephone etc.. Jim Little offered the use of facilities-Delegates agreed we need a standard mailing address not a P.O. box. Our new address will be:

ADF

1201 Airport Fwy. Suite 386 Euless, Tx. 76040-4171

Page - 1

Minutes from ADFs second meeting



Jim Little will arrange for a telephone installation-more to follow.1. ADF dues.— J. Montague motioned that ADF dues would be \$1.00 a month, \$12.00 a year with a \$3.00 dollar initiation fee. Second by D. Hill..Passed.

2. IFALDA - Assessment dues- J. Little will discuss with P. Schuetz-IFALDA- as he was unable to attend because of the IFALDA convention preparation.

ELECT TREASURER- After some discussion on the responsibilities of the treasurer the floor was opened for nominations. J. Little nominated J. O'Sullivan for treasurer and gave a background on Jacks experience and knowledge of Financial Budgets etc. After further discussion, J. O'Sullivan was elected Financial Secretary Treasurer-ADF by those present.

THE MEETING THEN RECESSED FOR LUNCH

The meeting resumed with Bill Kalivas SWA, offering \$100.00 in addition to dues on initiation fees to offset the cost of startup-J. Mulhall-DL, D. Hill-CO, J. Little-AAL, W. Yogi Bear-UAL. also offered \$100.00. Motioned by J. Mulhall to give authority to the President/Financial Treasurer for disbursement of the funds without prior approval of the delegation....Passed.

BYLAWS/CONSTITUTION-J. Little handed out preliminary draft of the bylaws. The floor was then opened for discussion. The committee proceeded to go thru each section making changes and clarifications. Each section was voted seperately and the final document was unanimously approved. J. Little will have the draft finalized by our next meeting.

STRUCTURE-It was unanimously agreed the need to change title of office as follows: PRESIDENT

EXECUTIVE VICE PRESIDENT VICE PRESIDENTS FINANCIAL SECRETARY TREASURER RECORDING SECRETARY

POLITICAL ACTION/STRATEGY-Bill Leber handed out some potential goals for ADF to stimulate some discussion due to the extended time of the meeting on bylaws. This item will be placed on our next agenda. Next meeting set for May 14th 1990. Delta-J. Mulhall invited delegates to a reception at La Quinta around 1930c.

ADJOURNMENT- 1630c.

RESPECTFULLY SUBMITTED May 11, 1990 Jim Little

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Betty Bollert of Alaska Airlines attends an ADF function in the early 1990's. Betty attended ADF's very first meeting in 1990. She remained continually active in ADF throughout the early years, regularly attending ADF meetings and assisting with various projects. Bud Sherman from Delta and formerly from Western appears in the left background.



Early ADF members, from left to right, Terry Maynard, Larry Grinstead, Mark Monse, Bob Fulton, and Vic Sotenberg



Below, Miro Lehky, George Webster, and Roy Wynn. Many hundreds of dispatchers earned their dispatcher certificate from Roy, including one of the editors of this reference work.

Above, Amar Murthy, Tracie Benson, Rich Milligan, and Meg Meyer from American Airlines.





Attendees from ADF's second meeting in April 1990.



IN ATTENDANCE: - 4-24-90

J. LITTLE-AAL

J. PLOWMAN-AAL

W. YOGI BEAR-UAL

J. O'SULLIVAN-AAL

W.S. LEBER JR.-NWA

D. HILL-CAL

L. BASS-CAL

B. BRAENDER-DL

J. MULHALL-DL

R. KUNZ-MIDWEST EXP

J. LANDOREBE-MIDWEST EXP

B. TREADAWAY-AOCS/US.AIR

B. KALIVAS-SWA

M. MONSE-SWA

G. WEBSTER-HP

M. TIMPE-HP

L. HOLLIS-HP

B. BOLLERT-AS

G. NELSON-AW

J. MONTAGUE-PAA

It was common in the 1990's for FAA dispatch examiners to ask newly passed and certificated dispatchers to read the "dispatcher's creed". Examiner Roy Wynn (shown on the previous page) had your editor read this upon completion of the practical examination.



THE DISPATCHER'S CREED - 1990

UPON MY HONOR I PLEDGE THAT I SHALL CONSCIENTIOUSLY EXERCISE THE RIGHTS AND DUTIES CONFERRED UPON ME AS A CERTIFIED DISPATCHER WITH PRIMARY CONCERN FOR THE SAFETY OF THE LIVES AND PRESERVATION OF THE PROPERTY AFFECTED BY MY DECISIONS. IN THE PERFORMANCE OF MY DUTIES, I SHALL NEVER APPROVE THE OPERATION OF A FLIGHT WHICH IN MY CONSIDERED OPINION IS HAZARDOUS.

I PLEDGE, ALSO, TO FOLLOW WITH UNREMITTING ATTENTION THE PROGRESS OF EACH FLIGHT UNDER MY CONTROL. I SHALL BE ALERT TO WARN THE CAPTAIN OF UNFORESEEN METEOROLOGICAL DEVELOPMENTS, UNEXPECTED LOSSES OF NAVIGATIONAL AIDS OR SUDDEN CHANGES IN TRAFFIC AND FIELD CONDITIONS WHICH MIGHT ADVERSELY AFFECT THE SUCCESSFUL COMPLETION OF HIS TRIP. IN ADDITION, I SHALL BE PREPARED TO OFFER, UNSOLICITED, AN ALTERNATIVE PLAN OF ACTION TO HIM WHEN THE ORIGINAL PLAN CANNOT BE FOLLOWED. IN AN EMERGENCY, I SHALL BE PREPARED TO MAKE FULL AND IMMEDIATE USE OF THE FACILITIES AVAILABLE TO ME TO AID THE STRICKEN FLIGHT.

I PLEDGE, FINALLY, TO KEEP PACE WITH THE LATEST ADVANCES IN THE SCIENCE OF AERONAUTICS AND SUPPLEMENTARY FIELDS OF STUDY RELEVANT TO MY RESPONSIBILITY SO THAT MY COMPETENCY AS A DISPATCHER WHICH DEPENDS UPON KNOWLEDGE OF SUCH SUBJECTS WILL BE MAINTAINED.





AIRLINE DISPATCHERS FEDERATION

ADF By- Laws were developed over the course of at several meetings in early 1990.

PREAMBLE: AIRLINE DISPATCHER FEDERATION (A.D.F.) WILL NOT BE INVOLVED IN LABOR DISPUTES OR ACT AS REPRESENTATIVES OR ON BEHALF OF ANY CARRIER/ORGANIZATION/MEMBER IN LABOR NEGOTIATIONS OR REPRESENTATIONS.

I. Purpose:

To coordinate the activities of all Flight Dispatchers in private or public sectors. The ADF is pledged to the objectives of constant and unremitting efforts for the preservation and enhancement of all aviation and aerospace professional specialties without encroachment or overlap of traditional responsibilities performed by operations control and support categories, including all necessary activities required for upgrading licensing, training and qualification regulations.

II. Structure

A. The ADF Council shall consist of the President, ExVice President, Vice Presidents, Recording Secty., Financial
Secty. Treas., and Delegate and alternate Delagate of each
Carrier whose membership includes Aircraft Dispatchers,
Flight Controllers, and all aerospace proffesions
associated with flight operations in private or public
sectors. The newly elected President shall be appointed Vice
President of North America IFALDA and replace his
predecessor.

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B. Meetings of the Council shall be chaired by the President ADF or another officer. The Recording Secty. will keep the minutes for all meetings.

III. Meetings and Voting

- A. The ADF Council shall meet quarterly or on call of the President, or at any time upon written request of a majority of the Council's Delegates.
- B. All questions properly coming before the Council shall be decided by a simple majority vote. Those Delegates present shall constitute a quorum.
- C. Meetings shall be conducted in accordance with "Robert's Rules of Order," revised, except as provided otherwise by the majority present.



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- D. Each Carrier's Delegate represented on the ADF

 Council shall be entitled to one vote. The President shall be entitled to vote only to break a tie vote.
- E. In the event of a dispute of a Delegates credentials they will be resolved by majority vote by the Delegates present.
- F. Each Carrier or Organization participating in the activities of the Council shall bear all expenses and wages involved in connection with such participation unless otherwise provided.

IV. Amendments

Proposals to amend these By-laws may be placed on the agenda of any regular meeting of the Council. "A twothirds (2/3) majority vote of the Council meeting with a quorum in attendance will be required to adopt proposed amendments.

revised 5/14/90



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V. FINANCIAL BY-LAWS GOVERNING A.D.F.

MEMBERSHIP DUES:

Membership dues shall be \$1.00/month payable at \$12.00/year (calendar) plus a one time initiation fee of \$3.00 per member.

EXPENDITURES:

The following expenditures shall be deemed routine items payable by check signed by the President and Secretary Treasurer of A.D.F. without prior approval of the council in accordance with these Bylaws Telephone, Stationary, Postage, Office Supplies and Printing, Miscellaneous or routine items involving expenditures of less than \$100.00 per day.

No reimbursement shall be made for expenses incurred in the name of Airline Dispatchers Federation without the approval of the Financial Secretary Treasurer and the President.



PAGE 5 EXPENDITURES Con'T

The Financial Secretary Treasurer shall submit to the council on a quarterly basis a financial statement containing all disbursements and accounts.

- A. WAGES: Each Carrier or Organization participating in the activities of the Council shall bear all expenses and wages involved in connection with such participation unless otherwise provided for in the By-Laws
- B. OFFICERS: Will be compensated at \$125,00 per day for all work performed necessitated by duties of their office.
- C. DELEGATES: (Representatives) Will be compensated at \$125.00 per day for all work performed for A.D.F authorized by the President or by direction of the Council.
- D. EXPENSES: Normal and reasonable expenses associated with business or travel will be reimbursed by A.D.F. An expense statement with Receipts attached shall be submitted to the Financial Scty Treasurer for the month in which the expense incurred. revised 6/25/90



AIRLINE DISPATCHER FEDERATION

Suite 386

1201 Airport Freeway

Euless TX 76040-4171

May 14, 1990



MINUTES

Our third meeting convened on Monday, May 14th, 1990, in Euless, Texas (attendance list attached). Jim Little called the meeting to order at 0900, and welcomed new members Kevin Bohach from Air Wisconsin (AW), and Sid Rhinehart/NW.

Agenda Item-1 was to elect a new Recording Secretary. This was discussed, and later deemed unnecessary, as the work conflicts that led to my not being able to generate the minutes from the meeting of April 24th had been resolved. The situation will not occur again, and the Recording Secretary apologizes to anyone that was inconvenienced.

Agenda Item-2 was approval of the minutes from the April 24th meeting, which had been compiled and distributed at today's meeting by Jim Little. Two members had corrections to offer, that: (1) It was a IAM, and not the UA publication that contained the Dispatcher article mentioned by "Yogi" Bear/UA, and that: (2) Bill Leber/NW had also contributed \$100 on behalf of his group. A motion was made to accept the revised minutes, by Barry Braender/DL, seconded by Jim Mulhall/DL, and the motion carried by voice vote. Due to the April 24th minutes not being mailed out, copies are available upon request to the Recording Secretary.

Agenda Item-3 was on the proposed re-alignment of Officer structure. Due to logistic considerations, it was felt that Jon Montague/PA being in London was inefficient as far as the group's larger overall needs, and after discussion, a motion was put forth to nominate Jim Mulhall/DL as Executive Vice-President, with Jon Montague to serve as a Vice-President. The motion was made by Lou Bass/CO, and seconded by Bill Leber/NW, and carried by voice vote.

Agenda Item-4 concerned an interpretation item in the Bylaws/Constitution developed at the April 24th meeting, in which it was perceived that only airline Delegates, and not Officers, could vote on ADF matters. After discussion, a motion was put forth by Jim Mulhall/DL, seconded by "Yogi" Bear/UA to amend the Bylaws and Constitution to reflect the following changes:

- Officers can be selected as Delegates for their airline.
- Each airline will select an ADF Delegate based upon their own needs/priorities/methods.



3. That, in the event of any disputed Delegate credentials, they will be resolved by the majority vote of the Delegates present.

The motion carried on a voice vote. It was also recommended that each Airline provide, in writing, the name of their Delegate, and authorized alternate(s), to the Recording Secretary at or before the next scheduled ADF meeting.

Agenda Item-5, Old Business. Concerning the subject of our Charter, and related IFALDA dues/assessments, Peter Schuetz/US, President of IFALDA, was not in attendance at this meeting, and phone conversations with him had indicated he planned to deliver our Charter at the June ADF meeting. As several ADF plans are contingent upon receiving this Charter, a motion was put forth by Mark Monse/WN, seconded by Bill Leber/NW, to send Jim Little/AA and Jim Mulhall/DL to meet with Peter Schuetz in Pittsburgh, and table any further discussion until after such a meeting took place. The motion carried on a voice vote, and Peter was later contacted during the lunch recess, and agreed to a meeting on May 31, 1990.

In other old business, Mark Monse/WN distributed a handout providing an overview of the proposed electronic mail (E-mail) system. The members in attendance confirmed their access to PC's for using such a system, and it was announced that ADF had received the donation of a suitable PC to act as the central message hub here in the Dallas area, the donation being made by Mark Spence of Marell Operations Research. Concerning software costs to ADF from the E-mail firm, they offer a 30-day evaluation period (which, since the meeting, they've extended to 60-days) for a cost of \$195, which includes all hub software, and support for 75 individual users. If, at the end of this time, ADF desires to retain the software, the hub cost would be approximately \$495, with individual user software packages at \$79 each (no minimum). If ADF were to desire FAX support at a later time, this would be possible by the addition of a single \$400 fax board at the hub PC. The acquisition of a inbound WATS line to operate the ADFNET system was discussed (at \$10 per month, plus an average 11 cents per minute). A motion was put forth by Jim Mulhall/DL, second by "Yogi" Bear/UA, to proceed with the test period, and giving the Recording Secretary discretion in setting up the system. The ADFNET system could be operational as early as June 1, 1990. Detailed updates and instructions will follow under separate cover.

Additional old business involved the acceptance of an ADF logo developed via the talents of Mr. Fred Thunhorst of Delta Airlines. Amotion to accept the logo design as presented was made by "Yogi" Bear/UA, seconded by John Plowman/AA, and an amended motion to change the color to match the donated stationary (from Bill Leber/NW) was made by Barry Braender/DL, seconded by George Webster/HP. Both motion and amendment carried by voice vote.

With the approval of the ADF logo, business cards and membership

THE
HISTORIC
APPROVAL
OF ADFS
FIRST
LOGO AND
REPRESENT
ATIVE
ARTWORK



cards will now also be under development.

Agenda Item-6 dealt with an update to our financial status. Due to our not having possession of a Charter, an ADF bank account had not been set-up, as no tax-exempt ID number was available. After discussion, it was decided to set-up an account using a personal ID number now, and change it over to non-profit status account at such time when a Charter became available. Jack O'Sullivan/AA, Financial Secretary, will draft financial bylaws as an agenda item at the next meeting.

Agenda Item-7 was an open floor concerning both short- and long-term goals, and the formation of working groups to accomplish them.

Goal-1 on the list is attendance at, and possible ADF participation in the forthcoming NTSB public hearings into the crash of Avianca, to be held on June 20th and 21st. A copy of the NTSB release is enclosed. Jim Mulhall/DL, Bill Leber/NW, and Mark Monse/WN plan to attend and will report to the group. Messrs Mulhall and Leber will also be contacting the NTSB Chairman for possible availability as technical reference sources regarding Dispatch related items.

Goal-2 on the list is the development and distribution of a handbook to all member Dispatchers concerning the following items:

- What to do in the event of an accident/incident.
- How FAA/NTSB investigations work.
- Post accident/incident drug-testing.
- Post accident/incident legal/certificate actions.

It was felt by Jim Little/AA, who suggest this project, that such a handbook would provide useful, meaningful information to the Dispatcher, as well as serve as a tangible sign to potential Dispatcher members that ADF is, and will continue to be actively involved with the profession. The motion was made by Bill Leber/NW, seconded by Bill Kalivas/WN, to have Jim Little commence work on such a project, and the motion carried on a voice vote.

Goal-3 on the list is the establishment of a Membership group, for the solicitation of new members to ADF from the major carriers not yet involved, and the many commuter carriers that have not yet contacted. Bill Leber/NW volunteered to make commuter contacts via training schools in the Minneapolis area, and Mark Monse/WN will do likewise via schools in the Miami area, as well as continue efforts with the remaining majors and freight carriers. It was requested that airlines with affiliated commuters attempt to provide the Recording Secretary with contact information for these operators when possible, so that materials can be made available to them. ADF Membership total is now almost 700, with all the DL and NW groups involved.



Goal-4 on the list is the establishment of ADF working groups concerned with Dispatcher training, and Dispatcher workload. A Motion was put forth to have Bill Leber/NW handle the training group, motion by Bill Leber/NW, second by Jim Mulhall/DL, carrying by voice vote. A motion was also put forth to have Jim Little/AA handle to workload group, motion by Mark Monse/WN, second by Jack O'Sullivan/AA, carrying by voice vote.

Both groups will be developing and disseminating surveys over the next few weeks.

Goal-5 on the list is the development of an ADF Internal Communications Committee. Working in conjunction with the Membership group in Goal-3, this Committee will be comprised of ADF members from several airlines for the purpose of making personal visits to prospective airline Dispatcher groups to explain the benefits of ADF participation, and to openly demonstrate the broad cross-section of present ADF involvement.

Goal-6 on the list is the assignment of ADF representatives to ATC Center meetings on a regional basis. The 20 ARTCC's have tentatively been assigned as follows:

TW- Boston, New York, Washington, Kansas City.

DL- Jacksonville, Miami, Atlanta.

WN- Fort Worth.

CO- Houston, Denver.

AA- Indianapolis.

HP- Oakland, Los Angeles, Albuquerque, Salt Lake City.

NW- Anchorage, Minneapolis, Cleveland.

UA- Chicago, Honolulu.

Jim Mulhall/DL will be heading up this group, and he requests that each airline specify the individual for their ARTCC mailing lists and quarterly ATC user meetings, and notify him prior to May 28th, 1990. Jim also has someone at DL that can assist him with this group.

Goal-7 concerns future working groups with NATCA, ATCA, ALPA, and other organizations. A motion was made to have Bill Leber/NW research establishment of a Cockpit/Dispatch interface work group, motion by Jim Little/AA, second by "Yogi" Bear/UA, and the motion carried on a voice vote.

Agenda Item-8 was an update on media and press activities from Bill Leber/NW and Jim Mulhall/DL. After discussion, it was decided to conduct the pending interviews with representatives of <u>Aviation</u>



Week and Space Technology, Air Transport World, and The Wall Street Journal as soon as was practicable.

The need for each airline group to develop local media contacts was also stressed. A subsequent need was also discussed in dealing with the media in the correct way, so as not to have it reflect negatively on ADF, any Dispatcher, or any airline. New member Sid Rhinehart/NW had expertise in this area of media relations, and it was decided that he would work on establishing media policies and procedures for the next meeting. His presentation will be held the evening before our next meeting at 1900, and videotaped, and will be available upon request.

Agenda Item-9, covered above in Goal-3 and Goal-5. New member Kevin Bohach/AW also volunteered to assist with commuter recruitment.

Agenda Item-10, New business. Jim Mulhall/DL discussed the forthcoming changes to the FAA ACI handbook, and had some copies available for technical review. The deadline for comments is June 1, 1990, and Jim requested that all comments be directed to him on May 26th, and 27th, either at work 0630E-1430E at phone 404-765-4511, or at home, phone 404-964-8141. Comments must be phoned-in on one of these two days, only.

Also discussed was meeting room size. Due to location considerations, when desiring to bring more than two (2) members from the same airline, please include this request with your agenda items, so that unused "slots" not used by other airline participants can be co-ordinated.

The last item was to set the date for the next ADF meeting, and after discussion, it was set for Monday, June 25, 1990, at 0900, at the ADF offices at 1201 Airport Freeway, Suite 386, Euless, Texas. The media presentation by Sid Rhinehart/NW as mentioned in Agenda Item-8, will be held on Sunday, June 24th, at 1900, also at the ADF offices. Agenda Items for this meeting should be directed to Jim Little/AA no later than June 15, 1990.

Jim Little/AA closed the meeting by expressing appreciation to all the participants, and to Jim/Mulhall/DL and his PAFCA group for providing the refreshments at the previous evening's reception at the La Quinta. Motion for adjournment at 1430C made my Jim Mulhall/DL, seconded by Lou Bass/CO, and carried by voice.

Respectfully submitted, Mark Monse.



Attendees, May 14, 1990 ADF Meeting

Jim Little/AA

John Plowman/AA

Jack O'Sullivan/AA

"Yogi" Bear/UA

Bill Leber/NW

Sid Rhinehart/NW

Kevin Bohach/AW

Mark Monse/ WN

Bill Kalivas/WN

Betty Bollert/AS

Lou Bass/CO

Barry Braender/DL

Jim Mulhall/DL

Mike Timpe/HP

George Webster/HP

Volunteer Spotlight

SID **RHINEHART**



My interest in aviation started back in the late 1960's as I was attending the University of Montana in my hometown of Missoula, MT on a basketball scholarship. Flying to games with the U of M basketball team, I was always talking to the pilots of our chartered DC-3's about their profession and their interactions with controllers and Flight Service Station Specialists. The pilots encouraged me to visit the ATC tower in Missoula and that was when my love for ATC truly blossomed.

During my first visit to the Missoula ATC tower, Facility Manager Dave Sellegren really mentored me about developing a career in the FAA as a controller. He explained it would be a long and difficult training process that could take up to 3-4 years to become a certified full performance level controller. Dave emphasized that it would take a discipline and focus to succeed since the washout rate for controller training was around 70%. Dave helped me prepare paperwork to take the Civil Service exam and apply to the FAA. I passed the Civil Service exam and was accepted by the FAA in late 1970. The journey had begun.



graduating from the University Montana 1970, I attended FAA's Academy in Oklahoma City, OK. Upon graduating from the ATC Academy, I was sent to the Minneapolis Route Traffic Control Center for further controller training and development as an enroute controller. I became a licensed Air-Traffic Controller at the Minneapolis Air Route Traffic Control Center in 1972. I worked as a controller until August of 1981 when I along with 12,000 other controllers were terminated by the FAA for participating in the illegal **PATCO** (Professional

A career-door had closed but another career-door had opened to me. In 1983, I had heard that several Air Lines were hiring flight dispatchers including Northwest Air Lines and North Central Air Lines that later became Republic Air Lines. I honestly did not know much about the arcane flight dispatch profession. After visiting Republic's flight dispatch office and talking extensively with several dispatchers, I knew this is what I wanted to

"I feel so very blessed to have had two really great careers: Flight Dispatcher and Air-Traffic Controller." - Sid

At the beginning of my flight dispatch career, two dispatchers in particular at Republic and NWA, were very instrumental in mentoring me and instilling enthusiasm in me about this new career. Roy Wynn was a Republic Air Lines dispatcher and flight dispatch instructor whose passion for the profession was contagious. Roy opened up a whole new aviation world to me. I had no idea of the complexity of the profession and its vital role in ensuring air safety for the flying public. The inter-disciplinary study required to become a licensed flight dispatcher was comprehensive but Roy and several other dispatchers help prepare me for the 2-day flight dispatch written & oral exam.

And later on in my career, Tim Reid, NWA flight dispatch manager encouraged me to get involved in many dispatch technology projects that would further the importance of the flight dispatcher in air safety management. Tim truly helped me grow professionally and become more involved in growing the flight dispatch profession. He was a leader in developing dispatch technologies & policies that help enhance the performance of NWA dispatchers.

In 1983, I was first hired by Republic Airlines to work on the ramp as a baggage handler. This experience provided me with my initial knowledge of the complex workings of an airline. Then, Northwest Air Lines (NWA) bought Republic and I immediately applied to become an assistant flight dispatcher at NWA.

Even thought I had not yet attained a flight dispatch license, I was accepted by NWA in flight dispatch in 1984. In early 1985, I took the complex flight dispatch exam that is very similar to the Air Transport Pilot (ATP) exam that commercial pilots take. Dispatchers are required to have fundamental working knowledge of aircraft characteristics, weather dynamics, flight planning, flight following, aviation phraseology, airport runway

configurations, weight & balance, just to mention a few disciplines. I passed the exam and a few months later became a certified full performance flight dispatcher.

The general public often confuses and mixes up the roles of a flight dispatcher and an air traffic controller. This is understandable as the tactical and strategic interaction between controllers and dispatchers to support pilots often overlaps. This overlapping interaction is essential in maintaining and enhancing air safety.

To help promote a better flying public awareness of flight dispatch, I was involved in developing a concept called the air safety P.A.D. (Pilot, Air Traffic Controller, Dispatcher). With the support of NWA flight dispatch management and the NWA dispatcher's union TWU, I initiated a public relations campaign to publish an informative 4-page brochure to help spotlight the flight dispatch profession. I along with along with dispatchers Tim Reid, Giles O'keeffe, and Bill Leber developed and promoted this brochure to media outlets, to the mayors of airline hub



cities, the US Congress, National Weather Service, various AFL-CIO unions, and different aviation groups. The brochure proved to be a huge success and I was very proud of what our dedicated group had done to further the flight dispatch profession.

Shortly after the publication of this brochure, NWA flight dispatch supervisor Bill Leber introduced me to a concept of developing a professional/technical arm for the advocacy of the flight dispatch profession. Bill along with several other dispatchers from other Air Lines was putting together a working framework for this new organization. In 1990, the Airline Dispatchers Federation was born. It was a concept long overdue and I was proud to help contribute a small part to the initial development of the ADF organization.

Because of my air traffic background, in 1985 I was promoted to become an air traffic coordinator which was a part of NWA's first ever Strategic Planning Team (SPT). As an ATC coordinator, I was heavily involved in developing a number of watershed technologies that were instrumental in developing the role flight dispatchers would play in maintaining continuous operational control in the National Airspace System (NAS).

As I became more familiar with dispatcher operational control, one aspect of operational control struck me as wanting. Prior to the late 80's, flight following by dispatchers was done manually by pen & pencil on sheets of paper. There was no automation involved in flight following at that time. I strongly felt that automation could be developed to refine the flight following and aircraft tracking process with more real time and more accurate data. I saw no reason why dispatchers shouldn't have the same types of real-time tools controllers have that would build a common situational awareness with controllers on aircraft location & status.

I was strongly influenced by specific ATC technologies such as digitized radar systems where aircraft surface and enroute surveillance systems could be constantly monitored for better aircraft situational awareness by dispatchers.

In 1989, NWA was one of 4 air carriers, who took the lead with the FAA in developing an aircraft surveillance system primarily for flight dispatch called Aircraft Situation Display (ASD).

NWA flight dispatch manager Tim Reid and I were the NWA leads in helping to bring this critical tool to NWA and the industry. Tim & I provided FAA Administrator James Busey a tour of our Systems Operations Control Center to provide him with comprehensive insights on why the ASD technology was a vital component to enhance dispatcher's operational control. Within a few months of the Administrator's tour, the ASD technology was released to the Air Lines. A huge sea-change had occurred for our profession.

With later enhancements such as adding weather radar to ASD and integrating the flight planning system to ASD, this powerful tool revolutionized the flight dispatcher's operational control. The next step was to advocate for the FAA to release airport surface surveillance tracking data called ASDE-X to the ASD platform. This would truly build a sophisticated dispatcher tool that would provide dispatchers with a first-ever 'gate to gate real-time aircraft surveillance system'.

As an ATC Coordinator at NWA and then at Delta Air Lines for over 35 years, I had the pleasure of interacting with a number of highly regarded aerospace companies such as PASSUR, Sabre/Flight Explorer, Aerobahn, IBM/Fusion, and Metron Aviation in developing over the years the enroute ASD system and ASDE-X surface surveillance systems for the flight dispatch community. It was such fun! I was so proud to be a part of this important effort for my profession.

I feel so very blessed to have had two really great careers: Flight Dispatcher and Air-Traffic Controller. Throughout my wonderful career as a flight dispatcher, I grew professionally because ADF, airline managements and various dispatcher unions always supported me. With their ongoing support, I believe our profession is well positioned to meet the future challenges of an ever-changing National Airspace System.





AIRLINE DISPATCHERS FEDERATION

June 30, 1990

MINUTES

Our fourth meeting convened on Monday, June 25th, 1990, in Euless, Texas (attendance list attached). Jim Little called the meeting to order at 0900, and welcomed new members Pat Bails/UA, Donald Farris/CO Express, Mike Nadon/CO Express, Lorraine Sandusky/CO, Galen Johnson/NW, Preston Wilbourne/ZW, Joe Hagen/DL, and Don Wright/US.

The minutes of the previous meeting (May 14th) were brought up for approval, and there were two corrections mentioned concerning Goal-6 (The assignment of ADF representatives to the ATC Center meetings). The revised list, with corrections underlined:

TW- Boston, New York, Washington, Kansas City.

DL- Jacksonville, Miami, Atlanta. ~

WN- Fort Worth.

CO- Houston, Denver.

AA- Indianapolis.

HP- Oakland, Los Angeles, Albuquerque, Salt Lake City.

NW- Anchorage Oceanic, Minneapolis, Cleveland.

UA- Chicago, Honolulu.

AS- Seattle, Oakland, Anchorage.

The next round of ARTCC user meetings is scheduled for early September, so the appropriate ADF representatives are encouraged to make the needed contacts for attendance. If a particular ARTCC does not conduct user meetings any longer, please contact the Recording Secretary.

A motion to accept the revised May 14th minutes was made by Dean Hill/CO, seconded by Lou Bass/CO, and carried on a voice vote.

Agenda Item-1 concerned the unresolved issue of our IFALDA affiliation and Charter. Pete Schuetz/US, President of IFALDA, was not able to attend this ADF meeting at the last minute, and a

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MINUTES
FROM THE
FOURTH
ADF
MEETING
1990



conference call was initiated to him in Pittsburgh in order to resolve the issue. Peter reaffirmed his position made to Jim Little and Jim Mulhall when they all met in Pittsburgh in late May, and mentioned that he would mail the Charter the next day, June 26th. A copy of Jim Little's memo of understanding with Peter Schuetz dated June 1st is enclosed for review. The Charter has not yet been received at ADF as of this writing, hence its mention on the tentative agenda for the next meeting on July 30th.

Agenda Item-2 concerned the Financial Report, and a review of the Financial By-Laws. Jack O'Sullivan/AA could not attend this meeting, but left a report regarding our financial status as of June 22nd (copy attached). In reference to the last paragraph concerning ADFNET, Mark Monse/WN mentioned that we would be requesting an extension of the software evaluation period (which was later granted) and a purchase decision wasn't imminent. Mark deferred further discussion on ADFNET until the new business section of the agenda.

A draft of Section V., Financial By-Laws governing ADF was presented and opened to discussion. The only modification was a sentence to be added to the end of Paragraph 1 under EXPENDITURES, to read: "The Financial Secretary/Treasurer shall submit to the Council, on a quarterly basis, a financial statement outlining all disbursements and accounts receivable". A motion was made by Bill Leber/NW, seconded by Dean Hill/CO to add this passage to the document, and the motion carried by voice vote.

Agenda Items-3 and -4, concerned short-term and long-term goals, respectively, and they were rescheduled later on the meeting's agenda.

Agenda Item-5 was an update on the various working groups formed at previous ADF meetings.

Jim Little/AA discussed the Dispatcher accident/incident booklet that had been developed, and read some passages from it. The booklet will undergo legal review prior to being distributed sometime in the next few weeks.

Jim also discussed the workload group, and the Paradox database program that generated the sample reports he had for display. As some airlines may not use Paradox, Jim was going to confirm that the program could accept imputed flight schedule data in ASCII format, so that accurate workload assessments could be made. ADF members were also to check with their respective MIS/Schedule planning departments to see if the data was available in ASCII.

Bill Leber/NW spoke on the subject of training, and presented two surveys. Survey-1 is a 5-page survey concerning the general nature of each airlines Dispatcher training program. A single survey should be filled out for each airline by their designated ADF representative, and returned ASAP to: Bill Leber, 1546 Twin Springs Road, Houlton, WI, 54082. Survey-2 is a 2-page survey of



the individual Dispatchers within your organization. Bill requested that each ADF representative duplicate this 2-page survey for their groups, and bring these completed surveys to the next ADF meeting at DFW scheduled for July 30th. Survey results should be available at subsequent meeting. Bill also requested a copy of each represented airline's approved training program, if possible, and consistent with your corporate policy. Bill can answer any questions on this project at 1-715-549-5356, or on ADFNET.

Agenda Item-6. Jim Mulhall/DL could not attend this meeting, so Bill Leber/NW also gave a update on Media/Press activities. Bill and Jim Little were in Washington, D.C. on June 20th and 21st, and had follow-on interviews with Aviation Daily and Aviation Week and Space Technology. Other efforts are underway with Air Transport World, USA Today, The Wall Street Journal, The Washington Post, and The New York Times, and updates, along with a national media plan will be presented at the next ADF meeting July 30th.

Agenda Item-7 concerned efforts to recruit new members. Mark Monse/WN discussed the mailing of 75 ADF information packets that went out to various Part 121 and Part 135 carriers that have not yet been represented at ADF meetings. Contact data was obtained from a list provided by Bill Leber, and the effort will probably result in approximately 40-50 new members. Follow-up efforts will continue with the remaining carriers, and an update will be provided at the next meeting.

Agenda Item-8 concerned new business. The primary item was the NTSB investigation into the crash of Avianca 052 near JFK, and the Hearings that had taken place the previous week in Long Island. The Hearings, originally scheduled for June 20th and 21st, ran over to the 22nd, with Mark Monse/WN in attendance all 3 days, and Bill Leber/NW attending on the final day.

Mark went through the Witness List (copy attached), giving brief mentions of significant testimony from the various witnesses. Of particular interest:

Witness # 9, Mr. Ed Ellenberger, CFCF

Witness #10, Captain Saul Pertuse, Avianca

Witness #11, Mr. Raul Pomales, FAA POI, MIA

Witness #13, Mr. David Catey, FAA DCA

Witness #16, Mr. Bill Hill, FAA DCA

Witness #17, Mr. John Conoles, FAA DCA

Witness #18, Mr. William Reynard, NASA ASRS

The subject of operational control was discussed, both in questions by NTSB personnel to some of the above witnesses, as well



as unsolicited mentions by others listed above.

It was generally agreed upon at the ADF meeting that the NTSB investigation into the AV052 accident should be our immediate and top priority item. The NTSB's standard closing statement (copy attached) read at the Hearing allows for public input with 30 days upon receipt of the final Hearing transcripts. As a result, it was agreed to form an ADF Task Force to develop a report for the NTSB. ADF has obtained a full set of exhibits, and should have either a written transcript and/or videotape record of the Hearings to work with. Due to the relatively short time available, the Task Force will meet in MSP on July 11th and 12th, with a report to the ADF membership at the July 30th meeting. The effort is jointly headed by Bill Leber/NW and Mark Monse/WN, and any expertise available would be welcomed. As of this writing, the Task Force has available to it Dispatchers with KC-135 (707) flight experience, air traffic controller experience, and a Part 121 Dispatcher who jumpseated into JFK about 2 hours prior to the ill-fated Avianca flight. Please contact Bill or Mark (214-462-0931) if you have anyone in your organization that has expertise to offer, or if you need information on accommodations. Jim Little/AA mentioned special appreciation to Mr. Peter Schenck, a Dispatcher with Northwest, for his generous personal contribution of \$100 in support of our NTSB efforts, which was shared by the members in attendance. Thanks Peter!

Also under new business, Mark Monse/WN gave an update on ADFNET status. ADFNET went operational on June 13th, and as mentioned in an earlier item, the software evaluation period has been extended until July 31st. The WATS line was originally scheduled to be effective June 15th, but paperwork snafus with US Sprint have delayed this until the first week of July (hopefully, by the time you read this). The long distance number 1-214-393-6878 works fine, and connect times have yet to exceed 1 minute in duration, so your cost via direct dialing is minimal. The WATS number will still be 1-800-676-2685 (1-800-OPN-CNTL).

On the subject of system cost, a question was raised concerning alternative on-line services such as Compuserve and Prodigy, as they were local phone calls and involved no long distance charges. Subsequent research after the June 25th meeting confirmed the original information, that: (1) While E-mail access via Compuserve is via local call, there is still a significant per-minute on-line charge, and their system is more complicated to use; and, (2) while Prodigy has no actual per-minute on-line charge, it does cost a flat \$9.95 per month per PC terminal/individual accessing it. The access software is indeed "free" in the sense that it costs you about \$30 to physically acquire it, and your first 3 months (@ \$9.95 per month) are waived. The \$9.95 per month really begins in the fourth month, for a total of about \$90 for the rest of the year, and \$120 in subsequent years. Add in the \$30 for the software in the first year, and Prodigy is \$120 year any way you slice it, compared to an \$80 one-time cost for the ConneXion-1 software now in use, which will pay for itself sooner.



During the month of July, all ADF participants should endeavor to get access to ADFNET, and <u>use</u> it, so that a reliable analysis can be made as to whether to retain it, or to consider other alternatives. If you're not already on ADFNET, it's suggested that a suitable person familiar with PC's within your group contact Mark for software and/or installation assistance. Once installed, the ADFNET system is easy to use, and detailed instruction manuals will be provided to all users if a purchase decision is made. If you have any questions concerning ADFNET, please contact Mark Monse at 214-462-0931 (home) or 214-904-4051 (office), Arinc: ALLDDWN, or via ADFNET.

Also discussed in the new business section was the need for a better level of operational control understanding from the ATC personnel. The NASA ASRS database will be queried for reports relating to ATC handling leading to fuel emergencies, and other situations, and a handbook for ATC personnel will be researched.

The final item under new business was the development of a new booklet detailing the profession, and George Webster/HP will start compiling input of this. Please direct submissions to him at: 3938 East Graythorn, Phoenix, AZ, 85044.

Returning to Agenda Items -3 and -4, short-term goals were determined to be the NTSB and membership efforts as described earlier. A revised copy of the long-term goals is attached for review.

The next ADF meeting in DFW was scheduled for 0900 July 30th, 1990, with a re-scheduled media presentation from Sid Rhinehart/NW on the 29th at ____. Sid's presentation at the June 25th meeting was rescheduled due to the priority of the NTSB project, and his last-minute unavailability to attend the meeting.

Motion for adjournment made by Lou Bass/CO, seconded by Mark Monse/WN, carrying by voice vote. Meeting adjourned at 1430.



Attendees, June 25, 1990 ADF Meeting

Jim Little/AA

John Plowman/AA

Bill Leber/NW

Galen Johnson/NW

Mark Monse/ WN

Betty Bollert/AS

Stu Etter/AS

Lou Bass/CO

Dean Hill/CO

Lorraine Sandusky/CO

Mike Nadon/CO Express

Donald Farris/CO Express

Preston Wilbourne/YX

Pat Bails/UA

Don Wright/US

Bob Munn/DL

Joe Hagan/DL

George Webster/HP



AIRLINE DISPATCHER FEDERATION

Suite 386

JUNE 1, 1990

1201 Airport Freeway

MEMORANDUM

Euless TX 76040-4171

TO: PETER SCHUETZ-PRESIDENT, (IFALDA)

FROM: J.C. LITTLE

RE: IFALDA CHARTER FOR A.D.F.

COPY

ADF CHARTER UNDER IFALDA

Dear Peter,

Confirming our meeting in Pittsburgh on May 31st 1990. It was agreed that A.D.F. be chartered by IFALDA, but the IFALDA dues would be the responsibility of each individual member or organization participating as members of IFALDA, and that A.D.F. would be under no financial obligation.

and that A.D.F. would be under no financial obligation.

However, those individual organizations or members choosing not to be participate in IFALDA would neither have voice, vote or convention privileges with IFALDA. I certainly hope and recommend that all A.D.F. individual organizations or members also participate fully in IFALDA in order to share the common goals of both organizations worldwide and pledge the financial funding necessary to the organizations survival again. I want to express my thanks for your assistance in bringing the organizations together.

If this is in agreement, please sign and return promptly.

AGREED

DATE

PETER SCHUETZ PRESIDENT, (IFALDA)

SINCEBELY AND FRATERNALLY

JAMES C. LITTLE

JL/r

A.D.F. DELEGATES

FILE



AS DETAILED IN THE

AN INDEPENDENT

HERE WAS HELD TO

CONTENT.

FINALIZE THE REPORT

ACCOMPANYING MINUTES,

MUCH OF ADFs EFFORTS

DURING THE SUMMER OF

1990 REVOLVED AROUND

INVESTIGATION OF THE

AVIANCA 052 ACCIDENT.

THE MEETING DESCRIBED



AIRLINE DISPATCHERS FEDERATION

ADFNET MEMO

Date:

6/29/90

To:

ADF OFFICERS BILL LEBER

From: BILL LEBER
Subject: ADF TASK FORCE INVESTIGATING AVIANCA FLT 052

Copies: BOB MUNN

Note:

Resent 6/29/90

ADF TASK FORCE

INVESTIGATING

AVIANCA FLIGHT 052

Dates:

July 11 and 12th, 1990

Schedule:

11th 1400-2300 LCL 12th 0900-1500 LCL

Location:

Comfort Inn

1321 East 78th St. Bloomington, Mn 55425

Phone 800-228-5150 612-854-3400

- free airport shuttle

- indoor pool

- restaurant and lounge

- adjacent to Eddie Webster's (good food and drink)

Contact:

Galen Johnson: 612-722-5745

For any questions, special requirements, logistics etc. Also, if you can, please advise when you expect to arrive.

Cost:

Room Rate is \$35.00 per night

1201 AIRPORT FWY., SUITE 386, EULESS, TX. 76040-4171 (817) 545-9778





AIRLINE DISPATCHERS FEDERATION

MEMORANDUM

MARK MONSE, BILL LEBER AND BOB MUNN ARE CREDITED WITH MUCH OF THE DEVELOPMENT OF THE REPORT TO THE NTSB.

TO:

All Officers/Delegates

FROM:

J. Little

REF:

ADF-NTSB-Report on Avianca-Confidential

Please do not duplicate this report or submit to any media or agencies without coordination thru Bill Leber, Jim Mulhall or myself, until we have given the NTSB ample time to respond.

Again, I want to thank all those who participated in the working groups and especially Mark Monse.

Volunteer Spotlight

MARK MONSE



My father used to say I had aviation in my blood, and I think I quite literally did. On a hot July day at an airshow held at Cincinnati's "Sunken" Lunken Airport. I was sitting under a T-29 (Military Convair 240) in the shade trying to stay cool, but stood up suddenly with my head striking a VHF comm antenna. The scalp gash healed, but my love of aviation never faded. I was about as aviation geeky as they came. A cereal maker gave away stickers from numerous airlines from around the world, and ordering two sets, I had them plastered on just about everything. Lots of model airplanes built as well, but mostly WWII military types.

In the Kansas City area for junior high career day, me and another student arranged a field trip to TWA's simulator facility, then in downtown, right across the river from MKC. The airport police there would regularly move me off my spotting perch on the top of the dike. The family moved to Houston, and my time there would see me in numerous aviation jobs, at The City of Houston, Allied Aviation Fueling, and Dobbs House airline catering. It was at Dobbs House where I got to interact with operations personnel at various client airlines. A key early observation was that even though these airlines all flew most of the same aircraft types, the "personalities" of each airline were as different as their galley configurations.

A guy I went to high school with helped get me a job with Southwest Airlines at Houston Hobby Airport in 1977. Starting as a ramp agent, I worked my way to operations. Speaking with a Southwest Dispatcher in DAL one quiet Saturday afternoon, he invited me up to see what he did. Like many, I had no idea what a Dispatcher did, but the visit led to my getting my license, and applying for an internal transfer.

That transfer never materialized, so I left Southwest in 1980 to attain some dispatch experience elsewhere. I ended up at Mississippi Valley in Moline, since they were getting F-27s for their Part 121 operation. While there, three months later a previous interview at Air Florida in Miami unexpectedly bore fruit, so I was southbound to start in January 1981.

In these heady days freshly out of 1978's Airline Deregulation Act, Air Florida was viewed as a fast-growing East Coast version of Southwest, but it was much more. Operating in the Caribbean, Central America, as well as charters all across the USA, it was a different animal than Southwest. There were also DC-10 services to London and other European destinations.

The DCA accident in January, 1982 affected my in a number of ways, none the least of which was my increased interest in safety, especially human factors. Having known both pilots, the results of the investigation and some subsequent research expanded my interest in how operational control, properly exercised, could increase safety. The veteran FAA guy who had conducted my oral/practical a couple of years earlier had alluded to this, and now I saw it in near real-time. I would get reacquainted with my former examiner once I later returned to Southwest as a dispatcher, and later became a designated ex-

aminer myself. Sadly, he was lost in a CFIT accident in Central America while conducting a check ride.

The old ALDA (Airline Dispatchers Association) was gone before I got into the industry, and the AOCS (Airline Operational Control Society) was still going in the 1980s, before eventually disbanding in 1988 or 1989. Our profession didn't have a voice at that point, but events of January, 1990 provided a new opportunity.

That event, of course, was the fuel-starvation accident involving Avianca Flight 52 from Colombia into JFK, a Part 129 operation. To many dispatchers, including myself, the very idea that an airliner could run out of fuel was abhorrent. This accident was the genesis for the formation of the Airline Dispatchers Federation (ADF), and our fledgling organization contributed to the NTSB investigation, as well as attending the subsequent Hearings. As a direct result of ADF's involvement, the NTSB's probable cause statement was followed by: "Contributing to the accident was the flightcrew's failure to use an airline operational control dispatch system to assist them during the international flight into a high-density airport in poor weather." This was ahead of other contributing factors such as ATC aspects, and language difficulties.

ADF was never a one-trick pony, and once Avianca played out, the continued meetings of involved front-line aircraft dispatchers would direct various problem-solving resources to address a variety of issues that dispatchers and the industry faced. ADF participated in various FAA ARAC, and other industry activities which continue today. Dispatchers have a voice in Washington, and it's now celebrating 30 years in existence.

Most of the biggest changes I've observed have been in the various technologies. The old "Rorschach test" Difax maps like the "SD" radar maps evolved into WSR-74C, and WSR-88D, with near real-time Kavouras video displays, later including today's smart phones. Pan Am 759 and Delta 191 led to more microburst research and the subsequent development of TDWR, onboard windshear detection, and better simulator programming.

One of the continuing threats to our profession is the lack of understanding by many airline managements and yes, some flightcrews as to how much of a useful resource we are that contributes to a truly safe operation. As much as the various technologies have improved, we're all still the same old Mk-1 human beings, subject to possible self-deception and reality-evasion. A good dispatcher has to have the self-discipline to ask the question(s) that provide objective, versus subjective answers. This is the essence of joint pilot-dispatcher responsibility.

Although my direct involvement with ADF would later wane as marital and parental responsibilities increased, I remain very proud of what ADF has been able to accomplish, and encourage every dispatcher to be a member.



CONFIDENTIAL

Report to

The National Transportation Safety Board

In the Matter of

The Crash of Avianca Flight 52

Presented By

The Airline Dispatchers Federation

August 20, 1990

ADF completed a detailed report on the AVIANCA accident, part of which is detailed on the following pages.

LACK OF POSITIVE OPERATIONAL CONTROL A SIGNIFICANT FACTOR IN CRASH OF AVIANCA FLIGHT 52

AN OVERVIEW

The lack of positive operational control, and the absence of communication between the flight crew and a FAR Part 121 licensed aircraft dispatcher were significant factors in the crash of Avianca flight 52.

Had such operational control been maintained as specified under FAR Part 121, the accident would have been avoided.



Had such operational control been maintained as specified under FAR Part 121, the accident would have been avoided.

As a result of an independent analysis of the testimony and exhibits from the NTSB public hearings into the crash of Avianca flight 52, the Airline Dispatchers Federation (ADF) notes the following:

- There were several opportunities to avoid the crash of Avianca flight 52. These opportunities were lost due to the lack of positive operational control. The same situation could arise today, because the regulations for FAR Part 129 air carriers have not changed.
- FAR Part 121 air carriers are mandated to exercise positive operational control. FAR Part 129 air carriers, such as Avianca, are not bound by this mandate.
- 3. Except in an emergency situation requiring immediate response, FAR Part 121 air carrier pilots do not have unilateral authority to decide the safest course of action when the flight cannot be operated as originally planned. Under FAR Part 121, the pilot-in-command shares joint-responsibility with a qualified, licensed aircraft dispatcher, who is ultimately accountable to the FAA.
- 4. The primary function of air traffic control is to provide for the separation of known aircraft. It is not, nor should it be, an air traffic controller's function to designate suitable alternate airports, or compute fuel requirements. Under FAR Part 121, only an aircraft dispatcher may change the destination or alternate airport listed on the original dispatch release.
- 5. The FAA Central Flow Control Facility (CFCF) management



of JFK traffic was not a contributing safety factor in this accident. CFCF projects arrival rates on the best information provided them. If this rate is too low, capacity is lost, resulting in an economic penalty for the air carriers. If the rate is too high, it could result in airborne holding and/or diversions; again, this is an economic penalty for the air carriers. However, when positive operational control is exercised by licensed aircraft dispatchers, CFCF decisions will have no effect on safety.

6. The public is entitled to the greatest degree of aviation safety, and has the right to expect that all airliners operating within United States airspace are operated with the same degree of safety. That degree of safety is provided by the standards of FAR Part 121, which stipulates the requirement for positive operational control. The public must be made aware of the laxity afforded to foriegn air carriers under FAR Part 129.

Notwithstanding the other contributing factors in the crash of Avianca flight 52, it is ADF's position that should similar circumstances occur, the lact of positive operational control will contribute to future accidents and incidents.



As 1990 drew to a close, a ground collision at Detroit between two Northwest Airlines aircraft kept the topic of aviation safety on everyone's lips at ADF. The jets collided in dense fog.



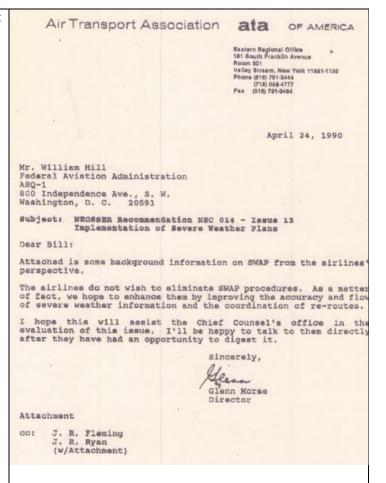
In 1990, the Air Transport Association initiated an effort to assist airlines in dealing with severe weather avoidance. Part of the ATA's proposed solution was to allow pilots to accept reroutes from ATC without the concurrence of dispatchers.

The question posed by the ATA in the person of Mr. Glenn Morse, was: "During SWAP, may Air Traffic Control issue, and the pilot accept without flight dispatcher concurrence, a revised clearance with a new flight plan route?

The prospect of dispatchers being excluded from reroute discussions impacting their flights became a hotly debated topic in the dispatch community in 1990. ADF strongly opposed eliminating dispatchers from decisions evaluation of SWAP routes.

In what was to become one of the most famous and pertinent general counsel rulings issued during ADF's history, Donald P. Byrne, FAA Assistant Chief Council-Regulations and Enforcement Division, ruled that dispatchers and pilots must reach a joint agreement that the flight may be conducted safely. Byrne stated, "if the dispatcher and pilot in command have considered the SWAP routes during their flight planning, and, if both the dispatcher and pilot in command agree that the flight can be conducted safely, and if the fuel and all other pertinent requirements of the FAR are met, then the pilot may accept the revised flight plan route."

This landmark ruling affirmed the criticality of the dispatcher's role in operational control and joint responsibility.



General Counsel Rulings

December 24, 1990

Mr. Glenn Morse
Air Transport Association of America
Eastern Regional Office
181 South Franklin Avenue, Room 601
Valley Stream, New York 11581-1190

Dear Mr. Morse,

This is in response to issue E13, Implementation of the Severe Weather Avoidance Plans... However, if the SWAP routes are not considered in the flight planning, then the pilot in command must refuse the ATC. clearance, appraise the dispatcher of the new routing, analyze and discuss the new route with the dispatcher, and reach a joint agreement with the dispatcher that the flight may be conducted safely.



SWAP Routes - Morse Ruling

*If the dispatcher and pilot in command have considered the SWAP routes during their flight planning, and, if both the dispatcher and pilot in command agree that the flight can be conducted safely, and if the fuel and all other pertinent requirements of the FAR are met, then the pilot may accept a new flight plan route. However, if the SWAP routes are not considered in the flight planning, then the pilot in command must refuse the ATC clearance, appraise the dispatcher of the new routing, analyze and discuss the new route with the dispatcher, and reach a joint agreement with the dispatcher that the flight may be conducted safely.

Donald P. Byrne - Assistant Chief Council FAA Regulations and Enforcement Division



Glenn Morse

The Morse opinion had profound implications on how dispatchers interact with the air traffic control system during severe weather events.





All's not fair in the air

By The Associated Press

Seven airplanes carrying passengers made emergency or unscheduled landings over the past two days as crew members smelled smoke, spotted fuel leaks and noticed other potentially dangerous conditions, authorities said Friday.

Meanwhile, a cargo jet sustained substantial damage Friday when it skidded off a rain-slickened runway in Chicago shortly after aborting takeoff, a Federal Aviation Administration spokeswoman said.

In New Jersey, an Eastern Airlines jet made an unscheduled landing at Newark International Airport on Friday after the pilot smelled smoke in the cockpit.

The plane, Flight 201 from Boston to Kansas City, Mo., carried 53 passengers, said Eastern spokeswoman Karen Ceremsak.

The plane took off later in the afternoon after workers discovered no problems.

Also in New Jersey, a Continental Airlines flight from Newark to Chicago returned to the airport 15 minutes after takeoff Friday because the pilot saw a warning light indicating that one of the plane's engines was leaking air, spokesman Jim Brigance said from the airline's headquarters in Houston.

The 111 passengers aboard Flight 635 were put on other flights, he said.

In Atlanta, a fiberglass panel flew off the wing of an Eastern Airlines jet shortly after takeoff Friday, but the plane returned to Hartsfield Atlanta International Airport without incident.

Flight 711, a Boeing 757 bound for Las Vegas, carried 151 passengers and a crew of seven, said Karen Ceremsak, a spokeswoman at Eastern's Miami headquarters. They were moved to another flight.

In New Mexico, an American Airlines jet was forced to make an emergency landing Thursday in Albuquerque, N.M., when one of its two engines failed.

American Airlines Flight 35, with 139 passengers, was en route to Los Angeles from Dallas on Thursday when the incident occurred. The flight was canceled and passengers were rerouted to other airplanes.

"There was no disturbance in altitude," said Sondra Byington, an airline spokeswoman. "Most likely the passengers didn't even notice a difference. It is my understanding everything went very smoothly."

Passenger Hal Waldman of

Passenger Hal Waldman of Dallas said one of the flight attendants began crying when the pilot announced the engine had failed and an emergency landing was in order.

Fire trucks met the jet on the

runway.

The plane, a McDonnell-Douglas DC-9 Super 80, is identical to the plane that crashed in Detroit on Sunday, in the nation's second worst airplane disaster.

In Louisiana, a Delta flight from Atlanta made an unscheduled stop in Shreveport Friday because an oil pressure light went on, airline spokesmen said.

The Delta 757 jet with 76 people aboard landed safely today at Shreveport Regional Airport after the pilot radioed the tower that an oil pressure light had gone on, officials said.

Firefighters and other emergency personnel scrambled to the main runway to await Flight 423.

But no one was in danger and no engines went out, said Delta Airlines spokesman Bill Berry in Atlanta. He said the plane reboarded passengers for the flight to San Diego after, mechanics found no problem.

Also, a Northwest Airlines jet bound for Memphis, Tenn., and Houston had to turn back to Philadelphia International Airport Thursday after crew members saw fuel flowing from a wing tip.

In addition, a Piedmont Airlines flight Thursday had to make an unscheduled stop in Syracuse, N.Y., after a cockpit light went on indicating problems with the landing gear.

After Northwest Flight 1647 returned to Philadelphia on Thursday, officials canceled it because of the mechanical problems, and passengers were referred to other flights, according to Northwest ticket agent Pat Loomis.

In New York, the Piedmont Volker jet carrying 44 passengers landed without problem Thursday after circling Syracuse Hancock International Airport four times, said Syracuse Aviation Commissioner Ralph Napolitano.

He said the flight was headed to Rochester, and those passengers who needed to continue on were bused there.

In Chicago, FAA spokeswoman Marjorie Kriz said there were no injuries aboard the cargo plane when it skidded off the runway at O'Hare Airport.

Kriz said a second pilot noticed a small fire under the fuselage of the Boeing 747 and notified authorities, who dispatched a fire detail to quickly extinguish the blaze.

Although it was raining at the time, Kriz said a determination had not been made if the weather played a role in the incident.

Aircraft Dispatchers certainly played a major role assisting each of these flights during a crazy week of deals in 1987, prior to ADF's founding. Later, ADF would use examples such as these to reinforce the vital role dispatchers provide assisting pilots during emergencies in a continued quest for zero accidents.



Jim Little-President

(American Airlines)

Bill Leber-Executive Vice President

(Northwest Airlines)

Barry Braender - Vice President DAL Loraine Sandusky - Vice President COA Jack O'Sullivan - Financial Secretary / Treasurer AAL Mark Monse - Recording Secretary SWA

(Terms effective January 1, 1991-December 31, 1992)

Symposium - Minneapolis, Minnesota

(July 14-15, 1991)

"ADF Operational Control Safety Symposium"

Keynote Speaker: Myron Clark - FAA/ EWINS Program

The following Director level positions were established to pursue the ADF's goals. Volunteers were solicitated to build out these positions during 1991. Positions were filled slowly throughout the year.

Director of Safety

Director of Quantitative Analysis and Research

Director of Technology and Automation

Director of Fundraising

Director of Public Relations

Director of Media Affairs

Director of Internal Communications

Director of Finance

Director of Membership

Director of Government and Industrial Affairs

Director of Development and Future Programs

Director of Administration

Director of Human Factors

Director of Political Affairs

Director of Internal Resources and Personnel

Director of Regulatory Affairs

Highlights:

- In 1991, ADF actively participated in the FAA's 8400.10 rewrite project
- ADF sent a letter to the FAA Administrator supporting the release of Aircraft Situation Display (ASD) data to the
 airlines. Copies of this letter were also sent to the ATA, and to the management of the various airlines. American's
 VF Flight Operations wrote back with favorable response.
- ADF attended a NASA aviation safety reporting meeting (ASRS) and indicated that NASA is very anxious to begin receiving safety reports from Dispatchers (as they only received 2 during 1990).
- ADF's relationship with IFALDA grew closer in 1991. IFALDA's Peter Schuetz briefed ADF leaders in the spring on
 IFALDA's activities with ICAO, with common dispatcher licensing requirements among international carriers being
 a top priority. It was decided that ADF would illuminate its IFALDA affiliation on stationery and publications in the
 future.
- In the wake of the AVIANCA Boeing 707 accident at New York in 1990, a major goal for ADF during 1991 was to participate in accident investigations which had apparent dispatch implications. Membership on applicable NTSB Go-Teams was pursued. ADF had two people on standby following a DC-10 accident at LAX accident, but it was determined that operational control was not a factor.



__ADF

AIRLINE DISPATCHERS FEDERATION



Since our inception in March 1990, ADF achieved some remarkable results for the benefit of the Dispatch profession as a whole. The long term focus of ADF is to create a professional credibility with groups and agencies which may affect our long term future. ADF has been and continues to be a participant in regulatory and legislative affairs that affect decisions regarding the Dispatch profession. Toward this end we ask the United Dispatchers, who we feel are an invaluable resource, to assist us in on-going projects and working group meetings.

The following is a brief summary of ADF's accomplishments in our brief two-year history:

- Avianca report to the NTSB regarding the need for positive operational control.
- Participant NTSB GO TEAM.
- Contributor FAA 8400.10 inspectors' handbook dispatch section.
- Joint research project with NASA/Ohio State University on joint responsibility decision making.
- ADF video and brochure on Dispatcher responsibilities to educate other aviation professionals as well as the public.
- ADF quarterly newsletter a resource for organization members as well as a tool to educate and promulgate our profession within the industry.
- Participant Air Carrier working group with the FAA.
- Participant ARAC committee evolving crew resource management into Dispatch resource management.
- Recognition and encouragement by senior airline managements.





ADF

AIRLINE DISPATCHERS FEDERATION

Member of IFALDA

JULY 11, 1991

The first official reference to ADFs participation in the Aviation Rulemaking Advisory Committee from Norm Joseph

On May 23,1991 the FAA conviened a new group of 56 member organizations in Baltimore that was to be called the Aviation Rulemaking Advisory Committee. The stated purpose of this group was to engage in consensual or negotiated rulemaking that spans the entire scope of the agencys activity. Simply put ...to have the industry and the FAA work in concert on a wide variety of tasks from begining to end rather than have the FAA present a finished product as the first point of industry or user involvement.

The Airline Dispatchers are represented on the Air Carrier Operations Subcommittee and the Training and Qualifications Subcommittee. One of the Air Carrier Operations working groups deals with fuel requirements.

The question of fuel requirements was raised largely as a result of the NTSB investagation into the AV52 accident, but the scope of the task is not limited in any way.

The working group on fuel requirements would ask that as many involved individuals as possibile complete the attached Questionaire. Please copy an distribute as needed. Completed Questionaires should be returned no later than

August 5, to:

10

D33 Deer Bark Avenue

NADON

Our representation is only as good as your input. Thanks for your assistance.

Sincerely;

Norm Joseph

Volunteer Spotlight

NORM JOSEPH



Norm, and his wife Linda (also a dispatcher) enjoy the scenery along Lake Konstanz, Germany

orm was hired by National Airlines in 1967 as a Flight Control Log Clerk in Miami. He progressed into positions of increasing responsibility, becoming an Assistant Flight Controller in 1974, and thereafter a Flight Controller. When Pan Am bought National in January 1980, Norm was transferred to JFK. In 1991, when Delta purchased certain Pan Am assets, he was hired by Delta as a Flight Superintendent in September 1991 and relocated to Atlanta. Norm was active in many Operations Management roles at Delta including as a Sector Manager and on the OCC Strategic Planning Team. Norm recently shared recollections of his years of work in the dispatch profession, including how he became involved with ADF.

"I quickly learned at National that the Flight Controllers (Dispatchers) there were true professionals, and with appropriate coordination dispatch ran the airline. At Pan Am, the FAA Dispatch Inspector was a former, very senior pilot with limited understanding of the dispatch profession. I realized that a dispatcher's perspective would benefit the FAA, our inspector and ultimately dispatch group as a whole.

When AVIANCA crashed at JFK in 1990 and ADF was organized, I could see that ADF provided the means to do this. It was not a union (although it had union support) and it represented a large number of the working dispatchers.



Jim King, Giles O'Keeffe and Norm Joseph discuss dispatch topics in 1999

I, along with several others, started looking for FAA meetings that might affect dispatchers and attended as part of the public audience. Usually there were 2 or 3 of us. We made an effort to meet FAA and other industry representatives. While not voting members we usually were allowed to make comments.

On those FAA groups that directly affected dispatch we applied for full membership and with the help of ADF Presidents and Vice Presidents we were successful. Even though we are all volunteers, some with company or union support and some without, we must play with the big boys that have staff and budget and attend meetings on a continuing regular basis if we want our voice heard on dispatch and operational control issues.

My first excursion was the FAA's fuel review following the Avi-

The Early Years

anca crash. I worked my midnight shift releasing PAA north Atlantic inbound flights from Europe, then I jumped on a NYC-DCA shuttle to a daylong briefing at FAA Headquarters on the current fuel regulations. Just before lunch the FAA presenter reviewed the exemptions related to fuel. The last one mentioned was one that allowed domestic reserve fuels to be used inbound on international flights across the North Atlantic. But he stated: that exemption had never and would never be approved for use. In compliance with PAA policy, I had just re-

"I realized that a dispatcher's perspective would benefit the FAA, our inspectors and ultimately dispatch group as a whole".

leased several flights that morning using this exemption. It became clear we needed a dispatch qualified and experienced inspector at headquarters. Some of the groups ADF became involved in which I worked on were:

Terminal Area Operations Aviation Rulemaking Committee Aviation Rulemaking Advisory Committee Training and Qualifications Group Air Carrier Operations Issues Group Air Traffic Issues Group General Aviation Operations and Certification Issues Group. Air Traffic Procedures Advisory Committee Fuel Requirements and Planning Rulemaking Group Single Level of Safety Aviation Advisory Committee Training of new FAA Dispatch Inspectors

Not only was ADF able to get a seat on the Aviation Rulemaking Advisory Committee but at the request of the Executive Committee and the FAA, I was appointed Chairman of that group, on behalf of ADF, from June of 2009 through August of 2012. Through these committees we met and became friends with several FAA and industry folks some of which championed our cause. Among them are Kathy Perfetti, Jim Gardner, Harold Johnson, David Malloy, Bill Edmunds, Craig Bolt, Joe Hawkins, Jim King and Dan Elwell.

Along with the ADF leadership at the time, several other ADF members were involved in these committees. Among them were Fred Thunhorst, Brad Rasmussen, Frank Hashek, Amar Murthy, Tim Antolovic, Al Krauter, Mark Hopkins, Jeff Rehaluk and John Moffitt. I am sure I have missed a few and I apologize" for that. Through the above committees and the work of our FAA friends that understood dispatch, the position of Dispatch Inspector was created.

ADF was incredibly involved in work with the FAA in getting the Dispatch Inspector position created. At its best, we had one or more for each region and one in headquarters. They became known as the Regional Dispatch Resource Group. A few were also on inspection teams. All were qualified and experienced dispatchers".



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By 1991, ADF was sending out new member packages in a very professional manner. Custom folders were filled with much useful information for recipients, including POC lists, an ADF lanyard, bumper stickers, dispatcher wings and other literature.

AIRLINE DISPATCHERS FEDERATION
SAFETY DEBRIEF FORM
THIS INFORMATION WILL BE USED FOR INTERNAL ADF USE ONLY
PLEASE CHECK APPROPRIATE BOX
COMPUTER SYSTEM () COMMUNICATIONS () MEL/CDL () WGT/BLNC () WEATHER DATA () ATC () NOTAMS () STATION OPERATIONS () COMPANY PROCEDURES () OTHER ()
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INCIDENT: (ATTACH DATA OR USE SEPARATE SHEET IF NECESSARY)

In 1991, ADF developed this safety debrief form to allow members to provide feedback on safety concerns.

Additionally, an accident/incident handbook for dispatchers was developed. The cover from this document is shown below.

ACCIDENT /INCIDENT HANDBOOK

"Think safety" this booklet should be used as a guide only and should not be substituted for legal counsel or individual company policies.

1. ACCIDENTS

Immediately following an aircraft accident or serious incident, the situation is most often one of great confusion. Under these circumstances, a dispatcher cannot reasonably be expected to give a coherent statement. It is for this reason that ADF advises dispatchers not to make a statement to anyone until after consultation. There is no legal requirement for a flight dispatcher to give a statement to anyone following an accident until and unless he/she is served with a subpoena.

Comments made to the news media and government investigators over the telephone, without careful deliberation, may have a serious impact upon your future aviation career. Some dispatchers have, in the past, been deluded into a false sense of complacency by employers, FAA, news media, and board investigators in being asked to comment on the accident/incident, immediately after being assured that what he/she would say was "off the record". Don't comment "on or off the record" until after being advised by counsel. Admitting to any action that even hints of carelessness or negligence on your part is sure to be blown out of proportion and used against you.





NEWSLETTERS

MEETING MINUTES

PRESS RELEASES

AIRCRAFT DISPATCHERS

Airborne Express, a leader in the overnight package market, has immediate openings for licensed Aircraft Dispatchers.

Qualified candidates must have High School diploma or GED; 1 year dispatcher experience with a 121 carrier, Aircraft Dispatcher's license; Aviation Weather Observer's License; within 1 year. Prefer college level courses or specialized training in aviation field; private pilots, license.

> Please rush resume to: Airbourne Express ATTN: Tom Mordaunt - NA 145 Hunter Drive Wilmington, OH



THE AVIATION INDUSTRY IS EXPECTED TO GROW BY 92% BY THE YEAR 2000.

PROGRAMS: Air Traffic Control, Aviation Mamt, Flight Training & Aircraft Dispatchers.

- AAS degree in cooperation with Anoka Ramsey Comm. College. Transferable to 4 year college.

 • Entry level for GS-7 Air Traffic Controllers \$21,021, top pay of
- \$68,000+

- 20 years of Air Traffic Controller Training.
 Scholarships, grants, loans are available and VA benefits.
 Feeder Program for the MARC Controller training program of Flying Cloud.
- 9 month and 18 month programs available, classes starting Sept. 3,

Call 612- 427-1880—Ask for Aviation Careers 1-800-247-5588



noka Technical College

Minnesota Technical College System Opportunity

In 1991, Airborne Express was advertising Dispatcher job openings in multiple newspapers across the Midwestern USA. Colleges and Technical Institutes were also citing future demand for dispatch careers.





AIRLINE DISPATCHERS FEDERATION

Attendance had nearly doubled upon the occasion of ADFs one year anniversary

MINUTES

The 9th meeting of the Airline Dispatchers Federation (ADF) was held in Seattle, Washington, on January 10th and 11th, 1991. ADF President Jim Little called the meeting to order at 1400 local time.

In attendance (* denotes new member, or first-time attendee):

Alaska
Tom Lynch
Betty Bollert
Stu Etter

American
Roger Beatty *
Robyin Fauerbach *
Al Fox *
Hal Hayman *
Mark Lawnicki *
Jim Little
Rich Milligan
Jack O'Sullivan
John Plowman

Atlantic Southeast Jeff Stevens * Matt Shoemaker *

Business Express Bill Cranor *

Continental
Lou Bass
Mitch Ott *
John Pearson *
Pamela Walsh *

<u>Delta</u>
Barry Braender
Rochelle Oms *
Dave Porter

Federal Express Rich Bower

Mesaba Tom Talbot *

Nashville Eagle Fred Knauer

Northwest

Michael Farley *
Bill Leber
Darryl Oberg

Pan Am Linda Gibbs * Norm Joseph * Jon Montague

Southwest Mark Monse

<u>United</u> W. F. "Yogi" Bear

US Air
Steve Mineck *
J. Peter Schuetz
Bob Fulton *

Westates
Dave Perkins

World Airways Brad Rasmussen

1201 AIRPORT FWY., SUITE 386, EULESS, TX. 76040-4171 (817) 545-9778



DAVE PORTER



Dave, at left, advocating dispatch on a global perspective at Trinity College in Dublin at the IFALDA AGM 1997. With Lord-Mayor of Dublin, at right.

I was introduced to aviation back in 1961. I was a 17-year old kid with a brand-new high school diploma about to enter the U.S. Marine Corps. After boot camp and infantry training, I ended up at NAS Lakehurst NJ in Navy Aerographer's Mate school. Aerology is the study of aviation weather.

After completing the school and 2 ½ more years of active duty at MCAS Beaufort, SC and MCAS Iwakuni, Japan, I completed active duty in the summer of 1965 and was offered a job as a Ramp Service Agent by Delta Air Lines in Detroit... my home town. I spent the next 22 years in the Delta Stations department, moving to positions of increasing responsibility to Station Agent, Load Agent, Customer Services Supervisor, Chief Ticket Agent and finally Station Manager through various Delta stations in addition to Detroit...Houston TX (IAH), Keene NH (EEN), and Portland ME (PWM). I was also asked to work TDY in Bermuda (BDA) for several weeks in 1985.

In 1987 I was recruited by Delta Flight Control to be an Assistant Flight Superintendent in Delta Flight Control in Atlanta. I never looked back. After spending about 14 months getting my FAA Airman's Certificate (under Part 65.57a...the hard way) and undergoing both classroom and desk training, I was promoted to Flight Superintendent and assigned a relief domestic line.

I almost immediately gravitated to an international relief line...I thought domestic simply wasn't challenging enough...I mean, there are only so many ways you can get from Atlanta to Birmingham. I realize some domestic lines can be brutal...coming into ATL in the summer with airmass thunderstorms overheard and over all the arrival fixes can really focus one's attention. Even so, Flag rule dispatching is really a lot of fun and professionally rewarding...some amazing jump-seat FAM rides. After a year or two of relief I was finally able to hold a line on an international desk.

I worked all of the Delta's international markets we held over the next 11-12 years (up to the end of 2001 when I retired): NAT (North Atlantic), intra Europe, NOPAC (U.S. to Asia), Hawaii, Alaska, Caribbean, Mexico and Central America. I also served in the back office as Special Assignments Supervisor (SAS), as a Line Check Dispatcher and as Supervisor in charge of Standards. I ended my career as Manager-Operations Services, a small group that sold OCC and operational control technology procedures to foreign carriers and also to the U.S. Air Force Aior Mobility Command up at Scott AFB near St. Louis.

During my early years in Flight Control I served on the PAFCA Board and was involved in the formation of ADF, after the Avianca fight 52 accident in 1990. Within about 4 months ADF decided to ask IFALDA for a formal charter to serve as an IFALDA regional group representing U.S. dispatchers within the overall IFALDA structure. IFALDA President Peter Schuetz came down to Euless TX, where ADF was formed, and awarded the Charter. The ADF Executive Board appointed me to hold the newly created VP-North America position within the ADF/IFALDA hierarchy.

I've continued my ADF membership ever since although I stepped away from most PAFCA and ADF roles when I was ultimately elected to serve as IFALDA President. I served IFALDA in that capacity for 4 two-year terms. Since then I have worked with IFALDA in various capacities including Director — Professional and Technical Standards, IFALDA Representative to ICAO and currently Special Assistant to the President.



At ICAO in Montreal

Upon retirement from Delta at the end of 2001 I accepted a position with an Air Force contractor in Hawaii, at Hickam AFB to serve as the civilian Director-Flight Programs in the PACAF-AMOCC (Pacific Air Force-Air Mobility Operations Command Center). The AMOCC was a dispatch-like center, us-

ing civilian FAA certificated aircraft dispatchers planning and operating PACAF airlift and tanker flights throughout the PACAF AOR (Area of Responsibility).

When the contract ended in 2004, I returned to the mainland. I accepted a temporary (6-month) term of employment with ICAO in Montreal to revise ICAO Doc 7192 D3, the Flight Operations Officer/Flight Dispatcher Training Manual.

When that was completed, I accepted a position with the FAA as an Aviation Safety Inspector/Flight Dispatch Program Manager at the Atlanta FSDO. I served in that capacity for almost 6 years, retiring from FAA in late 2011, combining my FAA time and my time served in the Marine Corps to earn a small pension from the government in addition to my Delta pension.

I continue to serve IFALDA where and when I can. I also accept occasional technical consulting projects as a contractor...mostly to put a few extra dollars in our cruise fund; Carole and I usually take 1-2 cruises every year. I also serve as the Deputy Adjutant at the Dixie Wing of the Commemorative Air Force here in the Atlanta area. We've restored, maintained...and fly WWII military aircraft including a P-51 Mustang, an F4U Corsair, a P-63 Kingcobra, an SBD-5 Navy Douglas Dauntless dive bomber, a replica B5N Japanese Kate torpedo bomber, among many more.

In summary, I remain passionate about flight dispatch and remain dedicated to maintaining the highest level of safety through a commitment to professionalism. The commercial aviation industry continues to evolve as does the flight dispatch profession. We are rapidly moving from prescriptive to performance-based rules and procedures. Commercial unmanned air systems are very rapidly evolving and as dispatchers we need to pay attention, particularly when it comes to the exercise of operational control...or in "ICAOese", the control and supervision of flights. As I have said for many years, we must be the agents of change; otherwise, we will be the victims of it. ...and, never be afraid to get out of your comfort zone!



DAVE PORTER

Dave recently shared some fascinating recollections from his early days at Delta in Keene, NH with the Editors.



Working at Keene NH was probably the most fun I ever had at Delta during my 37-year career.....the suits in ATL really kept us on a loose leash...the station was so small that, as long as we didn't do something really stupid that embarrassed the company (or spent more than \$25 without an AFE), they really didn't care what we did. On a big day, between Delta's 4 flights and Allegheny's 2 flights, we'd maybe board a dozen passengers altogether.

Here are several photos I took while there. Up until 1974, Air New England staff ground handled Delta at EEN. The company moved 5 of us into EEN in January 1974 and we stayed exactly one year before the station was closed and I moved on to PWM.

The station staff photo shows STM Sam Breen (from BDL) on the lower left, then Dave Linehan (from IAH) and me (from IAH). Top row is, from the left, Bill Scott (hired from the old ANE staff), Dennis Wenzel (from IAH) and Dick Cavanaugh (from PQI).

Midway through 1974, our STM Sam Breen was transferred out and became ASTM in DTW. I was promoted to CSS in charge of





DAVE PORTER

Dave recently shared these fascinating recollections from his early days at Delta in Keene, NH.



the station. Dick Cavanaugh was the only ex-NE agent. We all had to have NOAA SAWRS Weather Licenses to work in Keene. We had to drive down to the Weather Bureau in Worcester to take the SAWRS weather observer test. Since I had been a weather observer in the Marine Corps back in the 60s, the test was a snap for me. I got my license the first week we were there then I took all the weather observations until the rest of the guys studied and got theirs.

Since we had no ATC tower there, when we had an inbound flight, one of us had to go outside and stand on a wall with a hand-held VHS transceiver and give traffic advisories. The airport manager only worked 3 days per week (Mon-Wed) so we ran the airport 4 days per week...getting a contractor to plow the runways, getting the local FAA facilities person over in MHT to drive over to replace burned out runway/taxiway lights, the VASI and if the ILS on RWY02 was acting up, to fix that as well.

We had to our own braking action reports...with the only ground vehicle Delta had there...a ground power unit...we called it the "Geiser". We'd drive it out to the runway after it had been plowed and sanded and run it up to full speed...about 10 miles per hour and whang on the brakes in 3 places on the runway...touchdown, midpoint and roll-out...all the time looking over our shoulders to make sure some nut wasn't trying to land on top of us.



We also ground-handled Allegheny Airlines...2 CV-580s per day. They provided the low flat-bed truck seen in the photos...much easier to use than dragging our one and only baggage cart around behind the Geiser. While Delta no longer handled REA Air Express, Allegheny did so REA kept Pat Agosta there to handle their 2-3 small packages per week. Pat was a great guy and spent most of his time there helping us loading/unloading our 4 flights per day (2 FH-227...morning and evening and 2 DC -9s during the middle of the day). If we forgot or were busy (we only had 2 guys per shift...an inside guy and an outside



DAVE PORTER

Dave recently shared these fascinating recollections from his early days at Delta in Keene, NH.

guy) , he'd take our weather obs for us and sign my name to the form. When we finally left at the end of December 1974, I asked Dick Clifford, our Regional Manager, if there was something we could do for Pat in recognition for his help.

I suggested a Flying Colonel award which the company agreed to and the Regional Sales Manager from BOS came over and presented it to Pat at a ceremony at the local VFW hall.

As I said before, we usually had 2 guys per shift...some days three with scheduling overlap. We had an outside guy who took the weather obs, parked the airplanes, deplaned the pax, unloaded the baggage/cargo, loaded the baggage/cargo...both with Pat Agosta's help... then waved the flight out.

The inside guy worked the ticket counter...we had no computer so every morning BOS reservations would send us a list of our passenger's PNRs for that day....we used the OAG to figure the fares. If we had a walk-up with no reservation, we'd call BOS Res to book/list them...we usually had 1 or2 military standbys every day; sometimes we'd have a complicated ticket reissue and if we couldn't figure it out (we all, except Dick Cavanaugh), had ticket counter experience from previous stations. At a really small station, we really had to know how to do everything... including refuel an FH-227 or a DC-9 on those rare days when that was necessary as well as de-ice an airplane, which we had to do quite often in the winter.....deicing fluid out of a 55 gallon drum with a small electric pump, hose and a ladder. As I said before, the only GSE equipment we had was one GPU (Geiser), one open baggage cart and one Allegheny 3-wheel flat bed truck.

Our ticket counter also served as our boarding gate...the inside guy also worked checkpoint security; we had no walk-through magnetometer, just a hand-held wand and we hand searched the passenger's carry-on bags. We had a local Keene PD police officer come out in a cruiser every time a flight landed to serve as our checkpoint LEO (law enforcement officer), then the inside guy opened the door to the ramp so the outside guy could point out where the pax should go to board the aircraft. The inside guy then went back into our little ops office after getting the passengers boarded and worked the weight balance sheet and stapled the weather to it and gave it to the outside guy to send the flight out. The dispatch release was always a LANDIS release, meaning that Keene was a Land Intermediate Station and was legally released through Keene without a separate dispatch release. The DC-9 used the conventional W/B system with "Adjusted Weights". The FH-227 used an index W/B system which took a little getting used to.

As I said, what fun!



Dave working a quick turn on Delta Flight 458, a classic DAL-SHV-JAN-BHM-LGA-EEN-MHT-BOS multi-stop DC-9-32 operation on a hybrid route shortly after the Delta—Northeast merger. The 7AM departure from Dallas Love Field (later DFW) collected traffic along Delta's Trans-Southern route, before stopping at New York to continue NE's former EAS operation in to New Hampshire. The flight was scheduled to block into BOS at 3:45PM, before heading back south. The same flight crew operated the entire trip before their BOS layover.



I've attached my SAWRS certificate. When I passed my test I was given a little hand-written slip which served as my license until the formal license came in the mail several months later. I still have it on the wall in my home office to this day. You'll notice that, like our aircraft dispatcher certificate, it has no expiration date.





Shown in this photograph from a 2008 event are retired Delta Flight Superintendents, Steve Horton and Rochelle Oms. Steve was very active at ADF events during the earliest years of ADF's history. He later became an ADF Vice President. Rochelle Oms was Delta's first female Flight Superintendent. "Rocky" attended ADF meetings beginning in 1991 as a PAFCA representative.



During ADF's early years, Steve and Rocky worked here in Delta Air Lines Flight Control as it appeared in 1991. Shown in front row, beginning closest to camera; Leo Meyers, Joe Hagan, Mike Foley, Bill Hudson, Bob Costello with J Will Robinson standing. In the next row, we find Bud Sherman and Jim Quinn. Sports jackets and ties were required attire. This building was Delta's last dedicated Flight Control facility. Soon, the Delta Operations Control Center (OCC) would be born. Flight Control would become integrated with all other operating Departments including crew tracking, maintenance and customer service, among many others. All dispatchers shown in this photograph were ADF Members,



A motion was made to approve the minutes from the 12-10-90 meeting in Phoenix, made by Darryl Oberg, seconded by Jon Montague. There was no discussion, and the motion carried on a voice vote.

Mark Monse also gave an update on ADFNET, and a brief overview for those new members. The system continues to work very well, and we hope to be able to expand access to all ADF delegates by this summer. There is a software upgrade in the works which will enhance some of the features of the current version, and no further expenditures are planned on the current version, as to minimize upgrade expenditures once the improved version is released. Pricing information will be made available once the software manufacturer finalizes it.

Jim Little then spoke regarding an officers meeting that had been held in Euless on January 23rd and 24th. This meeting was originally planned to be held in Washington, D.C., but was moved to Euless after combat began in the Persian Gulf, as key Congressional and other government personnel were unavailable, or otherwise preoccupied. It was thought in ADF's best interest to make a Washington trip at another time. Discussed at this meeting were short/mid/long-term projects, and our means for keeping the organization on-track. There were also some changes in committee assignments, to be detailed later in these minutes.

Mark Monse arrived at 1410, and gave a brief update on membership activities. Another mailing had gone out in early January to some 45 different airlines not yet involved with ADF, and at the time of the mailing, this represented almost 500 dispatchers. At the time of the meeting, it was sadly noted that Eastern, and some related commuter carriers had ceased operation, but that other new members were coming aboard. Membership efforts will continue, and we hope to surpass 1000 members in the next couple of months. As of February 13th, membership stood at 823.

Working groups

Jim Little gave a brief recap of the 8400.10 re-write project being headed by Jim Edwards, FAA AFS-200. This document is the Air Carrier Inspectors Handbook, and the intent of the re-write is to standardize the approaches to FAR enforcement. Mike Nadon (Continental) has taken over as chairman of the ADF group working on this, and the AQP group (described later), and was not able to attend the SEA meeting.

Video project

This is the project to redo the Dispatcher/operational control video made back in 1988 by Piedmont, Delta, and US Air. We have developed a script from the original video, and will be making additions and modifications to what is already an excellent video, such as scenarios related to the Avianca accident. The primary focus is on the non-industry person, who may well have



little understanding of what it is that we do. Nashville Eagle and Delta have sent additional video footage, and the audio visual department at American is also providing some from their vast library (covering most airlines, so it's not all AA footage. American's AV department will also be doing the production work on the video, and the cost is estimated to be about \$3,000 to \$4,000. ADF is working to secure \$1,500 in donations from Apple Computer and Motorola, and efforts are underway with other airline-related suppliers. It is hoped that the video project will be completely supported by these donations. Copies of this video will be an integral part of our media and information kits, and they will also probably be available to the members for purchase. Further information as it becomes available.

Tom Lynch asked if script and tape could be done in time for the Ohio State University (OSU) symposium, and the answer was yes, if we limit the comment period on the revised script. Our original OSU idea was to set up a dispatch simulator, but this ran into some cost problems, as we would have been considered a vendor. The discussion of the need for an updated video began there, for OSU, as well for the reasons mentioned earlier. A 15 minute video is within the proper time frame for attention span, and should play well to the OSU audience of professional aviation people. Peter Schuetz suggested that we play either the US Air video, or our revised one, at the next ADF meeting. Dave Porter also mentioned a video done by Western Airlines that also may be played then.

Dispatcher booklet.

Darryl Oberg and George Webster (America West) have been working on this. The primary focus is on a general version for non-industry folks, and this will accompany the new video as a part of our media package. Another version will be more specific for industry and government folks. We may be able to get vendor contributions for this project, as well as the video, and we are considering color brochures versus black-and-white, so as to leave a better impression on the reader.

Ohio State Symposium

As mentioned above, this is an annual program consisting of various aviation professionals. The specific topic of this year's symposium is on aviation communications, and they are expecting some 500+ in attendance. The symposium will be at the OSU campus in Columbus, Ohio, from April 28th through May 2nd.

Training, and the Advanced Qualifications Program (AQP)

The FAA Advisory Committee held their second meeting in Washington on December 13, 1990, and Mark Monse attended. Like their first one in October, this one pretty much concentrated on organizational matters, with ALPA the only group having any substantive work accomplished. The next meeting is scheduled for



February 28th, and Bill Leber, and Bill Szendry (American) will be attending. The FAA Advisory Committee charter is set to expire in May, 1992, and it's envisioned that they will be meeting every 2 months. As ADF was not included in this effort from the beginning, we are not on the official charter, but can have full participation. Since TWU was on the official charter, they will also be attending.

Darryl Oberg is also working on this training project, and he discussed his previous training survey, which dealt with attitudes on dispatcher training. This survey, taken last summer, garnered about 200 responses (most of our membership at that point), and the results were published in the ADF newsletter. The need now is to narrow the focus, and a second, more-detailed survey is in the works. With a larger membership base, it's felt that we'll now be able to get an even better picture of training problems, and can thus direct corrective efforts via this Committee. Many people gripe, and do little to help otherwise, but this is a chance for all to look at any weak areas within their own operations, and take actions that will help. One person mentioned the need for additional systems training, and another mentioned a similar need for computer training, so everyone is encouraged to submit ideas to Darryl for consideration. When completed, the survey will be sent to all delegates for local dissemination.

AERA-2

John Plowman spoke on this, the FAA's "Star Wars" effort to radically automate the National Airspace System (NAS) by the year 2000. John is working with NATCA, the controller's group, on this, as there are numerous operational control factors that must be dealt with before the system design is accomplished. FAA is funding this program, and it's being administered by the MITRE "think tank".

Roger Beatty mentioned a questionnaire for determining how different dispatch offices handle various job functions Who does what? The FAR's just require operational control, and not specifics of how to accomplish it. Roger wants to develop a database, and help make a better definition on operational control. Who makes the actual operational decisions within your office? Please direct your material to Roger in care of the Euless office, by March 15th. Please make sure to specify the name of your carrier. All delegates will get a copy later.

Weather Information

ADF received a call from METAR (soon to be called AVMET) a group of mostly pilot/weather folks working with various university meteorology programs, for the purposes of enhancing standard and awareness levels of meteorologists and those involved with aviation weather. Jim opened floor for discussion, and expressed a desire to have Barry Braender and Mark Lawnecki involved.



Barry Braender also mentioned he had someone he wanted to get involved. The AVMET group will have a meeting in Colorado this spring, and further details will be forthcoming.

ADF became aware of AVMET through two ALPA members who are on an internal ALPA committee to improve the quantity and quality of aviation weather information available. This is, of course, something that we use everyday, and are vitally interested in. Mark Monse has been in contact with the two ALPA folks involved, and will be reporting to the group at the next meeting. A possible survey of ADF members is being considered.

ATC User Meetings

Barry Braender mentioned the need for ADF to get on ATA's user list for meeting notifications. Also discussed was the need to redefine the assignment list to reflect the larger pool of ADF members. Stu Etter spoke about his earlier visit to ZSE, and although it didn't seem particularly informative as far as air carrier information, the group felt ADF should attend a few user meetings at other ARTCC's, since each one is different. Peter Schuetz mentioned that Lufthansa has a Dispatcher on the ATC system command panel over in Germany, and has good input, and are been involved with the slot offices. Peter will write something up for the newsletter with further information.

Officers Reports

Jim Little mentioned that he had forwarded a copy of the VDT report that Dave Porter did to OSHA, and that OSHA was impressed with the detail. A copy of OHSA's letter should be included with the minutes.

Jim also sent a letter to the FAA Administrator supporting the release of Aircraft Situation Display (ASD) data to the airlines. Copies of this letter were also sent to the ATA, and to the management of the various airlines. American's VP Flight Operations wrote back with favorable response.

Jim also corresponded with Captain Randolph Babbitt, the new President of ALPA, on areas of mutual concern. A visit to ALPA is planned the next time ADF officers are in Washington.

Jim also wrote Bill Reynard, the head of NASA's ASRS, and who will be a guest speaker at ADF's next meeting in Pittsburgh, April 7th and 8th, 1991. Mr. Reynard will be there on the 8th, and speak on the ASRS program. Jack O'Sullivan attended a ASRS meeting in Washington, and he indicated that NASA is very interested in receiving reports from Dispatchers, as they only received 2 all last year. NASA ASRS is the most extensive aviation safety database going, and they have the ability to spot trends, as long as reports get filed. ADF members, and all Dispatchers, are encouraged to submit NASA ASRS reports on any



item they consider to be safety items. The next time you have a problem situation involving an MEL item, minimum fuel, weather information, communications ability, workload, or anything else you feel affects safety, please give serious consideration to filing an ASRS report. You will be helping your profession, but also, quite possibly, yourself. Steve Mineck related a situation at a former employer where numerous Dispatchers were violated, except for one, who had his ASRS filing receipt. It does happen.

It was mentioned that NASA also has a newsletter (in addition to CALLBACK) and that NASA would like to put all ADF members on its mailing list. As we don't normally disclose this information, we will get delegate approval prior to doing this.

Financial Report

Jack O' Sullivan handed out the financial report for discussion. The membership database referenced did not reflect all paying members, as some members had not yet completed their database forms. The group expressed appreciation at Jack's efforts in running ADF's financial ship in a sound manner. 1991 will see additional revenues from T-shirts, pins, mugs, and videos, and although the current dues structure is adequate for 1991, serious consideration will need to be given to raising them in 1992. At 1,000 members, the current budget would only be \$12,000 per year, which is very frugal, especially when compared with ATA, ALPA, and NATCA, for example. Based on the needs of our profession, many of them long-standing ones, the dues will need to grow to support these needs.

Corporate sponsorship was mentioned as a possible factor in the future revenue equation, but the consensus was that in this particular area, ADF needs to remain independent, and be self-supporting. Bill Leber mentioned burn-out as a factor, attested to by Steve Mineck, former AOCS Treasurer, and it was felt that getting more members aboard, and active in the organization, was the best way for ADF to continue in enhancing the operational control profession.

Motion was made my Tom Lynch, seconded by Jon Montague, to research the feasibility of ADF conducting an operational symposium in the future. In discussion, it was mentioned that these can be profitable, if done properly. Motion carried on a voice vote.

IFALDA

First discussions of ADF Annual Symposium.

Peter Schuetz spoke of IFALDA's efforts within Europe, Asia, Latin/South America, and elsewhere. He also spoke of IFALDA's efforts to keep operational control personnel from being written out of ICAO Annex 1 and Annex 6. Peter also spoke of the annual IFALDA AGM, to be held this year in Munich, September 18th-22nd. Thursday and Friday will be full work days, with Saturday at Oktoberfest, and a Sunday check-out. A 3-4 day tour afterwards





is also being worked on. No price data is out yet due to the continuing negotiations, but it's expected to be in the \$600 per person range. Due to the popularity of Oktoberfest, only 100 rooms were able to be secured, and after IFALDA delegates are accommodated, remaining rooms will be on a first-come first-served basis. Lufthansa will not be offering any passes. A more detailed information book will be coming out by mid-March. The registration for delegates is May 15th, with others June 1st.

Peter also requested that ADF mention our IFALDA affiliation on our stationary, as we reprint it in the future.

Dave Porter said he wanted to make the rounds of U.S. carriers and let everyone know what IFALDA was doing for them here in the U.S. IFALDA dues are still only \$15 each, or \$5.50 in groups of three or larger. Several members questioned what IFALDA had in the way of communications, newsletters, etc., and Dave said this is on the way.

Jim Little expressed the desire for more ongoing reports on what's going on over in Europe, and, Dave said he will endeavor to do so. A big item over there right now is the common license with the 1992 "open skies". Jon Montague asked Peter if IFALDA could develop a report on what authorities the various European operational control personnel have. Peter agreed, and said the U.S is only country with the 50/50 authority. Norm Joseph mentioned a comment from a foreign attendee at the last IFALDA AGM in MIA, who was surprised that a U.S. Dispatcher would even think about telling a Captain to divert.

A motion was made that IFALDA logo and/or IFALDA affiliation be included on future stationary. Motion by Norm Joesph, seconded by Bill Leber, and passed on voice vote.

Press update

Jim Little mentioned Bill Leber as the media liaison.

Bill said that everyone needed to be an antenna for the organization, but that certain coordination still needed to be accomplished through him and Jim Little, for continuity, and avoiding possible legal exposure. Media attention is increasing, and an article was mentioned from Aviation Daily that mentioned ADF and our operational control research into the Avianca accident. The NTSB probable cause will probably be issued around March 5th.

Bill is looking for a copy of an old book, "The Airline Dispatcher in North America" for use in educating our various audiences, so please let him know if you happen to run across a copy.



Old Business

NTSB Go-Team

ADF had two people on standby for the LAX accident, but it was determined that operational control was not a factor. Jim introduced one of them, John Pearson, from Continental. John spoke briefly about his background as an attorney and dispatcher.

Fund Raising

Barry spoke various efforts, and that existing shirt orders would go out in the next few days. Additionally, baseball caps were priced at \$6.00 each in lots of 100, and coffee mugs at \$240 per gross, to be sold for about \$6.00 each. An AA dispatcher with some artistic ability will re-draw a cartoon depicting a dispatcher asking a pilot "what's the problem". A motion was made to get 144 coffee mugs, made by Dave Porter, seconded by Bill Leber, and with no discussion, carried on a voice vote.

Newsletter

The group thanked Darryl for his efforts on the first issue, along with Dave Porter. If anyone has any comments or articles, please send them to Darryl or Dave. They would like an article related to 135 operators, so if anyone has interests in those areas, please contact them.

Jim Little suggested making the newsletter available to retirees for \$5-\$10 per year, and this will be researched further.

The day's meeting then concluded.

Jim Little opened the second meeting at 0900 local time on February 11th. There was a brief recap of the issues covered the previous day.

New Items

Cabotage

Bill Szendry put informational letter together, it was passed out. ADF is not concerned with any potential labor concerns, but with the operational control aspects, ala Avianca Flight 52. Jon Montague felt that a Pandora's Box could be opened, should foreign carriers be allowed to operate here as they do abroad. Jon further suggested that ADF correspond with the FAA, NTSB, ATA, and DOT on this subject, and support declining cabotage rights until the FAA moves to ensure Part 129 operators meet the Part 121 operational control standards.

There was also some concern that cabotage effort could be a precursor to another RBO-type effort. Additional research is being done, and will be reported on at the next meeting.



A letter-writing campaign was suggested, and Bill Leber will get a list of Congressional addresses together. A motion was made by Norm Joesph, seconded by Darryl Oberg, to have ADF begin immediate efforts on letters stating policy on cabotage. The motion carried on a voice vote. Jon Montague made a motion, seconded by Jack O'Sullivan, that these letters be made available to the ADF delegates for sending to their local Congressional people. Tom Lynch amended the motion to expand it to all ADF members, seconded by Steve Mineck. Motion passed on a voice vote.

Bill Leber showed some old NWA videos depicting Dispatchers.

Jim Little then announced that Andy Davie and Bill Molesworth, both from the FAA, had sent word that they were unable to attend the meeting. We will look at rescheduling them at another meeting.

New Business

Jim would like to form a group oriented to Part 135 concerns, and Bill Cranor (Business Express) volunteered to be involved. Please direct any ideas or comments to him at 203-292-3311

Jim Little then opened the floor for a general discussion, and update from each of the attending carriers on how the Mideast situations was affecting their operations. The discussion turned into a general "how-goes-it" for each airline, with the results being too lengthy for reproduction in the minutes. One important note: one member reported that the FAA was doling out \$1,000 fines to one employee group for non-current manuals. Be careful!

After lunch, the group reconvened. A correction was made for Dave Porter's office number: 404-715-1947 on the officers list.

A new position was created for Jon Montague, to handle international activities.

Roger Beatty suggested that we arrange a safety forum outside of regular meetings. Dave Porter added that speakers are out there for the asking, and that we might want to consider annual seminar, possibly with AOCS. This will be discussed at the next meeting.

There was also a suggestion that the ADF database be used as a referral service for displaced dispatchers. Jim Little says he can accept resumes.

Bill Leber discussed the pronunciation of the word "dispatcher", and a motion was made by him that we standardize emphasis on the first syllable. Seconded my Mark Monse, and passed on a voice vote.

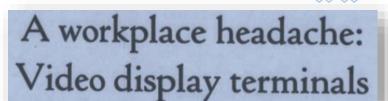


There was an associated motion by Jon Montague to standardize the term "Aircraft Dispatcher", as per the license itself. Motion seconded by Dave Porter. Tom Lynch amended motion to state "flight control professionals", with no seconds. John Plowman made a motion to table further discussion, seconded by Tom Lynch, and passed by a voice vote.

The next ADF meeting will be held in Pittsburgh, PA, on April 7th and 8th, 1991. The Glass Tower is offering a special ADF rate (ask for it) of \$27.95, and is only 3 minutes from PIT. The number there is 412-264-6101.

Motion to adjourn made by Darryl Oberg, seconded by Jon Montague, and passed on a voice vote.

The meeting adjourned at 1250 local time.





And with other fancy new toys of the technological age — fax machines and video display terminals and telephones dialed from cars — they have forever changed the face of American business and industry.

In January and February 1991, American business turned its attention to perceived health issues associated with the use of video display terminals such as this classic example from Delta Flight Control, in use by dispatchers at the time. ADF entered the discussion as President Little offered his concerns to government agencies. The official response from the US Department of Labor appears on the following page.





U.S. Department of Labor

Assistant Secretary for Occupational Safety and Health Washington, D.C. 20210



FEB 1991

Mr. James C. Little
President
Airline Dispatchers Federation
Suite 386
1201 Airport Freeway
Euless, Texas 76040-4171

Dear Mr. Little:

Thank you for your letter of January 7 and the copy of the Airline Dispatchers Federation Special Report on Video Display Terminal Health and Safety.

The Occupational Safety and Health Administration (OSHA) is aware of concerns raised about the possible health and safety effects due to the use of video display terminals. To this end we are interested in any new information, research and findings on the subject. We appreciate pertinent information such as you have provided.

If we can be of further assistance, please feel free to contact us again.

Sincerely,

Gerard F. Scannell Assistant Secretary





AIRLINE DISPATCHERS FEDERATION

TO: ALL A.D.F. MEMBERS

FROM: J.C. LITTLE

REF: AGENDA APR. 7-8, 1991 MTG. PIT

APR. 7th (SUNDAY) 14:00-19:00 HOTEL CONFERENCE ROOM

- * (14:00)-CALL TO ORDER
- * REFRESHMENTS/SNACKS PROVIDED
- * APPROVAL OF MINUTES FEB. 10-11, 1991 MTG.
- * OFFICERS REPORTS AND IFALDA UPDATE.
- * NEW MEMBERS MEMBERSHIP DRIVE.
- * MEDIA AND PRESS UPDATE.
- * OLD BUSINESS
 - -FUND RAISING
 - -NEWSLETTER
 - -FAA 8400.10
 - -OHIO STATE PROJECT VIDEO
 - -NTSB GO TEAM UPDATE
 - -ADVANCE QUALIFICATION COMMITTEE
 - -MITRE/AVMET UPDATE
- * NEW BUSINESS
- * ADJOURNMENT

APR. 8th (MONDAY) 09:00-15:00 HOTEL CONFERENCE ROOM

- * (09:00)-COFFEE/SWEET ROLLS
- * (09:15)-CALL TO ORDER
- * (10:15)-INTRODUCTIONS SPECIAL GUEST ASRS/NASA BILL REYNARD
- * ADJOURNMENT

TRANSPORTATION TO HOTEL PROVIDED, HOTEL LIMO

HOTEL ACCOMMODATIONS:

FOR RESERVATIONS CALL GLASS TOWER 412-264-6101 ASK FOR ADF RATE \$27.95 EATING AND WATERING HOLE WITHIN WALKING DISTANCE

* PLEASE ADVISE BY 3/15/91 OF ADDITIONAL ITEMS FOR AGENDA *





AIRLINE DISPATCHERS FEDERATION

MINUTES

The 10th meeting of the Airline Dispatchers Federation (ADF) was held in Pittsburgh, Pennsylvania, on April 7th and 8th, 1991. ADF President Jim Little called the meeting to order at 1410 local time.

In attendance (* denotes new member, or first-time attendee):

<u>Alaska</u> Betty Bollert

American
Roger Beatty
Hal Hayman
Mark Lawnicki
Jim Little
Jack O'Sullivan
Leon Petit *
John Plowman

Business Express
Bill Cranor
Robert Pitts *

<u>Canadian</u> Lori Howard

<u>Continental</u> Loraine Sandusky

Continental Express Mike Nadon

Delta
Barry Braender
Joe Hagan
Steve Horton *
Dave Porter
Fred Thunhorst *

Mesaba Tom Talbot

Midway Sam Legard * Nashvile Eagle Fred Knauer Robin Sieb *

Northwest
Brett Gilbertston *
Bill Leber
Darryl Oberg
Dennis Rose

Operations Research Mark Spence

<u>Pan Am</u> Linda Gibbs Norm Joseph

Southwest Mark Monse

<u>United</u> Pat Bails

US Air
Larry Kelly *
Steve Mineck
Peter Schuetz
Don Wright

By the time of the 10th business meeting in spring of 1991, attendance at ADFs business meetings featured a diverse cross section of representatives of the nations airlines.

US Air Express/ PA Airlines
Jerry Lee *

Westates Dave Perkins

World Brad Rasmussen



Jim expressed his appreciation to Don Wright and Steve Mineck for their efforts in helping to prepare for the meeting.

A motion was made for approval of the minutes from Seattle ADF Meeting, held February 10th and 11th, 1991. Motion by Mike Nadon, seconded by Barry Braender. A corrections on the SEA minutes was mentioned, that the correct month was February, not January. The motion then passed on a voice vote.

Jim Little then announced that our guest speaker from NASA ASRS, Mr. Bill Reynard, could not make it due to unforeseen work circumstances, and that Mr. Reynard's Deputy, Mr. Vince Mellone, would speak in his place. Mr. Reynard also sent his apologies, and best wishes to the ADF group, and that he hopes to attend another meeting in the future.

Officer Reports

Peter Schuetz reported on the status of the Munich AGM scheduled for this fall, along with some other IFALDA items. Flyers should be mailed out by the end of the month. There is an IFALDA Officers meeting scheduled for ORD on April 23rd, and either Peter or Dave Porter will give an IFALDA update at the next meeting.

Jim Little continued with a housecleaning item. Some large membership groups were not taking new hires into consideration when they renewed their memberships, and he asked all groups to assure that correct information was passed along to ADF. The cut-off date for yearly memberships is still November 1st.

Jack O' Sullivan gave a brief financial report. Details available upon request.

Mark Monse gave an update on membership efforts, and the status of ADFNET. Current membership stands at 842, 71 of which have yet to remit their 1991 dues. (Some of these have since been received, but efforts on the remainder continue). US Air and United both have increased membership potential, and efforts are underway to increase ADF participation there. Also, many of the Part 135 airlines seem to feel that ADF is only relevant to the Part 121 world, and we are undertaking a specific effort to address this segment of the industry. Bill Cranor at Business Express and Jerry Lee at US Air Express have expressed an interest in assisting on this effort, and we'll have an update at the next meeting. We hope to pass the 1,000 member mark this year.

ADFNET (our E-mail system) continues to operate very well, and most of the Officers and Committee people using are having no problems with it. There have been a couple minor problems, but customer support from the software company has been excellent, and the problems easily resolved. There will be a software upgrade available sometime in May that will enhance capabilities, and there will be an update on this at the next meeting.



There was also discussion on creating a computer bulletin board system (BBS) for use by members. Unlike ADFNET, which uses proprietary program software (at about \$70 per user), the ADFBBS would use conventional commercial BBS software that could be accessed by any ADF member with any modem-equipped PC with their choice of communications programs. A survey will be enclosed with these minutes to ascertain user preferences, and if deemed desirable, ADFBBS would be in operation around June 1, 1991.

Media and Press Update

Bill Leber reported that he had a meeting with folks from the Smithsonian, and that they were interested in doing an article on Dispatchers in their <u>Air and Space</u> magazine. More details on the status of this at the next meeting. Bill also reported that the <u>Air Transport World</u> article on Dispatchers and operational control originally scheduled for April had been moved back until the May issue. Bill mentioned that he had also received a query from a consumer-oriented publication, and that we has working with them on a possible article. The NTSB probable cause on the Avianca accident is scheduled for release on April 30th, and this, along with the ATW article, are anticipated to generate additional interest in the Dispatcher and operational control.

Bill also circulated an ARINC press release pertaining to Northwest's recent new flight routings over the USSR, and how operational control and communications were maintained.

Dave Porter mentioned a couple of stories within Delta's internal publications, and Barry Braender pointed out that this can be a good starting point within any airline to get the word out on us.

Jim Little mentioned that he had discussed a possible article within ALPA's <u>Air Line Pilot</u> magazine, with Captain Randolph Babbitt, their new President.

It was also mentioned that the video of Sid Rhinehart's media training presentation from the December meeting in Phoenix was suffering from some audio problems, and that efforts were underway to clean-up the sound.

Jack O'Sullivan them showed the group an example of a color informational brochure on Dispatchers and operational control that ADF is working on. The estimated cost is \$1,600 for 1,000 of them, and the question arose if 1,000 would be sufficient for ADF's needs. It came down to a matter of cost, and Mark Spence offered to donate \$800 to help defray the costs. Jim Little and the group expressed their appreciation for this gesture. After further discussion, a motion was made by Norm Joseph, second by Dave Porter, for ADF to proceed with producing internal/external brochures, within an total expense cap of \$2,000. Motion carried on a voice vote.



Old Business

Fund Raising

Barry Braender reported on the status of T-shirt orders, and had some samples that ended up being snapped up by some of the attendees. Barry is attempting to renegotiate the set-up charges to reduce our costs. ADF coffee mugs are also on order, and should be here sometime in late April. Motion was made by Mike Nadon, seconded by Loraine Sandusky to set mug price at \$10. In discussion, this was deemed too expensive, and Loraine made an amended motion for a proposed cost of \$8 per mug, but there were no seconds on the motion. Betty Bollert then made an amended motion for a mug cost of \$6, seconded by Norm Joseph, and this was passed on a voice vote. ADF ball caps are still being researched.

Barry also discussed the possibility of a golf tournament in conjunction with Delta's hosting of the October ADF Meeting in Atlanta. Details will be forthcoming. Bill Leber suggested inviting the ALPA and ATC community.

Newsletter

Darryl Oberg reported on the status of the newsletter, and requested input from all members on articles, topics, etc. It was suggested that the newsletter include a letters to the editor section, where current issues/questions can be raised and addressed, and this will be considered. Please send direct any submissions, questions, or comments on the newsletter to Darryl.

8400.10

Mike Nadon gave a brief recap of the 8400.10 rewrite program. There have been a few FAA clerical problems, and the next draft is running behind schedule. After the final version is produced, it will still take almost 2 years for all the POI's to rotate through recurrent training at OKC, so it's incumbent upon all ADF members to educate POI's on operational control wherever possible. The 8400.10 manual, along with the various Advisory Circulars, are essentially serving to direct the industry, since changing FAR's is such a long bureaucratic process. It's important that we all aim for high standards.

Ohio State University Project

Jack O'Sullivan, Loraine Sandusky, and Mark Monse gave an update on the status of the updated videotape on Dispatchers and operational control. At the previous meeting, there was some discussion about using the existing video produced by DL/PI/US, but it was felt that this was not the best way to proceed. The script is being reworked to include various operational scenarios taken from everyday operations, with a strong emphasis on air-ground communications, and joint responsibility with the Captain.



Corporate sponsors have donated to the effort, and others are anticipated, to the point where the production of this updated video may be at zero cost to ADF.

The revised plan for the Ohio State symposium is tentatively to have personnel there with brochures to distribute.

NTSB Go-Team Update

NTSB " Go Team" Discussions

Jim Little then gave an update on Go-Team procedures, which had been revised at a meeting at DFW on April 3rd of Go-Team members. The purpose of the meeting was to streamline the process of scrambling an ADF Go-Team member in the hectic aftermath of an accident. A Go-Team manual has been developed, with specific goals, objectives, and procedures for our on-scene representative to use. A central coordinator position was also developed, who will serve for a 6-month. Jim Jansen/American is the current coordinator, and Mike Farley/Northwest will relieve him in October. The new procedures were utilized in the latest accident, the ASA EMB-120 at Brunswick, Georgia, and they worked very well. Resumes are still being accepted from ADF members interested in participating. Please direct them to ADF HQ.

A related project to research past NTSB accident accounts for cases of possible operational control involvement was also discussed.

Advanced Qualification Project

Bill Leber reported on the latest round of meetings held at ATA headquarters in Washington. A joint effort between FAA, ATA, and just about every alphabet group involved with aviation, this project is another way to integrate the true benefits of positive operational control into other groups that have little awareness of it, as well as concepts and procedures such as CRM and LOFT.

AVMET

Formerly known as METAR project, this is an aviation-oriented group of meteorologists interested in improving the various weather dissemination systems. Bob Munn and Mark Lawnicki were scheduled to attend a meeting in Denver, but it's been rescheduled for this October. They should have an update for the October meeting in Atlanta.

New Business

Bill Leber brought up the subject of an annual award, to be presented to an airline for the best operational control, but the consensus of the group that there were too many problems associated with it.

Bill Leber also brought up the subject of SWAP re-routes by ATC, and the FAA Legal's interpretation of operational control requirements. Copies were distributed, and the basic bottom lines





is that unless the PIC discusses a proposed re-route with his Dispatcher, especially for fuel planning purposes, the PIC cannot legally accept the clearance. Must reading for all Dispatchers. Copies are available through ADF HQ.

Dave Porter made copies of a NTSB Administrative Law Judge's recent decision in a MEL-related case where a Dispatcher lost his license for 6 months. Also a must read.

Linda Gibbs discussed a query she had made to FAA regarding Dispatcher duty-time regulations, and she made the FAA's response available to the group. It took a full 6 months from inquiry to response letter.

There was a general discussion concerning the phrase "or combination thereof" as it applied to SA's/FT's for release. Also discussed were the 3885 waiver that some carriers use.

Roger Beatty brought up the question and feasibility of ADF putting on a safety seminar for the industry at large. Items that could be discussed at such a meeting would be, FAA weather and release rules, Dispatcher authorities and responsibilities, and various other topics. Roger feels that there are numerous speakers available to participate, given the opportunity. Jim Little suggested a panel discussion, with POI's involved. It was felt that the only 1991 slot available would be July 13th, in conjunction with the ADF Meeting in MSP on July 14th and 15th.

Bill Leber then made a motion to have an aviation safety seminar in MSP on July 13th, 1991, focusing on Dispatcher authorities and responsibilities, ASRS, and FAR Dispatch rules and controlling weather data. Seconded by Loraine Sandusky, and approved by a voice vote. A small fee is anticipated, to be determined later.

Roger Beatty also brought up the subject of vendors and product development. For example, should ADF allow itself, or it's members to be utilized as beta-test sites for related aviation products and services? A complicated issue, Bill Leber suggested that the subject be discussed at further length at the following day's meeting, especially the issues of consultancy and conflicts of interest. Mike Nadon made a motion to empower ADF Officers to provide information and assistance to outside entities as they saw fit. No second, and motion died.

A motion to adjourn for the day was made by Darryl Oberg, seconded by Dave Porter, and passed on a voice vote. The meeting adjourned approximately 2000 local time.

April 8, 1991

Jim Little opened the second day's meeting at 0905 local time.

Bill Leber and Roger Beatty announced a streamlining of the working



groups, with the following members:

ATC/NATCA/ATCA - John Plowman

Commuter Airlines - Bill Cranor, Tom Talbot, Brett Gilbertson, Jerry Lee, and Fred Knauer.

8400.10, which now includes the professional development group - Mike Nadon.

ALPA - Brad Rasmussen.

ATA - Jim Little and Bill Leber.

FAA Legal Liaison - Linda Gibbs

NTSB - Coordinator on duty.

NASA ASRS - Jack O'Sullivan.

Media - Bill Leber

ADFNET, ADFBBS, and Membership- Mark Monse

Newsletter - Darryl Oberg

After a coffee break, Jim then introduced Mr. Vince Mellone from NASA ASRS, who was speaking in place of Mr. Bill Reynard. Mr. Mellone has a varied ATC background, including stints at the ORD and SFO towers, Bay Approach, and Manager of the Oakland ARTCC. Mr. Mellone now serves as the Deputy Administer of the NASA ASRS Program.

The ASRS system is now 15 years old, with over 150,000 reports on file. ASRS receives about 3,000 reports a month now, about 80% of which are submitted by crews, 15% by controllers, with remaining 5% by all others (Dispatchers, Mechanics, F/A's, etc.) As a result, ASRS is the richest aviation database in existence.

In addition to publishing the monthly <u>Callback</u> publication, and the new quarterly <u>Directline</u> publication, ASRS also does various database searches for public and private firms, as well as academic pursuits, but it's important to note that ASRS doesn't give out the information from the raw ASRS reports, nor the identity of the person submitting the report.

The huge database also allows the ASRS staff to monitor trends within the aviation industry. For example, a rash of reports concerning a problem may indicate an area that needs specific corrective action.

Mr. Mellone indicated his belief that the NASA ASRS program covered all phases of flight, including that prior to takeoff and actual operation within the National Airspace System (NAS).



Mr. Mellone said that ASRS receives few reports concerning MEL deferrals, although they'd like to see more of them, or on any other areas Dispatchers feel are potential problem areas.

It was also suggested to include the Dispatcher on the printed form during their next reprinting, and this will be looked at. ASRS will also put ADF HQ on its mailing list for alert bulletins on safety-critical items.

The group then expressed their appreciation for Mr. Mellone's detailed presentation, and Mr. Mellone passed out numerous handouts concerning the various ASRS functions.

Returning to New Business, the vendor issued raised the previous day was reintroduced, and there was a lively discussion of potential conflicts of interests. Linda Gibbs made a motion to empower the ADF Executive Board to consider, on a case-by-case basis, requests from vendors and consultants for professional assistance from ADF, on a cost plus basis, as long as there is no conflict of interest. Motion seconded by Betty Bollert, and passed on a voice vote.

Steve Horton then gave a brief update on the ASA accident, having just returned from the crash site as the ADF GO-team member.

Roger Beatty gave a brief synopsis of the operational control surveys he'd conducted. There are still responses pending, and he'll have detailed results at the next meeting. If you are a Delegate and have not yet filled out this survey, please obtain one via ADF HQ. Again, Delegates only.

There was also some discussion on tentative meeting dates and locations for 1992. So far:

January 1992, Salt Lake City, hosted by ADF.

April 1992, Dallas, hosted by Southwest Airlines.

July 1992, Chicago, jointly hosted by United and Midway

October 1992, Houston, hosted by Continental.

These are tentative dates and hosts, and all information is subject to change.

The next ADF Meeting will hosted by Northwest Airlines in Minneapolis, and is scheduled for July 14th and 15th, 1991. A daily rate of \$31 has been arranged at the Comfort Inn, located in nearby Bloomington. A 40 room block is available until July 1st, so please make your reservations early. The hotel number is 612-854-3400, and the chain has a toll-free number, 800-228-5150. The hotel has an airport shuttle available. The \$31 rate is also good for Friday, the 13th. Please contact Bill Leber or Darryl Oberg for more details.



The October ADF meeting will be hosted by Delta Airlines in Atlanta, and is scheduled for October 20th and 21st. There will be a golf tournament on Friday the 18th, to be held in Peachtree City. The approximate entry fee will be \$50, which includes golf, cart, lunch, and beverage. Tours of CNN and The Weather Channel studios will be available on Saturday the 19th. More information will be available at the MSP meeting, Barry Braender or Dave Porter can be contacted.

Jim Little again thanked Steve Mineck, Don Wright, and Peter Schuetz for their help in arranging the meeting.

A motion to adjourn the meeting was made by Darryl Oberg, seconded by Joe Hagan, and passed on a voice vote. The Meeting adjourned at 1515 local time.



The Weather Channel has hosted tours of their studios on 4 different occasions since ADF was founded. The first visit was in 1991 during the October business meeting. Later, in the early days of ADF's website in 1996, many TWC graphical weather products were used on the weather page with permission of TWC.



News

AIRLINE DISPATCHERS FEDERATION

Volume 1 Number 1

A WORD FROM THE PRESIDENT

Communications in any organization is a vital tool. Therefore, we have put together this Newsletter with the help of our publishers Darryl Oberg (NW) and Dave Porter (DL) to be mailed out to our members on a quarterly basis. 1990 was a busy and provocative year for our fledgling organization but as you have read in our minutes we have made our presence well known in the FAA, ATA, NTSB and other aviation agencies. Thanks to the commitment of our officers, delegates, alternates and all those who worked on the various projects.

Looking forward to 1991, again, we start off with a full agenda. Thru this Newsletter we will be able to keep you abreast of pertinent information. If you have any, we would certainly solicit any suggestions on improving the lines of communication. Please send us a note or pass it along thru your delegate. Thanks. Best wishes for a safe and happy New Year.

Praternally, James C. Little

F.A.A. Visits A.D.F. Meeting

Mr. Andy Davie from the Flight Standards division of the F.A.A. at SFO came to the December 10, 1990 A.D.F. meeting in PHX. Mr. Davie spoke on the status of the F.A.A. document 8400.10. This document is intended to serve as a handbook for use by POIs as a standard frame of reference for carrying out inspections and monitoring daily operations of the airlines. Mr. Davie expressed the opinion that A.D.F. will be a great asset to his section in writing and refining this document in that it gives them direct access to the working Dispatcher. He left a copy of the most recent draft of the section of 8400.10 pertaining to Dispatch, and solicited our suggestions for clarification of subjects to be included. All delegates have been mailed a copy of this and if you would like to get involved, or have a suggestion see your A.D.F. delegate. We need the input, but please have your ideas back to your delegate in time for them to forward them to A.D.F. headquarters by January 21, 1991.

ELECTION RESULTS

The Officers for A.D.F. for the next two years were elected at the December Meeting. The Terms for these officers run from January 1, 1991 through December 31, 1992.

President:

Executive Vice President:

Vice President (2):

Jim Little Bill Leber

Mark Monse

Barry Braender Loraine Sandusky ADF s inaugural newsletter, Volume 1, Number 1 from January 1991

announces newly elected leadership

for 1991-1992.

Financial Secretary/Treasurer: Jack O'Sullivan Recording Secretary:



WHAT IS A.D.F.

A.D.F. the Airline Dispatchers Federation is a professional organization. Until now, licensed aircraft dispatchers and others involved in operational control have had no single voice of representation with government agencies or the industry as a whole. We now have that voice, that single point of reference for our profession. We have already started to have that voice heard. We have made initial contacts with the F.A.A., the N.T.S.B., and some government officials in addition to contact with ALPA. We have been well received and have been invited to provide input into several programs and to become involved in some industry working groups. More on these activities in later editions of this newsletter. For now remember our logo Safety and Professionalism, that is what A.D.F. is about.

NEXT MEETING

The next regular A.D.F. meeting will be held February 10 and 11, 1991 in Seattle and is being hosted by the members at Alaska Airlines. Accommodations can be made at the Comfort Inn at SEA-TAC airport. They are offering us a rate of \$40 per night single \$43 a night double. They are located at 1933 Pacific Highway, South Seattle Wa.. Their phone number is 206-878-1100, when making reservations ask for the ADF rate. Now why did we tell you all that? As an ADF member you may attend any ADF meeting and participate in the discussions on any and all topics being covered. On voting items only your delegate may cast a vote, but we welcome your participation.

TRAINING SURVEYS

Remember that? Well we finally compiled the results. Of the almost 500 surveys distributed we received 200 responses. The following summarizes the results.

Question 1.

In your opinion is the Initial Training adequate?

YES 17% NO 77% No Answer 3%

Question 2.

If the response to question 1 was NO what areas should be improved?

FARs, Company Policy and Procedures 70%
Aircraft Systems and Limitations 60%
Aircraft Performance 59%
"Dual" Training 64%

Question 3

During annual recurrent are "general topics" covered adequately?

YES 42% NO 52% No Answer 6%

Question 4.

Do you find annual aircraft recurrent adequate?

YES 33% NO 62% No Answer 5%

Question 5.

Do you receive an annual competency check?

YES 55% NO 43% No Answer 2%

Question 6.

Is the annual competency check a learning experience?

YES 41% NO 47% No Answer 12%

Question 7.

Do you feel the FAR minimum required training per year is adequate?

YES 23% NO 73% No Answer 4%

The initial newsletter introduced the first of what would become a series of surveys developed by ADFs officers. These sought membership feedback on pertinent issues thereby allowing ADF to voice a consensus viewpoint whether visiting politicians in our nations capital or meeting with aerospace contemporaries



NTSB GO-TEAM

Thanks to those who submitted resumes to be included in the N.T.S.B. Go-Teams. There have been eight A.D.F. members selected so far for inclusion on the Go-Teams. We are still accepting resumes from any member interested in participating. If you are interested send your resume to either Jack O'Sullivan or Mark Monse at A.D.F. Headquarters.

After the incursion accident at DTW we sent a representative to the scene. Jim Mulhall reported he received a favorable response from the NTSB personnel on site. After it was determined that Dispatch was not involved in this accident Jim returned home.

Just for your information. Jim reminded any one interested in participating in the Go-Teams should posses a strong stomach.

ASRS

What? ASRS is the NASA Aviation Safety Reporting System. (You Knew That). Jack O'Sullivan represented A.D.F. at a recent two day workshop hosted by the NTSB and NASA's ASRS. Last year 165,000 "NASA Reports" were submitted. The breakdown was about 70% on air carrier pilots and controllers, 20% on general aviation pilots, and 10% miscellaneous. Notice any category missing? Yes, Dispatchers. Jack reports that NASA know Dispatchers are out there and they want to hear from us. Of the 165,000 reports they received last year only 2 were from Dispatchers. NASA said they would very much like to establish a data base for dispatch and operational control, but they need our help to do so. ADF encourages you to make a NASA report when problems do arise. What type of problems? Such things as minimum fuel situations, MEL deferral problems, poor radio/phone communications, computer problems, well you get the idea, almost anything that effects you in your operation.

FYI.... There is a possibility of having the head of ASRS speak at one of our future meetings. More on this as it develops.

OHIO STATE UNIVERSITY PROJECT

Every year Ohio State University hosts an industry symposium. This year (1991) for the first time the Flight Dispatch Profession will be represented. The symposium is scheduled to be held on the Ohio State Campus from April 28 - May 2, 1991. Loraine Sandusky and Mike Nadon from CO are heading up the working group putting together our presentation. We are leaning toward a video presentation along with handout material. If you have access to any video material (VHS format) of your operational control office (generic for dispatch office) or any ideas for handout material please pass them along to your delegate. We would like to have your ideas by the end of January for presentation at the February delegate Meeting. (always a deadline)

GET YOUR "T" SHIRTS AND SWEATSHIRTS HERE

A.D.F. has T-shirts and sweatshirts available. These are high quality products and come two styles. One is with the A.D.F. winged logo (like your pin), the other has a "tropical" scene with a 747 taking off. Both T-shirts and Sweatshirts are available in S, M, L, XL, and XXL. See Order form for types and prices.



ADF News

AIRLINE DISPATCHERS FEDERATION

ADF s second newsletter, Volume 1, Number 2 from Spring 1991

An example of how professionals can acheive success.

Volume 1 Number 2

A SAFETY SUCCESS STORY

We had a problem at American Airlines with maintenance placarding Dispatch M.E.L. items without first receiving the required approval from the Dispatcher.

Our Dispatch Safety Officer developed a Dispatcher's debrief form to provide a vehicle through which Flight Dispatchers could both document safety-related items and report these safety items to Management.

We were aware that Maintenance had been issuing placards without the Dispatcher's approval, but it wasn't until the Dispatchers started using the safety debrief form that we could collect "documented" evidence that these events were occurring rather consistently.

The Safety Officer announced to the Dispatch group that a problem area had been identified and that we needed further, detailed documentation, including tail numbers, airports, timing of events, MEL item involved, and their thoughts on how flight safety was being jeopardized. When we had accumulated a minimum of 10 debriefs, which eventually grew to 24, we presented our documentation to Flight Dispatch Management.

Management was impressed with the detailed nature of our documentation (we had numerous, very detailed debriefs) and promised responsive action. The response rate was slow at first, but as our documentation continued to be compiled, we noticed a profound change in attitude to one of recognizing the serious nature of the problem. Management worked with the Dispatch Safety Officer to institute a new computer enhancement that would require the Flight Dispatcher's electonic approval before a Dispatch MEL could be issued by anyone in the American Airlines Maintenance system.

Through our own effort to identify, report and document instances where the Flight Dispatcher knew safety was being jeopardized, we were able to have the company recognize our position and implement procedures that corrected the problem and enhanced safety.

Rich Milligan, Instructor, American Airlines Flight Dispatch

JUST A REMINDER

NASA ASRS The Aviation Safety Reporting System otherwise known as "NASA Reports". We need to continue our efforts to help to build the data base of "Dispatch related" reports in this system. The more they hear from us the more others will listen to us. It is really in your best interest to take the time to complete and mail one of these reports when a incident occurs that is in any way safety related.



THE SEARCH IS ON

In our ongoing effort to provide John Q. Public (and perhaps some of us too) with additional information about what we do, we are in need of some reference material. Bill Leber, Vice President and media relations person is in search of an old book titled "The Airline Dispatcher in North America". If anyone is aware of a copy he could borrow let him know. He can be reached through your delegate or through ADF Headquarters, 1201 Airport Way Suite 386, Euless Tx. 76040-4171.

CONTINUING PROJECTS

8400.10

This working group is now headed up by ADF member Mike Nadon (Continental) and we are being included in the meetings being held by the FAA as this document continues to develop. Mike was unable to attend the SEA meeting so a further update on this project will be in the next issue if developments warrant.

Ohio State Symposium/Video Project

These two projects are being generated simultaneously. The reason for this is that the Video is going to be our focus at the symposium. For those of you that may not be aware we are in the process of updating the video which was produced by Delta, USAir, and Piedmont back in 1988 on Dispatching. The script for this is just about complete. We have a commitment from the American Airlines audio visual department for technical support for this project. To help defray the cost of this undertaking we are working on acquiring financial support from Apple Computers, Motorola, and other airline related suppliers. It is hoped that we can generate enough support from these efforts to completely finance the project.

ATC USER MEETINGS

This is another of our continuous efforts to get some public and industry attention. In order to have more timely notification of these meetings we, are going to attempt to get on the ATA mailing list for notification. As you may know we assigned the different centers around the country to individual member airlines of ADF. In the near future we will be redistributing this responsibility to facilitate ADF representation at these user group meetings.

MONEY

Jack O'Sullivan indicated that the current budget should be adequate for this year but also pointed out that it is mighty small as compared to other organizations such as ATA, ALPA, NATCA, etc.. The budget will be helped along by our fund raising efforts like the "T" shirts, sweatshirts, and so on. Your purchase of these items helps support our efforts so give it some thought. We have a new item and that is a coffee mug. This will be available in a few weeks. We need you to help. All these efforts need financial support and this is one way we get that support.

Membership

At the January meeting of ADF membership activity was updated. We still have a very active membership drive going. Mark Monse is heading up this drive and he reported that he had just finished an Informational mailing to about 45 additional airlines representing about 500 dispatchers. He also reported that the membership as of February 13, 1991 stood at 823.

SURVEYS AGAIN???

Roger Beatty has provided a survey to all delegates. He would like to remind them to please return the completed surveys to Jim Little or himself as soon as possible.



ON THE INTERNATIONAL FRONT...

Lufthansa German Airline has four of their licensed Aircraft Dispatchers on loan to the German Air Traffic Control System. These professionals work in the German ATC Flow-Control Facility and have full decision-making authority in slot allocation. The Germans have recognized the value of utilizing Dispatchers rather than ATC specialists because of the unique ability of Dispatchers to be able to manage information from all areas rather than just from within the ATC system. This serves to make their system literally "user friendly".

EUROPEAN DISPATCHER AUTHORITY

Our brethren in Europe are deemed to be qualified Aircraft Dispatchers or Flight Operations Officers by several different means. Some countries have similar licensing requirements to those of the United States in that there is a government authority that certifies Dispatchers after passing some type of formal examination and/or satisfying experience and training requirements. Other countries have no formal licensing program but rely on the air carriers themselves to qualify their Dispatchers/Flight Operations Officers.

In either case there is one major difference between the authority of European and U.S. Dispatchers. While both groups are jointly responsible with the pilot in command for flight planning and Dispatch Release, once the flight leaves the gate only the U.S. Dispatcher retains Operational Control authority and, except in emergency situations, shares authority and responsibility with the pilot in command all the way to destination. European captains have sole, unilateral authority to alter flight plans, change alternates, and make any other operational decision that they deem necessary.

SAYING NO

Over a six month period in 1990, FAA statistics reveal that of 120,642 Drug Tests conducted for Part 121 and Part 135 carriers, there were only 561 positive test results. These positives were for both applicants and current employees. Of the current employees, there were 178 positives from random testing and 38 positives from periodic, post-accident, reasonable cause, and return to duty testing.

While the number breakdown is only available for the entire group. both applicants and employees, it reveals that there were 18 positives for pilots and pilot applicants, 116 positives for flight attendants and applicants, 300 positives for mechanics and applicants, 48 positives for Dispatchers and applicants, 41 positives for security personnel, 5 flight instructor positives, and 33 positives for other job functions.

Of the substances tested for, 61% of the positives was for marijuana use, 34% for cocaine use, 2% for opiates, 0.1% for PCP, and 3% for amphetamine use.

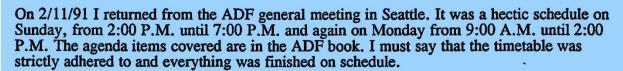
The 561 total positives reflect about one half of one percent of the total tested (0.47%). This compares to some earlier, pre-drug program estimates that up to 10% of the air carrier industry would probably test positive. It appears that for the overwhelming majority of our industry, we have learned to "just say no" very well, thank you.



A THOUGHT

The following is an open letter that Mike Farley placed in the ADF book at Northwest.

Brothers and Sisters,



From my previous association with ALDA and TWU, I was somewhat skeptical on what to expect as to who ADF is, and where they were going. Who I met and what I saw was a strong group of very dedicated individuals, devoted to the survival of the Aircraft Dispatching profession. Jim Little, Bill Leber, John O'Sullivan, Mark Monse, Dave Porter, all the officers and delegates are firmly committed to your future.

My commitment will be to work with the ADF Safety Director. I have been selected to be on the ADF N.T.S.B. Go Team. There will be approximately 10 in the group of whom one or two will be sent to assist the N.T.S.B. during aircraft accidents that may be Dispatch related.

I would strongly suggest that everyone concerned with their future as a Aircraft Dispatcher make these meetings if at all possible and get involved at the local or national level. The next meeting will be in Pittsburgh in April. Check the ADF book for details.

The success of ADF is all of our concern, get involved...

Mike Farley.

NEXT MEETING

The next quarterly ADF meeting will be held in Pittsburgh, Pa., on April 7TH & 8th, 1991. The host airline is USAir. Accommodations have been arranged at The Glass Tower which is located only 3 minutes from the airport. A special rate for ADF has been arranged for when you mention ADF. This rate is \$27.95 per night. The phone number is (412) 264-6101. Remember all ADF members are welcome at these meetings.

IN CLOSING

This is your Newsletter let us know what you think. If there are subjects you would like to see, or if there is an article you would like to write. HEY 135 people we need something from you!!!! Ed.



NTSB GO-TEAMS

There was a meeting of GO-Team members held April 3, 1991 to streamline the process of scrambling a member after an accident. One of the results of this meeting was the appointing of GO-Team coordinator. This coordinator will serve in that capacity for six months at a time. Jim Jensen (American) took the first shot with Mike Farley (Northwest) to assume the position in October. The revised procedures were used for the ASA EMB-120 accident at Brunswick Georgia and seemed to work well.

Application for NTSB GO-Team participants are still being accepted at ADF Headquarters for anyone interested.

AQP & AVMET

Here we go with the alphabet lesson for this issue.

AQP, Advanced Qualification Program, is the ongoing project backed by the FAA, ATA, and some of the other alphabet soup guys. Actually this is a very important project that is working on standards for training in the Airline Industry. ADF, being involved, is helping to educate these groups about the service we provide and integrate the Operational Control theory into airline programs such as CRM and LOFT. Bill Leber reported on the last of these meetings in DCA which was basically organizational in nature.

AVMET was formerly (in a previous life) known as the METAR project. This is an aviation oriented group of meteorologists interested in improving the different weather dissemination systems. Two of our members will be attending the next meeting to be held in DEN sometime in October. We will attempt to have more Information on this in the next issue.

This little diti is for all you computer addicts out there:

FAR's..FASTER THAT A SPEEDING BULLET...

For those who just can't wait for FAR revisions to come out so they can indulge in their second most favorite pastime of doing manual revisions, an ATL based company called Aviation Based Compliance Service has made all FAR's available on 3.5 inch diskettes. Not only FAR's but also NTSB publications, Advisory Circulars, the AIM, Notams, AD's, PMA's, type data certificates, air carrier operations bulletins and more.

Revisions are available immediately via modem or for those not in a hurry, every two weeks via diskette. Several packages are available based on user need.....and none of them is cheap. The basic Operations Package including FAR's 1, 43, 45, 47, 49, 65, 67, 91, 121, 125, 133, 135, 137, 141, NTSB Part 830, and Hazardous Materials regs- HMR Part 175 costs \$695 plus an annual revision fee of \$300.

The software runs on all IBM personal computers and compatibles that have at least 512k memory.

For more info, contact ACS at 1600 Parkwood Circle, Suite 310, Atlanta GA 30339. Phone 404-951-2312.

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ADF News

AIRLINE DISPATCHERS FEDERATION

1201 Airport Fwy., Suite 386 Euless TX. 76040-4171 (817) 545-9778

May, 1991

ADF s third newsletter hit the streets in May.

Volume 1 Number 3

NTSB Report on Avianca 052

On January 25, 1990 Avianca flight 52 crashed in Cove Neck, New York. This crash killed 73 people. The NTSB ruled, in its report released this month, that the probable cause was failure of the flight crew to manage the fuel load and alert ATC controllers to an emergency. One of the major projects of ADF during the first part of 1990 was to analyze this accident from a dispatch standpoint and submit a report to the NTSB as an "interested party".

We feel as a result of that report, the NTSB looked closely at how the result could have changed had the Avianca crew been obligated to communicate with a responsible Dispatcher as is required by U.S. carriers under Part 121. (Avianca operates in the U.S. under Part 129 which has no such requirement) In it's report the NTSB cited the crew's failure to work with airline dispatchers; lack of standardized, understandable terminology to establish that an emergency existed; and inadequate traffic flow management by the FAA, as contributing causes to the accident.

According to Aviation Week and Space Technology, in the May 5, 1991 issue, the report went on to say that "despite the weather, however, the Avianca crew never checked with its flight dispatch department on weather or traffic conditions. Nor did it work with dispatchers to help manage the fuel load."

The article also states that Timothy A. Borson, chairman of the National Transportation Safety Board's operations group, said that "communications between pilots and dispatchers at other airlines were 'admirable.' He said on numerous flights there were discussions about weather and fuel and a 'meeting of the minds' on when aircraft should divert to alternate airports."

As a result of our effort in this accident we have become more involved with the NTSB. This has resulted in our inclusion on the NTSB "GO" teams. Our visibility is growing and people are starting to take note of just how beneficial we, as a group, are to the airlines we work for. We should all continue to work toward the highest possible level of safety and responsibility attainable.

OPERATIONAL CONTROL

In a recent ruling by an Administrative Law Judge the following came to light concerning the Dispatcher's obligation to maintain Operational Control. The ruling concerned the FAA issuing of SWAP (Severe Weather Avoidance Plan) routes and the flight crew's ability to accept these reroutings. The ruling basically states that unless the flight crew discusses the re-route with their Dispatcher, especially for fuel planning purposes, they cannot legally accept the revised clearance.



CERTIFICATE ACTION

A Dispatcher at a major U.S. carrier was recently given a six month license suspension as a result of a decision by an NTSB Administrative Law Judge in a cale that originally involved charges of Failure to Exercise Operational Control and Careless and Reckless Operation.

The incident involved a discussion between the Dispatcher, the pilot in command, and the maintenance coordinator that occurred after pushback but before takeoff and involved a mechanical discrepancy. A decision was made to permit the aircraft to continue based on the interpretation of language in the MEL.

It was subsequently determined that the incorrect MEL number was applied and in addition, the procedure in the company MEL was incorrect. The Dispatcher was cited for failure to apply the "highest degree of care, judgement, and responsibility in the exercise of his certificate" in determining whether or not the aircraft was airworthy. The judge also noted that "regardless of the (company) policy (the Dispatcher) should have done something to call it to somebody's attention."

Ultimately the Judge dismissed the Failure to Maintain Operational Control charges due to the FAA's incorrect FAR references. The judge also threw out the charge of ..Reckless Operation because there was no evidence that the Dispatcher willfully violated the FAR's.

The legacy of the incident for the rest of us is that as Dispatchers, we are often the last line of defense in keeping an unairworthy aircraft on the ground. Unless the mechanic or maintenance coordinator can state specifically that an aircraft IS airworthy by either fixing the problem or deferring it by the use of a specifically applicable MEL, the aircraft IS, by definition, unairworthy and cannot by flown. The Dispatcher is expected to exercise the highest degree of care, judgement, and responsibility.

Two other points must also be stressed:

- 1. Company policy, in itself, cannot be used as a line of defense when an FAR is violated. The Dispatcher is still responsible for his/her actions.
- 2. The MEL applies until, quite literally, the aircraft reaches V1... once it is committed to flight.

DISPATCHER DUTY TIME

In a recent ruling by an FAA official, the FAR Dispatcher 10 hour maximum duty time cannot be exceeded except in non-routine, irregular situations. Some situations that would allow the 10 hour duty time to be exceeded could include last minute sick-out coverage if no other coverage could be arranged, an emergency situation, a need for continued coverage due to irregular operations, or other unforseen circumstances.

A Dispatcher cannot be scheduled *in advance* to work more than 10 hours. Advance situations would include vacation coverage, holiday coverage, training coverage, and other situations that lend themselves to pre-planning.

REMINDER

Mark Monse (our computer expert) needs to have a survey done. This survey was sent to Delegates with the minutes from the last meeting. He would like this survey done to help him determine the need for an ADF computer Bulletin Board. Please fill it out and get it back to your delegate or Mail direct to him. He has included his address on the survey. THANKS!!!!!



Aviation Safety Reporting System

In past issues of the ADF News you have seen statements and reminders about the Aviation Safety Reporting System and the fact that we should start using this resource. It occurred to me that most of us may not have an adequate knowledge of how this system works. So here it is.....

The ASRS was established on April 30, 1975 to encourage the reporting and identification of deficiencies and discrepancies in the FAA system.

The FAA determined that ASRS effectiveness would be enhanced if the receipt, processing, and analysis of raw data were accomplished by NASA rather than the FAA. This would ensure anonymity of all parties involved in a reported occurrence and, consequently, increase the flow of information necessary for effective evaluation of the safety and efficiency of the system.

The rules under which this system was set up prohibit the use of any report, or information derived from it, from being used in any disciplinary action, except information concerning criminal offenses or accidents. If information concerning a violation of FARs comes to the FAA's attention by other means it will be acted on, but information in the reports cannot be used. When information about criminal activity is received at NASA it is immediately passed on the appropriate law enforcement agency. The same is true for accident information.

It is important to keep the tear-off strip, from the report form, when it is returned to you. This need is best explained by the following quote from the Advisory Circular which explains the program:

"The filing of a report with NASA concerning an accident or occurrence involving a violation of the ACT or the Federal Aviation Regulations is considered by the FAA to be indicative of a constructive attitude. Such an attitude will tend to prevent future violations. Accordingly, although a finding of a violation may be made, neither a civil penalty nor certificate suspension will be imposed if:

1)The violation was inadvertent and not deliberate;

2)The violation did not involve a criminal offence or accident, or action under section 609 of the Act which

discloses a lack of qualification or competency, which are wholly excluded from this policy;

3) The person has not been found in any prior FAA enforcement action to have committed a violation of the Federal Aviation Act, or of any regulation promulgated under that Act for a period of 5 years prior to the date of the occurrence; and

4) The person proves that, within 10 days after the violation, he or she completed and delivered or mailed a written report of the incident or occurrence to NASA under ASRS.'

So there you have it in a rather large nut shell. You are anonymous and protected. It is a good system, and we should do all possible to start using it.

What is done with all this information? Well this is the information age. The people at NASA produce reports, not only for the FAA but for anyone else who wants them. If the Dispatchers had a large enough data base we could have them do a report on the effects of rotating shifts on Dispatcher alertness.

If you don't have the NASA report forms contact Jack O'Sullivan through ADF headquarters and he will send you some.

Special Liaisons

At the April Quarterly meeting in Pittsburgh the Delegates saw a need to focus our external communications. With this thought in mind it was decided to designate specific people within our organization to act as liaisons between ADF and other related organizations. These People and the Organizations are listed below.

Brad Rasmussen (World Airways)-ALPA Jim Little (American Airlines)-ATA Linda Gibbs (Pan American Airlines)-FAA (Legal Interpretations) Jack O'Sullivan (American Airlines)-NASA ASRS John Plowman (American Airlines)-NATCA Jim Jansen (American Airlines)-NTSB

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EUFALDA ORGANIZES

Zurich May 7, 1991

At their constitutional convention in Zurich today, the European Dispatcher/Flight Operations Officers representing the major air carriers in Western Europe and Poland met and agreed to formally unite as the European Federation of Air Line Dispatchers' Association, (EUFALDA) affiliated with the International Federation of Air Line Dispatchers's Associations, (IFALDA).

With the upcoming EEC unification in 1993, EUFALDA, speaking as one European voice, will focus on lobbying for one common European Aircraft Dispatcher license. Currently some countries have licensing similar to the U.S., some are licensed by their companies, and some have no license at all.

Representatives from IFALDA and ADF were present to offer support and were available to answer questions. ADF was chartered under IFALDA in 1990.

On-Going Projects

FUND RAISING

Barry Braender reported that the t-shirt sales are going S L O W L Y. We could do better. This is one way to support ADF, so get the t- shirts and Sweat Shirts while they are HOT. Because of the excessive set up charges it was decided at the April meeting to submit t-shirt and Sweat Shirt orders on a quarterly basis for delivery to your delegate at the quarterly meetings. That makes the deadline for the next order June 24, 1991. So get your orders in and avoid the June rush. Also the long awaited coffee mugs are in. They will be sold at the next quarterly meeting in July at MSP. The cost per mug is \$6.00. Place your orders for mugs with your Delegate. Remember orders for shirts are sent to ADF Headquarters. Mugs can be purchased at the Meeting.

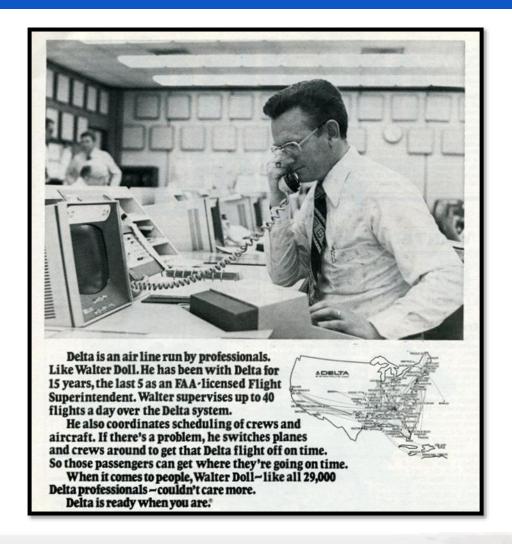
NEWSLETTER

We still need HELP. Submit articles, comments, or ideas to ADF NEWS Darryl Oberg 17175 Jordan Court, Lakeville, MN. 55044, or your Delegate can get them to Dave Porter or I at the next Meeting. We still need to hear from those 135 people out there. Are we meeting your needs??????????????

8400.10

Mike Nadon is the responsible Delegate for this project. He reported that the FAA has run into some clerical problems which have resulted in a delay for the next draft. He further explained that this will not be a rapid implementation. After the final document is produced it will take up to two years for all Principal Operations Inspectors to get trained in it's use. Remember this document is going to define standards to be followed by our industry, and specifically our profession. It is incumbent on all of us to set the highest of standards for ourselves.





MEMORABLE MOMENT

October 1991

At an ADF event in Atlanta, Mr. Buddy Doll, Assistant Vice President of Flight Control, Delta Air Lines, spoke at length on the effects of automation on the Dispatcher and of the need for specialized support from technology providers regarding the unique operational control requirements of dispatch. He gave an overview of several projects Delta has in the works and is incredibly supportive of ADF's efforts on behalf of the operational control profession. Mr. Doll was featured in this Delta advertisement from the 1970's.





Welcome

Delegates, Members, and Guests

To the ADF
Safety Seminar
and
Quarterly
Meeting

For the site of the organizations 1992 Safety Seminar, the group selected Minneapolis, Minnesota. Northwest Airlines and Mr. Robert Johnson of ATI-Aviation Training Institute provided support for presentations and facilities.







Quarterly Meeting July, 1991 Minneapolis, Minnesota

AGENDA

Sunday July 14, 1991

Continental Breakfast (Coffee and Doughnuts)

10:00 A.M. Call to Order

10:15 A.M. Guest Speaker Shigeaki Morita Flight Dispatch Manager Pacific Region for Northwest Airlines Mr. Morita will speak on "Professionalism"

Lunch

Approval of the Minutes of the April 7 & 8, 1991 meeting.

Officers Reports

IFALDA Update

New Members and Membership Drive Update

Media and Press Update

OLD BUSINESS

Fund Raising

Mewsletter

FAA 8400.10

WATCH for Change 7-N6x7yk.

Ohio State Report

NTSB Go Team Update

Advance Qualification Committee Report

NEW BUSINESS

Adjournment (Approximately 6:00 P.M.)

Monday July 15, 1991

Coffee & Doughnuts

9:15 Call to Order Continuation of Business

Lunch

12:45 P.M. Working Group Meetings

2:00 P.M. Adjournment

Tour Northwest's System Operation Control



WELCOME to Minnesota!

I am sure you are glad it's not January. Just thought we would fill you in on the proceedings now that you are here.

ALL meetings, the Safety Seminar and the Quarterly Meeting, will be held at the Northwest Aerospace Training Corporation (NATCO) facilities in Eagan room A205. Transportation will be provided from the Comfort Inn to the meetings. There will be an ADF member in the Lobby of the Hotel on Saturday and Sunday morning to help with organizing the transportation. They are the ones that look as lost as you feel, but they have a name tag on.

Because we are expecting a large turn out, and we want everyone to feel comfortable, as you enter the meeting room you will be asked to give your name (so practice the spelling) and you will be given a name

Below you will find a brief summary of the next two or three days (depending on when you pick this up) and the transportation schedule for each day. Hope this is helpful to you. See you at the meetings.

Saturday July 13, 1991 Safety Seminar

Transportation leaves Hotel 12:00 P.M. & 12:30 P.M. (Sign up at hotel desk) Last Minute Arrivals at Hotel transport 1:00 P.M.

1:00 P.M. Discussion of Traffic Movement, Weather Forecast, and FAR Legality

2:00 P.M. Discussion of EWINS and Advance Movement Forecasts

3:00 P.M. Discussion of Coffee Break

3:30 P.M. Discussion of FAA Regulations, Dispatchers Authority, and Responsibilities

4:30 P.M. Question and Answer period for the Panel

Transportation leaves NATCO for Hotel 5:45 P.M. & 6:15 P.M.

Sunday July 14, 1991 **Quarterly Meeting** Transportation leaves Hotel 9:00 A.M. & 9:30 A.M. (Sign up at Hotel Desk)

Coffee and

10:00 A.M. Call to Order

10:15 A.M. Guest Speaker 12:00 P.M. Lunch

1:00 P.M. Business Meeting

6:00 P.M. Adjournment

Transportation leaves for Hotel 6:15 P.M. & 6:45 P.M.

Monday July 15, 1991

Quarterly Meeting
Transportation leaves Hotel 8:00 A.M. & 8:30 Å.M. (Sign up at hotel desk)

Coffee and

9:15 A.M. Call to Order

Business Meeting

12:00 P.M. Lunch

12:45 Working Group Meetings

2:00 P.M. Adjournment Tour of the Northwest Airlines System Operation Control Office

Transportation will be provided to the Airport throughout the afternoon. (Or the Hotel if you are staying over)

The Airline Dispatchers Federation and the Dispatchers of Northwest Airlines would like to thank the following without whose help this meeting would not have been a success: Northwest Airlines Northwest Airlines Flight Support Division NATCO The Comfort Inn Blooming, MN Baker Audio TWU Local 543

Insight



DISPATCHERS, DELEGATES, MEMBERS, GUESTS, FRIENDS,

WELCOME, THANK YOU FOR BEING HERE, AND A SPECIAL WELCOME TO MR. BOB JOHNSON, PRESIDENT OF AVIATION TRAINING INC, ALONG WITH MY THANKS FOR THE GENEROUS SUPPORT OF ATI IN THIS AND OTHER VENTURES.

MY THANKS ALSO TO ROGER BEATTY, WHO VOLUNTEERED ME FOR THIS ASSIGNMENT. INITIALLY, I WAS SOMEWHAT UPSET AT THE PROSPECT, UNTIL I REALIZED THAT THERE ARE ADVANTAGES TO SPEAKING AS OPPOSED TO LISTENING. FOR ONE THING, IT IS EASIER TO STAY AWAKE.

I LEARNED A LONG TIME AGO THAT THERE IS A TENDENCY TO BE A LITTLE NERVOUS WHEN SPEAKING IN FRONT OF AN AUDIENCE. SO, I DISCOVERED A GREAT TRICK TO PUT MYSELF AT EASE... I SIMPLY IMAGINE EVERYONE IN THE AUDIENCE IS NAKED... NOW IF I COULD JUST DO SOMETHING ABOUT THE SEATING ASSIGNMENTS....

AND MAKE A NOTE TO MYSELF NOT TO MAKE ANY SPEECHES ON A FULL STOMACH, IN FUTURE....

LADIES AND GENTLEMEN, WELCOME ABOARD WISCONSIN'S PREMIER CARRIER, DAIRY AIR. IT LOOKS LIKE WE ARE READY TO DEPART ON OUR BRIEF FLIGHT, ON TIME, OF COURSE, SO PLEASE PLACE YOUR TRAY TABLES IN THE FULL UP AND LOCKED POSITION, AND FASTEN YOUR SEAT BELTS..

GOOD, GOOD

NOW PLEASE BEAR WITH ME WHILE I EXPLAIN A FEW OF THE ITEMS OF IMPORTANCE YOU MAY NOTICE WHILE WE ARE ENROUTE...

PLEASE BE AWARE THAT YOU HAVE NO CONTROL OVER THE CONDUCT OF THIS FLIGHT.

MOST OF YOU PROBABLY HAVE NO IDEA OF WHAT KIND OF RIDE TO EXPECT, OR WHAT THE WEATHER WILL BE AT OUR DESTINATION.

Giles O' Keeffe
debuted his famous
PAD, "ThreeLegged-Stool"
presentation at the
1991 ADF
Symposium in MSP.



IN ADDITION, YOU HAVE ABSOLUTELY NO SAY IN THE CONDITION OF THIS AIRCRAFT, THE QUALIFICATIONS OF THE FLIGHT CREW, THE CONTENTS OF THE CARGO BINS, THE AERODYNAMIC LIMITATIONS WITHIN WHICH THE FLIGHT IS SUPPOSED TO BE CONDUCTED, THE AVAILABILITY OF SUITABLE AIRPORTS ALONG OUR ROUTE OF FLIGHT SHOULD SOMETHING GO INCREDIBLY WRONG WITH THIS SOPHISTICATED ALUMINUM CONTAINER.... I MEAN AIRCRAFT.

NOR DID ANYONE CONSULT WITH YOU REGARDING YOUR PREFERENCES ON HOW MUCH FUEL SHOULD BE BOARDED FOR THIS FLIGHT, OR TO WHICH AIRPORT WE SHOULD DIVERT SHOULD A LANDING AT OUR DESTINATION BECOME <u>INADVISABLE</u>. THINK ABOUT THAT ONE FOR A SECOND.

THANK GOD WE HAVE A COUPLE OF WELL TRAINED EXPERT PILOTS UP FRONT WHO HANDLE ALL THAT STUFF AND MAKE ALL THOSE THOUSANDS OF CRITICAL DECISIONS THAT GO INTO THE SAFE OPERATION OF THIS "ENGINE DRIVEN, FIXED-WING, HEAVIER THAN AIR ---CRAFT, THAT IS SUPPORTED IN FLIGHT BY THE DYNAMIC REACTION OF THE AIR AGAINST ITS WINGS." ONE OF THOSE PILOTS IS, OF COURSE, THE "PILOT IN COMMAND", WHO IS "RESPONSIBLE FOR THE OPERATION AND SAFETY OF AN AIRCRAFT DURING FLIGHT TIME."

INTERESTING PHRASE, "DURING FLIGHT TIME". IT COMES FROM FAR PART ONE, WHICH IS SIMPLY A LISTING OF DEFINITIONS USED IN AIR COMMERCE. ON THE SAME PAGE IN PART 1, THERE IS A MUCH MORE INTERESTING DEFINITION, ESPECIALLY FOR YOU PEOPLE STRAPPED INTO SEATS, WITH ABSOLUTELY NO CONTROL OVER YOUR DESTINIES FOR THE NEXT UNDETERMINED PERIOD OF TIME. AND, BY THE WAY, DON'T BE TALKING TO YOUR NEIGHBOR ABOUT HOW MUCH YOU PAID FOR YOUR SEAT... WE DO NOT CONDONE MALCONTENTS ON DAIRY AIR!



WHERE WAS I? OH YEAH, THE PHRASE "DURING FLIGHT TIME"...

BUT, GOLLY, WHAT ABOUT BEFORE FLIGHT TIME? DO THESE PILOTS SHOW UP IN TIME TO GO OVER THE WEATHER AND PLAN THE FUEL AND FIGURE OUT HOW TO LOAD THE AIRPLANE AND PICK THE ROUTE OF FLIGHT AND DO A FLIGHT PLAN AND LOOK AT THE WINDS AND THE TURBULENCE AND AND AND GOLLY... JUST WHO IS IN CHARGE OF ALL THAT? I MEAN, IT CAN'T BE THE PILOT OF THIS FLIGHT, CAUSE HE WAS BUSY FLYING ANOTHER FLIGHT AT THE TIME, WASN'T HE? WHAT I WANT TO KNOW IS, WHO DECIDES IF THE FLIGHT IS EVEN GOING TO OPERATE? WHO'S IN CHARGE?

WHO IS GOING TO KEEP THIS FLIGHT.SAFE?

HMMM... HERE IS A CLUE. THIS IS TAKEN FROM A PUBLICATION CALLED "THE SAFETY MIND"... WHICH IS THE IN HOUSE PROPAGANDA SHEET PUBLISHED BY NATCA... THE NATIONAL AIR TRAFFIC CONTROLLERS ASSOCIATION THE ARTICLE WAS WRITTEN BY A MR GARY ZINDARS, WHO IS THE SOUTHERN REGION ACCIDENT INVESTIGATOR FOR NATCA. MR ZINDARS SAYS, AND I QUOTE, "WE, CONTROLLERS AND PILOTS, ARE THE BACKBONE OF AVIATION SAFETY. IT IS THE CONTROLLERS AND PILOTS WHO ULTIMATELY HAVE THE RESPONSIBILITY OF SAFETY."

UNQUOTE.

THANK YOU. MR. ZINDARS: I'M SURE THE WORLD WILL APPRECIATE YOUR TWO-LEGGED STOOL.

UNFORTUNATELY, OR SHOULD I SAY FORTUNATELY, MR. ZINDARS, YOU ARE WRONG. DEAD WRONG. THERE ARE 85 SURVIVORS OF AVIANCA FLIGHT 52 WHO WOULD QUESTION YOUR STATEMENT, MR. ZINDARS. THERE ARE 73 OTHERS FROM THAT FLIGHT WHO WILL NOT HAVE THE OPPORTUNITY.

KINDA SCARY TO REALIZE THAT THIS INDIVIDUAL IS DOING ACCIDENT INVESTIGATIONS, ISN'T IT?



BUT, ANYWAY, THAT CAN'T HAPPEN TO US HERE ON DAIRY AIR, BECAUSE WE USE A MUCH BETTER SYSTEM THAN AVIANCA DID.

I MEAN, I SAY **DID.** BECAUSE I AM SURE THEY HAVE CHANGED THE SYSTEM THAT WAS IN EFFECT WHEN THIS ACCIDENT OCCURED. THE NUMBER ONE SAFETY ISSUE RAISED IN THE NTSB REPORT WAS QUOTE; "PILOT RESPONSIBILITIES AND DISPATCH RESPONSIBILITIES REGARDING PLANNING, FUEL REQUIREMENTS, AND FLIGHT FOLLOWING DURING INTERNATIONAL FLIGHTS." UNQUOTE.

SO I FEEL SECURE IN STATING THAT AVIANCA HAS CHANGED THEIR SYSTEM TO SOMETHING SIMILAR TO WHAT WE HAVE HERE AT DAIRY AIR. THAT SYSTEM CAN BEST BE DEFINED AS

<u>OPERATIONAL</u> CONTROL.





PART 1 SAYS THAT "OPERATE, WITH RESPECT TO AIRCRAFT, MEANS USE, CAUSE TO USE OR <u>AUTHORIZE TO USE</u>

WHO AUTHORIZES THE PILOT TO USE THE AIRCRAFT?

WHO SAYS THAT THE AIRCRAFT IS OKAY TO USE ON THAT FLIGHT?

WHO SAYS THAT THE WEATHER IS WITHIN LIMITS FOR THAT FLIGHT?

WHO SAYS THAT THERE IS SUFFICIENT FUEL FOR THAT FLIGHT?

WHO PICKS THE ALTERNATE FOR THE FLIGHT IF IT BECOMES "INADVISABLE" TO CONTINUE TO THE DESTINATION?

WHO IS IN CHARGE OF <u>TELLING</u> ATC WHERE THE FLIGHT IS GOING TO OPERATE? WHO TELLS THE PILOT? OR DOES THE PILOT DECIDE?

PERHAPS THE PILOT AND THE AIR TRAFFIC CONTROLLER GET TOGETHER TO DISCUSS THE BEST ROUTES PRIOR TO EACH FLIGHT? MAYBE THEY CLEAR IT ALL THROUGH MR ZINDARS AT NATCA??

NO WONDER THOSE CONTROLLERS ARE SO DAMN BUSY.

WHO DETERMINES WHEN A FLIGHT SHOULD CHANGE THE ROUTE OF FLIGHT AFTER IT BECOMES AIRBORNE? CHANGE THE ROUTE OF FLIGHT FOR SAFETY CONCERNS, FOR PASSENGER COMFORT, FOR FUEL ECONOMY, FOR AIRCRAFT PERFORMANCE LIMITATIONS, FOR .. WELL,. FOR WHATEVER REASON YOU CAN THINK OF? DOES THE PILOT DECIDE THIS? DOES ATC?

WHO'S IN CHARGE?



WHO ENSURES A SAFE OPERATION?

WHO GUARANTEES THAT THE AIRCRAFT IS LOADED WITHIN PERFORMANCE LIMITATIONS?

WHO PICKS THE BEST ROUTE OF FLIGHT? IN FACT, WHO FIGHTS WITH ATC IN ORDER TO OBTAIN THE BEST ROUTE OF FLIGHT?

IS IT THE PILOT?

IS IT ATC?

GIMME A BREAK, MR ZINDARS.

CONTACT THE CENTER FOR DISEASE CONTROL IN ATLANTA. MAYBE YOU QUALIFY FOR FINANCIAL ASSISTANCE FOR THAT EXPERIMENTAL OPERATION THEY ARE PERFORMING NOW... IT'S CALLED A GLASSECTOMY. THEY GO TO A HARDWARE STORE AND PICK UP ONE OF THOSE LITTLE PEEPHOLES THAT YOU CAN INSTALL IN APARTMENT DOORS, SO YOU CAN SEE WHO IS IN THE HALLWAY BEFORE YOU OPEN THE DOOR....

THEN THEY SURGICALLY REMOVE YOUR BELLY BUTTON AND REPLACE IT WITH THE PEEPHOLE.

IT'S SO YOU CAN SEE WHERE YOU ARE GOING WHEN YOU WALK AROUND WITH YOUR HEAD UP YOUR ASS.

BUT, I DIGRESS.

BACK TO FAR PART 1, AND THAT INTERESTING DEFINITION I MENTIONED EARLIER.

THE ONE I HAVE IN MIND IS "OPERATIONAL CONTROL"



FAR PART ONE STATES THAT OPERATIONAL CONTROL "WITH RESPECT TO A FLIGHT, MEANS THE EXERCISE OF AUTHORITY OVER INITIATING, CONDUCTING OR TERMINATING A FLIGHT".

NOW, ACCORDING TO WEBSTER, WE HAVE THE FOLLOWING **DEFINITIONS ...**

TO INITIATE; TO CAUSE TO BEGIN: TO START OR LAUNCH TO CONDUCT: TO DIRECT THE COURSE OF: TO CONTROL. TO GUIDE OR LEAD. MANAGEMENT. CONTROL.

TO TERMINATE: TO COME OR BRING TO AN END: TO CONCLUDE

THANK YOU, MR. WEBSTER.

AND NOW, WE CAN MAKE THE BIG LEAP TO FAR PART 121. I WILL LEAVE THE DISCUSSIONS OF PART 129 OPERATIONAL CONTROL TO MR ZINDARS AND HIS TWO-LEGGED STOOL.

UNDER FAR PART 121, THE CERTIFICATE HOLDER IS CHARGED WITH THE RESPONSIBILITY FOR OPERATIONAL CONTROL. THAT IS, THE AUTHORITY TO INITIATE, CONDUCT OR TERMINATE A FLIGHT. THE REFERENCE IS 121.107, QUOTE" EACH DOMESTIC AND FLAG AIR CARRIER MUST SHOW THAT IT HAS ENOUGH DISPATCH CENTERS ADEQUATE FOR THE OPERATIONS TO BE CONDUCTED, THAT ARE LOCATED AT POINTS NECESSARY TO

ENSURE PROPER OPERATIONAL CONTROL OF EACH FLIGHT.

FAR 121.99 STATES THAT EACH DOMESTIC AND FLAG AIR CARRIER MUST SHOW THAT A TWO-WAY AIR/GROUND RADIO COMMUNICATION SYSTEM IS AVAILABLE AT POINTS THAT WILL ENSURE RELIABLE AND RAPID COMMUNICATIONS, UNDER NORMAL OPERATING CONDITIONS OVER THE ENTIRE ROUTE... BETWEEN EACH AIRPLANE AND THE APPROPRIATE DISPATCH OFFICE.



THERE ARE A LOT OF OTHER ITEMS IN THE FIRST HALF OF PART 121 THAT DEAL WITH ROUTES, MANUALS, AIRCRAFT REQUIREMENTS. AIRPLANE PERFORMANCE OPERATING LIMITATIONS, SPECIAL AIRWORTHINESS REQUIREMENTS, INSTRUMENT AND EQUIPMENT REQUIREMENTS... IT IS MY OPINION THAT ALL THESE REFERENCES, RIGHT UP THROUGH 121.380A, PERTAIN TO OPERATIONAL CONTROL, AND THAT OPERATIONAL CONTROL IS THE RESPONSIBILITY OF THE CERTIFICATE HOLDER, AND THE CERTIFICATE HOLDER SHALL PROVIDE ENOUGH DISPATCH CENTERS TO ENSURE PROPER OPERATIONAL CONTGROL OF EACH FLIGHT. AGAIN, IN MY OPINION, THIS MEANS THE DISPATCHER HAS TO BE, AT THE VERY LEAST, FAMILIAR WITH THE CONTENTS OF THESE FAR ITEMS, AND PREPARED TO ENSURE THAT THE CERTIFICATE HOLDER COMPLYS WITH THE CONTENT AND THE INTENT OF THESE SPECIFICATIONS...IN OTHER WORDS, IT IS THE DISPATCHER'S CHARGED RESPONSIBILITY TO ENSURE THAT MAINTENANCE DOES THEIR JOB CORRECTLY. IT IS THE DISPATCHERS CHARGED RESPONSIBILITY TO ENSURE THAT FLIGHT STANDARDS DOES THEIR JOB CORRECTLY. IT IS THE DISPATCHERS CHARGED RESPONSIBILITY TO ENSURE THAT THE GROUND CREW PERFORM THEIR JOBS CORRECTLY... THE DISPATCHER IS THE REPRESENTATIVE OF THE FAA, AND AS SUCH, IS RESPONSIBLE TO ENSURE THAT THE FAR'S ARE BEING COMPLIED WITH. PRETTY RADICAL THOUGHT? NOT REALLY. THIS GOES ON ALL THE TIME AT PART 121 CARRIERS. DISPATCHERS SEE SOMETHING THAT DOESN'T COMPLY OR DOESN'T MAKE SENSE, AND THEY LOBBY TO GET IT CHANGED. IF YOU ARE NOT DOING IT AT YOUR AIRLINE, YOU MAY WELL FIND YOURSELF EXPLAINING WHY TO AN ADMINISTRATIVE LAW JUDGE WHO HAS THE AUTHORITY TO LIFT YOUR TICKET.

NOW I KNOW A LOT OF YOU WILL POOH-POOH THIS, THINKING THAT I AM OVER-REACHING DISPATCHER RESPONSIBILITY. FOR THOSE INDIVIDUALS, LET'S JUST QUOTE FAR 121.605: NO PERSON MAY DISPATCH OR RELEASE AN AIRPLANE UNLESS IT IS AIRWORTHY AND IS EQUIPPED AS PRESCRIBED IN 121.303.

121.303 IS A KILLER. ITEM (B) STATES "INSTRUMENTS AND EQUIPMENT REQUIRED BY 121.305 THROUGH 121.359 MUST BE APPROVED AND INSTALLED IN ACCORDANCE WITH THE AIRWORTHINESS REQUIREMENTS APPLICABLE TO THEM.

NOW JUST A MINUTE!!!



NOW, WE ALL KNOW THAT FOR 8 HOURS OUT OF THE DAY, MONDAY THROUGH FRIDAY, MOST OF THE YEAR, THERE IS SOME MANAGEMENT AROUND. BUT FOR THE OTHER 16 HOURS A DAY, 7 DAYS A WEEK, IF THERE IS A QUESTION REGARDING THE PROVISION OF THE HIGHEST DEGREE OF SAFETY, THEN SOMEONE ELSE WILL HAVE TO STEP IN AND MAKE THE HARD DECISIONS. WHO IS GONNA DO IT?

NO NO MR ZINDARS, NOT NOW, JUST HOLD YOUR STOOL!

IT HAS ALWAYS INTRIGUED ME THAT DISPATCHERS UNDER PART 121 ARE LICENSED BY THE FAA, AND THE FAA, OF COURSE, HAS THE LOYELY TASK OF TRYING TO ENSURE COMPLIANCE WITH THE FARS. HELL OF A TASK. IN THE PAST, IT SEEMS TO ME, THE FAA HAS CONCENTRATED ON FLIGHT CREWS AND MANAGEMENT ... NOW AT NWA THIS MEANS 6000 PILOTS, GOD ONLY KNOW HOW MANY DIRECTORS, MANAGERS, CHIEF PILOTS AND ON AND ON...

IT SEEMS TO ME IT WOULD BE A HELL OF A LOT EASIER TO PARK AN FAA INSPECTOR IN THE DISPATCH OFFICE, OR OPS CONTROL OFFICE, OR WHATEVER.

IMAGINE...YOUR AIRLINES OPS CONTROL CENTER WITH A FULL TIME FAA REP. MAYBE THE FAA SHOULD EVEN REQUIRE THE CERTIFICATE HOLDER TO PROVIDE THE OFFICE SPACE, TELEPHONES, COMPUTER, FAX,. ETC... CAN YOU IMAGINE?? WITHIN A VERY SHORT PERIOD OF TIME, THAT FAA INSPECTOR WOULD BE AS PROFICIENT WITH YOUR COMPUTER SYSTEM AS YOU ARE, WOULD SEE THE STUPIDITIES AND CONVOLUTIONS THAT YOU HAVE TO GO THROUGH ON A REGULAR BASIS, AND PROBABLY PROVIDE YOU WITH A PRETTY INFLUENTIAL BACKUP WHEN YOU REQUEST CHANGES. IT WOULD BE NICE IF THE FAA ACTIVELY SOUGHT OUT LICENSED DISPATCHERS TO BECOME INSPECTORS, AND FIND SOME WAY TO PARK THESE INSPECTORS IN THE RIGHT LOCATION, TO OVERSEE OPERATIONAL CONTROL.



ARE I TRYING TO TELL YOU THAT YOU HAVE TO OVERSEE THE PURCHASE AND INSTALLATION AND MAINTENANCE OF ALL THE INSTRUMENTS ON ALL THE AIRPLANES YOU DISPATCH?

HECK NO! I DIDN'T WRITE PART 121.

THE FAA IS TELLING YOU THAT YOU ARE RESPONSIBLE. IF YOU DON'T BELIEVE ME, I CAN CITE YOU A RECENT CASE WHERE A LAW JUDGE SAID, IN EFFECT, THE DISPATCHER KNEW, OR SHOULD HAVE KNOWN, THAT THE AIRCRAFT WAS UNAIRWORTHY.

MAYBE I SHOULD PAY A LITTLE MORE ATTENTION NEXT GROUND SCHOOL.

SEE, WE SPEND A LOT OF TIME TRYING TO CONVINCE PEOPLE THAT WE ARE EXPERTS IN THE FIELD OF OPERATIONAL CONTROL. THE PROBLEM WITH DOING THAT IS YOU HAVE TO BACK IT UP WITH EXPERTISE, KNOWLEDGE, INTELLIGENCE, EXPERIENCE, ETC...

LETS TAKE A SLIGHTLY DIFFERENT LOOK AT THIS.

IT IS JULY 5TH, A FRIDAY, THERE IS NOBODY AROUND TO COMPLY WITH FAR 121.59..."EACH APPLICANT FOR A CERTIFICATE UNDER THIS SUBPART MUST SHOW THAT IT HAS ENOUGH QUALIFIED MANAGEMENT PERSONNEL TO PROVIDE THE HIGHEST DEGREE OF SAFETY IN ITS OPERATIONS...



BACK TO FAR PART 121.

SUBPART M

AIRMAN AND CREWMEMBER REQUIREMENTS.

PART 121.395 STATES THAT "EACH DOMESTIC AND FLAG AIR CARRIER SHALL PROVIDE ENOUGH QUALIFIED AIRCRAFT DISPATCHERS AT EACH DISPATCH CENTER TO ENSURE PROPER OPERATIONAL CONTROL OF EACH FLIGHT.

IN PART 121.422, WE SEE JUST WHAT THEY MEAN BY QUALIFIED: TRAINING FOR DISPATCHERS MUCH INCLUDE INSTRUCTION IN <u>AT LEAST</u> THE FOLLOWING:

USE OF COMMUNICATIONS SYSTEMS, NORMAL AND EMERGENCY METEOROLOGY, INCLUDING INTERPRETATION AND FORECASTING THE NOTAM SYSTEM
NAVIGATIONAL AIDS AND PUBLICATIONS
JOINT DISPATCHER-PILOT RESPONSIBILITIES
CHARACTERISTICS OF APPROPRIATE AIRPORTS
PREVAILING WEATHER PHENOMENA AND SOURCES OF INFORMATION AIR TRAFFIC CONTROL
INSTRUMENT APPROACH PROCEDURES
EMERGENCY PROCEDURES MUST BE EMPHASIZED, INCLUDING THE ALTERTING OF PROPER GOVERNMENTAL, COMPANY, AND PRIVATE AGENCIES DURING EMERGENCIES TO GIVE MAXIMUM HELP TO AN AIRPLANE IN DISTRESS.

121.533 ONCE AGAIN DISCUSSES "OPERATIONAL CONTROL"

A) EACH AIR CARRIER 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.



THE AIRCRAFT DISPATCHER IS RESPONSIBLE FOR

- 1) MONITORING THE PROGRESS OF EACH FLIGHT
- 2) ISSUING NECESSARY INFORMATION FOR THE SAFETY OF THE FLIGHT; AND
- 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.

121,535 STATES THE SAME THING FOR FLAG OPERATIONS.

121.601 STATES "A) THE AIRCRAFT DISPATCHER SHALL PROVIDE THE PILOT IN COMMAND ALL AVAILABLE CURRENT REPORTS OR INFORMATION ON AIRPORT CONDITIONS AND IRREGULARITIES OF NAVIGATION FACILITIES THAT MAY AFFECT THE SAFETY OF THE FLIGHT.

- B)...BEFORE BEGINNING A FLIGHT, THE AIRCRAFT DISPATCHER SHALL PROVIDE THE PILOT IN COMMAND WITH ALL AVAILABLE WEATHER REPORTS AND FORECASTS OF WEATHER PHENOMENA THAT MAY AFFECT THE SAFETY OF FLIGHT, INCLUDING ADVERSE WEATHER PHENOMENA, SUCH AS CLEAR AIR TURBULENCE, THUNDERSTORMS, AND LOW ALTITUDE WIND SHEAR, FOR EACH ROUTE TO BE FLOWN AND EACH AIRPORT TO BE USED.
- C) DURING A FLIGHT, THE AIRCRAFT DISPATCHER SHALL PROVIDE THE PILOT IN COMMAND ANY ADDITIONAL AVAILABLE INFORMATION OF METEOROLOGICAL CONDITIONS, INCLUDING ADVERSE WEATHER PHENOMENA, SUCH AS CLEAR AIR TURBULENCE, THUNDERSTORMS, AND LOW ALTITUDE WIND SHEAR, AND IRREGULARITIES OF FACILITIES AND SERVICES, THAT MAY AFFECT THE SAFETY OF THE FLIGHT.

WOW!



YOU TAKE 121.107 ENOUGH DISPATCH CENTERS, 121.395 ENOUGH QUALIFIED DISPATCHERS ADD IN

TOSS IN

121.533 (C) 1. MONITOR THE FLIGHT

2. DELIVER INFO FOR SAFETY 3. CANCEL, REDISPATCH, OR DELAY

MULTIPLY ALL THAT BY

121.601 THAT I JUST QUOTED, AND YOU DISCOVER THAT THE AIRCRAFT DISPATCHER PLAYS NOT JUST A SIGNIFICANT ROLE IN AIR SAFETY,

THE AIRCRAFT DISPATCHER PLAYS THE ROLE IN AIR SAFETY.

NUMBER 1... DISPATCHER AUTHORIZES THE FLIGHT

NUMBER 2... DISPATCHER ISSUES NECESSARY INFORMATION FOR THE SAFETY OF THE FLIGHT.

NUMBER 3... DISPATCHER MONITORS THE PROGRESS OF THE FLIGHT NUMBER 4... DISPATCHER RE-DISPATCHES THE FLIGHT IF IT CANNOT CONTINUE TO OPERATE SAFELY AS PLANNED

NUMBER 5... DISPATCHER TERMINATES THE FLIGHT

THE CLASSIC EXAMPLE OF A NON PART 121 OPERATION, WAS AVIANCA FLIGHT 52. THIS FLIGHT CRIED OUT FOR A DISPATCHER'S OPERATIONAL CONTROL. ACTUALLY, THIS FLIGHT CRIED OUT FOR ANYBODY'S OPERATIONAL CONTROL.

THERE WAS CONSTANT COMMUNICATION BETWEEN THE FLIGHT AND ATC, BUT, GEE MR ZINDARS, THAT DIDN'T SEEM TO HELP. AT NO POINT WAS THERE ANY INDICATION FROM THE CREW THAT THEY HAD A SPECIFIC FUEL MINIMUM IN MIND THAT THEY WOULD USE AS A "BINGO" FUEL... IN OTHER WORDS, A FUEL LIMIT BEYOND WHICH THEY WOULD NO LONGER CONTINUE TO FOLLOW THE ORIGINAL PLAN... A FUEL NUMBER THAT WOULD TELL THEM... GET THE HELL OUT OF HERE, YOU ARE NOT GOING TO MAKE JFK SAFELY ... IT IS TIME TO GO SOMEWHERE ELSE. I NOTICE IN THE TRANSCRIPT THAT ATC ASKS AVIANCA WHAT HIS ALTERNATE IS. HOW COME ATC GETS SO UPSET WHEN I CALL THEM AND TELL THEM HOW I THINK THEY SHOULD DO THEIR JOB, BUT HERE WE HAVE JFK APPROACH TALKING ALTERNATE SELECTION WITH AVIANCA FLIGHT 52? THAT'S IRRITATING!



IF YOU READ 121.631 YOU WILL SEE THAT NAMING AN ALTERNATE IS THE DISPATCHER'S JOB. IF YOU READ 121.627, YOU WILL SEE THAT IT IS ILLEGAL TO CONTINUE TO AN AIRPORT TO WHICH YOU HAVE BEEN DISPATCHED, IF IN THE OPINION OF THE PILOT IN COMMAND OR DISPATCHER, THE FLIGHT CANNOT BE COMPLETED SAFELY. OF COURSE, IF YOU READ 121.625, YOU WILL SEE THAT AVIANCA'S ALTERNATE WAS NOT LEGAL EITHER, SO UNDER OUR RULES, HE WAS IN TROUBLE A LOT EARLIER THAN WHEN HE RAN INTO NEW YORK'S TRAFFIC MANAGEMENT SYSTEM.

BUT I AM NOT HERE TO CASTIGATE AVIANCA. THE PILOT IN COMMAND OF THAT FLIGHT DID NOT EXERCISE SOUND JUDGEMENT, AND HE PAID THE BEST PRICE POSSIBLE. HE REMOVED HIMSELF FROM THE POSSIBILITY OF ANY FUTURE SCREW-UPS. HE ALSO ENSURED THAT YOU AND I NEVER HAVE TO WORRY ABOUT BEING ON A FLIGHT WITH HIM IN COMMAND. THE UNFORTUNATE PART IS THAT HE TOOK A LOT OF TRUSTING PEOPLE WITH HIM.

PEOPLE LIKE YOURSELVES,. HERE ON DAIRY AIR. OUR CAPTAIN HAS INFORMED ME THAT WE ARE IN LINE FOR TAKEOFF, SO WE WILL BE DEPARTING VERY SHORTLY.

OZONE CONCENTRATIONS WILL BE KEPT WELL BELOW THE LEVEL CONSIDERED UNACCEPTABLE, THANKS TO THE ACCURATE FLIGHT PLANNING OF OUR DISPATCHER. MOST PEOPLE DON'T EVEN THINK OF 121.578 ANYMORE, SINCE ALL OUR AIRCRAFT HAVE OZONE FILTERS INSTALLED. BUT, AT DAIRY AIR, OUR DISPATCHERS LIKE TO HOPE FOR THE BEST WHILE EXPECTING THE WORST. THEY DO NOT LIKE SURPRISES.

AS A MATTER OF FACT, YOU COULD PROBABLY CONDENSE FAR PART 121 INTO ONE SENTENCE: NO SURPRISES

I KNOW, YOU THINK THAT IS TOO SIMPLE, BUT THINK ABOUT IT.



UNDER THE PROVISIONS OF 121.593, NO PERSON MAY START A FLIGHT UNLESS AN AIRCRAFT DISPATCHER SPECIFICALLY AUTHORIZES THAT FLIGHT. 121.599--- NO AIRCRAFT DISPATCHER MAT RELEASE A FLIGHT UNLESS HE IS THOROUGHLY FAMILIAR WITH THE REPORTED AND FORECAST WEATHER CONDITIONS ON THE ROUTE TO BE FLOWN. 121.601 AGAIN, THE AIRCRAFT DISPATCHER SHALL PROVIDE THE PILOT IN COMMAND ALL AVAILABLE CURRENT REPORTS OR INFORMATION ON AIRPORT CONDITIONS AND IRREFULARITIES OF NAVIGATION FACILITIES THAT MAY AFFECT THE SAFETY OF THE FLIGHT. THE AIRCRAFT DISPATCHER SHALL PROVIDE ALL AVAILABLE WEATHER REPORTS AND FORECASTS OF WEATHER PHENOMENA, BEFORE BEGINNING THE FLIGHT. WHILE THE FLIGHT IS ENROUTE, THE AIRCRAFT DISPATCHER SHALL PROVICE ANY ADDITIONAL AVAILABLE INFORMATION...

THINK ABOUT THIS.... WHAT THE DISPATCHER IS TRYING TO DO IS PROVIDE SUFFICIENT INFORMATION SO THAT THE FLIGHT DOES NOT ENCOUNTER ANY SURPRISES.

EXAMPLE: CAPTAIN, WE HAVE 1/4 MILE IN FOG AT YOUR DESTINATION, BUT THE RVR IS STEADILY INCREASING, AND LATEST FORECASTS CALL FOR 6000 PLUS ABOUT 30 MINUTES BEFORE YOUR ARRIVAL. SHOULD THAT FORECAST PROVE INACCURATE, YOUR ALTERNATE IS STILL CLEAR AND 10, WIND CALM, PRESSURE STEADY AT 30.01 INCHES. I TALKED TO OPERATIONS AT YOUR DESTINATION AND THEY SAY THEY CAN SEE THE LIGHTS FROM THE BRIDGE, AND THAT IS ABOUT 1/2 A MILE SOUTH OF THE FIELD. ALSO, I TALKED TO APPROACH CONTROL, AND THEY SAY THERE ARE NO AIRCRAFT HOLDING YET, AND THERE HAVE BEEN NO ARRIVALS THIS MORNING DUE TO THE FOG. HOWEVER, AT YOUR ARRIVAL TIME, ATC SAYS YOU CAN EXPECT UP TO 20 MINUTES OF HOLDING UNLESS THE VISIBILITY POPS TO 2 MILES OR MORE.

NOW, WITH THAT BRIEFING, WHAT SURPRISE COULD BE IN STORE FOR THIS PILOT IN COMMAND?



WELL, IF THE RVR GOES TO 6000 FEET, NO SURPRISE. IF THE RVR STAYS DOWN, WELL, IRRITATING, BUT IF THE ALTERNATE STAYS GOOD, NO REAL SURPRISE. DISPATCHERS HAVE BEEN WRONG BEFORE AND WILL BE WRONG AGAIN ON THEIR FORECASTS.

BUT ISN'T THE WHOLE POINT TO ELIMINATE THE SURPRISE?

AREN'T YOU TRYING TO PREDICT WHAT WILL HAPPEN TO THAT FLIGHT, AND PROVIDING CONTINGENCIES TO HANDLE YOUR PREDICTIONS? WHEN DOES A DISPATCHER GET IN TROUBLE? WHEN THE FORECAST GOES BAD. OR THE AIRPLANE GOES BAD. OR ATC GOES BAD. OR A PASSENGER GOES BAD.

THEN IT'S

SOO-PRISE SOO-PRISE!!

DON'T YOU HATE IT WHEN THAT HAPPENS?

HOW DO YOU REDUCE THE RISK OF IT HAPPENING TO YOU?

WELL, BY FOLLOWING THE PROVISION OF FAR PART 121, YOU WILL COVER MOST OF THE BASES. PARTS WILL BREAK, WEATHER FORECASTS WILL WIN PULITZER PRIZES FOR FICTION, DISPATCHERS WILL SCREW UP. PILOTS WILL PERFORM AMAZING FEATS OF LOGIC BEYOND THE UNDERSTANDING OF MERE MORTALS, (WELL THE WEATHER WAS BAD LAST WEEK WHEN I FLEW THIS FLIGHT), AND A LOT OF OTHER THINGS WILL HAPPEN TO KEEP THE JOB EXCITING.



BUT BY STAYING WELL VERSED IN PART 121, BY COMPLYING WITH THE INTENT AND THE LETTER OF THOSE REGULATIONS, YOU CAN MINIMIZE THE CHANCES THAT A SURPRISE WILL SNEAK UP ON YOU AND STEAL YOUR LICENSE.

THE SOLE INTENT OF FAR PART 121 IS TO GUARANTEE THE SAFE OPERATION OF THE FLIGHT. OBVIOUSLY, THE AIR TRAFFIC CONTROLLER HAS A PART TO PLAY IN THIS. ATC PROVIDES FOR THE SEPARATION OF KNOWN AIR TRAFFIC. THAT IS THEIR JOB DESCRIPTION. THEY ALSO CAN PROVIDE SECONDARY SERVICES, TIME AND SAFETY PERMITTING. BUT I DO NOT THINK THAT THEY SHOULD BE ENTERING INTO DISCUSSIONS OF ALTERNATES WITH ANY FLIGHT. AIR TRAFFIC CONTROLLERS NEED TERRIFIC SKILLS, PATIENCE, JUDGEMENT, AND A JUGGLER'S ABILITY TO HANDLE EXCESS INPUT TO THE SYSTEM: WE SHOULD BE RECRUITING THE BEST AND TRAINING THEM TO WHATEVER EXTENT IT TAKES TO ENSURE THAT THEY CAN COMPLY WITH THEIR DESIGNATED ROLE... THE SEPARATION OF KNOWN AIRCRAFT.

OBVIOUSLY, TOO, THE PILOT HAS A TREMENDOUS ROLE TO PLAY IN THE SAFE OPERATION OF THE FLIGHT. HE NEEDS THE SKILLS AND RESOURCES OF A 99 YEAR VETERAN, COMBINED WITH THE REFLEXES OF A NINTEEN YEAR OLD GYMNAST, WRAPPED AROUND THE HEALTH PROFILE OF A MARATHON RUNNER, RUN BY THE BRAIN OF A COMPUTER, WITH A SINGULAR ABILITY TO FOCUS ON THE TASK AT HAND. AND PERHAPS, FOR GOOD MEASURE, A STRONG MATERNAL INSTINCT REGARDING THE SURVIVAL OF HIS PASSENGERS.

I DO NOT SUBSCRIBE TO THE CURRENT THEORY THAT THE GLASS COCKPIT AIRCARFT ONLY NEED ONE PILOT AND A DOG. THE PILOT'S ROLE BEING TO FEED THE DOG. THE DOG'S ROLE BEING TO BITE THE PILOT IF HE TRYS TO TOUCH ANYTHING.

SO, WITH ATC AND THE PILOT, WE ARE BACK TO A TWO-LEGGED STOOL. BUT, THANKS TO THE PROVISIONS OF FAR PART 121, WE DO NOT STOP THERE. WE ADD THE THIRD LEG. THE DISPATCHER. WE COMPLETE A SAFETY PAD... THAT'S $P \ A \ D \ \dots$

PILOT ATC DISPATCHER



YOU CAN MAKE THE SYSTEM WORK WITH TWO OUT OF THE THREE, BUT YOU WILL LOOK LIKE A ONE-LEGGED JUGGLER.

HOW MUCH SIMPLER TO COMPLY WITH THE PROVISIONS OF FAR PART 121,... HOW MUCH SAFER FOR YOUR PASSENGERS.

IN ADDITION, HOW MUCH CHEAPER FOR YOUR AIRLINE. THAT'S RIGHT. DISPATCHERS DON'T COST MONEY, THEY SAVE IT. JUDICIOUS FLIGHT PLANNING, CAREFUL FUEL LOADING, TANKERING FUEL WHEN ECONOMIES WARRANT, LOWERED DIVERSION RATES DUE TO MORE CAREFUL MANAGEMENT OF FLIGHTS, ALL THESE THINGS CONTRIBUTE TO THE FINANCIAL WELL-BEING OF AN AIRLINE. THE INTERESTING THING IS, THERE IS NO REQUIREMENT FOR A DISPATCHER TO DO THESE THINGS... THEY ARE A NO-CHARGE EXTRA, THROWN INTO THE DEAL. IN RETURN, DISPATCHERS REQUIRE MODERN TOOLS, MANAGEABLE WORKLOADS, SUPERIOR TRAINING, GENEROUS MOTIVATION, AND A CLEAR TRACK TO ACCOMPLISH THEIR MISSION... SAFE FLIGHTS, CONTENTED PASSENGERS, ON-TIME AIRLINES, AND BLACK INK IN THE LEDGERS.

HAPPY DISPATCHERS MAKE FOR HAPPY PASSENGERS.

SPEAKING OF PASSENGERS, THAT'S YOU, I HOPE YOU ENJOYED YOUR FLIGHT ON DAIRY AIR....

WELL, NO, OF COURSE YOU DIDN'T GO ANYWHERE... DAIRY AIR IS AN IMAGINARY AIRLINE,...

AND BESIDES, NOBODY IN THEIR RIGHT MIND REALLY WANTS TO LEAVE MINNESOTA ANYWAY.!!





ADF

AIRLINE DISPATCHERS FEDERATION

Member of IFALDA

JULY 11, 1991

On May 23,1991 the FAA conviened a new group of 56 member organizations in Baltimore that was to be called the Aviation Rulemaking Advisory Committee. The stated purpose of this group was to engage in consensual or negotiated rulemaking that spans the entire scope of the agencys activity. Simply put ...to have the industry and the FAA work in concert on a wide variety of tasks from begining to end rather than have the FAA present a finished product as the first point of industry or user involvement.

The Airline Dispatchers are represented on the Air Carrier Operations Subcommittee and the Training and Qualifications Subcommittee. One of the Air Carrier Operations working groups deals with fuel requirements.

The question of fuel requirements was raised largely as a result of the NTSB investagation into the AV52 accident, but the scope of the task is not limited in any way.

The working group on fuel requirements would ask that as many involved individuals as possibile complete the attached Questionaire. Please copy an distribute as needed. Completed Questionaires should be returned no later than August 15, to:

August 👼, to:

DAS DEET PACK AVENUE NADON

Cher Park, NY TI 120

Our representation is only as good as your input. Thanks for your assistance.

Sincerely;

Norm Joseph



AVIATION RULEMAKING ADVISORY COMMITTEE FUEL SURVEY

- A. WHAT IF ANY PROBLEMS EXIST WITH RESPECT TO:
 - a) FAR Fuel Requirements?
 - b) Your company's Fuel Requirements?
 - c) Definition of Fuel Requirements?
- B. DO THE FAR'S REQUIRE:
 - a) Too much reserve fuel?
 - b) Too little reserve fuel?
- C. DOES YOUR COMPANY REQUIRE:
 - a) Too much reserve fuel?
 - b) Too little reserve fuel?
- D. WHAT IN YOUR VIEW CONSTITUTES:
 - a) Minimum fuel situation?..
 - b) Fuel emergency situation?
- E. WHAT ARE YOUR VIEWS WITH REGARD TO ESTABLISHING A MINIMUM FUEL AMOUNT/MINUTES AT WHICH CREW MUST NOTIFY ATC DISPATCH?
- F. WHAT OTHER CONSIDERATION, RECOMMENDATIONS OR COMMENTS DO YOU HAVE CONCERNING FUEL REQUIREMENTS? (PLEASE USE OTHER SIDE IF NECESSARY.)





AIRLINE DISPATCHERS FEDERATION

September 1991

1201 Airport Fwy., Suite 386 Euless TX. 76040-4171

Volume 1 Number 4

A letter from our Executive Vice President

The NTSB acknowledgement of the Dispatcher's role in the Final report on AVIANCA 052 is a major milestone for our profession. The ADF's report to the NTSB was said to have "guided the investigation" and "steered the focus of the investigation". I think it is appropriate that all of us in the organization extend our thanks to these individuals who gave their time and effort and made a true contribution to aviation safety:

Mr. Jack Bridwell - NWA

Mr. Arlan Ellmaker - DAL

Mr. Stu Etter - ALASKA

Mr. Galen Johnson - NWA

Mr. Mark Monse - SWA

Mr. John Mantague - PAA

Mr. Jim Mulhall - DAL

Mr. Giles O'Keeffe - NWA

Mr. Rick Paulson - CAL

Mr. John Plowman - AA

Ms. Vikki Schandel - NWA

Mr. Larry Sumner - AWA

Mr. Mike Timpe - AWA

Letter from Bill Leber written in September 1991 expresses thanks to the team who worked on the AVIANCA 052 accident report. This praise was also reprinted in the ADF September 1991 newsletter.

Though I would like to make my own personal expression of thanks I think the NTSB paid these individuals the ultimate compliment with these words from the Final Report:

- "The Dispatcher plays a critical role in the operation, planning, and conduct of the flight. This is especially true for situations involving deteriorating weather and air traffic delays. During such times the Dispatcher and the crew work together to determine the most prudent course of action in ensuring the safety of the flight. The Dispatcher who "actively" follows a flight is often better able to bring to these corporate discussions a broader picture of environmental and operational related factors that the flightcrew may not be fully aware of, or have anticipated."
- "Again, if a Dispatch system had been functioning for AVIANCA 052 the dispatcher could have assisted in these calculations and contingencies could have been established jointly by the Dispatcher and the flightcrew."

I cannot improve on that but to say that if you haven't read the report we made to the NTSB on AVIANCA 052, you owe it to yourself to do so.

Sincerely,

Bill Leber



A THOUGHT

Submitted by Mike Horen PAA

KNOWLEDGE IS POWER

Knowledge in the hands of the few is tyranny. Knowledge in the hands of the many is a powerful force.

Why do we share knowledge with our children that we do not share with a co-worker for fear of job security?

Our legacy to the industry is to make sure that those who follow in our foot-steps are more knowledgeable than their predecessors.



GOALS of the AIRLINE DISPATCHERS FEDERATION

To enhance the safety of the traveling public by fostering the most effective systems of maintaining positive operational control.

To assist governments, Their agencies, and the industry at large in creating a safer, more efficient air transportation system worldwide.

To educate the government, industry, and general public in the nature, role, scope, and value of positive operational control.

To coordinate political, regulatory, and the media efforts toward the enhancement and promotion of the dispatcher profession.

To foster the closest and most effective relationships with Pilots and Air Traffic Controllers who together with the Dispatcher form the triad of air safety in real time.

To challenge and encourage dispatch professionals worldwide to elevate their standards to the highest level attainable.

To assist in the integration of new technologies and roles into the dispatch profession as the industrial and technological bases evolve.

To maintain a liaison with other dispatch organizations worldwide through IFLADA

Think about this.....

Measure your next flight plan.... it takes about 1.4 feet (.4 meter) of paperwork for each hour of flight.



IFALDA

Dave Porter

By the time this is out IFALDA will have held their Annual General Meeting, held this year in Pittsburgh on Sept 19, 20, and 21. It will be a business meeting only, with many topics on the agenda. IFALDA continues to be an important influence in the International Airline community. Your continued support of this organization is an integral part of maintaining this voice on your behalf.

EUFALDA

Dave Porter

As reported in the last issue of ADF NEWS the European Federation of Air Line Dispatchers Associations (EUFALDA) was formally organized on May 7, 1991 at their 45th meeting in Bulach, Switzerland. They were recognized and chartered as a regional group representing all European Flight Operations Officers and Flight Dispatchers by IFALDA.

It is the goal of EUFALDA to obtain uniform licensing for all FOO/Dispatchers in Europe in conjunction with the formalization of the EEC in 1993. As part of this effort their goal is to also have joint authority with the captain similar to that defined under FAR 121 here in the U.S..

EUFALDA currently plans to meet twice yearly as a group with working groups meeting more often as necessary to pursue these goals. The next two planned meetings are October 15, 1991 and February 24, 1992.

In a related item the Joint Aviation Authority will be meeting with the FAA regarding cabotage rights. It is rumored that Dispatch authority will be among topics discussed. The thought is that the FAA will suggest a common license for Flight Operations Officers, Dispatchers, with rules similar to the U.S..

Joint Aviation Authority

Mike Nadon

The 1993 unification of the European common market community has caused the various European governments and aviation interests to create the Joint Aviation Authority, JAA. The JAA is working on bringing all of European aviation under a common set of rules. In response to this and other issues the European flight operations officers (dispatchers) have formed EUFALDA, the European Federation of Airline Dispatch Associations. It is an analog of ADF and like ADF is chartered under IFALDA.

Other than being of compelling general interest why is this important to us? Glad you asked! It seems the JAA has been meeting with the FAA to discuss bringing the U.S. and european rules more into line with each other. Some European carriers (LOT for instance) operate under rules very similar to FAR 121 and their Dispatchers have joint responsibility with the captain like you do. Others operate under rules where the captain is the ultimate authority and is jointly responsible with no one.

ADF believes operational control as practiced by licensed dispatchers provides the highest level of safety for commercial air carriers, and will be working with EUFALDA in their attempt to uniformly strengthen the standard within the European community. It is our hope that JAA in their discussions (continued page 4)



JAA (continued from page 3)

with the FAA will see the wisdom of an operational control system similar to that outlined in FAR

Along these same lines, as most of you know, foreign air carriers currently operate into the United States under FAR 129 which is much less stringent than FAR 121. ADF will continue to work toward the strengthening of FAR 129 to afford those foreign air carriers the same required level of safety, when operating in U.S. airspace, that the U.S. carriers now enjoy under FAR 121.



Just a note of thanks to Shigeaki Morita, the Manager of Flight Dispatch for Northwest Airlines in Tokyo, who was our guest speaker at the last Quarterly Meeting in July. Mr. Morita spoke on Professionalism. This came from his 30+ (he didn't want me to say how big a +) years of experience as an aviation professional. Thank you Morita-san.

OPERATIONAL CONTROL SAFETY SYMPOSIUM

The day before the last Quarterly Meeting held in Minneapolis in July the ADF held an Operational Control Symposium. I think we can chalk this one up in the win column. The symposium consisted of three speakers.

Myron Clark from the FAA gave a talk on the background and purpose of EWINS and Advance Movement Forecasts. This is the process of certifying Dispatchers to write their own weather forecasts for specific flights.

Rich Milligan, an instructor from American Airlines, addressed traffic movement, weather forecasts and interpretation of same in regard of FAR legality.

Giles O'Keeffe Chief Dispatcher from Northwest, spoke on FAA regulations, both FAR 121 and FAR 129, and Dispatchers' authority and responsibilities according to these regulations. This talk also featured the safety triad - Pilot, Dispatcher, and Air Traffic Controller.

We had many positive comments on this effort and it is something that we will endeavor to bring to the membership periodically. Thank you to all who attended and to the speakers, whose efforts are appreciated.

ASRS

Yes it is time again for the latest installment of the Aviation Safety Reporting System, this time sponsored by the National Aeronautics and Space Administration. These reports are simple and easy to fill out. It only takes a couple of minutes of your time when an event takes place. Remember this report is completely anonymous and is used for identifying potential problem areas and statistical purposes only. If you don't have forms available contact your delegate and he/she will get them for you. As we increase our visibility this is one of those things that become an added responsibility. Believe me NASA WANTS TO HEAR FROM DISPATCHERS.



VOLCANO!!!

Dave Porter

The First International Symposium on Volcanic Ash and Aviation Safety was held in Seattle in July. The genesis of the symposium was the eruption of Mount Redoubt in Alaska between December 1989 and February 1990. Stu Etter of Alaska Airlines was there on behalf of ADF.

The most serious aviation event that occurred as a result of that eruption was the damage done to a B747-400 that encountered the ash cloud 150 nautical miles northeast of the volcano as the aircraft was descending for a landing at Anchorage. This aircraft sustained over \$80 million damage to airframe and engines. Fortunately there were no injuries. At least three other incidents occurred during this active period with lessor degrees of damage.

Engine damage seems to be the most critical area of concern. Ash particles entering the compressor section of jet engines act as abrasives and corrosives and after stripping minute particles of metal enter the combustion section. In the extremely high temperatures of the combustion section this combination of particles form a glass-like substance. As this substance enters the turbine section of the engine it cools and adheres to the turbine surfaces distorting their shape and blocks the airflow. The result of this process is engine failure.

Summing up the meeting, Delta's Manager of Meteorology John Pappas noted that it was agreed that this was an interdisciplinary problem...not just a geological nor meteorological situation. It will take cooperation in many fields to deal with volcanic ash events. Volcanic ash clouds are very hard to detect, particularly at night or in clouds (the normal kind), using existing airborne or ground based technology. Development of new sensor technology is underway but the current most effective method of detection is the old eyeball.

From the Dispatch standpoint the best way to deal with a volcanic event is to avoid the area. Know the winds at different levels around the eruption and flight plan upwind giving the area a wide berth. The Dispatcher should also familiarize him/her self as to the crew procedures to be followed in case of inadvertent encounter.

A LETTER

The following was submitted to ADF News after the July Quarterly Meeting. There was a discussion during that meeting about what ADF is. Mike Horan was attending his first meeting, this letter is his response to that meeting's discussions, ed.

What is The ADF and What Can It Do For Me?

The Airline Dispatchers Federation is an organization of airline professionals concerned with the future of safety issues and airline dispatchers in commercial aviation worldwide. They offer a forum where the concerns of an individual can be openly voiced. It is also the vehicle through which information about issues affecting the aviation industry is disseminated to It's members.

While at the quarterly meeting in Minneapolis on July 13 through the 15th, there was a very lively discussion about an increase in both member dues and participation. Regardless of the new costs, the opportunity for all dispatchers to openly express their concerns about our profession has presented itself. Thanks in part to the disaster of Avianca 052, the aviation industry, government agencies, and to some extent the flying public are more aware of the presence and role played by dispatchers.

The ADF is struggling very hard to achieve It's goals and great inroads have been made in Washington D.C. and elsewhere. We as airline professionals need to take a more active role in this organization to help educate the aviation industry, governmental agencies and the flying public as to our role in assuring airline safety.

The ADF can be the voice for every dispatcher regardless of the size of the company they work for. From a one man office to a staff of 200 they all need our help and support.

Sincerely,
Michael V. Horen
Pan American World Airways



ONGOING PROJECTS

Air Carrier Working Group

Mike Nadon

The ADF is currently involved in several ongoing projects. The work done with the Air Carrier Working Group in Washington will perhaps bring the most immediate benefits to the dispatch profession. The Air Carrier Working Group on training and qualifications is working on Crew Resource Management (CRM) and Line Orientated Flight Training (LOFT) standards for the airline industry. The ADF and others have been working to have the Captain Dispatcher interface included in CRM and LOFT training. The intent of including you, the dispatcher, in the CRM and LOFT training is to increase the crew's awareness of the dispatcher's role and the resources the dispatcher can bring to problem avoidance and resolution during flight operations. Inclusion of the dispatcher as part of LOFT and CRM training will help us understand more fully the needs of the cockpit crew and how we can better fulfill our role in these situations. A second benefit of LOFT training for dispatchers is that you will be presented with scenarios of line problems and get to solve them in a training environment. Working through situations in a simulated environment will better prepare all of us for the time when we have to deal with real problems. More on the developments of this working group in future ADF News.

CRM & AQP

Another of ADF's ongoing projects is our involvement in the CRM (Cockpit Resource Management) and AQP (Advanced Qualification Project) working groups in Washington. This participation is continuing. We are able to report some progress on the inclusion of dispatchers in CRM training. People in Washington are beginning to realize that the Dispatcher is in fact one of the resources the cockpit crew has available. We at ADF feel strongly that we should be included in Cockpit Resource Management training because of the ground based information we have available for the crew's use in non-normal situations. Look for more on this in the near future.

NTSB Go-Teams

This project is now a reality. We have the team members in place and they are ready to go when called on. This group will be receiving special training in the near future given by the NTSB on the accident investigation process. Resumes for inclusion on the Go-Teams are still being taken. If you are interested or want more information contact your delegate or ADF headquarters.

8400.10

This again?? Yes, revision seven is off the presses, and in the comment phase. As ADF News is going to press the comment phase is being completed after which revision seven will be published. Upon publication of this revision, 8400.10 will become an official document to be used by the Air Carrier Inspectors when dealing with the carriers. Revision seven incorporates expansion of the sections dealing with Dispatch and training. It should be noted that this is intended to be a "living" document, meaning that it will be constantly changed and revised to keep pace with the commercial aviation industry. In this light meetings are ongoing and we of The ADF will continue to put forth our opinions and expertise in the appropriate areas of this document.

(continued page 7)



ONGOING (continued from page 6)

WORKLOAD

As you know from the minutes of the last quarterly meeting (you read them right?) we allocated some funds for the development of a computer program to get a handle on workload analysis. The program is now up and running and being checked out for results. The analysis of this data and it's use is yet to be determined, but we now have a tool.

REGIONAL AIRLINES GROUP

Bill Cranor is heading up the Regional Airlines working group, which consists members working on the Part 135 carriers' interests. Thus far Bill's group has identified workload as an area of concern. They seek input from other regional carrier members to help identify other areas of concern and interest. If you, as a Regional Carrier Dispatcher, have some input for Bill, contact him through ADF headquarters or your delegate. (Get off your duff, and GET INVOLVED ed.)

Help Wanted

The ADF is looking for dispatchers who have some unique abilities to assist in various projects. The ADF is developing a strong relationship with EUFALDA and having some folks who speak some European languages would be of great help. We could also use someone with formal training in statistical analysis since we are dealing with government agencies and others that expect us to present our case on work load, automation, and other issues in a formal manner complete with supporting documentation and statistics. Dispatchers with backgrounds in computer science, law, technical writing, journalism, and grant writing are also needed to help with upcoming projects and issues. If you fit into any of these categories or just want to know what you can do to help, contact your ADF Delegate or ADF headquarters.

Jumpseats

The following letter was sent to the ADF NEWS by Jerry Lee a member from Pa. Airlines/USAIR Express. Thanks Jerry for a good idea. ed.

In the past I have, and I am sure that others of us have tried to get jumpseat on other carriers and have been told by the Captain or the Gate Agent that they only give their jumpseat to "Flight Crew Members". In reality had we only known who to call within the airline we could have obtained the proper documentation to approach the Captain with. The captain may have been willing to accommodate the Dispatcher had proper authorization been presented, based on his company's policy.

What I would like to do, with help from the rest of the delegates, is to put together a listing by Air Carrier as to which do and which do not let Dispatchers ride their Jumpseat. Also to list procedures to follow and the appropriate people to contact at each Air Carrier to obtain approval. This list will be put in booklet form and made available to the membership.

I will be acting as a clearing house to put this information together for ADF members.

I will need your help. Please send what information you can on your airline to:

Jerry A. Lee Pa. Airlines/USAIR Express 5151 Erie Road Harrisburg, PA. 17111-5629



	ER VOLUNTEERS
--	----------------------

Roger Beatty

Dr. Phil Smith of the Ohio State University and Dr. Elaine McCoy of the University of Nebraska at Omaha are doing a study on cooperative problem solving and need volunteers to participate.

This study (under contract to NASA) will use flight planning problems presented on an especially designed Mac II dispatcher work station. The volunteers would have to travel at their own expense to either Columbus, Ohio or Omaha, Nebraska to participate in the 3 to 5 hour sessions. The dates, time and location will be at the volunteers' selection.

The information required from	each volunteer for selection i	s:
Air Carrier		
Name	Phone (H)	_ (W)
Years as a Dispatcher	Other aviation experien	
Desired Study Location	(OMA or CMH)	
Please submit this information t Headquarters to the Attention o	o your ADF delegate, or for f Roger Beatty.	ward the information directly to ADF
This could be a very important flight planner in air carrier oper	study for ADF because it recrations and might provide em	cognizes that the Dispatcher is the main

on the importance of a good dispatch organization.

I strongly urge anyone who can spare the time to volunteer. We need the exposure and they need the

If you want any additional information please feel free to call me at home at (817) 488-9162

REMEMBER!

volunteers.

This is the editor speaking. Attention!! I need HELP (yeah I know you agree). Ever think "I could write that article better than that". Well go ahead. We welcome all the submissions we can get. This is your Newsletter. It is designed to keep you informed. If something is happening that all of us should know about, write it down. This can either be an article or if you prefer just the facts, and we will try to make something out of it. If you have an idea for this newsletter tell us or tell your delegate. We are here to inform in the best way possible. Thanks to those who submitted ideas and articles this time. Keep it up!!!



NEXT MEETING

The next Quarterly Meeting will be held in Atlanta Georgia, and will be hosted by the members from Delta Airlines. The meeting dates are Sunday October 20, and Monday October 21, 1991. The Meetings will be held at the Howard Johnson Motel Airport North in the China Clipper Conference Room.

The Meeting will convene at 9:00 A.M. Sunday, October 20, 1991 and will recess at about 6:00 P.M.. We will reconvene at 9:00 A.M. Monday October 21, 1991 and adjourn at about 3:00 P.M.. From about 12:45 on Monday till Adjournment, there will be working group meetings.

The Delta members have organized some activities associated with the business meetings.

On Friday, October 18, 1991 there will be a golf tournament at Flat Creek Country Club. This tournament is designed to get Dispatchers, Air Traffic Controllers, and Pilots together (it's a comedy) to find out we are all just people. Each group (foursome) will be made up of one of each (note three in each foursome). The tournament will start with a brunch at 11:30 A.M. with golf starting at 1:00 P.M.. They tell me it will be a "shotgun" start (duck!!). The entry fee is \$60.00 U.S..

For Golf Tournament Registration See Next Page

On Saturday they have set up a tour of CNN. The tour cost is \$5.00 and you take the train downtown \$1.00 each way. This tour will meet in the Hotel lobby at 10:30 A.M.. Also while you are downtown you will be going to "Underground" Atlanta.

Hotel accommodations have been arranged at The Atlanta Airport NORTH Howard Johnsons. For reservations call 1-800-752-7293. Identify yourself as an airline employee and ask for the ADF conference rate. This rate is \$32.00 per night single \$36.00 per night double. Courtesy car from the airport provided. BE SURE TO IDENTIFY THE AIRPORT NORTH Hojo.

B.M.C.M. Nelson andrew C. Beck M. Musse





AIRLINE DISPATCHERS FEDERATION

November 1991

1201 Airport Fwy., Suite 386, Euless, TX 76040-4171

Volume 1 Number 5

Editor: J.Little

TEMPORARY EDITORS NOTEBOOK

Due to some major technical difficulties and personal commitments, Darryl Oberg (NW) Editor of our Newsletter, was unable to complete the last quarter Newsletter. Therefore, I regret the delay on this issue.

On behalf of the officers, I would like to wish all our members and retirees a Safe and Prosperous New Year. Sincerely,

L. As

Special thanks to all our guests at the Atlanta meeting in October hosted by Delta/PAFCA.

Mr. Eddie Wallace, a 22-year veteran Air Traffic Controller from Shanwick Oceanic Control. After giving an informative slide show, he discussed various separation standards, operational problems and procedures, and concluded with a Q & A session from the North Atlantic users in attendance.

Mr. Alan Rossmore, Esquire, Aviation Attorney based in Atlanta, gave an extensive presentation on FAR's, as it relates to operational control, timely filling of NASA ASRS reports, and various FAR violations by Pilots/Dispatchers, followed by a Q & A.

One case in point, an ADF member spoke of a new hire Dispatcher that apparently flunked a drug screening test. It turned out that in celebration of his hiring, a family member had baked a poppy seed cake. The new hire had consumed several pieces of it some time before his drug screening test. The Dispatcher was eventually cleared and got the job, but the lessons are obvious.

Calories are not all we have to watch when we eat. ed.

Mr. Buddy Doll, Assistant Vice President of Flight Control, Delta Airlines, spoke at length on the effects of automation on the Dispatcher and of our need for specialized support from MIS with regard to our unique operational control requirements. He gave an overview of several projects Delta has in the works and is very supportive of ADF's efforts on behalf of the operational control profession.

Mr. Jerry Mayo, Director of Litigation for Delta Airlines, gave a very informative talk on the legal activities and attitudes prevalent within the FAA these days, along with some things for all licensed professionals to consider with increased emphasis on the accountability of the individual certificate holder.

MEMBERSHIP

Current membership now consists of 1043 airlineemployed Dispatchers, 21 individual memberships, 142 retired Dispatchers, and 7 Corporate memberships, for a total of 1,217 members, representing a total of 49 different airlines. New membership cards for 1992 will be forthcoming.

FUNDRAISING

ADF coffee mugs, bumper stickers and T-shirts are still available, in limited supply. When the current stock is depleted, these items will not be reordered. So get 'em while their hot! Contact ADFHDQ.

ASD PROJECT

Thru the efforts of Bill Leber and John Plowman a letter from NATCA (stating NATCA had no objection re: ASD data release per the ATA proposal) was secured. Senior FAA officials, including Admiral Busey, recently visited the NWA Dispatch office in MSP, and heard firsthand our need for ASD. The NATCA letter also went to Busey. Also, special thanks to the efforts of Sid Rhinehart, NWA on all his work in getting ASD released to the carriers, which hopefully will be first quarter of 1992.

CRM (Crew Resource Management)

Bill Szendry has worked extensively on our CRM efforts. The original CRM effort began in the aftermath of the UA DC-8 accident near Portland, Oregon. CRM has now been expanded, from "cockpit" resource management, to "crew" resource management, to now include Aircraft Dispatchers. The new project for 1992 will be to write DRM (Dispatch Resource Management), which we need by the Fall 1992. Bill Szendrey will be soliciting volunteers, if interested contact Bill or Jack O'Sullivan thru ADF HDQ.



AVIATION RULEMAKING ADVISORY COM-MITTEE (ARAC)

There was an update on the FAA's Aviation Rulemaking Advisory Committee (ARAC) and some of the various subgroups within it. JAA is also involved with the ARAC

LEGISLATIVE AFFAIRS

Recently ADF participated in meetings with Senator Oberstar regarding the Avianca accident and reviewed possible changes to regulation. Possible scenarios are: (1) to add to Part 129 the ICAO Annex 6 requirement for operational control, or: (2) a full NPRM to amend Part 129. or; (3) issuance of a SFAR on operational control. There is a possibility that public hearings will be held on this, and updates will be passed along as they become available. There may be some precedents in maritime law that would support our efforts to improve safety via stricter Part 129 standards. Follow up meetings will be held in January 1992 will Bill Leber and Jim Little attending.

ADF STRUCTURE

Bill Leber/Jim Little are currently working on possible restructuring of ADF responsibilities to ensure ADF continues to function as efficiently as possible. Subject to revision, the areas are Safety; Quantitative Analysis and Research; Technology and Automation; Fundraising; Public Relations; Media Affairs; Internal Communications; Finance; Membership; Government and Industrial Affairs: Development and Future Programs; Administration: Human Factors; Political Affairs; Internal Resources and Personnel; and Regulatory Affairs. If interested in any of these areas, please contact Bill or Jim thru the ADF HDQ.

WORKLOAD PROJECT

Thanks to the special efforts of Mark Spence, Operations Research for writing and making the requisite software available to individual groups. The information will provide ACI's and POI's with an objective view of carrier workload, and the balance between the various Dispatcher tasks and responsibilities, and not just simple counts of releases on a shift. To obtain the software, Delegates should contact Mark Spence at 919-767-3757.

POI TRAINING OKC

Recently ADF was asked to participate and put together a presentation for ACI's at the FAA's OKC facility. Mike Nadon and Giles O'Keefe attended, along with Lew Rezsonya, who had been previously invited by the FAA. This OKC meeting, and the forthcoming 8400.10 rewrite will essentially be the ACI's training program, and ADF was able to have excellent input in educating the ACI's on what makes up positive operational control.

AOCS UPDATE

Jim Little and Ralph Caswell, AOCS President, and Saudi Dispatcher based in London, are currently working on the details for a joint symposium, Fall 1992. Ralph will be Jim's guest at our nex Officers meeting January 18, 1992.



8400.10

By Mike Nadon

ADF currently sees no adverse effects on Dispatchers, but there will be more stringent requirements being made o air carrier managements. This has been a 2 year projec that is just now bearing fruit, with 250 pages out of 1,100 being dispatch-related.

The new 8400.10 should be implemented sometime in the first quarter of 1992.

MEDIA AND PRESS UPDATE

Our current project in putting together our brochure wil be included with the video. Once the brochure is completed, it will then go to the major media groups, as well as key Congressional and industry personnel.

FLYING MAGAZINE

By Mark Monse

Peter Garrison's recent article in the October issue, I fee completely misses several key points in the Aviance accident. This is a copy of my letter to the editor ir response.

Dear Sirs.

I've just read Peter Garrison's September "Aftermath" column on the Avianca accident, and I'm somewhat disappointed. As someone who has closely followed the investigation (including attending the Hearings), I find i amazing that such a renown publication as FLYING continues to overlook the role of the aircraft dispatche: and his/her exercise of FAR Part 121 positive operationa control in today's airline industry.

Dispatchers have been required by FAR since 1938, and although some industry folks see us as obsolete in the "jet age", this accident again demonstrates how the exercise of positive operational control can serve as the essential ground-based CRM resource it was intended to

In a Part 121 airline here in the United States, Dispato do much more than plan flights; we're required by FAR to monitor them en route to their destinations, and pass



(Continued from Page 2)

along updated information to the PIC regarding weather, ATC delays, and field conditions, as well as react to their effects on the flight. In a Part 121 airline, the Dispatcher and PIC share joint responsibility for the safe conduct of the flight, which includes a Dispatcher's matching authority and responsibility to initiate the declaration of an emergency situation to ATC when the situation warrants.

This is not necessarily the case with foreign airlines operating within United States under FAR Part 129. Although some of these foreign airlines have "Dispatchers", they usually do not have the same joint responsibility authority that are the U.S. standard.

In the final 265-page Avianca report, the NTSB mentioned: "Contributing to the accident was the flightcrew's failure to use an airline operational control dispatch system to assist them during the international flight into a high-density airport in poor weather." Note that this ranked first on the list of contributing factors, ahead of any others involving FAA traffic management, standardized pilot/controller terminology, windshear, crew fatigue, and stress (the last three leading to the missed approach at JFK).

Positive operational control works. Avianca 52 was clearly an operational control accident, and it never should have happened.

Mark G. Monse

ADF GO TEAM

Two members of our Go Team, Joe Hagan DL and Ray Howland AA, will attend a seminar held at the FAA Academy at OKC on accident investigation in January 1992. On completion, we will be putting together a training course for our entire Go Team members.

PROJECTS

A committee was set up to look into the feasiblity of an job referral service. Preliminary research is being conducted, if it is found that such a service is feasible, it probably will not be in place until the Fall of 1992.

Roger Beatty, AA is coordinating a project to review air carrier accidents from 1972-1991 for any possible dispatch-related factors that may have played a role. ADF has already subscribed to Accident Information Services for details on previous findings.

OSU invitation for paper submissions is an open one. The symposium is a bi-annual event, so we need to be gearing up for 1993. Roger Beatty mentioned a NASA-funded study on joint responsibility and the results could serve as our paper. Bill Cranor, Business Express, is our regional airline representative for any 1993 effort.

ADF DISPATCHER VIDEO

The video, produced by Loraine Sandusky, Jack O'Sullivan and Mark Monse, has been completed using ADF members as actors. The video is based on the final moments of Avianca Flight 52 on its approach into JFK and various daily Dispatcher duties. The video will be distributed to Congressional and industry personnel. It is available for sale to members at a cost of \$10 each (plus \$3 shipping) by contacting ADF HDQ.

OHIO STATE UNIVERSITY

Dr. Phil Smith from Ohio State University (OSU) is still working on the the human communications research project in which ADF Members have been participants. Results should be published late in the first quarter of 1992

FINANCES 1992

By Jack O'Sullivan.

Due to our financial status and plans for 1992, the ADF Executive Board had met prior to the October meeting in Atlanta and recommended 1992 dues of \$40 per year for majors and national carriers and \$25 per year for regional carriers, \$3 of each amount should go towards supporting IFALDA. After a great deal of discussion, a motion was put forth for ADF to support IFALDA in the amount of \$3 per year per ADF member. And an additional motion to set the 1992 dues at \$40 per year, with a minimum of \$25 per year for exceptional circumstances. Both motions were passed by the Delegates present.

A budget based on the above figures will now be formulated and presented at the January ADF meeting at Dallas/Fort Worth.

NEW PHONE NUMBER FOR ADF HDQ 1-800-OPN-CNTL (1-800-676-2685)

NOTICES

For those of you who don't know, Allan Rossmore is also the author of an excellent Dispatcher training book, "The Highest Level", which will be of interest to both new and seasoned Dispatchers. It may be obtained by contacting Allan at Kellmark Aeronautics at 305-552-7414.

1992 Membership Renewal Forms have been mailed. Please return them as soon as possible.

MOVING?



Please notify ADF HDQ at 1201 Airport Freeway, Suite 386, Euless, Texas 76040-4171 or call 1-800-676-2685.



UPCOMING EVENTS ADF

First Quarter 1992 Meeting - January 19th-20th

Wilson World Hotel-DFW on Highway 183 in Irving Texas. Call ADF HDQ for more information.



GUEST SPEAKER 'S

MR B.BAKER SR VP OPERATIONS -AA
MR D. K.NERAM DIR SYSTEMS OFNS UNTL-AA

Officers Meeting - January 18, 1992 - 18:00

Second Quarter 1992 Meeting - April 5th-6th Information will be finalized at January meeting. hosted by Southwest Airlines

UPCOMING EVENTS IFALDA

AGM - May 10-13, 1992

\$345/person includes all meals, accomodations at Embassy Suites Atlanta, contact your local ADF Delegate for more information.



IFALDA NEWS

Dave Porter, newly-elected President of IFALDA, ha already rolled up his sleeves and has begun to bring th organizations under IFALDA together to work as a team At our Atlanta meeting, Dave updated the group or various IFALDA accomplishments and projects, including JAA, weather and training manuals, and license star dards. Upcoming meetings are tentatively set for: 1992 Atlanta; 1993, Trinidad; 1994, Dublin; and 1995, General Al Hultin, AAL has been appointed ADF Liason IFALDA, the post previously held by Dave Porter. Al ha been a long time participant in IFALDA, which will be a asset to both IFALDA and ADF.



DFW airport served as ADF's base of operations in the early years. For 1992, ADF returned to DFW for the January business meeting.

Officer Profile

CARLA BECK CAISSE



hen Carla was born, her life's circumstances would never have suggested the fascinating, blessed and rewarding career that she has enjoyed, working in the airline industry now for more than four decades. Carla grew up in rural Oklahoma, near Tulsa. Her dad was a veteran, having served at several posts as an aircraft mechanic during the 1960s, including Hickam Air Force Base/Pearl Harbor in Hawaii.

From the age of 14, she worked several extra jobs including as a nurse assistant on the cancer floor, a janitor at a bank after school and riding and breaking horses, a job she enjoyed very much.

Her first taste of airline travel was in 1975 on a trip to Montana to visit family, flying on a Continental Airlines 727-224 from Tulsa to Denver, with the connection to a Frontier 737-291 to Great Falls,



Montana. Suddenly, Carla realized there was a whole world of travel and adventure out there, awaiting her discovery.

After high school graduation, she struck out on her own at 17 and went to work at Tulsa World Newspaper in the customer service department and entered Nursing School at a local Community College. Carla continued to work two, and sometimes three jobs. It was a full, challenging life, but it taught her to appreciate hard work and face challenges directly. Each of those jobs helped mold Carla's personality and engendered abilities that would serve her well for the rest of her life. On the hospital cancer floor, she learned "to cope with human crises and personal emotions during stressful circumstances". Working at the newspaper yielded valuable experience dealing with the needs of customers. And her father taught her to "always perform work with dignity, always do a job to be proud of, no matter how menial the task".

"Oh, and the horses game me practical lessons in dealing with those of strong will and stubbornness", she shared in a recent interview.

In 1979, she decided to change course and try to find work with an airline. So, on the heels of airline deregulation and high fuel prices, Carla went to the airport and turned in applications to American, Braniff, Continental, Delta, Ozark and TWA But, airline finances were in recession, and no one was hiring. So, she he got as close to the airport as possible and secured a job working the front desk at the Tulsa Airport Sheraton Hotel. Carla found the whirlwind of activity at the airport to be quite fascinating.

As Ms. Beck reported for work at the Sheraton front desk one fateful morning in February 1980, little did she know that her life was about to change in a most astonishing way. One of the groups which Carla checked in that day turned out to be a team of airline executives from Dallas. Carla loved bantering with her guests during check -in, trying to inject some fun into an otherwise routine process for hotel customers. So, she engaged them in friendly conversation. Carla found out that these folks were from a small Dallas company called Southwest Airlines. The carrier was planning to begin serving Tulsa in April. One of the tasks at hand for this team was to hire staff for the new station opening. Carla's chitchat must have made a good impression. As they were turning toward the elevator, the SWA manager asked if Carla would be interested in an airport position with Southwest Airlines at Tulsa Airport. Once the manager of the Sheraton Hotel verified the new airline was indeed in good standing with the Better Business Bureau, she decided to accept the position of Ticket Agent for \$1050.00 a month. She says, "I was going to be RICH!" Within two weeks she jetted down to Dallas Love Field on a Braniff Airways 727 for training at Southwest Headquar-



ters in early March 1980. As her grandmother would later say, "isn't it nice that they've built an airline with a personality that's just like yours". She was so right! Carla recognized instantly that the "fun loving, can do spirit of this energetic underdog airline was a perfect fit for her.

After a month of training at Love Field, she returned home as the new Tulsa team pre-

CARLA CAISSE

pared for the station's grand opening and inaugural flight with then President Howard Putnam in attendance.

On April 2, 1980, the first day of Southwest service to Tulsa, Carla,



(decked out in her gogo-boots, pants, and intrinsic Southwest spirit), greeted the inaugural flight. The first flight arrived from Dallas, flown by the now legendary "Lane Brothers". TWA ramp workers at the next gate lined up just outside of the safety area, staring at

their watches, timing the process to verify if indeed SWA could pull off a 10-minute turn. "And we did", she proudly recalls.

Carla was off and running on a rewarding airline career that she would come to "LUV" and treasure so much. The story of Southwest Airlines' frugality is legendary, and so, all airport ground employees were cross trained to work all job functions. Therefore, Carla gained experience working many jobs in the station including the ticket counter, the gates, lost baggage, station accounting, payroll, and operations. She learned aircraft weight and balance, how to read aviation weather forecasts (FT's) and surface aviation observations (SA's). As an operations agent, Carla had opportunity to speak with the dispatch office in Dallas. As her airline experience grew, so did her interest in what seemed to be the fascinating world of the aircraft dispatcher. Whenever Carla had to be in Dallas for training, she tried to stop by the dispatch office and learn more about the profession. It was not long before she decided to pursue an aircraft dispatcher certificate and try for a job in SWA dispatch. Carla realized it would be necessary to do this at her expense and own time. She soon began her dispatcher training with ATI in Minneapolis, where one of the instructors was future ADF President, Giles O'Keeffe. Carla quickly found out that her cursory exposure to the profession did not entirely convey the magnitude of knowledge that was necessary for mastery of operational control. Although the process took extra time, she completed all the requirements and was awarded her certificate by FAA examiner Stephen Connors July 21, 1987

In June 1988, she was able to earn promotion into the Southwest Airlines dispatch office in the old Braniff terminal at Love Field. SWA's first dispatchers had come from United, American, Braniff, ONA and included a WWII Veteran Pilot. As a result, the team Carla started with were all experienced from multi-airline backgrounds. Carla benefited from countless real "war stories", advice and constructive guidance.

In those early days, she remembers that all her flight releases were contained on a single, 360 kilobyte 5.25 inch floppy disk. "We protected the floppy disk and printer ribbon with our life". There was no Aircraft Situation Display, or Internet. Everyone had a "whiz wheel", weather and NOTAMS were off the teletype, there was one weather radar screen to share between all the dispatchers and the rest was on paper. At the end of the shift, the dispatchers had to hand sign their 70-90 releases and file each in the release drawer".

Around the time of the AVIANCA 052 Boeing 707 crash in 1990, Carla became aware of conversations taking place in the dispatch office regarding a nationwide movement underway which would establish a new Airline Dispatchers Federation to promote the value of the dispatch profession. It would be an organization which would be strictly professional in nature. Dispatchers Mark Monse and Bill Kalivas had attended the first meetings, and Carla was encouraged to become part of this new volunteer effort. She attended her first ADF meeting in Minneapolis in July 1991. Carla recalls listening to Giles' Safety "P-A-D" (Pilot-ATC-Dispatcher) speech featuring the legendary "Dairy-Air" for the first time. Carla quickly discovered that the folks running the show at ADF were all very experienced, very capable, and passionate dispatchers who had distinguished backgrounds and extensive experience in dealing with the patchwork of government, private, and corporate groups that interact



Carla celebrates the retirement of senior dispatcher, Jim Kolkmeier along with her fellow SWA dispatchers in 1996.

CARLA

with aircraft dispatchers. .

Working with all those talented folks in the early days of ADF really inspired her to become even more involved in promoting the dispatch profession. Carla became passionate about safety issues. She began attending frequent meetings in Washington DC and elsewhere for ADF. She recalls, "Our small group of ADF'ers was putting in a lot of time back in those days to promote many initiatives".

In 1992, Dispatch offices begin receiving Aircraft Situation Display (ASD) information. From this new technology, airlines now had visibility to aircraft position data, traffic volume and constraints, as jointly seen by ATC. Carla observed, "This was a game changer for Dispatch and our flight following role. ASD revolutionized Positive Operational Control". Carla quickly embraced this new knowledge and its resulting benefits. This led to her interest in the development of CDM (Collaborative Decision-Making) work groups between ATC and Airline Operational Control Centers. CDM eventually came under the umbrella of 'Free Flight', with Carla serving extensively on ADF's efforts within those programs as well.

"Although it took several years of intense lobbying, finally scheduled flights with more than 10 seats (previously 30 seats) were required to utilize a certificated dispatcher for operational control. 'Single Level of Safety' was a HUGE win for ADF and the profession!" During her time at ADF, Carla was also involved in debate over the transition from Surface Aviation (SA) reports to METARs and from weather observers to automated ASOS reporting of METAR data. Aircraft navigation changes evolving from ground to satellite based navigation (GPS), FAA guidance on dispatch 8400.10, development of ITWS for windshear detection were some of the other fascinating issues Carla recalls learning about and working on thanks to ADF. "Because there were so many initiatives in the 1990's, it became apparent that the organization needed to improve communications with membership and industry. We focused diligently on enhancing ADF's internal publication and information dissemination processes." she recalled. Carla became active in collecting information and articles in order to produce and distribute the ADF newsletter, press releases, and position papers. "ADF's membership was a primary core responsibility for me", she remembers.

Since Carla loves big celebrations, she also took on a prominent role in setting up and coordinating the ADF symposiums of the 1990s. In that role, she interfaced with the various vendors, hotels, and agencies that were such an important part of that annual gathering. Carla always looked at her ADF responsibilities as one of supporting

the leadership in a "behind the scenes" administrative role". She says, "It was an honor to help organize platforms for the passionate leaders of ADF."

As ADF entered the 2000s, she continued to support ADF, but curtailed her activities slightly so that she could embark upon some new challenges. One of these was to become a designated aircraft dispatch examiner (DADE) for the Federal Aviation Administration. Carla said, "I'm proud to say that have worked with hundreds of aspiring students over the years who have earned their dispatchers certificate with me. I'm delighted that some of these folks are now working side by side in SWA's NOC". Carla also became a trainer and line check dispatcher. Since she'd always been passionate about aviation safety, she took on the role of a member of the Southwest Airlines ASAP event review committee.



Carla was "incredibly humbled" when in 2007, she received the Southwest Airlines President's Award from Herb Kelleher and Gary Kelly. The President's Award is one of the highest honors a Southwest employee can receive. This award "recognizes employees who have consistently displayed the best qualities of the Company and contributed to their department's success during the previous year".

Since 2018, she has been a member of a specialized team of cross divisional frontline employees called the Southwest Operations Communications Group (OCG). Therein, she has had the pleasure of meeting quarterly with fellow employees from various operating departments, discussing dispatch issues as they pertain to improving operations.

And her treasurer skills from ADF days continue to pay dividends, as in 2019 Carla was asked to become a Board of Directors member and Board Treasurer of the Southwest Airlines Credit Union. (SWACU)

CARLA CAISSE



"It's been exceedingly enjoyable working for Southwest. I'm thankful that I got to know Mr. Herb Kelleher and experience his brilliant managerial and interpersonal skills. Herb was a true aviation legend and one of the most inspirational individuals Carla has ever regarded. "I'm thankful

that Southwest has given me the freedom to utilize my talents on a variety of important projects and programs which promoted the dispatch profession. These experiences have yielded great personal satisfaction. On a lighter note, I've had the pleasure of bringing brand new airplanes home from Boeing Field in Seattle and flying on the 737-2H4 retirement flight". Carla served as a team member on a Southwest 737 excursion to Oshkosh, Wisconsin to participate in their incredible air show. As Carla reflects on her career, she contemplates, "I am in my 42nd year of service with Southwest. There have been many great folks who inspired her over the years along

her journey to become an aircraft dispatcher. "The early ADF Presidents were exactly the right people for the role! True Leaders!"

But one of those to whom she's most grateful is husband Steve Caisse. Steve and Carla met through their shared interests in ADF. They were married in 2004. "I believe that Steve is one of the profession's most talented advocates. Being able to stand by his side, collaboratively promoting the dispatch profession has made a profound impression on me. He and I still enjoy discussing the challenges of dispatch, meteorology and airline operations and we stay involved in promoting the dispatch profession on many different projects".

Carla concludes, "I am incredibly grateful for the wonderful career that dispatch has afforded me. I've benefited from the unique opportunity of learning from and interacting with some of the legendary heroes of dispatch."

"I believe the future holds promise for folks entering the profession today, but changes will have to be navigated. Under the umbrella of ADF's leadership, my hope is that the profession will remain nimble and adaptive, with a new family of ADF volunteers working to remain relevant and productive. Dispatch still has an important role in safety and the dispatcher will always possess ability to break the

chain of events which might lead to an accident.



-LEFT-

Carla's great uncle, Col. Clay Albright Jr. was a training pilot and instructor for the meritorious Tuskegee Airmen flying squadron. At left, Carla meets with several surviving members of the team who immediately declared, "Whoa, there is a picture of Clay Albright in 1942! I remember him to this day!"

Carla says, "It was an honor to sit with these heroes and listen their journey".



The ADF Video

Night Approach –
 JFK International Airport

The first significant ADF public relations initiative promoting the value and benefit of dispatch to the general public.



Depicts how AVIANCA 052 could have been handled with a US dispatch system.





In late 1991, ADF's first video, produced by Loraine Sandusky, Jack O'Sullivan and Mark Monse was released. To this day, the video remains one of the most informative films ever presented about the dispatch profession. The video featured many ADF members. In scenes above from the video, on the left is Carla Beck on the job at Southwest Airlines. On the right briefing a Captain is American Airlines' dispatcher Jay Knowlton in the light shirt. At left is Les Parson from Continental.

At the right, an exceedingly rare copy of an early script for the ADF video, Night flight to JFK.





N:

-Revised- FLIGHT DISPATCHER VIDEO SCRIPT
May 24, 1991 1800C

Dispatch, ADF 121, JFK weather has gone below landing

minumums, uh, and we've missed approach. We've been given holding instructions at GHANT with an EFC of ____Z, FOB___.

Many factors are continually at work which tend to disrupt the smooth functioning of an airline. Coordination and direction of aircraft has been required since the early days of aviation, when the aircraft dispatching function was created. despite efforts towards responsible management, the lack of positive operational control was a factor in a number of accidents throughout the 1930's. Congress addressed this problem through various federal aviation regulations, which have endured to this day with little substantive change.

- N: When Congress passed the Civil Aeronautics Act of 1938, aircraft were smaller, slower, and less sophisticated. No one flew above 10,000 feet. Regional dispatch offices ran our airlines' day-to-day operations. The dispatcher's enviornment was quite different from that which we experience today.
- N: Today, all U.S. scheduled airlines operating large aircraft are required by federal regulation to maintain at least one dispatch center, normally operated on a 24-hour basis, and staffed by their own FAA-licensed dispatchers. Although they are the least known behind-the-scenes airline professionals, dispatchers are responsible for exercising



operational control over all flight movements within their respective airlines. Specifically, they are responsible for the safe, efficient, and economic preplanning of each flight, as well as the flight's dispatch release, and the en route monitoring of the flight until it terminates at the destination.

Dispatchers must have an FAA aircraft dispatcher airman's N: certificate, which is in many respects the equivalent to the pilot's air transport rating. Many hours of training are required in obtaining a dispatchers license. He or she must have extensive knowledge of meteorology, federal avaition regulations, the air traffic control system, and aviation in general. Even after receiving an FAA license, several years of operational experience may then be required to work in an airline dispatch office as a dispatcher's assistant. During this time, additional training is received in company policy, computer systems, meteorology, air traffic control, as well as mechanical systems for the various types of aircraft within the airline's fleet. After further observation and competency checks, the newly-certificated dispatcher may then legally sign a flight release and exercise operational control over his or her flights.

N: In order to further understand the actual duties performed by dispatchers, we will investigate some operational situations which involve their responsibilities and control. As you will see, on any typical day, the dispatchers are



required to perform numerous tasks, sometimes in a very short period of time, and often involving pressure situations which require quick decisions.

- //// Cut to Desk 3 Dispatcher
- C: Uh, Dispatch, this is ADF 135, how do you hear?
- D3: ADF 135, Dispatch, loud and clear, go ahead sir,
- C: Yeah, Dispatch, we're about 100 miles north of the airport and we've just lost our "A" system hydraulics...What do you want us to do?
- //// Cut to Desk 4 Dispatcher
- C: Dispatch, ADF 3412...
- D4: 3412, Dispatch, go ahead...
- C: Uh Dispatch, we've just passed Albuquerque, New Mexico, and lost our weather radar. Are you showing any thunderstorm activity between our position and Los Angeles?, over...
- //// Cut to Desk 5 Dispatcher
- C: Yeah Dispatch, ADF 605 here, we just pushed the gate and uh, need to get an amendment to our Dispatch Release for uh, MEL _____, over...
- D5: ADF 605, Dispatch, do I understand that you want to placard the wing body overheat inop, over?
- C: ...That's affirmative Dispatch, and uh, if you'll just give us a time and Dispatcher's name for the amendment, we'll be on our way, over...
- D5: 605, Dispatch, uh negative on the amended release, MEL _____
 has an icing restriction penalty and there is forecast icing



for your Chicago destination. ADF 605, please pull back into the gate and advise the passengers there will be an equipment change, over...

- //// Cut to Desk 6 Dispatcher
- C: Dispatch, 911, be advised that we had a Flight Attendant slighty injured as we were descending, nothing serious, she twisted her ankle in the aisle, we're continuing to Denver, but will need to replace her in Denver, over...
- //// Cut to Desk 7 Dispatcher
- D7: ADF 794, Dispatch, how do you hear?
- C: Dispatch, 794, go ahead...
- D7: 794, Dispatch, that thunderstorm activity west of the
 Houston area that I briefed you on before you departed El
 Paso has intensified rapidly, and I have an update for you...
- N: Because of the centralized nature of Dispatch offices, and the large numbers of flights handled on a daily basis, the Dispatcher has more frequent exposure to irregular operations, providing an extensive experience base that will help him serve as the primary resource for the flight crew.
- //// Cut to morning Dispatcher beginning turnover
- //// Cut to afternoon Dispatcher going to reading file
- N: Before the start of his or her shift, the Dispatcher reviews a bulletin board or reading file for any pertinent operational announcements. This information may include changes in company procedures, and airport or airspace notices. Following this, the Dispatcher checks the weather,



which includes an examination of the surface analysis, surface forecast, radar summary, and winds aloft charts, for a comprehensive briefing of his dispatch area.

//// Cut to Afternoon Dispatcher walking up to morning Dispatcher
N: At this point, an informal, yet very important changing of
the guard takes place.

D2: Hi Bill, what's going on today?

- N: The Dispatcher going off duty briefs the Dispatcher coming on duty of any existing or anticipated problems. This familiarization briefing by the Dispatcher going off duty also includes information on hazardous weather, air traffic delays, mechanical problems, and any other unresolved irregularities.
- N: Once the oncoming Dispatcher reviews the operational plans, and is satisfied that he has a firm grasp of the entire operation, he then accepts the shift, and his predecessor is free to leave.
- N: The Dispatcher now begins flight planning the first of many flights on his shift. The Dispatcher begins by checking the actual and forecast weather for the departure and destination airports, and also checks for any en route weather, including turbulence. Operational notices that may affect these areas are also reviewed.
- N: The Dispatcher now reviews the mechanical status of the aircraft for any items that, in his judgement, may render the aircraft unacceptable for the particular flight. For today's Flight 121, the preferred, most direct route is



unacceptable due to thunderstorms.

- //// Cut to graphic showing normal route versus thunderstorms
 The Dispatcher now choses an alternative route, that while
 greater in distance, will avoid the adverse weather. This
 deviation from the most optimum route will have operational
 consequences.
- N: The Dispatcher then contacts air traffic control....
- //// Cut to shot of ARTCC, supv in foreground, radarscopes clearly visible in background
- N:to advise them of the selected weather avoidance route.
- //// Cut back to Desk 2 Dispatcher
- N: Considering the factors of routing, payload, alternate airports, and fuel required, among others, the Dispatcher then generates a computerized flight plan and the Dispatch Release.
- //// Cut to Captain walking up to briefing counter
- N: Meanwhile, the Captain of the Flight 121 has also been getting ready for the trip to New York. He's already checked-in with the crew scheduling department, and he has also checked his own departmental briefing book for the latest changes to policies and procedures. Continuing his pre-flight preparations, he now checks-in with his Dispatcher:
- //// Dispatcher walks up from opposite side of counter
- C: Flight 121 Dallas to New York?
- D2: I have it ready right here.
- //// The Dispatcher spreads out the paperwork on the counter,



and starts pointing out items

N: The Dispatcher briefs the Captain on important aspects of the flight, and what plans he's made for dealing with them.

The Dispatcher provides the Captain with the most current weather and operational data, including radioed reports from other pilots in the area.

//// Cut to weather radar, and satellite displays

N: The Dispatcher has other, high-tech tools available to him, such as access to the nationwide network of weather radar sites, and weather observation satellites operated by the National Weather Service. These valuable tools greatly assist the Dispatcher in anticipating the weather, instead of reacting to it.

D2: Captain, the preferred route to JFK isn't usuable tonight due to this solid line of thunderstorms running from Little Rock all the way to 60 miles north of Nashville, moving to the east at 20 knots. Convective sigmet 38-charlie has been issued for them, and the tops of the storms are about 53,000 feet. I've planned you further south of the normal route, and you'll now be going from Dallas to overhead Greenwood, Mississippi, to overhead Atlanta and THEN turning northeastward for JFK. This should keep you well south of all the adverse weather, and out of the turbulence. I spoke on the radio with another flight that came through this same area about 20 minutes ago, and they had a smooth ride at 33,000 feet.



- C: Does it look like the thunderstorms are going to continue moving east? Any indication that they might start building further south?
- D2: I've been watching it since I came on duty at 3:00 pm, and it's been moving eastward just as forecasted. The forecast for Greenwood and Atlanta, where you'll turn the corner, is still good, and I don't see anything at this time to indicate that the weather folks will need to amend the forecast. If the weather DOESN'T cooperate, and builds further south of Little Rock, I've planned some extra fuel for deviation, just in case. You'll have some tailwinds, so you should be into JFK right on time, even with the detour.
- C: How about the weather at JFK?
- D2: They now have low status clouds associated with that warm front, with moderate wind from the southwest. The ATCSCC has issued a ground delay program for JFK for the first -tier centers, which does't affect DFW, so we should be departing on-time. Your alternate airport is Syracuse, and the weather is clear there.
- C: OK, thanks for the briefing, and I'll give you a call on the radio when I get over Greenwood.
- //// Dispatcher signs Dispatch Release
- //// Captain signs Dispatch Release
- N: In signing, both the Captain and the Dispatcher are meeting Federal Air Regulation requirements that they both agree the flight can be operated safely to its completion in



accordance with the Dispatch Release. The shared decision -making and joint responsibility that emanates from these Federal Air Regulations continues until the termination of each flight, to ensure that the safest possible course of action is chosen if conditions change during the flight.

- N: Once the Dispatcher's pre-flight briefing is concluded...
- //// Cut to Dispatcher and Captain parting, and clock shot
- N: ...his job does not end.
- //// Cut to Desk 2 Dispatcher back at his desk
- N: In addition to planning, releasing, and briefing numerous other flights on his shift, he is also responsible for monitoring these flights (and those remaining from his predecessor's shift) while they are en route to their various destinations.
- //// Quick cuts to stock footage of 4-5 takeoffs for effect
- N: Unlike the air traffic controllers (whose primary task is the safe, efficient separation of ALL aircraft, and whom the Dispatcher is often confused with) the Dispatcher is uniquely responsible for the en route monitoring of his own company's fleet of aircraft, and providing them with the latest updates on weather and operational conditions.
- //// Cut to ground footage of TRW vertical development
- //// Cut back to Desk 2 Dispatcher, receving phone call
- D2: Dispatch, Bill Leber...
- M: Hi Bill, Loraine in Meteorology. Say, the outflow boundry from these severe thunderstorms up around Little Rock are



- helping to generate new areas of thunderstorms down around Greenwood...
- D2: Yeah, I just got off the radio with another flight in the Greenwood area, and I was just starting to call you. Flight 882 is coming down here from Washington and he said those thunderstorms are building rapidly, with tops already over 35,000 feet.
- //// Cut to RADAC of TRW off Jackson, CCLTG, and LTG detection //// Cut to clock shot
- M: ...Speaking of which, they've just issued a tornado watch for the area between Memphis and Greenwood.
- D2: Thanks, I just got my copy.
- //// Cut to close-up shot of Motorola unit, and Dispatch
 initiating a radiotelephone patch.
- D2: ADF Flight 121, Dispatch, how do you read?
- C: Roger Dispatch, this is 121, read you loud and clear, go ahead.
- D2: 121, Dispatch, Captain, have some updated weather information for you. That line of thunderstorms we discussed earlier has rapidly developed further south into the Greenwood. Also, the NWS has just issued tornado watch number 98 for the area between Memphis and Greenwood. Looking at the current weather radar, suggest that you now deviate SOUTH of Greenwood to Jackson, then to Atlanta, and then flight plan route to JFK, over...
- C: Dispatch, 121, we concur, and, any turbulence reports?



- D2: 121, Dispatch, negative on the turbulence reports. Also have an amended terminal forecast for JFK, when ready to copy.
- C: Dispatch, 121, go ahead...
- D2: 121, Dispatch, JFK at 2100Z now forecast ceiling 100, sky obscurred, visibility 1/2 mile light rain and fog, winds 220 at 25, gusting to 30. Expect possible airborne holds New York area.
- C: Dispatch, 121, roger that.
- ///Fade-out on crew conversation, fade-in on hub airport scene
- N: Since The Airline Deregulation Act of 1978, the "hub-andspoke" concept has become the predominent feature of the
 nation's airlines route systems. In a hub-and-spoke system,
 an airline will schedule scores of flights to converge on an
 airport, to arrive within a one hour "window". Such a system
 allows for the efficient transfering of passengers and cargo
 between the scores of flights that will later depart back to
 these cities. A major hub airport may have up to a dozen of
 these "banks" or "pushs" of flights every day.
- N: Another of the Dispatcher's many duties to to manage the operation of the hub to eliminate or minimize disruptions to it. A smooth-running hub operation is essential to an airline's passenger service comminttment, and economic well -being.
- N: A single delayed flight can result in a domino effect of misconnected passengers, crews and aircraft out of position, resulting in inconvenience, lost revenue, and unecessary



- expense to the airline. If a delay occurs early in the day, this domino effect could continue throughout the day, to other flights that the aircraft is scheduled for, involving thousands of passengers.
- N: The Dispatcher, working with the flight crew, maintenance, passenger service, crew scheduling, freight, reservations, and other departments, coordinates these resources in the management of a safe, smooth hub operation, and airline at large.
- N: Another ramification of airline deregulation has been the radically increased amount of air traffic within the United States, and its effect on the National Airspace System. In order to better deal with this increased demand, the FAA created the Central Flow Control Facility (CFCF), based in Washington, D.C. Since renamed the Air Traffic Control System Command Center (ATCSCC), this organization serves to oversee and coordinate the safe, efficient separation, and expeditious movement of ALL air traffic within the United States. The ATCSCC conducts morning and afternoon telephone briefings between each airline's dispatch center, the 20 regional FAA ARTCC's, and control tower/approach control facilities from the nation's busiest airports. Thoughout the day, ATCSCC will monitor the ability of the NAS and major airports to handle traffic, and will impose restrictions and/or delays should operational or weather factors impede the normal flow of traffic ...



///	Cut to clock shot
///	Cut to computer screen with ATCSCC message of JFK first-tier ground stop, and 30 airborne holds for all JFK taffic, due LIFR ceilings/visibilities, and strong SW winds forcing a single runway operation on 22L.
///	Cut to shot of cockpit, Captain initiating radio patch
c:	Dispatch, 121.
D2:	121, Dispatch, go ahead.
c:	Dispatch, 121, we're holding over ORF, FL330, FOB,
	EFCZ
D2:	121, Dispatch, roger that, be advised that current arrival
	delays at JFK are now 45 minutes. I have current JFK and SYR weather when you're ready to copy, over.
c:	Dispatch, 121, go ahead with the weather.
D2:	121, Dispatch, JFK weather is now, and
	SYR weather is now, over.
c:	Dispatch, 121, roger that
D2:	121, Dispatch, based on your remaining fuel-on-board I
	estimate that you can hold untilz and still maintain SYR
	as your alternate, over.
c:	Dispatch, 121, we concur with that estimate, uh, standby one,
	they've just released us from holding, and we're now inbound
	to JFK.
D2:	121, Dispatch, roger.
///	Cut to clock shot
///	Cut to shot of Dispatcher comm panel lighting up
C:	Dispatch. 121.
D2:	121, Dispatch, go ahaead.



C:	Dispatch, 121, we're now in holding at BOSUN intersection at
	FL, FOB, EFC, over.
D2:	121, Dispatch, roger, be advised JFK delays still running 45
	minutes. With your remaining fuel, I show you can still hold
	untilZ before diverting to SYR. The weather at JFK and
	SYR is unchanged from my last reported.
C:	Dispatch, 121, roger.
///	/ Cut to clock shot
C:	Dispatch, 121.
D2:	121, Dispatch, go ahead.
C:	Dispatch, 121, we've been released from holding, and we're
	inbound to JFK again, FOB is now
D2:	121, Dispatch, copy.
///	Cut to clock shot.
C:	Dispatch, 121.
D2:	121, Dispatch, go ahead.
C:	We've now been given holding at CAMRN intersection, we're atfeet, fuel pounds, and an EFC ofz.
D2:	121, Dispatch, roger, be advised JFK RVR now for runway
	22L. Current SYR weather is
c:	Dispatch, 121, roger.
////	Cut to clock shot (at last EFC time)
c:	Dispatch, 121, They've released us from holding, and we're
	inbound for the approach at this time, FOB
D2:	121, Dispatch, roger.
////	Cut to clock shot (:20 later)



//// Cut to shot of an aircraft executing a missed approach

- C: Dispatch, ADF 121, JFK weather has gone below landing minimums, uh, and we've missed approach. We've been given holding instructions at GHANT with an EFC of ____Z, FOB___.

 D2: ADF 121, roger, copy your FOB___, negative on the EFC; you can't hold until that EFC and still maintain Syracuse as your alternate. Proceed immediately to your alternate Syracuse, initials bravo lima, time 0000Z.
- C: Dispatch, 121, how about shortening our alternate to Philadephia so we can hold longer, over..
- D2: 121, Dispatch, negative, PHL has lost their ILS and is no longer a suitable alternate. Syracuse is the only legal alternate. I say again, proceed to your alternate Syracuse initials bravo lima, time 0000Z.
- C: Dispatch, 121, roger, proceeding to Syracuse, ETA 0030Z.
- N: Closing statement.



Co-producer of" Nightflight to JFK", Continental's Loraine Sandusky in a scene from the video.



Bill Leber - President

(Northwest Airlines)

Mike Nadon Exec Vice President (Continental)

Jack O'Sullivan

Vice President (AAL)

WF "Yogi" Bear

Vice President (UAL)

Rill Crano

Vice President Regional Carriers (Kiwi)

Loraine Sandusky

Financial Secretary (COA)

Mark Monse

Recording Secretary (SWA)

At the April 5, 1992 business meeting, President Jim Little proposed that officer elections be staggered so as to allow ADF leadership to maintain some continuity by not changing all leadership at the same time. This practice became effective with the officer elections held at the end of 1992.

The Airline Dispatchers Federation Safety Symposium

Saturday, April 4, 1992

Hosted by Southwest Airlines, and SWEA Dispatchers

Theme: "Thunderstorms from Different Perspectives"

Keynote Speaker: Mr. Herb Kelleher, President and CEO, Southwest Airlines

Director of Safety

Director of Quantitative Analysis and Research

Director of Technology and Automation

Director of Fundraising

Director of Public Relations

Director of Media Affairs

Director of Internal Communications

Director of Finance

Director of Membership

Director of Government and Industrial Affairs

Director of Development and Future Programs

Director of Administration

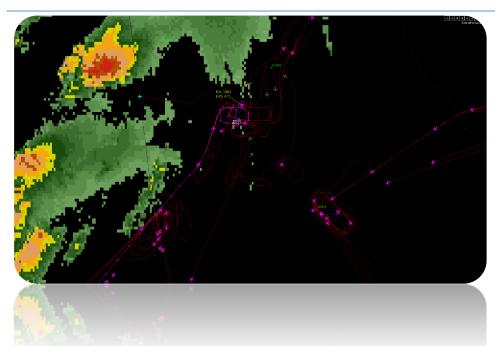
Director of Human Factors

Director of Political Affairs

Director of Internal Resources and Personnel

Director of Regulatory Affairs

1992



By 1991, ADF leadership, and members from Northwest in MSP, were touting the benefits of ASD (Aircraft Situation Display) tools. In this example, widespread airborne holding is underway due to thunderstorms impacting KATL.

During the first quarter of 1992, ASD displays began appearing in dispatch offices around the nation.

President's Profile

BILL LEBER



have often said that I chose aviation as my trade but in reality, looking back, it chose me. My father was a Captain in the Navy and an insurance salesman but when he was quite young, we went for a ride in a PT-19 trainer at Lambert Field and was convinced he wanted to be a pilot. He was later rejected for his night vision but made it into the Navy as an officer via Officers Candidate School. He had to change his plans but grew to love the Navy. His task force would later intercept and rescued a ditched Pan Am Stratocruiser from the Pacific. Like Father like son, I was fascinated by this story and others in his service in the Korean War, I would watch old movies like the "High and the Mighty" with my Dad. I would later get my pilot license as a teenager but never imagined also having to divert to a new vocation as well.

Before I was born, my grandfather had convinced his business partner Oliver Parks, the founder of Parks College and a friend of Charles Lindbergh to donate their investment in the college, to his friends, the Jesuits of Saint Louis University, for \$1. I would later graduate from Parks College of Saint Louis University with a BS in Aeronautical Administration after letting go of the dream to fly for a living, but my brother would leverage my research, listen to my advice and fly for the Navy first, then go on to fly for United. I would also go on to critique my Grandfather's investment, calling for changes at Parks in Student Government and fuller integration with the main SLU campus, where Park College now resides.

As a toddler, growing up in Bridgeton, MO just south of the approach to what is now runway 12R at STL, I could not escape airplanes. I would hear the whine and yowling of those wonderful old radial and compound engines, look up at the sky and see all my favorites, DC-3's, 6's, 7's and best of all, those TWA Connies! Aircraft recognition entered my DNA and would be bolstered by closer looks at these amazing birds both seeing off my father and grandparents at the airport terminal and trips to the observation area near the 12R threshold as a child.

As the Jet Age reached Lambert Field, I had to pay even more attention to the new aircraft and not just the Electras, but

B707's, B720's, DC-8's and even the Convair 880/990. These jets would halt lessons, conversation and even prayers. They made my house, church and school rumble and shudder when they made a left turn-out departing 30L. They were sights to behold, they certainly could not to be ignored by me, as the smoke of the first-generation jets billowed out behind them. I was absolutely amazed by them: their size, speed, sound, the power of them and just their ability to remain airborne. A seed was planted.

But not all of these aircraft remained under control and airborne. STL was also the site of McDonnell Aircraft Company and the Missouri Air National Guard base. The ANG F100 Super Sabre's were the air force hand-me-downs as the Vietnam war raged, taking F4 Phantom II production begun in 1958 to as many as 7 per day during the peak of the Vietnam War. I learned about aircraft accidents from the F100, its loud afterburner from hell and its age had combined to cause frequent flameouts and because of our proximity to the airport my father and friends would often see the smoke plume and we would go to observe the remains. Thankfully the ole "Lead Sled" F100 had a great Martin Baker ejection seat so the smoldering piles of metal were usually not morbid, as my father explained, but they certainly appeared so to me. As I pondered how and why this could happen, those avian carcasses appeared so wickedly out of place, and they left an impression on me, perhaps because they happened so frequently. I even picked up a few pieces of an aircraft once and kept them as a reminder. I was falling in love with aviation, but I was absolutely haunted and obsessed by aviation's failures.

During the Vietnam war my father often pointed out the large formations of F4's returning for mods and upgrades in large numbers. I noticed there were 10 times as many F4's buzzing around but few if any accidents. I wanted my constant question answered: why? My Father explained that Old Man James McDonnell had built many fighter jets but a prototype of a fighter prior to the F4, was Spec'd to be a single engine fighter. However, when it rolled out it had two engines and the AF generals gasped in disbelief. He told them that they could ask for and specify single engine fighters, but he would

BILL LEBER

never build them another one again, they were neither safe nor effective. I understood the importance and value of redundancy from then on.

Somehow, I survived the 60's and my high school years in the 70's but it was learning to fly at age 16 which lifted me out of this era and the bad habits of my teens and forced me to focus on adult goals and achievements. It was a satisfaction of my curiosity and paid for with minimum wage slavery at McDonalds, which also taught me essential life lessons about production, teamwork, authority and that just conforming and getting by in life was definitely not my path forward. I was going to be a pilot and I was accepted into the Professional Pilot program at Parks College. Little did I know another Parks College graduate from my future fraternity was just about to graduate, Joseph Bertapelle. Joe became a personal friend later, a mentor, and he graduated Parks along with other inspirational alumni including one who symbolized Operational Control for the space program, Gene Kranz: "Failure is not an option." of Apollo 13 fame.

I now had a career focus, graduated early from High School and insisted on getting further into aviation in some measure before starting at Parks. Little did I know I was about to be hired as a dispatcher, well sort of. I had to pay for college and the bill for commercial flying lessons on top of tuition was going to be huge. There was a Part 135. Learjet charter outfit at Spirit of Saint Louis Airport and it was not hiring. I wrote the general manager a note offering to do work as volunteer just to get "aviation" experience. I was hired as a dispatcher / Ops Manager the following month and when school began in the fall, I would work from Friday evening until Sunday morning, sleep in the office at night if the workload would allow. If it was busy, I went to school tired—but I was young back then.

Parks was an efficient college. On their trimester system, with almost no breaks, I got a four-year BS Degree in three years, but as I began to study seriously my eyes become myopic in a very progressive way. Soon I could no longer see a clear path to getting hired by a scheduled airline as a pilot and so with great disappointment, like my Dad, I changed course. I already was a (Part 135) dispatcher and that was definitely NOT

what I wanted to be when I grew up, but there was this other airline dispatcher job that was more intriguing, almost like being a pilot and it was a far better job than Part 135, though still arcane and obscure but it looked viable to me if only I could have my career at my chosen Air Line: Delta. Unfortunately, upon graduation in 1981, the airlines were in chaos from the Air Traffic Controllers strike and no one was hiring. I also did not understand that Delta did not generally hire dispatchers off the street at that time.

Disappointed by the timing of the strike, the Carter recession and with not hearing anything from Delta, I took a job with McDonnell Douglas Aeronautics Corporation as an Engineering Planner. It was fascinating but boring at the same time, still can't even talk about the fascinating part as the work took place in locked rooms. The best thing about it was I worked with really smart people. This aspect of the job was something I would never tire of, always seeking and being energized by smart folks in the future. I was living at my folk's home and I really needed to get on with my life so in '82 I started to apply to all the airlines, not just Delta. Apparently, NWA had no "internal only" restriction and my Grandfather, who had major holdings, affirmed the future strength of Northwest. I got a letter back from Mario Impagliazo, Director of Flight Dispatch, almost immediately, interviewed in December with NWA and moved to Minneapolis in April of '83. Little did I know I would one day, finally work for Delta.

I had many mentors in my career, never a single one. Peter Schenck was a mentor as a dispatcher to me in many ways. He was often underappreciated, but he did a very good job within the confines and limitations he and other dispatchers faced back then. He was also very generous with his time, mentored me when no one else would. He helped me and many others through the process of getting my certificate. The process left me incredulous and I saw it as bizarrely lacking legitimacy from start to finish as I was approved by a gentleman who was a pilot but not a dispatcher. I was both, just barely, but I understood the importance of the essential differences. Many years later ADF would bring greater legitimacy to the oversight of dispatchers. I was 23 when I got my dispatcher

BILL LEBER

certificate and an old timer asked me moments after I had passed the exam, what it meant to me, I responded, "it's a license to learn." "Right answer" Dave McLeod snapped back. Dave would, years later, thank me profusely for negotiating to make his retirement whole among a group of a dozen or so senior NWA dispatchers who had been passed over in the previous contracts. After we had settled the main contract, I was involved in renegotiating the boost to their retirement, his appreciation and gratitude would influence and motivate me for many years.

In 1986, I was still an assistant dispatcher, but NWA was merging with Republic Airlines and things were changing rapidly in the industry. George Hammernick, a senior dispatcher approaching his retirement, who had fought and survived the "Redbook" onslaught, had taken me aside previously and said Bill, "I'm retiring from this profession, but you are just beginning. Is it going to be here for you for the next 30 years? You need to ask yourself a question: what are you doing to make sure it is worth spending those next 30 years as a dispatcher? If you don't build this profession's future, who will? And...I can assure you that there are those who would gladly do away with it." I realized then what unions and professions alike should always be aware of: If you are not constantly recreating yourself and the value you deliver, you most likely are heading for extinction.

As this conversation sunk in, the next few years I would be probing, questioning, studying the role and the work itself and pressing the "push to test" switch over and over again with an eye toward sustainability. I saw many positives, loved my job now that I was finally upgrading and working internationally, but also acknowledged huge gaps in legitimacy, undervaluation of the work itself, broken processes, festering weaknesses and credible claims of performance shortfalls. I tried looking to the Union for such future professional development but found it completely inviable at the task of raising the bar to where I thought it belonged.

By 1989 I had had enough of what the profession was and the gap to where I felt it could go. The merger had taken a toll. Dispatch driven and related accidents were being ignored by

NTSB. The interdependencies between ATC and the AOC's were unrecognized and consternation was building. Two contracts with the NWA had been turned down. Robber Barons had destroyed the long-term financial viability of the com-

You need to ask yourself a question: what are you doing to make sure it is worth spending those next 30 years as a dispatcher? If you don't build this profession's future, who will?

bined Northwest Airlines, with a hostile LBO, and nothing was being done to transform operational control to meet the growing needs building in the industry as traffic congestion began to manifest itself. It was time to put up or shut-up and do something else. I took the Union Chairmanship, began the process to throw out the local Union and form a new one following Jim Little's lead at American. Our negotiations team, included another mentor Giles O'Keeffe, we proceeded to negotiate the first settlement of a labor contract through binding arbitration in NWA's history. It was also the largest percentage pay increase ever granted over the term of a single contract. It was tumultuous but gratifying.

Giles has arguably been a mentor to the entire dispatch profession, not just to myself. I received major support from so many others at NWA but none more than Sid Rhinehart. He knew I was unskilled in many of the areas critical toward accomplishment of what we set out to do. He also had already seen and felt the scars of the labor battles at PATCO and wanted to avoid going down that confrontational labor road twice. He astutely understood the political arena from local Press to Capitol Hill, and he coached me through it masterfully. Then in the middle of all this, Avianca 52 went down without a flame, and I was pulled back in front of that charred F100 again asking why. This time however, there were fatalities, and I felt I knew the answer why. Everything started to crystalize for me and I called Jim Little the next day. After many deliberations the separation of the professional path of ADF would become clear and distinct from the labor bargaining role. My interests would be complementary with Jim Little's but he had much more to offer the labor side and I was focused in the professional direction. As I got others at NWA to step up and into the labor challenges ahead, I side stepped fully into the ADF launch and never looked back. The rest as they say is the 30-year ADF history.

Another ADF admirer would appear around this time, writing a history of NWA, Donna Corbett. A true historian she would not be a mentor but a mirror for many of us to reflect upon where the Dispatcher profession had been in order to better set a course for where it was going. She would bring Ron Stelzig, one of the first dispatchers to be licensed, back to see NWA's office and illuminate the many past parallels between ALPA and ALDA, in our past development. She would help us retrace dispatchers and their historical successes and failures, where things had diverged into other organizational structures and unions. She would also try in vain to get greater recognition of the dispatcher role in the Smithsonian but speak very highly of all she had learned about the profession and its history.

ADF would consume my life for the next 4 or five years. I would even meet my wife on a flight of fate to Dallas, where I literally met Jim Little at the gate and declared: I had just met my wife. I've helped detail what came next, much of it, elsewhere in this document but by the year 2000 or just prior, the ADF had eclipsed all my wildest dreams for it. There was still serious work ongoing and much more to be done but the transformation had been dramatic, real and so fulfilling, on so many levels to so many of us. I remember being tapped around that time to attend or facilitate meetings on Capitol Hill, Steve, Giles, Michelle, Mike Harkin and a few others were there. The ADF website was successful beyond anyone's expectations and Steve Caisse had done such a remarkable job in fostering and building it. I told the leadership at the time I was headed out to pasture, the new leadership team had gone above and beyond all I thought possible and it was now going to take new vision and leadership to set their sights on even greater things for the profession.

In the 90's I would also help NWA and other carriers develop their international networks and their relationship with ATC to the point our Director Lorne Cass would gain our Strategic Planning Team, the corporate recognition it rightly deserved. I along with Sid, Giles, Tim Reid and others would receive the President's Award and by S2K all major airlines had similar coordination functions. I would go on to spend more time working on and building collaborative systems through CDM. I would also get to know and work with countless smart research folks at the National Labs: NASA, MITRE, MIT LL, NCAR,

NWS and Oak Ridge National Labs and OSU. Folks like Phil Smith, Ray Lafrey, Jim Evans, Rick Zelenka, Kapil Sheth, Jim Rome, Jimmy Krozel, Dale Rhoda, Bruce Carmichael, and many, many others.

Looking back, I spent endless hours with Giles, Sid, Jim Little, Loraine, Mike Nadon, Bill Cranor on the phone sifting through our passions for change. I learned so much from their insights and wisdom. We accomplished so much together it really is remarkable.

There was one more person who contributed an essential missing ingredient for ADF that many of us were short of, humor and kindness. Carla Caisse offered a balanced perspective on issues for our mostly male group. Many of us were all too passionate but were admittedly lacking in the social and human graces. Carla made ADF fun, and somehow encouraged us to continue when it felt like it was going to come apart in an uncontained failure. She brought out the goodness in us, despite our taking ourselves so seriously when all we could see was more work that needed to be done. We are grateful that Carla is still passionate about dispatch and the preservation of ADF's history.

I was so very blessed and fortunate to be in aviation during the times we worked through. In addition to all that ADF encompassed and the Union stint, I was made a Chief Dispatcher, thanks to Kent Robinson and got to help build my first collaborative ATM system in 1990, the Oakland Center Track Advisory, thanks to Jerry Fagerhaug. I got to Chair numerous CDM subgroups and the CDM effort overall during part of its heyday. Best of all, I worked again with CDM legends, brilliant minds and visionaries like Roger Beatty, Mike Wambsganss, Rick Oisen and Jim Wetherly. Thanks to Captain Bob Buley, I traveled to Siberia and helped open the Russian Far East routes to Asia and then the Polar routes. I helped the airlines secure critical data (ASDI, ITWS, CIWS) and then help build the Dispatch User interfacing for the ASDI data feed with brilliant developers like Tammy Bowe, Brian Bourn and Rob Kleven. I was privileged to serve both NASA and the FAA on Advisory Committees and even chair a Committee for the National Academy of Science. I got to do one other thing, that, as a pilot, and one who provided a service to pilots, I really do miss a lot even now. I got to ride that jump seat, probably a thousand times. I was so blessed in so many ways and finished my career with Lockheed Martin and PASSUR, building ATM decision support capabilities, working with the same community, so many brilliant and smart people.

I can finally see just how insatiable I was back then and am humbled by the gratitude I now feel looking back.





Delta Air Lines Dispatchers have always been active participants in ADF's activities. Here, at an ADF functions in the early 1990's, we find (seated I to r) Jim Quinn, Fred Thunhorst, Bill Hudson (PAFCA President, standing with his wife) and Gary Christensen. The gentleman standing behind Fred is unidentified.







ALRLINE DISPATCHERS FEDERATION

Member of IFALDA

MEMORANDUM

To: ADF Delegates

April 5, 1992

From: J. Little

Re:

Presentation to Congressman James L. Oberstar

January 27, 1992 by ADF

Attached is a copy of the presentation on positive operational control and fuel monitoring that we presented to the Congressman, who is the Chairman of the Aviation Sub-Committee for the House.

At the meeting, the Congressman not only acknowledged the problems with 129 but asked "Are our dispatch standards high enough?" It is apparent that his focus has broaden thru our meetings and is not only on foreign carriers operating in the U.S. airspace but also in areas of future technological changes, issues of training and workload.

We will touch on this area again in our next ADF Newsletter.

Attachment



1201 AIRPORT FWY., SUITE 386, EULESS, TX. 76040-4171 (817) 545-9778 • FAX (817) 354-8655

ADF fostered a relationship with Congressman James L Oberstar of Minnesota early in the organization's history.



The distinguished statesman was very influential in assisting ADF in pursuit of our political aspirations throughout the 1990s and early 2000s



Presented to

Congressman James L. Oberstar

and

The U.S. House of Representatives Sub-Committee on Aviation

January 27, 1992

by
The Airline Dispatchers Federation



Positive Operational Control and Fuel Monitoring

A Comparison of U.S. vs. Foreign Air Carrier Requirements





Positive Operational Control and Fuel Monitoring

Large commercial air carriers in the United States, and many foreign carriers known for the quality of their service (Swiss Air, Thai Airways, etc.) exercise positive operational control. The United States carriers assign government certificated Aircraft Dispatchers to initiate and monitor their flights, delaying or even diverting them should circumstances dictate. While these flights are en route, the Aircraft Dispatcher constantly checks forecasted and actual weather and operational conditions to determine if proactive intervention is necessary to ensure safe completion.

The requirement for positive operational control is the primary distinguishing difference between FAR 121, imposed on US air carriers, and the laxity permitted by FAR 129, applied to foreign competitors.

Positive operational control broadens the responsibility for the safe operation of the flight by mandating JOINT responsibility to the licensed aircraft dispatcher and the pilot in command of the flight. Both captain and dispatcher must agree on a plan of operation for the flight which ensures flight safety. This agreement is contained in the document known as a dispatch release: This document is signed by both the pilot in command and the aircraft dispatcher, thereby forging a legal contract. This formal agreement governs the conduct of the flight. Should conditions change while the flight is en route, a new contract must be negotiated between the dispatcher and the pilot in command. Failure to reach agreement will result in the declaration of an emergency by either the captain or the dispatcher.

All factors that might affect the safe completion of the flight are monitored by the licensed aircraft dispatcher. This includes, but is not limited to; weather, navigational aids, facilities, Air Traffic systems, and anything else that might have a negative affect on the "highest degree of safety" which the US Federal Government demands.

Should a dispatcher obtain information which may adversely impact the safe completion of a flight, he/she will relay that information to the pilot in command of the flight. A new plan is discussed and agreed upon, so that the flight may continue. If continuation necessitates a degradation of the level of safety required by FAR 121, the dispatcher will compute an alternative plan, and advise the pilot in command of the need to divert to a suitable airport, other than the original destination. Failure of the pilot in command to agree to this alternative plan will result in the dispatcher notifying the ATC system that the flight is operating under emergency conditions.



WHO'S IN CHARGE HERE?

OPERATIONAL CONTROL AND THE FAR'S

FAR PART 121 THE SAFETY PAD

<u>P</u>ILOT <u>A</u>TC DISPATCHER

The safe, efficient, and expeditious movement of aircraft rests on this three-legged stool.

All three legs must work as a team, in order to ensure the highest level of safety.



WHAT'S A DISPATCHER?

- > DISPATCHER LICENSING
- ➤ DISPATCHER TRAINING
- ➤ DISPATCHER DUTY TIME LIMITS
- > DISPATCH AUTHORITY
- ➤ JOINT RESPONSIBILITY, DISPATCHER-CAPTAIN



DISPATCHER ROLE IN AIR SAFETY: FAR PART 121 AND PROPER OPERATIONAL CONTROL

- > FLIGHT PLANNING
- ➤ DISPATCH RELEASE: THE PLAN
 - FUEL
 - ALTERNATE AIRPORTS
 - AIDS TO NAVIGATION
 - ANTICIPATED DELAYS
 - MECHANICAL IRREGULARITIES
 - CREW LIMITATIONS
- ➤ PRE-FLIGHT BRIEFING: AGREEING WITH THE PLAN



FLIGHT MANAGEMENT

AND

THE AIRCRAFT DISPATCHER

- MONITOR THE PROGRESS OF THE FLIGHT
 - MONITOR: To keep watch over, to supervise.
 - MONITOR: To track by ... an electronic device.
 (Webster's II, New Riverside Dictionary, 1984)
 - HUMAN FAILURE
 - ELECTRONIC FAILURE
- ➤ CANCEL, RE-DISPATCH OR DELAY
 - OUT OF LIMITS
 - FLUID DECISION MAKING
 - REACTIVE AND PROACTIVE
- ➤ DELIVER NECESSARY INFORMATION
- ➤ CONTINUING FLIGHT IN UNSAFE CONDITIONS
- ➤ DISPATCHER EMERGENCY AUTHORITY



Comparison of Part 129 versus 121 Operational Control and its relation to Avianca Flight 52

Dispatcher Licensing

Part 129 - unknown. Each country allowed its own methods. Many are unlicensed.

Avianca - was issued with a Colombian Aircraft Dispatcher's license.

Part 121 - To receive a US FAA license, dispatchers are required under Part 65 to have a minimum of 198 hours of instruction. Includes subject areas of Federal Regulations, aircraft performance, ATC procedures, approach plates and minimums, meteorology, weight and balance, navigation, flight planning, and aviation terminology. Designed to give the dispatcher equal operational knowledge to the captain of an air carrier flight. The Part 121 aircraft dispatcher is required to pass a written test on these general subject areas, and then to pass a practical test which requires the demonstration of dispatching skills using a specific aircraft type.

Dispatcher Training

Part 129 - unknown. Each country allowed its own methods.

Avianca - the dispatcher had last received recurrent and familiarization training in 1985, some 5

years earlier. No training had been given in meteorology or navigation.

Part 121 - dispatchers hired by US domestic and flag carriers are required to receive a minimum of 40 hours of Basic Indoctrination, and 40 hours of Initial Training for turbojet type aircraft. In most cases there is a longer requirement due to the greater complexity of some operations, and the greater number of aircraft types that a particular air carrier may operate. This training is designed to give the dispatcher a thorough knowledge of both the air carrier's specific operations and limitations, and also a knowledge of the characteristics of the aircraft which the air carrier operates. In addition, an operational familiarization ride in the cockpit of 5 hours is required each 12 calendar months, recurrent training of some 20 hours, and a proficiency check is required every 12 calendar months.

Joint Authority Between the Pilot in Command and Dispatcher

Part 129 - varies from country to country. Most do not require it.

Avianca - none specified.

Part 121 - 121.533(b) specifically requires joint responsibility for the pilot in command and the aircraft dispatcher regarding the preflight planning, delay and dispatch release of a flight.

This provides the essential human factor double check to prevent errors of judgment, knowledge or perception which can occur in airline flight operations.

This joint authority would have allowed the dispatcher to deny the flight permission from continuing beyond a certain point in its hold, to where it was impossible to reach a good alternate.



Preflight Briefing

Part 129 - unknown. Methods vary from country to country. Many do not have any briefing for the dispatchers of the flight crew. Dispatcher in many cases imply request flight plans and/or do weight and balance forms.

Avianca - weather data provided to the flight crew before departure from Medellin was 9 to 10 hours old! In Avianca 52's case, it should be noted that the alternate of BOS for that flight was below alternate minimums, with one having to come to the conclusion that there had ben no preflight briefing. In addition, the low ceilings and visibilities at JFK would have dictated at least a discussion of the situation between the dispatcher and the crew.

Part 121 - 121.599 requires that no aircraft dispatcher may release a flight unless he is thoroughly familiar with reported and forecast weather conditions on the route to be flown. A 121 dispatcher could not have assigned BOS as an alternate, and would have had to be aware of the weather conditions that could have affected the flight. Most importantly, the dispatcher would have insured as much holding fuel as possible, and looked at the entire weather situation, such as the front movement through the area, in order to pick alternates behind the front, not one in front of it, as BOS was.

Alternate Airports, Minimums

Part 129 - unknown. Varies between countries.

Avianca - Operations Specifications required at least 400-1, yet the flight specified the alternate of BOS, forecast for $^{1}/_{2}$ mile. After 1823Z, it was below minimums even for a straight in approach, at $^{1}/_{4}$ mile, much less good as an alternate.

Part 121 - 121.625 requires that alternates be at or above the minimums specified in an the air carrier's operations specifications. No US dispatcher could have used BOS as an alternate on the night of AV052's flight.

Dispatch Release

Part 129 - varies from country to country. Many do not have to have dispatch releases.

Avianca - did not have a dispatch release issued for AV0522.

Part 121 - requires a dispatch release for each scheduled flight. 121.687 specifies the contents required as the ID of the aircraft, the trip number, departure airports, intermediate stops, destination airports, and route, the minimum fuel supply and a statement of the type of operation. This give the crew and the dispatcher a clear plan as to how the flight is operated, and the required signature of both the pilot in command and the dispatcher insures joint agreement and safety of the flight.

Dispatching Authority: Flag Air Carriers

Part 129 - varies from country to country. Some require aircraft dispatchers, some do not.

Avianca - has licensed aircraft dispatchers, but they do not issue dispatch releases.

Part 121 - 121.595 requires that no person may start a flight unless an aircraft dispatcher specifically authorizes that flight.

2Id, at 19.

¹National Transportation Safety Board, Aircraft Accident Report, Avianca, The Airline of Colombia, Boeing 707-321B, HK2016, Fuel Exhaustion, Cove Neck, New York, January 25, 1990, at 52.



Flight Watch

Part 129 - not addressed in Part 129. Varies from country to country. Some require flights to be monitored, others do not. Many, even when monitored, are monitored by unlicensed personnel. Avianca - Did not incorporate flight following in its dispatching procedures on flights to the U.S. No communications transpired between the flight and the company's dispatcher at Medellin³. Part 121 - 121.533 holds the aircraft dispatcher responsible for (1) Monitoring the progress of each flight. (2) Issuing necessary information for the safety of the flight: and (3) Canceling or redispatching the 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.

In a situation like this one with Avianca, it would have been normal for a Part 121 dispatcher to:

- (1) give the crew a preflight briefing.
- (2) to note the takeoff time and fuel, and ETA JFK.
- (3) contact the flight en route for any changes in ATC delays or weather information.
- (4) monitor the progress of the flight as it crossed the Caribbean and flew into the US by noting the actual times of crossing significant checkpoints, such as Montego Bay and Norfolk.
- (5) The dispatcher could have required the flight to report at a certain point before further clearance is given.
- (6) As the flight is given its first hold, it should have been required to notify dispatch of this fact.
- (7) Once the flight reaches the point at where it has held so long that a diversion is necessary, then the dispatcher would have to contact the flight and inform the pilot in command that it would have to divert or it would have no clearance to continue and that it would be violating the joint authority between the captain and the dispatcher. This would constitute continuing into unsafe conditions.

According to the NTSB report of this accident, "recorded air/ground communications between dispatch and numerous air carrier flights ... that were waiting clearance to land at JFK on the evening of the accident revealed that as the flights arrived in the New York area, they contacted their respective dispatch facilities, forwarding information on their fuel status and intentions. The dispatchers, in turn, kept their flights up to date on the dynamic weather and ATC situation at JFK, the availability of alternate landing sites, and fuel quantity necessary to proceed safety to them".

³National Transportation Safety Board, Aircraft Accident Report, Avianca, The Airline of Colombia, Boeing 707-321B, HK2016, Fuel Exhaustion, Cove Neck, New York, January 25, 1990, at 31.
⁴Id, at 54.



Information to the Pilot While the Flight is En Route

Part 129 - not addressed. Varies from country to country. Some have flight monitoring and information systems, some do not.

Avianca - addressed in the Operations Specifications. Required communications between the captain and dispatcher "for messages related to operational development or occurrences that are different than the original flight plan, such as weather conditions at the terminal or en route"⁵. No such messages were given to AV052.

Part 121 - 121.601 requires the dispatch to (a) ...provide the pilot in command all available current reports or information on airport conditions and irregularities of navigational facilities that may affect the safety of flight. This regulation also requires that any and all available weather information that may be adverse to the flight be reported to the pilot. As seen previously, many other carriers' dispatchers that night were doing just that for their flights into JFK.

Continuing Flight in Unsafe Conditions.

Part 129 - Unknown. Varies from country to country.

Avianca - an emergency never really was communicated to ATC, although the crew seemed to think they did so "we are running out of fuel, sir" 6. But even then, it was far too late.

Part 121 - 121.627 prohibits a pilot in command from allowing a flight to continue toward any airport to which it has been dispatched or released if, in the opinion of the pilot in command or dispatcher (domestic and flag air carriers only), the flight cannot be completed safely: unless, in the opinion of the the pilot in command, there is no safer procedure. In that event, continuation toward that airport is an emergency situation as set forth in Section 121.557.

This would have allow a Part 121 dispatcher to declare an emergency if the flight had progressed beyond the point where it should have diverted. Avianca progressed far beyond the point of declaring an emergency under this rule, but no emergency was declared in time. The effect of this would have given Avianca priority with ATC, and it would have been easily able to make more than one approach at JFK, with a much greater chance of landing safely.

Emergency Authority of the Dispatcher

Part 129 - unknown. Varies from country to country. Usually left to the pilots discretion.

Avianca - the dispatcher not only did not declare an emergency, no attempt was made to communicate with the flight.

Part 121 - 121.557 (b) requires that when an emergency situation arises during flight that requires immediate decision and action by an aircraft dispatcher, he shall advise the pilot in command of the emergency, shall ascertain the decision of the pilot in command, and shall have the decision recorded. If the dispatcher cannot communicate with the pilot, he shall declare an emergency and take any action that he considers necessary under the circumstances.

A Part 121 Dispatcher here would have been required to contact the flight as soon as he knew that the flight could legally reach a good alternate, and if unable to do so, declare an emergency.

⁵National Transportation Safety Board, Aircraft Accident Report, Avianca, The Airline of Colombia, Boeing 707-321B, HK2016, Fuel Exhaustion, Cove Neck, New York, January 25, 1990, at 54.

^{&#}x27;Id, at 57.



Conclusion

There were a number of points where an effective dispatch system would have been able to prevent the accident of Avianca 052. From the licensing and training of dispatchers, through the preflight briefing, to the issuance of an actual dispatch release, to the monitoring of the flight and providing of important information to the flight, right on through the critical point of where the flight should have diverted, and then still did not declare an emergency, a professional dispatcher could have made all the difference. And it can be seen that nearly all Part 129 carriers suffer from the same kind of drawbacks and holes in their operational control systems.

Summary

In summary, if the Part 129 carriers would be required to meet Part 121 requirements regarding dispatch and operational control, then all passengers flying into US airspace would have their safety standards raised to a much higher level than presently exists. At present, Part 129 is a patchwork of non-standards, very loosely regulated and even more loosely policed.



Future of Fuel Monitoring

In the future, technology will allow the air carriers and their dispatchers to be much more specific and more certain as to the fuel status of flights while they are en route.

- 1. The Aircraft Situation Display now being implemented by some of the major carriers will give near real time flight positions on a graphics display. This will allow better alternate decision, and diversions, and will allow the dispatcher to forecast more accurately when the aircraft will really have to divert or become fuel critical.
- 2. Combining the onboard Flight Management Systems of some of today's aircraft with satellite navigational and positioning systems, along with satellite data links, make it possible to have a real time data link with actual aircraft position and fuel status at all times during the flight. This is the real future of fuel monitoring, where a dispatcher can query the status of a particular flight and receive its actual position and fuel status right of the aircraft computer. The dispatcher will then be able to run alternate scenarios and solutions in order to see which is the best for ATC considerations, weather avoidance and fuel consumption. This system could also have a threshold alert built in for each flight, so that a dispatcher is warned when a flight has departed a station with less than minimum fuel, or if it has descended below a recommended fuel level, insuring that proper attention is given to a particular flight, with a message appearing on the cockpit CRT as well. This would improve the safety of fuel monitoring tremendously as far as the proper information is concerned. But it should be emphasized, that it must have professionals operating it. There has never been a system that someone did not find a way around if they wanted to. To prevent that, put the right people in the responsible positions and hold them accountable.



Authorship

Allan R. Rossmore - an ADF member, and licensed aircraft dispatcher, has 23 years of airline operations experience, and 11 years dispatch experience.

He is an FAA Designated Examiner for the Aircraft Dispatcher License, and was Director of System Operations with Eastern Airlines.

He has taught Air Carrier Operations, Advanced Aircraft Systems and Airline Management for Embry Riddle Aeronautical University at the undergraduate and graduate level.

He is the Author of <u>The Highest Level</u>, a <u>Practical Guide to Flight Dispatching and Airline Flight</u> Operations, by Kellmark Aeronautics, Miami, Florida, 1986.

He has a Master of International Business from Florida International University, and Juris Doctor from the University of Miami School of Law, and is a member of the Florida Bar.

Giles G. OKeeffe - is currently a Chief dispatcher at NWA. Giles has 17 years airline experience, 13 as a dispatcher. He has a BA degree from the University of Windsor, Ontario, Canada. As an instructor at Aviation Training in MSP, Giles has taught more than 500 candidates for the aircraft dispatcher license over the past seven years. He is also a member of ADF.

Michael I. Nadon - an ADF member, and licensed aircraft dispatcher, has 22 years of airline operations experience, and 13 years dispatch experience.

After 2 years as a Sergeant in the U.S. Army Infantry, Vietnam, attended 3 years Aerospace Engineering at Northrop Institute of Technology.

Has 5 years experience designing and implementing flight planning and dispatch automation systems.

Project manager responsible for the creation of Continental Express' System Operation Control Center. Responsible for creating and implemeting policies, procedures, computer systems, and communications for Continental Express' SOC in 1990.

William S. Leber, Jr. - Executive Vice-President of the Airline Dispatchers Federation, a licensed aircraft dispatcher, having 12 years of dispatch experience.

He has a B.S. in Aeronautical Administration from Parks College of St. Louis University. He has previous experience with FAR Part 135 charter carriers and McDonnell Douglas. He is a Chief Dispatcher and Check Airman with Northwest Airlines.



Oberstar Agenda

- 1. OPEN SKIES 129/135/121 ISSUES.
- 2. INSPECTIONS.
- 3. DISPATCHER INVOLVEMENT IN FAA.
- 4. ATCSCC/HARS ISSUES.
- 5. ASOS/AWOS ISSUE.

TARGET DATE ????



11/30/92 13:32 CUNG. UBERSTHK D.C.

JAMES L. OBERSTAR

Member of Congress

DISTRICT Minnesota Eighth, including cities of Duluth, Cloquet,

Chisholm, Hibbing, Grand Rapids, International Falls and

Brainerd (1990 pop. 490,748)

PARTY Democratic-Farmer-Labor (DFL)

ELECTED November, 1974 to 94th Congress (9th term)

COMMITTEE Public Works and Transportation (Rank: 4/32)

COMMITTEE Public Works and Transportation (Rank: 4/32)

ASSIGNMENTS Subcommittees: Aviation (Chair); Economic Development (Vice Chair); Investigations and Oversight; Water Resources; Public Buildings and

Grounds.

Budget

Task Force on Human Resources (Chair)
Merchant Marine and Fisheries (on leave)

OTHER HOUSE At-Large Whip; Executive Committee, Democratic Study

DUTIES,
OFFICES AND
MEMBERSHIPS
Group; Executive Committee, National Water Alliance;
Executive Committee, Northeast-Midwest Congressional
Coalition; Executive Committee, Steel Caucus; SecretaryTreasurer, Congressional Travel and Tourism Caucus; Chair,

Conference of Great Lakes Congressmen

EDUCATION B.A. French, B.A. Political Science, Summa Cum Laude,

College of St. Thomas, St. Paul, Minn. (1956); M.A. Comparative Government, College of Europe, Bruges,

Belgium (1957) Additional studies:

Laval University, Quebec, Canada; Georgetown University, Washington, D.C.

PREVIOUS 1963-1974 Chief staff assistant to U.S. Rep.

WORK

1963-1974 Chief staff assistant to U.S. Rep.

John Blatnik, Minnesota, Eighth District

1959-1963 Civilian employee under contract to

U.S. Navy in Haiti, teaching French and Creole to

Navy personnel and English to Haitian students

PERSONAL Born: Chisholm, Minnesota, September 10, 1934

Born: Chisholm, Minnesota, September 10, 1934 Married: Jo (n. Garlick), 1963 (Died July 28, 1991) Children: Ted, Noelle, Anne-Therese and Monica

Religion: Roman Catholic

Home: Chisholm, Minn. 8/91

DATA



ADF NEWS



AIRLINE DISPATCHERS FEDERATION

February, 1992

1201 Airport Fwy., Suite 386 Euless TX. 76040-4171

Volume 2 Number 1

Congressman Visits Dispatch

On January 27th, Congressman James L. Oberstar (D-Minnesota), Chairman of the House Subcommittee on Aviation, sat down at the workstation of ADF member Raoul Sergent and received a 45 minute briefing on the realities of operational control in FRENCH. Yes French. The multilingual Congressman was delighted.

Before the visit to Northwest Airlines Flight Dispatch office, the ADF sponsored a breakfast for the Congressman attended by several ADF members and our Executive Vice-President. At the breakfast, the Congressman showed the depth of his insight into operational control. He fully acknowledged the problems with 129 but then asked " Are our dispatch Standards high enough?"

This leader of aviation is focused not on appearances but on the underlying issues of training, workload, and integration of new technology into the operational control function. As the Congressman's desk briefing ran over the scheduled time we tried to move him on to a lunch that was planned with Northwest management. Congressman Oberstar refused to cut it short saying quote "This is more important than lunch."

The Congressman even related his appreciation of the profession while in a holding pattern on a recent flight into the congested northeast. His destination was closed, as were several other NY airports, and he was secure in knowing that there was a licensed professional on the ground jointly working out the best options with the Captain. At the end of his visit, on the way back to the airport, the Congressman reiterated his 100% support of the flight dispatch people and their profession.

In the last issue of ADF NEWS we referred to Mr. Oberstar as Senator Oberstar, we apologize for this slip of the tongue. ed.



PROVE THE PROFESSION

As the ADF's second year draws to a close, our organization can boast many positive efforts and achievements, some written about in this issue. Despite the importance of ADF's contributions, the basic professional challenge remains in the hands of each individual dispatcher. ADF can create the positive environment, research the process, open the political doors; but only you can prove the profession.

When you sit down, sign on, or plug in to your workstation, you provide the ultimate measure of ADF's premise for existence; that our system of positive operational control under FAR Part 121 is the safest, most effective and most economically sound system for controlling the operation an airline into the next century. You alone have the power to prove that, we, as licensed professionals, are the (continued next page)

1



(from page 1)

catalysts, the engines that drive the airlines' operations to their full potential. As the industry takes on a more global structure, the world aviation community will be looking for the proof.

I would like to challenge all of our members to provide that proof. Prove that given the proper training, tools, techniques and time, Dispatchers maximize the revenue potential of corporate assets without compromise of safety. Prove that in the age of two-man cockpits, HUB based market strategies, ATC congestion, and Crew Resource Management, the Dispatcher plays a more critical role than ever in the success or failure of his carrier. Prove that traffic management with dynamic interaction between Dispatchers and the ATC community is the only rational short-term approach to alleviating gridlock in today's airspace system. Prove that the Dispatch perspective is of great value to executive management and that the proper title for the leader of a dispatch office is nothing less than Vice-President.

The industry has recently endured devastating losses and needs our contribution now more than ever. With the help of the ADF, the stage is set for us to prove our full worth. We can make it happen by assuring that when we are on duty the discipline of positive operational control is fully excercised in a responsible, firm, yet judicious manner. Prove the profession!.

Bill Leber

Executive Vice President Airline Dispatchers Federation

Position Papers

Mike Nadon

Your organization is being called on by other organizations, federal agencies, and individuals to address the issues involved in operational control. As the ADF becomes more involved in all the areas that affect our professional lives, it becomes imperative that we present a logical and cohesive set of positions on these issues.

The ADF is asking all it's members to look at the FAR's, airline operating practices, weather sources, and communications. In these areas, the ADF needs you to pick a subject or subjects that you think should be addressed, and write a paper describing what you think the ADF's position should be. These papers should contain regulatory and historical references that support the view, as well as anecdotal evidence.

By way of example, the FAR's require that a landing aircraft be able to stop within sixty percent of the available runway. Does this mean that you can or can not dispatch to an airport when the braking action is nil? Should the ADF have a position on this, and if so, what should that position be?

Other areas that seem to require ADF positions are Contract dispatch, Cabotage, Grace periods in training, ETOPS, and many others. If you have a specific issue or issues then please write it up and send it to ADF headquarters. If you are willing to research an issue and write a paper, then inform ADF headquarters and we will coordinate.

All the papers will be reviewed by the ADF officers. Those papers that are non controversial may be accepted as an ADF position by the officers; some issues which are controversial may require follow up and adoption by a vote of the delegates. As ADF volunteers continue to deal with all elements of the aviation industry they need to sing from the same hymnal. This is your chance to help write that hymnal!

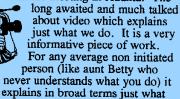
Regional Airlines

An area of great interest to ADF is the Regional Airlines. We have a working group in place to specifically seek out and address the issues confronting this segment of our membership. The Regional Airline working group is headed up by Bill Cranor. This group will be setting their sights on issues like low altitude operations (yes some airplanes still operate down there in clouds all the time), rapid and reliable communications for the regionals like the "Big Boys" enjoy, workload, and other Regional specific issues. Look for more updates from this group in future issues.



The Video is HERE, The Video is HERE

It was unveiled at the meeting in Atlanta. The long awaited and much talker



our job is and the responsibilities that go with it. We are planning to distribute this to many of our friends throughout the industry. It is also available to YOU for that special someone who wonders just what it is you do. The cost of this video is a mere \$10.00 and they are available from your delegate or ,if they are sold out, ADF headquarters. The running time is about 23 minutes (so no one should get bored) and it is worth every penny of the cost. You should be the first on your block to have one.

Just a quick word to add. We have received word from Washington that this video was used at a recent FAA class at CFCF. The class consisted of controller supervisors, ARTCC managers from various centers, etc.. The tape "went over very well", and will possibly be used as a tool in teaching the Dispatch portion of CFCF classes.

Just another ADF success story. ed.

New Phones for ADF

(Does this mean we are growing?)

Just in case you would like to update your phone book here are the current numbers that will put you in contact with the Airline Dispatchers Federation.



Phone 817-545-9778 or 1- 800-OPN-CNTL (1-800-676-2685)

Fax 817-354-8655

ADFBBS 214-393-6878

Feel free to call with any ideas or comments.

Hello Computer People

The ADFBBS is up and running, as of February 15, 1992. All that is needed to access this newest communication tool for ADF is a home computer equipped with a modem, and any of the popular communications programs. The

access number is 214-393-6878. For those of you who understand it the modem parameters are N, 8, 1, (N-no parity, 8- data bits, 1- stop bit). The system is brand new and therefore doesn't have a great deal in the way

of files, conferences, or information yet. This is going to be a growing system so if you have any thoughts or ideas forward them to Mark Monse.

Another communication note. Several of our members take advantage of the electronic mail system available through Compuserve. Our members who use this service have found out that Compuserve has just lowered their basic rate, which includes the E-mail, to \$7.95 per month. So if you wish to take advantage of that it is worth a try.

IFALDA

Dave Porter

IFALDA is out there and busy. The weather manual is nearing completion and should be finished by May of this year. They are also moving forward on an International Dispatcher's training manual. This manual is currently in outline form and is slated for completion

Authority) toward this goal.

sometime in the fall.

IFALDA is also in discussions with EUFALDA about a common Dispatcher license, and is planning to work with the JAA (Joint Aviation

IFALDA - Latin America is going to hold their annual meeting in Montevideo this year.

IFALDA will hold their Annual General Meeting in Atlanta on May 10 and 11, 1992. Contact either Dave Porter, through ADF Headquarters, or your local IFALDA representative for more information.

3



Mike Nadon

After the several articles on this subject we all know what it is. Well the only news on this is that it is now a fact. The final handbook for the POIs is at the printer, and will be released in the next few weeks.

What does this mean for us? Very simply it means a change in the way your POI will look at your office. Over the next 1 - 3, years POI visits to your office will probably become more frequent, as POIs gather information to get the real picture of what's happening at your airline. Visits will no longer be limited to CAVU days but may very well come during your worst nightmare. This will be done so they (the POI) can better ascertain FAR compliance levels of your airline's operations under stress. After this initial "breakin" period the FAA will then start taking a more serious stance on individual Dispatcher accountability, and sanctions for wrong-doing.

It goes without saying that now is the time to continue to practice the highest level professionalism possible. This is especially true whenever one of our friends from the FAA is

Elections

Now is the time for all good Wrong start. At the fall Quarterly Meeting the Bi- Annual elections will be held. Now is the time to start thinking about those you want for Officers during the next term. If you have a candidate in mind or want to volunteer let your delegate

Also, a possible change in the bylaws has been put forth. This is to amend the bylaws to allow for staggered officer's terms. The purpose would be to lend some continuity to the leadership in the organization. Let your thoughts on this subject be known to your delegate. This subject will most likely be decided at the next meeting in Dallas in April.

Thanks !!.

FREEDOMS OF THE AIR

Dave Porter

This is the first in a Series of Several Articles About ICAO. ed.

ICAO, the United Nations Civil Aviation Organization, was created in 1944 when delegates from 52 nations gathered in Chicago to sign the Convention on International Civil Aviation. ICAO has been responsible for the rules and regulations which made possible the development of civil aviation.

One of the earliest accomplishments of ICAO was the concept of the seven "Freedoms of the Air". We often use the terms "Fifth Freedom" and "Cabotage Rights" when we speak of air carriers operating in other countries. All seven "Freedoms" are listed below. Since ICAO rules are not "legally" binding but rather agreements of understanding, not all countries extend these "Freedoms" to all other countries.

FIRST FREEDOM The privilege to fly and carry traffic* nonstop over the territory of the grantor state.
*Traffic = passengers, freight, and mail.

SECOND FREEDOM The privilege to fly and carry traffic over the territory of the grantor state and to land for non-traffic purposes. (refueling, servicing)

THIRD FREEDOM The privilege to fly into the territory of the grantor state and discharge traffic from the flag state of the carrier.

FOURTH FREEDOM The privilege to fly into the territory of the grantor state and carry back traffic destined for the flag state of the carrier.

FIFTH FREEDOM The privilege to fly into the territory of the grantor state for the purpose of picking up or putting down traffic destined for, or coming from, third states. (For example, Delta, a U.S. Flag Carrier, has a flight that operates BKK-TPE-SEL-PDX. DL can pick up passengers in BKK, drop them off in TPE, pick (continued next page)



up passengers in TPE and drop them off in SEL without them ever setting foot in the U.S.)

SIXTH FREEDOM The privilege to fly into the territory of the grantor state and pick up traffic destined for, or put down traffic coming from a third state - this traffic having been carried via the flag-state of the carrier. (This Freedom is essentially a combination of Third and Fourth Freedom rights over two sectors, the flag-state of the carrier being in the middle.

CABOTAGE RIGHTS The right to carry traffic between two points in the territory of the same state, usually reserved for the carriers of that state. (Folks, that is what all the current hoopla is all about)

To be continued in the next issue, ed.

Safety Corner

Billy Szendry

This is the first of what we hope to be a continuing series of articles relating specific FARs to everyday occurrences. If you know of any incidence like these please forward it to Billy Szendry care of ADF headquarters. We will then make them generic and add the references to appropriate FARs.

SAFET

SAN was forecast for the flight's arrival to be C2 OVC 1F OCNL C1 X 1/2F, wind calm. Normal approach limits to runway 9 at SAN require 1 mile visibility. The flight was released with an alternate of PSP which was forecast clear for the entire day. About 45 minutes prior to departure the captain called the dispatcher for a weather briefing. The captain questioned the legality of operating to a station forecast to be occasionally below operating limits. The dispatcher reminded the captain that the carrier had an exemption to FAR 121.613. The exemption permitted release to an airport whose forecast had a remarks section showing not less than one half the normal approach limits. The dispatcher then quoted from the carrier's flight manual. The dispatcher was correct except he had neglected to specify a second alternate as required by the exemption. A new release was issued with the required alternates and the flight operated safely.

FAR 121.613 - Dispatch or Flight Release under IFR.

After gate departure station personnel discovered that the external power access door was not closed. The station personnel were unable to contact the flight on company radio frequency as it taxied. The lead station agent contacted the carrier's maintenance technical staff in order to find out the ramifications of the aircraft departing with the access door open. By this time the flight was airborne. The maintenance foreman advised the lead agent to have the flight return due to the possibility of the access door breaking loose and being ingested by an engine. The flight was contacted on the local company frequency and told to return. A thunder shower was now in progress at the station. But, believing the instructions had come from the dispatcher, the flight returned to its origination station. The dispatcher was first informed when the flight was back on the ground.

FAR 121.533 - Responsibility for Operational Control FAR 121.133 - Manual Preparation Requirements FAR 121.601 - Aircraft Dispatcher Information to Pilot in Command

The flight was planned at the aircraft's maximum allowable ramp weight. Based on standard taxi burn the flight was within 150 pounds of the maximum takeoff weight. After gate departure the load agent received a final bag weight and passenger count higher than planned. The agent consulted with the office supervisor who took control of the load plan for the flight. At this point the flight was 400 pounds over the maximum ramp weight and 100 pounds over the maximum takeoff weight. In order to prevent having the flight return to the gate and adjust the load (with a resulting delay) the load supervisor adjusted the empty operating weight. The supervisor substituted a lower EOW for a snack service as opposed to the actual full meal service weight (a difference of 264 pounds) and reported one less passenger than was actually on board.

The dispatcher was never advised of any of the activity but discovered the illegal adjustment prior to takeoff. The flight was ordered back to the gate, the load was adjusted, overweight taxi inspection accomplished, and the flight departed on hour late.

FAR 121.693 - Load Manifest FAR 121.533 - Responsibility for Operational Control



Alphabet Soup

Billy Szendry

Over the past two years the FAA has introduced a new training program that could enhance Dispatcher Training. Several acronyms are associated with the program and it's components. These acronyms are somewhat confusing when you first hear or read about the program. They run through an alphabet soup of titles such as AQP, CRM, and LOFT. Hopefully I can make them a bit more understandable.

The basic program is called the Advanced Qualification Program (AQP). It's purpose is to encourage carriers to develop a training program geared more towards training to proficiency. It will allow the airlines to get away from a rigid curriculum and train a person in areas they need to improve. This, in theory, will allow for a better trained, better performing employee. That employee would then require less repetitive training, which could save training costs.

AQP requires that the carrier establish a system so that "evaluators" check a Dispatcher's work. These evaluators would have to have some recent Dispatch experience. (Acting as a Dispatcher in the past 60 days). So who at your carrier could be an evaluator would depend on office set-up and possibly labor agreements. But anyone in your office who is a qualified Dispatcher could perform evaluator checks.

From this point on, explaining the program and how it relates to Dispatchers is difficult. The Special F.A.R. (SFAR) that provided for AQP didn't go into any details as it did for cockpit crews. But if you permit me to speculate, I will try to explain how I see the program working.

Following an evaluation, the evaluator would discuss the work with the Dispatcher. The Dispatcher would then be assigned to training in areas the evaluator assessed to warrant improvement.

This is where CRM or Crew Resource Management comes in. CRM is most accurately described as a training technique or philosophy. CRM type training is required of any carrier using AQP. In CRM the Dispatcher would not concentrate on just blackboard and book training. You will also be taught how best to react to everyday work situations. Now you might say at this point in my writing "how the hell can you be taught to react to a situation?" This again is difficult to explain without some speculation on my part.

First let me explain one of the training tools that will be used to teach CRM. Line Operations Flight Training (LOFT) and Line Operations Simulations (LOS) are the terms applied to cockpit crew member flight simulation training. But this can also be applied to Dispatcher training and evaluation. During LOFT/LOS a Dispatcher can be exposed to real-life situations and then have the opportunity to see how or if the scenario could be handled better.

So let me theorize how all this would fit together. During an evaluation, the evaluator notices that Dispatcher Fred has some problems with properly managing his workload. Fred will sometimes focus on one flight while other aircraft won't receive weather advisories in a timely manner, if at all. The evaluator refers Fred to training classes in a couple of areas, among them a class on workload management and situational awareness. In this class Fred is shown different ways to more evenly distribute his workload and maintain a better awareness of all his flights. The instructor presents short role playing episodes where Fred can see how he compounds his workload problems by being preoccupied with only one or two flights.

Once Fred has completed his required classes, he will then be given a follow-up evaluation by another evaluator to determine the effectiveness of the classes. Fred can then either be found proficient and returned to regular shifts, or be recommended for additional training, if weaknesses still exist.

When this evaluation is conducted in a simulated environment, Fred can be observed in many different working conditions, which results in a more well balanced evaluation of Fred's work habits and abilities. After successful completion of the evaluation, Fred can look forward to another turn in 6 months, or whatever the time period approved by the FAA for Fred's airline.

Overall the program looks to have many benefits for everyone involved: the company, the industry, the individual Dispatchers, and the profession. We can look forward to some state of the art training techniques and equipment.



Crew Resource Management Bill Szendry

Over the past several months, a group of



representatives from ADF has been working in Washington D.C. on training issues, most

recently this work has resulted in the Dispatcher being included in the Crew Resource Management (CRM) Training Advisory Circular. This is significant in that the ground work has been established for a closer, more interactive training process between cockpit personnel and dispatchers. The CRM Advisory Circular (AC120-51) revision is nearly complete and the current draft is being edited.

However, additional work is now necessary. A new concept in training for dispatchers will evolve from CRM, for simplicity I will call it Dispatcher Resource Management (DRM). DRM will, hopefully, use some CRM techniques as well as, possibly, simple simulation to improve dispatcher performance. We would like your help in formulating the basic DRM program. There is a strong possibility that the FAA will ask ADF to write a DRM Advisory Circular. ADF would like to have a head start in this process.

We would like input from as many carriers as possible. here is a basic outline of what should be done to lay the groundwork for this project.

- 1) Form a committee at your carrier and begin research into CRM and human factors training at your carrier.
- 2) Begin research into areas of human factors and resource management that could be applied to Dispatch. This can include books, articles. and activities at Universities to which you have access.
- 3) Begin to develop an outline that shows how your group envisions the ways Dispatch Resource Management would work.

The next meeting to discuss the continuation of the project will be at ADF headquarters on March 5, 1992. If you would like more information about what has been accomplished to date, call or write to me at ADF headquarters, or contact one of the following people:

Mark Monse or Carla Beck	WN
Patricia Polig or Les Pearson	CO
Billy Szendry	AA
Brad Rasmussen	WO
Norm Joseph	DL
Mike Bushnell	TW
Bill Krueger	NW

Research and Development

An area in which we have been ver active and yet seems to have eluded this fine publication is our Research groups. These projects are headed up by Roger Beatty. This is a summary of our accomplishments in this area and some things to come. ed.



Dispatcher Questionnaire and Data Base.

A survey that has provided ADF with an industry base line information on the following Dispatch Activities: Flight Planning Flight Following Work Load Distribution Training and Proficiency Irregular Operations

This information base has helped us understand some of the problems Dispatchers have and has lead to some additional questions that need to be analyzed.

Dispatcher Task Loading Analysis

ADF commissioned and created the software required to display Dispatcher FAR required duties. The time line graph produced by this software depicted:

Pre-flight planning Pilot/Dispatcher coordination Flight plan dissemination and negotiation Flight following and Dispatcher to Pilot communication responsibilities.

The result of this project was a comparison study of several air carriers' typical work load distribution patterns.



Participation in the Ohio State University study.

ADF members provided personnel and expertise in the Ohio State study on "Design Concepts for the Development of Cooperative Problem-solving Systems". This study used flight planning problems and an especially designed work station to study both the human and computer design elements in complex problem solving.

Dual Responsibility Experiment

One of the basic conditions of an FAR 121 Dispatch system is that the pilot and dispatcher share responsibility for certain activities. It is commonly believed that this tends to increase accuracy in calculation, allows for a greater number of solutions to be discovered, and produces greater conservatism in operational decision making. With the help and guidance of researchers at the University of Nebraska we plan to design and execute an experiment to study these contentions.

Problem Solving in the Airline Industry.

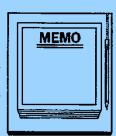
We, ADF, plan to continue to work with Human Factors researchers at NASA to understand the role of the Dispatcher in the distributive problem solving process.

Violations Anyone?

Mr. Alan Rossmore, a former Dispatcher with Eastern Airlines, now an attorney based in Miami, spoke at the Atlanta meeting on Dispatcher Violations. Alan has some expertise in the field, being a former Dispatcher, and also being involved in Dispatcher training, as well as being an FAA designated examiner. He explained the violation and appeals process as well as giving some examples of violations and their outcomes. In his talk, Alan stressed the need for respecting the regulatory scheme and expressing an attitude of compliance with the FARs in our everyday work, as well as any dealings with the FAA. Alan also emphasized the importance of timely filing of the NASA ASRS reports and showed, by example, their value in the legal process when a situation comes to that.

NEXT MEETING

The next Quarterly Meeting of the ADF will be held in Dallas on April 5 and 6, 1992. This meeting is being hosted by the members at Southwest Airlines. In addition to the regular business meeting there will be an ADF Safety Symposium to be held Saturday April 4,



1992. The Theme of the symposium is "Thunderstorms From Different Perspectives", it promises to be a very interesting and, given the time of year, topical event. The folks at Southwest have worked very hard to line up several good speakers. (See enclosed form for more details).

The Southwest group would like to ask that if you plan to attend either the symposium or the meeting, or both, to please RSVP no later than March 20, 1992. This is not a go or no go decision date, but they need this time to make final arrangements for the gathering. So, if at all possible, please let them know by then. They realize that in this business it is not always possible to finalize plans that early, but they ask that you try. If it is not possible for you to finalize by then, you are of course welcome to attend. They just want to have the best possible handle on numbers by March 20, 1992.

Hotel arrangements have been made at the Radisson Hotel located at 2330 West Northwest

Hwy, Dallas, Texas. The rate is \$36.00 per night single/double. The hotel provides transportation from both DFW and DAL. Reservations can be made by calling 1-800-

333-3333, the national reservation number or by calling the Hotel directly at 1-214-351-4477. When making reservations, make sure you request the ADF Rate.



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MEMORABLE MOMENT

There are few icons among airline industry leadership ranks more revered than the co-founder, later CEO, and chairman emeritus of Southwest Airlines, the incomparable Herb Kelleher. It was a great honor and an extremely memorable occasion when Southwest Airlines welcomed ADF as part of the 1992 symposium celebration. Herb's quotes, encouragement and praise for the dispatch profession and the organization itself have inspired many past, present, and undoubtedly future generations of dispatchers.



Early ADF members celebrate with the legendary "Herb and Colleen" at ADF's 1992 Symposium at SWA headquarters at Love Field Dallas. From left to right, Colleen Barrett, Bill Leber, Jim Little, Barry Brender, Mark Monse, Jack O'Sullivan, Loraine Sandusky, Herb Kelleher





Top 10 Favorite Things Heard on SWA PA Systems



- 10. There may be 50 ways to leave your lover, but only 4 ways out of this airplane so pay attention.
- 9. Anyone caught tampering with a smoke detector will be treated to a private screening of "Gone With the Wind" from a seat on the wing.
- 8. For those of you who have not been in an automobile since 1965, here is how to use a seat belt, remember tying knots is not permitted.
- 7. In the event of a sudden loss of cabin pressure, a pretty margarine tub will fall from the panel above your seat. Stop screaming, let go of your neighbor and place one over your face, nose in the butter and breath like you've never breathed before!
- 6. Weather at our destination is 70 degrees with broken clouds. We'll try to have those clouds fixed before we land.

Top 10 Favorite Things Heard on SWA PA Systems



- 5. For breakfast this morning, we are serving steak & lobster, cleverly disguised as peanuts and pretzels.
- 4. Folks, we have a special guest onboard, he's 100 years old today and taking his first ever airplane ride, as you deplane, stick your head in the cockpit and congratulate Captain Smith on his first flight.
- 3. If there's anything else we can do to make your trip more enjoyable, please hold that thought until the end of the flight.
- 2. As you exit, please take all your personal belongings. Anything left behind will be evenly distributed among the Flight Attendants so please don't leave any children or spouses.

Airline Dispatchers





ADF and SWA have enjoyed a good relationship for more than three decades. A little levity from a Southwest meeting in 1992 reflects that spirit of fun and humor which SWA is famous for.







Member of IFALDA

MINUTES

The 14th Meeting of The Airline Dispatchers Federation (ADF) was held in Dallas, Texas on April 5th, 1992. ADF President Jim Little opened the meeting at 0900 local time.

The first order of business was approval of the minutes from the January meeting at DFW. On discussion, one minor correction was noted in the assignment of Roger Beatty. Motion to approve the minutes as corrected by Mike Bushnell, seconded by Bill Leber, and passed on a voice vote.

There was a membership update by Jim Little and Mark Monse, and ADF's efforts to increase this were detailed, including a special visit to the United office in Chicago for May, and our efforts with the regional airlines.

Loraine led off on the officer reports, and gave an update on her efforts to organize the October quarterly ADF meeting in Washington. If you'd like to volunteer for meeting set-up efforts, please contact Loraine.

Bill Leber had Norm Joseph give everyone an update on the Aviation Rulemaking Advisory Committee (ARAC) working group on fuel requirements. An advisory circular on this subject, including clarified definitions of minimum fuel and fuel emergency, will likely be out in the next few months.

Jim Little then had Joe Bertapelle give everyone an overview of the 36 various ARAC committees and subcommittees, and how they've evolved over the last couple of years. Joe also gave an update on our efforts on the dispatch resource management (DRM) advisory circular in the works.

After a break, Jim introduced a special guest, Mr. George Bourras, a long-time dispatcher with Dispatch Services in Miami. George gave an overview of his past experiences, and dealing with Avianca in Miami.

Jim turned the floor over to Mike Nadon for an update on legislative affairs. Mike spoke about the GAO's concern in hearings that the FAA didn't seem to have the ability to assure that airlines complied with recommendations made as a result of inspections. Mike also spoke on the need for principal dispatch inspectors within FAA. Mike and Tim Antolovic also took a FAA class on rulemaking, and learned some of the inner workings of the

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process. Advisory circulars (which take 6-12 months to develop and enact) are increasingly being used to offer guidance to POI's, in lieu of full FAR changes. Mike also gave an update on European Joint Aviation Authority (JAA) efforts with regard to European aircraft certification, and their likely future efforts with regard to flight operations and operational control. JAA will apparently not be requiring licenses for dispatch personnel. Mike also spoke of the need to establish an ADF working group to research historical dispatch data. FAA 8400.10 is due out from the government printing office on May 15th. Mike also mentioned that if you feel there is an issue that ADF needs to take a position on, please write up a first draft and get it to us for evaluation.

Bill Leber then spoke on the efforts of Alan Rossmore and Steve Mineck as a part of the ADF legislative effort on Parts 129 and 135. Bill, and Giles O'Keefe also detailed a recent visit by Congressman Oberstar to Northwest's dispatch office.

Loraine Sandusky updated the group on media affairs and PR efforts, including an effort to send media packets (ADF video, brochures) to key FAA facilities and personnel. Similar efforts will be directed towards ALPA and other pilot/industry groups.

Bill Leber gave an update on the previous inquiry from ABC's Prime Time Live news program. They wanted to do a story on foreign air carrier safety, and as we determined that they were interested in doing a sensationalist type of story, we decline to participate. Bill also played a videotape of Minneapolis media coverage on the Northwest office and their new computer system.

During a break, the Southwest Airlines Employees Association (SWEA) presented ADF President Jim Little with a special cake in recognition of ADF's 2nd birthday in March of 1992. Jim expressed the groups appreciation for the cake, and all the SWEA effort that went into the previous day's Safety Symposium.

After the break, Jim Little mentioned some additional media work, in that America West did an article on their dispatch office, and that an article was also done on American's dispatch office by TWU.

Loraine continued on her media and PR report. She mentioned that ADF has been receiving many media inquiries, and while she encourages development of local media stories, she requested coordination through her. Roger Beatty also suggested ADF form a team to be available for speaking engagements, or classroom talks as he had some requests in academic circles.

Barry Braender and Dave Porter gave an update on IFALDA's efforts at the recent EUFALDA meeting in Prague. The ADF video was played and well-received. The ADF video is also being shown at Delta to all pilot new-hire and upgrade classes, as well as maintenance controllers and visiting ATC personnel.

Mark gave an update on the status of ADFNET and ADFBBS. ADFNET,



the E-mail system, is located within Southwest's dispatch office, and is still serving the officers, although there have been a few PC-related problems that have dropped it off-line on occasion. ADFBBS is still up and running at 214-393-6878, (2400, N, 8, 1) and is available to all ADF members. Although there are about 20 people on-line, there hasn't been enough message traffic yet. Refinements and modifications will be accomplished on a continuing basis, and a detailed information packet will be forthcoming once major improvements are in place, and sent to all registered ADFBBS users.

Mark also mentioned that Compuserve had lowered their basic monthly rate to \$7.95, which included basic E-mail access via Compuserve, as well as access to other networks like Internet. Special areas of interest on Compuserve, called forums, are available outside of the basic service, and the aviation forum (AVSIG) costs \$12.80 per hour (2400 bps rate, rates for 1200 and 9600 bps differ). Roger also suggested that we compile a directory of ADF members on Compuserve, and all delegates are requested to forward that information to Mark Monse. Jim Little also mentioned that ADF HQ was also on Compuserve.

Roger Beatty then gave an update on several research projects. The University of Nebraska at Omaha has started an NASA-funded aeronautical decision making experiment, and results should be available in the next few months. There is also a project underway from the National Center for Atmospheric Research (NCAR) on development of future weather data products that we are involved with. Roger also discussed the Flight Operations and Air Traffic Management (FTMI) project, that hopes to better interface the pilot, the controller and the dispatcher, and the various computer systems all three use. The project is under study by Seagull Technology.

Jim Little brought up two organizational changes before lunch. One, that our future business meetings be held in January, May and September, and better accommodate the various working groups. Two, that officer elections be staggered so that ADF maintains some continuity by not changing all officers at the same time.

Dave Porter then gave an abbreviated update on IFALDA events for those who had to leave at the lunch break. JAA will apparently not be issuing dispatcher licenses in Europe, but they don't have any objections in honoring one should an individual country continue to do so. JAA has a meeting on March 31st, and they are considering a training manual that several dispatchers within the IFALDA and EUFALDA organizations had developed.

The group then broke for lunch.

After lunch, Dave Porter continued his update on IFALDA events. Dave discussed some of the recommendations emanating from the Air Ontario F28 accident at Dryden, Ontario, specifically, that Transport Canada tighten up operational control standards. Giles



added that a move was on to force code-sharing "partners" to meet the same operational control standards as their "host" airline, and that may be seen here in the United States as well. Dave also spoke about the CRM conference coming up this fall in England, and discussed various strategies for making our presentation there. Dave mentioned that IFALDA and ADF had received an inquiry from Quantas dispatch, and he's been in contact with them regarding increased participation.

Mark Spence spoke of the upcoming release of ASD data to the users, and the background of the ASD program. He also suggested that ADF get involved with the Cooperative Research and Development aspect of ASD, and be part of ASD's continuing development. Mark also indicated that several vendors desired to join ADF as corporate members. Giles will coordinate ADF's involvement with the CRDM group.

Jack welcomed new members from EDS, and one of them gave an overview of their flight operation, and their interest in ADF and its goals.

Jim Little returned to the previous discussion re: officer terms, and a discussion on the merits ensued. Motion to amend the bylaws to stagger the President's term by Mike Nadon, seconded by Yogi Bear, passed on a voice vote.

The next meeting will be held near Chicago O'Hare on July 26th and 27th, and nomininations for 1993-1994 officers we be held at that time. The President, by virtue of the bylaw change just enacted, will serve in 1993 only, and a new President elected for the 1994-1995 years. For the foreseeable future, the HQ will remain in Euless.

Jim Little appointed Bill Cranor as ADF VP of Regional carriers.

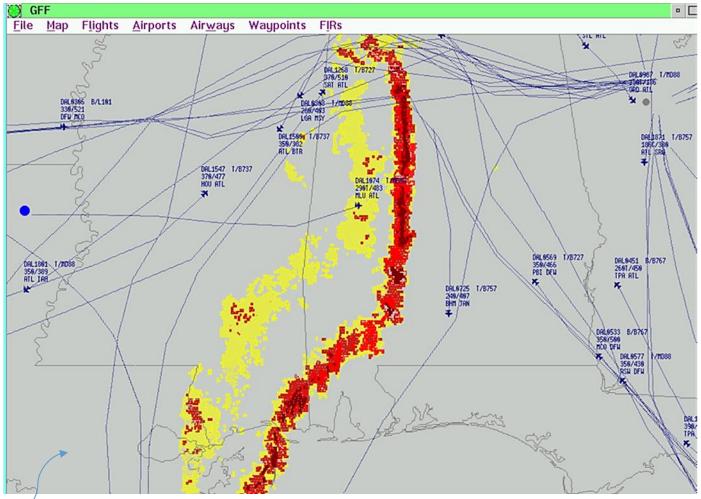
Al Hultin gave an update on ADF's participation at the recent EUFALDA AGM in Prague. A discussion developed regarding ADF's and IFALDA's value in helping guide former eastern bloc carriers towards Part 121 style operational control.

Jim Little adjourned the meeting at approximately 1500C.

Respectfully Submitted By Mark Monse, Recording Secretary

(Recording Secretary's note: These minutes were prepared from videotapes of the business meeting, and due to the large meeting room and resultant poor audio quality, are the best record of the events that I can provide.)





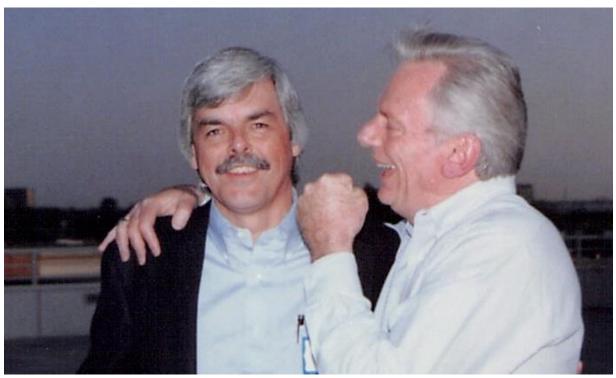
In the summer of 1992, Aircraft Situation Display (ASD) data was released to the airlines and soon, the dispatcher's flight following responsibilities entered the graphical era.

Previously, flight following was conducted entirely with alphanumeric text displays such as this display of Delta's southern transcon desk from a year earlier shown at right.

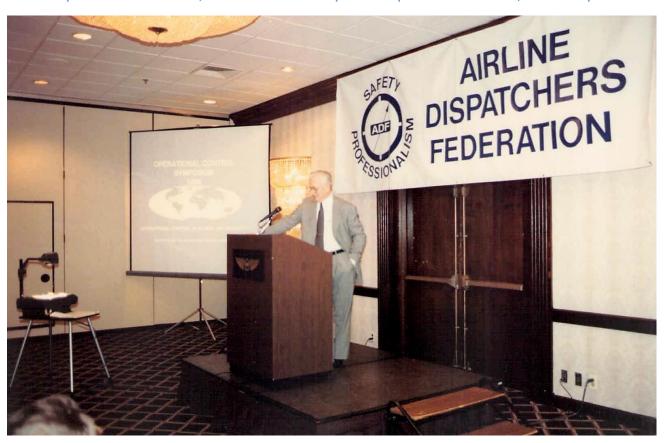
The dispatcher was working this desk of domestic long-haul Delta flights at the time of this screen capture. About 25-30 airborne flights at a time was the normal for most ADF member airlines in the early 1990's.

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0705	0722ATL	1711	0011	SLC	2048		SGF	1845	0826	2200S	VΔ
0748	0121LAX	1914	0004	DFW	2159		TCS	2050	1972	2310S	VΔ
0761	0126DFW	1753		LAX	2109		TNP	2045	0476	2250S	VΔ
0793	0133DFW	1756		SLC	2028		IN 2036	5	THRU	2145S	00
0810	0674LAX	2034		CVG	0024		OFF		0656	0220S	Sa
0922	0132SLC	1907	0005	CVG	2204		HCT	2024	THRU	2316S	JΔ
0937	0659CVG	1749	0014	SLC	2120	0008	IR ERT	1822	THRU	2200S	Ha
0974	0137SLC	1628	0001	MCO	2023		IN 2026	5	THRU	2120S	UΔ
1019	0646CVG	1739	0004	LAX	2156		ALS	2015	1782	23008	VΔ
1108	0406DEN	1950		ATL	2225		OFF		0591	00198	8△
1420	0729LAX	1640	0005	ATL	2035		IN 2053	3	1086	2100P	Z۵
1424	0113SLC	1650		JFK	2047		IN 2103	3	1425	2220S	KΔ
1447	0525CVG	1745		PHX	2121		SGF	1900	1643	2235S	Ha
1448	0416PHX	1900		CVG	2214		GAG	2035	1182	2315S	Z۵
1470	*0628SLC	1933	0011	MCO	2326	0001	GCK	2101	0730	0030S	IΔ
1981	0761JFK	2030	0005	LAX	0159		OFF		1982	1540S	V۵
1982	0765LAX	1541	0001	JFK	2019		IN 2026	5	0072	2300S	60
4002			0002	JFK	2109		UNBAR	1959	4003	2225S	V۵
END OF DISPLAY▶△											





Above, Giles O'Keeffe and new friend, Mr. Herb Kelleher in 1992 at Dallas Love Field. Giles composed the front-page newsletter article about this meeting which is shown on the next page. Below, Walter E. (Buddy) Doll.Jr.speaks at at ADF event in1991. Doll was promoted to Delta Vice President-Operations in 1992. Mr. Doll, was a licensed Aircraft Dispatcher and past President of PAFCA, the Delta Dispatchen' union.









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"..dispatchers are the heart

of every airline".

CEO Southwest Airlines

Herb Kelleher

July 1992

Volume 2 Number 2

A Report

by Giles O'Keeffe

An impressive display of talent and energy took place in Dallas on April 4 and 5, 1992. If you were not there, you should kick yourself, and make plans to attend the next gathering. This one was a testimonial as to how far the ADF has come in such a short time. It is also an affirmation of the fact that this industry is in need of leadership: someone has to

harness the talent and channel the energy in order to shape the future. "Nothing has a sense for man except in so far as it is devoted toward the future. The decisive thing is

not the sum of what we have been, but of what we yearn to be; the appetite, the desire, the illusion, the ambition." (Ortega Y Gasset)

This two day gathering began in high style, thanks to the incredible people at Southwest Airlines, who hosted the event. A common theme of discussion from all who attended is the atmosphere that permeates the headquarters of the most consistently successful airline in the world: the equipment, the furnishings, and the people were all first rate. Thanks to the ADF members for all the hard work that went into this, and thanks also to the CEO of Southwest, Mr. Herb Kelleher, for leading the way.

This Gathering started with an eight hour symposium on Saturday. Looking at an eight hour schedule of speeches, most people load up on coffee and sugar pills and try to find a comfortable spot, close to a door, and concentrate on staying awake more than anything else.

The Early Years

On this day these preparations proved to be unnecessary. Herb Kelleher started the day off in his inimitable style, and proclaimed that dispatchers are "the heart of every airline". He praised the economic contributions made by the members of our profession, while recognizing that safety is always our first tenant. He defined the nature of professionalism as banding together to fight the forces of nature. Of particular interest were his comments regarding computerization, specifically his observation that sometimes humans will

make better and faster decisions than computers. Herb closed his remarks with an insightful commentary on the fragile nature of the American economy, and the vital role that commercial aviation has to play in supporting the

prosperity of this nation.

Two Southwest instructor pilots, Milt Painter and Frank Wright, then presented information on CRM, followed by a lively question and answer period. The overall theme of their talk was communication; Pilot – Air Traffic Controller – Dispatcher.... the PAD that continues to provide the highest level of safety for our customers.

Mr. Zane Harper, Traffic Management Officer with ZFW, spoke next about the need for safe, efficient, economical operations. He stated that he is in the business of traffic control, not weather control, and proceeded to outline the metering, flow control and ground stop scenarios used during periods of excess demandat DFW. Mr. Harper made it clear that we all fight a common enemy, weather, especially thunderstorms. During a question and answer period, there were complex issues discussed, including SWAP,



EDCTs, speed management, altitude selection, Preferred Routes, EFCs, Minimum Fuel, and positive operational control.

Next in the order was Don Gaddy, Traffic Management Specialist from Central Flow Control Facility in Washington D.C.. He continued the system description on a national level. With an impressive array of computerization, safety and minimal user impact are the goal of CFCF. Mr. Gaddy also reminded us that the system is based on communication, controlled by humans, and shaped by the users. Kick yourself again if you missed the question and answer period with Mr. Gaddy!

If you think the National Weather Service is just another federal agency with little concern for the aviation community, then Mr. Mike Tomlinson, Domestic Aviation Program Leader, will change your mind. This man has his eye on the future, and made it very plain that it is up to us to guide the NWS: our lack of input in the past must change to more active participation in the future if we are to obtain the tools we require. A refreshing breeze, Mr. Tomlinson.

Mr. Harry Kane, Program Manager FAA TMS automation also challenged the audience to participate in the future of the industry. He identified our common mission of servingthe flying public, discussed ASD and other tools, and led a lively question and answer period.

Giles O'Keefe, ADF Member, then recapped the day's discussions, and presented his views on the need for "unreasonable people" as the instruments of change. His comments on dispatch were "sprinkled" with observations from Herb Kelleher. While not everyone shared his vision of the future of dispatch, Giles did manage to stimulate a few brain cells, and generate a few laughs.



Saturday evening, we were the guests of Mr. Kelleher and the employees of Southwest Airlines, for photos, drinks and dinner. If you missed this, kick yourself one more time. Herb and his people displayed a level of hospitality that will set the standard for future hosts. Our sincere thanks for the Texas Spirit!

On Sunday, ADF held a business meeting to discuss issues of joint responsibility between dispatcher and pilot, workload, investigations, NTSB, weather items.. in other words, **SAFETY**.

By all accounts this was a pleasurable and profitable weekend. The only sad note was the presence of some of the people from Pan AM and Eastern airlines. Sad that these talented and dedicated people are suffering: sad because there is no light at the end of the tunnel for these people. Please do all you can to network and job search throughout the industry so that our fellow dispatchers will find suitable employment soon.

Don't miss the next ADF gathering in Chicago on July 26 & 27. Or you will probably have to kick yourself again.

A Friend Retires

Bill Molesworth, Navigation and Dispatch Specialist, with the FAA retired as of May 29,1992 after 31 years and 9 months. He will be honored at a



retirement party to be held in San Francisco on July 16, 1992. Bill has been a long time advocate of the Dispatch system under FAR Part 121.

In a recent letter to the ADF Bill said "some of the best times at the FAA for me was when I had the opportunity to work with the professional Dispatchers and Meteorologists that comprise your organization". Thank you Bill. It was our pleasure to have you there all those years, your knowledge and insights were invaluable. We all wish you well, and we will miss you.

The party will include open bar, dinner, and reception. The cost is \$27.00 per person for dinner. If you would like to attend this event you can contact Andy Davie or Ralph Utterback at the FAA in SFO area 415-876-9060.



Effective Traffic Management: Making It Work For Your Airline by Bill Leber

Although some will tell you it began when Wilbur and Orville built the second one, the concept of traffic management, as we know it today, really took off after the PATCO strike. CFCF, now referred to as the ATCSCC, grew quickly as inadequate staffing had to be dealt with. Today, however, a decade later ATCSCC has a greater role than ever. We also have Traffic Management Units at the individual centers.

The question is: "Who does this system really serve?"

Is it the travelling public who pays the taxes? Do they feel well served? We know who they blame when their flight is late!

Is it the Carriers? If you have been to Washington for the FAA class on Traffic Management, you have probably picked up on the ATA position. That is that the entire empire should belong to the carriers not the ATC community.

Is it that Captain who has been stuck on the ground for two hours? The third time he calls you about his wheels-up time does he end with a comment like "OK".

I sure am glad the system is working well today."?

And if you talk to the Full-Performance Level controller he/she will leave you wondering again, just who IS served by this system?

The obvious conclusion is that the traffic management in the FAA is the problem. Dissolve their power and throw the rascals out!! WRONG!!! The people I work with at ATCSCC and the TMUs are among the most intelligent, enthusiastic, and dedicated professionals I have ever met in my life. They are not the problem. The problem is the old paradigm does not work anymore. That paradigm is:

Traffic Management is an independent function administered solely by the FAA.

This should be shifted to something like:

Traffic Management is a complex and interdependent process which must accommodate the missions of both the ATC community and the Carriers who serve the public.

A concept such as this implies a partnership of shared input, decision making, and dynamic exchange of information. The shift is in fact already underway and the implications for the Dispatcher are profound.

Some examples of change are in the acquisition of the ASD, the Track Advisory Program at Oakland ARTCC TMU, and a new attitude of cooperation from the ATCSCC. Each of these developments holds opportunities for ourselves and our carriers if we approach them in the right spirit of cooperation. That cooperative spirit does not mean allowing, for example, the blatant disregard of FARs in route selection during convective activity. Dispatchers, Air Traffic Controllers, and Pilots all have imperatives which at critical times must be respected by the others. The challenge is to know each otherwell enough to recognize those critical times and help each other succeed. Our actions are not only critical for maintaining safety within the system, but also to insure that traffic management successfully expands in concept to meet the needs of the carriers we serve.

Let's get to know the ATC community better than we ever have before, ADF will make sure they have every opportunity to better understand the community of Dispatchers.

Ex S

ATC Partners

The Houston Air Route Traffic Control Center is hosting a user conference on August

26 and 27. They have extended an invitation to ADF to have representatives attend. The theme of this conference is "Progress and Partnership". Mike Nadon and Loraine Sandusky will attend this meeting on behalf of ADF.



THE ICEMAN COMETH, or, "The End of the Airline Ice Age"

By Mark Monse/ Southwest Airlines

It's probably difficult to imagine for some, especially at the very beginning of the summer sizzling season, but the subject of icing and winter operations is in the news, and regulatory change is likely in the wind.

After the tragic USAir accident of March 22nd at LGA, in which an F284000 crashed on takeoff, killing 27, icing became a leading suspect. On April 16th, The United States Senate Committee on Appropriations, Subcommittee on Transportation and Related Agencies held their own hearings in New York on aircraft deicing operations, with testimony from ATA, and also Mr. Anthony J. Broderick, the FAA's Associate Administrator for Regulation and Certification.

Mr. Broderick testified that, "Although the NTSB is not expected to issue a probable cause finding for this accident for some time, we are proceeding in the FAA on the assumption that this tragedy was caused by icing, and taking every step we can to prevent a recurrence of a similar accident in the future. You can be certain those steps will be taken before next winter." These steps will be taken on or before October 1, 1992.

Mr. Broderick went on to announce that the FAA would host an International Conference on Deicing in Reston, Virginia, on May 28th and 29th. He continued: "We will, at this conference, review all of the information available. We will cover aircraft design and performance, deicing fluid characteristics, airport and environmental issues, deicing procedures and techniques, location and use of different types of deicing equipment, education and training, and dispatch and air traffic control procedures during snowstorms. I expect that the conclusions reached by the participants in this conference will be invaluable in guiding FAA's modification of winter operations procedures."

Modifications? In addition to mentioning better coordination with ATC to minimize delays and subsequent ground exposure of deiced aircraft to frozen precipitation, the use of remote deicing sites, and the increased use of Type-II deicing fluids, Mr. Broderick also mentioned the subject of "holdover times". He testified that "With due regard to the differences in wing design, anti-icing equipment installed on the aircraft, deicing fluids used, weather conditions and other identifiable factors, we plan to establish limits beyond which pilots will be forbidden to takeoff without returning for another deicing. In other words, time limits like those provided in the (Fokker) "Wingtips" publication for the F28 will be more than merely advisory, they would be mandated-never to be exceeded."

"My intent is to reduce a substantial amount of complex, technical data into its simplest terms to prescribe standards for pilots to follow, roughly similar to what we have today in the weight and balance area for aircraft operations." As a result of this very interesting testimony, there were several dispatchers in attendance at the Reston conference; Mike Nadon (Continental) representing ADF, Tim Antolovic (American) representing TWU 542, Brad Rassmusen (World) representing TWU 540, and myself, representing Southwest Airlines Dispatch. The FAA had expected 350 at this conference, but over 800 attended.

At a group session the morning of May 28th, the conference participants heard remarks from Dave Harrington (Manager, Air Transportation Division, Flight Standards Service, FAA), Tony Broderick, Barry L. Harris (Acting FAA Administrator), and Andrew H. Card, Jr. (U.S. Secretary of Transportation). After some other speakers from government and industry, the group reconvened after lunch and divided into 5 working groups. They were: Group1, Aircraft Design Considerations; Group2 Ground Deicing and Anticing Systems; Group3 Air Traffic Control and Sequencing; Group4, Deicing Personnel, Procedures, and Training; and Group5, Ice Detection and Recognition and Crew Training. ADF members participated in Groups 3 and 5.

A main point that came out of Group3 was that ATC wanted no part in determining an aircraft's Suitability for flight based on a hard holdover time, and that the determination was to be strictly up to the carrier. Also discussed were exempting aircraft from ground delay



programs so as to get them airborne without delay, but it was decided to only exempt ESP-type delays, and not national programs that had ground stops or EDCT times. Such exempted flights would take their delays en route, and/or at the destination terminal area, and ADF pointed out that ATC and airport authorities needed to better communicate with the dispatch community so that any affected flight is properly fueled.

There was also a debate involving the priority of airborne flights over those endeavoring to depart a snowy airport, and despite the consensus for trying to "balance" arrivals and departures, it's entirely likely that this winter's airborne holds will be longer than we've been accustomed to, especially when the first storms of the season hit each facility.

Group5 dealt with pilot issues, and it was a pretty lively group. The pilots said, in essence, that since joint pilot-dispatcher authority worked so well, they wanted a similarly FAA-licensed person at the runway end for icing inspections, if requested by the PIC. Nobody, save the FAA, thought hard holdover times were a viable option, except for one FAA tech person, who mentioned that anyone who thought a hard time could account for all the variables was "dreaming". The Society of Automotive Engineers (SAE) are continuing work of Type1 and Type-II holdover data, so the jury's still out on that one.

Travel forward in time with us to June 22nd, when the NTSB hearings on USAir 405 began at the LGA Ramada. Among those to testify during the three and a half days of hearings were Charles Hall from FAA's ATCSCC ("Flow Control") and Paul Malobisky, Manager of USAir's dispatch office at PIT. Mr. Malobisky represented the operational control function in a very professional and credible manner, and discussed FAR's and USAir's ACARS system. When questioned by the NTSB panel on whether he thought the dispatchers could monitor flight status, and compliance with a hard holdover time (if mandated), he answered that while it might have some ramifications with respect to workload and communications, it could be done, and that USAir would do whatever it took, and they'd adapt.

What does this portend for the dispatchers this coming icing season? It's still a little early to tell conclusively,

as the FAA is scheduled to announce their preliminary plans during the first week of July. ADF is monitoring the situation, and based upon the forthcoming FAA changes, along with further research into the USAir and Dryden accidents, we hope to assist the NTSB and FAA in making things safer for all the traveling public. Look for updated details in the next ADF newsletter.

Officers

CAFETL

ADF

Officers' Meeting

In June the Officers of ADF gathered in Dallas. At this meeting it was decided to postpone the Symposium we had tentatively

planned for the October meeting this year in Washington D.C.. The symposium will be scheduled for Fall 1993.

Our regular quarterly meeting scheduled for Washington in October will still be held. It will be hosted by World Airways and be held near IAD.

The officers discussed our involvement in the DRM (Dispatch Resource Management) Working Group with the FAA and the importance of our continued involvement in this process. They also affirmed the importance of our involvement in the 135 community.

It was decided to have our NTSB Go Team members do a retrospective analysis of selected 135 incidents and accidents with an eye on submitting results and conclusions to the appropriate authorities. This project was given a high priority because the 135 carriers are becoming a large part of the airline industry.

The ADF will review the NTSB hearings on the U.S. Air accident at LaGuardia and we are planning to submit a position paper to the NTSB on our conclusions.

The Newsletter and communications were discussed and some steps were decided on to help in this area. Mike Nadon is working with Compuserve to develop withintheir Aviation Forum section an area devoted to ADF. (This is your organization. If you have thoughts on how we can communicate better, let us know. ed.).





DRM Dispatch Resource Management by Joe Bertapelli

The ADF DRM Industry Task Force has received recognition by the FAA Air Carrier Training Working Group for Dispatch Resource Management. Our effort is now called Air Carrier Working Group on DRM to which ADF along with TWU, ALPA, APA (Allied Pilots Association) and ATA are also participants. The goal of this working group is to write an advisory circular on resource management for dispatchers which compliments 8400.10, proposed CRM A/C 120–51A and A/C 120–48 F/A documents.

The Air Carrier Working Group felt Dispatch Resource Management is a natural progression of these other documents, and decided to accept our request for recognition.

Once again ADF has the opportunity to influence the future of the Dispatch Profession.

ARAC

What?? The Aviation Rulemaking Advisory
Committee. Something else going on in Washington.
Part of this committee is a working group called the
Fuel Requirements Working Group. The ADF has had
two members working in this group, Brad Rasmussen
(World) and Norm Joseph (Delta). The purpose of this
group is to write a draft Advisory Circular on
International Fuel Requirements with additional focus
on Pilot and Dispatcher communication.

The three major areas of this working group are: Roles and Responsibilities of Pilot and Dispatcher, Minimum and Emergency fuel definitions, and Missed Approach accountability and fuel management.

Norm and Brad will continue to update us on developments from this group.

AWOS Working Group Formed

A new ADF working group has been formed to study recent advances in aviation weather systems and their impact and use for dispatch. The primary areas to be addressed are AWOS/ASOS, Forecast sources and usage, and Terminal Doppler Radar.

The initial group consists of John Weaver Chairman (Continental Express), Rick Demaio (UAL Meteorology), and Giles Okeefe (Northwest Airlines). The groups first tasks are to report on the current state of AWOS and it's actual impact on air carrier operations, and to study the feasibility of making Terminal Doppler Radar available to air carrier dispatch offices. Any members interested in participating in this working group should contact ADF headquarters.



International ADF?

Well not quite. On September 13 & 14, 1992 Cranfield University in England is sponsoring a CRM workshop in London. This workshop will gather representatives from all the EEC countries' airlines and aviation authorities to discuss Crew Resource Management. EUFALDA was also invited to attend this conference. The EUFALDA delegation is comprised of Jim Einsweiler from Cargolux, Mike McLeod from Air Canada, and Jack O'Sullivan from ADF. So ADF will be able to help with this important effort. We will get a report from Jack when he returns.



We would like to acknowledge and thank Southwest Airlines for the three page article in their company newsletter about the symposium held at the quarterly meeting hosted by them in April. (I was impressed! ed.)



Dispatch Past and Future: A Perspective

by Loraine Sandusky

Some years ago as I was researching the procedure for getting a Dispatch license, I had a discussion with a government employee who told me, "Don't even bother considering Dispatch as a career move, matter of fact, don't even bother getting the license; it's not going to be around very much longer." Recently another government employee

another government employee made a similar comment to me about the license in a passing remark...

"Captains' allies, and Corporate goldmines..."

Talking to the old-timers, we are beginning to piece together our very extensive history. With the help of Donna Corbett, Aviation Historian at the Smithsonian, we have discovered smatterings of our profession dating back as far as the late 1920's. Historical information suggests in those early days Dispatchers bore some semblance to our colleagues in Air Traffic Control, issuing "clearances" for aircraft to penetrate IFR weather conditions.

Just as our forefathers who designed the legislative, judicial, and executive branches of government as an internal checks and balances system, so, too, it seems our forefathers in Aviation were as visionary in designing a triad system of checks and balances pertaining to safety. By establishing a licensed ground based airman (Dispatcher), in a judicial capacity, who is responsible for ensuring regulations are met, our Aviation forefathers were essentially creating a cheapinsurance policy (cheap in the sense that the dispatchers numerically represent less than one-quarter of one percent of a major carriers' work force) to guarantee safety. We are in essence with license in pocket or purse, an emissary of the FAA. The FAA cannot have inspectors on hand to monitor every flight, so by licensing us they task us with that responsibility. That task includes being the Captain's ally, her eyes and ears on the ground, continually monitoring those things beyond visual range of her cockpit window or the airborne radar.

In addition to this legal responsibility, the more astute of airline managers realizes that a good Dispatcher is

worth his/her weight in gold. An experienced and dedicated Dispatcher can always find a better flight plan, a better aircraft, a better way to maximize revenue, while never compromising safety. Depending on the type of revenue, this "going the extra mile" to carry the payload can exceed the dispatchers' annual salary in just extra payload carried on one flight. FAA emissaries, Captains' allies, and Corporate goldmines... all for the price of one-quarter of one-percent of an air carriers' work force! It seems our aviation forefathers were as visionary as their counterparts who designed

the U.S. Constitution; for the ultimate test of any governmental /regulatory system is: can it survive the ravages of time, replete with technological and psychological evolution, and still

remain operationally effective?

In a flight of fancy, what doyou suppose the legislators who penned the 1926 Air Commerce Act (where we were created) would feel today if they were to walk into your Dispatch office, sit down at your workstation, and watch as you call-up flight 123 on the ASD (Aircraft Situation Display) and overlay this display with live radar summary and proceed to advise the captain that the line of thunderstorms are not moving as forecast and you would like to suggest a reroute as follows........

YOLCĂNO!

NOAA will be holding their second volcano workshop this summer. The meeting will be held in Washington D.C.. NOAA again invited our participation in this workshop. The focus of this meeting will be



communication to the aviation community during volcanic events. ADF representative at this workshop will be Stuart Etter of Alaska Airlines. If you are interested in more information contact Stuart or ADF Headquarters.





Regional Air Carriers

The Regional

Airline Association (RAA) held a regular meeting in Washington D.C. June 15 thru 17. ADF's Regional Carriers Vice President Bill Cranor was in attendance at this meeting. A portion of the meeting consisted of presentations from vendors of the latest equipment and services available to the Regional carrier community.

The FAA presented a piece on Flight Standards for Regionals. There was a look to the future of the regional carrier. There were discussions of GPWS requirements for 135 carriers, training requirements for 135 personnel, drug testing requirements, security requirements (does this sound like 121? ed.). Bill will continue to keep abreast of the Regional community for ADF.

ICAO ANNEXES

by Dave Porter



We often hear about ICAO Annex 1 and Annex 6.

Annex 1, of course, deals with Personnel Licensing and Annex 6 deals with Operation of Aircraft. We all knew that, didn't we?!

What are these Annexes to? How many are there?....

ICAO itself was formed in 1944 by representatives of 52 nations to create a framework for world civil aviation. This was done over a period of five weeks at a convention in Chicago.....hence the Chicago Convention. Over the years, ICAO has developed and adopted 18 technical Annexes to the Chicago Convention dealing with fields such as communications, meteorology, airworthiness, operations, environmental protection, and security. Today, 161 nations adhere to the Chicago Convention which is the foundation for international technical legislation in the field of civil aviation.

Without going into detail (which is a topic for future articles) the 18 Annexes to the Chicago Convention are as follows:

ANNEX 1 Personnel Licensing

ANNEX 2 Rules of the Air

ANNEX 3 Meteorological Service

ANNEX 4 Aeronautical Charts

ANNEX 5 Units of Measurement to be Used in Air Ground Operation

ANNEX 6 Operation of Aircraft

ANNEX 7 Aircraft Nationality and Registration Marks

ANNEX 8 Airworthiness of Aircraft

ANNEX 9 Facilitation

ANNEX 10 Aeronautical Telecommunications

ANNEX 11 Air Traffic Services

ANNEX 12 Search and Rescue

ANNEX 13 Aircraft Accident Investigation

ANNEX 14 Aerodromes

ANNEX 15 Aeronautical Information Services

ANNEX 16 Environmental Protection

ANNEX 17 Security

ANNEX 18 The Safe Transport of Dangerous Goods by Air

ADF Video

We have received some exciting news about the ADF Video -- you remember the one that explains what the heck it

is we do? The word is that Bill Meny of Southwest Airlines is showing it to all new hire pilots and to the Captain up grades.

NEXT MEETING

The next quarterly meeting of the ADF will be held in Chicago (near ORD) on Sunday and Monday July 26 & 27, 1992. Hotel Accommodations have been arranged at the Radisson Arlington Heights at a rate of \$45.00 a night. For reservations call 1-800-333-3333 and be sure to ask for the ADF rate. Limo Service is available from ORD (maybe \$10.00 charge we are still working on transportation arrangements).







Member of IFALDA

MINUTES

The 15th meeting of The Airline Dispatchers Federation (ADF) was held in Arlington Heights, Illinois, on July 26 and 27, 1992. ADF President Jim Little called the meeting to order at 0920C.

Jim began with a few announcements, in that Bill Leber was delayed in arriving from ANC, and that Bill Cranor was ill and could not attend.

Jim then began an update of various working groups. The NTSB working group has been reviewing past airline accidents for possible operational control involvement, and has (so far) found one in 1975. The data they are using goes back as far as 1972, and other resources will be used to extend the search back.

Jim also announced that the ATC working group was being brought back. The ADF video has already been sent to all of the ATC centers, as well as ATCSCC (formerly CFCF), and the group is needed to ensure continuing improvement in dealing with the ATC community and related issues. Jim also distributed a letter from Charles Hall from ATCSCC in response to ADF's position on SWAP routings, and Jim indicated that the response left something to be desired as far as ATCSCC fully understanding our position. Jim plans to be in Washington in the next couple of weeks, and will make arrangements to meet with Mr. Hall in person to discuss the issue.

Norm Joseph then gave an update on the international fuel requirements group within ARAC, and Joe Bertepelle gave a brief update on the status of the Dispatch Resource Management (DRM) Advisory Circular.

Jim Little then discussed the need for a new working group to deal with a variety of technology-related issues that are emerging. Jim appointed Roger Beatty to head this working group, and Roger gave an overview of some of the things that were coming up, such as a NASA project.

Mark Monse then gave an update on the Deicing Working Group. Along with Mike Nadon, Tim Antelovic, and Brad Rasmussen, Mark attended the International Conference on Aircraft Deicing held in May near Washington, DC: The goal of this conference was to solicit information and discussion from industry and government participants, for FAA's use in enacting regulatory changes prior

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to the next icing season. Following the NTSB Hearings on US405 at LaGuardia held in late June, which Mark also attended and videotaped, the FAA came out with a Notice of Proposed Rulemaking (NPRM) regarding FAR 121.629, and proposed changes. The NPRM comment period is over, and the new 121.629 is anticipated soon. This ADF working group is also preparing a submission for the NTSB regarding the USAir 405 investigation.

Mike Nadon then gave a brief update on the NWS AWOS and ASOS programs, and some of the potential effects for our operations.

Jim Little then discussed the PR working group. The newsletter needs articles, and other working group leaders need to send information updates and articles to Darryl Oberg for publication. Roger Beatty mentioned that NASA and Seagull Technologies were interested in contributing, and Dave Porter also suggested the inclusion of a sanitized "Ask the FAA" column, for various operational and legal issues that arise. Rick Cremer of the FAA is available on Compuserve's AVSIG forum, and he has agreed to participate as our source for answers. Any ADF member who wishes to pose a question should first direct them to Mark Monse via ADF HQ in Euless, where they will be "sanitized" before being posed to FAA.

The morning portion of the business meeting then concluded, and individual working groups were convened.

At 1500C, Jim reconvened the general meeting and introduced a guest speaker, Mr. Vince Volpe, from Chicago ARTCC TMU.

Mr. Volpe spoke at length regarding ZAU's efforts in improving traffic flow through their airspace. ZAU has been pushing the ATCSCC and ATA to conduct more special telcons during thunderstorm sessions, and he sees these as being very helpful. Mr. Volpe also mentioned that he saw the need for a regional flow control facility that encompassed 4-5 ARTCC areas as an intermediate step above the individual ARTCC's, and below that of ATCSCC. A discussion of SWAP routes ensued, and he mentioned that each of their city-pairs has at least 2-3 SWAP routes, and after dispatchers from two different air carriers mentioned that they had no access to that information, Mr. Volpe indicated that he'd get it to them. Mr. Volpe continued, and stated that the new position at ZAU was towards improved situation management, and more direct and frequent communications with airline users, including the dispatch offices. Although ATCSCC is apparently concerned with infringement, Volpe indicated that ZAU is proceeding with the installation of a dedicated nationwide phone circuit for ZAU information. This resource should be available by spring 1993.

Mr. Volpe further stated that TMU and Dispatch go hand-in-hand, and that ATCSCC has had meetings on giving diversions a higher priority, as well as having too many diversions to a specific



airport, and he sees dispatcher input as essential. A question arose as to whether ATC would then begin determining alternates for us, and the response was no, but that better information regarding delays at the alternate was needed. Also, although adding a flight remark "DIVERSION" may help get your flight back in the air, it's still best to handle it via telephone contact with TMU or ATCSCC.

Another quest arose regarding the priority of deiced flights awaiting departure during winter operations, and Mr. Volpe indicated that the policy is, and will continue to be that any aircraft deiced and ready to depart will be released immediately by ATC. He foresaw only minimal additional airborne holding related to deicing operations this winter.

Mr. Volpe is being promoted from TMU to a new planning position effective August 31st, and Jim Little congratulated him on this and thanked him for addressing the group.

After a break, Jim Little then introduced Roger Beatty, who discussed the need for a new technical survey, which would be going out shortly.

The next order of business was approval of the minutes from the April ADF meeting in Dallas. Motion by Dave Porter/Yogi Bear, and passed on a voice vote.

The next order of business was an update on IFALDA activities by Dave Porter. Jim Little first mentioned that IFALDA had amended their dues to \$10 per member, and that ADF would pay these for non-regional carriers.

Dave Porter first briefed everyone on the IFALDA AGM held in Atlanta in May. There were over 90 delegates present, plus guests, and the coming changes in Europe were hot topics, and JAA has signed off on a common dispatcher license. A Boeing representative an excellent presentation on volcanic ash, and a video version will soon be available from Boeing. The 1993 meeting site for the IFALDA AGM is tentatively set for Port-of-Spain for May of 1993. Dave also indicated that EUFALDA is scheduled to meet in Warsaw, Poland, on October 20-22, 1992. The event will cost \$160 per person. Polish national television will be covering the event, and the ADF video will be shown. Dave is unable to secure transatlantic passes, but probably can secure FRA-WAW-FRA for those can get to Frankfurt.

Dave and Bill Leber have been in contact with some of the Brazilian dispatchers, who are interested in the latest information on technology and centralized dispatch offices, and the weather training manual. According to Dave, Sandy Sandziuk is in the process of arranging for a printer, and the manual should be available soon.



Jim Little then gave an update on ADF's press release concerning our position on HR5451/SB2321, concerning the violation and appeal process, and the FAA as the final authority versus the NTSB.

Jim also mentioned that ADF has received a follow-up invitation to attend another NOAA volcanic ash seminar, and Stu Etter from Alaska Airlines will attend again as ADF's representative.

Jim also mentioned that Bill Cranor, ADF-VP Regional Airlines, had a meeting scheduled with the President of the Regional Airlines Association (RAA), but was forced to cancel it due to his illness. The meeting will be rescheduled, and he'll update us at the October meeting.

There was a brief discussion regarding the September CRM Conference to be held in England, but information received subsequent to the business meeting indicated that the Conference has been canceled due to a lack of response.

Jack O'Sullivan gave an update on membership, and we're down over last year due in part to the shutdowns of Pan Am, Eastern, and Midway. Any members that have not yet paid their 1992 dues should please do so at their earliest convenience.

Loraine Sandusky gave a report on the retirement party in SFO for Bill Molesworth of the FAA FSDO there. Bill has long been a champion of Part 121 positive operational control, and ADF presented him an engrave plaque in appreciation of his efforts. Bill has offered his expertise to our organization in the future.

Barry Braender mentioned that the latest ETA for the video of the April ADF meeting in Dallas is September 1st.

Jim Little then gave an update on the October ADF meeting in Washington, D.C. Due to the anticipated unavailability of key political personnel due to the November elections, it was decided to delay the Symposium (to be held at the Smithsonian Air and Space Museum) until October of 1993. There will still be a Washington meeting for October of this year, but it will be a regular business meeting only. The tentative dates are October 4th and 5th, with the hotel arrangements tentatively planned for the Comfort Inn in Ballston (an easy Metro ride from DCA). Please consult the October meeting agenda enclosed with these minutes for final information.

Also discussed were the 1993 meeting schedule. The three 1993 meetings are tentatively set as: February 93, America West in Phoenix (Federal Express in Memphis as a back-up); June 93, Continental in Houston, and October 93, ADF, in Washington, D.C.

Loraine Sandusky then discussed the newsletter, and re-emphasized that all working group and committee leaders need to provide regular updates and progress reports. There was a discussion



regarding commercial advertising in the newsletter, and as there was no consensus, Mike Nadon/Roger Beatty made a motion to have the communications committee meet and discuss it, and report on it at the next meeting. Motion passed on a voice vote.

Roger Beatty and Joe Bertepelle gave an update on the Ohio State and University of Nebraska research projects. Preliminary data indicated that pilots and dispatchers had some radically-opposed thought processes, and other conclusions will result once the 500-page document is pared down in time for an August 18th NASA meeting in San Jose, California. Other research projects in cooperative decision making are in the works.

Joe also gave an update on the Dispatch Resource Management (DRM) advisory circular. The AC is out of the ARAC, and is now being evaluated. The next ARAC meeting is scheduled for August, and should be voted upon then. Jim Little thanked Joe, and Roger, for all the hard work they've done on their respective projects.

Jim Little gave an update on the workload research project. A one-day "snapshot" will be taken on September 1st at AA/DL/UA, and the results presented at the October meeting. Jim Little thanked Mark Spence for his time in the R and D for the software used.

Motion to adjourn for the day my Mark Monse/Dave Porter, and passed on a voice vote. Meeting adjourned at 1830C.

Jim Little opened the meeting on July 27th at 0845C, with a few announcements. The annual meeting of the Airline Operational Control Society (AOCS) is scheduled for Calgary, on September 25th-27th. Contact Ms. Lori Howard at 403-238-3425 or via YYCOWCP. The theme of their presentation is incident/investigation/regulation, with speakers to be announced.

Jim then introduced the morning's speaker, Mr. Ron Smith, Manager of Dispatch at United Airlines. Mr. Smith has held this position since 1988, and has since 1964 worked in a variety of positions including weather clerk, flight movement estimator, and flight dispatcher, and he was also project manager on UA's Operational Control Center.

As elsewhere, flight dispatch is changing rapidly at UA, and they are looking at making improvements in their office, specifically towards integrating various computer systems onto one platform, so the dispatcher can get everything s/he needs from a single computer terminal, with new capabilities, such as flight plan recalculations from a point-in-space. He felt that training was an area for improvement, and was attempting to secure and additional training position, and he sees new areas of attention including problem-solving and decision-making. He stated that it cannot be ignored that new technologies require new training. The continuing decline in three-pilot aircraft means that fewer crews are taking full



advantage of us as a resource, and PIC contact is more important now than ever.

Mr. Smith continued that the entire Dispatcher's job is also more demanding than ever, and that professionalism is important, and that ADF is an important part of that. Proficiency is important, and each individual must take an active role in maintaining it. During Q and A, Mr. Smith indicated that he favored dispatchers being checked for competency as pilots are, and that he was working to implement that.

Another question that arose was on how United is handling the mass of data that the newer generations of computer systems is capable of delivering, i.e. how does the dispatcher wade through it and make efficient use of their time? He replied that UA is having some success in this area, and the only problem they seem to be having is in keeping the NOTAMS fresh, and that they're continuing efforts to improve them. Their met department has developed a system to plot turbulence, and it's very helpful, so he sees the same type of effort being directed at the NOTAM issue.

After additional Q and A, Jim and the group thanked Mr. Smith for addressing the group, and a coffee break began.

After the break, Bill Leber arrived, and gave an update on legislative activities, including the House/Senate bill mentioned earlier.

Mike Nadon gave an update on a related deicing issue, and discussed the NPRM proposal to change FAR 121.629. It was felt that there several loopholes in the existing language, and proposed changes were submitted by ADF to correct them. All Part 121 dispatchers can expect some new deicing training prior to this winter.

Mike also mentioned that 8400.10 section 6 was (and has been) at the government print shop, and it should be issued by September 1st. Mike also requested that any ADF member that has a problem related to any AWOS or ASOS site, please write Mike with the particulars and send it to him c/o ADF HQ. ADF, in cooperation with the FAA's Myron Clark, is building a database on such problems, that will hopefully lead to a better product.

Bill also mentioned that once the new 8400.10 section 6 is widely available to the POI community, expect to see more frequent and more meaningful inspections. The POI's will not be on "ticket hunts" but rather, will be gathering information, so cooperate with them.

Bill advised he's learned that Transport Canada has requested a full set of US FAR's to study for use in licensing Canadian dispatchers.



Jim Little mentioned a suggestion regarding the SWAP route problem discussed earlier, in that a dispatcher should consider filing a NASA ASRS report on SWAP-related issues. Roger Beatty brought up the subject of an ADF position on airline-employed ATC coordinators, as ATCSCC and other facilities seem reluctant to speak with the dispatcher actually working a flight once it's airborne. This will be researched, and the results offered at a future meeting.

After a break, Jim Little introduced John McCarthy from the National Center for Atmospheric Research (NCAR) at Boulder, Colorado. Dr. McCarthy gave a highly informative presentation on some of the emerging radar and other weather-related technologies, and invited ADF to participate in researching dispatch applications.

The first 45 Terminal Doppler Weather Radar units (TDWR) are scheduled to all be operational by the end of 1994.

After lunch, Jim Little opened the floor up to nominations for ADF officers, to be elected at the October meeting. As discussed and agreed to at the April meeting, some terms of office will be for one year, and others the normal two years, so as to allow organizational continuity in future years.

For President, a one-year term:
Bill Leber, nominated by Tom Lynch/Mike Nadon

For Vice-President, a one-year term:
Jack O'Sullivan, nominated by John Plowman/Norm Joseph.

For Financial Secretary, a one-year term:
Loraine Sandusky, nominated by John Plowman/Fred Thunhorst.
Jack O'Sullivan, nominated by Darryl Oberg/no second, declined.

For Vice-President, a two-year term:
W.F. "Yogi" Bear, nominated by John Plowman/Rich Bower.
Loraine Sandusky, nominated my Mike Nadon, no second, declined.
Fred Thunhorst, nominated by Janet Fink/Mike Nadon.

For Executive Vice-President, a two-year term:
Mike Nadon, nominated by Darryl Oberg/Janet Fink.

For Recording Secretary, a two-year term:
Mark Monse, nominated by Mike Nadon/Janet Fink.

For Vice-President/Regional Carriers, a two-year term:
Bill Cranor, nominated by Tom Talbot/Mike Nadon.

All the terms commence on January 1st, 1993, and terminate on December 31st, 1993 (for the one-year positions) or December 31st,



1994 (for the two-year positions).

Brad Rasmussen gave an update on the ARAC Wet Leasing Group, and he advised that this group is essentially in limbo due to participation problems with other members.

Norm Joesph gave an update on the ARAC Fuel Requirements Group, and he advised that the Group had made progress, and had "minimum fuel" and other nomenclature finalized. Their last meeting had been in June, and the AC draft had commenced at that time. A draft will be available for evaluation around September 1st.

With no further business to transact, a motion to adjourn was made by Tom Lynch/Dave Porter, and it passed on a voice vote. The meeting adjourned at 1300C.





In the photograph on the left, future ADF President Bill Cranor, of Kiwi Airlines chats with American Airlines dispatcher Robyin Fauerbach at an ADF event in the early 1990's. In the photo on the right, Jack O'Sullivan from American and Barry Braender from Delta discuss the profession at the same event with an unidentified colleague.







AIRLINE DISPATCHERS FEDERATION

1201 Airport Fwy., Suite 386 Euless TX. 76040-4171

September 1992

Volume 2 Number 3

ADF Needs You

The convergence of recent events have led to the need for the ADF to undertake a new project. A project whose scope will equal anything we have attempted so far. There is now a need to once again justify the role of operational control in safe and efficient air carrier operations.

In order to accomplish this justification we must research the current state of the industry. The research will focus on the operations specifications of 121, 129, and 135 operators. The operations specifications detail, among other things, how an air carrier maintains operational control over their flight operations.

Another part of this study will be to research all available air carrier accident reports and determine if there is a correlation between the way they say they will operate and their safety record, based on pertinent FARs.

What do we need from you? Simply your time and talent. We need writers and researchers. People who are willing to spend time over the next 3 to 6 months reading and analyzing operations specifications, accident reports, and FARs. People who are willing to take the raw results of this research and collate the information into an organized framework. Then we need people that can take the final results and put it in writing. This will be a very interesting endeavor. We will have the opportunity to learn a great deal about the industry in which we work from a perspective seldom seen.

If you are at all interested let your delegate know, call or drop a note to ADF headquarters. We must get this show on the road so think about it. You could be making a greater contribution to your profession than you ever thought possible.

next Meeting

Our next quarterly meeting (last time I can say that) will be held on October 4 and 5, 1992 in Washington D.C.. There will also be an officer's meeting the evening of the 3rd. Hotel



accommodations have been arranged at the Comfort Inn - Ballston in Arlington Virginia. The phone for reservations is 703-247-3399. Ask for the ADF rate of \$52.00 when making reservations. Call as early as possible as hotel rooms are at a premium in Washington.

For those who wish to arrive early and want something to do, there is a Night Tour of Washington that leaves the Hotel at about 6:45 in the evening. If you wish to take advantage of this please contact ADF headquarters know by September 25. This is so the arrangements can be firmed up with the bus company. The cost of the tour is \$20.00. We need your intentions by the 25th of Sept., however the tickets for the tour can be purchased at the hotel.

Transport to the hotel can be by cab (about \$12.00 from DCA) or you can take the subway from either DCA or IAD. For instructions and directions contact your Delegate or call Headquarters.



Elections Are Coming

Elections for ADF Officers will be held at the October Quarterly Meeting. To provide a more cohesive leadership in the organization it was decided at the April meeting to stagger the Officer's terms starting with the elections this year. For this reason some of the positions being elected this year will be only one year terms, rather than the normal two years. All terms will start on January 1, 1993.

The following nominations were made at the July meeting:

President (1 year term)

Bill Leber (Northwest)

Vice - President (1 year term)

Jack O'Sullivan (American)

Financial Secretary (1 year term)

Loraine Sandusky (Continental)
Jack O'Sullivan (American)

Vice - President (2 year term)

W.F. "Yogi" Bear (United) Fred Thunhorst (Delta)

Executive Vice - President (2 year term)

Mike Nadon (Continental)

Recording Secretary (2 year term)

Mark Monse (Southwest)

Vice - President Regional Carriers (2 year term)

Bill Cranor (Kiwi Int'l)

The one year terms will be up December 31, 1993, and the two year terms will expire December 31, 1994. The results of the elections will be published in the next issue of ADF News, after the October Meeting.

DISPATCHERS DIGEST

Dave Porter

Lets talk about responsibility. I mean real responsibility! When you are exercising the authority granted to you by your Aircraft Dispatcher Airman's Certificate, to whom are you responsible? To your boss?.. your company?.. the FAA?.. to yourself?

The answer is all of the above! You are certainly responsible to your employer since that's the source of your paycheck. You have a responsibility to yourself since you have invested a lot of your life into acquiring and maintaining your license.

Dispatchers have learned over the years that the first consideration must be to exercise the privileges of the Airman's Certificate in such a manner as to be consistent with the dictates of the Federal Air Regulations. These regulations have proven over the years to offer the highest levels of safety and must always be followed.

Under the FAR's, neither the company nor government meteorologist, the maintenance coordinator, or the company marketing manager can make your decisions for you. You, the Dispatcher, should make use of all of these sources and other resources in making decisions but in the final analysis, it is you and the captain that are held jointly responsible under the FAR's for all operational decisions.

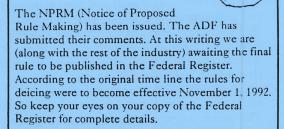
It is possible that a company policy, in the interests of making an operation seem more efficient, could be written in such a manner as to compromise the FAR's. As we have learned, the FAA and NTSB will not accept this as an excuse for violating the FAR's and company policy will not protect you from certificate action.

You owe it to yourself and to your employer to point out, in writing, policies that appear to compromise FAR's.



THE IGEMAN COMETH

Follow-up



Missed One!

Within the last couple of months there was a bill in both the U.S. House and Senate in which all Dispatchers should have taken interest. In brief this bill changed the order of due process in civil penalties against licensed airmen. Until this time if any civil action was taken against a licensed airman the appeal process dictated that the F.A.A. would hear that appeal. Keep in mind that this is the entity who brought the action to begin with.

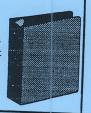
This bill changed that for mechanics and pilots. Their appeal will now be heard by the N.T.S.B.. We, the ADF, tried to also include Dispatchers in this bill, however we were to late. We missed this opportunity because we don't have the resources to be there when things like this are proposed. Our position on this bill



is that the Aircraft Dispatcher, as a licensed airman, should have the same rights in due process as do the pilot and mechanic when it comes to possible civil actions.

8400.10 STILL?

The latest report on the final version of the initial printing of 8400.10 is that it is holding (at the printers? intersection) with an indefinite EFC. However we have been assured of an eventual arrival. Stay tuned.



New Technology

At the July meeting of the ADF it was announced that we were creating yet another working group. There is a definite need in our industry to look at and keep



abreast of the new technologies which are coming on the scene almost every day. The ADF has created the New Technologies Working Group to accomplish this. This group will also serve as liaison between researchers and ADF when we are asked to provide resources. This group will be out there looking at both Current Tech and Future Tech as it relates to the Aircraft Dispatcher. This working group is being headed up by Roger Beatty and if you are interested in this area let him know through ADF headquarters.

Currently this group is involved in a study that is looking into the information flow between the three sides of the safety triad, the pilot, the air traffic controller, and the dispatcher. They are looking at this flow from a technology point of view ie. information sharing through data link, satcom, etc.. We will be patiently waiting for glimpses of the future from you Roger.



Dispatch Resource Management

The DRM Working group reports their work is just about complete. The next meeting is slated for November. At that meeting the final draft of the Advisory Circular is going up for approval. This would mean the final Advisory Circular creating Dispatch Resource Management should be out the first part of 1993. I am sure it will be a big hit at the local Dispatch book store, so you better reserve your copy now!!!!.

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Flight Operations and Air Traffic Management Integration (FTMI)

Project Description and Status

FTMI is an FAA R&D project that is directed at integrating the air traffic management and control processes (ATM) with the operation of air transport fleets. This will be done by identifying and integrating the functions of:

- (a) the integrated cockpit including advanced flight management systems (FMS) capabilities;
- (b) the flight operations control and dispatch (aeronautical operations control AOC); and
- (c) ATM automation.

Integration will be by use of digital data link supplemented by voice communications. The emphasis of this project is integration of existing diverse functions to gain overall synergism.

The FTMI project is directed at three different airspace systems: oceanic, domestic enroute, and extended terminal area. Each of these environments have their own FAA R&D projects underway (e.g., DOTS/ODAPS, AERA Services, and TATCA). In addition there are several other projects such as ADS, Data Link, Integrated Weather Services, etc. that have to be factored in. The near term focus will be on oceanic airspace applications.

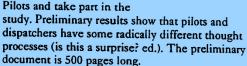
The FTMI project is aimed at integrating the functionality and information of the FMS, AOC, and ATM computers. For example, the FMS, AOC and ATM computers will use the same common wind field in computing when step climbs should occur or when descent from cruise should begin. The process ofinitiating a step climb will require negotiations that can be done by the ATM and FMS computers via data link rather than the controller and pilot. The humans remain in the

loop but as managers that choose or over ride the options created by negotiation between computers.

The FTMI project is in an early developmental stage, with the project goals and purpose defined and early systems engineering underway. Much of the current work involves coordination with the many implementers and future users of such a system, including several organizations within FAA Headquarters, avionics and airframe manufacturers, airlines, and others. Operational scenarios and a project plan have been produced. The current activity focuses on developing a part task simulation of the FMSAOCATM system and on conducting experiments with this simulation. As this simulation is developed and used, we anticipate the need for participation by interested dispatchers, pilots and controllers.

Decisions ... Decisions

Remember the Ohio State Project? In this project ADF member Dispatchers volunteered to assist researchers in a study aimed at evaluating the decision making process. In addition to Dispatchers, the researchers also had Pilots and take part in the



The ADF is going to be involved in other cooperative decision making research projects in the future. By participating in these projects we are helping to define and design future systems that will be more "user friendly" (These projects are interesting and can be challenging, when we get a call think about volunteering to participate, really! ed.)



A Thank You from Bill

(As you know The ADF presented Bill Molesworth a plaque on his retirement from the F.A.A.. The following letter was sent to Jim Little President of ADF, ed.)

Dear Jim.

This is to thank you for the plaque from the Airline Dispatchers Federation. I especially appreciate the inscription about dispatcher information to the pilot in command during flight-that is almost a story in itself.

Please pass my thanks to your Vice-President, Loraine Sandusky, and Mike Nadon, your Legislative Representative. I was honored by their presence and their presentation of the plaque on the occasion of my retirement.

The plaque now enjoys a prominent place on the wall in my den. I display it proudly.

Please pass my regards to all in the ADF with whom it was my privilege to be associated over the years.

Sincerely

Bill

William M. Molesworth Aviation Safety Inspector, Retired.

ARAC

The ARAC fuel requirements working group reports that their work in Washington is about complete. The resulting document outlining the rusults from this advisory working group should be published in the near future. After many months of discussions the indications are that there will be no changes to the International fuel reserve requirements. The results will deal, rather, with terminology and handling of low fuel and fuel emergencies. This should provide better understanding of these situations between ATC the pilot and the Dispatcher. Watch for the AC for the final outcome.

ADF gets invited to Ohio State International Symposium

Because of or contributions to some of the recent research into the commercial aviation field The ADF has been invited to participate in the Seventh International Symposium on Aviation Psychology hosted by Ohio State University in April, 1993. This is a good opportunity for ADF to spread the word even further as to the Dispatchers role in safety in the commercial aviation industry. There will be more on this as we develop ideas on what we will present. If you are interested in participating in this project contact Roger Beatty through ADF headquarters.

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Workload Research Project

On September 1, 1992 the ADF took a "snapshot" of the daily Dispatcher workload at several of the major carriers in the U.S.. This data will be used to analyze what F.A.R.s are being complied with in every step of release preparation, and throughout the progress of each flight under a dispatchers responsibility during a typical shift. This data will then be compiled in an attempt to define workload limitations. A rough result of this initial trial should be available for the next issue of the ADF NEWS.

IFALDA NEWS

Dave Porter

CRM Workshop-UK

I have received a letter from Rick Heybroek of the CRM Group Steering Committee. The International CRM Workshop Conference scheduled to be held in the U.K. in September has been postponed until 1993.

IFALDA, in conjunction with ADF, CALDA (The Canadian Dispatcher Association) and EUFALDA (The European Dispatcher Association) had arranged to send three delegates to this workshop.

Mr. Heybroek advised that although there was strong interest by the major carriers within the United Kingdom, the response from others in the International Aviation community did not justify continuing the organizing effort this year. He felt that the major stumbling block this year was the state of the world economy and the efforts of most organizations to cut back expenses by limiting travel expenses.

The International Workshop is now tentatively rescheduled for Sept/Oct 1993. The CRM Group will continue with the production of the book CRM- Practical Issues for the Aviation Industry,

based onthe presentations planned for the Workshop program. This is intended to be part of the briefing package for the reinstated Workshop next year.

IFALDA has been asked by the CRN Group if it, or any of its member organizations, would be interested in submitting a paper dedicated to Dispatch issues to be included as part of the publication noted above. While not making any firm committments, Mr. heybroek indicated that this could provide a firmer basis for including Dispatching in the reinstated conference programnext year.

AGM-1993

Members of the IFALDA board will travel to Port of Spain in September to work with the Dispatchers at BWIA in setting up the IFALDA 1993 AGM.

EUFALDA SEMI-ANNUAL MEETING

EUFALDA will hold their semi-annual meeting in Warsaw October 20/21. All Dispatchers are invited to attend this meeting. If interested please contact the ADF business office for details.

CRM Conference Cancelled?

Remember in the last issue there was an article about the International CRM Workshop to be held in England. We received a letter from the Cranfield Institute of Technology (the hosts) stating that "the continuing economic climate in both Europe and the USA has unfortunately made it necessary to postpone the CRM workshop". They have promised us that they will keep us informed as to the rescheduling of the workshop.

In place of the full two or three day conference they have scheduled a one day seminar. This is being held mid - September and we should have a report on that in the next issue.



VOLCANO AGAIN

The NOAA is holding another Volcano Seminar this fall. The ADF has received an invitation to attend this most important gathering. Stu Etter from Alaska Airlines will be attending on behalf of the Airline Dispatchers Federation. More on this ongoing project in future issues.



Fire and Water

by Rick DiMaio

Some Questions and answers about two recent major climatology events.

El Nino and Mt. Pinatubo are two names that come up frequently when pinning the blame for our recent spell of unusual weather. For the past year or so, the winter has been mild and the summer has, so far, been quite cool. Although some people would rather have it this way, the question still must be answered: What gives? Due to a series of global events both short and long term, the atmosphere has changed ever so slightly. In the aviation industry, we get to see these changes first hand and up front. Here is some help in understanding the world we fly through.

What is El Nino?

El Nino means "the child" in spanish. In our context, however it refers to a warm ocean current.

The atmospheric and oceanic forces that produce an "El Nino" originate in the central or eastern tropical Pacific Ocean, near South America. The main result of an "El Nino" is an increase in sea surface temperature of as much as 4 - 6 degrees C. Scientists have found these changes occur during the late fall or early winter and have located a maximum change area along the Peruvian and Chilean coasts. Fisherman in these areas, hoping for a good catch of anchovy in late December find themselves faced with low yields due to the warmer waters. Consequently their Christmas is not a bright one. They wonder then why El Nino, The Child, has let them down.

Research meteorologists studying global circulations have long believed that changes in ocean surface temperatures can have an effect on atmospheric winds. This is not difficult to understand since the earth's surface is almost 70% water. During an "El Nino", subtle changes in oceanic currents and low level winds warm the waters of the central and eastern Pacific. The lower layers of the atmosphere are, in turn, warmed creating instability and strong convection. Large areas of thunderstorms develop and maintain their areal coverage for several weeks, sometime months. The outflow from these storms tends to enhance the sub tropical jet stream which extends from the eastern Pacific across Mexico and into the southern Rockies and western Texas. This stronger jet stream helps the normally weak weather systems in this area in the winter become stronger. These systems then produce above normal snowfall over Arizona and New Mexico along with above normal rainfall over Texas and Louisiana. Consequently, the polar jet stream that normally brings upslope snow to Denver, freezing rain to Oklahoma City, and lake effect snows to Chicago, remains relatively weak and is forced to stay further north by this stronger sub tropical Jet. This was certainly the case this past winter.

The other event, Mt Pinatubo.

Mt. Pinatubo used to be a dormant volcano in the Philippines. Used to be until June 15, 1991. On that day itbecame no longer dormant in a big way. In



short, the eruption of Mt. Pinatubo on that date will probably go down in history as one of the "dirtiest" volcanic events ever, and also the largest eruption of this century (so far). During the eruption the mountain ejected 20 million tons of sulfur dioxide gas into the stratosphere, to a height of 65,000 feet. This gas, when released to the atmosphere, combines with water vapor to form droplets of sulfuric acid, which then can circle the earth for as much as several years. While the heavier particles tend to fall out rather quickly these droplets of acid stay in the atmosphere and block or scatter the incoming solar radiation, resulting in a cooling effect. Meteorologists have discovered that the greatest cooling (about 1 degree C) from this event occurred in the northern mid-latitudes an area which includes the United States. The temperatures in the Southern Hemisphere were not effected quite as much, only about 0.3 degrees C.

OK, now I have described a climatological warming event, and a climatological cooling event, and you are probably saying to yourself "Who's in charge here?" While most scientists had predicted a cold and snowy winter last year, for the most part the opposite occurred. Scientists had long expected a weak "El Nino" but it wasn't until mid-December that signs emerged that this "El Nino" would, in fact, be strong. By late December the National Weather Service issued a 30 day outlook that called for above normal temperaturesand below normal precipitation for the northern third of the country and above normal precipitation for the area from Arizona through the Gulf coast, reflecting the influence of this strong "El Nino".

To answer the question of "Who's in charge?", the experts really don't know yet. Some forecasters believe that a cooler than normal winter is on hand for this year, reflecting the influence of Mt. Pinatubo. Others retreat from such predictions until hard core evidence is on hand. Given the results of last years' influences, all I can say is.......

Stay Tuned

This Column Intentionally Blank





American Airlines Jack O'Sullivan served ADF in a variety of roles over many years. In 1992, Jack was an ADF Vice President in Bill Leber's Administration.

Over Jack's left shoulder, we see Oberg, O'Keeffe and Tuttle in conference.



An American 727-23, approaching retirement after 25 years of operations, in service with American Airlines in the early 1990's.







Member of IFALDA

MINUTES

The 16th meeting of the Airline Dispatchers Federation (ADF) was held in Ballston, Virginia on October 4th and 5th, 1992. ADF President Jim Little called the meeting to order at 0915E.

The first order of business was the approval of minutes from the previous meeting on July 26th and 27th at Chicago. Motion to accept by Bill Leber, second by Dave Porter. There were no discussions or corrections, and the motion passed on a voice vote.

Dave Porter then gave an update on the activities of IFALDA. Transport Canada is reportedly close to finalizing Canadian Dispatcher licenses, which was a recommendation by the Mohansky Commission that investigated the 1989 Air Ontario accident at Dryden.

The ILFADA AGM for 1993 will be held on May 10th and 11th in Tobago, hosted by IFALDA Caribbean. Full details will be mailed shortly.

Dave then introduced Flemming Lovenvig from SAS/EUFALDA, who gave an update on JAA and the changing situation in Europe. JAA only wants to license pilots and flight engineers at this point, although the EEC had invited EUFALDA to a meeting in Brussels re: dispatcher licensing and a common title.

Jim Little then began officer reports. Bill Leber discussed the need for an ADF mission statement, and passed out a survey form for the delegates. The mission statement should be available by the end of the year. With the advent of outgoing ADF President Jim Little, it was also discussed, and decided that the ADF offices will remain in Euless for the time being.

After a break, Jim Little made a few announcements. Stu Etter from Alaska Airlines was unable to attend, so Tom Lynch would give an update on NOAA and volcanic ash.

Officer reports continued, and Bill Leber reported on a meeting he had with Charlie Hall and Don Eddy at ATCSCC re: SWAP routes and ADF's previous correspondence with them. There has been some improvement in attitude from ATCSCC, and ADF may do future ATCSCC classes. Bill said he would continue to work with FAA and ATA to better relations between the operational control community and ATCSCC.

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Loraine Sandusky mentioned the need for dispatchers to directly utilize ATCSCC's daily telcons, irrespective of your carriers' ATC specialists participation. Loraine also spoke about a recent presentation at Houston center, and suggested ideas on future dispatcher/ATC events.

After a break, Jack O'Sullivan gave an update on the CRM Workshop that had been held in the UK. Jack said he was made to feel very welcome by the 40 participants, and the Europeans were just getting into CRM. The main speaker was Dr. John Lauber from the NTSB, and he and two of the other speakers made mention of dispatchers and their natural involvement with CRM. Several participants expressed interest in ADF's DRM efforts. Jim Little also thanked Dave Porter for IFALDA's splitting the expenses for this important meeting.

Jack O'Sullivan also spoke on ADF finances for the 1992 and 1993 years, and indicated that 1993 dues should remain the same.

Bill Leber spoke regarding the recent changes in the civil penalty appeal process, and there was a general discussion regarding the history of relevant cases. It was stressed that ADF can benefit from all the eyes and ears of its members, so if there's a safety/legal situation that's occurring, call the 1-800-OPN-CNTL line and tells us about it. Jim Little discussed a possible new position as safety officer to concentrate on these matters, but no action was taken at this meeting.

Bill Leber also spoke on ADF's 1993 efforts regarding Part 129 and Part 135 carriers, as well as Part 121 supplemental's. Vic Sotenberg will be looking at the 121 supplementals, with Bill Cranor handling the 135's. There was also discussion about past accident reports that may be of use to the above efforts, and acquisition of these reports was planned.

The group recessed at 1235E for lunch, with delegates remaining to vote on 1993 and 1993/1994 officers.

The meeting reconvened at 1345E.

Jim Little gave an update on Ohio State University's 1993 Symposium, and ADF's plans to attend and participate. Roger Beatty spoke on scenarios involving deicing operations versus airport acceptance rate, and similar thunderstorm scenarios, and welcomes input by all ADF members. Roger also gave an update on the FTMI project.

Mike Nadon gave the group an update on some of the things NCAR at Boulder was working on, and on how ADF might best have input to provide ourselves with optimum weather information.

After a break, Bill Szendry gave an update on the workload study, including a detailed task analysis based on information they had processed thus far. This project is an ongoing one, and there will be another update at the next meeting.



The interim final version of 121.629 was somewhat lacking as far as operational control was concerned, and that a conflict appeared to exist between the new 121.629 (c) versus the unchanged 121.629 (a), as well as 121.533, 121.535, and others. It was suggested that Mark write the FAA General Council for a legal interpretation, and this letter, plus any response, will be included with the minutes.

The FAA also had an NPRM out on a companion Advisory Circular on Ground-Deicing called 121-XX, and several ADF members had already submitted comments.

Jim Little then introduced Mr. Bill Molesworth, who had just recently retired after a long and distinguished career as an FAA inspector. Bill spoke at length on a wide variety of subjects related to operational control, and was well-received by the group.

After a break, Jim Little announced that a scheduled speaker, Mr. Jim Edwards from FAA Flight Standards, would not be able to attend, and expressed his regrets. Edwards was to have spoken about, and had copies of, the new 8400.10 revision.

Jim Little then introduced Kevin Borresco from Alden Electronics, who gave an informative talk on their lightning detection systems. An ex-Frontier dispatcher, Kevin spoke of the many uses of the system, and anyone interested in trying their system out should contact him directly.

Returning to new business, there was a discussion regarding foreign air carriers operating into the United States. A motion was put forth by Darryl Oberg/Mike Bushnell that ADF adopt a resolution in support of requiring all foreign air carriers operating into the United States comply with the operational control standards as per 121 Domestic and Flag rules. The motion passed on a voice vote.

Motion by Roger Beatty/Loraine Sandusky to have the Executive Board research the precise wording of the resolution and adopt it. Motion discussed, and declined on a voice vote. Motion by Bill Leber/Mark Monse to table issue, no discussion, passed on voice vote.

Jim Little then introduced Mr. Don Bull, an ex-Pan Am dispatcher, and now with the Mitre Corporation in McLean, Virginia. Mr. Bull gave the group of what Mitre does, and a review of some of their aviation and automation projects. ADF Officers would later a get a tour of the facility.

Mike Nadon then spoke regarding the AWOS and ASOS weather reporting projects, and the problems that were being experienced with each, including the lack of appended RVR on AO2A SA's and SP's. There have been various meetings between NWS, FAA, and ATA, but so far, no one has been able to come up with a solution to the problem, which was caused by an omission in the original program specification. Some members also reported cases of inaccurate AO2A observations, and the inability to get through to ATCT personnel by



Roger Beatty then spoke on a possible project to re-write Part 65 (Certification of Airmen other than flight crew members), and ADF's efforts in this regard. As the industry is so diverse, there was some discussion on a basic dispatchers license, with additional ratings/endorsements for more complex operations such as international and ETOPS, EWINS, etc. Motion by Mike Bushnell / Loraine Sandusky for ADF to sponsor a re-write of Part 65. Discussion ensued and motioned amended by Vic Sotenberg / Dave Smith to have ADF committee evaluate whether ADF should change Part 65. After additional discussion, the original motion passed on a voice vote, and the amended motion was declined on a voice vote.

Roger Beatty and Vic Sotenberg volunteered to serve on the Part 65 re-write effort.

Norm Joseph and Brad Rasmussen gave an update on the various goings on of the ARAC committees.

Tom Lynch (for Stu Etter) gave an update on the NOAA volcanic ash meeting that had been held in Washington, and on improvements made in disseminating ash tracking information.

Under new business, Loraine Sandusky mentioned that videos of the April ADF Symposium at Dallas were still being worked on, but given that much of the audio/visual resource work was gratis, the project was behind schedule. Videos are hoped to be available in the near future.

Loraine also mentioned that she and Carla Beck had posters available that could signed by Herb Kelleher.

There was a discussion of general ADF internal publicity items, such as pocket calendars and crew cards. A motion was put forth by Vic Sotenberg/ Carla Beck that ADF produce 650 simple calendars. After discussion regarding the short timeframe involved, Sotenberg withdrew the motion. New motion by John Plowman/Roger Beatty to have Loraine research alternatives with a report at the next meeting. After discussion, this motion passed on a voice vote.

Motion to adjourn the day's meeting by Nadon/Oberg, and it passed on a voice vote. The meeting adjourned at 1700E.

The meeting of the 5th commenced at 0845E.

Mark Monse gave an update on the deicing issue, and the status of rulemaking. The original NPRM on 121.629 had a comment deadline earlier in the summer, and because of the short comment period, they had issued another NPRM with comments received thus far (and their responses), and an interim final rule for 121.629 that was to take effect on November 1, 1992. Final comments on this NPRM were now due in April of 1993.



phone for current RVR readings. No matter which level of ATC facility you contact (ATCT, approach, center, ATCSCC) current RVR data is a must, and it's the only way you have of getting it (short of relying on station personnel). If members have any problems related to AWOS or ASOS sites, please contact ADF HQ at 1-800-OPN-CNTL, as we are keeping a log of such problems. Please also consider filing a NASA ASRS report so that the NASA database (accessible by numerous aviation interests) can show a true picture of what's happening "out-on-the-line".

Regarding the previous tabled Beatty/Sandusky motion, new motion by Bill Leber/Dave Porter to untable and vote on original motion, and it passed on a voice vote.

Election results:

President: Bill Leber/ Northwest

Exexcutive-Vice President: Mike Nadon/ Continental

Vice-President: Jack O'Sullivan/ American Vice-President: W.F. "Yogi" Bear/ United

Vice-President, Regional Carriers: Bill Cranor/ Kiwi Financial Secretary: Loraine Sandusky/ Continental Recording Secretary: Mark Monse/ Southwest

Tentative 1993 ADF meeting dates and locations were announced:

February 7th and 8th, PHX, hosted by America West. June 20th and 21st, IAH, hosted by Continental/Continental Express. October 23rd, DCA, hosted by ADF. October 24th and 25th, 3rd Annual ADF Safety Symposium.

Motion to adjourn by Dave Porter/Tom Lynch, and passed on voice vote. Meeting adjourned at 1340E.





AIRLINE FEDERATION DISPATCHERS

Member of IFALDA

AGENDA

TO: **ALL ADF MEMBERS**

FROM: J.C. LITTLE/FOR W. LEBER, JR.

REF: AGENDA FOR FEBRUARY 6TH-7TH, 1993 MEETING

PHOENIX, AZ.

FEBRUARY 6TH, SATURDAY 15:00 OFFICERS MEETING, MEET IN LOBBY OF HILTON INN

FEBRUARY 7th, SUNDAY 09:00-17:00 **BUSINESS MEETING**

AT HOTEL MEETING ROOM

- * 09:00 REFRESHMENTS PROVIDED
- * 09:15 CALL TO ORDER
- * APPROVAL OF MINUTES OCT 4-5,1992 DCA
- * IFALDA REPORT
- * ADMINISTRATIVE REPORT * OFFICERS REPORTS
- * LEGISLATIVE ACTIVITY
- * LUNCH
- * SYMPOSIUM 93
- * MEDIA PRESS UPDATE
- * 15:00 ADJOURN FOR WORKING GROUPS MEETING

FEBRUARY 8th, MONDAY 08:30-17:00 **BUSINESS MEÉTING**

AT HOTEL MEETING ROOM

- * 08:30 REFRESHMENTS PROVIDED
- * 08:45 CALL TO ORDER
- * WORKING GROUP UPDATES:
 - WORKLOAD
 - ACCIDENT REPORTS (NTSB)
 - FAR PART 65 REWRITÈ
 - TECHNOLOGY
 - TRAINING
- * REGIONAL CARRIERS
- * 11:00 GUEST SPEAKER, MICHAEL CONWAY-CEO, **AMERICAN WEST AIRLINES**
- * LUNCH
- * 13:00 UNFINISHED BUSINESS
- * NEW BUSINESS
- * ADJOURN WORKING GROUPS MEETING (OPTIONAL)

HOTEL ACCOMMODATIONS: PHOENIX HILTON - RATE OF \$49.00 PER NIGHT. PLEASE CALL THE HOTEL FOR RESERVATIONS BY JANUARY 10TH, DUE TO LIMITED ROOMS. THE NUMBER IS 602-894-1600.







AIRLINE DISPATCHERS FEDERATION

1201 Airport Fwy., Suite 386 Euless TX. 76040-4171

December 1992

Volume 2 Number 4

(This is an open letter to the ADF membership from our out going President Jim Little. Jim has provided this organization with exceptional leadership and insight during our formative years. We all have a great deal to thank him for. ed.)

AN OPEN LETTER TO ADF MEMBERS

Jim Little announces Bill Leber as the next ADF President

As you know, I did not seek re-election as President of ADF for the upcoming term because of personal reasons and other obligations. However, having worked closely with Bill Leber and other officers of ADF over the last few years, I am confident that the organization will continue to grow and provide the leadership in our goals under Bill's direction. I know you will all join me in giving him our continued support.

In reflecting over the last few years, I would never have guessed that we would have made so much progress in so little time, it is a credit to all those officers, delegates, and members who have dedicated so much of their time and talent in developing our organization in it's missions and project goals.

At our last officer's meeting (December 2nd and 3rd) we set new firm deadlines for our publication of newsletters, minutes and priorities for 1993, which again will be a full agenda and require even more participation by our members as we begin new projects and continue some of our present ones.

In closing, I would like to thank you for all your support and wish you a very happy, safe Holiday season and hope to see you at our future ADF meetings. Development of our profession depends on the participation of all of us at ADF and all our IFALDA colleagues.

Sincerely.

Tim Little

ELECTION RESULTS

As was reported in the last issue of ADF NEWS we held elections at the October Meeting. The results of those elections are:

President (1 year term)

Bill Leber (Northwest)

Vice-President (1 year term)

Jack O'Sullivan (American)

Financial Secretary (1 year term)

Loraine Sandusky (Continental)

Vice-President (2 year term)

W. F. "Yogi" Bear (United)

Executive Vice-President (2 year term)

Mike Nadon (Continental)

Recording Secretary (2 year term)

Mark Monse (Southwest)

Vice-President Regional Carriers

(2 year term)

Bill Cranor (Kiwi Int'l)

The one year term end December 31, 1993 and the 2 year terms expire December 31, 1994.



BOLDNESS

Giles O'Keeffe

Well the election's over and a Republican has been elected president. We see this as good news in the long run, once certain misconceptions about the role of the aristocracy have been excised from his brain.

What? You didn't know Bill Leber was a Republican?

Yeah. And he is the president- elect of ADF

What other election?

Oh, that one. Hey, Ross ran, Ross quit, Ross ran again, Ross lost. If you recall, what I actually said six months ago was: if Ross Perot devotes 30 minutes a day to the race, he will win hands down.

I give him 100 for content, 0 for consistency. Sheesh.

I'm all tears!

So, we have some new reps in federal and local government, But the airline business continues as usual, at least for the short term. Hope you are doing well, not too worried about the future. Christmas is coming, so find a kid and make him or her happy. Make plans to attend the ADF meeting in PHX next February. We can compare snow lines (or tan lines, if you prefer).

Happy Halloween, Happy Thanksgiving, Merry Christmas, Happy New Year. So don't expect any cards from me, okay?

Were do you think ADF should go from here?

Some of the issues on the burner include the license requirement in Canada, ASOS implementation and whether or not it will include RVR, the "new" de-icing procedures mandated by 121.629, NASA studies, University of Ohio research, ASD applications, Dispatch Resource Management, history, geography, political science, a little of this, a bit of that... you know how it goes. You can keep up with most of this stuff just by reading this newsletter. You could do more than just keep up, you could actually play a part in one or more of these issues (or come up with an issue of your own), and make your permanent mark on aviation. We are also in continuing discussions with friends in Europe and points east regarding the future of aviation.... it's a small world, after all.

1993 is shaping up to be an "interesting" year... remember the ancient Chinese curse: may you live in interesting times! USAir/BA, NWA/KLM, Southwest Airlines/Dallas Fire Department... all sorts of interesting alignments are in progress. We are confident that good things will result. We are also positive that lives will be disrupted, some for better and some for worse, and we pray that you will see more benefits than drawbacks if you are involved in any of the strategic battles that will take place. The only advise available is to arm yourself for combat... information is the most valuable weapon you can possess. One piece of information you can have for free: in numbers there is strength. Fighting battles on your own can leave you bruised and drained.. ask Don Quixote... ask Ross Perot... ask Dan Quale.

What does BOLDNESS have to do with anything? Well it is part of my favorite quote from Goethe: Whatever you can do, or dream you can, begin it. Boldness has genius and power and magic in it.

On a different subject... are you filling out and sending in NASA reports when things don't go as planned or intended? Send one in and they put you on the mailing list, so you get the monthly CALLBACK newsletter. It makes for great reading, and I hope NASA forgives me for relaying one of my favorites, from the September 1992 issue. It seems a helicopter pilot with a dirty machine decided to fly through a nearby irrigation sprinkler. After the second pass at the sprinkler, the engine failed.

Seemed like a good idea at the time. The author of the story, having learned his lesson, wrote "I am pretty disappointed with my lack of judgement... I hope the government will continue its campaign to advise pilots of the importance of good judgement."

Me too.

Meanwhile, I know that dispatchers will continue to remind dispatchers of the importance of good judgement. And let me remind you of good judgement: participate! Don't be one of those sitting on the sidelines saying: which way did they go? Be one of the ones in the middle of the intersection saying: go this way! Write to ADF headquarters, tell us what you want to be part of... tell us what you want to be in charge of! There is an unlimited amount of work to go around. Don't let Leber have all the fun!

See Ya.

ailes O'Keeffe



Next Meeting

The next meeting of The Airline Dispatchers Federation is scheduled for February 7 and 8, 1993 in Phoenix. Hotel MEMO accommodations have been arranged at the Airport Hilton (right near the airport). The rate is \$49.00 per night (This rate is also available for additional nights either side of the meeting dates). You must call the Hotel direct at (602) 894-1600 and request the ADF rate. There are a limited number of rooms set aside at this rate and the reservations must be made by January 10, 1992. What a great break from winter!!

Getting involved in ADF How to do it.

Bill Leber

ADF will succeed in 1993 only if we increase the involvement of our members. Many plates are indeed full. Perhaps you have been considering the idea of making a real commitment in time and energy but are not sure how to go about it. If so then this is the article for you. If not read on anyway maybe it will change your mind.

There are basically three paths that lead to involvement. The first, and the most common to date is the general membership meetings. You can attend, participate, get a real flavor for the organization, guide your delegate, voice your opinion, socialize and along the way fit yourself into one of the many and varied areas of activity in ADF. Involvement of the members is clearly the main reason for having general membership meetings.

The second and probably the easiest is to get access to a PC and join Compuserve. That will put you right smack in the middle of the ADF communications and like any organization communications is ADF's lifeblood. You'll find yourself in the middle of all kinds of information and activity. Mike Nadon is the man to see for getting involved in ADF. He is our Executive VP and has some exciting

developments in the making for all of you who have access via Compuserve. He can also answer all your technical questions regarding computers if you are not a hacker.

But maybe you cannot get to an ADF meeting in 1993 and you're not big on computers either. Can you you can still get involved? YEP! Just call the ADF office and leave a message 1–800–OPNCNTL. You can also write us. If you have had problems getting integrated in the past or something has not worked out but you are still interested, please give Mike or myself a call. We will need all the help we can get.

Bill

PS. Some of our members simply do not have the time to share with us. We understand that. But they do involve themselves and make things happen at ADF by giving hundreds of dollars in donations every year over and above the dues. We appreciate that kind of involvement too. It has a big impact on our ability to say yes to the many challenges we face.

ADF HOLDS THE LINE ON DUES

After a substantial dues increase last year the executive board recommended that we do all possible to keep the 1993 dues at present levels due to the financial stress on the industry as well as individual Dispatchers. ADF will have to tighten its belt over last year to absorb the dues increase approved by IFALDA at their AGM in May without an increase in the ADF dues. Although the IFALDA increase represents a substantial percentage of ADF's budget, the board felt that bringing IFALDA up to a proper funding level was a priority for ADF given the impact globalization is having on all aspects of our profession. We believe the dues remain structured in a way that allows membership of Dispatch professionals at all levels without being overly burdensome.

It is important to mention that ADF remains an organization which relies heavily on its own professional's donation of time, effort and dollars over and above the dues. Our continued growth and effectiveness will be dependant on these donations and we will also seek additional corporate sponsorship and grants to bolster the organization. Anyone with expertise in fundraising or writing grant proposals for not for profit organizations please contact ADF Headquarters, your delegate, or Bill Leber.



NCAR

The ADF was fortunate to be invited to send a delegation of dispatchers to the National. Climactic and Atmospheric Research (NCAR) center in Boulder CO. We were shown the latest in weather technology including NEXRAD and Doppler radar. We also some prototypes of new technology that graphically displays weather information in a myriad of ways that will benefit dispatchers, pilots, and controllers.

From the NASA Reports

by Dave Porter

(The following was extracted from the November ASRS CALLBACK)

"After takeoff, the crew noted... no transponder received on left or right by ATC and TCAS was inoperative. While passing upwards through FL240 right pack trip "off" light illuminated.. reset not possible using irregular checklist. This meant loss of pressurization capacity. At FL300 loss of second pack was indicated by the left pack trip "off" light... also not re- settable. Captain directed First Officer to use oxygen masks and initiated emergency descent. ATC cleared aircraft to FL240, then 15,000 ft, then 10,000 ft enroute back to the airport. Cabin pressurization reached 9500 ft.. cabin oxygen masks never actuated...

The flight was in sunny, dry conditions with no loss of control or engines.. Crew later discovered that a passenger in First Class used the Airfone to call 911, reaching the Highway Patrol, and reported the aircraft out of control and in danger of hitting a mountain. In fact, the aircraft was never in danger of hitting anything and, except for initial pushover of the nose and actuation of speed brakes to begin descent, operations were mostly normal.

CRM Meeting in England

Jack O'Sullivan

(The following is a brief report from Jack O'Sullivan on the CRM Workshop held in the United Kingdom during September. Jack is a Dispatcher with American and a member of the Executive Board of ADF. His attendance was jointly sponsored by IFALDA and ADF. ed.)

The CRM meeting in Cranfield England went off very well. I was the only representative of Dispatch (Flight Operations Officer) in attendance. We know the European carriers are just getting into CRM. In the U.S., as Dispatchers got involved, there was some resistance at first

but then we were accepted; the same appears to be true in Europe.

I was made to feel very welcome and tried to mingle as much as possible. I can't emphasize enough the importance of these meetings for the Flight Operations Officers in Europe. It was an abbreviated meeting with three main speakers, John Lauber (NTSB), Helen Muir (Cranfield), and Rick Haybrook (Redifusion). All the speakers mentioned Dispatch in their remarks (perhaps because I was there). They also encouraged our participation in future meetings, and I assured them we would be involved through IFALDA. I passed out about 25 copies of the Dispatch Resource Management document and the Dryden accident report from Canada. Surprisingly, the driving force behind CRM in Europe is the same as in the U.S., that is Bob Helmreich, Tom Chidester, and Clay Foushee.

Our DRM (Dispatch Resource Management) paper received a lot more attention after I mentioned that it has Helmreich's blessing. John Lauber knew about dispatch involvement in CRM, however he was not aware of how far we have progressed. Another important influence in Europe is Neil Johnston from Irish Airlines. He was very supportive of and seemed very interested in the DRM document.

I left this meeting with a relatively positive outlook and am looking forward to our continuing involvement in this process in Europe through IFALDA.

SAFETY and OPERATIONAL CONTROL

by Mike Nadon

As we told you in the last news letter the ADF is embarked on a major project that may directly influence the course of your professional lives. We are gathering information on FAR 129 and other operation specifications and accident reports. We are attempting to take a global look at aviation safety and operational control. This study is required if we are to speak with authority on the core subject of our professional existence "SAFETY and OPERATIONAL CONTROL". Several of you have already volunteered your time and the work is beginning. We need more volunteers who can do statistical analysis, technical writing, and read and correlate operations specifications and accident reports.

If you want to make an impact on the way the world works this may be your chance. Globalization is upon us and eventually global rules of operation. We can insure that these global operations are conducted at the highest level of safety. From Katmandu to Kennedy the challenge is clear for us, we need your help, see your delegate or contact ADF Headquarters, and yolunteer.



Volcano

Stu Etter

On September 22-23, 1992 a workshop on Communication of Volcanic Eruption Information was held in Washington D.C..
The focus of the workshop was to highlight the continuing effort of government agencies involved in the evaluation and dissemination of volcanic hazard information.



Speakers from NOAA, NWS, FAA, and USGS covered procedures in place in the Alaskan region to notify users of eruptions and associated hazards.

The Mt. Spur eruptions of recent past occupied center stage. The presenters pointed to reductions in the time required to detect eruptions and distribute sigmets, notams, and plume trajectory models.

The international issue was recognized as a major hurdle. Tom Casadevall, USGS, is embarking on a series of meetings around the pacific rim, in an effort to increase awareness and instill cooperation in exchanging timely information. At the Cabinet level, the U.S. and Canadian governments are negotiating a memorandum of understanding regarding ash plume tracking information exchange. The representative from Mexico also expressed progress toward a similar agreement.

The "brainstorming"/general discussion portion of the workshop pointed to several areas where improvement is needed on an international scale.

The definition of the specific role of various bodies involved in the process (ICAO, WMO, FAA, USGS, NWS, etc.).

International ATC cooperation and information exchange among various Flight Information Regions.

Standardizing international codes and message formats.

Volcanic Message content and time frames.

Improved interaction between the sources of information and the users.

Technological advances in airborne detection and message transmittal.

ADF has the opportunity to make a positive contribution to the safety effort, by identifying exactly what information is needed to make operational decisions during one of these events and what manner it should be received. We have the resources to help develop the communication method which would be acceptable to all operational control offices from the most basic to the most sophisticated. More on this in the months to come

MORE FROM THE IGEMAN

Mike Nadon

The ADF has been involved in the process that led to the change to FAR 121.629 from it's inception. The ADF is not completely satisfied with the current interim final rule that took effect November 1, 1992. The constraints of time that were placed by nature on the FAA and everyone else involved meant that it



was better to have an imperfect solution in place that would improve safety this winter than it was to wait for the perfect rule.

Around April of 1993 we can expect to see the formulation of a final rule which will, hopefully, perfect 121.629 based on input from all interested groups and experience gained under the interim rule this winter.

The ADF has continually held the position that the Captain must have the support, training, and authority to decide if the flight should delay takeoff to insure safety. We have also advanced the position that the dispatcher has the necessary information and the responsibility to assist the captain in this situation.

In the FAA comments to 121.629 and in other arenas they have opined that the dispatcher does not have access to the necessary information and/or communication to comply with the letter or intent of 121.629(a) during ground deicing. The ADF has (as have most knowledgeable participants) been distressed to find that one arm of the FAA (writing the 121.629comments) does not believe that another arm (inspection and standards) is doing it's job properly. Apparently the writer(s) of the comments feel that

(continued page 6)



GEMAN (continued from page 5)

the inspectors have not enforced 121.99 for example.

Each of us should carefully study and follow the intent and letter of their company's deicing program and the interim 121.629. There are a myriad of concerns and alternate approaches to consider as the industry considers a final rule. The ADF is looking to each of you to forward your thoughts and observations to headquarters so that we can help perfect the final 121.629 in a way that will allow us and our carriers to conduct flight operations in a safe and realistic manner.

To this end each delegate will be receiving a packet of information which will contain the NPRM (Notice of Proposed Rule Making), Advisory Circular, ADF comments filed with the FAA, and ADF's request for interpetation filed with the FAA General Counsel and the counsel's response.

In brief the ADF asked the General counsel "If an air carrier deicing program is approved under FAR 121.629(c) and it does not include the aircraft dispatcher in the training or deicing decision loop, does the dispatcher still have a responsibility under FAR parts 121.629(a), 121.533, 121.535 and others to cancel, delay or redispatch the flight...". The General Counsel's response includes the statement that "Nothing in FAR 121.629 purports to change the responsibility for the operational control of the aircraft by the pilot in command and the aircraft dispatcher". Please take the time to read these documents and express your professional opinion.

S.O.S. ... A.S.O.S.

The NWS is in the process of installing ASOS (Automated Surface Observation Station) at many of the airports that we operate to. The ASOS system specifications etc. are available at your carrier or you can get information on them from the FAA or NWS. The ADF has three major concerns about ASOS (and AWOS - Automated Weather Observation Station).

Our first concern is the accuracy of the observations these systems generate. The numerous AWOS problems with inaccurate reports that led to inaccurate forecasts. The faulty AWOS resulted in flights arriving at their destination with no alternate required by report or forecast to find the real world, actual weather was near minimums. The accuracy of the ASOS system is NOT known and must be monitored

by dispatchers around the country and problems reported to the ADF HQ. (more on that in a bit).

The second concern is that ASOS reports do not include RVR. While most dispatchers feel the decision to exclude RVR from ASOS reports was a bad one we can still operate (albeit with more difficulty) into ASOS airports with the same level of safety. The Tower or approach control has the RVR and the dispatcher can telephone to get the RVR whenever it is needed. If the Tower/Tracon doesn't answer the phone (RVR means they are busy too) then calling the ARTCC to obtain the RVR will work and if the ARTCC can't help you can always call the Central Flow folks and they can obtain the RVR for you.

A third concern is that the ASOS reports will not include braking action reports. With winter upon us this is a major problem but you can obtain the braking action reports for any airport by telephoning the tower or ARTCC or Central

During periods of wide spread snow and freezing drizzle the increase in the demands made upon the dispatcher to insure all the necessary information for safe operations is collected and given to the Captain will be much greater than before. We must all remember that ASOS is an automated observation system, not an excuse for lowering operational standards..

As part of ADF's involvement in the ASOS issues we need each of you to report all ASOS problems to ADF HQ by calling 1-800-OPNCNTL between 7PM and 7AM Central (that's right, we don't have the staff to answer during office hours so the answering machine is best). Leave us your name, phone number, and a brief description of the incident. If it involves the safety of flight please fill out a NASA form as well. You can pass this number to our pilot friends as well since we can't help the FAA and NWS correct problems if we don't have all the facts. Remember we need you to tell us what is really happening in day to day operations. Call ADF HQ at 1-800-OPNCNTL between 7PM and 7AM Central and report. All names will be removed from the report but we need the information so we can be part of the cure.





So what IS ADF doing?

Insight

Often that question is asked in discussions about our organization. To attempt to answer that ever present question the following is submitted for your information. It is simply a list of the current working groups within ADF.

Deicing: ADF involvement in the industry effort to insure that aircraft are properly deiced to improve the safety of operations.

Fuel Requirements: ADF is working with other industry groups on the ARAC (Aviation Rulemaking Advisory Committee) to review FAR fuel requirements and develop standard terminology for low fuel and emergency situations.

DRM: ARAC work on CRM (Crew Resource Management) has been extended to include dispatch and a separate Dispatch Resource Management (DRM) circular is being developed by the ARAC with ADF support.

FAR 129: ADF is studying FAR 129 operator operations specifications filed with the Administrator. The purpose of this project is to report on the state of operational control in the industry.

Accidents: The ADF is going to review previous accidents and incidents and create an ongoing study of operational control factors in accidents/incidents.

Globalization: The global aviation community is becoming more intertwined. This effort is to insure that as J global standards are developed the highest level of safety is the benchmark.

Part 65: A rewrite of FAR 65 requirements for dispatch schools to more accurately reflect the skills and knowledge required of dispatchers.

Seminars: ADF has a yearly seminar on some aspect of operational control or aviation interest. This years effort is beginning.

Workload: What is dispatch workload, how do you measure it, and what guidelines are there that can be universally applied.

ASOS/AWOS: Dispatchers concerned with AWOS, ASOS and the loss of critical information when these systems are put in place. (RVR - Runway Visual Range, RCR - Runway Condition Report, etc.)

Weather: Working with industry and academia and providing them with the viewpoint and needs of the dispatcher who is a primary user of the information.

Advanced Qualification Program: Creating an AQP for dispatch

Your Project: Henry Kaiser became rich on the principle that you should "find a need and fill it". If there is a project or issue that you think needs doing or addressing, contact ADF Headquarters and let's get started!



ADF CALENDAR OF EVENTS

1993

January 13	DCA	Officers Meeting
February 6	PHX	Officers Meeting
February 7,8	PHX	General Membership Meeting Sponsored by America West.
February 9,10	BRU	EUFALDA meeting in Brussels Belgium
March 8		ADF NEWS Deadline
April 5	DFW.	Officers Meeting
April 26 - 29	СМН	Ohio State Symposium on Aviation Psychology
May 8		ADF NEWS Update
May 9 - 12	TAB	IFALDA AGM in Tobago.
June 19	IAH	Officers Meeting
June 20,21	IAH	General Membership Meeting Sponsored by Continental Airlines/ Continental Express
		Nominations for ADF officers
July 21		ADF NEWS Deadline
August 6	MSP	Officers Meeting
August 21		ADF NEWS Update
October 8,9	,	EUFALDA meeting in MALTA
October 22	DCA	Officers Meeting
October 23	DCA	General Membership Meeting
		Election of ADF Officers
October 24,25	DCA	ADF's 3rd Annual Safety Symposium
November 14	DFW	Officers Meeting
November 25		ADF NEWS Deadline
December 25		ADF NEWS Update





Rejuvenation?

Roger Beatty

FAR part 65 proposed update.

This article is excerpted from a letter sent to FAR Part 65 dispatch schools from ADF. More on this ongoing project as it evolves, ed.

Background: In August of 1992 ADF was asked by FAA technical Standards Branch (AFS553) to comment on a draft document concerning the FAR 65 requirement of 10 hours "simulated instrument flight". It was felt by some that this requirement could be interpreted to mean that the use of full motion simulators would be needed in dispatch training.

The ADF comment to this draft document was, in part, "We find your comments on the training objective of 10 hours of 'simulated instrument flight' to be fundamentally correct. We do not feel the motor skills required for instrument flight or full motion simulation of instrument flight is appropriate for dispatcher training."

It became apparent during this review of FAR part 65 that the regulation was out of date. There were references to FAR regulations whose number had changed (FAR 103 is now "Ultralight Vehicles", NTSB 430 is now NTSB 830, etc) and several technical advances and procedural changes were not included (INS, GPS, ETOPS, EWINS, etc). Some ADF members, who also hold the status as FAA Designated Examiners, had commented that there was some discrepancy between the "Aircraft Dispatchers Practical Test Standards" guide (FAAS808110 issued 1990) and the training outline contained in FAR 65. Many examiners felt that FAR 65 was out of date with today's operating environment.

Within the ADF organization, this led to a discussion on how these discrepancies should be addressed. The simplest solution would be to document the incorrect references in FAR 65 and bring them to the attention of FAAFlight Standards.

Next in complexity, would be to ask for a rewrite of the regulation to correct obvious discrepancies, adding

reference to new technologies and operating procedures and perhaps shift the emphasis of required course hours (i.e. transfer course hours from meteorology to aircraft systems and performance), but leave the total number of hours unchanged.

The third, and most ambitious approach, would be to completely reanalyze the intent and scope of dispatcher training under FAR 65, taking into consideration today's operating environment, contemporary training philosophies and the current needs of the aviation industry. This might include such major changes as the issuance of a basic Aircraft Dispatchers certificate with additional "ratings" (and therefore training requirements) for special operations. This might allow for a reduction in total training hours for the basic certificate while allowing more extensive instruction for additional ratings.

For example, an additional rating for international operations might require a training module including instruction on Extended Twin Engine Overwater Operations (ETOPS), international weather formats (METAR and TAF), oceanic navigation and ATC requirements, and other related elements. A rating for Flight Movement Forecast (FMF) authority under an Enhanced Weather Information Service (EWINS) operation might require additional training in weather forecasting techniques no longer required for the basic Aircraft Dispatchers certificate.

ADF realizes that these concepts have far reaching implications and need further discussion and analysis. It is clear that the greatest effect of these proposed changes would be on the operators of FAR part 65, certified Aircraft Dispatcher schools. We would like to invite the operators of such schools, and other concerned individuals, to participate in further comments and discussion.

While up to date and realistic training guidelines under FAR 65 are always desirable, it is the opinion of ADF that they are especially important at this time. Several other countries are currently coming to grips with the problem of dispatcher training and certification. Transport Canada is well into the process after the Air Ontario crash in Dryden, Ontario.

We also anticipate that the European community will be seeking common licensing and training standards. With this in mind, it is important that the guidelines set forth in FAR 65 are the best available for the international aviation community to model.



1993 IFALDA AGM

by Dave Porter

The 32nd Annual General Meeting of the International Federation of Air Line Dispatchers Associations will be held at the Palm Tree Village Beach Resort on the island of Tobago May 9 thru 12, 1993. Tobago, part of the Republic of Trinidad and Tobago, lies just north of the South American continent.

The Dispatchers of IFALDA Caribbean will host the annual conference which combines two days of professional dialogue as well as social activities for both delegates and spouses. The AGM has always been an excellent opportunity for Dispatchers and Flight Operations Officers from around the globe to gather and discuss common concerns and strategies in dealing with professional matters of mutual interest.

The cost for the event including meals, accomodations, transfers, and entertainment is US\$299.00 single or US\$269.00 pp double. For further details and an invitation package contact your ADF delegate, the ADF office or BWIA Dispatcher Wayne Moorley at 809-662-9034 (home) or 809-664-5148 at the BWIA Dispatch Office. SITA address POSOWPW.

As a members of a chartered affiliate of IFALDA, all ADF members are invited to attend.

EUFALDA BI-ANNUAL MEETING IN WARSAW

by Jim Einsweiler

The European Federation of Airline Dispatchers Associations (EUFALDA), the European affiliate of the International Federation of Air Line Dispatchers' Associations (IFALDA) met in Warsaw in October for its 48th Bi-annual meeting. The meeting was hosted by the Polish Airlines Dispatchers Association (POLALDA).

The objective of the meeting included the promotion of safety in air transportation, working for a stronger civil aviation industry by sponsoring and supporting legislation that promulgates regulations for air safety, and promoting the general interests of Aircraft

Dispatchers/Flight Operations Officer profession.

At the meeting EUFALDA was represented by 52 delegates from 21 countries of the European subcontinent as well as Executive Board members and other members of IFALDA and ADF (Airline Dispatchers Federation.. the U.S. affiliate of IFALDA).

During the past year the EUFALDA board has been actively working on establishing and maintaining contacts with the EEC to enable free movement of labour within the EEC and thus set minimum training standards including recognition by the JAA of our profession.

EUFALDA has also been active on such projects as Dispatch Resource Management and is involved in several other study and project groups. We now have our own training manual syllabus which has proven to be an asset in dealing with the EEC and JAA since both groups have requested copies.

EUFALDA has expressed its concern regarding the difficulties encountered in communicating with other aviation organizations due to bureaucratic inertia and the fact that many otherwise knowledgeable groups are not even aware of the existence of our profession.

EUFALDA would like to encourage all interested persons, both within and outside of our profession, to contact us with your ideas and suggestions toward achieving this goal.

The EUFALDA Board would like to invite all ADF members to attend EUFALDA meetings. Your input would be most welcome.. we all gain by sharing. Our next meeting will be held in Brussels February 9/10. If you are interested in attending please contact the ADF office, IFALDA President Dave Porter, or me at the address below for details.

Jim Einsweiler
Secretary EUFALDA
143 rue Principale
L-5480 Wormeldange
Grand Duchy of Luxembourg
phone/fax (011) 352 76317



Follow that Cab!

Mike Nadon

In Discussions with our European counterparts (flight operations officers) they have raised a question that many of us have faced. What is dispatch, and do dispatchers call cabs? As you know the station agent waves his wands at the pilot and "dispatches" the flight, the operations personnel "dispatch" flights etc.. The Europeans suggested that if we are to be successful in making operational control by licensed dispatchers?, flight operations officers? a reality, we need a better term to identify our profession and what we do.

I'm sure that one of you has the perfect terminology to use. You just have to tell the world what it is by forwarding your suggestion for what dispatchers? should be called in the regs and annexes. Suggestions from your favorite captain will also be accepted but should be hand carried to ADF HQ since there are limits on what you can put in the US mail.

Ohio State Symposium

Roger Beatty

The Seventh International Symposium on Aviation Psychology will be held at the Marriott North Hotel in Columbus, Ohio April 25-29 1993. The session in which ADF will be participating is called "Air Carrier Operations". The papers to be presented in this session are as follows:

Role of Dispatchers in CRM Training

Dr. Tom Chidester (AAL)

Cooperative Decision making between Airline Operations Control and ATC

Mr. Roger Beatty (ADF)

Distributed Problem Solving by Pilots and Dispatchers

Dr. Judith Oransanu (NASA) Ute Fischer (NASA)

Dispatch Resource Management

Mr. J Bertapelle (AAL/ADF)

Evaluation of Computerized Tools in Enroute Flight Planning

Dr. Phil Smith (OSU) Dr. Elain McCoy (UNO)

General registration is \$135.00 for the week of the symposium. Additionally, if you wish to attend, there will be a planned banquet that will not exceed \$35.00 and some workshops that will have a \$50.00 fee.

HELPFUL HINTS - INTERNATIONAL PART 7 - DEUTCHLAND

by Dave Porter

In my travels as your IFALDA President I often encounter terms that seem confusing. As a public service to our worldwide membership I have once again gathered some useful aviation terms that are unique to Germany. So that you can better understand certain technical terms I have compiled the following glossary:

AIRCRAFTder fliegenwagen
LIGHT AIRCRAFTder kleinen fliegenwagen
B747der grosse fliegenwagen mit
sckullschplitten schreamen spitten firachakof ensmoken
smutts
PROPELLERder airfloggenfan
CONTROL COLUMNder pushenpullen werks
RUDDER PEDALSder tailschwingen werks
PILOTder pushenpullen
tailschwingen werker
STUDENT PILOTder dumbkopf lernen fliegen
INSTRUCTORder dumbkopf schtuck mit der
dumbkopf lernen fliegen
AIR TRAFFICder schweinhundt ubbenzie
CONTROLLERtaur watchen aller oder
dumbkopf fliegen
INSTRUMENT FLIGHTlissenwatchenhopen fliegen
HELICOPTERder bugschmasschen ubben
downhoppen mid airschtoppen fliegenwagen
PARACHUTISTder dumbkopf wot hoppenout
der gutten fliegenwagen das ist stillinder luft
FLIGHT PLANdas buch fur der dumbkopf
tailschwingen pushenpuller werker hopen landen richtplatz
DISPATCHERder dumbkopf wot makens der
buch fur der dumbkopf tailschwingen pushenpuller werker
und makens schur he landens in der richtplatz
METEOROLOGISTder dumbkopf wot makens der

guessen at der wetter fur der dumbkopf wot makes der buch und der dumbkopf tailschwingen pushenpuller werker



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AIRLINE DISPATCHERS FEDERATION

1201 Airport Fwy., Suite 386 Euless TX. 76040-4171

STOP PRESS

Dispatcher License Insurance

Jim Little

Over the last few months I have been working with an insurance underwriter and various insurance companies regarding the possibility of providing our members with loss of salary compensation under the present dues structure. We expect to have the negotiations finalized over the next few weeks. The insurance will provide for a defined amount of coverage for lost time due to an FAA suspension or license infraction. When all of the details are finalized it will be sent out to all Officers and Delegates for distribution.





Swapping dispatch stories, John Sorenson (Seagull), Giles O'Keeffe (NW), Carla Beck (WN), and Dale Foster, the Director of Southwest Airlines' Dispatch Office.



Seagull provided Aviation and Air Traffic Control R&D services for the FAA, NASA and commercial clients involved with the improvement for our nation's ATC systems. Seagull was an early ADF corporate sponsor. They provided financial and technical support, including web hosting, for ADF's first internet presence.



Bill Leber - President

(Northwest Airlines)

Mike Nadon Exec Vice President

(Continental Airlines)

Jack O'Sullivan

Vice President (AAL)

WF "Yogi" Bear

Vice President (UAL)

Bill Cranor

Vice President Regional Carriers (Kiwi)

Loraine Sandusky

Financial Secretary (COA)

Mark Monse

Recording Secretary (SWA)

ADF Operational Control Symposium

"After speaking with many of you, I have decided to follow the advice of the new team assigned to the Symposium and postpone it until January '94. Off-season hotel convention rates will apply. The new team assigned to Symposium planning will be Bill Cranor, Miro Lehky, Carla Beck, Janet Fink and Brad Rasmussen. Of course, it was a difficult decision to make but now that it is done, let's make the Symposium a success!" — President Bill Leber (Fall 1993 Newsletter)

ADF Directors:

Carla Beck - Director of Internal PR

Brad Rasmussen - Director of Legislative Affairs

Roger Beatty - Director, Technology and Human Factors

Darryl Oberg - Director/Editor, Newsletter

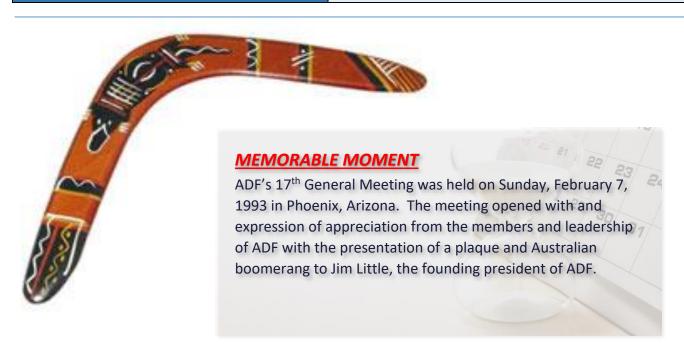
Miro Lehky - Director of Regional and Commuter Air

Carrier Regulations

Allan Rossmore - Director of Legal Affairs

Alphonso Diaz Del Castillo -Director of Accident

Prevention and Investigation





DCA Officers Meeting, January 12, 1993

Bill Leber
Mike Nadon
Bill Cranor
Yogi Bear, 5005 Lake Dawnwood Dr., McHenry, IL 60050
Jim Little
Jack O'Sullivan
Dave Porter
Mark Monse
Carla Beck

Item-1 Hotel Arrangements and Officer Meeting Attendance.. Leber will place article in next ADF News on procedures. Meetings open, Make sure to flag CIS messages to Carol on items for her attention.. If an officer can't attend, consider sending one your directors.. Cultivate your own successor..

Item-2 HQ office in DCA.. After tour tomorrow, will decide at February Officer meeting and decide to place before the membership for decision.

Item-3 Working Group and/or Delegate meetings? Mike Nadon suggests opening quarterly officer meetings to delegates. Consensus is that we need to incorporate a 1-2 hour block of time for delegate questions after the officer reports on first day of the business meeting. Also need delegate/organization nameplates of some type, Carol will make some up. Need for meeting co-ordinator, Carla drafted by acclaimation, in absentia. Carla and I will do nameplates.

Item-4 No need for special meeting of involved participants, can be handled via officer meetings.

Item-5 April 5th officer meeting at Euless.

Item-6 1994 General committments for 1994 meeting sites/hosts. Concensus is to open topic to members at February for suggestions. Canada and PIT were suggested. Mike will contact all delegates and see who is attending PHX meeting.

Item-7 Mission vision for ADF. Will hash out final version at PHX officers meeting. Bring drafts. Nadon will do vision. Leber will do mission. Sandusky will do markets/publics. Mark will do roles. O'Sillivan will do goals. Cranor will do values.

Item-8 Feb 6th 1600 local meeting at PHX on Part 65 training, Roger Beatty presiding. Officers will gather at 1530, appear, and then move onto mission vision work.

Item-9 Hotel room situation in PHX, few personnel have thus far made reservations. Carla will call PHX hotel to attempt to extend room deadline, and Mike will ask delegates who is attending when he makes his call.

Item-10 Need to keep a central file of "hard nuts" so Yogi can





NEWSLETTERS

MEETING MINUTES

PRESS RELEASES

SOUTHWESTAIRLINES

September 15, 1993 Flight Schedule

The best part about being a

Southwest Airlines Dispatcher?

I get to send out more on-time

flights than any other airline.

In 1993, Southwest Airlines recognized the dispatch profession by honoring longtime ADF member, (and one of your editors Carla Caisse) with this timetable cover from September 1993. Carla was hired by Southwest in March 1980, at a time when the airline operated less than twenty Boeing 737's.



Volunteer Spotlight

FRED THUNHORST



ver since I was young, I have always been fascinated by airplanes. I grew up in Southern California. I was a surfer back in the day. Many times, I could remember watching Aircraft leaving the California coast heading out to places I could only imagine. My Father was in the military, so I felt the need to serve. Walking into the Air Force recruiter Office in Laguna Beach I did not even get a word out and was told we do not need you son. It was the time the War had ended in Viet Nam and the military was going low key and not hiring at the time. I wanted to take flying lessons but did not have the funds, so I did the next best thing. I became a missionary and spent two years in Scotland. I really grew up there as a young man. I was working on an engineering degree after returning to the states when I got an offer to work for Pan American Airlines in Los Angeles. It was a well-paying Job and I had married, so we moved to El Segundo - just a stone's throw from LAX. I could walk to work to the Pan Am Hangar. My first Job was cleaning airplanes and driving the honey bucket. Even serviced Air Force One when the president came to California. That was my start in Aviation. Pan Am was remarkable then.

By the time I was 24, I had traveled around the world. I moved up the chain to Lead on the ramp, cleaning, then fleet service loading bags, then supervisor In the Bag room. I loved it all. Then One day I was in the operations off and after hearing A man talking to someone in 'Flight Control" in New York. I asked about who they were and Was told they made all the operational decisions for the airline real time. I walked out thinking That is what I want to do. The next year I went to interview at Pan Am headquarters and was told I needed a dispatch certificate and experience which I had neither. On my return I borrowed the money to attend the California Airline Institute in Manhattan Beach. I was at Pan Am for the National Airlines merger and several historic events, but was let go after a system wide strike by the TWU. I was hired by Western Airlines in commissary then freight. While there, I continued to study for my airman's certificate. I passed the exam and was a newly minted Aircraft dispatcher. Fortunately, I was hired by Western Airlines in their flight control and met many legendary dispatchers. Back then It was all manual mostly. Paper weather charts, NOTAM's printed out feet of data which we had to go through. The office was below satellite two at LAX. The stories I could tell. Western had no surface weather Meteorologist only upper air so legendary dispatcher Lew Rezsonya arranged for all of us to attend weather school in Minneapolis. Two years after I started, Western merged with Delta Air Lines and tripled my salary! So off I went to Atlanta, Georgia and a new life, reluctantly hanging up my surfboard.

Many things were happening in aviation, it was an exciting time of innovation. I remember the first Color weather RADAR installed in the office. We would line up to look at the image if we flew in the area or not. But we stopped all paper charts, radar summary its and slowly began Delta's move into digital aviation

products. Back then, Delta Flew to Bangkok via Taiwan and Seoul with a L-1011 that frequently had to make fuel stops. It required some intricate planning. The flight planning was done on an old monochrome Westinghouse and took close to 45 minutes to make the flight plan. I have stories about that as well! I worked the military CRAFT flights during the first Gulf War, using primitive tools by 2020 standards. Communication was key as we cleared our flights based on instructions from Air Force AWACS aircraft that circled Kuwait. There was a dedicated hot line phone on the dispatch desk to the command center, I worked all military conflicts through the years. In 1990, Jim

"I created ADF's first logo. It represented the organization for many years. The artwork was based on the ADF instrument in the cockpit: (Airline Dispatchers Federation/automatic directional finder)

Mulhall approached me about designing a logo for an upstart aviation organization that was called ADF. The artwork was based on the ADF instrument in the cockpit: (Airline Dispatchers Federation/automatic directional finder). ADF began with roots to the terrible AVIANCA accident in New York. Partially due to lack of operational control. ADF was going to bring the Dispatcher into the world of aviation and remind everyone about the historic role of the dispatcher. Most importantly, ADF demonstrated how aviation needed dispatchers more than ever. That really got my interest.

In mid-1990, I attend a small meeting with the original ADF founders in Euless Texas, outside of DFW. It was refreshing and exciting to hear talk of creating something "world changing" and hearing the possibilities that this group of dispatchers had envisioned for our profession. I wanted to be part of this.

I created ADFs first logo (the authors reproduced that original artwork on the cover of this book) that was used by the organization for many years. I ultimately became a Vice President of ADF and got involved in many projects. I attended many functions on behalf of ADF, including several FAA presentations. I spoke to many dispatchers across the country about what ADF could do to increase awareness about who dispatchers are and the vital importance of what we do for the Aviation community .

I helped with the very first ADF symposium in Washington DC where Congressman Oberstar was our highlighted Speaker.

Volunteer Spotlight

FRED THUNHORST

Dispatchers were the first air traffic controllers prior to 1938, so I became interested in the history of the profession. I developed a historic presentation for display at that symposium. I had borrowed a communication console that was a spare in our flight control office and over time collected radio transcripts which I pasted on foam board. I placed them on a wall all connected to the console at the entrance to the event. It was exciting and gave us momentum to expand.

I was there during the many revisions to the DRM (dispatch resource management) concept originally envisioned by members of ADF. ADF's recommendations were adopted by the FAA as advisory circular 135 - the beginning of DRM taught in Recurrent Classes by the nation's airlines.

During my time at ADF, I got to meet many interesting aviation legends. I once had lunch with Bob Iverson the new CEO of Kiwi airlines, an upstart by disgruntled Eastern Airlines Pilots. He was totally keen on the role of the Aircraft Dispatcher, I sat in the room when Herb Kelleher the founder of Southwest Stated "Dispatchers are the heart of the Airline"

I attended meetings with MITRE, the aviation "think tank". I remember a presentation about "the future" of aviation within which the dispatcher's role potentially was being degraded.

That was not going to fly with me. So I worked to help ADF really became more involved than ever making our dispatcher presence known.

After my tenure at ADF, I worked on various projects at Delta. I was asked by Delta Management to work a simulated in Air Hijacking. That was coordinated by the USAF and the FAA to monitor the responses of all areas of aviation and the military working together. During this scenario, only the crew was aware that this was a simulation. That was most interesting and nerve wracking when all eyes are watching you react and handle such an event.

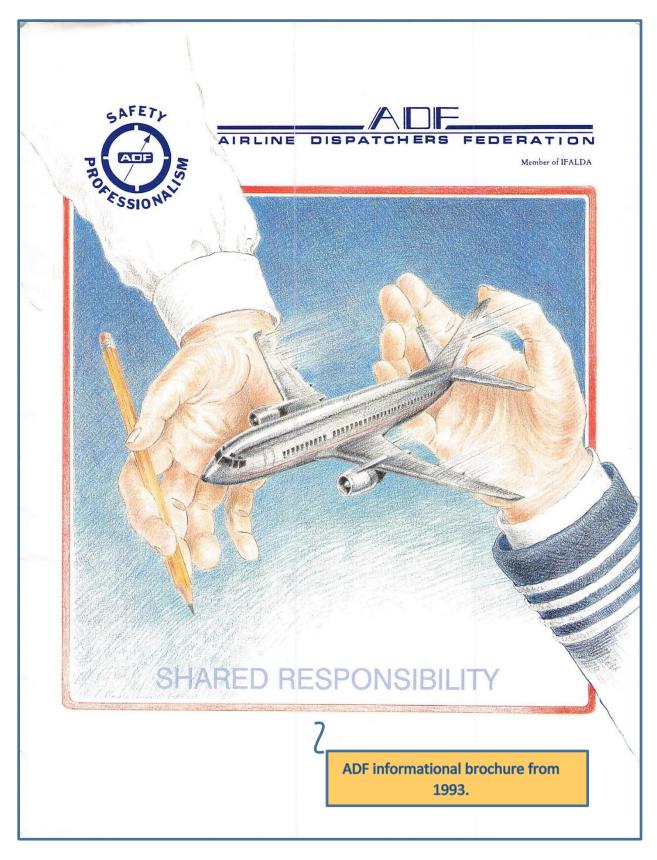
I am so proud and humbled by the many wonderful people I have worked with and made memories with. I know I was part of something great.

Below, a rare photograph of Fred standing alongside his impressive aircraft dispatcher presentation which he assembled at the entrance to the 1994 ADF Symposium in Washington, D.C.

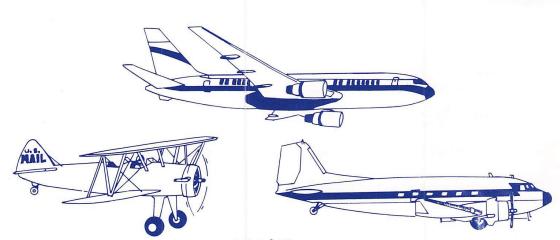
The large ADF banner (a one of a kind item) appeared at ADF events around the world for more than a decade and a half.











A Brief History. . .

The profession of the Airline Dispatcher is nearly as old as the airline industry itself. In the 1920s, airlines were created to carry airmail under contract with the U.S. government. Borrowing a term from the railroad industry, these early airlines hired dispatchers to plan and control the movement of equipment (airplanes). The early airline dispatcher's primary duty was to ensure the safe and expeditious handling of airmail through the nationwide network of air routes. Within a few years, airlines gained access to government teletype lines providing updated weather information, and dispatchers compared this information with published schedules to determine the best routing for airmail. After airlines added passenger services, the dispatcher would sometimes declare conditions too hazardous to permit passengers to make the trip. Except in the worst conditions, however, dispatchers made certain that the mail always went through.

By the early 1930's, airlines equipped their aircraft with two-way radio. Now dispatchers could consult with pilots in flight, discussing weather conditions and possible alternate landing sites. (Later, radio would also permit development of modern air traffic control.) Improved air-ground communication made the dispatcher more effective and air travel much safer.

In 1938, Congress passed the landmark Civil Aeronautics Act. In accordance with that Act, federal regulations required U.S. airlines to employ dispatchers, who were required to obtain a federal license.

To obtain a license, the airline dispatcher had first to demonstrate detailed knowledge of aviation, weather, air routes and air traffic procedures. The licensed dispatcher became, by regulation, a partner with the airline captain. Both shared legal responsibility for the safety of the airline flight.

Over the years, airlines have referred to their licensed dispatchers by various names. They have been called Flight Dispatchers, Flight Superintendents, or Flight Controllers (not to be confused with air traffic controllers). All share the same duty and responsibility: to provide ground based operational control of every flight operated by U.S. airlines, whether domestic or overseas. The dispatcher is the eyes of the airline, watching the progress of each flight from planning to touchdown. From the 1920s to the present, airline dispatchers have continued to provide an imporant link between air and ground which protects the safety of every airline passenger.

Donna M. Corbett Aviation Historian, Smithsonian Institute



The Airline Dispatchers Federation (ADF) is a professional organization chartered by the International Federation of Air Line Dispatchers Association (IFALDA). We represent a vast majority of Dispatchers from more than fifty air carriers and related aviation professionals. Our members are comprised of non-union, union and management alike, ADF is not a labor organization.

The premise behind our association is to fill a long standing need within our industry to have a truly effective organization that keeps members of our Operation Control Profession informed of the latest developments in areas of safety, industry events, regulatory affairs, FAA/NTSB legal proceedings, technological developments, and other areas of interest.

CREW RESOURCE MANAGEMENT

CRM (Crew Resource Management) is a training philosophy that develops the flight crews' working relationship to its fullest potential. This study and training in human factors has also proven important in optimizing the Dispatcher and Captain interrelationship. ADF has members working with government and industry groups that will establish future training criteria in human factors performance. ADF's work will ensure emphasis on the Dispatcher/Captain joint responsibility.

AIRCRAFT SITUATION DISPLAY

A state-of-the-art air traffic management system is about to become a long overdue hands on tool for aircraft dispatchers. Aircraft Situation Display (ASD) was developed by the FAA for air traffic controllers to use in managing national air traffic flow. ASD is REAL TIME and gives a birds eye view of all enroute radar tracked IFR (instrument flight rule) aircraft. Because of significant input by ADF and other groups, ASD will be made available to those requesting carriers by March of 1992. The impact of ASD on operational control will have profound implications for the flight dispatch profession well into the next Century.

FAA MANUAL

The ADF is assisting the FAA in creating a manual for air carrier inspectors. The purpose of the manual is to provide a more consistent interpretation of regulations and their application to air carrier operations for air carrier inspectors.

WEATHER FORECASTING

ADF is working with the FAA and the industry to codify the use of Enhanced Weather Information Systems (EWINS), which will allow the carrier's personnel to issue weather forecasts for their operation.

IFALDA

The International Federation of Air Line Dispatchers' Association (IFALDA) is officially recognized by ICAO, the United Nations International Civil Aviation Organization, as the voice of International Dispatchers and Flight Operations Officers. IFALDA's basic aim is the development and maintenance of a safe and orderly system of Air Transportation worldwide. This is done through the communication, liaison and cooperation of member associations sharing information, ideas and through joint examination of common problems.





RESEARCH AND DEVELOPMENT

Building a Data Base ...

ADF has completed a survey that has provided industry base line information on Dispatch activities.

Software ...

In addition we have created, for the first time, the software required to graphically display a Dispatchers FAR (Federal Aviation Regulation) required duties, capable of producing a comparison study of an air carrier's typical work load distribution patterns.

Ohio State University ...

ADF has provided personnel and expertise in the Ohio State study on "Design Concepts for the Development of Cooperative Problem-solving Systems". This study used flight planning problems and an especially designed work station to study both the human and computer design elements in complex problem solving.

University of Nebraska ...

One of the basic conditions of a FAR 121 Dispatch system is that the pilot and dispatcher share responsibility for certain activities. It is commonly believed that this condition tends to increase accuracy in calculation, allows for a greater number of solutions to be discovered, and produces greater conservatism in operational decision making. With the help and guidance of researchers at the University of Nebraska we plan to design and execute an experiment to study dual responsibility.

NASA ...

Problem Solving in the Airline Industy. ADF is continuing to work with Human Factors researches at NASA (National Air and Space Administration) to understand the role of the Dispatcher in the distributive problem process.



ADF VIDEO

The recent ADF video "Night Approach to JFK", is a behind the scenes view of a day in the life of "the invisible airmen" who are FAA licensed as aircraft dispatchers. Our 20 minute presentation transports you through time...a glimpse of our embryonic state 60 years ago, dispatching the U.S. Mail and a few passengers to the present. We are privy to the pre-flight planning and execution of our ADF Flight 121 by the two professionals, Dispatcher and Captain, who are jointly responsible for the safe conduct of every scheduled U.S. flight operating in domestic or international airspace worldwide.

ADF NEWSLETTER

Among the many projects and events in our busy schedule, ADF also publishes a quarterly newsletter for our membership. Designed as an in-house news source for our 1000 plus subscribers; the newsletter is also an excellent source of current information about the Dispatch profession for all Aviation related professionals and interested parties.

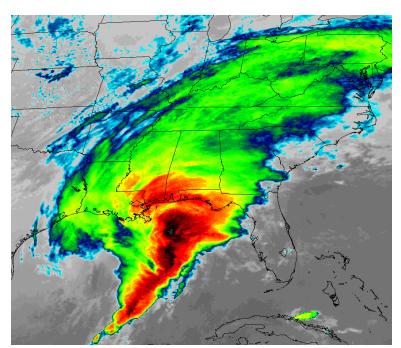
For more information on the ADF video or newsletter, call: 1-800-OPN-CNTL(676-2685)

Airline Dispatchers Federation 1201 Airport Fwy., Suite 386 Euless, Texas 76040-4171



Historic Event: Storm of the Century

March 12, 13, 14, 15 1993



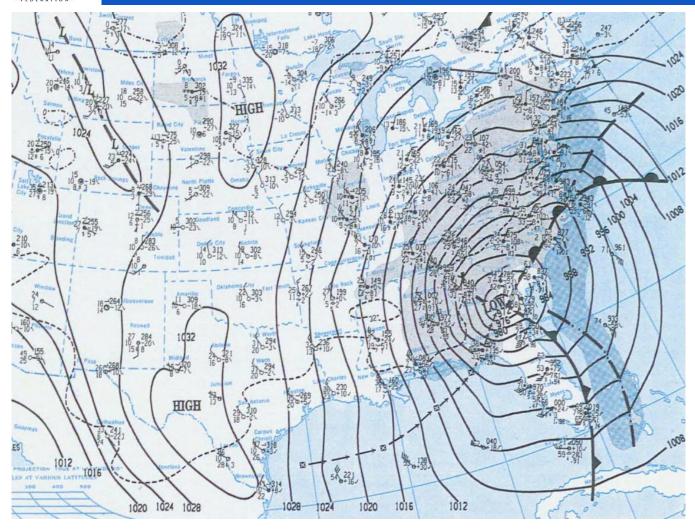
ADF dispatchers around the United States had to contend with a historic and crippling storm, the infamous 1993 "Storm of the Century" during March with its infamous impacts on the Airlines.

This legendary storm was well forecasted, with the Weather Service warning several days prior to the event that a storm of historic magnitude was in the offing. The storm system delivered three days of heavy snowfall, rough seas, blizzards, coastal flooding, tornadoes, and very cold temperatures, not to mention airport closures along most of the East Coast of the United States. On Friday, March 12, a strong complex of thunderstorms had developed in the northwestern Gulf of Mexico, and then merged with a narrow band of snow and rain that was moving in from the western United States. By that evening the two systems had intensified, aided by a sharp jet stream trough.

y assignment in 1993 was the Delta Air Lines Shuttle operation, a desk I had worked since the first day Delta took over the Shuttle from Pan Am in the 1991 route and asset acquisition. Delta was operating hourly service between BOS-LGA and DCA, as well as numerous "Extra Sections" dictated by demand at that time. It was an enjoyable and unique experience because the Flight Superintendents assigned to the Shuttle ran their "own private airline", being charged with aircraft routing and crew tracking duties, in addition to normal dispatch functions. At the time, the Delta Shuttle was flown with a dedicated fleet of fourteen 727-232's aircraft in an all-coach configuration. Intense lowpressure development had been forecast for several days prior to the actual rapid deepening of this unprecedented storm. The predictions of wind and snowfall impact made it clear that operations on the Shuttle would need to be suspended for at least 24 hours over the weekend of the storm. Coordinating with Flight Control leadership, we decided to ferry all 14 aircraft out of harm's way. Accordingly, we flew the entire Shuttle fleet out of the northeastern USA to locations near or west of the Mississippi river with a large number of aircraft flown to Memphis, Tn.

Steve Caisse – Delta Air Lines Flight Superintendent-





The system evolved into a rapidly deepening low-pressure system which began tracking across the Gulf toward Florida. Heavy snow was first reported in highland areas as far south as Alabama and northern Georgia, with Union County, Georgia reporting up to 35 inches (89 cm) of snow. Birmingham, Alabama, reported a rare 13 in (33 cm) of snow. The Florida Panhandle reported up to 4 in (10 cm) of snow, with hurricane-force wind gusts and record low barometric pressures. Between Louisiana and Cuba, the hurricane-force winds produced high storm surges across the big bend of Florida which, in combination with scattered tornadoes, killed dozens of people.

Weekend forecast: 'storm of century'

■ A massive storm set to move across the eastern U.S. made its presence felt in the bay area with reports of tornadoes.

A dangerous winter storm moves north Record cold temperatures were seen across portions of the south and east of the US in the wake of this storm. In the United States, the storm was responsible for the loss of electric power to more than 10 million households. An estimated 40 percent of the country's population experienced the effects of the storm with a total of 208 fatalities.



The storm closed major airports at New York City, Washington, Baltimore, Boston, Philadelphia, Pittsburgh and Atlanta, stopping hundreds of flights. A USAir jet skidded off the runway in Charlotte, N.C., but there were no injuries. Almost 3,000 people were stranded at just New York's major airports, Port Authority officials said.

Snow squalls wrapping around the back of the storm caused 250 flights to be canceled at Chicago's O'Hare International Airport, and a 40-car pileup near Detroit. There were no serious injuries.

Newswire Story

The late-season chill brought a jarring halt to almost a week's worth of spring-like weather in New Orleans, where temperatures approached 80 earlier in the week.

Cold rain and icy wind greeted lunchtime crowds hitting the streets of New Orleans. Later, thunderstorms and hail hit some areas. And remote areas of extreme southeast Louisiana were under a coastal flood watch.

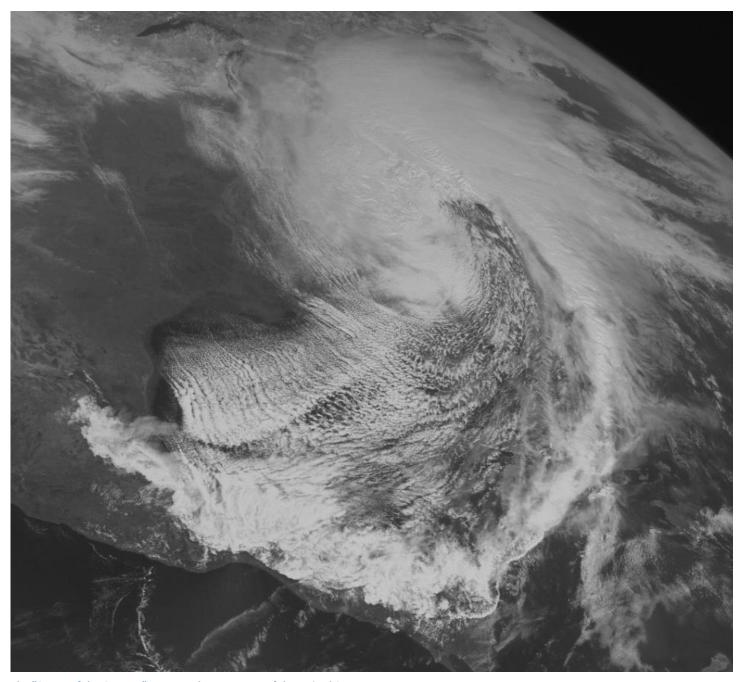
Overnight lows were expected to be between 30 and 35 south of Lake Pontchartrain. New Orleans city officials announced they would put their "freeze plan" into effect. That

MEMORABLE SNIPPETS FROM THE PHONE LINES DURING THE STORM OF THE CENTURY

- Our snow removal equipment consists of applying glycol with a mop and a bucket, it's the only deicing equipment we have!
- "Big snow coming your way, how do you stand on preparations for snow removal?" I asked. "Well, I have one shovel in my trunk, and that's it!".
- Ground transportation is at a standstill
- The hotel is totally out of food and the crew is rationing a couple cans of tuna fish that one of the flight attendants had packed.
- We just got a PIREP which shows plus/minus 50 knots on final below 2000 feet as an intense line of thunderstorms passed the airport. We are double chocking everything.
- The Station Manager and his team are on duty, but the security checkpoints are closed, none of the screeners came to work

Newspaper articles such as these described the damaging winds and tornados which raced across the Gulf Coast States and Florida



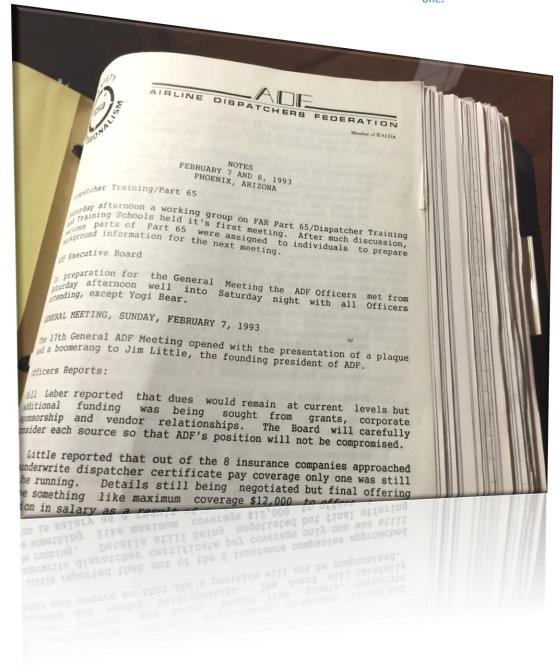


The "Storm of the Century" roars up the east coast of the United States.





Thankfully, most ADF documentation from 1993 was preserved in 3-hole notebooks and retained by Carla Caisse. Most of the newsletters appearing in this document were scanned by Carla from notebooks such as this one.





DCA Officers Meeting, January 12, 1993

Bill Leber
Mike Nadon
Bill Cranor
Yogi Bear, 5005 Lake Dawnwood Dr., McHenry, IL 60050
Jim Little
Jack O'Sullivan
Dave Porter
Mark Monse
Carla Beck

Item-1 Hotel Arrangements and Officer Meeting Attendance.. Leber will place article in next ADF News on procedures. Meetings open, Make sure to flag CIS messages to Carol on items for her attention.. If an officer can't attend, consider sending one your directors.. Cultivate your own successor..

Item-2 HQ office in DCA.. After tour tomorrow, will decide at February Officer meeting and decide to place before the membership for decision.

Item-3 Working Group and/or Delegate meetings? Mike Nadon suggests opening quarterly officer meetings to delegates. Consensus is that we need to incorporate a 1-2 hour block of time for delegate questions after the officer reports on first day of the business meeting. Also need delegate/organization nameplates of some type, Carol will make some up. Need for meeting co-ordinator, Carla drafted by acclaimation, in absentia. Carla and I will do nameplates.

Item-4 No need for special meeting of involved participants, can be handled via officer meetings.

Item-5 April 5th officer meeting at Euless.

Item-6 1994 General committments for 1994 meeting sites/hosts. Concensus is to open topic to members at February for suggestions. Canada and PIT were suggested. Mike will contact all delegates and see who is attending PHX meeting.

Item-7 Mission vision for ADF. Will hash out final version at PHX officers meeting. Bring drafts. Nadon will do vision. Leber will do mission. Sandusky will do markets/publics. Mark will do roles. O'Sillivan will do goals. Cranor will do values.

Item-8 Feb 6th 1600 local meeting at PHX on Part 65 training, Roger Beatty presiding. Officers will gather at 1530, appear, and then move onto mission vision work.

Item-9 Hotel room situation in PHX, few personnel have thus far made reservations. Carla will call PHX hotel to attempt to extend room deadline, and Mike will ask delegates who is attending when he makes his call.

Item-10 Need to keep a central file of "hard nuts" so Yogi can



target specific efforts. Submit your choices today. More later.

Item-11 Item on delegate effectiveness tabled until tomorrow.

Item-12 IAC, Mark will try to attend January 19th luncheon. All should attend their Christmas party.

Item-13 Bill Cranor will investigate Aviation Daily access via Kiwi. Mark will contact AD during this trip for possible electronic access.

Item-14 Need to review all mailing lists. Bring to next officers meeting.

Item-15 Dave Porter requests that Bill Leber give a short talk on what's going on with ADF at the IFALDA meeting in May, with handouts.

Item-16 Leber on idea to send funding letters to retired dispatchers and pilots. Not much support. Bill will direct efforts towards foundations and charities. Jim Little will have Roger Beatty contact Judith Oransunu for basic info, and we will have update at next meeting. Nadon will solicit funds from his VP at CO.

Item-17 Nadon on Part 129 ops specs work, and possible tie-in with approaching carriers on fundraising,

Item-18 Forward all ideas for fundable airline projects to Yogi.

Item-19 ASOS, Nadon has been in communication with ALPA, who already has numerous reports. Mike plans to meet with Funk in the near future.

Item-20 Discussion on workload, and need to do a newsletter article to both inform membership, and allay potential management fears over intent of the project.

Item-21 Formal written description of all projects in works, Mike Nadon will do, and disseminate to all delegates.

Item-22 ADF Officer Responsibilities.

For Yogi:

Acquire and organize information, disemminate lists of data. Keeper of the database. Mark will upgrade ADF XT for Yogi and install a new copy of MS Works. First task is to create a list of lists. First priority is a list of contacts. Discussion ensued over Yogi's proposed duties versus Carol's duties, and the positioning of the 486 PC versus the XT needing rebuild. Jack suggests that we develop a standard database entry form, and that all officers input ideas on requirements. Mike Nadon will develop. Yogi will direct available resources and give Carol assignments.



For Carla:

Accepts meeting coordinator duties.

For Bill Cranor:

Regional Carrier Issues. Working on Part 135 accident study, so we can defend against Part 129 objections. Plans to designate Tom Talbot as RAA PR liasion. Will also work with Mike Nadon on Part 135 efforts.

For Mark:

Communications, legal interpretations, NTSB liasion, Alphonse Del Gato as Director.

For Loraine:

Finance, internal PR, external PR.

For Jim Little:

For Mike Nadon:

For Bill Leber:

Item-23 Long discussion on ADF/IFALDA dues structure.

Item-24 Nadon on upcoming Part 135 hearings. Need for copy of NAS plan. EUFALDA discouraged by JAA-OC/92-7, ADF needs copy of this.

Item-25 Discussion on HQ officing scenarios with respect to ADF. Nadon/Monse Motion for ADF Board recommend to delegates at PHX meeting moving the ADF HQ address and phone number to DCA effective 4-1-93 at \$275 per month, and close the Euless office. Motion did not carry as it was out of order. Motion re-submitted by Monse/Cranor, passed 4-2. Carla suggested pro and con sheet for delegates at PHX.

Pro's

Physical segregation from TWU offices.

Presence in Washington, DC.

Professional image.

Weekday business-hou telephone answering.

24-hour voicemail access.

20-hour per month DCA meeting room/office access

2-hour per month national meeting room/office access.

Option to revert to Plan I phone/voicemail only at \$175

Con's

Euless is a known quantity Eucless meeting room unlimited.



Airline Operational Control Society

March 14, 1993 47 Woodmont Green Calgary, Alberta T2W 423

NEWSLETTER

This is to advise all concerned of the recent developments of A.O.C.S. since the last newsletter of June/92.

The Symposium planned for Sep 26/92 in Calgary was cancelled due to a lack of registration. The 1992 annual Business Meeting was held in Calgary, Alberta on Sep 26/92 and of the 18 paid up members 8 attended the Business Meeting.

A motion was made that up to 2/3 of the assets of AOCS not to exceed \$10,000.00 be made in the form of a grant to IFALDA to carry on the work of AOCS world wide. This in the event and subject to the dissolution of AOCS. An active discussion took place, motion was seconded. Motion carried unanimously by the members present. A motion was made that AOCS be dissolved in accordance with the Constitution and By-laws. A very active discussion took place, motion was seconded. Motion carried unanimously by the members present. On Oct 01/92 there were 19 paid up members eligible to vote. A referendum vote was mailed out on Oct 02/92 in accordance to the Constitution. On Jan 22/93 an Executive Meeting was held in London, England attended by Ralph Caswell, Bev May, Dave Gray and myself. The ballots from the referendum vote were counted. 18 voted in favour of dissolution 1 voted against dissolution. With this direction from the membership proceedings have begun to dissolve the Society.

Upon receipt that the Charter has been de-registered, Internal Revenue Service requirements met and all legitimate financial obligations of the Society have been satisfied a final letter will be sent to all members in good standing on Oct 01/92. This will include the disbursement of the Society's assets per the Constitution.

Dedicated members worked hard and long over the years at their expense and time to advance the profession. I believe they accomplished this goal and deserve our gratitude. All of us attending the Symposium's over the years learned a great deal that we took back to our individual carriers, net-worked which proved fruitfull to all many times over and we made lasting friendships.

As this is the last newsletter of A.O.C.S. I would like to take this opportunity on behalf of the Executive and myself to wish all of you good luck and good health.

Lori Howard Sec/Treasurer A.O.C.S.

- SAFE AND EFFIC!ENT FLYING OPERATIONS -



The last newsletter issued by the Airline Operational Control Society in March 1993. AOCS served as the professional voice of the aircraft dispatcher in North America in the decades prior to ADF's founding. However, as detailed elsewhere herein, interest in a OCS began to wane in the early 1990s with the retirement of many senior members. ADF's formation served to fill the void left when AOC S officially disbanded







Airline Dispatchers Federation

Volume 3 Number 1

Spring 1993

Happy Anniversary and THANKS

by Mike Nadon

The ADF is three years old and it is time to look back at where we have been and what we have accomplished. On the CRM (Crew Resource Management) front the ADF has been successful in getting dispatchers added to Crew Resource Management and in creating Dispatch Resource Management (DRM). This effort is the result of a major commitment of personal time and effort and in money by volunteer dispatchers. The American Airlines dispatch group provided much of the volunteer time and effort for this success.

The new Advisory Circular which will be issued on fuel requirements, minimum fuel, and fuel emergencies will include the role of dispatch due to the efforts of many with the major effort being supported by the dispatchers of Delta.

The efforts of many individual dispatchers have led to new studies of the role of joint responsibility and decision making in aviation safety. ADF members have also assisted the FAA in creating a new air carrier inspector manual that speaks more clearly to the requirements for dispatch. Many other accomplishments by members to numerous to mention have created a new awareness of our profession and it's unique contribution to the air carriers we serve.

If you have not volunteered to address the things you feel need addressing to advance our profession and improve aviation safety and the economic

than now.



It is truly impressive to see dispatchers from various carriers with their uniformly aggressive and opinionated personalities put aside partisanship and their parochial interests to advance our profession.

futures of our carriers there is no better time

The officers wish to thank all of you who have contributed what you could whether it be money, time, or talent covering a shift so your compatriot could work for the ADF. There is so much more to do and with the quality of people working for the ADF we have no doubt even more will be done this year than ever before.

ADF MISSION STATEMENT

To advance Aviation Safety and efficiency by enhancing the Professional Standards of Dispatchers and the organizations within which they exercise Operational Control

To foster a Global understanding of the nature and benefits of Positive Operational Control

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ADF NEWS is a publication of the Airline Dispatchers Federation. For information, write or call: The Airline Dispatchers Federation Metro Center 700 Thirteenth Street, NW Washington, DC 20005 Phone (202) 434-8919 FAX (202) 434-4599



ADF is Moving

As of April 1st the official address of The Airline Dispatchers Federation has changed. The new address is:

The Airline Dispatchers Federation Metro Center 700 Thirteenth Street, NW Suite 950 Washington, DC 20005

The new Phone is (202) 434-8919 The new Fax is (202) 434-4599 Commercial TELEX is 440557 HQWDC

Growing Pains

by Bill Leber

The deliberation and eventual decision to move the ADF headquarters to Washington DC has caused some growing pains. We also had a resignation at the beginning of the year and our original secretary Nancy Howland, who has done so much these past three years to get us up and running administratively, has been on maternity leave.

Along with these events is the change in officers accompanied by several very generous offers from individuals to volunteer administrative support. In times like these we absolutely must take advantage of these offerings and yet we must maintain continuity. The officers have once again reviewed administrative tasks and are in agreement that retaining Nancy's help in Dallas with membership administration is very cost effective.

The Washington DC office will help us move forward with the many items now on our agenda. Meanwhile administrative efforts will be carried out in the most cost effective manner possible. We will also be making changes to ensure timely dissemination of the minutes and other information. Please bear with us as we sort through the



changes, we must continue to expand our voice in the industry and yet find creative ways to control our costs.

AOCS Has Retired

After many years of devoted service to the Operational Control Professions, AOCS - Airline Operational Control Society has dissolved its charter. All of us in this profession are very grateful to those who unselfishly contributed to the organization. They made a very great contribution over the years. Their work along with other organizations advanced the profession to a level which allowed the creation of ADF.

Whether you were a proponent of AOCS or a critic, it is an undeniable fact that the annual symposiums were an overwhelming success and without a doubt, the cornerstone of the organization. ADF will seek to preserve this great tradition if not the name itself.

The ADF welcomes any and all AOCS members who are not already members of ADF to continue their pusuits in ADF. Now more than ever ADF must work to preserve the legacy which AOCS leaves with us.

ADF Regional Airline Work Group Activities

by Bill Cranor

The ADF Regional
Airline Issues work
group has several

projects planned or in the works. All delegates and members whether or not they are employed by a regional or commuter airline are encouraged to participate!

Here is a brief description of some of our current activities:

One goal is to investigate several Part 135 accidents from the NTSB reports to try to identify possible operational control deficencies present in FAR Part 135 for scheduled operations.

There is a need to develop leasions with other regional industry group and organizations. Example ALPA REGIONAL, RAA..ect.. We have some liasions in place but still have some positions open for volunteers.

The Reginal group will be participating in the Part 65 and DRM projects. We are participating in the drafting of the deicing and the weight and balance position papers that Mike Nadon is cordinating.. (Continued page 3)



Volunteers are needed to assist with developing subjects of interest to regional/commuter airline dispatchers/flight followers for the October ADF symposium in Washington.

Jerry Lee of USAIR Express and Rick Damaio of United will be attending a Meterology conference in Saratoga Springs, NY to participate in a panel discussion with the NWS on developing Technology and Weather Products for the next decade.

Anyone wanting to get involved or if you just have a question please feel free to contact the ADF office or Bill Cranor at (404)389-8936 (home) or by E-Mail on Compuserve 74200,735.

ON BEING A DISPATCHER

by Giles O'Keeffe

At a de-icing meeting the other day, we got around to a discussion of just what information the dispatcher needs and when they need it. The answer is, of course, the dispatcher needs the same information that the pilot in command needs, and at the same time, if not sooner.

The next question we heard was, Why?

Well that got me to thinking.

Picture yourself as the dispatcher responsible for a flight that has just had a serious accident, with dozens or hundreds of injuries and possible fatalities, massive confusion, media all over the place, and the NTSB (National Transportation Safety Board) beginning an investigation into the accident. You have to hope very sincerely that that flight received each and every most current, totally accurate, and entirely complete scrap of information regarding weather, forecasts, field conditions, de-icing procedures in use, NOTAMS (notices to airmen) weight and balance, MEL (Minimum Equipment List) items, CDL (Configuration Deviation List) items, hazardous materials, fuel and fuel distribution.... and so on. Because if there is one scrap of information that is inaccurate or not timely, the NTSB will tell the FAA to climb all over your case, since you were the dispatcher jointly responsible for the safe operation of the flight.

So, go back to the question: why do you need all this information? Well, you need it so that you can make sure the pilot in command has all the necessary information for the safe operation of the flight as delineated in FAR Part 121. You cannot determine that the pilot has all the information

necessary, unless you have all the information available.

Since you don't know which flight is going to encounter serious problems, you have to have all the information for all the flights. Since you don't know which flight is going to have problems, you have to be legal all the time. Since you don't know which flight is going need the absolute best in dispatch services, you have to provide 100% dispatch service to all your flights, all the time.

Anything less violates the responsibility of your certificate.

But, if a dispatcher has fifty or sixty flights or more, and the weather is terrible, and the airline is running four hours late, and the phones are ringing off the wall, how can you expect that poor dispatcher to keep up with all that information?

I don't.

I expect that dispatcher to refuse to accept a workload that is unmanageable. FAR Part 121 spells out dispatch duties pretty well. The FAA expects you to provide flight planning, flight monitoring, delivery of necessary information, including hazardous meteorological information, to each and every one of your pilot-in-command. The FAA will not accept the excuse that you were too busy with other flights, and you didn't have time to get updated, necessary information to the flight that had an accident.

Since you don't know which one of your flights is going to have an accident, you have to get all the information, sift through it, then get the necessary information to all your flights.

If your company doesn't provide you with sufficient dispatchers and resources to handle non- routine operations, let them know and work with them to correct the deficiency.

If you want assistance with this, call the ADF..

Just another day in Paradise!!

Egyptian firefighters had to use water hoses recently to clear birds from the runways of Cairo International Airport after the birds paralyzed air traffic for hours. Planes were forced to circle overhead during the commotion and stranded passengers gathered to watch the progress of the operation. One pilot reportedly informed ATC that he could not land because he was "outnumbered" and complained of "unfair competition" for landing priority!



adf begins review of foreign flag carriers

By Victor Sotenberg

In support of efforts towards global airline safety standards, the Airline Dispatchers Federation has begun to review of the operations specifications of several foreign air carriers operating into the United States. The goal of this review is compare dispatch procedures among foreign airlines, and to contrast them to the strict requirements of FAR 121, as flown by United States air carriers.

Foreign carriers are regulated within the US by FAR 129, and are required to describe their dispatch organization to the FAA before they can begin to fly into our country. ADF's preliminary survey of several foreign airlines found the dispatch systems described to be very disappointing.

One airline stated that their dispatch organization would be contracted to a large American air carrier. That American company has since declared bankruptcy and has ceased all operations. In applications to the FAA for operations specifications, several airlines did not provide any description of their dispatch system at all. One particular application, submitted in 1974, promised that the carrier would "...comply with the provisions of USA dispatch organization." That airline's home country has no established Dispatcher certification program, so this promise is broken from the start.

ADF with received the ops specs after filing a Freedom of Information Act request with the FAA, and we wish to thank them for their efforts. ADF is now interested in reviewing the records of other foreign air carriers. Specifically, we want to examine the application for the ops specs, and the current ops specs held at many FAA regional offices. These are public documents, and they are available to anyone upon request.

Any interested member of ADF is welcome to help us obtain and review these documents. (See below for contact information.) The first step is to contact your nearest FAA regional office and request a list of the foreign air carriers they are responsible for. Submit this list to ADF and we will select a random sampling of air carriers from that list.

ADF has created a form letter to assist anyone interested in making a Freedom of Information Act (FOIA) request for these ops specs. Once specific foreign air carriers have been chosen, you need only complete the form, mail it to your local FAA office, and give ADF progress reports on your FOIA request.

A pamphlet, courtesy of The Freedom of Information Clearinghouse, can help guide you through your request. This user's guide has been reproduced by ADF, and is available free of charge.

To receive the guide, ask questions, or to volunteer, please contact the project coordinator, Victor Sotenberg NYCOWFF, phone 718-553-4320, fax 718-656-9017, or E-mail on Compuserve 71303,3176

REALITY CHECK

by Dave Porter

OK, folks, show of hands time!!!

How many of you have valid Aircraft Dispatchers airmans certificates on your person when you sit down to send your first release of the day? I see an awful lot of hands up out there!!!

You can put your hands down if you:

- 1. Don't actually have the original on you.. just a photocopy since you want to keep the original in a safe place. (like in the glove box of your Rolls Royce or under your brother-in-laws' work shoes)
- 2. Have changed your address since your certificate was issued. Even though it's ok to have your original address on your license, you must notify OKC if you change your address. They absolutely must have your current address on file. (So they know where to send the registered letter notifying you of a certificate action...otherwise you've just handed them another nail)
- 3. If you need to replace a lost or stolen airmans certificate, it's relatively painless. Send a note to the FAA stating the your name, permanent mailing address, social security number if you have one, date and place of birth, and any available information regarding the grade, number and date of original issue, the ratings on the certificate, and a check or money order for 2 bucks payable to the Federal Aviation Administration.



(continues from page 4)

The address is:
Department of Transportation
Federal Aviation Administration
Airman Certification Branch
Post Office Box 25082
Oklahoma City, OK 73125.

4. Now, if you are in a real hurry (your Principle Operations Inspector is standing over your shoulder and you want to be able to come to work tomorrow), AFTER you have sent your letter and 2 bucks to OKC, you can send them a telegram to the same address indicating that you have applied for a replacement, and they will send you a telegram confirming that your certificate was indeed issued. The telegram may be carried as a substitute certificate for up to 60 days pending receipt of the duplicate certificate.

Buddy Doll Promoted to Delta Vice President- Operations

by Dave Porter

Walter E. (Buddy) Doll, Jr. was recently promoted to Delta Vice President-Operations. Mr. Doll, a licensed Aircraft Dispatcher and past President of PAFCA, the Delta Dispatchers' union, was promoted to his present position during a reorganization resulting from the retirement of Delta President W. Whitley Hawkins.

In addition to being responsible for the 200 Dispatchers (Flight Superintendents) and administrative staff in Delta's Flight Control department, Mr. Doll is also responsible for the Flight Operations Department which includes over 7700 Delta pilots.

In addition to recognizing Mr. Doll's contributions to the success of the company, this is also an acknowledgement of the vital role that Aircraft Dispatchers play in the operation and management of the resources of a major air carrier.

Mr. Doll, a native Californian, started his career with Delta in 1962 as a Ramp Service Agent in Tampa, Florida. After promotions to positions of increasing responsibility within the Stations department, Mr. Doll was promoted to the position of Assistant Flight Superintendent in Delta's Flight Control department in 1969. Consistent with the company's long-standing policy of promotion from within, Mr. Doll continued his advancement within the Flight Control department until attaining his present position in February, 1903.

(The following is offered to show that...... well you decide .. ED.)

SAY AGAIV!!

(Conversation between a flight from HNL to DFW and Dispatcher)

GN DIFF WITH FAMILY OF 5 PX GOING TO DFW NAME JOHNDOW PAX BRDNG IN HNL DEMANDG AND ARGUMENTATIVE WITH AGT... PX REFUSED TO GET INTO SEATS B4 PUSH BK.. HARRASSING F/A TO POINT I SNT F/O BK.. THNKG OF LNDG LAX TO DPLN THM. CHLDRN EXTRMLY UNRLY.. HV BITTEN OTHER PX AND THRWN FOOD AT PAX AND F/A.. OTHR PX HAVG TO MV TO GET AWAY FRM THEM.. EXTRMLY NASTY TO F/AS.. TRVLG ON TO IAH.. PSBLY CNSDR DFW DENY BRDG CNX FLT..

DISP)49.. ACK..PLS GET SEAT NBRS.. WL HAVE PSGR AGT MT IN DFW AND XFR TO CO

XX16... SNDS LK GOOD PLAN.. REQ DFW WX

ATCSCC ADVZY 013 SRQ/ZJX...2145Z...01/27/93

ZJX ADVISES DUE TO AN AIRCRAFT INCIDENT AT SRQ ONLY CAT I AIRCRAFT ARE BEING ACCEPTED. ZJX HAS GROUND STOPPED CAT 2/3 EXPECT UPDATE BY 2245Z

(ACARS message received by Dispatcher)

DT DDL LBB 121745 4548
) 3301 ENRDLA 0171/12 KABG/KDFW ..N908XX
/EFC 1800/ERT 1830/FOB 0107
TWO PLANES..ONE CLOUD EQUALS HOLD

(radio dialog between pilot and Dispatcher coasting in from transatlantic flight)

XX56 REQ DISPATCHER 4

XXX R SDBY

XX56/DISPATCHER/RE CONFRNTTN BTWN 2 PAX... HAD ONE PAX BITE OTHER PAX ON HIS NOSE AND THE ONE BITTEN REQ TO HV PAX THAT BIT HIM ARRESTED ON ARVL

DISP)4/ ACK.. PAX CAN PRESS CHARGES ON ARVL XX65/ WE NOT IN US AIRSPACE YET WE MAY ND TO CALL FBI

DISP)4/ OK WL HV PSGR AGT HNDL ON ARVI



ADF CALENDAR OF EVENTS

1993

Ohio State Symposium **CMH April 26-29**

on Human Factors

IFALDA AGM in Tobago. TAB May 9-12

ADF NEWS Update May 30

Article Deadline

June 19 IAH Officers Meeting

IAH **General Membership** June 20-21 Meeting - Sponsored by Continental Airlines/ **Continenetal Express**

Nominations for ADF officers

July 15 **ADF NEWS Deadline**

Article Deadline

August 6 MSP Officers Meeting

August 30 **ADF NEWS Update**

Article Deadline

October 8-9 **EUFALDA** meeting in MALTA

October 22 DCA Officers Meeting

October 23 DCA **General Membership**

Meeting Election of ADF Officers October 24-25 DCA

ADF's 3rd Annual Safety Symposium

November 14 DFW **Officers Meeting**

November 25 **ADF NEWS Deadline**

Article Deadline

e 7



AH SPRANG!

Dave Porter

Ah Spring, a time when flowers bloom, young mens (and womens) hearts turned to fancy, and the **BOOMERS** are back! It seems a good time to refresh our SD interpreting skills. Let's take the following radar report from the Athens, GA:

AHN 281353 AREA 4TRWPP/NC 5/90 146/145 227/135 C2445 A2630 MT 490 AT 315/30 MT 480 AT 190/50 A INDICATED THIS CELL AHN TROP 450 NII 134222 KL 33211 JM 355333

TRWPP/TRWPP/P TRWXXA/P TRWXX/NC

C=Cell movement A=Area movement L=Line movement

LEWP=Line echo wave pattern indicates severe TRW

FINE LN=Fine line; non precipitation echo pattern reflecting a discontinuity (front, outflow)

Area coverage stated in tenths... MT=max tops (may use a "U" to indicate that tops are uniform) direct/distance follow.

The numbers divided by diagonals define boundaries of the location of the event being described. direction from the radar/miles from the radar site.

C2445=cell movement.. 240 degrees at 45 kt

A2630=area movement.. 260 degrees at 30 kt

HOOK=hook echo.. indicates potential severe TRW

VAULT OR BWER=Bounded Weak Echo Region where echos appear light but may not be in reality because of attenuation

MALF=mostlt aloft

PALF=partly aloft

LYR=layer PPIOM=equipment inoperative

PPINE=no echos..(PPI)plane position indicator)
PPINA=observation Not Available Re

ROBEPS=Radar Operating Below Expected Performance Standards

RHINO=height data unavailable. (RHI)Range Height Indicator) means that tops information is not available

Always check elevation angle to make sure that it is around .5 for single site radar. Note that single site radar often has problems with ground clutter, anomalous propogation (AP), and attenuation.

The last line of the "SD" gives data in reference to grid blocks on a grid map published for the radar site. "NH", "KL", and "JM" are grids.. the numbers that follow are coded information describing what was reported in the "SD"

The above report was prepared with the assistance and advice of Delta's Assistant Manager Meteorology Mike Heying.

Dispatchers and ADF Gain Recognition at the Ohio State Aviation Symposium

by Roger Beatty

The ADF (Airline Dispatchers Federation) has made great progress since it sent one lone representative to the Sixth International Symposium on Aviation Psychology in the spring of 1991. At that time many of the attendees had no idea of the role of the dispatcher in commercial aviation.

Now, two years later, the ADF will participate in two sessions devoted to "Air Carrier Operations" in which many of the presentations will feature the flight dispatcher and his role in airline operational control.

Among the presentations planned will be "The Development of Dispatch Resource Management" by Joe Bertapelle (AAL), "Pilot-Dispatcher Cooperative Decision Making" by Dr. J. Oransanu (NASA- Ames), "Dispatcher Involvement in Cockpit Resource Management Training" by Dr. T. Chidester (AAL), "Airline Operational Control/ Air Traffic Control Cooperative Problem Solving" by R. Beatty (ADF), and others.

It is quite an honor and an accomplishment to be considered worthy of such time and interest by the aviation research and academic community. Much of the credit must go to those ADF members who donated their time and effort by volunteering for the two research projects that were completed in the last two years. It was these projects (and more to come) that allowed our profession to be better understood by the aviation community.



THE AIRLINE DISPATCHERS FEDERATION

ROGER BEATTY

COOPERATIVE PROBLEM SOLVING BETWEEN AIRLINE OPERATIONS CONTROL AND ATC TRAFFIC FLOW MANAGEMENT

THE SEVENTH INTERNATIONAL SYMPOSIUM ON AVIATION PSYCHOLOGY APRIL 26-29, 1993

In 1993, Roger Beatty presented on of ADF's first scholarly studies with academia involving interactions between air traffic controllers, pilots, and aircraft dispatchers





AIRLINE DISPATCHERS FEDERATION

Member of IFALDA

MINUTES

The meeting of Airline Dispatcher's Federation met at 0915C, Sunday, June 20, 1993 in Houston, TX. President Bill Leber presiding. The minutes of the previous meeting were read and approved.

Membership report - O'Sullivan - ADF currently has 700 members.

Overall Structure of ADF Organization. Membership & general dispatch information will use the Dallas phone number, all others will be referred to the D.C. office. IFALDA will join in for a 3 month trial period.

Membership Involvement - Nadon - Need volunteers to go through the Aircraft accident/incident books and begin a data base.

The positions of Director of Technology & Director of Fund Raising are open for those who are interested.

Finances - Sandusky - See ADF Financial Statement.

Regional Carriers - Cranor - Commuter membership has declined, but will continue to give regional point of view in CRM/DRM, etc.

Discussed ASOS/AWOS.

Discussed Data Blocks - Is the dispatcher responsible for runway performance data, drift down, terrain clearance, wrong burn on a flight plan? We need to decide.

Discussed Swap Routes & what constitutes a significant change in route?

Discussed the OSU Symposium.

Discussed Globalization - See position paper sent to the commission in D.C.

Discussed projects - ADF needs to re-write the "Re-Dispatch" portion of 8400.10

July 17 - ATA meeting - Al Krauter, Director of ADF Training, will attend meeting. Al will oversee Part 65 efforts.

Discussed By-law changes. Nadon motion to table compensation issue & rate of vendor dues, Cranor second.



Other changes discussed. Nadon moves to accept those changes read except above tabled issued (items 6 & 8). Cranor second, motion passes.

Discussion on compensation - Nadon moves to re-word page 8 and bring up under new business. Tom Lynch second the motion, I's have it, no oppose.

NASA - What do we think NASA should study? NASA project will begin this summer.

IFALDA - Porter - IFALDA voted to keep dues at \$10.00 and share D.C./HQ with ADF. IFALDA is creating an Issues/Action Team. Volcano team is being formed. UFALDA meeting is Oct.8-9 in Malta.

Delegate Reports - Cranor - Discussed the responsibilities of an ADF delegate.

Nominations for position of newly created Vice-President effective immediately (term expire 12-31-93). Steve Horton nominated as new Vice-president.

Nomination open for President, two Vice-President's, & Tres. Nominations will be open from now to Oct. meeting. Leber for President, nominated by Horton.

Sandusky for Tres., nominated by Nadon.

Horton for Vice-Pres, nominated by Nadon.

Thunhorst for Vice-Pres, nominated by Joseph.

Beatty for Vice-Pres, nominated by Nadon.

Rasmussen for Vice-Pres, nominated by Cranor.

Beck for Vice-Pres, nominated by O'Sullivan.

Each delegate will cast 1 vote for Pres, 2 for Vice-Pres.

New Business:

Discussed Go/No Go Team. Horton Will Supervise this.

Discussed Dispatcher Insurance.

ADF will Purchase electronic disk containing AIM/FAR/8400.10 and make available to members.

Motion to adjourn to working group meetings at 1515c.



Monday, 6-21-93 0800C ADF/IAH Business Meeting continued.

Working groups/ATC Coordination discussed.

Internal/External PR-Discussed the D.C. meeting. Dates are set for Sun. Oct. 24- Officer's Meeting Mon./Tues. Oct.25-26 Safety Symposium Wed. Oct. 27 General Business Meeting. Will be held at Holiday Inn Capitol (202) 479-4000, two blocks from the Smithsonian Institution and National Air and Space Museum. More will be forth coming.

Discussed new member packet and a vendor packet.

Aviation Weather requirements What does ADF think should be required weather? This will be a major project for 1994. A position report is coming on ASOS.

Discussed ARAC Agreement (Aviation Rule Advisory Committee).

Meeting adjourned at 1330.

In attendance:

Bill Leber NWA Dave Porter DL/PAFCA/IFALDA Michael Bushnell TWA Janet Fink DL/PAFCA/IFALDA Steve Horton DL Darryl Oberg NWA Ted Christie US Air David Benge SWA Bjorn Hartzell COA Bill Croucher EDS Fred Thunhorst DL Loraine Sandusky COA Jim King Air Canada Erica Bennett Horizon Les Parson COA Carla Beck SWA Frank Tullo COA Bill Cranor Kiwi Jack O'Sullivan AA

Norm Joseph DL/PAFCA David Sinning COA Brad Rasmussen WOA Tom Lynch Alaska Roger Beatty AA Bill Hudson DL/PAFCA Dick Murray EDS Larry Grinstead COA Mark Monse SWA Mike McLeod CALDA/Air Canada Neil Quinlan Air Canada Rick Bower Fed-X Ann Beyerstedt COA Don Osmundson COA Walker Kelly Bornemann & Assoc. Mike Nadon COA

Handouts:

Article "Airline Dispatcher-The Pilot on the Ground" June 1993 Career Pilot Magazine

"Cooperative Problem Solving Between Airline Operations Control and ATC Traffic Flow Management" From the Seventh International Symposium on Aviation Psychology.

FAA Workshop on "Old Volcanic Ash Clouds" from ATA.

ADF Position Papers on Weight & Balance & State of the Industry/Globalization



ADF BUSINESS MEETING - Rough Deaft SUN 6-20-93 0915-1515

O'Sullivan (AA)/Membership-700 members. AA should pay for both AA Eagle and AA. US Air on Board. 1994 should be much better year. Will start working on 1994 dues now. Will have dues on calendar year.

Overall structure of ADF Organization. Membership and general dispatch information will use the Dallas phone number, all other will be referred to the DC phone number. Phones and voice mail are working at the DC office. IFALDA will join in and pay \$100.00 of the monthly \$275.00. It will be on a 3 month trial basis.

Membership Involvement-Nadon (COA)— Lots of projects. We need people to go through the Blue Book (Aircraft accidents/incidents) & look for Operational Control Factors to start a data base. Goal——Looking for middle involvement from members.

We have the positions of Director of Technology & Director of Fund Raising open. Anyone interested in taking these on or assisting in these areas should contact Bill Leber (NWA).

Finances-Sandusky (COA) - 1993 With the DC/Dallas move, has been hectic. Nancy Howland (ADF secretary) has offered much expertise and we appreciate her. Nancy's services are approx. \$200.00 per month and \$100.00 petty cash for postage, etc. Several airlines pay on a quarterly bases. See ADF Financial Statement.

Regional Carriers-Cranor (Kiwi) - Collecting 135 OPS Specs. to see what FAA has Approved. Miro Leky (Kiwi) is working on 135 accident reports. Looking at the growth of 135 carriers. Some OPS Specs may need updated as airlines have become a more complicated operation. Bill Cranor (Kiwi) and Walt Coleman are planning to get together with ATA. Commuter membership has declined, but will continue to give regional point of view in CRM/DRM, etc.

Mike Nadon (COA)— Discuss requirements for aviation weather. In the G.A. crash in Tulsa. ASOS MAY be reported as the contributing factor.

Data Blocks— Is the dispatcher responsible for runway performance data, drift down & terrain clearance, wrong burn on a flight plan, etc.? Bill Hudson (DL) has this under investigation (Hawaiian Air). Should have report soon. What is the dispatcher's liability and 3rd party liability? (ex. contract dispatching) ATA—FAA doesn't have an answer. The dispatcher is jointly responsible for....what. We need to decide.



Swap Routes- What constitutes a "significant change" in route? As long as ATC is cooperating with us, we should leave this alone for now. ATC has decided to work WITH us.

OSU Symposium-The results....Joint decision making Works!

Globalization-US needs to set the standard. U.S. is 50% of the airline world market. We have to be the safest skies. ADF has a position paper that was sent to the commission in DC. We have hopes (no big dreams).

Project- ADF wants to re-write the "Re-Dispatch" portion of 8400.10. Air carrier inspectors find this very confusing. We also need to address the issue that pilots are getting their dispatch license to re-dispatch themselves.

July 17- ATA meeting. Al Krauter (NWA-ADF Director of Training) will attend training meeting. ATA did invite ADF. Al will oversee Part 65 efforts.

Feb. minutes of the meeting approved Porter (DL) moved, Nadon second.

Discussed Bi-law changes. Will need to advise vendors of any change for 1994. Nadon-motion to table compensation issue & rate of vendor dues. Cranor second.

"ADF council shall meet a minimum of 3 times a year. with no more than 130 days between such meetings."

Other changes discussed. Nadon moves to accept those changes read except above tabled issues (items 6 & 8). Cranor second, motion passes.

Oberg (NWA) motions to table pg 6, Sandusky second. Delegates voted to table.

Discussion on compensation, Nadon moves to re-word page 8 and bring up under new business. Tom Lynch (Alaska) second the motion, I's have it, no oppose. See Feb. minutes.



NASA- Now wants to study the dispatcher (the new white mice). What do we think NASA should study. We will be asked and we need suggestions. The OSU Symposium did point out a few negative points, but if we don't discover our own inadequacies as a dispatcher, we can not change or fix it. It may show we need some additional training...but it is not a bad thing. This project will begin this summer, sponsored by FAA through NASA.

IFALDA-Porter- IFALDA voted to keep dues at \$10.00 and share DC/HQ with ADF. IFALDA is creating and Issues/Action Team. Pilots are getting their dispatch license to re-dispatch themselves. We need to respond.

Volcano team is being formed. UFALDA meeting is Oct. 8-9 in Malta. Janet Fink mentioned that membership cards are available. Mike McLeod from CALDA/Air Canada—Dispatch license issue should be complete April—May 1994. Will send a response to Peter Forman's article from a pilot point of view.

Delegate Reports-Bill Cranor- A delegate should represent carrier's and ADF's ideas. The delegate should distribute newsletter, minutes etc. Fred Thunhorst (DL) recommended a meeting be held at the individual carriers in conjunction with union/association meetings. Have ADF on the agenda to keep members more updated with what's going on.

Nominations— For position of newly created Vice-president effective immediately (term expire 12-31-93), Norm Joseph (DL) nominates Steve Horton (DL). Nominations close, Steve Horton new V.P.

Nominations will be open from now until Oct. meeting. Horton nominates Leber (NWA) for President.

Nadon nominates Sandusky (COA) for Tres.

Nadon nominates Horton (DL) for Vice-Pres.

Joseph nominates Thunhorst (DL) for Vice-Pres.

Nadon nominates Beatty (AA) for Vice-Pres.

Cranor nominates Rassmussen (World) for Vice-Pres.

O'Sullivan nominates Beck (SWA) for Vice-Pres.

Each delegate will cast 1 vote for President and 2 votes for Vice-president at the Oct. meeting.

New Business-Status of the Go/No Go Team. ADF was brought into the AA/DFW incident. Would like to have Horton Supervise this. We feel we should address the paper work more than field work. We will try and set up a meeting in DC in the next few weeks.

Dispatcher Insurance was not supported by the membership. The final cost was too high. We had hoped it would be much less.



Ted Christie US Air David Benge SWA Tom Lunch Alaska Roger Beatty AA

Bjorn Hartzell COA
Bill Croucher EDS
Fred Thunhorst DL
Loraine Sandusky COA
Jim King Air Canada
Erica Bennett Horizon
Les Parson COA
Carla Beck SWA

Dick Murray EDS
Larry Grinstead COA
Mark Monse SWA
Mike McLeod CALDA/Air Canada
Neil Quinlan Air Canada
Rick Bower Fed-X
Ann Beyerstedt COA

Handouts:

Articles

"Airline Dispatcher-The 'Pilot' on the Ground " June 1993 Career Pilot Magazine

"Coorperative Problem Solving Between Airline Operations Control and ATC Traffic Flow Management" from The Seventh Int'l Symposium on Aviation Psychology by Roger Beatty

FAA Workshop on Old Volcanic Ash Clouds from ATA

ADF Position Papers on Weight & Balance State of the Industry 1993



Aim/FAR/8400.10-are on disk with "search" function. ADF will purchase (approx. \$300.00) and make available to members.

Motion to adjourn to working group meetings at 1515c.

MON 6-21-93 0855-1400C

Working Groups- ATC Coordination-Working on a standard format for ATC. There will be a letter in the newsletter about that growing relationship.

Internal/External PR- Discussed the DC meeting. Dates are set at Sun. Oct. 24-Officer's meeting- Mon./Tue. Oct.25-26 Safety Symposium - Wed. Oct. 27, General Business Meeting. To be Held at Holiday Inn Capitol (202) 479-4000, two blocks from the Smithsonian Institution and National Air and Space Museum. More will be forth coming.

Discussed new member packet and a vendor packet. Tom Lynch (Alaska) will but together annual report.

Aviation Weather requirements—Nadon (COA)— What does ADF think should be required weather? He needs volunteers as this will be a major project for 1994. ADF is the primary organization to bet RVR back on SA's. If ASOS goes down, takes 12 hrs go get someone out to repair. A position report is coming on ASOS.

Discussed ARAC Agreement (Aviation Rule Advisory Committee). ADF proposed that carries share in the cost of sending members to D.C. to sit on ARAC and monitor anything that has to do with operational control. Currently there is no one in Washington D.C that will voice the concerns of the Dispatch Profession. Those who have agreed to share the cost are as follows: Delta, Northwest, American, U.S. Air, Continental. The more that share the cost the less expense to each individual carrier.

Speakers Don Osmundson-V.P Continental Flight Ops
Frank Tullo-Chief Pilot LAX, Continental
Mr. Walker Kelly- Developer Flight Planning Systems with
Bornemann and Assoc.

Meeting adjourned at 1330.





SIPIECIAIL ISSUE

AMPLINE DISPATCHERS FEDERATION

OSU SYMPOSIUM

Volume 3 Number 2

Spring 1993

J.C. Little

THE SEVENTH INTERNATIONAL SYMPOSIUM ON AVIATION PSYPHOLOGY, April 26-29 in CMH, Ohio.

By Joe Bertapelle

Dr. E. Mccoy of University of Nebraska, was the chair person for the "Air Carrier Operations I" session. This session was a total of six speakers on various topics, and to be quite frank, dispatch was very well represented and discussed.

The first speaker was Dr. Tom Chidester, Manager of Human Factor training at AAL. The topic was "Role of Dispatchers in CRM Training". The integration of dispatchers into CRM training represents one major development in CRM over the 12 years since UAL implemented the first program in the industry.

American Airlines, for example brings the two groups together, Captain and Dispatcher, and review the events leading up to the departure of one flight; the consequences of unforcasted weather conditions at the flight destination, emphasizing the communication necessary, the needs of the cockpit crew in the situation; and the ability of dispatchers to obtain and provide that information. Tom's presentation emphasized how Dispatcher training (DRM) forms a critical link in establishing effective crew coordination, and how it complements a program focusing on cockpit crews.

Dr. Phil Smith, Ohio State University, was next to discuss his topic, "An Emperical Evaluation of Computerized Tools to Aid in Enroute Flight Planning". Some of you will remember this by participating in the study at UNO in flight planning around thunderstorms. In the study, 30 pilots and 30 dispatchers were used for three alternative system designs. Using a between-subjects design, concurrent verbal reports were collected as each subject completed a total planning task. The results gave insight into the planning strategles of dispatch and pilots of a graphical interface in such an application. This clearly demonstrated that different system designs result in important implications for training and for the design of tools to-assist dispatchers and pilots.

The third speaker was yours truly Joe Bertapelle, AAL, to discuss "Development of Dispatch Resource Management Training". I started out with three areas to cover. 1) what is a dispatchers responsibility; 2) why develope DRM

program now; and finally, 3) the history of DRM. I gave two short case studies on the Avianca Airlines accident and Air Ontario (Dryden). That raised two issues. First, coordination with aircraft under operational control, which is primarly what Dr. Tom Chidester had talked about. The second issue was dispatch collection and dissemination of information which is the basis of DRM. This is where dispatch is the focal point between Maintenance, Ramp Control, Crew Schedule, and how the crew only interacts for the final hour before departure.

From here I introduced A.D.F. as an organization and that one of our first tasks is getting involved in the CRM A/C 120-51a document. That effort led to a modest statement as to the dispatchers participation in CRM. This also followed well with the previous two speakers. That discussion helped acknowledge the Industry Task Force Working Group for DRM which was formed in late '91. In the audience was your President, Bill Leber, and Vice-President, Mike Nadon, who were acknowledged for their contributions and leadership. The closing comment was a status report of the DRM document and how, hopefully, it will be published as an A/C sometime this year.

British Airways was next with a talk on confidential human factors reporting system. This is a self disclosure reporting program.

The fifth speaker was Judith Oransanu, NASA AMES, on "Distributed Problem Solving by Pilots and Dispatchers." This was another experiment started by Beatty back in '91 and conducted at AAL. While this was a small budget experiment, the purpose was to see if two people in different anvironments could come to a more correct/

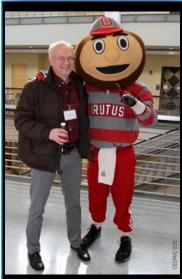
conservative we examine exhibited by to the proble Some aspect How did the sidered; 3) ju 4) what infor individual pile basically that that valuable

ADF NEWS is a public call: The Althre Di Washington, OC 2005 ADF's actively collaborated with the academic world by 1993. Dr. Phil Smith of Ohio State University, involved in this first study along with our other ADF partners mentioned therein, became a lifelong colleague of ADF, having participated in dozens of the organization's events. The partnership was considered newsworthy enough by ADF leadership in 1993, that a newsletter "Special Issue" was released.

Academic Partner

Dr. PHIL SMITH Ph.D.





hil Smith is a Professor in the Department of Integrated Systems Engineering at The Ohio State University. He has been learning from Dispatchers since 1989, when by luck he met Roger Beatty (a Dispatcher at American Airlines) at a meeting of the International Symposium on Aviation Psychology. As a result of this chance meeting, Phil discovered the fascinating role that Dispatchers play in making the National Airspace System work. This started a career path that he continues to pursue, focusing

on flight operations control and air traffic flow management.

The list of the many Dispatchers and FAA Air Traffic Flow Managers who have provided him with insights and guidance would fill this page, but their support and ideas have made it possible for him to conduct numerous studies on opportunities to improve both safety and efficiency in the NAS.

One of the projects that he is most proud of is the research leading to the development of the Post Operations Evaluation Tool (POET), which in today's popular language was a data analytics tool that accessed NAS-wide data on the life of each flight. Together with Mark Klopfenstein, he transformed the initial research prototype of POET into an operational system hosted by the FAA from 2000-2010. What was important about this tool was the focus on providing operational staff with access to ask the question: What is really happening to our flights after we submit the flight plans (see figure below). This tool provided AOC staff with the flexibility to easily conduct a variety of different analyses, and included graphical presentations of the filed, amended and actual routes of flight overlaid on weather graphics, as well as the results of calculations focusing on everything from the frequency of airborne holding to the

frequency of occurrence of reroutes for arrivals and departures. It thus made it possible for operational staff at the airlines and at FAA facilities to complete important analyses themselves, providing important feedback in order to understand how their plans translated into reality.

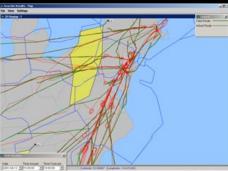
"As a result of this chance meeting, Phil discovered the fascinating role that Dispatchers play in making the National Airspace System work. This started a career path that he continues to pursue, focusing on flight operations control and air traffic flow management."

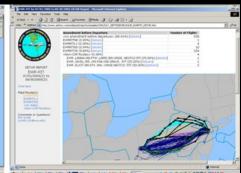
Since that time, Phil has been involved in numerous other projects, ranging from the design and use of Airspace Flow Programs, to the use of trajectory options sets, to the transition to trajectory based operations, and to the design of tools to support the integrated management of airport surface and airspace constraints.

More abstractly, all of this work has provided insights into:

- Strategies for designing adaptive distributed work systems
- Better allocation of the locus of control to the person with necessary knowledge and data
- Providing improved information access and increased flexibility to adapt to evolving conditions
- Human-automation interaction and strategies for making brittle technologies useful.











AIRLINE DISPATCHERS FEDERATION

Member of IFALDA

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	HOME FAX	715-549-5715
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Mark Monse	Recording Secretary	214-462-0931
Jack O'Sullivan	Vice President	817-571-4470
Loraine Sandusky	Financial Scty/Treasurer	713-873-5505
Bill Cranor	Vice President Reg Carriers	404-389-3936
Yogi Bear	Vice President	815-385-4961

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Member of IFALDA

Officers

Bill Leber Overall Organizational Leadership

Organizational Development

Fundraising

Mike Nadon Overall Organizational Management

Legislative Affairs Membership Involvement

Technology Training

Mark Monse Communications

Accident Investigation Legal Interpretations

Jack O'Sullivan Human Factors

Membership Recruitment

Loraine Sandusky Financial Affairs

PR - Internal PR - External

Yogi Bear Information Management

Master Contact list

Bill Cranor Regional Carrier Issues

Jim Little Administrative Affairs

Workload (Mike Nadon)

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AIRLINE DISPATCHERS FEDERATION

Member of IFALDA

ADF Directors:

Carla Beck - Director of Internal PR

Brad Rasmussen - Director of Legislative Affairs

Roger Beatty - Director, Technology and Human Factors

Darryl Oberg - Director/Editor, Newsletter

Miro Lehky - Director of Regional and Commuter Air

Carrier Regulations

Allan Rossmore - Director of Legal Affairs

Alphonso Diaz Del Castillo -Director of Accident

Prevention and Investigation

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ADF NEWS



Airline Dispatchers Federation

Volume 3 Number 4

Fall 1993

STOP THE PRESS - UPI REPORT

ADF Gets Two Presidents in the Footsteps of Bill & Hilary

Bill Leber, ADF President, had a very special day August 28th when he shared wedding vows with Sere' Camille Bauer.

All of us at ADF wish to extend Bill & Sere' our best wishes and happiness in their new life together.

OCTOBER ADF SYMPOSIUM MOVED TO JANUARY

by William S. Leber, Jr.

After speaking with many of you, I have decided to follow the advice of the new team assigned to the Symposium and postpone it until January '94.

Although the conflict with the ATCA Conference is a major factor, the concerns over logistics is the bottom line for the decision. The event must have a public awareness more than two months prior to the dates. I take full responsibility for the credibility hit this may cause and I am confident that the new team can more than make up for this. I want to apologize to all those who bid vacations and made plans to attend.

The new team assigned to the Symposium will be Bill Cranor, Miro Lehky, Carla Beck, Janet Fink and Brad Rasmussen. The new dates are January 24/25/26. The advantages in addition to getting out of conflict with ATCA and ahead of the logistical power curve are: Off-season rates apply; new opportunity for any changes or refinements in theme or focus groups; vendors will have better notice of the event,

Of course, it was a very difficult decision to make but now that it is done, let's make the Symposium a success!

SEAGULL TECHNOLOGY, INC.

D. Oberg

On June 13, 1993, the ADF sent a representative to visit Seagull Technology, Inc. in San Jose, CA. The purpose of this visit was to discuss Airline Operational Control as it relates to the FTMI (Flight Operations and Traffic Management Integration) project that the FAA is studying.

Seagull Technology, Inc. is a small, high technology business that provides engineering design, analysis, simulation and software development services. They have a mix of both federal

government and commercial clients. Currently, they have several projects, funded by the federal government, which have some relationship to Aircraft Dispatchers. These projects are all in the general area of air traffic control. Two in particular involve directly Airline Operational Control (Dispatch). These two are the FTMI project and DARPS (Dynamic Aircraft Route Planning Study).

The purpose of FTMI, of which DARPS is a key part, is to demonstrate that by utilizing an integrated information flow between the flight crew, Airline Operational Control, and Air Traffic Management, an increase in system efficiency and capacity, as well as pilot/dispatcher/controller productivity, will result while maintaining or enhancing safety.

As part of the FTMI project, Seagull is developing a simulated Dispatch Workstation to be installed in the FAA training center in Atlantic City sometime this fall. During this development, they found they had questions on the Dispatchers responsibilities, "tools" needed to do the job, information sources, and perhaps more than anything, what kind of information flow exists between AOC-ATM-Cockpit. Many of the questions dealt with on this visit were about this information flow, who is responsible for what information, and how does the decision making process work from the AOC standpoint. One of the facets of the FTMI project is to provide real time rerouting of "long haul" flights based on current or updated wind and flight plan analysis. To this end, it is important to have the decision making process well defined.

Much of the work Seagull is doing with FTMI is based on using data link systems (ACARS) for the communication link between the aircraft and the ground (whether it be ATM or AOC). Within this system is the capability to directly access the Flight Management System of the aircraft (programming and pilots permitting). This process was discussed as to how it could be utilized to enhance the "real time" changes in route and also in relation to the decision making process.

We also had the opportunity to see the AOC Workstation in its early stages of development. It is really quite a challenge for them to develop. They had several questions on types of information needed by the Dispatcher and some of the flight planning tools used. Specifically for very long flights under international rules. We explained the need for constant weather information for both enroute and destination, the use of satellite

ADF NEWS is a publication of the Airline Dispatchers Federation. For information, write or call: The Airline Dispatchers Federation Metro Center 700 Thirtoenth St., NW Washington, DC 20005 Phone (202) 434-8919 FAX (202) 434-4599 J.C. Little-Editor



Seaguil Technology, Inc. - con't

photos for severe weather identification and avoidance enroute, as well as the need for best information on upper air data. The frequency of upper air models was also discussed and how these could impact the effectiveness of a dynamic re-planning system.

We came away from the day with a very positive feeling about the direction Seagull is taking in this project. We (ADF) have told them that when they have any questions about Airline Operational Control, they should feel free to call on us. They indicated that when this system gets up and running in Atlantic City, they will perhaps need some Dispatcher "volunteers" to help in their simulations. We told them we could find those Dispatchers for them. It is my hope that we can continue to cultivate this and other relationships in the technology area to further enhance our visibility and the knowledge base of those we work with. The more we make an effort to assist in projects like this, the better off our profession will be.

NEW MEMBER SERVICE

Summit Aviation FAR/AIM - Reference Material

by Amar Murthy

Hello folks, here are the new telephone/telefax numbers that ADF members may use to request access to ADF's FAR & Airman's Information Manual.

FAX -- 1-817-283-6082

TEL -- 1-817-283-6022

Compuserve -- 71162,2471

We will attempt to process requests within 24 hours if not sooner.

ON THE BURNER - SPECIAL OFFER

Rich Wateska, owner and operator of The Airline Flight Dispatcher Training Center, has made an interesting offer. In return for some occasional positive public relations in the ADF newsletter, he will grant to ADF two scholarships to his dispatcher school every six months. His normal fee for the eight week course is \$2499.00 and the scholarships would cover the complete cost.

The scholarships would be ADF's to do with what we please. We could raffle them off; award them to ADF members that have made outstanding contributions which could be used by their family or friends, or we could grant them to other organizations such as IFALDA, EUFALDA, or NASA. These are just some of the possibilities; this will be discussed at our October meeting.

RETIREES SPEAK OUT

What Does a Flight Dispatcher Do?

Tex Ehrke, retired Manager, American Airlines Dispatches-wrote this note to us:

"Our Job in a Nutshell: WHAT DOES THE FLIGHT DISPATCHER DO?

Answer: The Flight Dispatcher is the hands-on operator of the Airline; the Pilot flies the airplane, the Dispatcher flies the Airline...Starts it, Stops it, fixes it."

Ed couldn't have said it any better.

The Time Has Come - Robert A. Jungst, AAL-Retired

ADF has come into existence in response to a long felt need. The time had come to create a professional organization to enhance the stature of the world's airline dispatchers and to make airline management and government regulatory bodies aware of the important role played by airline dispatchers. From where I sit, as a retired dispatcher, it appears that ADF has been doing quite well at this task.

The time is now at hand for ADF to re-double its efforts. Based on recent analysis of the airline industry, it appears that a serious shortfall of quality, experienced, flight crews is close at hand. This problem will be exacerbated by the increasing use of two person flight crews. We will soon see the day when pilots with as little as 500 hours will be entering the cockpits of or nations and the world's airliners. This represents a meager experience level which must be offset by the best trained and qualified dispatch staff that can be obtained. These low time pilots don't know it yet, but they will place great dependence on a good dispatch staff keeping them out of trouble.

You guys are already doing a good job and are heading in the right direction. I may be preaching to the choir, but I just want to be sure you are aware of how close at hand the day is when the flight dispatcher will be more important than ever before,

Thanks for listening.

LAST CHANCE, GOING GOING......

The book, "Why Airplanes Crash," which is a statistical study of aircraft accidents that shows US 121 Carriers are safer than European, Asian or any one else is out of print. The book finder says there are three left in captivity. If you want to get a copy for about US \$32.00 then dial 713-498-3200 and order a copy. This is the "Electronic Book Store."

APOLOGY

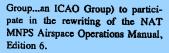
Due to the move from the Euless office, we came across some dues checks that had not been deposited. We apologise for ar inconvenience this has caused. All checks have been deposited as of 9/20/93.

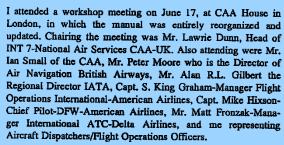


IFALDA UPDATE

by Dave Porter

IFALDA was invited by the NATSPG (North Atlantic Systems Planning





I had submitted by fax an eight page white paper regarding increased involvement of Dispatchers and the Dispatch profession in the NAT MNPS Operations Manual. When Mr. Dunn opened the meeting he advised that he did not feel that there was any need to do anything regarding the enhancement of the role of the Dispatcher in the new edition of the manual. Before I could object, Peter Moore of BA jumped all over Dunn and insisted that Dispatchers must play a more significant role particularly with the advent of two-man electronic cockpits. He advised that much more of the planning and operational control responsibility needed to be shifted to Dispatchers. (Holy shades of "brains-on-the-ground"!!) This is a MAJOR concession from British Airways.

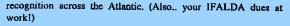
Apparently they had all read my white paper ahead of time.. I had suggested that the manual be split in two.. a planning section for Dispatchers and a Flight Operations section for the flight crews.

Alan Gilbert of IATA also jumped on the bandwagon and said the same. The two AA Captains also said that there was merit in having a separate flight planning section addressed to Dispatchers.

I finally got to put my two cents worth in and noted that without an intelligent, realistic flight plan, chaos would result. Since the vast majority of transatlantic flights are planned by Aircraft Dispatchers, their role should not be understated in the Operations Manual.

Mr. Dunn admitted that since the overwhelming majority of those present felt that an increased emphasis on the Dispatch techniques was justified, he assigned me to write an enhancement to the flight planning section of the manual incorporating the ideas that I had submitted.

I think that this is a vindication of our efforts for professional



I have been in contact with Ted Thompson of Jeppeson/Sandersen regarding the development of a volcanic activity flight planning chart. He has invited me to form a team representative of International Dispatchers to work with him and the USGS in designing the chart. I have asked Rich Lawler of NW to head the team and joining him will be Sergio Mella of Ladeco in Santiago, Chile, Ingimar Ingimarsson of IcelandAir in Reykjavik, and Joe Callus of Air Malta. I will take the team to Denver in the next month or so to meet with Ted Thompson.

IFALDA Organization Review

IFALDA was chartered in 1961 as an international organization of Aircraft Dispatchers. The aim was, and still is, to cooperate in developing and maintaining a safe and orderly system of civil aviation on a global basis through the exchange of information and ideas and the joint examination of common problems. This is accomplished through the coordination of policies and actions for the joint benefit of all Dispatchers and civil aviation as a whole.

When the European Economic Community turned toward the idea of a common system of civil air transportation several years ago, the European Dispatchers in IFALDA, until that time loosely organized as EUFALDA, formally chartered themselves as a regional IFALDA organization. At about the same time several U.S. Dispatcher organizations formally organized as ADF, to handle issues specific to the U.S. and to U.S. carriers. Both groups requested recognition by and affiliation with IFALDA.

Both ADF and EUFALDA are regional pro-active groups. By charter, their member organizations are also IFALDA members and, in fact, it is those individual member organizations that participate and vote as entities in IFALDA matters.

Neither EUFALDA nor ADF exist as sovereign IFALDA members but rather as regional affiliates of IFALDA, each with its own Executive Board and Constitution & By-laws and dues structure. Neither group is organizationally or financially accountable to IFALDA other than generally agreeing to operate in a manner that is consistent with the IFALDA Constitution and Bylaws.

In order to maintain affiliation with IFALDA and as a service to their member associations, EUFALDA and ADF collect, in addition to their own dues, the annual IFALDA dues which are passed along to the IFALDA Treasurer each January.

This system generally works very well. Individual Dispatcher Associations are able to pay dues to both the regional and international organization with one check. The individual organizations are represented at the grass roots level in both organizations. Both organizations are directly responsible to the individual associations for their activities and not hidden by layers of bureaucracy.



Ifalda Update - con't

Lufthansa Accident

A Lufthansa A320 was destroyed after landing in a wet runway in Warsaw last week. There were two fatalities.

IFALDA Regional Safety/Accident Coordinator Janpieter N. Korver is currently handling the initial investigation.

Pieter is a Flight Handling Officer with KLM at Schiphol Airport and Vice-President-DALDA, the Dutch Air Lines Dispatchers Association.

Initial reports indicated that the aircraft may have "hydroplaned" on landing, becoming uncontrollable. It was also reported but not yet confirmed that the pilot flying was a line-check airman flying from the left seat.

A full report will be released by IFALDA upon completion of Picter's investigation and review by the IFALDA Board.

Asiana Airlines Accident

IFALDA has been asked to respond to an inquiry from the Manager Flight Operations- Korean Air, Mr. Hong.

ASIANA was involved in a major aircraft accident in Korea about two months ago. As a result of that, Korean Airlines, the parent company, has been asked to get information about flight Dispatch at major US carriers.

IFALDA has responded to that request with particulars about FAR Part 121 Aircraft Dispatch systems.

After discussion with the ADF, the full resources of IFALDA including those of ADF were offered to Mr. Hong and his

WHAT'S NEW ON THE HORIZON

by Roger Beatty

Dispatcher Workstation Prototype (Seagull Technology)

Seagull Technology, under contract from the FAA, has developed a prototype dispatcher workstation for evaluation by the FAA Tech center at Atlantic City, New Jersey. Specifically, the FAA is interested in the potential interactions between ATC, flight crew and the aircraft dispatcher at the Airline Operations Control Center (AOC). The initial area of study will focus on the activities involved in re-planning long duration flights in the Pacific. New technologies such as satellite communications, improved aircraft Flight Management Systems (FMS) and ATC/AOC/Pilot interactions are planned to be simulated and studied.

ADF is pleased to have been involved with Seaguli Technology in the initial planning phase of the dispatcher workstation prototype. Those ADF members that have had an opportunity to see this early version of the workstation in action indicate that is does a good job of representing dispatcher activities and

Atlantic City in early October. After initial technical testing, we expect the FAA to be looking for dispatcher volunteers to participate in further operational simulations. If any of our ADF members are interested in participating in such a study, pleas contact Roger Beatty through your ADF delegate or E-mail ! CompuServe 70541,1002, and we will try and arrange your participation through ADF. If your airline operates in the Pacific it is possible that your carrier is already involved in this experiment and you might want to check with your flight department or your dispatch technical staff.

It is good to see that the FAA is developing a better understanding of the aircraft dispatcher and his role in Airline Operational Control. Our participation in such studies is needed to insure that our professional concerns are properly represented.

DISPATCHER APPOINTED POSITION IN TRANSPORT CANADA

As many ADF members are aware, a board of inquiry after an air crash at Dryden, Ontario led to many recommendations to Transport Canada (similar to the FAA in the USA). Some of these recommendations concerned the role of operational control and the functions of the aircraft dispatcher.

We at ADF are pleased to hear the Mr. Jim King, a former dispatcher with Air Canada and a long time member of the Airline Operational Control Society (AOCS) has been appointed as a Project Officer on the Dryden Implementation Commission. The members of this commission are evaluating and will make recommendations on the rules and procedures that will be used in addressing the findings of the Moshansky report.

We are sure that Jim King's many years of dispatch experience will contribute to the commission's understanding of airline operational control.

RULES FOR SWAPPING ARRIVAL SLOTS IN ATC GROUND DELAY PROGRAMS TO CHANGE SOON

Discussion have been on going since early this spring between the airlines, the Air Transport Association (ATA) and the FAA's Air Traffic Control System Command Center (ATCSCC) staff on changes to the way airlines may swap arrival times during ATC imposed Ground Delay Programs.

As many ADF members are aware, when the acceptance rate at an arrival airport is less than the demand, ATCSCC may issue a Ground Delay Program (GDP) in order to bring demand into alignment with the reduced capacity and thus reduce airborne holding.

When a GDP is in effect, ATCSCC will issue to each flight a Controlled Time of Arrival (CTA) and an Expected Departure Clearance Time (EDCT) that will be required to support the

This first version of the AOC work station will be installed in Under the current system, if an air carrier cancels a flight in a



Rules - con't

GDP, it is allowed to use the canceled flight's CTA for any other flight that could use it. This in turn would free up that flight's CTA and the substitution process might continue on down to several other flights thus greatly reducing the overall delay to the air carrier. In addition to this basic substitution process there are certain rules that the airline must follow:

- 1) The substituted flight must be able to arrive within a 30 minute window of the CTA of the cancelled flight (10 min before to 20 min after the unused CTA)
- 2) Each flight in a GDP may be swapped only once.

The FAA has been concerned that the use of the 30 minute window leads to arrival "bunching" during a given arrival hour and has proposed to reduce the window to only the 20 minutes after the unused CTA, but allow multiple swapping of flights, and allow the use of delayed flights instead of cancellations to begin the substitution process.

Given the resolution of certain computer software and procedural problems, the Air Carriers and the FAA have agreed on these rule changes, which should benefit all parties.

From the viewpoint of ATC flow management, bunching should be reduced, and since the airlines may continue to revise their substitution program, ATCSCC would be able to continually modify the GDP as conditions change.

From the airline perspective, it gives the carrier much more control over what order and when flights might arrive and eliminates the need to cancel a flight in order to begin the swapping process.

The new rules will definitely make the whole process much more dynamic. This will give the dispatcher more tools to respond to delays but will increase his need to be more vigilant than ever in keeping track of flight delays and briefing his crew on the ever changing conditions.

For those dispatchers (some as ATC Coordinators) who actually operate the swapping software and make the substituting decisions, it will mean a great deal more interactively with ATCSCC do to the continuous nature of the new swapping process.

It is anticipated the new rules will go into effect in October or November of this year.

PROJECTS

Weather Regulation Meeting

In attendance at this meeting were:

Miro Lehky - Kiwi Brad Rasmussen - World

Ray Howland - AAL Arlan Elimaker - DAL

Neai Pearson - World Daryl Oberg - NWA

The division of work was decided and Miro Lehky will be the

focal point for acquiring the completed forms/documents from each member. Target is completion of the justified list by Oct. 1 to allow time for review before the November meeting.

Daryl will write the future vision document first draft describing in a persuasive technical manner the ADF's concept of weather products and delivery as they apply to dispatch and air carrier operations.

MNPS Project

by David Porter

IFALDA still needs input for the rewrite of the 6th edition of the IATA Minimum Navigation Performance Specifications for operating over the North Atlantic. I have several short comments and would like to get additional thoughts on the matter. Keep those cards and letters coming in folks!!

NASA-AMES Research Center

Training and Technology

The NASA-Ames Research Center hosted an informal discussion on Distributed and Cooperative Problem Solving in the National Aviation System.

A few of the topics discussed were:

Airline Perspectives on Operational Control Issues, FOCUS = FLIGHT and PLANNING/REPLANNING.

Requirements for dispatch/flight deck distributed problem solving experimental scenarios.

Dispatcher training issues.

There was also a visit to San Jose airport/Seagull Technologies.

Other issues discussed were:

Operational Control - What issues do dispatchers see as problems for carrying out their jobs safely and effectively that should be a focus for research; Are there problems in the interaction between dispatchers, flight crews, and ATC that deserve research attention; and Does dispatcher training meet the requirements of the job and the current/future technologies?

What tools currently are used to do the dispatch job (e.g., flight planning/replanning aids, computer data bases, expert systems, etc).

How is technology changing the dispatch job?

Design of problem scenarios for follow-up study of dispatch/ pilot problem solving: What classes of problems (e.g., pre-flight placarded systems, weather, in-flight system malfunctions, medical emergencies, etc.) should be used in the scenarios? Who owns the problems?

The meeting was widely attended by ADF members including:

Roger Beatty - ADF American Airlines

Craig Parfitt - ADF American Airlines - Training Inst.



Mike Nadon - ADF EX. V.P. Continental Airlines

Projects - con't

Larry Grinstead - ADF Continental Airlines - Training Inst.

Barry Braender - ADF Delta Airlines - Training Mngr.

Tim Rice - Northwest Airlines - Training

Harold Johnson - FAA DFW FSDO

Also attending the meeting were representatives from NASA Ames and other professional aviation academia including; Vern Battiste, Key Dismukes, Ute Fischer, Cheryl Irwin, Kim Jobe, Judith Orasanu, Beth Veinott, and Mike Wich.

DISTRIBUTED AND COOPERATIVE PROBLEM-SOLVING IN THE NATIONAL AVIATION SYSTEM

by Dr. Judith Orasanu

NASA-Ames Research Center

A five-year research study focusing on the role of dispatchers in the functioning of the national aviation system will soon get underway. NASA-Ames Research Center, with the support of the FAA, is beginning a collaborative project with Ohio State University and Ohio University. Principal Investigators include Phil Smith and Charles Billings (Ohio State), Elaine McCoy (Ohio University), and Judith Orasanu (NASA). The project monitor at the FAA is Elena Edens. ADF has played an active role in developing the project, primarily through the contributions of Roger Beatty of American Airlines, Bill Leber of Northwest Airlines, and Mike Nadon of Continental Airlines.

The broad goal of the project is to develop models of effective cooperative problem solving within the national airspace system. The project will study problem solving that is distributed among agents who differ in their goals, information sources, resources and training, namely dispatchers, pilots, and ATC. These models will be used to identify and evaluate ways of overcoming existing weaknesses in the design and functioning of the system. The broad aim of the project is to reduce safety hazards, poor utilization of airspace and facilities, excessive costs, and failures to transport passengers and cargo in a timely manner.

A shorter-term goal will be to identify ways to improve the

performance of the airline dispatch function through training and certification, enhanced support tools, and the interactions of dispatchers with other operations control personnel, flight crew and ATC.

The study is unique in its scope. It will be the first to look at the broader implications of the activities and interactions of airline operations control centers with flight crews and ATC at various levels (Central Flow Control, TRACON, and Tower facilities. The project will involve three major components: (I) description of the dispatch job as practiced in various companies and the nature of interactions between dispatchers, pilots, and ATC; (2) experimental research on the nature of distributed problem solving involving dispatchers, the flight deck and ATC; and (3) development and evaluation of design principles for aiding tools.

AMERICAN AIRLINES IN-TEGRATES REAL TIME RADAR AND THE AIRCRAFT SITUATION DISPLAY (ASD) IN NEW DISPAT-CHER TOOL

American Airline's flight dispatchers will soon have a new tool with which to monitor their flights and to better brief their flights in progress on enroute weather conditions.

Sabre Development Service (SDS), a computer development branch of AMR, has produced the software required to integrate aircraft positions from the FAA's Aircraft Situation Display (ASD) with map data (airways, VORs, etc.) and near real-time (15min delayed) weather radar. This enables the dispatcher to see developing weather problems with relationship to the actual and planned positions of aircraft and stations.

The display is built up of multiple layers of graphical information that can be filtered for the controlling dispatcher's needs. For example, the lowest level might be general geographical information of the dispatchers area of responsibility with state boundaries and large bodies of water. The next layer might have departure, arrival and alternate airports followed by weather radar. The uppermost layer would be the aircraft icons and their associated data tags. This produces a top down view of all aircraft, airports and weather conditions that are the responsibility of a given dispatcher.

From the Fort Worth Star Telegram





American Airlines Integrates - con't

The dispatcher is given the ability to filter this information even further as conditions warrant. For example, he/she might want to view only those flights which are late or are below flight planned fuel. He/she may turn on airway maps to aid in offering alternative routings to flights in progress and to better brief pilots as to changing conditions.

This new tool should greatly increase the quality of the service American Airlines dispatchers can provide the pilot and perhaps fundamentally change the way they do business.

Needless to say American is proud of this product and look forward to using it in the near future. If any ADF members find them selves in the DFW area and would like to take a look at our system please contact Roger Beatty at AAL (817-488-9162 or CompuServe 70541,1002) and he will try and arrange a demonstration.

NEW SERVICE FOR ADF MEMBERS

Aviation Reference Search Service

ADF has purchased several aviation documents in electronic form and the necessary software to search them for requested references. The documents that can been searched are FARs 1, 34, 43, 45, 47, 49, 61, 63, 65, 67, 71, 73, 91, 93, 85, 95, 97, 99, 103,121, 125, 127, 133, 135, 137, 141, 143, The Airman's Information Manual (AIM), NTSB 830, The Air Traffic Control Manual (FAA doc. 7110.65) and the Air Carrier Inspector's Handbook (FAA doc. 8400.10).

The search software is rather sophisticated and can look for multiple references in the same search. For example, one might query the software for all references that have any form of the word "dispatch" (i.e. dispatcher, dispatched, etc.) and the word "weather" in the same paragraph, or within a given number of characters. The software would then produce a list of all such references which could then be printed or output to a file to be used in a word processor.

This will be of great use to ADF members working on legislative and other projects. In addition, we offer this search service to any ADF member in need of such information.

One of our members, Amar Murthy, has volunteered to operate our search software. If you have a topic of interest that would benefit from such a search, you can drop him an e-mail note at CompuServe 71162,2471 or call the ADF member service number at 1-800-OPN-CNTL and leave a description of your requirements and Amar will get back to you with his research efforts.

We don't know how many requests we will get for this service, so please be patient waiting for the reply to your request.

DIRECTORATE GENERALE VII/ C-3 TRANSPORT ADDRESSES 49TH MEETING OF THE EURO-PEAN FEDERATION OF AIR LINES DISPATCHERS' ASSOCIA-TION

by Dave Porter

The Honorable Luc Tytgat, Directorate General VII/C-3 Transport of the European Economic Community, recently addressed the EUFALDA Annual General Meeting in Brussels.

Excerpts of Mr. Tytgat's speech follow:

"I propose to make a little tour d'horizon through the pending issues of the Community's aviation policies, and I will pay due attention to the issues which are particularly dear to your hearts."

"As you all are aware, the Council of Ministers of the E.C. has taken the decision to enter into the third phase of liberalization of the internal aviation market from 1 January 1993. Even though this is the last and final package, there are still a number of additional, accompanying measures which need to be added to make the whole work a complete success...."

"In the past, the aviation sector was to a large degree determined by State intervention, bilateral agreements,... and State management of particular so-called "flag" carriers. Over a period of five years the Community developed from a system based on government control where almost everything had to be approved before application to a principle of commercial freedom..."

"Safety is of particular importance for air transport."

"Technical harmonization: J.A.A."

"The Commission services are cooperating with the Joint Airworthiness Authorities who have in their ranks the technical expertise which the Commission can not possibly dispose of itself. It is in everybody's interest that common airworthiness rules apply throughout the Community."

"The Commission may propose to give legal power to specific JAR recommendations; thus safety becomes a common feature at a satisfactory level throughout the Community."

"The Council adopted in December, 1991, s Directive on mutual acceptance for personnel licenses for the exercise of functions in Civil Aviation. The provisions of this Directive are limited to cockpit crew only. In other categories including Aircraft Dispatchers, fireman, security personnel, and other ground staff, the Commission has been asked to examine the possibilities for licensing for minimum safety training standards. The JAA is also examining the requirements for the training of aircraft mechanics."

"In closing, airline employees, including Aircraft Dispatchers, should benefit from increased opportunities through common



Dictorate Generale - con's

minimum training requirements, mutual recognition of licenses. and common license standards. While some employees are afraid that increased competition may put pressure on them, in general employees.. particularly Aircraft Dispatchers, should be in a strong position if the market develops as forecast. Things will change but it is not change that puts carriers and jobs at risk... it is the delay of adaptation that leads to serious problems. Facilitation of adaptation is really what our air transport policy is all about!"

Editor's Note: A more detailed excerpt will most likely be available in the next IFALDA Newsletter.

ADF INFORMATION AND UPCOMMING EVENTS

Washington D.C. ADF Safety Symposium

Jan. 24 MON. Noon Registration

Jan. 25 TUE. Symposium/Forums

Jan. 26 WED. Symposium/Forums

Hotel to be confirmed shortly.

Theme: Operation Control in Global Air Transport

Sub Themes: Globalization-Regulation-Dispatcher's Role

Speakers:

CEO-To be announced FAA-

Political-To be announced (Aviation Sub-committee)

To be announced

Management- To be announced

Forums:

Standardization of Procedures in Operational Control-? Cooperative Aeronautical Decision Making-NASA

The Economics & Safety of Operation Control-O'Keeffe

Airspace Management in a Global Environment-MITRE

Dispatching in the Year 2001 - Jeppesen

Cost: ADF Members- \$25.00 Non Members- \$50.00

Additional \$10.00 at the door.

Key Invitations/Liason: Tentative DCA Agenda

Monday Jan. 24, 1994

Registration, Working Groups Meet, Officers Meeting

Tuc. Jan. 25, 1994

0730-0800 Coffee & Danish Served

0800-0830 Welcome/Opening Remarks/Intro to Speaker

0830-0945 Speaker with question/answer period

0945-1000 Break

1000-1130 Speaker with question/answer period

1130-1300 Lunch

1300-1400 Jeppeson - Dispatching in the year 2001

1400-1600 2 Forums

1600-1630 Conclusion of Forum no.1

1630-1700 Conclusion of Forum no.2

Wed. Jan 26, 1994

0730-0800 Coffee & Danish Served

0800-0830 Welcome/Opening Remarks/Intro to Speaker

0830-0945 Speaker with question/answer period

0945-1000 Break

1000-1130 Speaker with question/answer period

1130-1300 Lunch

1300-1400 Arinc/Rainbow?/Stockholm Radio?

1400-1600 2 Forums

1600-1630 Conclusion of Forum No. 1

1630-1700 Conclusion of Forum No. 2

1700-1730 Adjourn

A flyer with finalized meeting details will be mailed to each member listed in our database.

General Membership Meeting

October 25-26 - Atlanta

Oct. 25 MON. Working Groups, IFALDA & ADF Officers Mtg.

Oct. 26 TUES Business Meeting - 08:30

Howard Johnson's Hotel Airport \$32.00 per single

Reservations: Call (404) 762-5111 Ask for "ADF Room Block"

Ifalda-Latin America AGM Update

The 1993 IFALDA Latin America Annual General Meeting has been rescheduled to November 5-7 in Montevideo. The cost to

will be US \$250.00 single or US \$160.00 pp double. Includes 3 nights in hotel, two lunches and one dinner plus transportation to/from the hotel. For those staying an additional day there will be an optional visit to Punta del Este Beach. Hotel extra night is US \$45.00. For further information, contact Omar Diaz-PLUNA Airlines in Montevideo Uruguay. SITA address MVDOWPU.

While the business meeting will be conducted in Spanish, language help will be available. See you all there!!





AIRLINE DISPATCHERS FEDERATION

Member of IFALDA

MINUTES OCTOBER 26, 1993 ATLANTA, GEORGIA

The general membership meeting of Airline Dispatcher's Federation met at 1200 GMT, Monday Oct. 26, 1993 in Atlanta, GA, President William Leber presiding. A motion was made by Norm Joseph to approve the June minutes, seconded by Giles O'Keeffe.

Financial/Membership report-O'Sullivan -ADF currently has 746 members. An ADF financial statement was issued with year to date information. HQ in D.C. was moved back to minimum office usage as the fourth quarter proves to be slow for meetings. To date, IFALDA has contributed 50% of the cost but will not use HQ in 1994 as it did not prove to be advantageous during the trial period. ADF has purchased one-third interest in a copier & will be paid in full this year. If at some time the copy machine is no longer cost efficient or needed, ADF could sell their portion.

Membership Involvement-Nadon-Still need volunteers to go through aircraft accident/incident reports and look for possible operational control problems.

Allan Rossmore-Chairman of the ADF working group on FAR Part 65 is in the hospital. We hope he has a speedy recovery.

The position of Director of Fund Raising is open for anyone interested.

IFALDA-Lovenvig- Discussed JAR OPS 1 re-write. JAR OPS 1 is the document being developed by the European JAA (Joint Aviation Authority) that lays down a common framework of regulations which permits all EEC (European Economic Community) countries to operate a civil aviation system with common rules. IFALDA was given the opportunity to elaborate on the Dispatch role with a formal reply.

Discussed the Minimum Navigation Performance Specs (MNPS) project. Consists of rewriting of the North Atlantic Operations manual. IFALDA is working on the rewrite to bring out the importance & necessity of Dispatchers not only in the planning stages but also in the initiating, conducting and termination of a flight.

Discussed the Dispatch Training Manual, now complete after 5 years of work. It will replace the ICAO training manual. It will form the basis for worldwide Dispatcher training standards.



Discussed the Jeppesen flight planning project. IFALDA is working on an overlay chart that will show where known volcanos are in relation to various navaids so that ash fallout can be diagramed, upper winds plotted and flight plan routes prepared that avoid predicted ash path.

The Canadians are finishing up the Dryden Commission Implementation Team project. Former Air Canada Dispatcher, IFALDA official, & ADF member, Jim King is on the commission and is currently touring U.S. Dispatch offices. Canadian Dispatch license should be in place for 1994.

1994 International Meetings are as follows: EUFALDA Meeting- Amsterdam Feb 8-9 IFALDA Meeting- Vienna May 2-5 IFALDA/ADF Board Meeting- Tucson Aug 25

Congratulations was offered to IFALDA/EUFALDA for breaking through barriers to attend several important meetings.

The ADF Operational Control Symposium- Dates are set Mon. Jan. 24- Registration Tue.-Wed. Jan. 25-26 Operation Control Symposium/Forums

It will be held at Stouffer Hotel Crystal City, VA (Washington D.C.) located near METRO for easy transportation to attractions & airports. Confirmed speakers include Judith Orasanu-NASA, Margaret Jenny-MITRE Corporation Center for Advanced Aviation System Development (CAASD), Robert Iverson-President of Kiwi International, Walter E. Doll-Delta V.P. of Engineering, & Giles O'Keeffe-Chief Dispatcher for NWA. Additional speakers will soon be confirmed. Registration & information will be delivered to each member in November.

Darryl Oberg and Les Parsons will organize the video effort.

Final Nominations & Elections-Those declining nominations were as follows: Leber, Beatty, Thunhorst, O'Keeffe, Sandusky.

Yogi Bear resigned his position of Second Vice-President as of 10-25-93.

Mike Nadon was elected as President by acclamation. (2 yr. term) Bill Cranor was elected as Exec. Vice-President by acclamation. (1 yr. term)

Steve Horton was elected as First Vice-President by acclamation. (2 yr. term)

Al Krauter was elected as Second Vice-President by acclamation. (1 yr. term)

Miro Lehky was elected as Regional Carrier/Third Vice President by acclamation (1 yr. term)

Brad Rasmussen was elected as Fourth Vice-President by acclamation. (2 year term)



Carla Beck was elected as Secretary/Treasurer by acclamation. (2 yr. term)

Exec. Vice-President will see that minutes are taken at each meeting. Will discuss Vice-Presidents titles at the November Board of Directors meeting.

Discussed FAR 129 & Accident Investigations. They will be dismissed if no one is willing to take them on as projects. Anyone interested should contact Mike Nadon or Roger Beatty.

Discussed becoming incorporated as an organization & filing for non-profit status. Discussed several benefits. The only perceived disadvantage was a filing fee. This would mean some minor changes in the by-laws.

Nadon made a motion to reaffirm the discussion in the Feb. & Jun. meetings to incorporate as an organization. Lehky seconded the motion, all were in favor.

Discussed how becoming incorporated would affect our relationship with IFALDA. ADF is not legally charted under IFALDA by U.S. law. Incorporating would not change the support or affiliation between the two organizations. ADF is still tied to IFALDA in the by-laws. A letter will be forwarded to IFALDA to explain.

Discussed ARAC Agreement (Aviation Rule Advisory Committee), which is an understanding between airlines to share costs in Washington D.C. during ARAC meetings.

Discussed Mr. Christe-Executive Director of ARAC- and his letter denying ADF voting representation on the ARAC. Norm Joseph, Brad Rasmussen & Al Krauter made several recommendations on the subject.

ARAC Involvement-Joseph-Fuel Requirements- Need to address Avianca in this document. Dispatch is well represented. Some minor changes are forthcoming.

Discussed Training & Qualifications/Part 65 issue.

Discussed Dispatch Resource Management. DRM will move forward in 1994.

The 1994 ADF Meeting Schedule:

Jan. 24-26 Washington D.C. Operational Control Symposium
Mar. 6-7 Salt Lake City, UT Business Meeting
Jun. 5-6 Seattle, WA Business Meeting
Aug. 25 ADF/IFALDA Tuscon, AZ Board of Directors Meeting
Oct. 23-24 Dallas, TX Business Meeting

Discussed Jumpseat Agreements for Dispatchers- Dave Porter will look into International Carriers policies. Tabled issue for more information.



HQ Washington Office-Discussed there will not be any change in address & phone numbers with ADF contacts, stationary, business cards, etc. with a new President and board in place.

Discussed Financial Matters with members at large and PAFCA Board.

Discussed R. Wateska's Offer & "On the Burner" article in previous Newsletter. Letters will be written to all concerned.

Discussed ADF Newsletter- Jim Little has done an outstanding job on the Newsletter & will continue to put it together. & Darryl Oberg will assist in the editing.

Discussed 1994 Goals and Objectives- Three concerns mentioned are: Project Control-Roger Beatty is now the Project Leader. Administrative tasks-new board will decide. Membership-will have a bulk mailing/delivery to all members.

Discussed Dues for 1994-

After much discussion, Joseph made the following motion-For 1994, ADF will eliminate the 2 tier dues structure and bill ADF dues at \$40.00. A statement that \$10.00 of the \$40.00 will be passed to IFALDA to cover IFALDA dues. IFALDA dues will be included.

Motion seconded by Nadon, motion carried.

Motion made to adjourn the meeting at 2200 GMT by Porter, Cranor seconded.

Meeting adjourned at 2200 GMT.

Working group meetings held on Mon. Oct. 25: FAR 65/Training - Chaired by Roger Beatty & Al Krauter Weather Requirements & Datalink - Chaired by Nadon & Darryl Oberg ADF Operational Control Symposium - Chaired by Bill Cranor

Additional information in above mentioned working groups will be forthcoming in the ADF Newsletter.

In attendance:

Bill Leber NWA Dave Porter DL/PAFCA/IFALDA Giles O'Keeffe Janet Fink DL/PAFCA/IFALDA Steve Horton DL Darryl Oberg NWA Ted Christie US Air Dennis Rose NWA Linda Joseph PJE Rick Ketchersid Morris Air Fred Thunhorst DL Mike Timpe HP Carla Beck SWA Bill Cranor Kiwi

Norm Joseph DL/PAFCA Miro Lehky Kiwi Brad Rasmussen WOA Terry Maynard SWA Roger Beatty AA Bill Hudson DL/PAFCA Al Krauter NWA Flemming Lovenvig SAS/IFALDA Kathy Warner BA/IFALDA Jim Gaudit DL Jack O'Sullivan Mike Nadon COA







Volume 3 Number 5

Winter 1993

ICING IN THE FORECAST MADE THE JUDGES HEART COLD

By Mike Nadon

In a 1987 case before an NTSB administrative law judge (Docket Number SE-7867), a 135 pilot's 30-day license suspension was upheld by the NTSB.

The briefing from the local FSS showed a sigmet forecasting icing along the intended route of light. The Captain, using his 14,000 hours of flight time experience and a pilot report, determined that he did not believe there would be icing along the route and departed in an aircraft that was not equipped for icing conditions. The FAA violation was based on 135.227 which corresponds to 121.341 and 121.629. The Captain contended that Part E of the regulation allowed that if sources he relied on indicated icing would not be encountered, then he could depart.

In brief, the Judge ruled that commercial operations require a higher standard of care and that due to the localized nature and variability of icing conditions, pilot reports from a flight separated by some factor of distance or time from the route this flight would take are not reliable evidence that icing does not exist.

Why should a 135 ruling concern Dispatchers? When was the last time you had an aircraft with one of those pestilential MEL restrictions stating "no operation in icing conditions?" We all know the problem, the sigmets say icing, the pireps don't show icing and the item can't be fixed where it is. Do we assume the strict attitude and cancel the flight, or do we evaluate the situation (with or without the valued opinion of marketing, maintenance and the station manager) and let the flight operate? There may be no hard and fast guidelines we can look to except the NTSB Law Judge's statement in this and many other cases. requiring that we insure the highest standard of safety. Have a happy winter.

WE SAY AGAIN

The officers talk about it so often that we may have forgotten to give it continuous and proper mention in the newsletter. ADF is in need of volunteers who are interested and able to get involved in projects, take on responsibilities as Directors, attend meetings and explore new areas. Mr. Mike Nadon, President elect, is responsible for membership involvement, and Bill Cranor, our newly elected EVP, can help anyone who would like to be a part of the Symposium. We have an immediate need. Please let us know.

NORTHWEST AIRLINES IMPLE-MENTS CUSTOM AIRCRAFT SITUATION DISPLAY (ASD)

In our previous issue, we discussed American Airline's implemention of ASD. In this issue, we will feature Northwest Airlines. If you have details on ASD at your carrier, we would like to hear from you (Ed).

Northwest Airlines, Inc. has developed an enhanced application modeled after the National Transportation Systems Center's (NTSC) Aircraft Situation Display (ASD). The tool, ASD for Macintosh, takes the NTSC's concept of a graphical depiction of aircraft positions a step or two further.

The application enhances the NTSC's original version in a number of ways. The first, and most important of which, is the addition of live composite weather radar to the display. Dispatchers are now able to visualize flight positions relative to weather systems, create experimental routes around systems, and analyze the effect of a system on company preferred routes. Precipitation is shown in six intensity levels, distinguishable by color.

The tool provides users with many additional display options such as enhanced select/filter functions, enhanced display zooming, great circle distance and bearing calculations, and the ability to show airways, fixes, stations, navaids, and other user definable regions, such as special-use airspace or mountain wave areas. Users can also search for fixes or navaids, create custom routes, and is completely user configurable.

The application, developed by Bryan Bourn, an operations analyst for Northwest, takes advantage of object oriented design technology. This new design methodology allows fast development time and much enhanced code maintenance, allowing new features to be implemented quickly. The tool was written specifically for Macintosh work stations, and takes full advantage of the machine's user interface and graphics capabilities.

The tool has been installed and live since the first week of September, 1993. Primary users of the application are flight dispatchers, who use the tool for improved route selection, flight following, and route analysis. Other groups that use the application include Operations Planning, Dispatch Database Services, and Meteorology.

If you have questions, or would like to see the application in action, please get in touch with Bryan Bourn (612) 727-6334, or Bill Leber (612) 727-0216.



MOMMAS, DON'T LET YOUR BABIES GROW UP TO BE.....

It has been said, on occasion, that the aircraft dispatcher is like an extra mind in the cockpit... a superb resource for the rest of the crew to use whenever the need arises. In fact, with this superb resource available, the need should arise less frequently, since the dispatcher is able to concentrate on the outside environment, anticipate problems, and usually prevent those problems from dramatically affecting the flight.

For example, flight planning around turbulence: if you have a smooth and uneventful flight, you probably don't rush to the phone to thank the dispatcher. Nor should you... the dispatcher is performing his/her duties... just doing the job, and dispatch management will make sure that the accolades are distributed appropriately, surely.

Another example: your airline is spending less money for fuel to fly a greater number of RPM's than it used to... because dispatchers manage fuel more effectively.

And, of course, since ATC is every dispATCher's middle name, you now find yourself on non-pref routes more often, or spending less time in airborne holding than "the old days," or getting a direct routing to your destination without requesting it, when you are behind schedule.

So, dispatchers usually react with agreement when they are referred to as an extra mind in the cockpit. It is a pleasant way to explain their importance.

Navigators probably felt proud of their jobs, also. But they are just a memory, now. If you think that licensed aircraft dispatchers can't go the way of the navigator and the radio operator, and the second officer, then please just continue as you were. Leave the ADF and IFALDA work to others, don't contribute any time or money or energy to further, or perhaps simply save, your profession.

After all, you wouldn't want your children to be dispatchers, would you? Besides, dispatchers make up less than 1/4 of one percent of the airline employees in this country, so it would be very difficult to get into the profession, anyway.

Unless, of course, we could convince the rest of the world to adopt the joint responsibility standard of the USA, and require licensed aircraft dispatchers all over the world.

NAAA. Too tough. Never happen

Nobody would dream of even starting a task like that.

But, you don't really think they would ever eliminate navigators, I mean radio operators, I mean dispatchers, do you?

A YEAR OF CHANGE

By Bill Leber

Our profession has undergone some remarkable changes in the past year, some loud and clear and some rather subtle. There were changes for ADF itself, new members, new office, new

officers, new issues, problems in areas which were not even a part of our scan in previous years. There were changes in technology used by Dispatchers and changes in the relationship between Dispatchers and the ATC community. Some of the have been dramatic like ASD with overlaid weather radar. But a more subtle change is the one I would like to explore here.

In the past, ADF had to get the Dispatcher's identity out THERE, wherever THERE was. There just happened to be EVERYWHERE. Sometimes ADF was welcomed and sometimes ADF was shunned. In the process we became rather skilled at the art of removing barriers, and although more challenges await us, considerable success has been achieved. But the method of ADF's involvement in industrial affairs has made a powerful shift of profound importance. We are now recognized and invited and sought out by some of the most amazing, intelligent and influential people in this industry. People from all over this industry. Let me be clear about this: They, are now seeking our perspective, our expertise, our input. A subtle shift, but a major change.

This kind of change says something for our organization's credibility but it also reflects something even deeper than that. It means that key people in the industry have changed themselves. They have had a change in their attitude toward us. They now recognize that they need our excellence for their own reasons. This shift implies that a critical mass of understanding operational control has been achieved and ADF should take all the credit it deserves.

This does not mean we are now occupying the space form of afforded to the sun and all in aviation now revolves around us. Nor does it mean ADF has done its job and can now rest on its laurels. These are the formulas of failure. It means that ADF will be stretched to the limit of its resources to respond to an industry which now has a healthy appetite for operational control and all its facets.

It means we need 100 percent of all Dispatchers as members. It means we need corporate sponsorship and financial support like never before. It means we need greater involvement of our members. It means that internal problems and concerns must be alleviated to free up energies to address the issues which the industry calls us to participate in. It means ADF's adolescence is over and it must take on a new level of responsibility as a Professional Organization. I am confident the new officers and Directors can lead our organization into the next phase of its life and meet those responsibilities. As members, we must ALL give them our support.





OFF THE BURNER

Last issue, we mentioned an offer to provide ADF free scholarships to a Dispatcher Training Course in exchange for positive public relations in the Newsletter, Although both generous and attractive, the officers and membership agreed that this offer, like the Resume' service, is not some-



thing that ADF can effectively pursue. Any involvement in these issues by ADF can and will be interpreted as an endorsement which opens up a "Pandora's Box" of problems for the organization. A special thanks to Ron Morris of the Sheffield School of Aeronautics and Bob Johnson of Aviation Training Inc. for pointing this out so eloquently.

RANDOM ALCOHOL TESTING UPDATE

Congress passed legislation in 1991 requiring D.O.T. random testing for alcohol as well as drugs. This will affect all safety related positions, including Airline Dispatchers. The D.O.T. is attempting to have the final rules published by the first quarter of 1994. After the rules are published, the airlines will have six months to agree to a plan and submit it to the F.A.A. After the plan has been approved, the actual D.O.T. random alcohol testing will not begin for another six months. At this time, it appears that the testing will begin the first quarter of 1995.

All of the ADF Officers, Delegates and Staff would like to wish our members a Merry Christmas and prosperous New Year!



MISSION STATEMENT

Advance aviation safety and efficiency by enhancing the professional standards of individual Dispatchers and the organizations within which they exercise operation control. Foster a global understanding of the nature and benefits of positive operation control.



CHANGE OF ADDRESS: IS YOUR INFORMATION IN OUR DATABASE UP-TO-DATE? IF NOT, PLEASE CONTACT MEMBERHSIP SERVICES.

ADF 1994 CALENDAR OF EVENTS

Jan 24-26 Washington D.C. ADF Symposium on operational Control

Feb 8-9 Amsterdam EUFALDA Meeting



Mar 6-7 Salt Lake City, UT General Membership Business Meeting

May 2-5 Vienna, Austria IFALDA AGM

Jun 5-6 Seattle, WA General Membership Business Meeting

Aug 25 ADF/IFALDA Board of Directors Meeting

Tuscon, AZ

Oct 23-24 Dallas, TX General Membership Meeting

SAFETY SYMPOSIUM - JAN 24-26

Will be held at the Stouffer Concourse Hotel, Washington, D.C. See "Operational Control Symposium, 1994" brochure for further information. Call hotel for reservation. 1-800- HOTELS-1 or 1-703-418-6800. Ask for ADF rates,



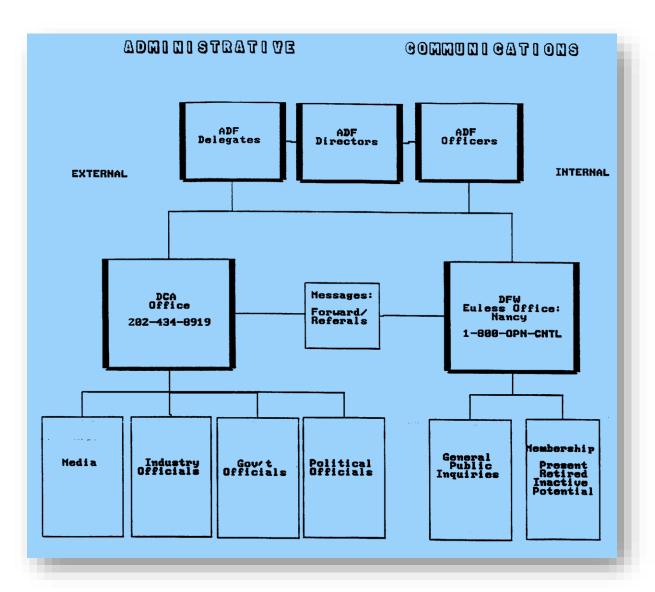
COMPUSERVE UPDATE

MIKE NADON - 70157,2026

BRAD RASMUSSEN - 727541621

ADF NEWS is a publication of the Airline Dispatchers Federation. For imformation, write or call: The Airline Dispatchers Federation, Metro Center, 700 Thirteenth St., NW, Washington, DC 20005 Phone (202) 434-4599 J.C. Little-Editor.









Ms. Sylvia A. de Leon National Airline Commission 633 Indiana Ave. NW Washington DC 20531

The Airline Dispatchers Federation believes strongly that the commission must consider the issues of globalization and safety during it's deliberations. The current trends in the industry towards global carriers raise questions about the adequacy of current regulations and regulatory oversight and the specter of global carriers pursuing flags of convenience to avoid regulatory costs.

As the commission considers the state of the U.S. aviation industry and proposals to ensure it's health the Airline Dispatchers Federation believes that the ghost of the U.S. merchant marine and ship building industries will be watching your deliberations. The commission has the opportunity to help create an environment that will provide a level playing field for all the air carriers providing service to the U.S. traveling public. The Airline Dispatchers Federation believes that the commission must insist that this level playing field be established at the highest level of safety for the traveling public.

The alternative is to allow the safety standards for air carriers and aircraft manufacturers to be set by whichever country is willing to offer the least expensive "flags of convenience" to the aviation industry.

This well written correspondence under Bill Leber's administration was distributed by ADF in 1993 and represents a thorough discussion of ADF's talking points on the single level of safety.



The airline industry in the United States has been deregulated for more then ten years. This policy decision by the U.S. government was enacted in the best interests of the American consumer. Foreign air carriers during this period have remained under varying levels of protection and even the ownership of their respective governments. This historical fact has created a situation where several financially distressed U.S. carriers have turned to protected foreign carriers for alliances and funding. The Airline Dispatchers Federation, as an organization, has no opinion whether these mergers, alliances and investments are appropriate. This is a government policy decision in which the interests of the consumer, labor, and management must be balanced by the government in light of trade policy and many other variables.

The mergers, and alliances between U.S. and foreign carriers do have major safety implications that the Airline Dispatchers Federation feels must be addressed. The creation of code-sharing between U.S. and foreign carriers presents the consumer with the illusion that they will be traveling on a single air carrier. The consumer has the expectation that any flight they choose will be operated according to the same strict safety regulations. Code Sharing or cabotage by foreign air carriers within the U.S. can lead consumers to the mistaken belief that all the competing carriers in a market are adhering the same strict U.S. safety regulations.

As the committee is aware, this is not true. Foreign carriers are not required to meet the same maintenance, training, licensing, operational control or other safety standards of U.S. FAR 121.

U.S. Airlines are required to follow the letter and the intent of U.S. regulations, thereby creating a safety standard that is arguably the safest in the world. Foreign carriers are only required to meet the less stringent requirements of U.S. FAR 129 and the regulations of the government of registry.

The State of the Industry 1993 Page 1 of 5



The first question this Committee must address is whether we can fund enough trained FAA inspectors to insure that all air carriers involved in code-sharing arrangements can be given the same level of scrutiny and regulatory oversight. If U.S. carriers continue to receive the highest level of FAA scrutiny while foreign carriers receive a less stringent level of review, this committee will be encouraging the code-sharing U.S. carriers to move as many of their flight operations to the foreign air carrier partner who receives the lowest level of scrutiny. Most air carriers lease their aircraft and can transfer that lease from one cooperating carrier to another with ease. Should we fail to properly fund regulatory oversight of combined foreign and domestic air carriers, we will create a situation that will parallel that of the U.S. merchant marine. The air carriers will be driven to seek the lowest common safety denominator and create an aviation industry that flies under flags of convenience to avoid regulatory costs. The impact on the U.S. Civil Reserve Air Fleet of this loss of U.S. registered aircraft should be addressed by the Department of Defense and Congress.

The FAA's inspection force is hard pressed to inspect the U.S. air carriers in a timely and effective manner. In a time of shrinking budgets and a growing federal deficit, the Airline Dispatchers Federation is concerned that the already stressed inspection system of U.S. carriers will be unable to handle the additional responsibilities of monitoring multinational airlines whose operations are predicated on widely varying sets of national rules and ICAO recommendations.

Currently the FAA lacks the staff to provide even minimal oversight of foreign carriers except for random and widely spaced ramp checks of their flight crews paper work. The Airline Dispatchers Federation has discovered that Aeroflot's current FAR 129 filing shows that dispatch services to Aeroflot will be provided by Pan American Airlines Dispatch. Since Pan American Airlines no longer operates it appears that the FAA is not staffed to keep track of the adequacy of foreign air carrier filings.

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Avianca flight 52 crashed at Cove Neck, New York on January 25, 1990, killing 73 of the 158 people on board. The crash investigation, generated several recommendations by the NTSB to the FAA and to the Director, Administration Aviation Civil (DAAC) ,Colombia. The NTSB's Class II Priority Action recommendations to DAAC regarding operational control and Cockpit Resource Management (CRM) were made to help ensure a tragedy such as this would not reoccur. Neither the FAA nor the NTSB is empowered to ensure that DAAC Colombia has acted on these recommendations. The FAA has stated that compliance with the NTSB recommendations to DAAC has been left to the discretion of the Colombian government and Avianca. The FAA does not leave compliance with safety requirements by U.S. carriers to the discretion of the U.S. air carrier,

If the Congress does fund the necessary inspection force there is a further question which must be addressed- What regulations and rules will the multinational air carriers follow? If the foreign carriers involved in code-sharing with U.S. carriers are allowed to operate under the current regulation (FAR 129), while requiring U.S. Carriers to adhere to standards of FAR 121, the same negative result will occur. Aircraft and operations will be shifted from under the auspices of FAR 121 to the less restrictive FAR 129. The pursuit by air carriers of flags of convenience will become reality. The safety of the consumer will be compromised as the economic competition drives multinational carriers to move their operations to whichever flag of convenience provides them a competitive financial advantage because of lower regulatory requirements and therefore lower costs of doing business. This resulting pursuit of the lowest cost regulator will yield the same result on U.S. Aviation as it did on the U.S. merchant marine.

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It is the position of Airline Dispatchers Federation that no matter what other actions the Congress and the Executive branch take regarding the airline industry, all their efforts will be negated unless all air carriers operating to, from, or within the United States are required to meet or exceed the letter and intent of U.S. FAR 121 Flag and/or Domestic. We are seeking international competitiveness while insuring the highest level of flight safety here at home.

Failure to require compliance with FAR 121 Flag and/or Domestic rules by foreign carriers operating in the United States will result in the inability of U.S. carriers to compete on the open market with foreign carriers that operate under far less restrictive rules.

A simple example illustrates the problems of differing standards. A U.S. and a foreign carrier are both operating between a European city and New York. Due to weather and air traffic congestion, both flights arrive five hours late. The pilots of both airlines are scheduled to continue to fly the next morning to a third destination city. Because of FAR 121 requirements for a minimum crew rest of eight hours, the U.S. carrier must delay its flight for two hours. The foreign carrier operating without these rules can legally depart on schedule. Naturally, the unsuspecting New York passengers will take the flight leaving on time to their destination rather than wait for the fully rested flight crew. Consumers will make this choice because of the common misconception that safety standards imposed on the foreign carrier are the same as for U.S. carriers.

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Numerous other problems can be shown which clearly illustrate the problems U.S. carriers face in competition with foreign air carriers operating under unequal regulation with equal market access. As a remedy the Airline Dispatchers Federation advocates, strict application of FAR 121 Flag or Domestic safety requirements upon all air carriers operating into the U.S. The President and Congress must mandate that foreign carriers comply with the highest level of safety in the interest of American aviation consumers.

In summary the rise of multinational carriers requires a corresponding elevation of safety standards for <u>all</u> air carrier operating in the United States. The safety of the public and the existence of a healthy U.S. aviation industry depends on a single standard of safety for <u>all</u> commercial flight operations. <u>That standard should be U.S.</u> <u>FAR 121 Flag and/or Domestic rules.</u>

The State of the Industry 1993 Page 5 of 5



ELR . .

Sunday/December 19/1993/Star Tribune

Flight dispatchers urge 1 safety level

By John J. Oslund Staff Writer

They are the faceless devils and angels of commercial aviation.

They never leave the ground, yet they share legal responsibility with the pilots for the safety of every flight.

They don't hesitate to set straight a wayward 747 captain. Nor do they shrink from confrontations with profit-minded airline managers.

They are called flight dispatchers. And they are paid to worry.

These days, William Leber, president of the Texas-based Airline Dispatchers Federation, is worried about commuter airline safety.

"Passengers all expect one smooth, seamless flying experience," Leber said. But when it comes to airline safety standards, he said, they aren't getting it.

Major airlines operating under the toughest FAA rules, called Part 121, are required to have dispatchers in "positive operational control" of every flight.

But at most of the nation's 140 commuter airlines, licensed dispatchers are not required.

The dispatcher requirement is one of several significant differences between airlines that adhere to the tougher standard and those that fly under less-rigorous standards known as Part 135.

Critics argue that the rationale for two levels of safety is obsolete now

Most commuter airlines fly under less-rigorous rules than big carriers

that commuter airlines have grown so large and their airplanes have gotten so sophisticated.

Dispatchers such as Leber, as well as top officers of the Air Line Pilots Association (ALPA), say a single level of safety should be established for all scheduled airlines that fly planes with more than 10 seats. The dispatcher rule is an example of the subtle safety differences between the two sets of rules.

The dispatcher's role was created by federal regulators in the 1930s to provide a human check-and-balance safety system. Dispatchers prepare a detailed plan for every flight by compiling information on weather, routing, fuel load, weight and balance. The dispatcher signs the flight plan, certifying that the information is correct. The pilot also signs it. When both dispatcher and pilot sign, the plan becomes a legal document — a contract.

(The dispatcher's job is sometimes confused with the job of air traffic controllers. But the primary task of controllers, who work for the FAA, is to safely route airplanes in flight.)

The rules also require dispatchers to maintain two-way radio contact with the flight. Any changes to the flight plan en route must be mutually agreed upon by the captain and the dispatcher.

"Our role is to eliminate surprises," said Giles O'Keeffe, chief dispatcher

for Northwest Airlines. "If something happens, we will deal with it. But we will deal with it jointly."

Under the less-rigorous Part 135 rules, there is a "flight following" requirement, a looser arrangement that requires only that the airline follow the movement of its planes, but not be in touch with them. Although commuter airlines typically employ dispatchers to perform the same kinds of duties as their counterparts at the major airlines, the checkand-balance system that's created when pilot and dispatcher share joint responsibility for safety is not required.

Without the assistance of a dispatcher, the pilot's workload increases. The flight plan, weather information and routing become his sole responsibility. He must also physically check the weight load of passengers and luggage. That can include giving passengers the unpleasant news that they have to stay behind because the load is too heavy.

After the fatal crash of a Colombian Avianca airliner in New York City in 1990, Leber, who is also a Northwest dispatcher, joined with colleagues from other major airlines to found the federation. Safety investigators determined that although the main cause of the crash was pilot error, a contributing cause was the lack of help from a dispatch department. The plane encountered bad weather and was forced to hold in a traffic pattern until it ran out of fuel 16

miles from the airport.

Like most U.S. commuter airlines, foreign airlines operating in the United States are not required to have licensed dispatchers.

"We founded the organization to wake people up about this problem," Leber said. "I don't have a problem with any unscheduled carrier getting a [regulatory] break. But when it becomes a scheduled airline with more than 10 passengers and more than 10 planes, then you should have to convert" to the tougher Part 121 standards.

The pilots' unions also has pushed in Congress for regulatory changes designed to ensure "one level of safety."

Stephen Ormsbee, chairman of ALPA's regional airline committee, said the Part 121/135 debate affects the major carriers as well as their smaller partners. "The ingredients for safety are not always the same," he said. "One airline has a licensed dispatcher ... the other does not. One airplane has certain safety equipment, the other does not."

He said that it might be in the best interests of the major airlines to bring commuter airlines that they use as partners up to the higher standards. Express Airlines, for example, flies as "Northwest Airlink," using the Northwest colors and logotype. Referring to the Express crash in Hibbing, Minn., this month, Ormsbee asked, "What do you see? The red tail and the Northwest Airlines logo . . that's the image that was put on the news. That is the image that the public perceives."

In December 1993, ADF served as the information resource for this feature article appearing in the Minneapolis Star Tribune. The content continued ADF's efforts to spread the "Single Level of Safety mantra. Northwest's Bill Leber and Giles O'Keeffe are quoted in the article which includes other insight from Northwest airmen.



Mike Nadon President:

(Continental Airlines)

Bill Cranor Executive V.P. (Kiwi Air Lines)

Steve Horton 1st Vice President (DAL)

Al Krauter 2nd Vice President (NWA) Miro Lehky 3rd Vice President (Kiwi)

Brad Rasmussen 4th Vice President (WOA)

Carla Beck Financial Secretary/Treasurer (SWA)

Symposium – Washington, D.C.

January 25-26, 1994

"Operational Control in Global Air Transport"

Keynote Speakers:

U.S. Representative James Oberstar.

Ranking Minority & Chairman Emeritus of the House

Committee on Transportation & Infrastructure.

James Hinson

Administrator of the Federal Aviation Administration

Carla Beck - Director of Internal PR

Brad Rasmussen - Director of Legislative Affairs

Roger Beatty - Director, Technology and Human Factors

Darryl Oberg - Director/Editor, Newsletter

Miro Lehky - Director of Regional and Commuter Air

Carrier Regulations

Allan Rossmore - Director of Legal Affairs

Alphonso Diaz Del Castillo -Director of Accident Prevention/

Investigation

MEMORABLE MOMENT

In 1994, ADF became full member of the Aviation Rulemaking Advisory Committee. The ARAC was the primary source of the FAA's Rulemaking programs. ADF Director of Rulemaking Norm Joseph has served as the ADF's representative on the ARAC during three decades of volunteer service.

As shown at right, ADF's ARAC participation yielded tangible benefits, not the least of which were the relationships built with other important organizations in the aerospace industry. Executive Committee Meeting list from 2000 shows Norm Joseph still capably representing dispatchers on behalf of ADF.

Aviation Rulemaking Advisory Committee Executive Committee Meeting Summary

DATE: November 9, 2000

LOCATION: FAA Headquarters

800 Independence Ave., SW

Washington, DC

PUBLIC NOTIFICATION: The public was informed of this meeting in the Federal Register on

October 19, 2000 (65 FR 62794).

ATTENDEES:

Edmond Boullay JAA Craig Bolt

Pratt and Whitney Tony Fazio FAA Gulf Stream Dave Hilton Regina Jones FAA ADF Norm Joseph

FAA Ida Klepper ATA Al Prest NACA Ron Priddy Bob Roberson AIA Glenn Rizner HAI Bill Schultz GAMA John Swihart HAI APFA Joan Wages Craig Williams AAAE Ken Susko ASF Gerri Robinson FAA **Bob Zeiss** BOC **Brad Moravec** Boeing Chris Witkowski **AFA** IPA/UPS Bob Brown Henri Branting FAA **NADA/F** Jim Hurd Paul Larson FAA

Telecon Participant(s): Sean O'Callaghan

Paul J. Smith Bill Edmunds

Florence Hamn

NADA/F

ALPA

FAA





NEWSLETTERS

MEETING MINUTES

PRESS RELEASES

CLASSIC QUOTE

"Flight dispatch is not required for Part 135 operations. This is a significant omission that can affect safety."

Captain Randy Babbitt – ALPA President at Congressional Hearing in 1994

Star Tribune

The lack of a requirement for flight dispatchers was cited by Babbitt as the most worrisome aspect of the dual standard. Ground-based dispatchers, who help with flight planning, weather forecasting and changes en route, legally share responsibility for flight safety with each plane's captain.





ADF NEWS



Volume 4 Number 1

Winter 1994

Editor: J. C. Little

AIRLINE DISPATCHERS FEDERATION OPERATIONAL CONTROL SYMPOSIUM

By Darryl Oberg

On January 25 and 26 1994, the Airline Dispatchers Federation hosted an Operational Control Symposium in Washington D.C. The following attempts to summarize the views of the varied speakers at that event.

Mr. Walter E. (Buddy) Doll, Vice President-Engineering, Delta Airlines.

Mr. Doll complimented ADF on our accomplishments and encouraged the organization to keep going. As a member of the management team for Delta's Flight Control department from j. 1984 through 1992, Mr. Doll has an intimate knowledge of Flight Dispatch and its role in the operation of an airline.

Buddy (We can call him "Buddy" 'cause he started as one of us, and still is at heart.) spoke of the six "C"s in the airline business today and how flight dispatchers fit into this complex puzzle.

Cost: It is prudent to evaluate our role in this complex business as it relates to fuel costs, national economies, and regulations.

<u>Customer</u>: The focus has changed in this industry to be more centered on the customer. We in the flight control departments as well as other departments can use technology to enhance customer service.

Communication: Not only between the Dispatcher and the Pilots, but between the Operations Control departments and other departments within our airlines. The operations control center can become a resource to be used to improve the entire company's operation.

Competition: As Operations Control people, we should be aware that international bilateral agreements are becoming more equal; trade barriers are falling. Domestically there are no protected markets any more. The fact is that the top performers will drive out the inferior carriers.

Jampliance: The prime responsibility of the Pilots and Dispatchers is SAFETY and compliance with regulations. There is no acceptable alternative. A major part of this responsibility is the exercise of operational control and "passive operational control is not acceptable."

Cooperation: This is a time of great opportunity. Dispatchers (operations control managers) should understand your company's business plan, work with department management and become a valuable asset in accomplishing the plan.

Mr. Doll concluded that these are exciting and challenging times. The industry is operating under a new set of rules of business. If you define stability as no major change, then we can never again expect stability in this industry again. All of us in this industry have to create opportunities. We have to have the courage to begin.

David Hinson, Administrator of the F.A.A.

Mr. Hinson opened by relating a story of a hijacking during his time at Air West and how through this experience he is familiar with Flight Control (Flight Dispatchers) and the "invaluable service" they provide.

Mr. Hinson reflected on the U.S. airline industry's safety record. If the 1961 (the industry's un-safest year) accident rate were translated to 1993, there would have been 245 accidents last year. However there were no serious accidents in Part 121 operations in 1993. There were 22 not so serious. That means that Part 121 operations have reached near "Zero Defects".

He then went into the drastic changes that have taken place in this industry in the last few years. The industry is being re-engineered by market forces. Mr. Hinson pointed out that along with the loss of several carriers, there have also been some new entrants. There is never an economic vacuum for long in the U.S. Change is something that you can do little about. "Energy spent stopping change is lost energy."

We have to learn to meet the challenges of change. The Government is not immune to these forces of change. Because of budget constraints, government agencies have to learn to "run smarter on less dollars," and still provide the same level of service. Along this line he discussed the possible privatization of the F.A.A. This would provide more efficiency in the running of the agency. It would also provide for greater user input into the system operation.

In an effort to streamline, the F.A.A. is looking into all facets of their operation. They are looking at procurement of materials and re-engineering their system. They are even looking at the regulations to attempt to eliminate those that are cumbersome, awkward, or simply no longer workable. They are behind the President's program to re-invent government. With all this change, he emphasized the 1958 FAA charter: SAFETY and to



Symposium con't

promote Aviation. Nowhere in any of these changes is safety ever a question, "There will be no degradation of safety."

We have the best system in the world. It is the model by which most countries form their aviation rules. Mr. Hinson outlined the close working relationship the FAA has with the Joint Aviation Authority in Europe as they continue to build a single aviation regulatory agency. He spoke of the harmonization effort under way between the U.S. and the J.A.A. The purpose being to have one standard of aviation regulations and certification in Europe and the U.S. Some of the firuits of this effort are already being seen. The A321 is the first commercial aircraft to be jointly certified in both Europe and the U.S. using one set of certification rules.

During the question and answer period, Mr. Hinson said that during the streamlining process at the FAA he wants user involvement. Evidence of this is the Aviation Rulemaking Advisory Committee. Through ARAC, the FAA is gathering user input on changes, this process will continue.

During the symposium, we also had several reports from organizations with interests in Operational Control. I will attempt to summarize those reports.

Dave Potter, Assistant Divisional Manager Air Ops. FAA

Mr. Potter has spent a great deal of time working with the JAA in Europe on Harmonization. The JAA and FAA have been holding joint harmonization meetings since 1984. One of the major results of these meetings is that now JAA25 and FAA25 are virtually identical. (These are certification rules). They continue to make progress in a number of fields; among them are ETOPS (Extended Overwater Operations for twin engine aircraft), Oceanic traffic separation standards, MMEL (Master Minimum Equipment List) development standards for new aircraft, and aircraft certification standards. Mr. Potter challenged the Dispatch community to find ways to participate in these forums whenever possible.

David Porter, President of IFALDA

Mr. Porter reiterated IFALDA's commitment to the Highest Level of Safety attainable in the commercial aviation industry. He restated how the FAA is working with the JAA for harmonization of standards in this industry. Mr. Porter then reviewed how the ICAO (International Civil Aviation Organization) annexes outline the role of Flight Operations Officers (Flight Dispatchers) and how this role needs to be standardized in our new Global Environment. He also then reminded us of how careful we must be in the international field by quoting Toynbee "America is a large dog in a small room... when it wags its tail, it tends to knock over the furniture."

Mr. Porter then reviewed the progress of the Dryden Commission in Canada. The commission was formed due to a Fokker 100 crash at Dryden in March 1989. The commission identified a contributing factor to the accident as the lack of licensed Dispatcher. Joint responsibility, shared by the Captain and the Dispatcher, has been proven in terms of safety and economics. There is far greater accountability through a license. They have

also identified a need for oversight of airlink (code sharing) partners. The commission is continuing to make recommendations to Transport Canada.

Charlie Hall, Air Traffic Management, Air Traffic Control System Control Center

Mr. Hall opened by saying that the common goal of Dispatchers and ATCSCC is to "move metal," with safety in that movement being the number one priority. Mr. Hall then touched on the continuing dialog between the FAA, Canada, Great Britain, and Eurocontrol for planning the management of ever increasing air traffic.

Mr. Hall recognizes that until the recent past, the FAA has soloed in their grapple with traffic problems, but change is realized in greater communication and cooperation between ATCSCC and the airlines. Mr. Hall contends that this type of cooperation must continue and expand. "We need to jump in and find joint solutions" Hall said. Mr. Hall observes that currently we have a tendency to not believe each other, and that we (the airlines and ATC) must learn to recognize, understand, and respect each other in order to deliver the best product.

In closing, Mr. Hall indicated that the changes in the Oceanic traffic control could very well become the model upon which all traffic control could be based.

Robert Iverson, Chief Executive Officer, KIWI International Airlines.

Mr. Iverson subscribes to the outlook that ADVERSITY & OPPORTUNITY, and sees a great deal of opportunity in the airline industry today. Low price expands the market (example Southwest). He spoke of the talk about re-regulation of the industry supported by the "myth" of over capacity. Ninety-nine dollar seats will fill airplanes, and make everyone happy. However, the majors need an upward spiral of prices to support costs. This is the basis for the "need" for re-regulation of the industry.

The result of the 1978 de-regulation act was a consolidation of the industry. Since that time, we have lost four major carriers, and hundreds of thousands of employees have been displaced. However, in Mr. Iverson's opinion, we are only two years from the "success" of de-regulation. Mr. Iverson also talked about "recapturing the dream," the entrepreneurs in this industry today, the start-ups that are filling the voids left by the majors as they shift for better shares of the big markets.

He then turned his attention to KIWI. They have a policy that the Pilots will receive a face-to-face briefing from the Dispatchers at KIWI. This policy builds mutual trust between them. At KIWI, they rely heavily on the Dispatchers judgment for operational decisions. The Dispatchers are also the system controllers. They keep the airline running. The corporate culture at KIWI is no second guessing Dispatch.

KIWI has grown to an airline with 10 aircraft and 700 employees in just over 18 months. They are a corporate motto that really summarizes their spirit ... "Whatever it takes."



Symposium con't

Congressman James Oberstar, Chair of the Aviation Sub-Committee of the Public Works and Transportation Committee of the House of Representatives

Congressman Oberstar opened by praising the Airline Dispatchers Federation for our efforts to raise the visibility of the Flight Dispatch Profession. He stated that the Flight Dispatcher is the "best kept secret in aviation." Congressman Oberstar acknowledged he did not understand Dispatch until he spent some time at the Northwest Airline office. He also referred to the work ADF did on the Avianca flight 52 accident in New York.

He then reflected on historical figures in Congress that supported aviation such as Mr. Blatnik who proposed legislation to fund the Wright brothers in their efforts in powered flight and legendary House Speaker, the late Sam Rayburn who sponsored legislation to fund the lunar landing. Without the support of men like these in government, this country would not be in the forefront of aviation today. These men had a sense of history and vision. Other people outside of government had equal vision like Jack Knight who first enlisted volunteer farmers to light bonfires along specific routes so the mail planes could fly at night. This evolved in the system of 1325 beacons (VORs) that form the airway structure in the U.S. today. John Collins, who flew parts for Ford Motor Company, had the dealers in small towns send weather observations twice a day by telegraph to help his pilots. This evolved into the National Weather Service.

Congressman Oberstar then identified the fact that aviation represents 10 percent of the Gross National Product, and that 94 percent of paid transportation between cities in the U.S. is by air. The U.S.A. is the world leader and innovator in aviation, and he will do all that he can to see we maintain that position. We are for the first time going to have a generation of pilots in the U.S. being trained on foreign built aircraft. (University of North Dakota having to buy ATRs from France). We must take steps to correct this and get our small aircraft manufacturers back into the business.

In speaking about dispatch, Congressman Oberstar spoke of how the commercial aircraft are built with backup systems. This is how he views the role of Dispatch. Backup systems save lives. Congressman Oberstar asked Sam Skinner, the previous FAA Administrator, to look into initiating stricter rules for Part 129 operators in this country. Mr. Skinner agreed that Part 129 rules are not good enough. Congressman Oberstar said he will continue to pursue this with the current FAA Administration. He encouraged us to continue to make our presence known through commissions, hearings, Government committees.

Then Congressman Oberstar turned his attention to the revamping of the FAA. He believes that the FAA and specifically the Air Traffic Control system is a good system. It doesn't need to be reinvented; it simply needs some fixing. He feels that perhaps moving the FAA out of the Department of Transportation could help free the FAA from the burdens of acquisition and contracting process. There could be some improvement in the management of contracts. Have a fixed term for the Administrator in order to improve continuity. It is a good system we should just fix it.

In closing, Mr. Oberstar emphasized that we need more vision in aviation. The GE90 engine is the engine of the future and it is U.S. built. The Boeing 777 is the aircraft of the future, again U.S. built. The U.S. FAA sets the standard for the world. He related a discussion in which Jean Pierson of Airbus Industry in Toulouse made a claim that once an aircraft passes FAA certification, he can sell it anywhere in the world. We must keep the U.S. in the front position.

ADF NTSB ACCIDENT INVESTIGATION TEAM UPDATE

By Steve Horton

First, the bad news. After considerable dialogue with the NTSB including a trip to Washington by three team members, we have still been denied party status at NTSB Aircraft Accident Investigations. The NTSB bases their decision on their interpretation of the following paragraph taken from their rules:

831.1.

Parties to the field investigation shall be limited to those persons, government agencies, companies, and associations whose employees, functions, activities, or products were involved in the accident or incident and who can provide suitable qualified technical personnel to actively assist in the field investigation.

By very strict definition, we don't qualify because ADF members are not "employees" per the NTSB.

Having been involved with the ADF Accident Investigation Team from the start, I am very disappointed with this outcome. But, there is a ray of sunshine. The chief investigator for the NTSB, James Danaher, has published our toll-free phone number to all NTSB field agents with instructions to call us with any operational control questions that should arise during an investigation. This could be interpreted as just an attempt to placate us for being denied party status, but I am taking a positive attitude in hope that this is not the case. Mr. Danaher seems very sincere and acknowledges the need for our expertise in some cases. (Avianca is an example.)

So, although we have been unable to accomplish what we set out to do (gain party status), we have gotten our foot in the door. Maybe we can become more involved in time. We have made the NTSB aware of who we are and have gained a great deal of respect.

As for all the members of the Accident Investigation Team, we owe them a big "thank you" for patiently standing by ready to serve if needed.

121 WEATHER EXEMPTION PROJECT

By Michael Nadon

The ADF has initiated a project to see if we can create a draft of an exemption for 121 Flag and Domestic carriers that would allow dispatch to airports that are forecast below minimums that will not compromise safety.

Ray Howland at AAL is heading this up, and conceptually it



21 Project con't

vill combine the ideas in 3585H and domestic re-dispatch. If you have anyone at your carrier who is knowledgeable in the current interpretations of weather requirements and who will volunteer their time, it would be a help to have someone from your carrier involved with Ray. I suspect it will be about four to eight days of personal time and then the draft will be reviewed by the Board. Once the Board and the folks on the project agree as to the content (if we agree to proceed), it will be brought up at the next general business meeting.

If the delegates vote to proceed, we will then go to FAA flight standards, the ATA, and others which will mean two to four more days of personal time by the drafters to meet all the alphabet soup groups.

SOUTHWEST AIRLINES AIRCRAFT SITUA-TION DISPLAY (ASD) INTEGRATION

By Dave Wotton

Those of you who attended the April, 1992, symposium at Southwest were given a demonstration of our weather display system. In the summer of 1992, two weeks after the release of ASD data by the National Transportation Systems Center to Sprint, we added ASD to this weather system. For the benefit of those who missed our demo, here is a brief overview.

Our system is on a Digital Equipment Corporation (DEC) 5000 Workstation. The DEC 5000 uses a 19-inch color monitor, with the XWindows graphical environment. There is a Workstation on each Dispatcher, Assistant, and Superintendents desk, and other applications are available, such as flight monitor and flow sheet.

We receive all our real-time weather data via satellite from our vendors. These products include GOES infra-red satellite pictures, all U.S. ground based weather radar including WSR-88D (Nexrad), NWS DiFax products, and NWS 604 text weather. This system also includes a full Jeppensen navigation database, contour plotting for winds, wind direction, temperature, and pressure at various altitudes, and several other products for weather analysis and forecasting. We created this system with EWINS in mind, and it would allow Southwest, if desired, to implement it upon EWINS training and FAA approval of that training.

Each radar site picture is updated every ten minutes in all scales and products available, along with regional or entire U.S. nosaics. The user may select any combination of intensity level o display or flash.

Satellite pictures come in every 30 minutes, and are both egional, and the entire U.S. These pictures may be color nhanced by the user to better define the levels of the clouds. he satellite and radar include a feature to animate these ictures to show movement and trends.

he next function allows the user to enhance any of the graphic roducts. "Draw" function allows the user to annotate any aphical product with various symbols. Fronts, pressure

systems, and any type of precipitation may be added to enhance the picture. The draw function also has two other tools that are invaluable to the dispatcher. The first is a straight line distance measurement function that allows you to accurately measure to 1/100th of a mile the distance between any two points. The distance is great circle and is displayed in nautical and statute miles. The second tool is a distance measuring compass rose with magnetic deviation adjustment.

The remaining items in our "toy box" include the following:

- 1. Display of latitude and longitude of any point on a graphic picture.
- 2. Zooming in or out of any picture while retaining accurate distance, latitude/longitude, and matching the scales on all overlays,
- 3. All NWS text and DiFax weather,
- 4. Thermodynamic Plotting, and
- 5. Station plotting display.

Any product called or created can be printed on our laser printer, or faxed to any station as part of a pre-flight briefing.

The final function of our weather system is overlay. This function allows the user to combine any or all of the graphic products in the system. A user can layer the products to create a complete weather picture. For example: The combination of radar with jet routes, airports, fixes and VORs, along with the compass rose measuring tool, allows you to brief a flight enroute on weather shead with distances and bearing, long with alternate routes available. Overlay the satellite to this and you are no longer hampered by radars inability to see through a thunderstorm.

The addition of ASD to this system has enhanced our flight progress monitoring, and curoute briefing. ASD is also used to help anticipate re-routes, by watching traffic volume and flows of all airlines within and around terminal areas and weather. Our ASD can be overlaid with all of the previously described graphic products, in any fashion desired by the dispatcher.

This system was developed by RMS corporation and Southwest Airlines Flight Operations, with the consulting help of Mark Spence of Operation Solutions. If you find yourself in Dallas and would like to stop by and see our system contact Carla Beck or Dave Wotton at 214-904-4062

ARAC

ADF GRANTED ARAC STATUS

By Norm Joseph

The Federal Aviation Administration today confirmed full membership status for the Airline Dispatchers Federation on the Aviation Rulemaking Advisory Committee/ARAC.

At the ARAC Executive Committee meeting, the FAA announced the appointment to the Chairman and Vice Chairman of the various ARAC issues areas. This will allow representation



ARAC Status con't

of the professional interests of Aircraft Dispatchers nationwide in addition to the ongoing representation afforded through the American Airlines Transport Workers Union Local 542. Local 542 had been the only Dispatcher related ARAC member. Representatives from several TWU groups, ADF, Professional Airline Flight Control Association and other airline groups continue to participate in several ARAC working groups.

Thanks to former ADF President, Bill Leber; TWU 542 President, Jim Little; and Vice President, Brad Rassmussen, along with the many other ADF members who have worked to obtain equal industry status for the Airline Dispatchers Federation.

Walt Coleman, in his summary of Training and Qualifications issues, also recognized the new Dispatcher working group, chaired by Tim Antolovic, that will review the Part 65 Dispatcher Training and Certification Rules.

ARAC 65 REWRITE

By Michael Nadon

The FAA has created an Aviation Rulemaking Advisory Committee (ARAC) working group for Dispatch. The following announcement from the FAA should be self explanatory. Once again the ADF needs new volunteers to work on a very important project. Our profession can only be as good as the training and experience its practitioners will allow. This is your opportunity to help set standards for Dispatch training that will improve our profession and the safety of the traveling public.

Contact your delegate or the ADF headquarters if you can help us all on this project.

FEDERAL AVIATION ADMINISTRATION

AVIATION RULEMAKING ADVISORY COMMITTEE

NOTICE OF ESTABLISHMENT OF AIRCRAFT DISPAT-CHERS WORKING GROUP

The FAA published a notice in the Federal Register on 1/20/94 announcing the establishment of an Aircraft Dispatchers Working Group of the FAA Aviation Rulemaking Advisory Committee (ARAC). This notice informs the public of the activities of the ARAC on training and qualification issues. The following is the full text of that announcement. FOR FURTHER INFORMATION CONTACT: Mr. Tom Toula, Assistant Executive Director for Training and Qualification Issues, Manager, Air Carrier Training Branch, Flight Standards Service, 800 Independence Avenue, SW, Washington, DC 20591, (202) 267-3718.

SUPPLEMENTARY INFORMATION: The Federal Aviation Administration (FAA) has established the Aviation Rulemaking Committee (ARAC) (56 FR 21290, January 22, 1991; and 58 FR 9230, February 19, 1993). One area of the ARAC deals with training and qualification issues. These issues involve training and qualification of air carrier crew members and other air transportation employees. The Aircraft Dispatchers Working Group is being formed to review Part 65, subpart C and appendix A to Part 65 of the Federal Aviation Regulations

(FAR) to update the eligibility, knowledge, experience and skill requirements for Aircraft Dispatchers. The Aircraft Dispatchers Working Group will forward recommendations to the ARAC, which will determine whether to forward them to the FAA.

Specifically, the Aircraft Dispatchers Working Group is charged with reviewing Part 65, subpart C and appendix A to Part 65 of the Federal Aviation Regulations and making recommendations to the ARAC concerning whether new or revised eligibility, knowledge, experience and skill requirements for aircraft dispatchers are appropriate. If the ARAC determines that a Notice of Proposed Rulemaking or Advisory Circular would be appropriate, those documents are to be submitted in the format prescribed by the FAA.

Reports

A. The Working Group should recommend timeline(s) for completion of the task, including the rationale, for consideration at the meeting of the ARAC to consider training and qualification issues held following publication of this notice.

B. The Working Group will give a status report of the task at each meeting of the ARAC held to consider training and qualification issues. The Aircraft Dispatchers Working Group will be comprised of experts from those organizations having an interest in the tasks assigned. A Working Group member need not necessarily be a representative of one of the member organizations of the ARAC. An individual who has expertise in the subject matter and desires to become a member of the Working Group should write the person listed under the caption FOR FURTHER INFORMATION CONTACT expressing that desire, describing his or her interest in the task, and the expertise he or she will bring to the Working Group. The request will be reviewed with the ARAC Assistant Chair for Training and Qualifications Issues and the Chair of the Aircraft Dispatchers Working Group, and the individual will be advised whether or not the request can be accommodated.

The Secretary of Transportation has determined that the formation and use of the ARAC is necessary and in the public interest in connection with the performance or duties of the FAA by law. Meetings of the ARAC to consider training and qualification issues will be open to the public except as authorized by section 10(d) of the Federal Advisory Committee Act. Meetings of the Aircraft Dispatcher Working Group will not be open to the public except to the extent that individuals with an interest and expertise are selected to participate. No public announcement of Working Group meetings will be made.

Issued in Washington, DC, on January 13, 1994. Thomas Toula, Assistant Executive Director for Training and Qualification Issues, Aviation Rulemaking Advisory Committee.

FUEL REQUIREMENTS WORKING GROUP A/C

Advisory Circular on Fuel Management Goes To FAA After Nine Month Delay.

By Norm Joseph

The ARAC Fuel Requirements Working Group presented their recommendations, including the Advisory Circular on Fuel Fuel



Requirements con't

Management, to the ARAC Air Carrier Operations Issues Group at DOT headquarters on February 15, 1994.

This was originally presented to the Issues Group in May of 1993 and was accepted pending letters of endorsement from ALPA and APA. These two organizations had supported the A/C, but desired to see fuel related FARS changed to allow minimum fuel and fuel emergency defined at higher fuel values than present FARS permit. At the end of June 1993, ALPA changed their position and issued a letter of non-support.

After a four month delay, a meeting was held in October, 1993, with representatives from ALPA headquarters and APA to again address their concerns. Minor changes were made to the definitions of minimum and emergency fuel and the Working Group again stated their willingness to re-examine the fuel related FARS pending comment on the Advisory Circular. ALPA and APA indicated letters of support would be issued. The last letter was received at the end of January, 1994.

The ARAC Air Carrier Operations Issues Group accepted the recommendations and voted to forward them to the FAA for action. The Dispatcher's role remains well documented and unchanged from the previous presentation. Hopefully, we will see the FAA version before the end of 1994.

ADF PROJECTS

WORKING GROUPS:

8400.10 .. AMENDMENTS

AVIATION WX REQUIREMENTS:

Arlan Ellmaker DL

Steve Horton DL

ASOS/AWOS

A. Assess accuracy and reliability

B. Acquire RVR on sequences

PART 65 REWRITE:

T. Antolovic

A. Krauter

CRM/DRM and AQP:

T. Antolovic

NASA STUDY: R. Beatty

A. Task Analysis

B. What is a competent dispatcher?

C. Scenarios

ARAC FUEL REQUIREMENTS:

Norm Joseph

B. Rassmussen

ADF TEAM TO ASSIST NTSB IN DEFINING OPERATIONAL CONTROL FACTORS IN ACCIDENTS:

S. Horton

CURRENT PROJECTS:

FAR 129 OP SPEC REVIEW

FAR 135 OPERATIONAL CONTROL

NCAR USERS GROUP

WORKLOAD STUDY

DEICING

FUTURE PROJECTS:

DATALINK:

A. Broadcast vs. directed to a flight by dispatch

B. Govt. = broadcast

C. Carrier = directed

D. ATC = directed

ATC - AOC COOPERATION AND DATA SHAR-ING

DARPS:

Vic Sotenberg

INTERNET E-MAIL ACCESS FOR ADF

NATCA/ATCA LIAISON

ADF TURNOVER CHECKLIST

ATTENTION MEMBERS: If you would like to get involved on any of these projects, give us a call at HDQ. 1-202-434-8919

SPECIAL THANKS

I would like to offer my special thanks to all those who helped make our Washington Symposium a success.

Special recognition goes to Fred Thunhorst (DL) for his excellent dispatch display and banners; to Roger Beatty (AA) for his invaluable assistance in preparing the forums with the people from NASA and MITRE; Dave Porter (IFALDA, DL) for his presentation; Bill Leber (NW) for being a great Master of Ceremonies and Advisor; Giles O'Keefe (NW) for his presentation (and his old acquaintances); Janet Fink (DL) for her assistance in lining up the hotel; and last but certainly not least, the three people who without them there would have been NO Symposium; Carla Beck, Brad Rasmussen, and Miro Lehky.

Bill Cranor

Executive Vice President

CHANGE OF ADDRESS: IS YOUR INFORMATION IN OUR DATABASE UP-TO-DATE? IF NOT, PLEASE CONTACT MEMBERSHIP SERVICES. 1-800-OPN-CNTL



COOPERATIVE PROBLEM-SOLVING PROJECT

):laine McCoy, Judith Orasanu, Phil Smith and Charles Billings

ADF and nine airlines recently helped organize two focus groups as the initial step for this FAA/NASA sponsored project. One dealt with the interactions of dispatchers with pilots, the other with the interactions of dispatchers with Central Flow Control (ATCSCC).

The questions addressed included:

- *What do the pilots in your airline currently expect from dispatchers? (What tasks do they perform? What information do they provide? How and when are these tasks initiated?)
- *What do the dispatchers in your airline currently expect from flight crews?
- *What are specific examples of problems that have arisen in the interactions of dispatchers and flight crews?
- *What do pilots feel should be included in the re-write of FAR 65 concerning aspects of dispatcher training having to do with pilot-dispatcher interactions?
- *How successful is the NRP program (requests for non-preferred routes)? Are there areas for improvement?
- *What are examples of the most significant problems that currently arise in ATCSCC interactions with airlines? What are potential solutions to these problems? What would be the most effective ways to initiate such changes?

The discussions of these and other questions provided insights into the roles of dispatchers, flight crews and ATCSCC staff in a number of success stories at different airlines. (Some airlines, for example, have documented sizeable savings resulting from the cooperation between ATCSCC staff and dispatchers in getting approval for non-preferred routes.)

The sessions also highlighted a number of areas for improvement, and contrasted different approaches to these areas among the various airlines. Suggested solutions ranged from procedural changes, to the introduction of new technology (or old technology like phone lines), to improved training. Details will be available early this spring.

ADF GENERAL MEMBERSHIP MEETING - SLC MARCH 7-8

The ADF General meeting in SLC will be held at the Quality Inn Airport Hotel. The phone number for the hotel is 801-537-7020. The rate will be \$34.00 per room. Please ask for the "ADF Rate" when you call.

The agenda will cover a review of the ADF symposium and testimony to the House Committee reference Commuter safety. Other items on the agenda are a review of current ADF positions and discussion of what other positions the ADF should consider as well as general ADF business.

ADF 1994 CALENDAR OF EVENTS

Mar 7-8 General Membership Business Mig. Sait Lake City, UT

Mar 31 DF News Update mailing

May 2-5 IFALDA AGM Vienna, Austria

Jun.5<u>-6</u> General Membership Business Mtg. Seattle, WA

Jun 30 ADF News Update mailing

Aug 25 ADF/IFALDA Board of Directors Mtg. Tuscon, AZ

Oct 23-24 General Membership Business Mtg. Dallas, TX

Nov 21 ADF Update mailing

MEDIA

Air Transport World

Bill McGee who wrote the article a few years ago in Air Transport World entitled "Dispatchers, Out of sight, Out of mind." will be doing a follow-up article. His focus will be on Avianca and the disparity in standards. The article is slated for the MAY issue but Bill's deadline is only a couple weeks from now. If you have any information for him you can send it to him at: Mr. William McGee, 98-09 64th Road #5E, Rego Park, NY 11374

QUOTABLE QUOTES

- "Dispatch is the best kept secret of the Airlines" Congressman J. Oberstar Chairman of the House Aviation Sub-Committee-ADF Symposium 1994
- "Flight dispatch is not required for Part 135 operation. This is a SIGNIFICANT omission that can affect safety." From the Congressional Hearing, Capt. J. Randolph Babbitt, ALPA
- "Dispatchers should be S.O.P...Standard Operating Procedure." Congressman James Oberstar
- "ALPA Calls for uniform airline certification rules." From AW & ST. The Airline Pilots Association wants Congress and the FAA to adopt a single standard of safety for pilot training, aircraft certification, and flight operations that would apply to all scheduled airlines, particularly commuter and regional operators.

ADF NEWS is a publication of the Airline Dispatchers Federation. For information, write or call: The Airline Dispatchers Federation, Metro Center, 700 Thirteenth St., NW, Washington, DC 20005 Phone: (202) 434-4599 J.C. Little-Editor.



Business meeting SLC March 7 and 8

March 7

0900 Call to Order

0915 Financial Report Including Symposium results

0930 Incorporation of the ADF Report

1000 ARAC report

- 1. Part 65
- 2. Fuel Requirements
- 3. DRM
- 4. Harmonization

1030 Congressional Appearance report

- 1. Possible video tape
- 2. Single level of safety follow up

1130 NTSB "GO" Team status

1200 Lunch Break

1330 Possible formation of an Operational Meteorology committee

- 1. What weather information do Dispatchers and Pilots need
- 2. What format should that information be in
- 3. Methods of transmission
- 4. Can and Should ADF pursue the formation of such a committee
- 5. Datalink and aviation weather



1430 Possible formation of an ADF committee on Airport condition reporting

- NOTAM circuit does not provide real time information on runway conditions
- 2. what information do Dispatchers and Pilots need
- 3. If delegates agree the ADF should pursue this how should we proceed

1430 ATC coordination

- What is the current state of projects to enhance coordination
- What direction should the ADF take for the future with ATC
- 3. What if anything should the ADF do now that the ARA project is on hold
- 1530 Discussion of how ADF should take positions on industry issues
- 1600 Newsletter editorial review board process and possible changes
- 1630 NASA study report
- 1700 Adjourn



March 8

0900 Call to order

0915 New Business

If possible advise the chair on Monday of any major issues to be raised to insure sufficient time is allocated for discussion.

1000 Destination weather exemption project status report

Discussion of possible approaches and whether to proceed

1030 Delegate reports

1100 ADF media relations

Creation of an ADF press kit

Formation of an ADF media team to handle external public relations

1130 Workload committee

Possible formation of a standing ADF workload committee

1200 Lunch

1330 Working groups

CLASSIC QUOTE

"The prime responsibility of Dispatchers is SAFETY and compliance. A major part of this responsibility is the exercise of operational control. Passive operational control is not acceptable."

Mr. Walter (Buddy) Doll. – Retired Director of Flight Control later, Vice President – Delta Air Lines





AIRLINE DISPATCHERS FEDERATION

Member of IFALDA

MINUTES OF THE AIRLINE DISPATCHER'S FEDERATION SALT LAKE CITY, UTAH MONDAY, MARCH 7, 1994

The meeting was called to order at 0904, Monday, March 7, 1994 in Salt Lake City, Utah, with President Mike Nadon presiding. Terry Maynard was asked to keep the minutes of the meeting.

0905-Introduction of the new Officers. President Mike Nadon/COA, Executive V.P. Bill Cranor/Kiwi, 1st V.P. Steve Horton/DL, 2nd V.P. Al Krauter/NWA, 3rd V.P. Regional Carriers Miro Lehky/Kiwi, 4th V.P. Brad Rasmussen/WOA, Financial Secretary-Treasurer Carla Beck/SWA.

Members-Mark Monse/SWA, Darryl Oberg/NWA, Bill Hudson/DAL, Norm Joseph/DAL, Ted Christie/US Air, Fred Thunhorst/DAL, Terry W. Maynard/SWA, Robert Johnson/HP, Sherri Stevens/HP, David H. Porter/DAL, Andy Konstas/Morris, Rick Ketchersid/Morris.

0910-Nadon motioned to pass the minutes of the previous meeting & Porter 2nd the motion. The minutes passed by acclamation.

0915-Review of Symposium & Financial reports. The 1993/1994 budget, proposed 1994 budget and expenses of the Washington D.C. Symposium were issued. The balance from the Symposium was \$1942.52. Nadon does not see the need to host another Symposium for 1994. The D.C. Symposium gave us recognition at a Congressional level.

Porter made mention that IFALDA does not want to raise the dues for 1994 & was very glad that ADF is going to continue to choose only the essential meetings to attend.

0918-Incorporation of ADF-Mike Nadon- We were going to incorporate in Texas, but undecided as to whether file under educational or professional? Miro Lehky looked into incorporating in Delaware and it had significant advantages over other states. Tax Benefits- Don't have to pay state taxes, minimum cost of \$30.00 franchise fee, Officers don't have to live in state. You do not have to hold any meetings in that state.

High-Lites on the brief discussion of Incorporating ADF. Porter ask about ADF by-Laws, what it said about incorporating. Nadon said it was passed by the delegates to incorporate.

Porter-Does ADF have to have a lawyer? Nadon-No, not at this time. Cranor responded & concurred about incorporating in Texas, but after seeing the advantages that different states had to offer, we should pursue the best direction for ADF. Because we take in money & we have a Financial Secretary/Treasurer to deal with the money, our by-laws



are more of a working manual. With the remote possibility of being sued, we are looking for a liability diversion.

Porter- Should we get paid legal advise? What is ADF exposed to? We need to make the organization liable, not the officers. Maybe have the officers bonded? Cranor-has spoken to a lawyer about registered agents.

Porter asked if we had a quorum? Cranor-yes as per the by-laws.

Cranor motioned that ADF consult & proceed with an attorney to now incorporate in the state of Delaware, Oberg second. Motion passed.

The Board of the Corporation would use the Delaware Corporate by-laws & then change them to our existing by-laws. We would also become a tax exempt corporation. This would give ADF a certain standing with other important organizations to have us recognized as a legal entity.

Horton mentioned there is insurance to cover bonding of the officers.

Nadon-The process of amending the by-laws will all remain the same, under Delaware incorporation, the directors of the corporation can change the by-laws, the directors & officers don't have to be elected under Delaware law, there can be a one person director.

Lehky-the incorporating process should take 2-6 working days to incorporate in Delaware, we are waiting to get a Federal Tax I.D.#, & then we can get a Federal bank account. The Board constitutes the board, but we have to have directors- all of the officers are to be the directors of the corporation.

Nadon-more discussion on the issue of the by-laws at the June meeting once we have incorporated ADF and this item would be published in the Newsletter prior to the meeting.

Break 1000-1015

1015-Nadon-Officers Report about Incorporating-The subject of grants was brought up & it was asked if anyone knew how to write a grant letter with an aviation related background? There are general grants - & they can be spent anyway that is desired, but if a specific grant requested, then it could only be spent as designated in the grant.

Cranor- Addressed Membership- We only have 54% of the available 1304 members listed in our database. Currently, we have 669 members for 1994, we still have 635 individuals that can join ADF. We need to increase our membership to stay in business and the subject of individual membership & fee was discussed.

Joseph- Addressed Article III of ADF by-laws concerning:

- 1. The dues & dues structure
- 2. Delegate authority & constitutional voting rights



Nadon-The dues of \$40.00 (\$30.00 to ADF & \$10.00 to IFALDA) were voted on & passed at the Oct. 1993 meeting in ATL, & each carrier or organization with 50% participation will have one delegate with one vote. Any further discussion on this issue would be deferred to the June 1994 ADF meeting.

1100- ARAC Report

Rasmussen-Fuel Requirements-It has been accepted & forwarded to the FAA.

Krauter-Part 65- The first meeting was held in FEB. 1994 & was an introduction on how to get things done through ARAC. The working group was formed to explore the need to re-write Part 65.

Krauter-DRM-May be recognized by June 94 by the FAA.

NTSB Go Team-Horton-See report in the winter 1994 ADF Newsletter, short recap-after considerable dialogue with the NTSB including a trip to Washington D.C., we have still been denied party status as NTSB Aircraft Accident Investigations, this was based on the NTSB interpretation of rule 831.11, & by their definition, ADF members do not qualify as "employees". But on the positive side, James Danaher, the Chief Investigator for the NTSB, has published our toll-free phone number to all NTSB field agents with instructions to call us with any operational control questions that should arise during an investigation. ADF will continue to

make it known that we wish to participate in select operational control investigations.

Harmonization-Nadon/Porter- We have two choices- The U.S. approach, joint responsibility between the Captain & a Licensed Dispatcher, or the European approach, The captain has sovereign authority & complete authority. ADF will continue to pursue to route of Joint responsibility.

1130-Congressional Appearance Report - Nadon - Select ADF Officers & members testified at Congressional Hearings before the Aviation Subcommittee, Chaired by Congressman James Oberstar, on the subject of 121 & 135 operations. The industry recognizes the need for change of 135, for example, improved pilot training, flight time limitations & licensed dispatcher systems. See attached letter from Congressman Oberstar to FAA Administrator David Hinson. ADF will continue to solicit support for a single level of safety for all Air Carrier Operations.

Meeting Adjourned for lunch 1145-1300

1300-Viewing of Congressional Hearing Video on 121 & 135 Air Carrier Operations & the need for One Single Level of Safety. Mark Monse has volunteered to copy the "Dispatch Hi-Lites" from the tape. If interested, you can fax him at 214-462-7914 or contact him on Compuserve no. 72044,121.



1400-Possible formation of Operational Meteorology committee. Nadon-May not have the funding to support a committee, but ADF needs to generate a document to ATA/MET Committee on the position ADF is taking concerning ASOS/AWOS & lack of RVR on hourly sequences. Arlin/DAL has volunteered to stand in & represent ADF on a limited basis on any issues that may arise concerning NWS.

1415-Possible formation of ADF Airport Condition Field Report Committee.

Nadon/Porter-ADF recognizes the need for Universal or Global Field Condition Report, with a standard format for the Industry. This would be in conjunction with ATA, FAA, & the pilot groups. The conclusion was to publish in the Newsletter for persons interested in volunteering to serve on a committee & develop a standardized format for Field Condition Reports, also would send out memos to airline delegates/representatives to go their management for suggestions & help. Further discussions on who is qualified to take reports, what measures to be used, etc. Nadon- also to fax & E-mail for volunteers to serve on a committee & wait for responses to see what interest is generated & proceed from that point.

1440-ATC Coordination-FAADE (FAA Data Exchange)-Ground Delay Program

Roger Beatty is chairing this project. Discussed ATC slots & swaps at High Density Airports & the possibility of doing things more efficient.

1500-Position ADF has taken on Issues
Nadon will create a briefing book on the previous positions ADF has
taken on issues so anyone involved or participating will be better
informed & have some guidance & direction on those issues.
Those officers/members doing ADF work, ie. attending meetings will
need to submit a brief or short report to the Board to be filed in
this briefing book under those specific issues.

Break 1520-1530

1530-Update on IFALDA

Porter-IFALDA AGM, May 2-5 in Vienna, Austria

Issues: Standardization, Globalization, Joint Operational

Control, & Harmonization.

Elections: President, Treasurer, V.P. of International Regulatory

Affairs

Voting: On financial matters - all IFALDA members vote- one

vote per airline delegate.

If unable to attend the meeting, but want to have participation in the voting process, a proxy must be submitted in writing or by E-mail & given to Mike Nadon.



IFALDA-discussed dues structure & funding, European dispatchers, dispatcher licensing, dispatcher responsibility, Captain authority, update on development of training manuals.

NASA Study-Nadon-Presentation of Joint Responsibility Study NASA has proven two heads are better than one. NASA will do an indepth Human Factors Study on Dispatchers. How do they arise at their decisions? Captain & Dispatch briefings are done in computations and units. Discussed dispatcher experience levels & task analysis.

1600-Newsletter Review Board-Nadon-Two volunteers to be editors, Vic Sotenberg & Bill McGee. They will meet with the current Editorial Board & go over/create policies.

New Business-Joseph-The Weather Channel has an Aviation Who's Who & Weather School Packet. Dispatchers are not mentioned. They do mention pilots, mechanics & meteorologists, but not dispatchers. Horton will make them aware of dispatchers in their Weather School packet.

PROJECTS-Nadon Destination Weather Exemption Project, Media Relations/Press Kit, Workload.

Thunhorst will represent ADF in the Datalink Project.

Report on Destination Weather Exemption to be issued in June by Ray Howland of AA. Looking for the exemption to be submitted in the form of an Advisory Circular.

Discussed at length the weather exemption by all members, with an alternative of EWINS & FMF brought up.

1700-Nadon-motion to adjourn meeting & second by Cranor, Board of Directors Meeting to be later from 1900-2100, all invited to attend.

Handouts:

"The November Oscar Incident" Air & Space Magazine February/March 1994

Letter from Congressman Oberstar, Chairman Subcommittee on Aviation, to David Hinson, FAA Administrator, concerning the Congressional Hearings on 121 & 135.

Letter from the Canadian Air Line Pilots Association Re: Flight Dispatcher Licensing -Pros & Cons

FAA Advisory Circular Draft for Fuel Planning & Management.

ARAC Procedures





U.S. Department of Transportation

Federal Aviation Administration 800 Independence Ave., S.W. Washington, D.C. 20591

FEB 2 1994

Mr. William S. Leber, Jr. President, Airline Dispatchers Federation 700 13th Street, NW. Washington, DC 20005

Dear Mr. Leber:

This is in response to your December 30, 1993, letter in which you requested that the Airline Dispatchers Federation (ADF) be added to the membership of the Aviation Rulemaking Advisory Committee (ARAC).

I understand your position that the Flight Dispatchers, Meteorologists, & Operations Specialists Union, which is a member of ARAC, cannot adequately represent your interests. The union's focus is on labor issues, while ADF represents the non-labor perspective. For that reason, I believe it would be appropriate to include the ADF as a member of ARAC.

You will be contacted shortly concerning which issues being addressed by ARAC are of interest to you so that you are notified of meetings and receive appropriate materials. If you have any questions in the meantime, please call Miss Jean Casciano on (202) 267-9683.

Thank you for your interest in the Aviation Rulemaking Advisory Committee.

Sincerely,

Anthony J. Broderick
Associate Administrator

for Regulation and Certification



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COMMERC SARNIE, Mirrouni
MACHEN, SOUTH, South
GENTHAM DEAL, George
JAMES A. STATEL, Mirrouni
DAN FALMEN LEGGLOSTER
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PAGE SOMPELLANGUES, COME of EXEM

11.6. House of Representatives COMMITTEE ON PUBLIC WORKS AND TRANSPORTATION

SUITE 2165 RAYSURN HOUSE OFFICE BUILDING WASHINGTON, DC 20515 (202) 225-4472

February 23, 1994

BLID SHUBTER, PRINCIPATED BACKER

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JARE BEIENEKBORD ARROCKY ENN PLONGS

The Honorable David R. Hinson Administrator Federal Aviation Administration 800 Independence Avenue, S.W. Washington, D.C. 20591

Dear Mr. Administrator:

Thank you very much for your testimony at the subcommittee's hearing on commuter airline safety standards. I was very impressed with your command of the issues and, even more importantly, with your willingness to see that certain longstanding issues in the area of commuter safety standards are brought to closure. It is obvious that your leadership of the agency is already making its mark.

In the hearing, you announced a number of important initiatives and decision points. I want to recap those and urge that, where possible, the agency's actions be accelerated.

First, with regard to improved pilot training standards, you announced that the FAA will be making changes so that Part 121 and Part 135 will be equivalent and improved to include crew resource management training. You and Mr. Broderick suggested that it would still be several months before a proposed rule is issued and then another several months before it could be finalized. It appears to me that this schedule could cartainly be accelerated, given the fact that there is broad consensus within the industry, the pilot community, and the agency as to the need for these changes. For this rule to be subjected to months of Departmental and OMB coordination and review when there is a consensus is bureaucratic overkill. I would strongly urge that you set a much accelerated target for completing these vitally important regulatory improvements and enlist Secretary Peña and OMB Director Panetta to ensure that the safety benefits of these regulations are realized as soon as possible.

second, with regard to flight time regulations, you announced that you were going to give the advisory committee working on this until June to resolve this issue and if there were no resolution at that point, the agency would



The Honorable David R. Hinson February 23, 1994 Page 2

decide on its own how to proceed. While I am pleased that you are willing to move forward irrespective of the advisory committee at some point, I see little benefit in giving the advisory committee process until June to work something out. The advisory committee has been at it for two years with no progress, and it was clear from the testimony presented at the hearing that no one expects the advisory committee to produce a proposal on flight time regulations. I would urge that you begin immediately the process of developing new flight time regulations that brings some common sense approaches to ensuring that there are reasonable periods of duty and flight time interspersed with adequate rest periods.

Third, you committed to having the agency seriously look into requiring dispatch systems for Part 135 airlines. I am very pleased with your interest in pursuing this. After your appearance, we had a presentation by a group of flight dispatchers. I am attaching part of the transcript of Mr. O'Keeffe. I found his statement particularly compelling and convincing as to the need for dispatcher systems. The dispatcher panel also provided convincing testimony that dispatchers should not be a cost issue at an airline as the overall efficiency of the operator would be improved. I would be interested in learning of your plans and timeframe to come to a decision on requiring dispatcher systems for Part 135 airlines.

Again, your commitment to improving aviation safety was very much evident at the Subcommittee's hearings. I look forward to learning of your plans with regard to making the commuter airline industry as safe as the larger airlines. I know that is a goal you and I share.

sincerely yours,

JAMES L. OBERSTAR-

Chairman

Subcommittee on Aviation



A SHORT REBUTTAL TO THOSE OPPOSED TO ADF FUNDING.

SINCE THE BOTTOM LINE IN THIS DEBATE IS WHETHER UNION FUNDS SHOULD BE USED TO SUPPLEMENT SOME OF MY EXPENSES INCURRED FOR ADF FUNCTIONS, LET ME MAKE SOME THINGS CLEAR; 1) THE ADF HAS NOT FULLY RE-IMBURSED FOR A MEETING IN THE PAST TWO YEARS

2) THE TWU UNION HAS NOT FULLY RE-IMBURSED ME FOR A MEETING IN THE PAST TWO AND ONE-HALF YEARS.

THE WX CONFERENCES I WENT TO IN PORTLAND OR BOULDER.

4) I HAVE SPENT OVER \$500 AND 4-5 COMP

CHICAGO ADF MEETING, NCAR DECIDED TO MAKE UNITED THE FIRST AIRLINE TO DEMO THE AVIATION WX PRODUCTS GENERATOR. WE ALSO OPENED A DIALOUGE WITH NCAR AND FSL ON THE NEEDS THAT AN OPERATION LIKE UNITED DEMANDS FROM THE RESEARCH COMMUNITY. I WAS ASKED TO SPEAK TO A GROUP FROM THE AVIATION RESEARCH DEPARTMENT ON OUR USAGE OF THE ACARS WIND PROFILERS, THE MRSQ WINDS, AND THE DENVER MESONET. (FOR A SHORT TIME LAST YEAR, THE FOLKS AT FSL WERE CONSIDERING DROPPING THE MESONET DUE TO THE ACCURACY OF THE DENVER/FLEMING/PLATTEVILLE/LIMON PROFILERS). I THINK I WAS ABLE TO CONVINCE THEM OF OUR RELIANCE ON THE MESONET, AND OUR INFLUENCE WITH THE DENVER ATC AND WASHINGTON CFCF.

6) STEVE, DAVE DURKIN, MYSELF, THREE METEOROLOGISTS FROM NORTHWEST, TWO FROM DELTA, AND THREE RESEARCH METEOROLOGISTS FROM FORECAST SYSTEMS LAB (FSL) MET IN JANUARY OF 1993 TO FURTHER THE DISCUSSION OF OPERATIONAL NEEDS OF THE AVIATION WX COMMUNITY. WHILE THIS MEETING WAS FASCILLITATED BY THE ADF, IT WAS ESSENTIALLY PAYED FOR BY UNITED WITH S TIME. A GOOD AMOUNT OF INFO WAS CONVEYED AT THIS MEETING, INCLUDING THE EXPANSION OF AWPG FOR THE WINTER MONTHS, (WHICH NEVE HAPPENED DUE TO BUDGET CONSTRAINTS).

7) THIS LAST MEETING SAW AN ARRAY OF HAVE MET THE HEAD OF THE FAA, THE HEAD OF CFCF, REPRESENTATIVES FROM JEPPESEN, KAVOURAS, AND MITRE - ALL HAVING KNOWLEDGE OF UNITED'S WEATHER DEPARTMENT AND ALL HAVING A HIGH REGARD FOR HAVING SOMEONE AT THESE MEETINGS LISTENING TO FUTURE CHANGES IN THE INDUSTRY.

8) IN REGARDS TO THE NWS MEETING IN TRAINING MATERIAL NOT DIRECTLY RELATED TO OUR DEMO NIDS PRODUCT, BUT IS A GOOD START. I WAS ALSO ABLE TO OBTAIN A REFERENCE GUIDE TO NIDS (NEXRAD INFO AND DISSEMINATION SYSTEM) PRODUCTS NOW CURRENTLY USED. (WHATEVER HAPPENED TO OUR SHARED INFO FROM NWS RELATING TO NEXRAD STUFF.) IN ADDITION, I WAS ABLE TO DISCUSS PRODUCT GENERATION/DISSEMINATION WITH SOME FOLKS FROM JEPPESEN.

TRUE, MANY OF THE POSITIVES WE GET FROM OUR UNIONS AND PROFESSIONAL GROUPS ARE TRANSPARENT AT FIRST, BUT WITHOUT THE ELECTED OFFICIALS HAVING OUR FINANCIAL AND PHILISOPHICAL SUPPORT, THEIR JOBS WOULD BE IMPOSSIBLE, AND THE RESULTS WOULD BE NON-EXISTENT.



THINK ABOUT WHAT WE GET IN FORMAL TRAINING, A FEW PHOTOCOPIED TEXT ARTICLES THAT CARL THINKS IS IMPORTANT. THE ONLY TIME THE TECH READING FILE WAS STRESSED WAS WHEN THE FAA INSPECTORS CAME IN. WE WERE INSTRUCTED TO CHECK OUR NAMES SO TO SHOW WE WERE INFORMED OF NEW IDEAS AND TECHNIQUES. THAT WAS B.S. AND IT DOESN'T STAND FOR BACHELOR OF SCIENCE. IF WE WANT TO REMAIN CLOSE TO WHAT IS AVAILABLE IN THE FIELD OF OPERATIONAL METEOROLOGY, IT HAS TO COME FROM SOURCES NOT DIRECTLY ASSOCIATED WITH UNITED AIRLINES. THERE MUST CONTINUE TO BE SOME LINK WITH THE PROFESSIONALISM IN THE RESEARCH COMMUNITY.

FOR THOSE OPPOSED TO SUPPORTING ADF FROM A PROFESSIONAL STAND-POINT, I CAN UNDERSTAND YOUR FEELINGS. BUT IN THE MEANTIME, MAYBE WE SHOULD SHOW SOME MORE SUPPORT FOR THE LOCAL CHAPTER OF THE AMS OR THE NWA. I MYSELF WILL LIGHTEN MY DUTIES WITH THE ADF, UNLESS, CALLED UPON FOR A SPECIAL PURPOSE THAT IS TOTALLY REIMBURSED BY THE ADF. ONCE AGAIN, NOT ALL TRIPS ARE FULLY REIMBURSED. I GO TO THESE MEETINGS FOR THE BETTERMENT OF THE OFFICE.

I BELIEVE THIS DEPARTMENT CAN BE THE MOST INFLUENTIAL OPERATIONAL METEOROLOGICAL FACILITY IN THE U.S. OUTSIDE THE SVR STRMS FCST CENTER. DAY IN AND DAY OUT WE MAKE BIGTIME DECISIONS THAT CAN MAKE OR BREAK THIS COMPANY IN THE SHORT AND LONG RUN. JUST THINK TWICE ABOUT HOW THINGS ARE ACCOMPLISHED FROM CARL'S POINT OF VIEW. HE HAS TO MAKE DECISIONS BASED NOT ONLY ON THE BUDGET, BUT HIS CONSCIENCE, (HIS OVERALL OPINION OF HIS EMPLOYEES). IF HE THINKS WE ARE WORTH SOMETHING, HE WILL SPEND THE TIME AND EFFORT IN OBTAINING IT. THE OTHER METHOD WOULD BE IF STEVE LIKES IT ENOUGH TO SWAY CARL INTO AGREEMENT. WHETHER WE LIKE IT OR NOT, STEVE GETS A GREAT DEAL OF COMPUTER EQUIPMENT INTO THIS OFFICE THAT MAKES OUR JOB EASIER. JUST GO DOWN TO AMERICAN'S OFFICE AND SEE OUR DEFECIENT THEIR OPERATION IS.

IN CLOSING, THINK TWICE ABOUT WHAT IS NEEDED TO KEEP OUR DEPARTMENT AHEAD OF THE OPERATIONAL FORECASTING GAME. WE ARE ALREADY FALLING BEHIND WITH THE ADVENT OF NEXRAD AT THE CHI WSFO. IF AND WHEN THIS UNIX GOES, WE WILL BE BEHIND NWS, OUR CHIEF COMPETITOR. WE FELL BEHIND WITH THE JEPFAX AND WITH GARRY'S WORK, WE SHOULD BE ABLE TO MAKE THIS DEFICIT UP. KUDO'S TO HIM. ALL IN ALL, BE AWARE OF WHAT IS NEEDED BEYOND THE EIGHT HOURS WE PUT IN EVERY DAY. SUPPORT YOUR SUPPORTERS.

REGARDS.

RICK



Airline Dispatchers Federation

NEWS



April, 1994

Volume 4 Number 2

ADF Testifies at Congressional Committee

Giles O'Keffe

On Wednesday, February 9, 1994 the US House of Representatives Committee on Public Works and Transportation, Subcommittee on Aviation held a hearing on commuter airline safety regulations. In attendance were the honorable David R. Hinson, Administrator FAA: the

honorable Carl W. Vogt, Chairman NTSB: Mr. Walter S. Coleman, President RAA: Captain J. Randolph Babbitt, President ALPA: Ms. Geraldine Frankoski, Director ACAP: and Mr. Michael Nadon, President ADF.

"There would be no competitive disadvantage if everyone has to comply with a higher standard."

Congressman Peter A. DeFazio

Mr. Anthony Broderick from the FAA responded "Today, it's a fair question."

Congressman Peter A. DeFazio of Oregon put to rest arguments about unfair competitive advantages due to the increased costs of adhering to a higher safety standard when he stated "There would be no competitive disadvantage if everyone has to comply with a higher standard."

"There would be no competitive disadvantage if everyone has to

Senator William F. Clinger asked Mr.
Coleman to state the difference between 121 and 135, and Mr. Coleman answered "Dispatch."

ALPA President Babbitt agreed with Senator Clinger when the Senator stated,

"So, you want to make dispatchers standard operating equipment for Part 135 operations?"

All in all, quite a day for dispatch. Note that ADF was in a pretty select group of players at this hearing. Not bad for an organization that is only a few years old. Thanks go to the small core of volunteers who created and nurtured this newborn over the past few years. ADF has some friends in Washington, because ADF is preaching a simple truth... flights are safer when a licensed dispatcher shares joint responsibility with the pilot in command. The statistics prove it. The government knows it. The regulations will soon reflect it.

The most interesting comments - - from an ADF viewpoint - - came from Congressman James L. Oberstar who pointed out repeatedly that our paying customers expect the same level of safety whether on a large national carrier or commuter and, in fact, are entitled to it. Mr. Hinson agreed that safety is clearly the single most important issue and the prime mandate of the FAA. Much of the discussion centered on issues of pilot training until Congressman Norman Y. Mineta, Chairman of the committee, took the microphone and said: "Dispatch!"

"Dispatch! Isn't that the difference? Part 121 has it, and 135 doesn't. Why don't we require dispatchers for Part 135 operations?"

ADF Inc.?

The Delegates present at the March Meeting in Salt Lake City affirmed the decision to continue the process of incorporation of the Airline Dispatchers Federation. Under the plan we would incorporate as a non profit organization. This would provide the organization with an "official" status as a "legal" entity. It provides some legal protections as well as tax benefits (yes, your dues would be tax deductible). We are currently investigating incorporation in the state of Delaware. More on this process as it develops.



Where Does the Money Go?

Darryl Oberg

In the past there have been some questions on what we do with the dues. Unlike the other organizations that deal in the aviation community in this country, we are a volunteer organization. However, we still have to play on the same field as all the rest -- Washington DC. This is an expensive field to play in.

If any of you has ever visited Washington, you know what I mean. Average cost per night for a room is in the area of \$65 -

We don't pay these people for their time their costs. The other people we deal
with in this arena have paid resident
representatives in Washington to

\$80. Add to that meals for another \$20, and it doesn't

take long to run up quite a bill. This means every

represent their interests. We don't. The other way we encourage volunteers is to pay for coverage of their shifts at their airline while they are away. The going offer for that is \$125 per shift. To continue making progress we must maintain this support.

Of course we also have the more mundane expenses such as phone, office supplies, postage, and printing costs.

The dues you pay to ADF is pretty cheap insurance; insurance to guarantee that ADF will continue to be there watching out for the interests of every dispatcher in this country and doing our best to keep dispatch involved in this rapidly changing industry. We will continue our involvement with international developments, as well, through IFALDA.

All this takes money. But even more than money, it takes people; people that are willing to give of their expertise and time. If you wonder how involved we are, just look elsewhere in this issue at the list of current projects, the active working groups, and at the future projects. If you don't see listed something that you feel is important, let us know. Who knows? We may even put you in charge of a project! But at the very least we will look at it and see if we have the resources to follow up. Please continue to pay your annual dues and consider getting personally involved. It's important work.

Do We Know Who You Are and Where You Are ???

Is the information for you in our database current? If not, or if you aren't sure, give membership services a call at 800 OPN-CNTL and get us up to date.

REPLAY

The Airline Dispatchers Federation has acquired a tape of the hearings held by the House Aviation Subcommittee on Part 135 air carrier operations. There were some very exciting comments in these hearings about the role of dispatchers in airline safety. (see Giles O'Keeffe's article). If you would be interested in either the entire tape or the highlights, contact Membership Services at 800 OPN-CNTL for more information.

The Airline Dispatchers Federation wishes to thank the following corporate sponsors for their continued contributions and support in 1994. Without their generosity many of our projects would not be possible.

Aeronautical Radio Inc.

Aircraft Performance Unlimited

Electronic Data Systems

Jeppesen Sanderson

Kavouras Meteorology

If your company would be interested in becoming an ADF corporate sponsor, please contact ADF at(202) 434–8919 for additional information.

1994 Calendar of Events

May 2 - 5 IFALDA Annual General Meeting Vienna, Austria

June 5 - 6 ADF General Membership Meeting Seattle WA.

June 21 ADF News Article Deadline

June 30 ADF News Mailing

Augusr 25 ADF/IFALDA Joint Board Meeting Tuscon, AZ

October 23 - 24 ADF General Membership Meeting Dallas, TX

November 14 ADF News Article Deadline

November 21 ADF News Mailing



Are we Busy?

Below is listed the working groups, projects, and future projects in which ADF is currently involved. Listed with each is the member coordinating the activity where one has been assigned.

Working Groups

8400.10 Amendments
Aviation Weather Requirements
Arlan Ellmaker
Steve Horton
ASOS/AWOS
F.A.R. Part 65 Rewrite

Tim Antolovic Al Krauter CRM/DRM and AQP

Tim Antolovic
NASA Dispatcher Study

Roger Beatty
ARAC Fuel Requirements
Norm Joseph

Brad Rassmussen ADF Assistance to NTSB

(operational control issues) Steve Horton



F.A.R. Part 129 Operators' OPS SPECS Review F.A.R. Part 135 Operators' Operational Control NCAR Users Group Dispatcher's Workload Study Deicing

Future Projects

Datalink
ATC - AOC Data Sharing and Cooperation
DARPS

Vic Sotenberg Internet E - Mail Access for ADF NATCA/ATCA Liaison FICONS

If any of these projects sound interesting and you would like to get involved, give us a call at Headquarters (202 434-8919) and let us know. If you don't see something on this list that you think ADF should address, call us on that too.

Field Conditions

The ADF has embarked on a project to review the NOTAM system and the acquisition and dissemination of field condition reports to users. While it is expected this will be a long and difficult project, some potential for success has already been discerned.

The current method of gathering braking action reports by dragging devices down the runway or obtaining subjective reports from aircraft or airport vehicles does not allow for accurate, real time braking action information. A review of basic physical chemistry shows a direct correlation between the surface tension of the runway (and any overlaying emulsion) and braking action. There is also a correlation of a sort between electric charge and surface tension. It appears that with the proper scientific input a sensor might be devised that could report braking action on the runway in real time. Of course it is a long trip from a theoretical possibility to a usable technology, but the ADF intends to pursue the concept and attempt to interest technically qualified people to look at this.

The NOTAM system appears to need updating and several entities are in various stages of reviewing the possibilities for improvement. The most important first step for the ADF is to have dispatchers tell us what they want the NOTAM system to provide. Since dispatchers plan the majority of IFR operations in the US, you are the primary users of the system. Address your comments to the Washington ADF office. All comments, suggestions, and ideas will be given serious consideration. We need your input.

JOINT PROJECT



Field condition reports are a universal headache. At our last meeting in Salt Lake City, Dave Porter President of IFALDA proposed a joint project between IFALDA and ADF to

standardize Field Condition reporting. The aim of the project is to develop a standard field condition report for the industry worldwide and identify the responsible agency for originating the report as well as the most efficient distribution method. ADF is looking for anyone interested in serving on the committee for this project. We will be contacting ATA, FAA, and the pilot groups as well as airlines worldwide for their assistance in this project. If you are interested in helping, contact our Washington office, and we will get back to you as this develops.

Retirees

ADF has a deal for you. For just \$5.00 a year you can be a member of this outstanding organization. Actually that covers the cost of mailing this fine publication to you. Pretty good deal, huh? Seriously, we want to remind all you retired dispatchers that you are welcome to attend any of our meetings. We welcome your insight and contributions to our discussions. Also if you would be interested in working on one of our projects, let us know.

П



ASOS Deficiencies

Mike Nadon

Enroute ICING and IMC

The ADF believes that ASOS usage in the intermountain region is inappropriate since a report of "CLR BLO 12000" does not give the necessary information to dispatchers and 135 operators to ascertain cloud cover, type, and potential icing. This lack of cloud cover reports is especially egregious for 135 operators in the intermountain region since their terrain clearance requirements change based on IMC or VMC. ASOS in the intermountain region will cost the air carriers – both 121 and 135 – significant sums of money, since lacking critical information they will be forced in the interest of safety to apply the most restrictive terrain clearance performance limits to their flights.

In general the lack of cloud cover type in ASOS reports reduces the safety of air carrier operations. As an example, when DEN or another airport along the front range reports lenticular clouds, pilots and dispatchers know to plan on enroute turbulence in the DEN area.

The ADF is attempting to obtain from the FAA and NWS the economic impact statement portion of the ASOS program for a study of projected revenue losses to US carriers in the intermountain region.

Lack of RVR

The ADF finds that under 121.655, 121.631, 121.613, 121.615 and others the removal of RVR information from weather reports constitutes a deliberate reduction in the level of safety of US air carrier operations and presents dispatchers and air carriers with an impossible situation. Currently many airports with RVR do not report their RVR information on their weather reports. Where airports do not have a high level of air carrier operations, the airport control tower staff is accostumed to handling air carrier requests by telephone for RVR information.

High Density air carrier airports that have ASOS and RVR installed must either report the RVR on the weather report during periods of low visibility or they will be inundated with calls for RVR information. Already the tower controllers in TUL and COS have stopped answering their phone during periods of low visibility due to these calls. The air carriers must by regulation obtain this information which leads to the ATC system being further stressed by demands for RVR information at the very time it is stressed by weather. This must be changed immediately; RVR must be provided on ASOS reports. A delay until 1996 or later to place RVR on ASOS reports is unacceptable.

ASOS Accuracy

There is concern within the dispatch profession about the accuracy of ASOS reports. Recently ASOS reported COS weather as 1/4 mile visibility all day but calls to the tower; and the DEN ARTCC and ATCSCC when the tower stopped answering the phone, revealed that the RVR was 6000+ throughout the day. Essentially COS was below minimums by ASOS report and above minimums by RVR most of the day. The potential disruption to air carrier schedules of this ASOS error is an economic burden to the air carriers and has

safety implications. Conversely ASOS has reported TUL above 1 mile visibility when the RVR showed less than 1 mile.

The ADF believes an immediate and public study of ASOS accuracy for visibility at or below one mile in comparison to weather observer reports which include RVR is essential. Studies of ASOS accuracy vs. (weather observers in conditions greater than 1 mile do not address the needs of air carriers, dispatchers, or pilots for accurate reports during periods of marginal visibility.

(This ASOS/AWOS project is an ongoing one with ADF. Interested? give us a call at headquarters. ed.)

Conditional Remarks on Forecasts

The FAA General Counsel's oft repeated opinion on the meaning of conditional remarks in the forecast and the interpretation of "combination thereof" in the regulations is well known to dispatchers. There are those in the industry who desire to change the regulation to remove the restrictions this interpretation imposes on air carrier operations.

The conditional remarks and "combination thereof" present the carriers and their dispatchers with economic choices. They can either operate with NWS forecasts and accept the operational disruption caused by forecasts of below minimums or avail themselves of several forms of relief which preserve the highest level of safety, among these options are:

- Exemption 3585 which allows relief from the conditional remarks in some circumstances., with conditions and limitations
- 2. A company meteorological office that issues forecasts for the
- 3. A contract meteorological office that issues forecasts for the air carrier.
- EWINS Flight Movement Forecasts that allows the dispatcher to issue a forecast for a flight within the dispatcher's operational control.

Based on the above possibilities it is left to each carrier to weigh the economic costs and benefits of each approach to the problem. A wide spectrum of possibilities exists for relief from the conditional remarks of the forecast. Each of the possibilities maintains the highest level of safety. The ADF is actively looking for other possible alternatives which would allow operations while preserving the highest level of safety. The ADF has not yet endorsed any recommendations for change.

WELL WELLOWE

The next general meeting of the Airline Dispatchers Federation will be held in Seattle on June 5 - 6, 1994. The meeting will be held at The West Coast Sea-Tac Inn. The ADF rate will be \$49.00 per night for Fri, Sat, Sun, and Mon nights. Additional nights will be at a higher rate. They have a shuttle from the airport, just call. The Phone for Reservations is (206) 246-5535 and ask for the ADF rate.



ADF NEWS is a publication of the Airline Dispatchers Federation. For information write or call: The Airline Dispatchers Federation, Metro Center, 700 Thirteenth St. NW, Washington, DC 20005. Phone (202) 434-4599





AIRLINE DISPATCHERS FEDERATION

Member of IFALDA

MINUTES OF THE AIRLINE DISPATCHER'S FEDERATION SEATTLE, WASHINGTON SUNDAY/MONDAY JUNE 5/6, 1994

The meeting was called to order at 0910, Sunday, June 5, 1994 in Seattle, Washington, with President Mike Nadon presiding. Terry Maynard was asked to keep the minutes of the meeting.

0910-Report & Discussion on Current By-Laws

Cranor, who at the previous meeting asked for all written submissions to correct the By-laws, received from Joseph, several suggestions & one correction. They are as follows under Article III, Section A. Question: Did we formally approve the original draft that the ADF Council would meet three times a year with no more than 130 days between meetings. Joseph-explained the reason for the scheduled meetings to be published in advance so members could plan accordingly.

Nadon-MOTION-amend the by-laws Article III, Section A, that ADF meetings will be held a minimum of three times a year with no more than 130 days between meetings. Cranor-second the MOTION, & it was a unanimous showing by all to amend as previously stated.

Cranor-The correction was Article V, Section B. under Expenditures: Officers. Reading from the minutes of the PHX- FEB. 93 meeting, the exact language approved was "Officers will continue to perform the duties of their offices on a volunteer basis with compensation authorized by the President or Executive Board." Reading from the current published By-laws B: Officers will be compensated at \$125.00 per day for all work performed necessitated by the duties of their office as approved by the President or the Executive Board.

Joseph-The perception from PHX was Officers would continue to perform their duties as volunteers without compensation for time, but if they should go beyond their Officer status, such as representing ADF in another form, then they would be paid for exceptional circumstances if recognized & approved by the President.

Cranor-The exact wording to be recognized is: Officers will perform the duties of their offices on a volunteer basis with compensation authorized by the President for exceptional circumstances.

Nadon ask if there were any objections to this principal, none did. A brief, but spirited discussion took place dealing with specific or certain conditions when an officer or member would be paid. Bill Leber concluded that we still operate in the same manner as we did under the previous verbiage & administrations, in practice, there is no real difference. The membership will trust the President of the organization to use discretion when dealing with this particular subject.

Cranor-Article V, Membership Dues & Individual Dues: (no airline affiliation). At the ATL meeting, it was decided the Membership dues would be offered at \$40.00 per year, with no break down for Individual Dues, but the way it is stated in this By-law is acceptable, with no objections from the floor.

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700 13TH ST., NW, SUITE 950 WASHINGTON, D.C. 20005 (202) 434-8919 • FAX (202) 434-4599



Membership Dues: Membership dues shall be \$40.00 per year (calendar), plus a one time initiation fee of \$3.00 per member. A statement shall be included on the membership invoice that \$10.00 will be deducted from the \$40.00 dues for the purpose of IFALDA membership.

Individual Dues: (no airline affiliation) Individual dues shall be \$25.00 per year (calendar), plus a one time initiation fee of \$3.00 per member. This group will consist of students that have obtained their dispatch license & airline employed member that have lost their job. It also includes Flight Controllers, & all Aerospace professions associated with flight operations in the private or public sectors. They will receive the membership package & the newsletter, which will include meeting information. They will not receive the minutes of the meetings or their agenda. All members can attend the quarterly meetings. Individual members shall have NO voting rights.

Nadon-asked for any comments or discussion on this subject. Roger Beatty asked for clarification o what is an Individual member & to expand it to say what is in Article II, Structure: to add Flight Controllers, & all Aerospace professions associated with flight operations in private or public sectors. Members voted on the issue & unanimously approved this previous statement to be included under the Individual Dues definition. If an individual member paid \$40.00, they would additionally receive the IFALDA membership also.

1020-Report on Reorganization

Nadon-Do we exist? We have been chartered under IFALDA, which is recognized by ICAO, so we do have some legal standing.

Cranor-Incorporation-through the state of Delaware, has solicited official legal advice concerning being recognized as a foreign corporation status in the respective states that we draw revenue. Advantages to incorporating in Delaware, liability protection, tax advantages, & greater control in transfer of assets. ADF is proceeding with legal advice on the most economic way to go about incorporating, being assured of abiding all tax laws which control the organization.

Break 1045-1100

1100-Report on ASOS & RVR

Nadon-ATA is working very hard for the airlines to have RVR on hourly sequence reports. Since RVR is not considered weather, there is no requirement to report it on the hourly sequence.

HI-LITES: Beatty: We don't want a change in the regulatory environment of what is controlling, we want what is controlling to be reported. *

Nadon: In the future, ASOS will be reported every 20 minutes. Is ASOS reliable? In 1996, if the U.S. changes to the ICAO TAFT/METAR standard, in which RVR would be reported, would the likelihood of achieving any change in two years on this matter? Should we write to the General Council for clarification on the unreliability of ASOS?



Grinstead: Commented on the placement of newer advanced technology RVR to be in place when we change to TAFT/METAR system.

Nadon: Concluded that ADF would write a letter to Mr. Hinson, FAA Administrator, concerning the discrepancy's between ASOS & the actual conditions with RVR available. We would only ask for guidance and not a legal interpretation from the GC. A news article would be written by R. Beatty to bring it to the attention of the membership with emphasis made towards a resolution.

1220-Field Conditions Project Report

Nadon-Received a letter from an ADF member concerning a sensor that is installed in runways that monitors the amount & type of moisture build-up, sends the data back to a dedicated computer which, in turn processes the information & calculates an estimate of braking action in real time in Lebanon Municipal Airport (LEB), West Lebanon, NH.

Nadon would like to solicit information about a standard Field Condition/Notam Report in the form of a questionnaire through the newsletter.

Beatty: While attending the Traffic Flow Architectural Requirement Standard (TFMARTS) meeting, there was much discussion on the entire Weather/Notam/Field Condition Report which is very confusing, and the most sensible approach seems to be to create a Common Aeronautical Database. This would include additional information such as active runway for departures & arrivals, as well as how many aircraft are in que to that runway, etc.

1230-Single Level of Safety

Nadon: ADF is to meet on June 14-16 in ATL before the NTSB to talk about Dispatch. The panel will consist of members from APA, ATA, ALPA, RAA to discuss the possibility of merging 135 into 121 for aircraft with more than 10 seats. It will mostly consist of questions & answers, with a transcript of the exchange afterwards.

Lunch 1245-1330

1400-Report on DARP Project (Dynamic Aircraft Route Planning)

Oberg: Gave a brief explanation of the DARP project and its goals. There has been one test with one aircraft on one route, which was successful. This process will be conducted in phases. Phase 1, the next DARP trial will be in Oct. 94, with four aircraft on two routes. Phase 2, there will be four aircraft. Phase 3 of the trial will be four tracts and three aircraft on each tract. Porter: Phase 4A in Apr. 95, will reduce lateral separation in miles & minutes. Apr. 96, traffic will get closer, and review as traffic gets tighter & more compressed, how much risk will be involved? Discussed ATC logic, Air Carrier Flight Planning, Route Planning, Aircraft Types Aircraft Weights, Winds Aloft, Aircraft Speeds, Specific Tracts, & Economics & how all of the factors affect DARP.

1500-Dispatch & the Future

Beatty: The dispatchers future is their ability to stay at the information connection point. One of these connection points in ARMT (Airport Resource Management Tool). Example: ATL, four runways, add a computer server that is jointly contributed by the FAA & the Air Carrier, both parties will use this information beneficially. So when a particular flight is handed off from center to Tracon, it will be noted in the server with its arrival time over the corner post.



Then once over the corner post, its specific arrival time for the runway will be contributed. Once over the outer marker, its specific arrival time for touchdown upon the runway, and if a missed approach is executed, that also is contributed. These are all factual information that the FAA would input into the server. The Air Carrier would then contribute the planned gate of departure, the latest departure time, if the flight is canceled, or ready for departure. As a dispatcher, this information would be valuable to know what order the flights are arriving and departing or if a delay was involved.

Air Carriers (Flight Control/Dispatch) should be in the scheduling business, FAA should be in the separation or contraint business.

Discussed FANG (FMS-ATM Next Generation) Beatty- ADF has been asked to be a permanent member of FANG. Much interest has been shown in the Dispatch perspective.

Break 1515-1530

1530-John Nance-Author of "Splash of Colors", "Final Approach", & Alaska Airlines Captain. Highlights touched on the airlines industry must comprise of TEAMWORK.

Break 1630-1645

1645-New Business

Nadon-Motion to accept minutes of precious meeting by Mike Nadon, 2nd by Dave Porter, passed unanimously.

Nominations for Executive VP, Second VP, 3rd VP/Regional Carriers are now open. Nominations will be accepted at the next meeting in Oct. 30/31 1994 in DAL.

Beck-Financial Report

Discussed Balance and cash flow report. ADF currently has 841 members.

1655-IFALDA Update

Porter-IFALDA is recognized by ICAO as an individual organization. IFALDA is in the process of developing an ICAO training manual to replace 201 which should encourage the concept of joint responsibility. The next EUFALDA meeting will be held Oct. 4/5 in Shockholm. The IFALDA AGM in Vienna went very well with generous attendance.

1715 Meeting Adjourn

Monday, June 6, 1994

0910-Nadon called meeting to order.

0915-ADF Future Directions

ADF Future Directions: How do we see dispatch in the year 2000+?

Beatty-The roll of dispatcher is communication/information exchange. More information to the cockpit and between ATC & the cockpit.

Nadon-Data Link, ATC wants to place information directly into the cockpit of the aircraft, all text data, maps, weather, winds, notams, etc. Not quite sure if Data



link will be required or go into place, but it is somewhat predicated on the status of the

ATC system & if it will be privatized. Discussed the advantages & disadvantages of Data Link & what information is received from it where it comes from, who will have access, will the same information be available to the dispatcher. Oberg will look into Ground Data Link.

Oberg-Should ADF be involved in FANS I? (Future Area Navigation System). Will have an article in the Newsletter for volunteers to participate.

1010-Part 65

Krauter-Training & Qualifications-The ARAC Part 65 working group met June 1 and gave a comprehensive overview on Part C & Appendix A. The group is working to enhance Part 65 to be a document for licensed dispatchers while keeping in mind the possible merging of FAR 135 into FAR 121. We must recognize Tim Antolovic, Chairman of the Part 65 working group, for the effort in selecting people involved & working with the FAA.

1020-ARAC Fuel Advisory Circular

Rasmussen & Joseph-September 1994 there should be something in place on Fuel requirements. Everything is moving very quickly.

Break 1025-1040

1040-Dispatch Workload Issue

Nadon-NASA is looking at the task workload issue. A primary complaint among line dispatchers is workload. ADF is not quite sure what direction we should take, if any. FAA Flight Standards is NOT looking for a specific number of releases. Jim Little will chair a Workload working group. Anyone interested should contact him.

1100-New Business

Insurance- Horton-Looking into Insurance for officers.

Briefing Book-Joseph-Discussed a Briefing Book so new members or those designated to speak or represent ADF would know previous positions on issues. Nadon stated he should have one out in approx. 3 weeks. Will include an index for revisions & changes.

Next Symposium-Beatty-When do we plan the next symposium? Nadon-Possibly Oct 1995. Will need to identify a Symposium Director before we plan a definite date.

Hosting 1995 Meetings-Cranor-Carnival has volunteered to host a winter meeting in Florida. Kiwi will sponsor the June 95 meeting in Newark, possibly at Governors Island, NY. America West will sponsor the fall meeting possibly in PHX or LAS. We will work out the dates at the Aug. 25 Board of Directors meeting in Tucson.

Cranor-Motion to adjourn at 1115, Little & Krauter 2nd the motion.

Handouts: News Article "Double Standard"
Minneapolis Star Tribune May 31, 1994
Magazine Article "Two Sets of Rules"
Air Transport World 6/94



ARAC Aircraft Certifications Procedures Issues-Minutes ARAC Transport Airplane & Engine Issues-Minutes

Roger Beatty AA

In attendance:

Carla Beck SWA

Thomas Lynch Alaska Mike Timpe HP Jim Little AA Sherrie Stevens HP Bill Leber NWA George Webster HP Dave Porter DL IFALDA Robert Johnson HP Erica Bennett Horizon Mike Nadon COA Steve Horton DL Darryl Oberg NWA Terry Maynard SWA

Al Krauter NWA Bill Cranor Kiwi Brad Rasmussen WOA Norm Joseph DL Larry Grinstead COA Bill Hudson DL

The next meeting will be held in Dallas, Tx, October 30-31 at the Radisson Hotel with and ADF rate of \$49.00. Please make your reservations before Oct. 16 at 214-351-4477.



RTCA is a private, not-for-profit organization that addresses requirements and technical concepts for aviation. Their products are recommended standards and guidance documents that focus on the application of electronics technology to implement new or modified concepts and to satisfy related requirements.

RTCA was organized as the Radio Technical Commission for Aeronautics in 1935. RTCA have served the aviation community ever since by continuously providing a forum where government and industry representatives gather to address aviation issues and to develop consensus-based recommendations.

During November of 1991, RTCA reorganized and modernized.

On November 30, 1994, during the RTCA Annual Symposium, the FAA Deputy Administrator officially named RTCA Inc. as the U.S. recipient of the ICAO 50th anniversary Medal of Honor and provided the organization with a special medal to commemorate the occasion. This unique recognition identified RTCA as the single most important U.S. contributor organization to the advancement and support of civil aviation since the creation of ICAO by the Chicago Convention in 1944.

ADF cultivated a long-standing relationship with RTCA in the beginning in 1994. ADF members went on to take on important roles as co-chairs on various committees and subcommittees involving dispatch related topics throughout the 1990's into the 2000's.

In late 1994, Steve Caisse was selected as co-chair of RTCA Special Committee 169, WG3. This two-year effort addressed the exchange of digital information between the ground and cockpit and provided ADF with an important forum.





The Administrator of the FAA, Mr. David Hinson addresses the ADF Symposium in January 1994. That's Steve Horton in the front row.



Airline Dispatchers Federation

NEWS



Volume 4 Number 3 July 1994

NTSB Safety Hearing

by Giles OKeeffe

The National Transportation Safety Board held a public hearing in Atlanta, June 14 - 16, 1994, to receive industry input on air carrier safety standards. Interested parties included the Regional Airline Association, Air Line Pilots Association, Airline Dispatchers Federation, Northwest Airlines, American Eagle, Horizon, Federal Aviation Administration, Airline Pilots Association, International Association of Machinists, the Transportation Safety Board of Canada, the Australian Bureau of Air Safety Investigation, news media, aircraft manufacturers, and others.

There were two prevalent opinions presented. The Director of Operations from Horizon Air typified one side of the coin when he expressed the opinion that dispatchers were not necessary in Federal Air Regulations Part 135 operations, that the pilots involved in Part 135 flights were too busy already and certainly didn't need any additional interruptions from a dispatcher, and in fact, he asked why dispatchers were necessary for FAR Part 121 operations. The RAA picked up on this line and expanded it by stating that it would not be cost effective to require Part 135 carriers to operate to the standards of Part 121.

The other side of the coin was typified by the representative from American Eagle when he stated that Eagle already operates to Part 121 standards, including licensed dispatchers. Eagle operates some 1900 flights a day, carries 1,000,000 passengers a month, has TCAS, GPWS, and all the other things that the RAA claims the Regional Air Carriers can't afford.

The Northwest Airlines representative continued with this side by stating that all air carriers involved in scheduled operations should operate at Part 121 standards or its functional equivalent.

ADF presented written and oral statements of the need for a single safety standard for all scheduled passenger carriers, and that standard should be Part 121 Flag and Domestic rules. We were very pleased by the tone, content, and direction of this hearing. During the next few weeks ADF will be submitting additional written documents to the NTSB explaining our position in greater detail.

ADF wishes to express our gratitude to our friends both old and new who provided support and technical assistance before and during the hearing. A special thanks goes to Bill Cranor, Steve Horton, Norm Joseph, and Mike Nadon for appearing at the hearing.

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Single Level of Safety

by Mike Nadon

The need for a "Single Level of Safety" in air carrier operations is recognized by most line pilots and line dispatchers in this country. The recent NTSB hearing in Atlanta on commuter safety highlighted this when representatives from ALPA, APA, and ADF spoke in support of a "Single Level of Safety".

The most telling point to the ADF board came from a search of the NTSB accident database for the last five years. There were no fatal crashes of turboprop commuter aircraft operating under Part 121 during this period. There were over 20 fatal crashes of commuter turboprop aircraft operating under Part 135 (30 seats or less). The need to raise the safety level of 135 scheduled operators to Part 121 standards for GPWS, crew training, crew rest, and operational control is obvious.

While the ADF and others are working to make a "Single Level of Safety" in scheduled operations, we want it understood that we are not criticizing the pilots and others involved in current 135 operations. Given the regulatory requirements for their operations, they do an amazingly good job at providing safe transportation by air. They will do even better when armed with the higher standards of Part 121.





National Transportation Safety Board Symposium

by Steve Horton

During March 1994, I represented the Airline Dispatchers Federation at the Third National Transportation Safety Board Aviation Accident Investigation Symposium in Washington D.C.. There were over five hundred people in attendance, and countries from all over the world were represented. Additionally, every facet of the aviation community was represented from general aviation and military to commuter and large international air carriers.

These symposiums are designed to be communications forums to allow people involved with aviation accident

investigation to suggest ways to improve the way investigations are conducted.

There were many suggestions put forth by panels of speakers from many areas of the aviation community. Suggestions were also gathered from the working groups that were open to all the symposium attendees.

The following are some of the more noteworthy suggestions:

- NTSB needs to standardize procedures among the field offices.
- NTSB should conduct more on site investigations instead of delegating this function to the FAA.
- The NTSB should strive for a more timely release of airline equipment.
- Improved communication to the parties involved in the investigation prior to initiating the on site investigation.
- Better training of NTSB personnel in the latest technologies.
- Improve opportunities for component manufacturers to examine suspect components at their facilities rather than just on site.
- NTSB investigators need to provide more timely information to the media to help prevent inaccurate and sensational speculation early in the investigation.
- NTSB should be investigating all accidents involving U.S. manufactured aircraft regardless of where the accident takes place.
- The NTSB should strive for the elimination of the single probable cause in favor of listing all the contributing factors. (This was the most often mentioned recommendation).

As a dispatcher, I observed that the pilot community was heavily represented, but there was a disproportionate lack in the number of other specialists involved, i.e., meteorologists, dispatchers, mechanics, and others with particular expertise in the industry. The dispatch group can make a valuable contribution in accident investigation if given the chance. ADF will continue to work for dispatchers' involvement in this area.



ASOS "PROJECT KICKOFF"

by Dave Porter

PROJECT KICKOFF, jointly hosted by the Federal Aviation Administration and the National Weather Service, was a two-day huddle held in Atlanta, June 29 and 30. The purpose of the meeting was the implementation of the automation phase of ASOS.

ASOS is a system designed to provide surface meteorological information automatically without the intervention of human weather observers. Initially, the project placed ASOS sensor units at airports that had no other source of weather information. Since the NWS is not immune to the financial constraints of other government agencies and industry, it became apparent that ASOS could not only provide data previously unavailable, but it could also provide data at airports that had weather observers, ultimately replacing the observers with ASOS units, saving a considerable amount of money.

The industry, through the Air Transport Association (ATA), was approached by NWS several years ago with the concept of using ASOS to replace NWS or contract weather observers at every airport in the country. ATA was assured that there would be no degredation of service and, on that basis, did not oppose the plan.

The meeting in Atlanta was a joint effort by the FAA and the NWS to begin the actual phase-out of weather observers in ten selected airports that had previously augmented ASOS reports with weather observer input, particularly pertinent remarks on weather sequences. The 10 airports involved are BGM, SYR, ILG, SDF, MKE, GRI, OKC, TUL, PBI, and PHX.

There were 53 regional and field FAA and NWS staff present. They were tasked with determining how to implement the phase-out of the observers. Eighteen management level FAA/NWS persons were also on hand to facilitate the exercise, including our friend, Myron Clark, from FAA Flight Standards.

Invited as observers were representatives of NATCA, the National Air Traffic Controllers Association, and IFALDA. When I received IFALDA's invitation to attend the meeting, I approached Delta Flight Control management,

suggesting that additional support and involvement would be beneficial. As a result, three other Dispatchers, including our Manager of Standards and Training, attended the meeting as did our Manager of Meteorology. Rounding out our presence was Leo Hollis, Director Flight Control America West, and Dale Foster, Manager Dispatch Training and Standards, Southwest Airlines. All of these additional observers were recognized as representing ATA.

While the focus of the meeting was directed toward starting the total automation phase, a great deal of discussion occurred involving the ASOS concept itself. The representatives of NATCA were categorically opposed to any part of ASOS that increased their workload or reduced their ability to handle air traffic. An example they used was an ASOS unit erroneously reporting the visibility at PHX as under 3 miles even though the visibility was completely unrestricted. Since the ASOS visibility was the "official" visibility, the Tower Controllers had no choice but to consider the field IFR and cut the arrival rate in half — much to the consternation and expense of the air carriers.

Under an Executive Order issued by the Clinton Administration last year, before any work rules changes can be implemented, an Investigation and Implementation (I & I) process must be completed. This is similar to a labor negotiation and agreement between "labor" and "management" must be reached within the FAA before implementation can occur.

The concerns of the Dispatcher group were also heard. It became apparent that those within the FAA and NWS tasked to implement the process and even those responsible for its conception did not fully understand FAR Part 121 operations and, in particular, Dispatch and Operational Control.

It is clear to our group that there most certainly is a degradation to the system — something NWS pledged would not occur. Our concerns are many and profound. In the interest of bevity I will summarize the more important.

 There will only be one ASOS sensor device on each airport regardless of the size of the airport.
 It will be located in the touchdown zone area of whatever is considered to be the primary instrument runway. Our concern is that this is not necessarily representative of conditions at



the runway actually being used. This is particularly troublesome at sprawling airports like DFW, ORD, LAX, and ATL where ASOS will soon replace weather observers.

- Lack of RVR reports on ASOS sequences.
- The NWS will file an exception to ICAO Annex that requires that when RVR is reported, it must be reported for all runways in use on METAR sequences. NWS also intends to use the ASOS visibility as a "virtual" RVR reading by using a software upgrade that converts visibility in fractions of a mile to RVR reporting units of measure. Our concern is that this is not necessarily representative of the runway(s) in use.
- Lack of important remarks including the presence of fog banks, distant clouds obscurring mountains, and other visible meteorological phenomena not directly over the sensor.
- Complete lack of cloud information above 12,000'.
- The ASOS Implementation Plan includes a "Back-up Cooperator" for use when "things go bump in the night." The Backup Cooperator will be activated for two distinct events:

When either the ATCT (Air Traffic Control Tower) or the WFO (Weather Forecast Office) note an item missing from the ASOS report or when the entire observation is missing.

The ATCT or WFO note that the weather as reported by ASOS does not appear to be representative of the actual current weather.

The WFO will not necessarily be co-located at the airport and, in fact, may be 100 or more miles away.

The Backup Cooperator would be summoned by a beeper or some other alerting system and would proceed to wherever the OID (Operator Interface Device) is located. The OID would be used to supplement or override the ASOS until repairs could be made.

The Cooperator would not necessarily be trained in meteorology and would have no sentinal responsibilities, i.e. would not be responsible for monitoring the ASOS system. He would not be tasked to take the initiative to report fog banks, waterspouts, CB activity (or the lack of them when ASOS erroneously reports an event) unless activated by the ATCT or WFO.

The Dispatcher group was extremely concerned when the NWS and FAA management staff stated that Dispatchers only needed forecasts to Dispatch. They did not seem to understand the need for up-to-date surface weather information, particularly RVR. They also seemed unaware that most Dispatchers are EWINS qualified to make flight movement forecasts and must have current weather information in order to do this.

In summary, this was a watershed event and a very important meeting to attend. Our concerns were heard, and a lot of people were educated. The point was made several times that ASOS is here to stay, so, in my opinion, we need to do whatever we have to do to make it work for us.



The Cost of Technology

by Mike Nadon

The ADF membership is concerned about the additional cost to our carriers of the current ASOS implementation plan. The losses to the air carriers which ASOS will cause are being researched, and a study by ADF will be released soon to interested parties.

The ADF has also progressed in its project to provide real time RVR information to dispatchers and pilots. The cost per installation is approximately \$2,000 for hardware, and if the technical details can be worked out, the plan will be presented to interested parties within the month.

The prime directive of dispatch is that the captain and dispatcher must agree to the plan of operation in the dispatch release. This agreement between the captain and dispatcher can only be based on information known to both. Current, accurate weather information is the cornerstone upon which the operational plan is built. If the present ASOS implementation plan continues, a piece of the process could go missing. The dispatcher may not have current, accurate, reliable weather information on which to base his plan. Then what?



ASOS, RVR

by Mike Nadon

The recent business meeting in Seattle addressed the ASOS and lack of RVR issue. The members in attendance voted to continue to express our concern over the accuracy of ASOS and the loss of weather information important to dispatch and airline operations.

Many of you have noted that ASOS reports currently give visibilities and other information that are contradicted in the remarks of the report by the human observer. These A02A reports are augmented by a human observer.

At some point in the near future you will begin seeing A02 reports that are not augmented or monitored by a human observer. More than ever your judgement and common sense will be needed to compare these reports with other known reports and conditions to insure the safety of flight. None of us wants to have our flight over its alternate with an A02 report of 2 miles in fog and the captain on the radio saying, "What now? We've shot three missed approaches here, and the RVR just went to 600."

As ADF members we all understand our personal responsibility to the safety of flights under our operational control. We also know the value of such defenses as "I assumed that" and "I didn't know" when it comes to dealing with an air carrier accident both legally and personally. Currently the ADF board can not provide any guidance on how individual dispatchers should handle the lack of RVR information on ASOS weather reports. Each of us has to decide based on our own judgement whether to accept the ASOS visibility report or call the tower for an RVR report when the



safety of our flights is involved. The air carriers and the ADF, among others, haven't given up on this issue, but the reality is that the the winter of 94-95 may be more difficult than usual because of the current ASOS implementation plan.

EUFALDA 52nd Meeting

by Dave Porter

EUFALDA, the European
Federation of Air Line Dispatchers'
Associations, will hold its 52nd
Convention in Stockholm
October 4-5, 1994. The meeting is open to all IFALDA members as observers. Issues including
Eurocontrol, the EEU (European
Economic Union), and the status of JAR's (Joint Aviation Regulations), particularly JAR-Ops 1 which deals with Flight Operations Officers (Flight Dispatchers) will be discussed.

The meeting will be held as a one overnight meeting at the Arlandia Hotel situated at Stockholm-Arlanda Airport, starting at 1400 on October 4 and ending at noon October 5. The hotel will provide a lunch for SEK 149 (Swedish Crowns) or, boys and girls ..if you prefer, there is a MacDonalds and a Burger King in the airport terminal. (I know that I'm certainly looking forward to traveling to Sweden for a Big Mac or a Whopper)

The basic cost is SEK 880 pp/dbl (SEK 150 single supplement... SEK 100 reduction for a non-delegate sharing a room) which includes hotel accommodation for one night, dinner, breakfast, use of the conference room including refreshments, and an Aperitif at the Air Museum.

There is a hotel shuttlebus (from stand #14) that runs every 15 minutes from the terminal and is free of charge.

The deadline for reservations is September 2, 1994. Contact the organizing team at SITA ARNYASK atm: EUFALDA or telephone (011) 46 8-797-3232 or FAX (011) 46 8-593-60133.

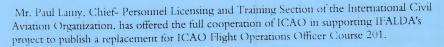
As a possible side-trip, several of us are considering flying into Helsinki and taking the hydrofoil across the Baltic to Stockholm. Let me know if you're interested. Another thing to consider... due to the very strict liquor laws in Sweden, alcoholic beverages are very limited and expensive. It might be worth one's while to consider bringing one's own along.

Please don't ask me what the rate of exchange is between U.S. dollars and Swedish Crowns... and if you do find out, and it's really bad, please don't tell me.



IFALDA TRAINING MANUAL

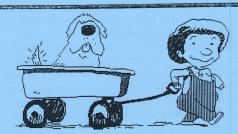
by Dave Porter



The draft of the new course is complete and will be submitted to ICAO this summer. It is the result of the efforts of almost a dozen Dispatchers and FOOs from around the world. The driving force behind the project is Gerald Clifford of the Irish Flight Operations Officers Organization. Gerry holds a U.S. FAR Part 121 Flight Dispatcher's Certificate and, in addition to his job as Loadmaster aboard an Aer Tarus DC- 8, he teaches an FOO and meteorology course.



In addition to Gerry's efforts, the manual has been enhanced by graphics created by Delta Flight Superintendent, Fred Thunhorst.



ADF Membership Services has Moved.

by Bill Cranor

Effective July 1, 1994 the Membership Services Office will relocate to Stockbridge, Georgia. The 800 number (800-OPN-CNTL) will remain the same and for the near future so will the mailing address in Euless, Texas with a projected transfer of August-September 1994 to Stockbridge. The local phone number will be 404-474-6530 (for those residing within the 404 area code). The compuserve address will remain the same.

Debbie Cranor has taken over the duties as Administrative Assistant and will be handling membership matters. Please welcome her to our group. The ADF will have a new voice mail system installed on the new phone line as well as the 800 line. There will be mailboxes set up for board members, and mailboxes for delegates and directors will be available upon request. The system will also feature advanced fax services by being able to not only receive faxes but be able to store a selected library of documents for faxing back to the requester. Each voice mailbox will be able to store received faxes for later retrieval. Debbie will be in charge of the system, and as administrator she will be responsible for maintenance. Please contact Debbie or me with questions, comments, or suggestions.

Good-Bue Nancy

We'd like to thank Nancy Howland, ADF secretary, for her four years of dedication, service, and hard work. Nancy has been with us since the beginning of this organization and has taken great pride in her work in the membership services area. We wish Nancy the best of luck on her "retirement" to full time motherhood. Nancy has been a vital part of ADF, and she will be greatly missed.

ADF Inc. ?

The process of Incorporating the Airline
Dispatchers Federation as a non profit organization is a
more complex process than originally thought. The
process is still under way, but will take a while longer.
We are still convinced this will be the proper course to
take. At the Seattle Meeting in June it was decided to
engage a corporate lawyer to assist and give council. We
will continue to keep you up to date as we grow and
develop.

Elections

Nominations are open and should be submitted at the October Meeting for the following Officer positions of ADF:

Executive Vice President

Second Vice President

Third Vice President/Regional Carriers

Any one interested in one of these positions should contact your ADF Delegate.



In Case You Missed It Last Time

Below is listed the working groups, projects, and future projects in which ADF is currently involved. Listed with each is the member, where one has been assigned, coordinating the activity.

Working Groups

- 8400.10 Amendments
- Aviation Weather Requirements Arlan Ellmaker

Steve Horton

- ASOS/AWOS
- F.A.R. Part 65 Rewrite
 Tim Antolovic

Al Krauter

CRM/DRM and AQP

Tim Antolovic

NASA Dispatcher Study

Roger Beatty

ARAC Fuel Requirements

Norm Joseph

Brad Rassmussen

ADF Assistance to NTSB

(operational control issues)

Steve Horton

Current Projects

- F.A.R. Part 129 Operators' OPS SPECS Review
- F.A.R. Part 135 Operators' Operational Control
- NCAR Users Group
- Dispatcher's Workload Study
- Deicing
- DARPS

Vic Sotenberg

Future Projects

- Datalink
- ATC AOC Data Sharing and Cooperation
- Internet E Mail Access for ADF
- NATCA/ATCA Liaison
- FICONS

If any of these projects sound interesting, and you would like to get involved, give us a call at Headquarters (202 434-8919) to let us know. If you don't see something on this list that you think ADF should address, call us on that, too.

ADF NEWS is a publication of the Airline Dispatchers Federation. For information write or call: The Airline Dispatchers Federation, Metro Center, 700 Thirteenth St. NW. Washington, DC 20005. Phone (202) 434-4599

Field Conditions

The need for a consistent and reliable field condition report is obvious to most dispatchers and pilots. As the ADF looks at ways to improve the field condition reporting system the question before the group is:

What information do we want, and how do we want it displayed?

Assuming a magical device at every airport, what information do you want it to give you? RCR or Mu-meter readings, slush depth, wet or dry? We are soliciting your ideas.

Please put your ideas on paper (typed please) and fax them to 800-OPN-CNTL.

Part 65

The ARAC Training and Qualification working group met on June 1 for a comprehensive overview of Part C Appendix A (licensing requirements). This working group has been tasked with investigating the possibility of rewrite and enhancement of Part 65 requirements for the Aviation Rule making Advisory Committee to the FAA. The group is focussed on Part 65 dispatcher licensing requirements. They are working toward a complete updating of this area keeping in mind the changes in technology and the changes in the way Dispatching is done today and in the future. We will keep you up to date as this group continues its work.

Fuel Advisory Circular

It was reported at the Seattle meeting that the long awaited Fuel Requirements Advisory Circular is moving through the Washington maze. The latest best guess is that we may see something by the end of the year. We would like to thank those members that have spent so much time on this project. We can hardly wait for the results of their labor.

Workload

Yes, this is still an issue with most of us. Mr. Nadon at our Seattle meeting advised us that NASA is now looking at this subject. They are planning to do a task analysis of what we do. ADF has offered to give all the assistance we can for their study. The FAA is going to be interested in the results. Those folks in FAA Flight Standards are aware that workload is a primary concern among most line dispatchers. They are also aware that a number count of releases does not necessarily define workload. Jim Little of our fine organization will be heading up an ADF working group to deal with this issue (hopefully in consort with NASA). If you are interested in helping with this project, contact membership services.



NEXT MEETING

The next General Business Meeting will be held in Dallas, Texas, on October 30 & 31, 1994, at the Radisson Hotel. ADF rate will be \$49.00 per night if reservations are made by October 15th. The hotel offers complimentary transportation from both Love Field and DFW. The Radisson Phone number is (214) 351-4477 or (800) 333-3333. As always request the ADF rate when making reservations. The business meeting will start at 0900 Central (local) Time, Sunday the 30th.

If you plan to arrive early and wonder where the hotel is in relations to "things to do" here you go:

- 2 Minutes from Texas Stadium
- 15 Minutes from Galleria
- 2 Minutes from "Restaurant Row" (food?)

- 15 Minutes from West End
- 15 Minutes from Downtown
- 20 Minutes from Fair Park/Cotton Bowl
- 20 Minutes from Six Flags 20 Minutes from Texas State Fair 6 Minutes from Nadon's Interested Parties For additional information call ADF membership services at (800) 404-0672 or (202) 434-8919.

Video Tapes Available Now	
To order your video copy of the January 1994 Operational Control ADF Symposium, please com Send the following tapes checked:	splete the information below:
Welcome & Intro: W.S. Leber, Jr. ADF 1/25/94	
Mr. Walter W. Doll-Vice President Engineering- Delta Airlines (30 min)	
Forum: Cooperative Acronautical Decision Making	
NASA/Ames Judith M. Orasanu, Ph.D.	
Ohio University - C. Elaine McCoy, Ph.D.	
Ohio State University - Phil J. Smith, Ph.D.	
Robert Iverson-CEO Kiwi Int'l Airlines-Part 1 (122 min)	
Robert Iverson-CEO Kiwi Int'l Airlines-Part 2	
Forum: Standardization of Procedures in Operational Cntrl	
Mr. David Porter-IFALDA Mr. D. Potter-FAA (71 min)	
Welcome & intro: W.S. Leber, jr. ADF 1/26/94	
Jeppesen-Gregory Bowlin-Director of Airline Services	
Congressman James Oberstar-Chairman of House Aviation Subcommittee	(101 min)
Airspace Management in a Global Environment	
MITRE-Margaret T. Jenny	
FAA-Charles Hall, ATM-200	
FAA-Joe Fee, ASE-6 (133 min)	
ARINC - Mr. Phil Perine, Sr.	
Director of Air/Ground Services (57 min)	
Mr. Al Krauter-ADF ARAC Part 65	
Mr. Robert Commerce- President of ALDA	
Forum: The Economics & Safety of Operational Cntrl	
Giles O'Keeffe-ADF (105 min)	
Please include:	
\$10.00 per tape or \$65.00 for the set	
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**Allow 4 weeks for delivery.



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NEWS



Volume 4 Number 4

December, 1994

Good News for 135 Carriers

by Mike Nadon

(The following is a summation of an AP wire story. ed.)

FAA: Stricter Commuter Rules

The Federal Aviation Administration announced recently what it called a major step in its new effort to regulate regional airlines under the stricter rules, a move recently recommended by the National Transportation Safety Board. The FAA proposed a rule that commuter carriers with 10 or more seats must comply with standards set for training crew members on large aircraft.

The rule also would require commuter airlines to provide resource management training to improve communication and coordination between crew members. Anthony Broderick, FAA's associate administrator for regulation and certification, said the agency is aiming to have all the new rules in place by the end of next year. "That will involve a very accelerated rule-making program," Broderick told a news conference. He called the new training rule the "biggest single improvement" for commuter airlines. FAA Administrator David R. Hinson stressed that while commuter carriers have had more accidents than major airlines, they are safe overall. are in 1994 progressing along ... in what so far may be the safest year in the history of commuter aviation," Hinson said. "It clearly has not been a good year for larger aircraft, with three accidents."

The National Transportation Safety Board issued its recommendations at the conclusion of a nine-month study of the safety of regional and commuter airlines. Several recent crashes, including those in northern Indiana, Hibbing, Minn., and Columbus, Ohio, have prompted concern about the safety of these carriers. Last month,

Hinson said the agency was moving to eliminate differences in the way large and small airlines are regulated and promised increased safety inspections nationwide. There was no timetable given at the time for changes in the regulations, which typically take months or years to develop and put into effect. In addition to crew training, the changes would tighten safety inspections of commuter aircraft; reduce the number of hours commuter pilots can fly and require dispatchers to assist crews in checking the weather, determining the weight and balance of the plane, planning routes and performing other ground duties. Regional airlines feeding passengers to major carriers -- and often operating under the colors of those carriers -- have proliferated in recent years. Current rules impose tougher standards on planes with 31 or more seats. while the standards are less strict for smaller planes.

The ADF will be commenting on these proposed changes and will be providing the FAA with information which will support thier decision to require a single level of afety in air carrier operations. ed.

Inside This Issue 1995 Symposium dates set. Page 2 Next Meeting Page 2 Commander Datalink Page 3 A look to the future with GPS Page 4 DARP Page 4 IFALDA Page 5 EUFALDA Page 6



Dates Set for ADF 1995 Symposium

By Roger Beatty

ADF 1995 Symposium

Theme: Emerging Trends in Airline Operational Control

Location: Fort Worth Texas (Hotel to be Determined)

Dates: Saturday October 21 and Sunday October 22,

1995

Current plans call for a hospitality suite to be available at the hotel from 6 - 10 PM Friday night, October 20th. The symposium will run from 12 noon Saturday to 1 PM Sunday, to allow for those who may wish to stay only one night.

Saturday will have a festive Western Night out in the Fort Worth Stockyards. The Red Steagall Cowboy Show and Amateur Rodeo will be in town. Plans call for a bus from the symposium site to the Stockyards for dinner and the show, with optional time for shopping or a visit to Billy Bob's (the worlds largest saloon).

Since the hotel arrangements have not yet been finalized, only tentative pricing information is available at this time. Here is the best guess we have right now. The symposium, Western Night Out, and one night stay at the hotel should be under \$150 dollars, with additional hotel nights available at reduced rates.

More information on speakers, presentations and vendors will be available as the symposium date approaches. Exact rates and the availability of interline transportation will be published in future issues of the newsletter. Consider this a "heads up" to mark your calendars for a fun and educational meeting.

Do We Know Who You Are and Where You Are ???

Is the information for you in our database current? If not, or if you aren't sure, give membership services a call at 800 OPN-CNTL and get us up to date.

Election Results

Yes, elections were held at the October Business meeting in Dallas. The positions open for election were, Executive Vice President, Second Vice President, and Third Vice President. And the winners were!!!

Executive Vice President Bill Cranor

Second Vice President Terry Maynard

Third Vice President Miro Lehky



Next Meeting

The next general business meeting will be hosted by Carnival Airlines in Ft. Lauderdale Florida on January 15 and 16, 1995 at the Oceanside Inn (Best Western hotel) starting at 0900 local time January 15, 1995. The ADF rate will be \$68.00 per night, \$10.00 per extra person in a room. Reservations must be made as soon as possible.

A Continental Breakfast on Sunday and Monday with a Buffet Lunch on Monday will be provided compliments of Carnival Airlines.

Space available passes will be available on Carnival's scheduled service for a service charge of \$10.00. Just send your name, company, routing, a check for \$10.00, and a stamped self addressed envelope to:

David Bayes
Carnival Airlines Dispatch Department
1815 Griffin Rd.
Dania, FL 33004-2213

Please allow three weeks for processing. (Hope this gets out in time. ed.)

The Oceanside Inn Phone is (305) 525-8115 or (800) 367-1007. Their Fax number is (305) 527-0957. When making reservations, as always, request the ADF rate.



Commander Datalink

The ADF Works to Preserve the Dispatcher's Role

by Steve Caisse

In 1991 the Federal Aviation Administration published its preliminary "vision" of the future Air Traffic Control system. The plan involves a global system concept for communications, navigation, and surveillance. In accord with this plan the FAA is working to increase the amount of automated information available to pilots in the cockpits of their aircraft. The FAA refers to the automation component of this new information link as Flight Information Services or FIS. "Datalink" is the term most often used to define the process of uplinking and downlinking weather, traffic information, route or clearance information, and other flight related information to and from aircraft under the concept of FIS.

The Airline Dispatchers Federation is very much in favor of an expanded role for automation in the presentation and distribution of weather and other safety related information to the aviation community. ADF also remains committed to preserving the Federal Aviation Regulation's mandated responsibilities assigned to the aircraft dispatcher. FAR 121.601 states "The aircraft dispatcher shall provide the pilot in command with all available current reports or information on airport conditions and irregularities navigation facilities that may affect the safety of flight. The aircraft dispatcher shall provide the pilot in command with all available weather reports and forecasts of weather phenomena that may affect the safety of flight, including adverse weather phenomena such as clear air turbulence, thunderstorms, and low altitude wind shear for each route to be flown and each airport to be used." With such consequential responsibilities placed on ADFs members, ADF has been working with the FAA to ensure that under FIS the aircraft dispatcher knows exactly what (and from what source) information is being relayed to the flights with whose safety the dispatcher is charged by the FARs. ADF is also working to preserve the dispatchers role as the primary source of weather information to the Part 121 pilot under FIS.

The FAA is using several contractors to assist in developing and designing the implementation procedures

to make FIS a reality instead of just a concept. Since 1993 ADF has been participating in quarterly meetings with these contractors as well as representitives from ALPA, AOPA, RAA, EAA, FAA, the NWS, the USAF, along with many industry suppliers to develop the initial set of Minimum Operations Performance Standards (MOPS) for FIS (hows that for alpabet soup ed.). This process is well on the way to completion, the working group expects the MOPS to be ready for presentation by mid 1995.

When this process started in 1993 the initial MOPS for FIS contained a number of points that were of concern to ADF. As the process has continued ADF has successfully corrected those points and clarified the dispatchers role in Part 121 operations. The MOPS now contain a much more accurate portrayl of the role of the aircraft dispatcher in Part 121 operations. In addition many of the statements in the MOPS that mearly referenced the "pilot" now have been changed to a more accurate reference to the "pilot and aircraft dispatcher under FAR Part 121."

As the FAA continues to refine the concept of Datalink, ADF will continue to actively participate in the process to ensure that the role and responsibilities of the aircraft duispatcher are recognized, understood, appreciated, and preserved.

ADF Video

Do you have a relative that simply doesn't have a clue as to what you do for a living? Do you have someone in your office that is up a creek as to the meaning of their job? Well, you are in luck, cause we have the answer to your wish. The ADF video. This little 22 minute gem is just packed with vital information about just what

a Dispatcher is and what our responsibilities are. It makes the ideal after Christmas gift for that special someone. They are available for the low, low price of just \$10.00 per copy. Contact membership services to order *TODAY*.



Global Positioning System BIG in Our Future

by Steve Horton

With the announcement this year to establish the Wide Area Augmentation System (WAAS), the FAA is making plans to establish GPS as the primary aviation navigation system in the United States airspace. This action virtually sounded the death knell for systems like Micro Wave Landing System and eventually the VOR airway structure itself. WAAS will enhance the normal GPS satellite transmissions through a system of 24 ground stations. This will serve to guarantee the accuracy of the system.

The FAA expects GPS to be the primary navigation system, even for approaches down to Cat I, by the end of 1997.

Further development is expected to allow GPS to be developed into the sole navigation system for enroute and approach down to CAT III levels by the year 2000.

Although the expected cost is high (estimates exceed \$500 million), the GPS system will save millions for the government in the future through the phase out of the ground based navigation facilities. The Phase out of the ground based facilities will not occur "over night", and in fact probably will not start for several years as this existing system will be serving as a backup system to the GPS system until a reliable backup for GPS can be developed.

The potential savings for the commercial operators are also impressive, however it will be a few years before these savings can be realized.

I guess maybe the future is now, or at least very soon. ed

DARP

By Darryl Oberg

Dynamic Aircraft Routing Plan is the name of this project that was originally designed to "look into the future" of Oceanic Air Traffic Control. The idea was to simulate the oceanic ATC environment and test traffic management theories eventually leading up to Free Flight (total random routing) in the Pacific. This was going to be accomplished through a series of experiments to be carried out at the Oceanic Development Facility in Atlantic City New Jersey. The experiments were to develop standards and procedures to be used in conjunction with an internationally agreed to outline to improve Air Traffic Management in the Pacific region.

Unfortunately, as the project evolved its focus has been changed. The DARP project as it stands now is to confirm the procedures involved in a published track change after the aircraft are airborne on the Pacific Organized Track System track between Los Angeles and Sydney Australia. The Object is to reevaluate the wind forecast that is updated between the time the flights are planned and shortly after they are airborne off Los Angeles. If a better track is found, it will be published to the carriers operating the route and they can then decide if it is advantageous for their flights. If all carriers agree on the new route the carriers can forward the new flight plan information to their aircraft, then the aircraft can request the New published track.

As with many government projects this one has been subject to many delays. The DARP II trail date now looks like sometime in April of 1995. For those of you who have expressed interest in being involved we will keep you up to date.

We at ADF who have an interest in the International side of the world would like to see the project get back on the original track, and we will continue to work toward that end.







With this issue we are going to expand our coverage of IFALDA activities. After all we are now living and working in a global community, so it behoves us all to have an idea of how thw battle goes in the rest of the world. ed.

IFALDA STRATEGIC DIRECTION



by David H. Porter President-IFALDA

The IFALDA Board and its workgroups have been extremely busy in 1994. As an all-volunteer organization it is not possible to attend every meeting. We simply do not have the time nor the resources. As a result, we have set our priorities on efforts that can produce results. We avoid meetings where our presence is simply to take notes and bring home hand-outs. We have other sources for this material through our companies and through government agencies. We focus upon meetings and workshops where our input and dialogue is more important and is well received.

I do not believe that the IFALDA membership desires that its leadership function simply as gatherers and note-takers. However, in order to function as pro-active advocates of a single high level of safety through positive operational control, we must have the input of our membership, either through our member organizations or by individual initiative. I believe that the IFALDA Executive Board and its working groups fairly represent the professional interests of the Membership. We continue to solicit and welcome objective feedback, suggestions and constructive criticism from our membership; we cannot function without this direction.

Although our resources are limited and concentrated upon participating in results-oriented activities, we do make every effort to publish two newsletters annually and to distribute the minutes of our Annual General Meeting to each member organization. Internal communication has always been our weak link.. I wish it could be otherwise; I will do my best to provide the leadership necessary to keep our membership informed. The responsibility for shortcomings in this area is mine alone.

Our current dues structure of \$10.00 per year per member is normally paid by individuals through their professional association or regional affiliate. Individual members including those not affiliated with an organized group and retirees pay \$15.00 per year. This level of funding is adequate to serve our membership.

In summary, the year has been both rewarding and challenging. We have done a lot yet there is more to do. I look forward to 1995 with anticipation and the resolve to be as effective as we can be in advancing our profession.

IFALDA ANNUAL GENERAL MEETING

by Flemming Lovenvig Vice President IFALDA

The 34th Annual General Meeting of the International Federation of Air Line Dispatchers Associations will be held in Tucson, Arizona May 15-18 at the

Westward Look Resort. Post convention activities include a visit to Evergreen International, Pinal air Park, Marana. This is where all of our brand new B747-400's are parked, waiting until some carrier can afford to fly them. We have also arranged a tour of Davis-Monthan Air force base. This is the US Air Force "boneyard" for old airframes. We will have dinner one evening at Pima Air Museum where there is a fine collection of vintage military aircraft including several one-of-a-kind experimental craft. There are other tours planned to Bisbee, the Sonora Desert Museum, and the movie studio at Old Tucson.

The meeting itself will feature Dispatcher working issues. Speakers from ICAO, IATA, and the US FAA have been invited. The mayor of Tucson has offered to open our meeting.

The formal announcement and invitation has already gone out in the mail. The basic package cost for a single delegate is US \$465.. for 2 delegates sharing a room will be about \$350 per person.

Service charge waived passes have been offered from U.S. cities to Tucson by America West and Delta.

See the announcement for further details or contact IFALDA President Dave Porter. The on-site AGM Coordinator will be Dennis Rose from NW in MSP.



EUFALDA Update

by Jim Einsweiler Secretary EUFALDA

EUFALDA has had a busy year advocating our profession within the European Civil Aviation industry and servicing our membership.

Europe is an extremely fast-growing aviation arena and EUFALDA is right in the middle of all of the chaos. Rules, regulations, alliances, market-sharing schemes, nationalization, de-regulation, all are occurring simultaneously. We have maintained our ties with those responsible for creating civil aviation regulations and standards within the European Union (EU).

It is our goal, supported by both the International Transport Workers Federation (ITF) and IFALDA, to have a common European Flight Dispatcher License, recognized throughout the EU, supported by common operational control standards. We continue to seek the support of the various pilot groups toward a license or certificate.

We have been given the opportunity to expose our profession to the various ATC facilities throughout the EuroControl area. Representatives of EUFALDA, including your author, have traveled throughout Europe giving Operational Control presentations to the ATC personnel, most of who did not even know that we existed.

The forecast for the European Community is for 30 memberstates by the year 2000. Each memberstate has one or more air carriers and one or more civil aviation administrations. It is a monumental task to get all of these states to agree upon a single level of safety and operational control system. It will take many years and, in fact, the task may never be "completed." The variety that we are encountering is daunting but it is also exciting as it opens our minds and we all benefit from the sharing of these concepts. In closing, please join us for our EUFALDA 1995 Annual General Meeting in Northern Bavaria his March.

EUFALDA-AGM 1995

by Jean-Louis De Ruyck President-EUFALDA



I am please to announce that our Annual General Meeting will be held in the Hotel Klosterbrau at Ebrach, located in Northern Bavaria March 14-16, 1995. The meeting will be hosted by

GALDA (German Air Line Dispatchers Association).

Ebrach is a very small town, surrounded by the forests of the Steigerwald, famous for its beautiful countryside and very special wines produced there.

GALDA will arrange bus transfer from the Frankfurt Airport on March 14. the trip is about 2 hours. The package price includes the bus transfer (both ways), cocktail reception, 2 dinners, 2 breakfasts, 1 lunch, hotel accommodations for 2 nights, spouse sightseeing/shopping tour, coffee breaks, and wine testing.

The cost is DM380 (about \$250.00 US) per person, double occupancy, single supplement DM50 (about \$35.00 US). Package cost paid in German Currency on the transfer bus to the hotel. The hotel will accept major credit cards for other personal charges.

World-Wide Air Transportation

Conference on International Air Transport



Regulation: Present and Future

by A. Sandy Sandziuk IFALDA Vice President-International Regulatory Affairs

The Conference, held in Montreal in November, was the forth in a series of air transport conferences convened by the Council of ICAO since 1977 to address regulatory issues. The three previous conferences, held in 1977, 1980, and 1985, dealt (continued page 7)



(Air Transport continued from page 6)

primarily with coordination and harmonization of policy for the regulation of capacity, tariffs, and nonscheduled air transport.

This Conference, however, can be distinguished from its predecessors by the fact that its principal focus was on the development, for the future, of a full range of arrangements for the economic regulation of international civil air transport.

The agenda included present regulations, future regulatory content including market access, air carrier ownership and control, safeguards required to ensure fair competition, structural impediments, such as subsidies and slot times, and finally, future regulatory processes and structure.

The International Transport Workers Federation (ITF), with whom we maintain an active liaison regarding international regulatory matters, reminded the conference that the ICAO code of Conduct is meant to provide rules against "unfair" commercial practices, which give air carriers an unfair competitive advantage. Yet, despite the importance of labour costs in determining competitiveness, there is no reference anywhere to the need for adequate labour standards nor to a leveling of the playing field for social rights in the Proposed Code of Conduct.

The Conference provided the aviation community with a timely opportunity to explore new ideas with which to make a regulatory transition to the future. Not all member States wish to make that transition immediately nor even in the near future and some consider the present regulatory tools and there existing bilateral agreements to be satisfactory and capable of meeting their foreseeable national requirements and objectives.

Nonetheless, all States will have an interest in the nature and content of any proposed future regulatory arrangements not only because of the potential of the ideas to affect future structure of civil air transport, but also because they may have relations with States that use those arrangements.

(Note.. the author attended the Conference representing IFALDA)

NAT USERS CONFERENCE

by Dave Porter IFALDA President

It was my pleasure and privilege to represent IFALDA at the North Atlantic Users conference held at Reykjavik October 5, 1994.

This is the fourth such conference held in the past 20 years. The primary focus was on flight planning on the North Atlantic. There were 111 attendees from air carriers, government agencies, service industries, and military services. I was pleased to work with fellow IFALDA members Bev May from Canadian Airlines, Les Parson from Continental, Jose Sandoval from Cubana, Egill Revnisson from Icelandair, Nejat Salih from Turkish Airlines, Erik Gronlund from Finnair, and Zbigniew Labaj from LOT Polish Airlines.

The meeting was a joint celebration, 50 years of ICAO and 50 years of Icelandic independence. Representatives of each oceanic agency made presentations regarding upgrades in procedures and enhancement of technology. Representatives from the EuroControl CFMU described their integrated Flight Planning System.

A full meeting day was devoted to a general discussion of flight planning and operational control problems in the North Atlantic. The comments made by IFALDA were extremely well received and by the time the meeting adjourned, most attendees learned more about Flight Dispatchers and Operational Control than they ever imagined.

Future Air Navigation System (FANS), ADS (Automatic Dependent Surveillance) North Atlantic Trials, RVSM (Reduced Vertical Separation Minima), Air Traffic Management (ATM) Concept, and other advanced concepts were put forth. RVSM will be upon us by January 1997. This will require that all aircraft operating within MNPS airspace be equipped with altimetry systems capable of maintaining 1000 ft vertical separation. Kim Joyce from ARINC updated the group on GPS/HMU/GMU status. This technology is vital to (continued page 8)

7



(NAT Users from page 7)

the RVSM program. Loftur Jonasson with Iceland Radio gave an overview of HF Data-Link trials. The meeting was closed Friday October 7. I was asked by my company to extend my stay in Iceland in order to evaluate Egilsstadir (BIEG/EGS) as a potential ETOPS enroute alternate. EGS is on the opposite side of the island, on a northeast cape at the end of a fjord. Most carriers use Keflavik as an enroute alternate.. it has lots of runways and modern facilities vet when the weather gets bad in Iceland.. it gets REALLY bad. Crosswinds exceeding 50 kts are common that preclude dual approach alternate minimums at Keflavik. A need was apparent to find another suitable alternate in Iceland. Reykjavik has an airport but it is in the middle of the city and the runways are short. Akurerey on the north side of the island has a runway that is half gravel.. OK for smaller aircraft but not for wide-body types.

Former People Express Dispatcher and pilot Charlie Doyle (now a B747 Captain flying for CO) and I went up to EGS on an Icelandair Fokker 50. After an extremely hospitable stay and tour of the area by Icelandair and Iceland CAA staff, we came away impressed by the friendliness of the people and their ability to adapt to Spartan living conditions. We determined that although the airport was somewhat limited in capacity, an ETOPS operation as an emergency alternate was feasible. With the acquisition of meteorology data from Swissair, Delta is now using Egilsstadir as an enroute ETOPS alternate.



What's Happening

JANUARY:

10-12 RTCA Aeronautical Data Link Applications-DCA

15-16 ADF BUSINESS MEETING

Hosted by CARNIVAL AIRLINES Fort Lauderdale Fl.

FEBRUARY:

16 ADF Newsletter Deadline

MARCH:

14-16 EUFALDA Annual General Meeting-Frankfurt, Germany

MAY:

15 ADF Newsletter Deadline

15-18 IFALDA Annual General Meeting-Tucson, AZ

JUNE:

11-12 ADF BUSINESS MEETING-KIWI AIRLINES-EWR

JULY:

12 ADF Newsletter Deadline

OCTOBER:

21-22 ADF SYMPOSIUM & BUSINESS MEETING-Fort Worth TX.

NOVEMBER:

22 ADF Newsletter Deadline





Above, ADF volunteers in 1994, standing left to right are, Terry Maynard (Southwest), Larry Grinstead (Continental), Mark Monse (Southwest), Bob Fulton (USAir) and Vic Sotenberg



At left, much of the ADF leadership team from 1994, left to right. Vic Sotenberg, Miro Lehky, Bill Cranor, Carla Beck, President Bill Leber, Brad Rasmussen and Fred Thunhorst



Mike Nadon-President (Continental Airlines)

Bill Cranor-Executive Vice President (Kiwi Air Lines)

Steve Horton Vice President (DAL)
Terry Maynard Vice President (SWA)
Miro Lehky Vice President (Kiwi)
Brad Rasmussen Vice President (WOA)
Carla Beck Financial Secretary/Treasurer (SWA)

Symposium – Dallas, Texas

October 21-23, 1995

"Emerging Trends in Operational Control"

Keynote Speakers:

Jack Kies- FAA Air Traffic Control System Command Center

- Manager

Harold Johnson- FAA – DFW FISDO Aviation Safety Inspector

Roger Beatty Director of Research & Human Factors

Al Krauter Director of Training

Fred Thunhorst Director of Internal PR/Membership

Bill Leber Director of Legislative Affairs

Darryl Oberg Director/Editor of Publications

Steve Caisse Director of Communication

Lew Rezsonya Director of Regulatory Affairs

Norm Joseph-Director of Aviation Rulemaking

Allan Rossmore-Director of Legal Affairs

The Single Level of Safety

In January 1995, DOT Secretary Federico
Pena convened an unprecedented
aviation safety summit that called
together over 1,000 officials from
government, airlines, airline labor and
other segments of the industry to
establish joint priorities and strategies for
enhancing aviation safety. ADF proudly
and actively participated in this historic
convention.



This event led to the landmark FAA ruling on the "Single Level of Safety" ("Commuter Rule"). The "Commuter Rule" required all 14 CFR Part 135 operators to transition to 14 CFR Part 121 by March 20, 1997.

President's **Profile**

MIKE **NADON**



Mike was born April 22nd 1947 in Lansing MI. His family relocated to the West Coast in the 1960's, with Mike graduating from Burbank CA High School in 1964 Following his graduation, Mike enlisted in the United States Army, ultimately rising to the rank of Sargent. Nadon was a squad leader for Company C 3rd Battalion of the 24th Infantry Division's 19th

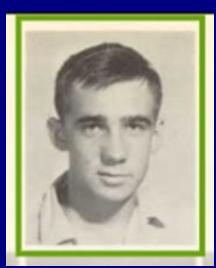
Promoted to Sgt.

MUNICH, Germany Michael J. Nadon. 20, son of Mrs. Nancy Ann Nadon, 525 S. Shelton, Burbank, Calif., has been promoted to Army sergeant near Munich. Germany, where he is serving as a squad leader with Company C, 3d Battalion of the 24th Infantry Division's 19th Mike's first airline job Infantry.

Infantry in Munich Germany. Like many of ADFs leaders, Mike acquired important organizational and prioritization skills through his service in the military. The abilities that he obtained from the military would be put to good use later in Mike's dispatch career.

was as a load planner, performing weight and

balance at the old Continental Airlines terminal in Los Angeles in the 1970s. Load Planning at Continental in Los Angeles was like many airlines and that it was one of the proven paths into the world of flight dispatch. While still working in Los Angeles, Mike was profoundly impacted by a Continental Airlines DC-10 takeoff accident at LAX which occurred while he was on duty. He spoke of it and the safety implications of positive operational control to several ADF colleagues. The accident made him a crusader for aviation safety.



Mike was able to land a job in the Continental Dispatch Office shortly before the merger with Texas international around 1987. Later in his career, Mike was tasked by management to help Continental Express set up their dispatch office in Houston. So Mike's employment shifted to Texas. In the process of this

assignment, Mike worked with Provincetown Boston airlines, Bar Harbor airlines, British Airways, an Rocky Mountain Airways, all of whom were owned by Continental. Mike interfaced with the dispatch office management of the aforementioned airlines, setting up their computerized flight planning systems since these carriers used Continental's flight planning system. Mike was an early flight plan computer guru, (all of which was self-taught). "He was an international flight planning wizard and taught a lot of us how to best optimize our redispatched long haul flight plans", said Loraine Sandusky, a long time co-worker in dispatch at Continental and former ADF Board member.

"There are only two things you can do with an airplane once it's in the air; keep going where you are going or go somewhere else. The trick is to avoid situations that make going somewhere else the more attractive option.'

The first time Mike's name appears in an ADF document is in the meeting minutes from June 30th 1990. This was ADFs fourth meeting and was held in Euless TX. In the opening minutes of the meeting, ADF president Jim little welcomes new members including Mike Nadon from Continental Express and Lorraine Sandusky from Continental, also Joe Hagan from Delta and Don Wright from USAir

Mike's earliest project involvement at ADF was to work on the AVIANCA 52 ADF safety investigation. By the fall of 1990 Mike was already putting his computer skills to work including the creation of various operational scenarios to be used as training tools for dispatchers across the industry. Later, Mike was asked by President Leber to head up an ADF working group examining the FAA's document known as 8400.10 which provided dispatch specific information to air carrier inspectors.

Also in 1991 Mike was part of a dream team along with Giles O'Keefe and Lew Rezsonya who were asked to make a presentation to the FAA's air carrier inspectors at Oklahoma City headquarters ADF produced a highly regarded educational tool on the concepts of operational control. By 1992, Jim little had asked Mike to monitor legislative affairs within the FAA, with Mike beginning some early discussions on the need for principal dispatch inspectors within the FAA. By this time, Mike was also working with IFALDA on presentations to the European joint Aviation Authority. In early 1993 Mike represented ADF on the FAA's FAR part 129 operations specifica-

MIKE NADON

tion changes and also became the interface between ADF and the Airline Pilots Association. Mike was elected Executive Vice President of ADF in 1993 as part of Bill Leber's new administration. In 1993, we continue to see Mike expand his role within ADF, taking on even more responsibility. Mike began thinking about the organizational status of ADF in 1993 and began initial research into having ADF become incorporated and filing for not-for-profit status.

1994 saw Mike incredibly busy with ADF duties, working along with Norm Joseph on the Aviation Rulemaking Advisory Committee. The ARAC had announced the establishment of an aircraft dispatcher working group on January 20th, 1994 and Mike was quick to show an interest in this initiative.

Mike succeeded Bill Leber as ADF president in 1994 and continued his very active role, hands on, within the organization. Mike wrote many of ADF's press releases during this, including an early objection to the deficiencies of automated surface observation (ASOS). Under Mike's presidency, ADF's focus remained squarely on the safety contributions which aircraft dispatchers enable. In early January 1995 Mike represented ADF at an airline safety conference in Washington DC with Bill Cranor, his Executive Vice President this type of exposure was unbelievably valuable to ADF's credibility as a viable voice for the professional aircraft dispatcher with regard to aviation



A term that was heard very often throughout ADF meetings in 1995 was the concept of a "SINGLE LEVEL OF SAFETY" ADF weighed in on this important subject. Mike provided comments in response to the FAA's notice of

safety.

proposed rulemaking NPRM 95-5. As president, Mike directed ADF's efforts on this project and contributed significantly to ADFs response to the NPRM. Thanks largely to ADF's efforts during Mike's administration, one of the most significant victories for ADF throughout the 1990s was the so-called commuter rule which required former FAR part 135 airlines to now operate under FAR part 121. This new single level of safety system with full positive operational control between

the pilot in command an aircraft dispatcher had been a top priority for ADF. Like all his fellow presidents, Mike recognized that ADF needed more volunteers to offer their time energy and talents to ADF projects. In 1995 make Mike made an impassioned plea to the membership, urging dispatchers to increase their willingness to promote the dispatch profession by taking on responsibilities within ADF up to and including running for office.

Mike's presidency continued through the fall of 1996. And as such, Mike remained as busy as ever. Mike worked with the FAA to assist with new information on land and hold short operations and the requirement under FAR 121.601 for the dispatcher to ensure that the pilot in command has current and valid airport information.

Even after his presidential term had ended, Mike remained active within ADF, writing articles for the newsletters interfacing with IFALDA and EUFALDA on international issues. Mr. Nadon continuing as a strong safety advocate and cheerleader for ADF and its activities. Mike's safety passion, by this time had become the collaborative decision making (CDM) effort underway in Washington. CDM was intended to allow aircraft operators to choose their own user preferred route trajectories. Nadon's work on collaborative routing continued into 1998 with Mike authoring several of the ADF newsletter articles covering this topic and also attending various CDM meetings. Always the commensurate computer nerd, Mike also took on the role of director of technology for ADF in 1998. Mike's primary work through 1999 at ADF continued to involve collaborative decision making. By this time in his career, Mike had been promoted to manager of air traffic control at Transworld Airlines in Saint Louis. In 1999, Mike also joined with past presidents Leber, Cranor and Little to serve on the "ADF Presidents Council at the request of ADF current president Steve Caisse. The wise council of ADF's Presidents Emeritus Organization provided guidance to future ADF leaders into the 2000s.

Tragically, Mike Nadon died at age 53 at his home in St. Louis on February 3rd 2001. At the time, Mike had been working for Transworld Airlines in Saint Louis as a dispatcher. Mike is buried at Arlington National Cemetery in Arlington VA in the US army section.

Mike's role through his years of service to ADF was a fundamental contributor to the organization's significant growth, respect and accomplishments. ADF veterans who work side by side with Mike will always remember his keen intelligence

MIKE NADON



and clear vision of ADF's direction.

Out of ADF's sincere respect of an individual who contributed so much to ADF's early successes, the editors have chosen to publish for the first time ever, the eulogy read at Mike's funeral.

Good Morning,

We gather together this day to celebrate the life, accomplishments and friendship of our dear friend, colleague, and mentor, Mr. Michael Nadon, to pledge our support to Mike's family during this difficult time and to pay our respects to one of the most dynamic, inspirational and vibrant men, many of us have ever known.

My name is Carla. I am ADF's Vice-President of Administration. Mike Nadon was a close friend, a trusted teacher and motivational leader in our quest to promote the dispatch profession.

Few individuals have demonstrated more loyalty and dedication to his friends than has Mike. Most of us, at one time or another turned to him for direction and guidance. He always seemed to make time he did not have, listened intently, not to give his advice, but lead us to our own answer or decision. His insight was that of a wise, highly intelligent man with a huge heart.

Mike was the type of friend that celebrated his friend's successes and acknowledge our sacrifices, but would never accept the same for himself. We used to tell him, it's a good thing he had such broad shoulders, because for at least a decade, he carried each of us at one time or another, professionally, as a friend and as our Big Brother.

Mike, as we know, was an adopted Texan and he was a true Texas character, many times stern in order to convey his message, often calling the ladies 'Darlin, and he was usually the only one in the room with boots. And his big heart was as big as Texas, warm and caring towards his family and his friends.

While volunteering four+ years as ADF President, we watched Mike say good by to an old job, thrive in his new home at TWA, bring a cherished family into his life, all the while continuing to inspire us all.

Mike confronted the status quo in government, boldly faced Congressional Committees in defense of the dispatch profession and even had the courage to stop hundreds of flights one day when safety was obviously compromised by a computer glitch, almost certainly preventing an accident. In short, his life was full, vibrant, challenging and exciting. Mike demon-

strated courage and strength in the face of many adversities. Mike did not back down, he was not a quitter.

Mike did not speak at all about his personal life until Paula and the children entered his world, but then, we noticed very subtle changes. He started watching what he ate saying, "Paula said I have to eat vegetables or Paula said I should start taking the vitamins"

I smile, recalling the T shirt that said that said "Whatsa' Matter U" he always wore, remembering discussions of whether his daughter should paint her finger nails so young (and to his horror, we thought it would be fine), the scrumptious Christmas goodies that arrived each year that the kids had made. We loved it and so did he.

In our changing profession, we all searched for direction in many different arenas. Because he pioneered many of the solutions, Mike emerged as a leader to the dispatch community, someone we all looked to for guidance. I believe it is no mystery to anyone, that Mike was also a primary catalyst in the evolutionary change that has lead to widespread respect and admiration for the aircraft dispatcher in the industry today.

I can't imagine industry gatherings without the presence of Mike in our midst. Indeed no future occasion will be the same for us without him. However, we know that his spirit lives on. Let us make the life, the strength and energy of Mike's life an example for us to pursue, and his dedication and ideals, a philosophy for ourselves. Although Mike is no longer with us, his tremendous spirit will not soon leave any of those whom he has inspired, we, his friends and family will not allow it.

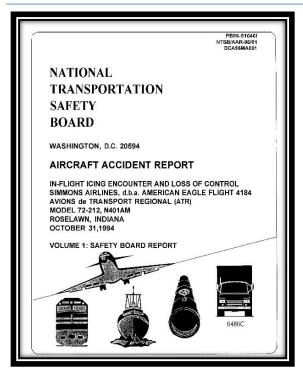
I would like to express my sincere condolences to Mrs. Michael Nadon, his dear wife, whom he loved so much, to the children. Mike will be missed by all of us and by the people who were privileged enough to meet him and to know him. Someone once told me if you want to validate the work you do, ask yourself the question, "Will this make a difference in 50 years?" I believe history will answer this question affirmatively regarding the accomplishments of Michael Nadon.

My friends, May God grant you comfort in the knowledge that he left this world better than he found it and may his memory be a blessing to all of us. We shall forever miss him not only in the positions of leadership he held, but also in our hearts and in our lives. May God grant us all a long life and good health.





American Airlines Dispatch Roger Beatty, long time contributor to numerous ADF projects, capably served the organization in 1995 as Director of Research & Human Factors. Roger contributed substantially to ADF's efforts to extend a single level of safety to commuter airlines.



In October 1994, an aircraft accident occurred involving a commuter aircraft in icing conditions. This accident resulted in the grounding of ATR42 and ATR72 aircraft by the United States FAA. ADF Vice President Steve Horton of Delta Air Lines represented ADF at meetings convened in Washington at the FAA headquarters to write the Flight Standards Information Bullet (FSIB) which established the procedures and restrictions for the release of these aircraft. As 1995 began, on January 11, the ATR's were released for flight, with dispatch and ADF having played an important role in the reinstatement.







NEWSLETTERS

MEETING MINUTES

PRESS RELEASES

CLASSIC QUOTE

"Dispatchers have the ability to shortstop the accident trend and rewrite the aviation accident story.

History will write your contributions as the unsung heroes of the aviation community".

Harold Johnson - FAA



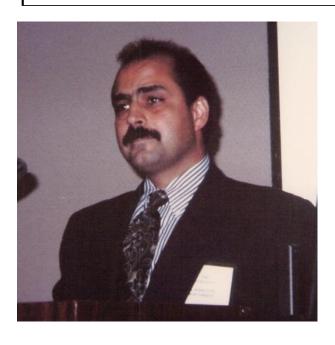
Dispatcher Task Analysis



- The Dispatcher performs multiple tasks in pre-flight planning required to produce one<u>dispatch release</u>.
 - These tasks can be broken down into
 13 separate primary functions.
 - These primary functions can be subdivided into 104 additional sub tasks.

o Source:
Al Krauter – Northwest Airlines





Al Krauter, of Northwest Airlines, ADF Director of Training, was an active participate at ADF events in 1995. Al is shown here at the 1995 ADF Symposium.



Airline Dispatchers Federation

ADF NEWS



Volume 5 Number 1

March 1995

Airline Safety Conference

by Mike Nadon President ADF

The Airline Dispatchers Federation was invited to attend and participate in the Airline Safety Conference held January 9 and 10 in Washington DC. Brad Rasmussen (ADF VP), Bill Cranor (ADF Executive VP), and myself attended for the ADF. The large number of attendees and the short time frame did not allow for detailed discussions of individual safety issues. The focus of this meeting was on the general issue of what can we do better to prevent air carrier accidents.

There were several FAA actions discussed that will effect dispatchers. The first is the "safety audit" of US carriers that is already taking place. The FAA is going to visit every air carrier and look at how we operate. The second initiative is a call for the creation of a "safety officer" position at each airline who will audit and monitor the airline's safety just as the financial officer audits the airline's books. The third was the support of the Secretary of Transportation and the Administrator of the "Single Level of Safety" for all scheduled air transportation involving airplanes with more than 9 seats. The Notice of Proposed Rule Making for these new commuter safety standards will be published by March 24, 1995.

The most important result of this conference was the focusing of all our attention on the issues that affect safety. Tony Broderick (Associate Administrator, FAA) in his prepared remarks asked a series of questions. They are quoted below as food for thought for all of us.

"What have you as a senior executive in your company, done to organize your operation so that you get immediate, unfettered feedback on safety problems?"

"When a line employee has a safety concern, is their reporting of that concern easy, and do they feel that it is welcomed, or is it a career threatening experience?" "Do you have an anonymous hot line, where employees can get safety issues to top management without reprisal?"

"Have you created a climate where people are given a pat on the back for getting the flight off, and a cold stare when reporting a last minute mechanical?"

"Do you publicize and reward discovery and reporting of safety concerns as a means of encouraging others to do so?"

"What would the line pilots, the maintenance technicians, engineers, dispatchers, and flight attendants say if I asked them these questions?"

Continued page 2 column 1

Airline Safety Conference

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"And finally, how do you know what they would say about safety issues? When is the last time you discussed this with them?"

As dispatchers we have the responsibility to insure the safety of flight. If you have a safety concern then you must address that concern with your management. Mr. Broderick's questions were addressed to management but many can also be asked of us.

When a captain calls and is legal to fly the next leg but tells you he is exhausted, or he does not feel good about operating that leg with that MEL item, STOP! It's probably a bad day for you too, but do not give in to the temptation to tell him "that's why we call it work." Listen and take the time to consider what you are being told. Whether it's a captain or a ramp agent at an out station expressing a safety concern, remember, that if they have called dispatch it is a real concern to them and should be a real concern to you. No dispatcher can complain that their safety concerns are ignored if they ignore the safety concerns of those that call them!

Two - Term NTSB Member Named Safety VP at Delta

by Rick Buckalew

An interview for ADF

After nine years on the National
Transportation Safety Board, Dr. John Lauber has joined
Delta Air Lines as Vice President -- Corporate Safety and
Technical Compliance. Prior his NTSB appointment, Dr.
Lauber's work centered on human factors and human performance in aviation safety at the NASA Ames Research
Center.

On the heals of Secretary of Transportation Frederico Pena's Washington "aviation safety summit," Delta and its four commuter code-share carriers formed the Delta Partner Safety Council. Delta and the commuter carriers, Atlantic Southeast, COMAIR, Business Express, and Sky-West, have pledged to require one level of safety beginning with FAR Part 121 crew training requirements.

In an interview with ADF, Lauber stated that safety "...is very much in the public's mind because of recent incidents and accidents. We have to reassure the public that we are operating safely. We'll collectively [Delta and the

commuters] develop the procedures for conducting voluntary, cooperative safety evaluations and explore opportunities for exchanges of safety information and practices." The first meeting of the Safety Council was held on January 30, 1995.

"It's a new way of doing business," Lauber said, "...this effort is perceived as an opportunity to create something beneficial, a spirit of cooperation on our part is essential, certainly not a heavy-handed approach by Delta."

Of particular interest to ADF, Lauber noted that one of the key members of the Delta staff working with the Partner Safety Council is dispatcher Don Olvey, a thirty year Delta veteran on special assignment.

Dr. Lauber commented to ADF, "Part 121 carriers have a required dispatch function for a very good reason that has developed historically. There is a need for shared responsibility in certain decisions affecting flight operations and flight safety, that was the basis of the whole idea. It is a good idea and one that should be extended where feasible to other kinds of passenger carrying operations as well."

Dr. Lauber, in response to ADF, stated that he also envisions Delta's cooperative safety efforts extending to Delta's foreign owned and operated (Part 129) code-share partners.

"Delta's contract with the customer says to the individual traveler, 'if you buy a ticket on Delta ticket stock and fly on an airplane that is painted in Delta colors, or is in some other way associated with the Delta name, then you have the right to expect the same very high level of safety that you would expect from Delta itself.' That's what we are going to achieve."

"Single Level" Nearly Falls Under New Law

by Bill Cranor

The House of Representatives passed legislation, on February 24, 1995, that will place a moratorium on all new regulations (retroactive to November 20, 1994) by a margin of 276-228 in favor of the Republican majority. The Bill H.R.450 was passed with an amendment, sponsored by Rep.

Norman Mineta (D-CA), that will



excempt actions taken in favor aviation safety. Any other avation rulemaking that are not related to safety would be still be effected by the new law. Earlier the house had rejected an amendment by Rep. Robert Wise (D-WV) to exempt rule making actions relating to aircraft, mine and nuclear safety.

2



ATR Cleared for Known Icing

by Steve Horton

(ADF was a participant in the process to get these aircraft flying again. ed.)

On January 11, 1995, the FAA conditionally released the Aerospatiale ATR 42 and ATR 72 to fly into known icing conditions. This release comes as the result of considerable work done by many agencies of both the French and United States governments as well as Aerospatiale and groups from the private sector including the Airline Dispatchers Federation. I represented ADF at the meetings convened in Washington at the FAA headquarters to write the Flight Standards Information Bullet (FSIB) to establish the procedures and restrictions for the release of these aircraft.

As you know these aircraft were restricted to no icing conditions by the FAA after a fatal accident in Indiana. Exhaustive tests in France and at Edward's Air Force Base in the US provided the data necessary to allow the modification of the "No Icing" restriction. This data also provided the basis for establishing several operating procedures changes and specific dispatching requirements.

Under the FSIB the aircraft may not be dispatched, nor allowed to continue flight into known or forecast freezing rain or freezing drizzle. To satisfy this restriction the following must be accomplished by the operator:

The operator must use a weather system able to forecast freezing rain and freezing drizzle.

A procedure must be established to update the forecast using real time pilot reports

Along with these operator requirements, there are several pilot and dispatcher training requirements that must be met. The dispatch training requirements are outlined below:

The dispatcher must receive an overview of the test results from Edward's AFB.

The dispatcher must receive a meteorological review of conditions likely to cause freezing drizzle or freezing rain.

The dispatcher must have a review of the sources of weather information used by the operator.

The dispatcher must be trained in the changes to the operator's weather collection system resulting from the requirement to forecast freezing rain and freezing drizzle. The dispatcher must receive a definition of the new information to be provided to the flight crews as a result of this order.

The dispatcher must be trained in the identification, collection, and dissemination procedures for pilot reports, including Air Traffic Control coordination.

The dispatcher must receive a review of the changes to the Approved Flight Manual and the changes to the Minimum Equipment List resulting from these new procedures.

These are the general guidelines given in the FSIB. Since any training program must be approved by the carrier's Principal Operations Inspector, we can expect some minor variations.

These procedures are only a temporary fix. Aerospatiale is in the process of a complete redesign of the wing leading edge on the ATR that should result in a complete lifting of any icing restrictions for this model aircraft. In the interim the dispatcher's role, as you can see, has been extensively highlighted in the continued safe operation of these two aircraft models.

Membership Resources



Looking for answers? FARs? AIM? that elusive 8400.10 (FAA Inspector's Handbook)? Maybe something about a previous FAA Legal Opinion? The Airline Dispatchers Federation has the ability to get some of those answers for you. If you need this kind of information call Membership Services at 800-OPN-CNTL.

On this line you can: Leave a voice mail request Send a Fax request

For those of you that are tied into the vast electronic communications network in this modern world you can send your request to membership services via CompuServe at ADF 71011,2710, or through the Internet at 71011.2710@compuserve.com.

So remember if you need that one particular piece of information pertaining to our profession, give membership services a try. They will get back to you as soon as possible.

3



NRP and MAR

by Bill Cranor



Two new programs that are being evaluated by the FAA and the industry effecting dispatch are the "Expanded National Route Program" (NRP) and the "Managed Arrival Reservoir" (MAR). Both

programs are efforts to reduce restrictions to air traffic within the National Airspace System of the United States.

MAR is a program that will allow enroute restrictions such as miles-in-trail, enroute spacing programs and other system restrictions to be removed on aircraft destined for airports participating in MAR. Briefly, the program is designed to provide for a "reservoir" of aircraft to be held near the destination airport for a limited period of time (usually less than 15 minutes). This is done to keep the demand on the airport and prevent arrival gaps. This, in turn, assists in meeting the AAR (airport arrival rate) as published. When ATCSCC implements a ground delay program and determines that the AAR for a particular airport is, for example, 36 then the Air Traffic Specialist building the program will set the program for a higher rate (usually about 10% higher) to create the desired reservoir. The MAR program is under evaluation at several medium to large airports for its impact on both the airlines and the ATC System. The results so far are

generally positive from the airlines and somewhat guarded by the controller work force. The only real problems so far occurred at STL, on the other hand the program has been very successful at PHL. One of the principal benefits so far is that many times the program results in no holding and proves that the restrictions that are in place are not required. The FAA was asked recently to develop a system to inform the users when MAR was being used so dispatchers would be able to plan the required fuel for the possible airborne holding that may be required.

Enhanced NRP is a program that has great potential for moving us toward the ideal "Free Flight Concept" as well as offering a real immediate benefit to the airlines. This program will have its greatest effect on dispatchers as well as their flight planning procedures and automation systems. The program that began January 9 states that every 30 days the free flight floor will be reduced beginning at FL390 and eventually decreasing to FL290. Dispatchers will be able to (with very few restrictions) select the most optimum routing for their particular flight. The program was delayed for an extra 30 days at the FL370 level, to allow the controllers at ZDV, Denver Center, and surrounding facilities time to adapt to the restructuring of the airspace and routes associated with the

opening of new DEN airport on February 28, 1994. The program will resume at FL350 west of the Mississippi River on April 1, 1994. The ADF has information from the FAA and Air Traffic on this program. If any member is interested in obtaining a copy of this information please contact Membership Services at 800-OPN-CNTL

Darp

by Darryl Oberg

No this isn't some furry little creature that only comes out at night. All indications are that the DARP experiments will take place. The only question seems to be when. The latest time frame is the end of June or early July.

As you will recall the purpose of the DARP procedure is to allow airlines flying the routes between LAX and the South Pacific (Australia and New Zealand) to better optimize their tracks by modifying the tracks after the aircraft are airborne from LAX.

For those of you that have expressed interest in participating in the DARP experiments I thank you for your patience and understanding. As a firm date is decided upon I will be contacting you to see if you are still interested. We will need some Internationally qualified Pacific Dispatchers to fill the Airline Operations Control function for these experiments. If you have not yet expressed interest or want to re-affirm your interest you can drop me a note on CompuServe at Darryl Oberg 71062,1531 or leave word through Membership Services at 800-OPN-CNTL.

Next Meeting

ADF Cordially invites YOU

The next general membership meeting of the Airline Dispatchers Federation will be Hosted by Kiwi International Airlines in Newark, New Jersey on June 11 & 12 1995. The meeting will be held at the Ramada Newark starting at 9:00 a.m. June 11. The Hotel rate will be \$39.00 per night, single or double. Reservations must be made by June 2, 1995 to guarantee the rate.

Passes will be made available on Kiwi International Airlines. Arrangements for the passes can be made by contacting Bill Cranor or Miro Lehky at 1-800-OPN-CNTL. Please allow 2 weeks for processing.

The Ramada Inn Newark's phone is (201) 824-4000. When making your reservations, as always, request the ADF/Kiwi (in this case) room rate. See you there!!



Aviation Rulemaking Advisory Committee.. ARAC

by Norm Joseph

(The following is an informational article about one of the many industry committees in which ADF is involved. If you would like more information on this or any of the other projects we have going contact membership services at 1-800-OPN-CNTL)

The ARAC was chartered in 1991 as a product of reform within the FAA.

Regulations

The stated purpose of ARAC is "to assist the FAA in the conduct of the people's business by providing a forum for open communication on major regulatory issues and to further the FAA's regulatory agenda." (Sounds like a government statement doesn't it? ed.)

Initially this committee provided a forum in which discussion between industry, FAA and other government officials, concerning matters of regula-

tion, could take place that would otherwise be prohibited by law. The FAA hoped this would expedite the rule-making process by allowing those that were being regulated to have input at the beginning of the process rather than being outside the process until a "proposed solution" was presented. The FAA found that "often" their solution was simply not appropriate. ARAC was the answer to this dilemma.

Since 1991 ARAC has evolved from a simple forum for assisting the FAA, into 12 separate issues areas with several working groups within each issues area. The FAA has charged each working group not only with developing a proposed resolution to the task assigned, but to fully document the resolution and present it to the FAA in the appropriate final publication format.

The Airline Dispatchers Federation is only one of 64 members of ARAC. The membership list includes the entire alphabet soup of the aviation community. We play on an equal footing with the likes of ALPA, ATA, APA, DOD, DOT, FAA, JAA, NATCA, the manufactures, and many public interest groups among others.

The 12 Issues Areas are:

Air Carrier/ General Aviation Maintenance Air Carrier Operations Air Traffic Emergency Evacuation General Aviation and Business Airplane General Aviation Operations Training and Qualifications Transport Airplane and Engines Rotocraft Aircraft Certification Procedures Noise Certification Airport Certification

ADF currently attends regular meetings of the Air Carrier Operations issues group, Air Traffic issues group, and the Training and Qualifications issues group. We also participate on a limited basis in all the other issues groups by mail and in person when appropriate.

At the individual working group level ADF participated in the Dispatch Resource Management (DRM) and Fuel Requirements tasks. Both tasks have resulted in Advisory Circulars, along with other recommendations, which are currently under review at the FAA General Counsels Office. Several ADF members are participating in the Part 65 Dispatcher Training Working Group. This group is headed up by ADF Director of Training, Al Krauter. The Part 65 Working Group under ARAC is currently Chaired by ADF member Tim Antolovic.

The FAA recently tasked ARAC as the United States forum for the harmonization of aviation rules and procedures with the international community. Several other issues have recently been assigned to ARAC by the FAA, among them are an All Weather Operations working group, a working group concerning itself with single engine Instrument Meteorological Conditions and Night commercial operations.

As you can see ARAC is at the forefront of aviation regulatory change in the United States, and ADF is involved.

Dispatch Resource Managemment

by Tim Antolovic

Indications are strong that the draft of the Advisory Circular outlining Dispatch Resource Management is making its way through the FAA laberinth. With any fortune at all we should see it published in the Federal Register in the near future. A great many ADF members have labored over this document and it appears that all that hard work will soon pay off. Keep your eyes open for more on this important document.

5



1995 AVIATION EVENT CALENDAR

MARCH:

02 ARAC- Air Carrier Operations Issues-DCA

14-16 EUFALDA Annual General Meeting-Frankfurt, Germany

22 ARAC-Dispatch Training & Qualifications-DCA

24 Single Level of Safety NPRM Issued

TBA Data Link Meeting

TBA ... Volcanic Ash & Aviation Safety Meeting

APRIL:

TBA FANGS-Future Area Navigation System Meeting

20 Darp Meeting DCA

MAY:

10 ADF Newsletter Deadline

ARAC Executive Committee Meeting-DCA
 IFALDA Annual General Meeting-Tucson, AZ

TBA Darp Meeting

JUNE:

07 ARAC-Dispatch Training & Qualifications-DCA
11-12 ADF BUSINESS MEETING-KTWI AIRLINES-EWR

TBA Darp Trials (tentative)

JULY:

05 ADF Newsletter Deadline

AUGUST:

SEPTEMBER:

06 ARAC-Dispatch Training & Qualifications-DCA

OCTOBER:

21-22 ADF SYMPOSIUM & BUSINESS MEETING-DFW

NOVEMBER:

15 ADF Newsletter Deadline

DECEMBER:

*An ADF representative attends only those meetings that affect the Dispatch Profession. Paid Advertisemen

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An editorial

ASOS

David H. Porter President-IFALDA

The Automated Surface Observing System, ASOS, will replace human weather observers throughout the United States. Starting at smaller airports, the system has incrementally grown to include many major airports. As an interim measure, human weather observers augment ASOS units at larger airports to ensure that reported weather is representative of actual weather conditions.

A de-augmentation plan has been promulgated by the FAA and NWS (National Weather Service) to begin eliminating weather observers from selected airports as the first of several phases that will ultimately remove observers from all observation sites. The deaugmentation phase has been placed on indefinite hold due to negotiations between the FAA and NATCA, the air traffic controllers' union.

Dispatchers are extremely concerned about the inherent compromise in safety in this new system. The most compelling issue is the inability of ASOS, as currently designed, to accurately represent conditions critical to aviation users in the terminal areas of airports.

While data such as temperature, dewpoint, humidity, and pressure can probably be measured at almost any point on the airport, and be representative of conditions within the entire terminal area. Other elements such as visibility, sky cover, ceiling, wind speed and direction, and certain weather phenomena may not be reported in a manner that accurately represents the weather occurring within the terminal area, particularly in the approach path of the current runway in use.

In addition, weather events occurring within the terminal area's celestial dome but not directly over the sensor array will not be reported at all. These include but are not limted to distant TRW, CB, and TCU buildups, clouds obscuring mountains, virga, and distant fog banks.

Flight Dispatchers and pilots need this information in order to maintain operational control under FAR Part

121. While a forecast alone may be sufficient to Dispatch a long-haul flight of several hours duration, it must be tempered with current weather conditions as the planned arrival time nears. EWINS qualified Dispatchers depend upon accurate current weather reports to make sound flight movement forecasts for destinations and alternates.

As often as not, the remarks on a weather report are more significant than the numerical values reported. A case in point is the LAX area. While the LAX weather may be clear and the observation devoid of significant remarks, the Santa Monica weather report may indicate a remark of "FOG BANK OFFSHORE." This is extremely significant to the Dispatcher working the LAX area since it indicates a high probability that fog will soon obscure the west side of the airport, affecting approaches to runways 6L/6R and 7L/7R. While the LAX forecast in general may indicate the possibility of fog, the "heads-up" from the remarks of the SMO observation provides real time information for the Dispatcher.

Current FAA and NWS planning indicates that most airports will have an ASOS sensor array near the touchdown zone of whatever they consider to be the primary instrument runway. Ultimately, these units will be stand-alone devices without human augmentation. The only support for these units, as currently envisioned, is the "Co-Operator." This person will be tasked to respond when it is reported that the ASOS unit is not functioning normally. Since there is no provision to provide any weather observation training for this person, the sole function of the Co-operator will be to indicate which elements of the observation are in error and to arrange for technical personnel to repair the unit. But not to provide interim weather observations.

This is not acceptable to Dispatchers. Single site ASOS arrays are not capable of accurately representing weather conditions in airport terminal areas. We believe that ASOS hardware should be arranged so that there is a visibility, cloud height, precipitation and wind sensor at the touchdown area of every runway that can be used by air carriers. The elements of the array that report other numeric data such as temperature, pressure, and humidity, dew-point could be included on one of these arrays and represent the entire terminal area. In addition, RVR and windshear information must be appended to each observation when they reach a threshold significant to flight operations. We also believe that safety will be

Continued page 9 column 1



Editorial from page 8 ASOS

severely compromised without the augmentation of a trained specialist to ensure that the weather as reported by ASOS is representative of the terminal area and to report other significant events that effect aviation as noted above.

Since NWS is phasing out its weather observer specialists, it would seem incumbent to add the weather observation augmentation as part of the job description of the air traffic controller. Additional training would be necessary but certainly not to the extent required by NWS weather observers. Remarks considered significant to aviation could be codified and perhaps limited to a dozen with a direction or intensity qualifier appended. It would not take extensive training to recognize a distant CB or fogbank or to compare the visibility and cloud cover with what the ATC specialist could see out the tower cab window.

It may be necessary to augment the pay of the air traffic specialist that is tasked to augment weather observations but any pay override would certainly be less costly than paying and providing benefits to a full-time observer

We understand the need to economize whenever possible and that is difficult to justify the continued employment of individuals whose sole function it is to make and report weather observations. We recognize that ASOS is capable of reporting much of the data required by the aviation industry and others. We also recognize the limitations of ASOS in so far as aviation safety is concerned.

It is our professional judgment that ASOS, enhanced as noted above, and augmented by a specialist, can be developed into a usable tool that can be relied upon to provide the information necessary to operate safely in the civil aviation environment.

First Annual Joint Board Meeting

by David H. Porter President IFALDA

A meeting of the Executive Boards of the three regional Dispatcher Federations was held in conjunction with the quarterly meeting of the IFALDA Executive Board at the Westward Look Resort in Tucson Arizona August 25, 1994.

The Boards of ADF, EUFALDA, and IFALDA-Latin America were invited to meet with the 5-member IFALDA Executive Board to discuss common strategy, liaison, and communication. While events precluded representatives of IFALDA-Latin America from attending, the meeting was otherwise well attended by members of the remaining groups.

The pros and cons of publishing a joint newsletter were discussed. This was proposed to help control costs and avoid duplication of effort. It was agreed that a trial issue would be published. (The last issue was the trial. ed.)

An update on the IFALDA Training Manual was presented. I had received permission from the IFALDA Board to load-shed some of my responsibilities for the next few months so that a polished, completed manual could be presented to the ICAO Licensing and Standards Section. IFALDA has received the go-ahead from ICAO to complete the project and has offered its assistance in actually producing and printing our manual.

A briefing by Jim Einsweiler regarding the EUFALDA EuroControl project was presented. EUFALDA has been asked to do Operational Control presentations to various ATC facilities within the EuroControl sphere of operations.

Continued page 10 column 1

12th Annual JAA/FAA Harmonization Conference

by Dave Porter President-IFALDA

The Civil Aviation Authority of Spain will host the 12th annual JAA/FAA Harmonization Conference in Seville, Spain June 6-9. Harmonization is the process of bringing the FAA rules and the rules of the Joint Aviation Authority (JAA) in Europe into accord with each other.

The Conference provides an opportunity to meet our colleagues, from the US and Europe, in an informal atmosphere, to exchange ideas and concerns and renew acquaintances. The meeting will be opened with a welcoming address by the Spanish Minister/DGAC-S Director General followed by opening remarks by the FAA Associate Administrator for Regulation and Certification and the JAA Committee Chairman.

Among the topics on the agenda are MIP Status, Subcontracting to Uncertified Sources, JAR-65/FAR-66 status, FAA Drug Testing, JAR-147 status, Licensing, Operations (including single engine operations and JAR-OPS status), and Certification.

As part of this meeting, there will also be an opportunity for industry feedback with the aviation authorities, from the US and Europe, and various working groups and caucuses. The Dispatch profession will be represented by myself and one or two other Flight Dispatchers from both the US and Europe.



Board Meeting from page 9

EUFALDA is receiving funding from EuroControl for this project.

Flemming Lovenvig (VP EUFALDA/IFALDA) reported on his attendance at the ITF Conference in Geneva. He was able to do some lobby work on behalf of EUFALDA regarding Flight Dispatcher Licensing within the European union.

Bill Cranor, Executive Vice President ADF made a presentation on the ADF position on a global Met standard. He also restated the ADF position on a global single standard of safety in operational control. The immediate project in the US is promoting all air carrier operations under FAR Part 121. As the Newsletter goes to press it appears that as the result of recent accidents in the US, the FAA will now require all Part 135 carriers to operate to the standards of Part 121. IFALDA has advocated this for many years.

Steve Horton, ADF Vice president, gave an update on NTSB Accident Go-Team activity. We now appear to have properly defined our role in accident investigations. Our presence at the accident site is not as important as our ability to evaluate and report upon possible operational control deficiencies.

Sandy Sandziuk, IFALDA Vice President International Regulatory Affairs, reported on the Dryden Implementation Commission. As a member of that commission, Sandy was in a unique position to advance the interests of positive operational control. The final disposition of the licensing issue resulted in the requirement that all Flight Dispatchers working for major carriers in Canada be required to pass a written test. This test would be administered by the government of Canada (Transport Canada). The dispatchers will then be further certified by their carrier on specific aircraft and routes. The written test would be exportable to other carriers but the Dispatcher would then have to requalify on that carrier's routes and equipment to revalidate his/her certificate. This system is very similar to the US Airmans Certificate system.

I reported on the activities of the FAA/ICAO Future Air Navigation Systems (FANS). IFALDA is a sitting member of the US FAA Ocean Standards Team and we use that status to further the interests of safety through positive operational control. The primary function of the Team is to evaluate and implement procedures resulting from a mandate from the ICAO RGCSP (Review of the General Concept of Separation Panel).

I also made a short presentation on IFALDA's efforts to correct the deficiencies of ASOS, the US automated weather observing system.

EUFALDA President Jean-Louis De Ruyck reported that, following submissions by both IFALDA and EUFALDA to the proposed wording of Joint Air Regulations OPS-1 (the section of the European JAR's that deals with flight operations and Flight Dispatching in particular), he had learned that over 5,700 submissions had been made to the JAA. As a result, implementation has been delayed to April 1995 with a two-year transition period. It will take until the end of this year (1994) before all submissions have been analyzed.

At the close of our meeting I asked for feedback from the attendees regarding the effectiveness, format, and substance of this and potential future meetings. The results have been gratifying. Virtually everyone felt that the meetings had value and should be continued. Most felt that an effort should be made to hold strategy meetings annually, perhaps in conjunction with the IFALDA AGM.

IFALDA AGM

by David H. Porter President-IFALDA

The 34th Annual General Meeting of the International Federation of Air Line Dispatchers' Associations will be held at the Westward Look Resort in Tucson, Arizona May 15-18. Flight Dispatchers and Flight Operations Officers from around the world will be in attendance. All Dispatchers and FOO's are cordially invited to attend regardless of membership status

The cost for the three day event including hotel accommodations all meals, welcome reception, and the use of the facilities of the resort is \$465 for a single delegate or \$353 per person for two delegates sharing a room. Accompanying spouse or guest staying with the delegate is \$230.00. The rooms are actually suites, and can accommodate 4 persons easily.

The Westward Look is located on the north side of the City of Tucson in the foothills of the Catalina Mountains. In addition to the three pools, guests can enjoy a 2/3 mile fitness trail, tennis courts, spa, gift and pro shop, the Lookout Lounge, and spectacular views of the Sonora Desert. Trips to Davis-Monthan AFB (one of the "graveyards" for old aircraft, primarily military) are planned as well as to other local sites.

Please join us this May in Tucson to renew old acquaintances and participate in the enhancement of our profession. Contact any ADF officer, Dennis Rose, or myself for a registration form. Rooms are still available.

David H. Porter
President-IFALDA
619 Wheatleigh Curve
Peachtree City, GA 30269 .
Fax 404-715-1905

CompuServe 74660,1155

Dennis Rose AGM Coordinator 786 Sunset Drive Eagan, MN 55123

A \$100 deposit is required per room, check made payable to IFALDA.

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History of Airline Operational Control

by Mike Nadon President ADF

This is an excerpt from the "Airline Operational Control Overview" written by ADF in concert with Seagull Technologies Inc. This project is in support of the FAA/Boeing Next Generation Future Air Navigation Group (FANG) project.

Organized commercial air service began in the United States on May 15, 1918, when the postal service began flying mail between New York and Washington. While this route was not a commercial success, it proved the principle of air mail and resulted in the creation, in 1924, of the Postal Services 2680 mile transcontinental air mail route. This route had 15 airports spaced about 200 miles apart and was flown with modified World War I DH-4 aircraft. Of the 745 employees 699 were ground personnel including the first dispatchers. These dispatchers ensured that an aircraft was available and whether or not the weather conditions dictated the mail should be moved by surface instead of by air. They used telephones and low frequency radios to communicate weather and flight information. Pilots received a briefing on weather and airway traffic they might encounter from the dispatcher before departure.

With the advent of the teletype circuit and air ground radio in 1928 the dispatcher was able to disseminate and receive weather reports. He could then transmit this information to aircraft in flight using the 3106 Kilocycle band reserved for air ground communication. On November 15, 1935, an inter-airline air traffic agreement, among the air carriers operating the Chicago-Cleveland-Newark airway, was approved by Eugene Vidal. This experimental center was staffed with dispatchers from the air carriers that signed the agreement. On June 6, 1937, the Bureau of Air Commerce assumed control of the air carrier airway traffic control centers. The first fifteen controllers were dispatchers from the former airline facilities. Immediately thereafter dispatch logs of the time showed the statement "Delayed account of air traffic control."

Dispatchers at the air carriers negotiated altitudes and departure times with the airway traffic control centers in an early attempt to control arrivals at busy air terminals. They were also responsible for advising the captain of changing weather conditions and redispatching the flight to another airport if the weather at the destination was below minimums. Position reports from aircraft were relayed from the dispatcher to the airway traffic center via the teletype and phone. The teletypes became so backlogged that a separate "white" circuit was established for reports to and from ATC in 1937.

On May 6, 1935, TWA flight 6 carrying Senator Cutting of New Mexico enroute to Kansas City crashed killing Senator Cutting and others. The ensuing congressional investigation revealed that the dispatcher knew that Kansas City weather was at or below minimums. The dispatcher knew the flight had an erratic radio. The dispatcher failed to contact the flight and detour to a suitable airport. This led to increased regulation for aircraft dispatchers in Civil Aeronautics Regulation 27 in November 1937 and amended in May of 1938. The debate before congress at that time was not whether dispatchers were involved in safety and should be licensed but whether dispatchers should be government employees. Congressman Robert Bacon argued that Federal dispatchers should have the "final say as to whether a flight shall start, and final determination of whether that flight shall be prohibited as a result of bad weather." Bacon feared dispatchers, in their concern to complete as many flights as possible, often forced pilots to fly under less than safe weather conditions.

R.W. Schroeder of the Department Of Transportation, Aeronautics branch admitted that a Federal employee would be "free from the monetary award...and free from the malice of the operators." But it would not take the step recommended by Bacon and instead instituted more rigorous standards for dispatchers.

Since their inception the role of the dispatcher in making economic and safety decisions for their air carrier has been inextricably bound to the air traffic system even before the air commerce acts were signed. It was realized in 1937 that air carrier dispatchers could not make unbiased air traffic decisions. It seems we must continually relearn the lesson that air traffic can not make the airline's operational economic and safety decisions.

There is a great deal of the history of dispatch that is of interest and importance to our profession today. Please help us by forwarding any historic information you have to the ADF. We especially need the help of our retirees in bringing our past to light.

11



Subject: DFW Meeting

From: Michael Nadon 70157,2026

To: (OFFICERS)

Date: 29-Apr-95 17:59:08

Here are some agenda items for the may 4 officers meeting in DFW

- 1. ADF Handling of Consultant referrals
 - 2. NPRM Comments
- Symposium update
 - 4. June meeting officer nominations
 - 5. Possible bylaw change to officers terms
 - 6. The forever popular building membership
 - 7. Dispatch and the autonomous cockpit concept
 - 8. ATCSCC class coverage and materials
 - 9. ADF response (if any) to contract dispatch for flag and domestic
 - 10. Issues we have not followed up on.

New weather technology

Updated accident summaries (the red books)

- 11. Dispatch history project
- 12.NATCA contacts and newsletter articles bashing dispatchers in NATCA newsletter

Please call or E-mail with additions or changes to this agenda. If possible the meeting will be at the

Euless TWU office or possibly elsewhere if Jimmy is unable. Can everyone make it to DFW by 10AM?

I hope to be through the issues and get us all on the road by 5PM.

Distribution:

(OFFICERS)

ROGER BEATTY 70541,1002



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Airline Dispatchers Federation

ADF NEWS



Volume 5 Number 2

July, 1995

Single Level of Safety

by Mike Nadon

The ADF has submitted comments to the FAA on the Notice of Proposed Rule Making (NPRM) 95-5. This NPRM is designed to create a single level of safety for all scheduled flights using aircraft of 10 or more seats. Since the submission was over 50 pages we cannot reprint the entire document here.

The ADF supported the NPRM with the exception that we opposed the removal of 121.557 and 121.559 to Part 119. The ADF believes that the current codification of dispatcher emergency responsibility and authority is correct and that the change envisioned in the NPRM will degrade the safety of air carrier operations.

The submission included an analysis of a Part 135 crash at Alpina Michigan, and how proper operational control, as provided by Part 121 (Flag and Domestic), would have helped break the chain of events that led to that accident. A quotation from that part of the submission supports the need for a dispatch system in Part 135 air carrier operations. That quotation states:

"It should be noted that this air carrier had policies, procedures, staff, and systems in place to insure the crew was advised of the change to their schedule. All Part 135 air carriers have systems, policies, procedures, and staff in place to protect the integrity of their published schedules, it is in their economic interest to do so. This NPRM will require them to use these systems, and train their staff to insure the safety of their passengers, it is in the public interest to do so."

The FAA has indicated that the final rule stemming from this NPRM will be published December 14, 1995. The ADF did not comment on all the aspects of the NPRM, instead our submission concentrated on the area of our expertise, positive operational control. Many ADF members put in a great deal of time on this and deserve our thanks. If operational control by licensed dispatchers is required for the current Part 135 commuter operations the increase in safety will not just be due to their efforts. Each of you, who every day does the job of providing positive operational control for your scheduled flights, deserve most of the credit. It is your efforts that make Part 121 dispatch a positive contributor to the safety of air carrier operations. It is because of your support of the ADF, and your input as members that we were able to comment on this NPRM.

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ADF News is a publication of the Airline Dispatchers Federation 700 Thirteenth St. NW Suite 950 Washington DC 20005 (202) 434-8919 FAX (202) 434-4599



ADF Membership

by Mike Nadon President ADF

The ADF has been in existence for 5 short years. Together the dispatchers in this country have been able to place their point of view and concerns before regulators and industry. We have been able to participate in many of the decisions and plans that will affect dispatch for years into the future. More importantly the role of operational control in the safe and economical operation of air carriers has become better known throughout our industry and beyond.

In order for the ADF to continue to succeed we need the three ingredients that have made us successful in the past.

First we need the membership of every person involved in airline operational control. Without your support the ADF will not continue to be a positive influence in the commercial aviation community.

Second we need volunteers to offer their time, energy and talents to many ADF projects. We have made great strides in the recognition of our profession. This has brought many requests for our expertise. All we need now is the volunteers to represent our opinions.

Third we need folks willing to take the responsibility for leading the organization by running for office. (As you will see later there are currently four positions up for election in October. Ed.)

The membership of every person involved in operational control of air carriers is needed because the ADF cannot represent the diverse opinions and views of dispatchers without the input of that membership and its' participation. My experience with the ADF has taught me that we already have the answer to almost every question. That answer is generally found in some member's experience or idea. Help us continue to find those answers by continuing your membership and participation in the Airline Dispatchers Federation.

As you know, the ADF is a member of the International Federation of Airline Dispatchers Associations. Because of this membership we have the benefit of input of our fellow Flight Operations Officers throughout the world. In this age of the ever

increasing Global Community, we have found this additional diversity extremely helpful and in many cases enlightening.

The ADF is a volunteer organization, and as a volunteer organization we are constantly in need of volunteers to do what needs to be done. Unlike other organizations, most of what we need to do is identified when someone who sees a problem, and a possible solution, steps forward and says they will do it. DRM, the Part 65 rewrite, ADF's involvement in ATC issues and many other projects began when someone stepped forward and said, "This must be done and I will do it." Next time you say to yourself "someone ought to ...," call the 800 number (1-800-OPN-CNTL) and let's see if we can do it.

The requirements any organization has for people to coordinate, keep records, manage the books, and allocate resources must be filled, at the ADF, by volunteers. The time required to accomplish these tasks varies depending on events, and how our resources can be allocated. Nominations are open for President, Treasurer, and several Vice President positions. The election for 1995 will be held at the business meeting in conjunction with the symposium, which is being at Dallas - Fort Worth in October. If you are interested in serving or want to nominate someone who has expressed an interest, call the 800 number and let us know. The terms are for 2 years. Some nominations have already been made, and other nominations will be accepted until the meeting at Dallas in October. Serving as an officer provides no financial reward. (We are a volunteer organization remember? Ed.) The personal reward of working with some of the best people in our business, however, more than compensates for the time and effort.

Our industry is in the midst of redefining ATC/airline working relationships, establishing a single level of safety for all air carrier operations, dealing with ASOS, the use of new Doppler radar, and many other issues. Your continued membership, support, participation, and willingness to serve will help to determine the impact of these changes on you and your profession.



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1995 AVIATION EVENT CALENDAR

JULY:

NRP/MAR Program FAA/NATCA Update-DCA 10 RTCA Free Flight Meeting-Annapolis, MD. 19-20

27 ARAC Maintenance Meeting-DCA

29-02 Pan Pacific Hazards "96 Conference on Earthquakes, Volcanoes, & Tsunamis-Vancouver, B.C., Canada

AUGUST:

ARAC Executive Committee Meeting-DCA

TBA FANG Meeting

SEPTEMBER:

ARAC-Dispatch Training & Qualifications-DCA 06

12 ARAC-Air Carrier Issues-DCA

ATA CRM/DRM Meeting-SEA

OCTOBER:

21-22 ADF SYMPOSIUM & BUSINESS MEETING-DFW

Advanced Qualification Program Conference-DFW

NOVEMBER:

06-09 Oceanic Airspace Conference-LAX

ADF Newsletter Deadline 22

29 ARAC Meeting-DCA

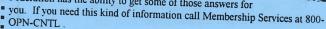
DECEMBER:

Issue Final Rules to Single Level of Safety

*An ADF representative attends only those meetings that affect the Dispatch Profession.

Membership Resources

Looking for answers? FARs? AIM? that elusive 8400.10 • (FAA Inspector's Handbook)? Maybe something about a previous FAA Legal Opinion? The Airline Dispatchers Federation has the ability to get some of those answers for



On this line you can: Leave a voice mail request or Send a Fax request.

For those of you that are tied into the vast electronic communications network you can send your request to membership services via CompuServe at ADF 71011,2710, or through the Internet at 71011.2710@compuserve.com.

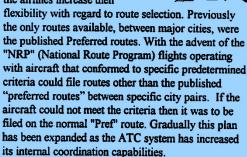
So remember if you need that one particular piece of information pertaining to our profession, give membership services a try. They will get back to you.



The National Route Program (NRP)

by Fergus Flanagan

This ATC program was initiated back in 1992 to help the airlines increase their



The most recent changes to the "NRP" system began in January 1995. These changes were designed to permit any flight between any city pair that is filed at or above FL390, for the entire enroute cruise portion of the flight, to file the optimum routing regardless of what the preferred routing may be. The base level of FL390 will be lowered on an incremental basis to FL290 by years end. Presently, this optimum routing program (NRP) is available at and above FL330 for flights with origins and destinations west of the Mississippi river, east of the Mississippi all flights taking part in the program must be at FL350 or above.

What the ATC system has effectively done for the Airlines and particularly the Dispatcher, is return to us the ability to choose the route that is best suited to our needs. We are still partially constrained by the enroute altitude limits, the ability of ATC to accept the route, and other restrictions.

The "NRP" portion of the flight begins 200nm from the departure airport and ends 200nm from the destination. This allows the ATC controllers time to sequence the flights back into the traffic flow. Each flight plan filed must contain the appropriate remarks of "NRP" to identify it as a participant flight.

A question often asked by flight crews is, if they were originally released on an "NRP" route and subsequently requested to deviate from the filed flight plan for a direct routing, are they still considered to be part of the program? Alas no, once a flight deviates from

the filed flight plan for any reason, other than weather avoidance, the controller may consider that the flight is no longer a participant in the program.

Below is an example of the fuel and time saving achieved by flights participating in the program.

Denver to O'Hare DC10

Time Burn Flight level

03:25 55.5 Fl 370 "Preferred Route"

03:19 53.9 Fl 370 "NRP"

There is a saving of six minutes over the preferred flight plan route and 1600 LBS of fuel burn reduction. Considering the average operating cost of a fully equipped DC10 for one minute is equal to approximately \$95.00, the total saving for this particular flight is about \$682.00. Many carriers have seen the economic advantage to being participants in this program and are actively seeking the expansion of the program and the eventual elimination of all ATC restrictions.

One airline for the 1994 year achieved a remarkable \$12 million savings by careful route analysis and selection by its Dispatchers. With increasing pressure on airlines to reduce costs the dispatchers are uniquely qualified to deliver such savings, as above, to their company.

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What is "Free Flight"?

by Fergus Flanagan

"Free Flight" is a concept in which the airlines and general aviation plan and execute their flights unhindered by today's type of ATC system. The future ATC system will be a totally modern, fully automated computer based conflict resolution system augmented by ATC controllers.

"Free Flight" builds upon the success of the "NRP" success of this (National Route Program) program and extends the concept of unhindered flight to a higher level. To support this concept an industry wide committee was formed by RTCA, a non-profit company. The RTCA, formerly known "Free Flight" builds

company. The RTCA, formerly known as the Radio Technical Commission for Aeronautics, was requested to form this committee by the Honorable David R. Hinson, the FAA's Administrator. Its

task is to develop navigation, control and communications standards both internationally and domestically.
The committee is comprised of FAA officials,
members of the ATA, several Airlines, pilots and
ATC controllers' unions, AOPA, the DOD and a host
of corporations involved with aerospace technology.
The Committee is headed by Mr. Richard Taylor, a
retired Vice President of the Boeing Company, and the
person credited by many for securing extended range
certification for twin-engine jet transports.

The "Free Flight" system, as outlined by the RTCA bases its assumptions on the fact that most of the participating aircraft will be equipped with Flight Management Computer Systems (FMCS). These aircraft are then protected by the ATC system's computer by means of a Protection Zone. The aircraft and ground based separation system will be in constant communication with each other receiving position, speed and course. With this information the ATC computer will analyze the data for traffic conflicts. Once the conflict software detects a possible problem it prompts the ATC controller to issue further guidance to the aircraft. This avoidance guidance is transferable directly into the FMCS unit where the crew can accept or reject it.

As with todays flight environment, density and saturation will be this proposed system's nemeses. If the density of traffic rises and conflicts increase, restrictions will be applied to the amount of traffic, as

they are today. The RTCA envisions computer traffic management as offering a solution to the problem of sector saturation. The future Air Traffic Management Systems role will be to balance the number of aircraft in any given ATC sector so as to maximize the benefits of reduced separation standards. The reduction of the existing separation standards is key to the success of this plan.

It is believed that as the percentage of aircraft participating in the scheme increases it will encourage non-

> equipped carriers to seek improved communication systems and FMCS units in order to realize the benefits of the system.

This September several "Free Flight" conflict probe workstations are planned to be tested in the Salt Lake City, ATC center facility. A United Airlines aircraft, fitted with Automatic Dependent Surveillance Broadcast (ADS-B) systems will participate in the trials providing feedback and experience with the system.

"Free Flight" could take effect in as little as 6-10 years provided the software programs are developed tested and implemented. Only time will tell if the ATC system is willing to relinquish its possession of the National Airspace and transform itself into an Air Traffic Management coordination unit.

For further information contact the RTCA at (202-833-9339) FAX 202-833-9434. You can also contact ADF membership services at 800 OPN-CNTL.

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upon the success of

the "NRP"...



ADF Position on "Free Flight"

The Airline Dispatchers Federation has consistently supported any initiative that offered the users of the National Airspace System more flexibility in choices of routes, flight levels, and controlling individual air carrier delays. "Free Flight" efforts that allow air carriers to file and operate on "User Preferred Trajectories" have the full support of ADF, provided they do not compromise the safety of the National Airspace System or any individual flight operating therein.

Current National Route Plan (NRP) initiatives need to be evaluated. There is anecdotal evidence that NRP routes that have not been negotiated with ATCSCC (Air Traffic Control System Command Center) and/or individual Traffic Management Units (TMUs) are not actually being flown as often as NRP routes that have been negotiated between the air carrier Airline Operations Center (AOC) and ATC.

The ADF believes that the path to optimum use of "User Preferred Trajectories" requires greater coordination between the air carrier's AOC and ATC. If the carriers and ATC can create a system which allows both the operator and the ATC system to know before departure the route, speed, and flight levels to be utilized by each flight, the economic benefit to the air carriers will be maximized as will the utilization of the air space. Pre-negotiated routes allow for conflict probes within the ATC system to alert the users and ATC of potential problems, this will allow AOCs and ATC to arrive at joint solutions.

The ADF believes that there are two paradigm shifts required to accomplish "Free Flight".

First, the ATC paradigm that ATC only communicates with the individual flight must be changed. Air Carriers not only operate flights, they operate schedules that they must protect from the vagaries of weather, maintenance problems, and ATC in order to provide their product.

Second, the concept of independent optimization of resources by air carriers and ATC must be changed. Each air carrier attempts to optimize their resources to meet their goals. ATC separately attempts to optimize ATC's resources to meet their goals. The result of this current paradigm is an adversarial relationship that often results in less than optimal solution sets for both sides. The classic zero sum game theory problem is played out daily where lack of information about each others intentions and constraints leads to both sides choosing their individual maximum solution.

If these two paradigms can be changed information can be exchanged and solutions can be reached, through compromise and negotiation, which satisfy the needs of the air carriers and ATC.

The ADF believes that through this process we can quickly reach a point where flights are given control times at the Initial Approach Fix of their destination, and the air carrier can plan the flight, meeting the air carriers' constraints, to meet ATC's constraints. Using the Flight Management System to ensure the flight arrives at the IAF as planned will help carriers meet their schedule and ATC to avoid saturation.

The ADF believes we should build on the current NRP program. An essential part of this is enhanced communications technology between ATC and AOC. The ADF believes that ATC's goal should be to discover and publish the constraints in the airspace system. The carriers role would then be to operate within those published constraints to meet their own safety and economic requirements. The development of the real time technology to accomplish this should be an integral part of "Free Flight".



"Free Flight" Working Group

by Steve Horton

The RTCA (formerly the Radio Technical Commission for Aeronautics) "Free Flight" working group has now completed four sessions of two days each. If the term "Free Flight" is new to you, this is what it is. The ultimate "Free Flight" environment is envisioned as allowing complete freedom for the operator to fly the route and altitudes desired with a minimal amount of ATC involvement. Sounds ambitious doesn't it? It is. It gets even more ambitious when you add the mandate that no operators will be denied access to the system regardless of equipment. The idea here is to allow aircraft with the most sophisticated equipment to receive the maximum benefit, while allowing the most basically equipped aircraft access to at least the same level of separation standards they now enjoy.

To realize the maximum benefits from a free flight environment, an aircraft must have some form of RNAV. With the explosion of GPS technology this brings more players to the game. The MITRE Corporation has been doing a great deal of research on what is needed from the ground based system to monitor flight movements. I was privileged to observe the results of this research at MITRE's McLean, Virginia facility. Even at this early stage, it is impressive. Each flight has a protected circular area around it, and as the "hockey puck" moves across the screen, the pilot and controller get alerts as other flights this

"protected" space. There were surprisingly few conflicts in the hour that I observed the operation. In the actual implementation of "Free Flight" the pilot will play an important roll in separation by making heading and/or altitude adjustments when prompted by ground based systems or TCAS advisories.

Although the ideal of "Free Flight" is to allow complete freedom for the operator to fly the most advantageous ground track and trajectory from lift-off to touch-down, this of course is several years away. The near term goals are to take full advantage of the National Route Program and to enhance it. ADF is represented in the RTCA "Free Flight" working group. We are participating in the sub-working group assigned to the transition to "Free Flight" and the study of the costs involved. I feel that this group has the most to contribute in near-term accomplishments by identifying the most "bang for the buck" items.

It has been refreshing to see the amount of acceptance the Dispatcher has received among the members of the working group. We are recognized for our contributions, and I am sure ADF has had a lot to do with this!

We still have a long way to go before we reap the complete benefits of "Free Flight", but it does have promise. It sure will be refreshing to get relief from the regimented, inflexible system we now use.

Dispatcher Working Group - Legislative Update

by Tim Antolovic

The Dispatcher Working Group (part of the Aviation Rulemaking and Advisory Committee-ARAC) is nearing a consensus on the regulatory review of FAR Part 65, Subpart C. This portion of the regulation pertains to initial dispatch training qualifications. While our recommendations have not yet been finalized the working group has reached agreement on several major changes to the existing regulatory language.

FAR 65.57, experience requirements, has been completely rewritten and outdated language has been eliminated. An overview has been added to the appendix section that describes the dispatch function, training course requirements, and air carrier specific training. Subject categories have been brought up to date. A human factors section has also been added. The entire regulation has been tied to the practical test standards guide so that future changes can be incorporated in training programs without changing the entire regulation. These are just some of the changes that will help modernize initial dispatcher training.

At our next Working Group meeting we hope to finalize the draft and vote on working group consensus. Completing this, we will submit our document to ARAC this fall.



ASRS Reporting

We have all heard of the Aviation Safety Reporting System (ASRS) reports, otherwise known as NASA reports. The ASRS reporting system's purpose is to help discover problems within the aviation community. In order to accomplish this the reporting system has been structured so that ASRS reports can provide some degree of protection against certificate action when things go wrong. It does not provide protection against willfully negligent acts, however.

As an example, if you have a flight scheduled to operate to an airport below minimums, you are <u>not</u> protected if you decide to dispatch the flight in violation of the FARs and then file ASRS report. However if you dispatch a flight in violation of the FARs because operational problems and workload with other flights caused you to overlook a NOTAM, then an ASRS report would be appropriate. First it will help identify a problem in the aviation system if other reports of the same nature are received. Second it may protect you against possible certificate action even though you violated a FAR.

Individuals can file as many reports as they deem necessary. The protection, however, is limited to one report. If you file 20 reports in one year (hopefully this is unlikely) and the FAA questions one of the situations you reported then the report number from the report you filed with ASRS for that event can be used to help protect your license.

If you file an ASRS report, keep a copy and attach the report number you receive back from ASRS to the copy. ASRS does not substitute for bringing problems that affect safety to the attention or your air carrier. Since ASRS reports are sanitized (all identifications of persons, companies, and places are removed) so airlines and individuals are not identifiable, a recurring problem at your airline will not be known to your airline unless you tell them yourself.

The ADF strongly encourages dispatchers to contribute to this system to help identify those safety problems within the aviation community, and perhaps help to find some solutions.

Elections are Coming

Positions that are open for election this year are listed below. All terms are for two years. Any current member of the Airline Dispatchers Federation may run for any of the offices. If you are interested, or know someone who is, please call membership services at 800 OPN-CNTL and leave a message so someone can get back to you.

The offices that are up for election this year are:

President
Secretary/Treasurer
First Vice President
Fourth Vice President

Nominations that have been accepted so far are:

Mike Nadon President
Carla Beck Secretary/Treasurer
Fred Thundhorst Vice President
Brad Rasmussen Vice President

Nominations for these offices will be accepted until the Business meeting being held in conjunction with the Symposium October 22, 1995, in Dallas, Texas.

Be sure to let your delegate know of your preference for these offices.



ARAC Charter Extended



The Aviation Rulemaking and Advisory Committee's charter was set to expire in 1995 after a four year life span. Thanks to the extensive government industry cooperation that ARAC has

fostered, the FAA has decided to extend the ARAC charter by another two years, until February 1997. ARAC will continue as the forum for the industry, in cooperation with the FAA, to develop and advise on recommendations concerning the full range of FAA's rulemaking activity.

(The above news was taken from the ARSA Newsletter, ed.)

It's Bumpy Out There

by Mike Nadon

The recent spate of turbulence encounters by US air carriers has brought to the fore once again, the issue of how we, as dispatchers, plan flights to avoid thunderstorms, icing and turbulence. Current technology in use at most air carriers can tell us where thunderstorms are and provide wide area forecasts of possible turbulence and icing.

The ADF is beginning a project to develop a set of guidelines for dispatchers on how to use the tools we have to assist in choosing optimum flight plan routes for weather avoidance. The project will involve a review of available weather products and any new technologies, that are on the horizon. The result will be a guidebook that will be made available to airline dispatchers through the ADF or, perhap, some other source.

If you are interested in participating in this project call the ADF at the 800 number (1-800-OPN-CNTL) and leave your name and contact information.

Dispatch Resource Management

by Tim Antolovic

After three years of waiting the Dispatch Resource Management Advisory Circular draft has been printed and distributed by the FAA. Dispatchers were instrumental in initiating the change from Cockpit Resource Management to Crew Resource to Advisory Circular 120-514.

Resource Management to Crew Resource Management in Advisory Circular 120-51A. While we were happy with that change, we wanted to take dispatcher training one step further.

The Dispatch Resource Management Advisory Circular is numbered 121-32 and was effective February 7, 1995. Our document is important because it highlights the dispatcher and our function. The A/C states that the dispatcher is the communication center with respect to positive operational control. DRM addresses the challenge of optimizing the person-machine interface and related interpersonal issues faced in the daily operation of an air carrier. Included in the A/C are the components of DRM training. These include initial indoctrination, recurrent practice, and continued reinforcement.

This is an important document with which all of us should be familiar. It looks as though resource management training will be required by regulation in the near future. In the mean time we can put many of DRM's principles into practice to optimize safety and efficiency now.

Would you like to be a member of the Airline Dispatchers Federation? Membership is open to all licensed Aircraft Dispatchers and Flight Operations Officers around the world. Simply complete the following and mail it with your check to the address at the bottom.					
Name		Airline Affiliation			
Address			_ Apt		
City	State	Zip (postal code)	Country		
ADF due are \$40.00 US per calendar year plus a one time initiation fee of \$3.00 US (\$10.00 will be passed on to IFALDA). Dues for individuals with NO sirline affiliation are \$25.00 US plus the \$3.00 initiation fee. Please make your check payable to ADF and mail it to ADF Membership Service Center 700 13TH St. NW Suite 950 Washington DC, 20005 USA. If you have any questions call Membership Services at 1-800-OPN-CNTL					



History

As part of the ADF history project we are gathering papers, books, and other documents about our profession and its history. The excerpt below was obtained during an interview with Jerome Lederer and is probably as true today as it was then.

From a paper by George F. Taylor, Chief Meteorologist of Western Air Express (Circa 1938)

"The dispatcher's psychological makeup is of no small importance. He must remain calm, think clearly, and act without hesitation in the midst of confusion. He should be able to impress others with his reliability and thoroughness. He should be able to profit by experience, yet not brood over his mistakes. He should make up his mind and not change it — unless he finds that he is wrong, and then he must be able to change all his carefully laid plans without a moment's hesitation.

The dispatcher must never be content to let things work themselves out. Rather, he must take an active part in every problem that arises. Only in this way can he catch possible serious situations before they develop dangerously. Errors of omission are just as dangerous as errors of commission.

In general the dispatcher is a confirmed pessimist. He must plan well ahead on the assumption that nothing will work out as he has planned it. Sometimes, his plans work out, and he has a pleasant surprise. On the whole though, he expects things to go wrong. He is pessimistic about the weather, about the condition of the airplanes, about the ability of the pilots, about the airway aids. He checks everything personally that he can. He expects continuous criticism from the pilots, from the reservations people, from the passenger agents, from the maintenance men, even from the stewardesses — and no praise at all. He tries to satisfy several agencies, whose desires are bound to conflict. The passenger agent never wants to delay the plane — unless there happens to be connecting passengers. The Post Office clerk wants to hold for every connection — he doesn't have to placate irate passengers who are chafing because of long delays. In fact, it is almost a private motto of the dispatcher that, "the dispatcher is always wrong."

Dispatchers sometimes do not have much time to consider the facts at their disposal, so they must have quick imaginations, be able to think fast, and decide accurately. Theirs should be the ability not of snap judgments but of quick decisions. Strength of character is required to keep a ship on the ground while competitors take off, and to resist the hints of superiors that their dispatching is too conservative. They must be of a self controlled or a stable disposition so that their judgments will be consistent, and the pilots will know how to evaluate them."

The Airline Dispatchers Federation Mission Statement

Advance aviation safety and efficiency by enhancing the professional standards of individual Dispatchers and the organizations within which they exercise operational control.

Foster a global understanding of the nature and benefits of positive operational control.

The following is from Flemming Lovenvig the Vice President of IFALDA for the last four years.

"I would like to say thanks to all the ADF members for all the support and trust you have given me during the last 4 years I worked for you as Vice President in IFALDA. It has been 4 great years, and I sure would have loved to go on, but due to personal reasons I had to stop. I hope to be back again one day! Looking forward to meeting all of you again at ADF or IFALDA meetings. Once again thanks, Flemming Lovenvig





U.S. Department of Transportation

Federal Aviation Administration Office of the Administrator

800 Independence Ave., S.W. Washington, D.C. 20591

December 21, 1994

Mr. Michael Nadon, President Airline Dispatchers Federation 700 13th Street, N.W., Suite 950 Washington, DC 20005

Dear Mr. Nadon:

Secretary of Transportation Federico Peña and I invite you and one or two of your senior operating officials to join us at the aviation safety summit to address ZERO ACCIDENTS -- THE CHALLENGE.

The challenge facing our industry—at all levels—is to increase the margin of safety and strengthen the public's confidence that safety is the highest priority of the Federal Government, airline operators, and the men and women who work throughout the aviation system.

The summit, our first step toward meeting the challenge, will be held Monday, January 9, 1995, at the Washington, D.C. Renaissance Hotel, 999 9th Street, N.W., Washington, D.C. We will start the session at 8 a.m. and will continue with working sessions through midday January 10. This is an opportunity to share with one another the things we are doing--and the things we must do in the future--to meet our commitment to eliminate accidents in aviation.

I realize we are providing short notice of this event. But I also know it is important enough that you will do what needs to be done to join us. I look forward to seeing you at the summit.

Sincerely,

David R. Hinson Administrator





Aviation Safety Action Plan

Zero Accidents...

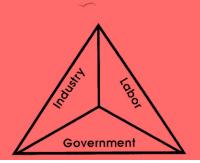
A Shared Responsibility

Approved for public released

Distribution Unlimited

19960430 029

February 9, 1995





Executive Summary

On January 9 and 10, 1995, more than 1,000 industry, Government, and union aviation officials met in Washington, D.C. in an unprecedented working session to address aviation safety. A wide range of safety improvements were recommended. Secretary Peña committed to develop an action plan within 30 days that would detail DOT and FAA's response to these issues.

This plan clearly reflects the underlying theme of the conference: Aviation safety is a shared responsibility. In a renewed commitment to this shared responsibility:

- Airlines are taking immediate, voluntary action to establish a safety office reporting to the CEO of every airline;
- In 1996, FAA will publish new regulations that require an independent flight safety department at every airline operating aircraft with more than nine passenger seats; and
- In March 1995, FAA will publish new regulations that require one level of safety for all air carriers operating aircraft with more than nine passenger seats.

The plan identifies a number of new initiatives to increase sharing of safety data including:

- A new DOT policy to be announced in February 1995 that will
 protect data collected by airlines as part of their Flight Operations
 Quality Assurance (FOQA) programs from use in FAA enforcement actions;
- A demonstration project will be initiated in April 1995 to begin a FOQA program at several airlines; and
- FAA will make its National Aviation Safety Data Analysis Center (NASDAC) available to all users.

Key initiatives in flight crew training include accelerating implementation of the Advanced Qualification Program (AQP) to provide greater use of simulation and better training for flight crews. Specific AQP initiatives include:





- Broadening the understanding of AQP through industry seminars beginning in May 1995;
- Streamlining the administrative aspects of AQP by October 1995;
 and
- Immediately adding additional FAA staff to facilitate processing industry's AQP applications.

FAA will increase its focus on maintenance factors that contribute to safety just as we have with pilot training including:

- Propose expanding the 1995 FAA strategic plan to provide for development of Maintenance Resource Management (MRM) program based on successful CRM models; and
- Developing new, regulatory qualification standards for airline maintenance technicians during FY 1995..

Many initiatives in the area of emerging technology will be completed between 1995 and 1998. These initiatives include:

- Improving approach and navigation capabilities through the expanded use and rapid implementation of satellite navigation systems;
- Achieving an agreement with the user community on implementation of two way datalink to reduce communication errors and improve distribution of weather information

By September 1995, FAA will provide products that include:

- A definition of human factors requirements in advanced maintenance concepts;
- A national database for aviation human factors research;
- A human factors design standard;
- An updated human factors guide for industry and government that includes information on human factors environmental aspects related to maintenance:

These initiatives and the many others outlined in this Aviation Safety Action Plan represent the shared commitment of government, industry, and unions to meet the zero accident challenge.



Operational Control

The exercise of authority over initiating, conducting and terminating a flight.

START – CHANGE - STOP

FAR 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; and
 (3) Canceling 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.

ADF presentations throughout its history have emphasized the importance of "Positive Operational Control". This slide is from a 1995 presentation by Carla Beck



AIRLINE DISPATCHERS FEDERATION

Saturday, June 10, 1995

Dear Mike.

The attached EXCEL chart provides a brief capsule of 17 accidents that I believe will demonstrate how the aircraft dispatcher could have or should have helped to prevent the crashes highlighted. These will hopefully be helpful as you work to demonstrate the benefit of the aircraft dispatcher in commuter operations. Since I know that you and Roger have visited the NTSB and that you probably have a good handle on the more recent accident examples, I have limited my examples to accidents between 1970 and 1980. I also have plenty of data from the 1950's and 1960's if you need it. I know that the data available from NTSB is plentiful from about 1980 to present, but that it is hard to find data from earlier dates. Obviously, I did not include glaring examples such as the Avianca accident.

I have tried for the most part, to highlight accidents where a dispatcher was not working the flight, or where the dispatcher did his job properly, but the crew chose to ignore or not proper follow the dispatch release parameters. I have also included a couple of accidents where I believe the dispatcher could have done a better job of preventing the accident. For example, I always felt the Southern D9S crash at New Hope, GA could have been prevented by the dispatcher. I never saw the logic in allowing a flight to depart on a 300 mile leg when there was a solid line of level 6 thunderstorms mid route. Additionally, the flight plan route took the flight right through the most severe portion of the line. Obviously a revised routing, or delayed departure could have prevented the accident.

In the interest of brevity, I have condensed the data into the attached chart. If you need more details, I can provide them upon request.

I hope the meeting goes well. Keep in touch.

Steve Caisse



Airline Dispatchers Federation

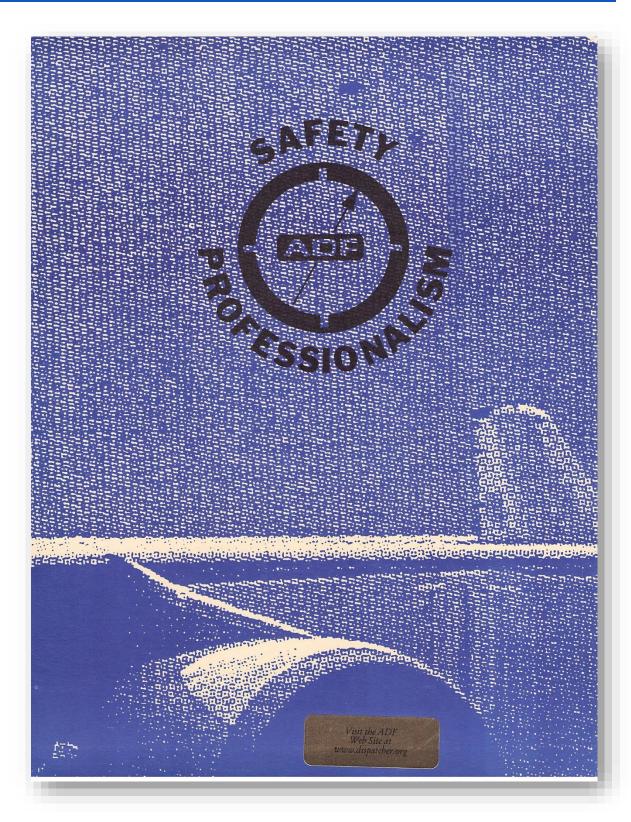
Operator	Type Aircraft	Location	Date	Fatalities	Abstract
Pilgrim	Twin Otter	Long Island Sound, N	10-Feb-70	5	Fuel exhaustion resulting from inadequate flight preparation and
		100			erroneous in-flight decision concerning destination and alternate
					weather by the pilot in command.
Pan Am	Boeing 747-121	San Francisco	30-Jul-71	0	Incorrect takeoff computation on cutback runway. 10 passengers
					injured as approach light stantions entered cabin.
Qzark	FH-227B	St. Louis, Mo.	23-Jul-73	38	Crew continued approach into thunderstorm activity. Lack of timely
					issuance of severe weather information. Improper flight planning and
					in-flight decision making.
Pan Am	Boeing 707-321C	Boston, Ma.	27-Sep-73	3	Crew failed to land at nearest suitable with smoke in the aircraft.
	1,300				Passed BGR and proceeded to BOS. Smoke condition worsened and
					precipitated events which lead to loss of control on short final to
Texas International	Convair 600	Mena, Ark	3-Nov-7.3	11	PIC diverted 100 miles from flight plan route and struck terrain below
					MSA for sector in which he was flying. Crew failed to follow flight
					plan and continued flight into adverse weather conditions.
Southern Airways	Douglas DC-9,31	New Hope, Ga.	20-Sep-75	73	Crew lost both engines while penetrating intense line of thunderstorms
					on HSV-ATL flight. The loss of thrust was caused by the ingestion of
					massive amounts of water and hail.
Air New England	Twin Otter	Barnstable, Ma.	26-Sep-76	8	PIC attempted approach in existing and forcasted below minimums
12.0					weather and hit trees short of runway.
Allegheny Airlines	M298/N262	Clarksburg, W. Va.	31-Mar-77	UKN	Aircraft hit terrain following ice build up on fuselage. Flight
		•			continued into know icing conditions.
United Airlines	DC-8.61	Portland, Ore	4-Apr-77		Fuel exhaustion due to inadequate monitoring of fuel state during the
					assessment of a mechanical problem.
Butler Airctaft	Douglas DC-7	Klamath Falls, Oc.	20-Oct-77	12	Flight crew planned flight at high speed and low altitude on a point to
	220200				point routing that allow the aircraft to contact mountainous terrain
Johnson and Johnson	Gulfstream II	Hot Springs, Va.	4-Dec-78	- 11	Crew proceed to destination and commenced approach to airport while
					weather conditions were well below minimums. (W0X0) rather than
					proceeding to an alternate airport.
Florida Commuter Airline	Douglas DC-3	Grand Bahaman Islan	28-Dec-78	34	Flight into know thunderstorm activity and turbulence. Lack of
					operational control expertise by the operator. Preexisting
					discrepancies in the aircraft's pitot/static system.
Airlift International	DC-8-63F	New York (JFK)	12-Feb-79	0	PIC used a runway too short for the aircraft's performance capability
					under existing load and weather conditions and struck obstacles
					beyond the departure end of the runway. Flight crew failed to use
					available dispatch data.

Page 1

Airline Dispatchers Federation

	Convair 240	Gillsburh, Ms.	30-May-79	Fuel exhaustion due to improper flight planning, attention to fuel supply and possible engine malfunction resulting in high than normal fuel consumption (This is the Lynard Skinard accident)
Rocky Mountain Airways	Twin Otter	Steamboat Springs, Co	14-Sep-79	2 Severe icing and down drafts associated with mountain wave activity lead to loss of control. Contributing factor was the captain decision to fly into icing conditions that exceeded conditions authorized by the
Downcast Airlines	Twin Otter	Rockland, Mc.	12-Sep-80	17 Flight commended approach in weather conditions below landing minimums rather than proceeding to alternate and crashed short on approach.





ADF informational literature from 1995



"THE AIRCRAFT DISPATCHER IS THE BEST KEPT SECRET OF THE AIRLINE"

Congressman Oberstar

Chair of the Aviation Sub-Committee of Public Works & Transportation

A BRIEF HISTORY

of the Aircraft Dispatcher

The profession of the Airline Dispatcher is nearly as old as the airline industry itself. In the 1920's, airlines were created to carry airmail under contract with the U.S. government. Borrowing a term from the railroad industry, these early airlines hired dispatchers to plan and control the movement of equipment (airplanes). The early airline dispatcher's primary duty was to ensure the safe and expeditious handling of airmail through the nationwide network of air routes. Within a few years, airlines gained access to government teletype lines providing updated weather information, and dispatchers compared this information with published schedules to determine the best routing for airmail. After airlines added passenger services, the dispatcher would sometimes declare conditions too hazardous to permit passengers to make the trip. Except in the worst conditions, however, dispatchers made certain that the mail always went through.

By the early 1930's, airlines equipped their aircraft with twoway radio. Now dispatchers could consult with pilots in flight, discussing weather conditions and possible alternate landing sites. (Later, radio would also permit development of modern air traffic control.) Improved air-ground communication made the dispatcher more effective and air travel much safer.

In 1938, Congress passed the landmark Civil Aeronautics Act. In accordance with that Act, federal regulations required U.S. airlines to employ dispatchers, who were required to obtain a federal license.





To obtain a license, the airline dispatcher had first to demonstrate detailed knowledge of aviation, weather, air routes and air traffic procedures. The licensed dispatcher became, by regulation, a partner with the airline captain. Both shared legal responsibility for the safety of the airline flight.

Over the years, airlines have referred to their licensed dispatchers by various names. They have been called Flight Dispatchers, Flight Superintendents, or Flight Controllers (not to be confused with air traffic controllers). All share the same duty and responsibility: to provide ground based operational control of every flight operated by U.S. airlines, whether domestic or overseas. The dispatcher is the eyes of the airlines, watching the progress of each flight from planning to touchdown. From the 1920's to the present, airline dispatchers have continued to provide an important link between air and ground which protects the safety of every airlines passenger.

Donna M. Corbett Aviation Historian, Smithsonian Institute



THE AIRLINE DISPATCHERS FEDERATION

The Airline Dispatchers Federation is a professional organization chartered by the International Federation of Airline Dispatchers Association (IFALDA). (We represent a vast majority of dispatchers from more than fifty air carriers and related aviation professionals.)

Our members are comprised of non-union, union and management alike. ADF is not a labor organization.

The genesis of ADF was the natural evolution of IFALDA due to the AVIANCA accident, that an international carrier's involvement in an accident in the U.S. airspace required a focused group to address the

lack of standardization with U.S. civil aviation authorities.

The premise behind our association is to fill the long standing need within our industry to have a truly effective organization that keeps members of our operational control profession informed of the latest developments in areas of safety, industry events, regulatory affairs, FAA/NTSB legal proceedings, technological developments, and other areas of interest.

The success of ADF was the catalyst that caused the charter of EUFALDA in 1991. Although recognized as a loosely organized faction of IFALDA since,

1976, the success of ADF made the European dispatchers and flight operations officers realize that they too could be effective as a regionally focused pro-active professional group within Europe.



International Federation of Airline Dispatchers Association

Aviation safety is a global concern. The International Federation of Airline Dispatchers Association is officially recognized by ICAO, the United Nations International Civil Aviation Organization, as the voice of international dispatchers and flight operations officers. IFALDA's basic aim is the development and maintenance of a safe and orderly system of air transportation worldwide. This is done through the communication, liaison and cooperation of member associations sharing information and ideas, and through joint examination of common problems. As professionals, we have banded together since 1961 and will continue to promote standardization at the highest level of safety.



QUALIFICATIONS & TRAINING

The minimum age, knowledge and experience requirements for obtaining an FAA Aircraft Dispatcher Certificate are defined in Federal Air Regulation Part 65. A candidate for this certificate must be at least 23 years of age and must complete an FAA approved training course or have spent several years in an airline operations-related capacity. Qualification for this certificate is determined by both a written and a practical exam. The written exam cover Federal Air Regulations relating to airline operations, meteorology, aircraft weight and balance computations, air navigation, and the national airspace system and its procedures. This written exam closely resembles the Airline Transport Pilot's exam which is the most difficult of pilot ratings. The practical exam is used to evaluate the candidate's working knowledge of the regulations, aircraft performance, weather, and application of operational restrictions such as the Minimum Equipment List. Once the certificate is issued, it is valid for life unless revoked or suspended.

Obtaining the Aircraft Dispatcher's Certificate only starts the learning process for the Dispatcher. Before he/she ever authorizes an operation, the new Dispatcher must first pass initial training given by his/her airline. This training includes all the aircraft systems for which they will be responsible, complete familiarity with all FAA regulations and company policies and procedures. The normal training also includes extensive on-the-job training with an experienced Dispatcher.

In addition to the initial training, every Dispatcher is required to undergo annual recurrent training on each piece of equipment they dispatch. Also ever year the Dispatcher is required to observe operations from the cockpit. Whenever new aircraft are entering service the Dispatchers must attend transition training on each new piece of equipment before dispatching that aircraft.



With the advent of more two-man cockpit aircraft, the role of the Dispatcher is gaining in importance. The Dispatcher is actually becoming the "third man" in the cockpit from a resource standpoint. This role will continue to grow in the future.

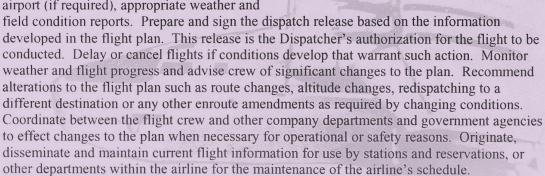


Responsibilities of the Aircraft Dispatcher

The following is a listing of the responsibilities and duties of the Aircraft Dispatcher.

Authorize, regulate, control and monitor commercial airline flights according to government regulations, company policies and procedures to ensure optimum safety of operation of each flight. Analyze and evaluate meteorological information, both at the surface and aloft. Determine the potential effect of any storm systems which may be present in his/her area of responsibility. Collect and evaluate any reports or forecasts of turbulence and/or wind shear both at the surface and aloft which may pose a potential hazard to safety of any flights in the area. Promote safety, efficiency, and service through the exercise of initiative and sound judgment in all areas of flight operations. Compute required fuel load consistent with regulations and requirements according to aircraft and type of operation to be conducted. Prepare a flight plan containing information such as maximum allowable take off weight, route of flight, allowable landing weight, alternate airport (if required), appropriate weather and







Safety

The first and foremost responsibility of the Aircraft Dispatcher is SAFETY. This is accomplished through coordination with and agreement of the Captain of each flight under his/her control. Next on the Dispatcher's list of responsibilities is the efficiency of the operation, passenger comfort and convenience, the maintenance of the airline's schedule, and accommodation of payload. Preplanning of the operation is the first step in the process used to ensure these responsibilities are met. The Dispatcher must be constantly aware of the changing conditions which effect the operation. He/she must be prepared to react to these changing conditions and modify the plan in an appropriate way to maintain safety. Once the planned flight is under way the Dispatcher is required to maintain vigilance over that operation to be sure it remains safe and within the bounds of regulation and company policy.

Under regulations, if the Dispatcher feels that the conditions which are having an impact on the operation cannot be safely accommodated, he/she has the authority and the responsibility to delay or cancel a flight which has not departed. If the flight is in the air, this responsibility extends to rerouting, stopping short of destination, or diverting the flight to a different destination.

Some Achievements of the ADF

- 1 ADF attended the NTSB Hearings on the 1990 Avianca 707 crash, and after examining full exhibits from the investigation, submitted an extensive report to the NTSB on the missing elements of proper operational control.
- 2 ADF participated in two sessions devoted to "Air Carrier Operations" at the 1993 Ohio State Aviation Symposium. Among the presentations were "The Development of DRM", "Pilot-Dispatcher Cooperative Decision Making", and "Airline Operational Control/ATC Cooperative Problem Solving".
- 3 ADF worked with the FAA and the industry to codify the use of Enhanced Weather Information Systems (EWINS), and Flight Movement Forecasts (FMF) which will allow the carrier's personnel to issue weather forecasts for their operation.

ARAC

Rulemaking Advisory Committee (ARAC): ADF became a full member of ARAC in 1994.

Rewrite Part 65

Part 65: A rewrite of FAR 65 requirements for dispatch schools to more accurately reflect the skills and knowledge required of a licensed dispatcher.

RTCA

ADF was asked to Co-Chair the RTCA Special Committee 169, Working Group 5 whose focus is Ground to Ground Communications Applications. Working Group 5 represents the Airline/Aeronautical Operational Control (AOC) and FAA Traffic Flow Management data interaction segment of the Datalink initiative.

Joint Aviation Authority/ Harmonization Committee

IFALDA and ADF representing Dispatchers from around the world are working with the Joint Aviation Authority of Europe toward a goal of a harmonized set of regulations that will govern commercial aviation on both sides of the Atlantic.

- 4 ADF was involved in the process that led to the change to FAR 121.629 on operating in icing conditions.
- 5 ADF was actively involved with the FAA's rewrite of the air carrier's handbook (8400.10) regarding Operational Control and Dispatcher duties.
- 6 ADF hosted an Operational Control/Dispatch Symposium in Washington, D.C. with speakers that included David Hinson, Administrator of the FAA, and Congressman James Oberstar, Chair of the Aviation Sub-Committee of the Public Works and Transportation Committee of the House of Representatives, just to name a few.
- 7 Congressman James Oberstar, "Dispatchers should be S.O.P., Standard Operating Procedure."

Ohio State

ADF has agreed to provide Dispatcher expertise in the Ohio State study on "Design Concepts for the Development of Cooperative Problem Solving Systems".

NASA Ames

NASA Study/Cooperative Problem Solving in the Airline Industry: ADF is continuing to work with the Human Factors researchers at NASA to understand the role of the Dispatcher in the distributive problems process.

DRM

Dispatch Resource Management (DRM): ARAC work on CRM was extended to include Dispatch. A separate DRM circular was developed and approval came in early 1995.

Commuter Operators to Come Under FAR Part 121

ADF, with a great deal of help from other aviation groups, succeeded in creating the "Single Level of Safety" for all scheduled United States air carriers. ADF testified in a congressional hearing why flights are safer with Dispatchers.



ADF Video

The recent ADF video "Night Approach to JFK", is a behind-the-scenes view of a day in the life of "the invisible airmen" who are FAA licensed as aircraft dispatchers. Our 20 minute presentation transports you through time...a glimpse of our embryonic state 60 years ago, dispatching the U.S. Mail and a few passengers to the present. We are privy to the pre-flight planning and execution of our ADF Flight 121 by the two professionals, Dispatcher and Captain, who are jointly responsible for the safe conduct of every scheduled U.S. flight operating in domestic or international airspace worldwide.

Newsletter

Among the many projects and events in our busy schedule, ADF also publishes a quarterly newsletter for our membership. Designed as an in-house new source for our 1000 plus subscribers, the newsletter is also an excellent source of current information abut the Dispatch profession for all aviation-related professionals and interested parties.

For more information on the ADF video or newsletter, call: 1-800-OPN-CNTL (676-2685)

"The Dispatchers are the Heart of the Airline."

Herb Kelleher, CEO Southwest Airlines





Goals Of The Airline Dispathers Federation

To enhance the safety of the traveling public by fostering the most effective systems of maintaining positive operational control.

To assist the government, its agencies and the industry at large in creating a safer, more efficient air transportation system worldwide.

To educate the government, industry, and general public in the nature, role, scope and value of positive operational control.

To coordinate political, regulatory and media efforts toward the enhancement and promotion of the dispatcher profession.

To foster the closest and most effective relationships with Pilots and Air Traffic Controllers who, together with the Dispatcher, form the triad of air safety in real time.

To challenge and encourage dispatch professionals worldwide to elevate their standards to the highest level attainable.

To assist in the integration of new technologies and roles into the dispatch profession as the industrial and technological bases evolve.

To maintain a liaison with other dispatch organizations worldwide through the IFALDA.

	MEMBERSHIP APPLICATION
In order to serve you as efficiently as nos	ssible, the ADF needs the following information from each of our members. All
information is confidential and will be us	sed for only ADF business purposes.
NAME	
AIRLINE/ORGANIZATION	
HOME ADDRESS	
	CALLEST CONTROL OF THE CALLEST CONTROL OF THE
CITY	STATE ZIP
OFFICE ADDRESS	
DEPARTMENTAL/MAIL STOP	
CITY	STATE ZIP
Where would you prefer to receive ADF	correspondence? Home Office
TEL - HOME ()	OFFICE ()
FAX ()	E-MAIL ADDRESS
Do you possess a U.S. Aircraft Dispatche	ar's Cartificate?
	a social and a soc
Comments	
ADF Dues - US \$40.00 per year, January	
US \$25.00 for Non-Airline	
Make your check or money order payable	e to: Airline Dispatchers Federation
700 13TH S	ST., NW, SUITE 950, WASHINGTON, D.C. 20005
	1-800-OPN-CNTL (676-2685)



MINUTES OF THE AIRLINE DISPATCHER'S FEDERATION MEETING

HELD AT NEWARK, NEW JERSEY SUNDAY/MONDAY JUNE 11/12, 1995

0915 The meeting was called to order;

with President Mike Nadon presiding. Terry Maynard agreed to record the minutes. Nadon motioned to approve minutes of the previous meeting held in Fort Lauderdale, Florida. Beck seconded the motion. The minutes were approved and accepted.

0920 FINANCIAL REPORT

Beck - Financial Report issued. ADF is doing well. We have several school supporters & corporate sponsors. ADF purchased a CD-Rom for the ADF computer to provide information from the Summit Disk about the AIM & 8400.10 inspectors handbook. FAR regulations and offered this service through the ADF Newsletter.

0935 NOMINATION FOR ADF OFFICERS FOR 1996

Nominations were opened for 1996 ADF Officers. Positions open for office are President, Second & Fourth Vice-President positions, & the Secretary Treasury position.

Steve Horton nominated Carla Beck for Secretary/ Treasurer, Nadon second the nomination. Bill Cranor nominated Mike Nadon for President and Darryl Oberg second the nomination.

Norm Joseph nominated Fred Thunhorst for Vice-President and Bill Cranor second the nomination. Bill Cranor nominated Brad Rasmussen for Vice-President and Steve Horton second the nomination. Nadon asked that if anyone at your respective carrier is interested in running for office that they should contact Bill Cranor through the ADF Office.

Cranor - Spoke on behalf of Miro Lehky, ADF Vice-President Regional Carriers, and expressed that due to his current position and additional responsibilities with Kiwi it could present some difficulties to continue serving as ADF VP and the additional nominations could be used to replace him if he was forced to resign. Nadon - Noted that if we had an excess of candidates that this would help out considerably.

0950 NEWSLETTER AND MEMBERSHIP INVOLVEMENT

Nadon - The cost to distribute the Newsletter individual mailing is about \$210.00. Efforts to reduce cost resulted in sending the Newsletter to the Airline Delegate and reproducing it locally has helped, but some complaints have been generated by using this method of claims the Newsletter was never received. Nadon posed the question that could we better serve the members by mailing it out individually. Kirk Tuttle made the suggestion to determine where it is effective and continue that method and in areas it was not effective we would consider other methods. Fergus Flanagan of UAL said we could best serve the needs and most likely increase membership if it were to be mailed individually to their home address.

Joseph - suggested that maybe the front page of the newsletter should have an article that ADF is not a Union or Labor Union, and we are "NOT" attempting to organize dispatch offices.

Nadon - Wants to do a large mailing to all members before the October 20-23, 1995 symposium & meeting about joining or rejoining ADF.



Nadon/Cranor - During the Board of Directors meeting we will further discuss the issue of individual newsletter mailings.

Christi - Suggested we send out to perspective members, a list of ADF accomplishments, and volunteered to help write the list of ADF accomplishments.

Joseph - Advised that Private Jet is no longer in business and that their former dispatchers addresses need to be updated, also Debi Cranor needed to get a current list of members addresses from Brad Rasmussen.

Beck - Stated while Deborah Cranor, ADF Membership Secretary, was researching for the comments to the Single Level of Safety NPRM, several the carriers were not aware ADF existed. ADF will take this opportunity to send them a membership packet.

Stevens - Would forward a list of current addresses for the AWA dispatchers.

Horton - Suggested a new video be produced & include a list of accomplishments, Nadon agreed this would be a good idea, but we will need to check the cost and funding for the project.

The subject of road shows was discussed through out the group and was decided that several members would get back to the Board concerning this issue and the direction that the would take.

Tuttle - Transport Canada asked the U.S. FAA to provide them with what they considered to be a complex operation. The definition that was given was a complex operation consisted of any two of these three conditions, operation of three (3) or more aircraft, eighteen (18) or more flights, or an international operation. Transport Canada has now incorporated this definition into their regulations. However, in the U.S. Regulations you can find the term complex operations, but you can't find a definition for it. If a carrier is found to be a complex operation, the ability of your company to contract out the dispatch of their aircraft would be substantially limited.

Contract Dispatching..FAR 121.533. Operational control of an airlines aircraft must be done by its employees. This particular issue has been expanded thru the 8400.10 guide with "NO" NPRM issued, and is currently being challenged by several groups.

1155 ADF STATUS & FUTURE DIRECTION

Nadon - The Dispatcher, the ATC System & the interface between them is what will be happening in the future...

It was mutually agreed upon that it is necessary to raise the general level of professional proficiency of the Airline Dispatcher. The Single Level of Safety issue was a very good starting point. What else can ADF do & how can we do it?

Sotenberg - To raise the level of proficiency, could ADF write its own requirements and publish it. Could ADF explore forming a Dispatch inspection group for newly created dispatch offices? Could ADF go to each FAA region and offer to coordinate with the designated FAA representative over airline dispatch offices?

The subject of complex operations and contract dispatching was discussed at length as well as workload.

Nadon - Maybe the U.S. could use a person within the FAA similar to a PDI (Principal Dispatch Inspector) at Transport Canada, and should this be a goal for the to work with the FAA to establish this position?

1425 ATC-AOC issues (Free Flight, NRP, Compression, FADE, FANG)

Amar Murthy - Gave update on the ATC-AOC document Draft 1.4, the ATM is to make a few minor changes by the end of July 95, and then print the final copy. ADF will receive about 15 copies.



At the last working group meetings attended by Roger Beatty, one of the decisions that resulted was the TMU would not discuss strategic operational issues issues without first consulting with their AOC.

This was a positive step for Free Flight & Dispatch. Coordination of this would be handled through AOC rather than through Datalink straight to the flight deck.

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This was a positive step for Free Flight & Dispatch. Coordination of this would be handled through AOC rather than through Datalink straight to the flight deck.

From the RTCA working group, it was universally accepted that the dispatcher had to be in the loop. The new working group 5 that has been formed under SC169 has stated that Ground to Ground Datalink should take place sometime this fall. Discussion continued on Free Flight & NRP & how it is used and applied. This ferminology would be expanded as a recommendation to the dispatcher, by using NRPC = Filed & coordinated with ATC at any altitude, NRPF = Filed but not coordinated with ATC, and this could only be flown above NRP altitudes, and APRA = Airborne rerouted NRP asked for by pilots and controllers.

FADE (FAA DATA EXCHANGE) & FANG (FMS-ATM NEXT GENERATION)

was briefly discussed and where the working groups one through four have taken these projects and how ADF can continue to contribute and remain involved until the final products are delivered and applied at the dispatcher level.

ATCSCC CLASS BRIEFING

1510 ADF is committed to the ATA & ATC, currently the classes

are held quarterly and ADF teaches the entire dispatching section which usually last about 30 minutes. The ADF video tape is shown, and a closing summary is given describing the Airline Dispatchers duties and responsi-bilities. The ADF has several member/officers that are in charge of attending and teaching the classes. Bill Cranor, Brad Rasmussen, Roger Beatty are in charge of



teaching the class. The floor was opened to additional volunteers to help teach the class. Terry Maynard also offered to volunteer.

1515 ARAC UPDATE

Norm Joseph - Covered some of the highlights of ARAC.

The FAA/JAA Harmonization meeting was held in two stages. The first stage was held on April 11, and Norm Joseph was the first dispatcher to attend the FAA/JAA joint Harmonization management team and covered the brief history of the industry that started the harmonization efforts years ago for economic benefit.

The JAA (Joint Aviation Authority) representing the European governments and the FAA representing the U.S. government are involved in attempting to standardize Aviation regulations globally. Attendance reasons were to see how the process worked, and what operational or dispatch issues that were being discussed or planned to be discussed in the future, as to be aware of and prepared for. For now it appears anything to do with

dispatch is schedule for a much later date. Currently the subject of aircraft repair, maintenance, parts, etc., are being covered. The only operational issued that was discussed was the standardization of low weather minimums. Further discussion at an ARAC Advisory Committee meeting by the Executive Committee took place on May 10 which covered the subject of airline exemption in the area of technical digital data transfer or electronic signatures for work performed was voted on and approved to be tasked to the ARAC Committee. The other subject discussed was tele-conferencing for future ARAC meetings. Brad Rasmussen - Briefed on the on the second stage of the JAA/FAA joint harmonization meeting held in Seville, Spain. The licensing issue concerning maintenance, and parts was thoroughly discussed and that the maintenance training section of Part 65 be removed and a recommendation to establish a new Part 66 to cover the maintenance of personnel. The dispatcher licensing issue was presented by Dave Porter (IFALDA) and how it would enhance safety worldwide. The JAA board requested that a proposal be submitted to be studied, Dave Porter will prepare and present the proposal through the JAA pilot group, which will include many of the human factors and decision making associated with a licensed dispatcher. Joseph - Further updated and reported on the ARAC Training & Qualifications Meeting and DRM which was issued in the Latest Advisory Circular.

1630 SINGLE LEVEL STATUS REPORT

Discussed the NPRM and the comments and recommendations ADF has made concerning the cost of upgrading a dispatch system from Part 135 to 121. The FAA has used the figures that we gave them and expanded upon them of which do not accurately represent the cost of a dispatcher which the ADF will challenge in the comments to the NPRM. A short discussion ensued on the cost of upgrading aircraft radio equipment, DUWATS, etc.

1650 DATALINK AND WEATHER REQUIREMENTS

Nadon - Commented that Steve Caisse (DAL) is currently handling this project and gave a brief overview of what has transpired. The Datalink that was originally conceived was suppose to datalink weather and pertinent information necessary for the safety of flight, would be requested and transmitted directly to the cockpit. This procedure has been amended and the necessary information would now be requested through their respective carriers datalink that would be through their dispatch office. The AOPA is still lobbying to receive some sort of datalink capability directly to the cockpit.



1655 DISPATCH HISTORY PROJECT

Nadon - Presented to the membership. Would it be possible if ADF could participate in writing the History of Dispatch? Who are we? Why are we? The project would include interviewing retired dispatchers, flight followers and view the history of aviation through the eyes of the dispatcher. If interested please contact Mike Nadon through the ADF 1-800-OPN-CNTL number.

1715 ADJOURNED

MONDAY JUNE 12, 1995

0915 ADF meeting reconvened

ASOS and RVR

Nadon - Gave Brief history on pros and cons of ASOS, The GAO is currently doing a report on ASOS and has contacted ADF with some concerns from the air carriers point of view. What are the costs to the air carriers and what is the impact? Some of the concerns that surfaced were flight diversions and possible cancellations. A current report issued by the GAO states that six of the eight ASOS sensors do not meet the national weather service own specifications. Currently no costs have been associated with the upgrade of the six sensors. The two sensors that are within specs are the temperature and wind sensors. The sensors for dew point, visibility, precipitation are the ones in question. ADF should receive a current copy of the latest GAO report and placed into the ADF library. ADF recommends caution be used when weather reports are received from ASOS sights.

Nadon to write a small article on ASOS & AWOS for the newsletter and cover all of the individual ASOS sensors and their accuracy. Due to congressional budget concerns what has already been budgeted for ASOS will be spent and the ASOS units installed, beyond that the ASOS future will be put on hold.

TAFT/Metar Update - The change over has now been postponed until January 1997. ADF supports the entire ICAO standards for the TAFT/Metar, with the exception of the temperature which would be converted to tenths of degrees Centigrade. (this is due to aircraft performance).

1055 DISPATCH AUTOMATION AND MOCS (MINIMUM OPERATIONAL CONTROL (SPECIFICATIONS)

Nadon - The question was posed "What is the minimum to operate a dispatch office?" We plan to ask for volunteers in the newsletter to get together and task this project. Tuttle - document 8400.10 should be used as a guideline. Joseph - ADF along with ATA could petition the FAA to task this to the ARAC group.

1115 IFALDA UPDATE (REPORT ON TUCSON AGM)

Nadon - Gave a brief update on the IFALDA AGM in Tucson and where the Europeans are with the licensing issue.

1140 SPEAKER DANNY WRIGHT, PRES/CEO KIWI INTERNATIONAL AIRLINES

Nadon - Gave brief Biography on Mr. Wright, thereafter Mr. Wright gave brief update on his career and his current position at Pres/COO KIA, and the role that Dispatch and System Control plays in the Airline Industry.



1200 ADF SYMPOSIUM REPORT

Amar Murthy spoke on behalf of Roger Beatty who was unable to attend, the subject of the Oct 95 ADF symposium stating that ADF needs to do a mailing to Airlines & other groups (FAA) that do not normally receive ADF material, in an attempt to gain additional exposure for the Symposium.

1215 NEW BUSINESS

No new business was presented

1220 ADJOURN

ATTENDEES OF THE ADF EWR MEETING.

Mike Nadon/CAL Pual Shepardson/ComAir-USAir Exp

Carla Beck/SWA
Darryl Oberg/NWA
Terry Maynard/SWA
Lee Wilson/Horizon
Dard Rasmussen/WOA
Norm Joseph/DAL
Amar Murthy/BLR Group
Fergus Flanagan/UAL

Ted Christi/USAir
Bill Cranor/ Kiwi
Miro Lehky/Kiwi
John Martin/Kiwi

Fergus Flanagan/UAL
Mike Timpe/Am West
Sherri Stevens/Am West
Steve Horton/DAL (Ret)
Mark Fanger/TWA Exp



Speaking at an ADF function in 1995, is American Airlines' Tim Antolovic At this time, Tim was a Sector Manager for AA. He later went on to become Director - Dispatch Operations at American Airlines



MINUTES OF THE ADF GENERAL MEETING DALLAS/FT. WORTH, TX 10/23/95

0900C - The meeting was called order at 0905C, 10/23/95 in Dallas, TX. with President Mike Nadon presiding. Terry Maynard agreed to tape record the minutes.

John Plowman moved to approve the minutes of the previous meeting held in Newark, New Jersey on June 11 & 12, 1995. Kirk Tuttle second the motion.

0910C- FINANCIAL REPORT

1995 ADF membership is 824 members, four corporate sponsors, and four school sponsors. ADF will finish the year without debt. Discussed the need for a CPA to handle some of the tax issues for 1995 and 1996. A copy of financial statement issued and accepted.

0925C- SINGLE LEVEL OF SAFETY

Several agencies & commuters asked for twenty exceptions to the Single Level of Safety issue. Two exceptions that affect dispatch include flights under one hour would not be required to be dispatched and granting leniency on acquiring a dispatch license. ADF will recommend following the current FAA regulations that are in effect. Discussed the possibility of Alaska commuters needing additional training due to the special conditions in Alaska for example, terrain and weather.

DYNAMIC AIRCRAFT ROUTE PLAN (DARPS)

Darryl Oberg reported that United is currently exercising DARPS. Another meeting will be held to review and evaluate the experiment.

ADVERSE WEATHER AVOIDANCE BOOK

Nadon will develop a guide book on how to forecast and avoid severe weather such as icing and turbulence to be used by dispatchers. Once the initial draft has been completed, ADF will send it to several airlines to offer input. If interested, please contact Mike Nadon at 800-OPN-CNTL.

AIRLINE FAX NUMBERS

We need your airline fax numbers to expedite important information to you. Please call 1-800-OPN-CNTL and leave a message on the voice mail or with the system operator.

1995 DFW SYMPOSIUM

The symposium was bigger than any had expected. More than 150 people in attendance. Many thanks to Roger Beatty, Director of Symposiums, and his team for the many hours of work making this symposium a success! With his leadership and guidance, the 1996 Symposium is already something to look forward to.



NEWSLETTER

Discussed articles for the third and final 1995 edition.

1996 ADF MEETINGS

Discussed hosts and dates for the three 1996 meetings.

REGIONAL VICE-PRESIDENT OFFICE

Due to his increasing responsibility at Kiwi International, Miro Lehky had to resign from his position of ADF Regional Vice-President. Because of his expertise and background with regional carriers, Miro has been VERY instrumental in where ADF is today. We would like to thank him for ALL his time and dedication to the dispatch profession.

ADF would like to thank exiting Vice-President Steve Horton for the hours of dedication and his knowledge that has helped with the success of ADF. Steve recently retired from Delta after many years of service and is now entering the consulting business for Positive Operational Control and Dispatching. We will miss Steve in the position of Vice-President, but will look forward to his continued participation with ADF.

FAA/JAR HARMONIZATION ISSUE

Dave Porter, President of IFALDA, discussed working with those outside of the U.S. to further the dispatch profession. Meetings will be held January and February 1996. ADF will support this project.

1120C-NOMINATIONS/ELECTIONS FOR 1996/1997 OFFICES President-Mike Nadon- COA 2 year term Sec/Treasurer-Carla Beck-SWA 2 year term Second V.P.-Fred Thunhorst-DAL 2 year term Third V.P.-Lee Wilson-QX 1 year term Fourth V.P.-Brad Rasmussen-WOA 2 year term

Darryl Oberg-motion made to elect as a slate the nominated candidates. Election was conducted by voice vote by delegates attending.

Nadon motioned to adjourn at 1125C, Tuttle second the motion and the meeting adjourned.

In Attendance	ior	tne	Business	meeting:
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THE RECOURTED	TOT CITC DODGETTOR	,,			
Terry Maynard	SWA	Brad Rasmussen	WOA	Ken Paul	NK
John Plowman	AAL	Mike Timpe	AWA	Amar Murthy I	BLR
Kirk Tuttle	DAL/PAFCA	Darryl Oberg	NWA	Dave Porter I	DAL
Carla Beck	SWA	Norm Joseph	DAL		
Bill Cranor	KIA	Fred Thunhorst	DAL		
Mike Nadon	COA	Steve Horton	ADC		
Lee Wilson	QX	Randy Rohan	DAL		



MEMORABLE MOMENT

In 1995, ADF issues a Position Paper regarding Free Flight which endorsed "User Preferred Trajectories". Evolving from the FAA Future Air Navigation System (FANS) and the National Route Program, Free Flight was envisioned as a new concept to take the place of existing air traffic management methods using evolving technology. The end state goal of Free Flight would eliminate the need for most air traffic control (ATC) services by giving routing and trajectory responsibility to the pilot in command. This concept was of great concern to ADF's leadership because it was fundamentally in conflict with the premise of joint responsibility. ADF ultimately earned a seat on the Free Flight steering committee, allowing ADF Dispatchers to educate those working on Free Flight to better understand the regulatory framework surrounding operational control.

In October 1995, Brad Rasmussan of World Airways was elected to ADF - Fourth VP.

Brad was a steady contributor to ADF's initiatives in the early 1990's. Brad went on to become president of IFALDA.





Lee Wilson of Horizon and Mike Timpe of America West in 1995.

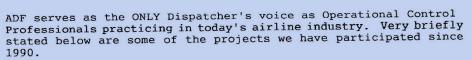
Mike has served ADF into the 2020's as our longest serving treasurer. His diligence has safeguarded ADF's finances for decades.







Member of IFALDA



ADF attended the NTSB Hearings on the 1990 Avianca 707 crash, and after examining full exhibits from the investigation, submitted an extensive report to the NTSB on the missing elements of proper operational control.

ADF has established contacts within FAA Flight Standards and was actively involved with their FAA Air Carrier Inspector's Handbook (8400.10).

ADF worked with the FAA and the industry to codify the use of Enhanced Weather Information Systems (EWINS), and Flight Movement Forecasts (FMF) which will allow the carrier's personnel to issue weather forecasts for their operation.

ADF attended the First International Symposium on Volcanic Ash and Aviation Safety in 1991.

Through the efforts of ADF, senior FAA officials agreed to release ASD to the carriers the first quarter of 1992.

1993 Symposium: ADF hosted a Safety Symposium with over 200 in attendance. Mr. Herb Kelleher, President and CEO of Southwest Airlines stated "Dispatcher's are the heart of the Airline".

Congressman James Oberstar, Chairman of the House Subcommittee on Aviation, sat down at a NWA workstation of an ADF member and received a full 45 minute briefing on the realities of operational control. AT the end of his visit, the Congressman reiterated his 100% support of the flight dispatch people and their profession.

ADF was involved in the process that led to the change to FAR 121.629 on operating in icing conditions. This led to the 1993 NPRM Air Carrier Deicing Programs and "hold over" times.

ADF participated in two sessions devoted to "Air Carrier Operations" at the 1993 Ohio State Aviation Symposium. Among the presentations were "The Development of DRM", "Pilot-Dispatcher Cooperative Decision Making", and "Airline Operational Control/ATC Cooperative Problem Solving".

700 13TH ST., NW, SUITE 950 WASHINGTON, D.C. 20005 (202) 434-8919 • FAX (202) 434-4599

At the end of 1995, ADF issued this overview of major accomplishments from the organization's first 5 years.



1994 Symposium: ADF hosted an Operational Control/Dispatch Symposium in Washington D.C. with speakers that included David Hinson, Administrator of the FAA, & Congressman James Oberstar, Chair of the Aviation Sub-Committee of the Public Works & Transportation Committee of the House of Representatives, just to name a few.

More than 160 people were in attendance and it gave Dispatchers great exposure to those we work with in the FAA.

"Single Level of Safety" Congressional Hearing- ADF was invited to testify on why we believe flights are safer with Dispatchers, & would the commuter airlines be safer with Dispatch. After the ADF presentation, the following quotes were made:

Congressman James Oberstar, "Dispatchers should be S.O.P., Standard Operating Procedure."

Capt. J. Babbit, President of ALPA, "Flight Dispatch is not required for Part 135 operation. This is a SIGNIFICANT omission that can affect safety."

Congressman Mineta, Chairman of the Committee, "Dispatch! Isn't that the difference? Part 121 has it & 135 doesn't. Why don't we require Dispatchers for Part 135 Operations?"

"Today, that's a fair question." Tony Broderick FAA Associate Administrator for Regulations & Certification.

Washington D.C. is now aware that Dispatchers do make a difference in the safety of flights.

Rulemaking Advisory Committee (ARAC): ADF became a full member of ARAC in 1994. ARAC ultimately will be the primary source of the FAA's Rulemaking program. This allows representation of the professional interests of Dispatchers nationwide. Below is a list of just four ARAC working groups ADF is involved in:

Fuel Requirements: ADF worked with other industry groups on the ARAC to review FAR fuel requirements & developed a standard terminology for low fuel & emergency situations. Dispatchers are well recognized in this document.

Dispatch Resource Management (DRM): ARAC work on CRM was extended to include Dispatch. A separate DRM circular was developed and approval came in early 1995.

Part 65: A rewrite of FAR 65 requirements for dispatch schools to more accurately reflect the skills & knowledge required of a licensed dispatcher. We expect approval of the changes by early 1996.



Weather Harmonization Issues: It reviews & revises FAA advisory material associated with the certification & operational approval for all weather operations, in particular lower weather minimums.

Advanced Qualification Program: Working groups from several airlines have been formed to create an AQP for Dispatch.

NASA Study/Cooperative Problem Solving in the Airline Industry. ADF is continuing to work with the Human Factors researchers at NASA to understand the role of the Dispatcher in the distributive problems process. To date, this study has shown the scope of the Dispatch thought process to be more detailed and complete than the pilot and ATC groups.

ADF has agreed to provide Dispatcher expertise in the Ohio State study on "Design Concepts for the Development of Cooperative Problem-solving Systems". This study uses flight planning problems and a specially designed work station to study both the human and computer design elements in complex problem solving.

Workload: NASA is planning to do a workload study/task analysis of what Dispatcher's do. ADF will assist NASA in the study keeping all aware that number count of releases does not define workload. These two studies from NASA have already generated interest from the FAA.

NTSB Accident Investigation Team: Chief Investigator, James Danaher acknowledged the need for our expertise in defining the Operational Control factors in accidents.

Field Condition Reports: ADF & IFALDA recognize the need for a consistent, reliable & standard field condition report. The FAA has much interest in this and is looking to develop a common aeronautical database or ARMT (Airport Resource Management Tool). Dispatcher's must continue to be involved in this process.

Aviation Weather Requirements: In 1996-1997, the U.S. is expected to change to the ICAO TAF/METAR standard of weather. ADF is working to ensure we continue to have available all information needed to maintain safety of flight.

In 1994, ADF began teaching the Dispatch portion of the 51103 program of the National Air Traffic Management Program. It is an important part of the interface between the Air Traffic Management and the Aircraft Dispatcher.

ASOS/AWOS: Dispatcher's are concerned with the loss of information & reliability when these systems are in place. ADF believes what is controlling should be reported. (RVR).

Dynamic Aircraft Route Planning (DARPS): The FAA is researching a function that will enable in-flight changes to several oceanic



aircraft's planned route of flight by supporting negotiations among the ATC, the pilot & the dispatcher. This will reduce lateral separation in miles & minutes. Dispatch must be involved as this is done AFTER DEPARTURE. The pre-planning of fuel burns, enroute weather, possible M.E.L.'s, etc. must be included in this function of DARPS.

Data Link: ATC is planning to place information directly into the cockpit, all text data, maps, winds, etc. ADF is working to ensure Dispatch receives the same information as the cockpit as both are responsible for the operation of a safe flight.

Free Flight: ADF has attended numerous meetings on the development of free flight. ADF must ensure the dispatcher will be included in the planning & operation each flight route.

ADF was invited to attend the 1995 Airline Safety Conference in Washington D.C. to discuss safety issues that pertain to dispatchers.

ADF submitted comments on Commuter Operations and General Certification and Operations Standards. This 50 page document included a comprehensive cost analysis and the safety benefits of having a Dispatch office in place.

ADF, together with Seagull Technology, developed a 94 page document on Operational Control. This report describes the functions of flight operations management at a typical U.S. airlines with special emphasis on the role of Dispatchers and their interactions with air traffic management and aircraft. The report will provide a greater understanding among the FAA and other agencies the needs and requirements of airline flight operations.

ADF spoke at a public meeting in Anchorage, Alaska to the FAA with the FAA Administrator and Deputy Administrator concerning PART 135 and PART 121 issue of safety and the need for Dispatchers.

In 1995, ADF was invited to participate in the process to get the ATR 42 and ATR 72 flying again. This meeting produced data for establishing several operating procedures changes and specific dispatch requirements.

ADF is involved in a project to better disseminate information on volcanic ash and eruptions to air carriers. Dispatch should be the primary recipient of this information.

ADF attended meetings on two new programs that are being evaluated by the FAA and the industry effecting dispatch are the Expanded National Route Program (NRP) and the Managed Arrival Reservoir (MAR).



ADF is beginning a project to develop a set of guidelines for Dispatchers on adverse weather conditions that include icing, turbulence and thunderstorms. The purpose is to raise the level of professionalism and knowledge and awareness of the membership.

The ADF sponsored an Airline Operational Control-Traffic Management interactions / focus group. This included user involvement in the TFM decision-making process that centered around the exchange and sharing of information on a real-time basis. Flexibility in the process allows TFM and users to arrive at both safe and economical solutions to a variety of situations. An aggressive and interactive AOC-TFM relationship can be the cornerstone of the next generation ATC system.

ADF was invited to attend a meeting on the concept of Situational Awareness for Safety (SAS). This meeting included GPS/WX/Terrain and other info exchange and use by pilots, dispatchers and controllers for promoting safe, efficient and free use of airspace.

ADF was asked to attend a Working Group know as Ground/Ground TFM Applications. Its current task is to develop Minimum Operations Standard (MOPS) and Minimum Aviation System Performance Standards (MASPS) for the Ground to Ground TFM system.

ADF is very interested in recording the history of Dispatch. If you are interested in this project, please contact us at 800-OPN-CNTL.

Many aviation organizations have a vision of what they believe the future should be. ADF has attended meetings on "Next Generation" technology & projects for ATC/FAA. It is not uncommon to have an ocean of pilots, FAA, & Air Traffic Controllers with one Dispatcher in attendance. The Dispatcher has changed the course of a meeting by simply stating ... "But what about joint responsibility?"

These visions will progress into decisions & reality made by those groups that were represented. The question becomes where will Dispatch be in the vision?

It is apparent the future of Dispatch is being developed now. We must ensure that we remain a STRONG force in the "Triad" of ATC, the Pilot & the Dispatcher.

(5)



Airline Dispatchers Federation

ADF NEWS



Volume 5 Number 3

December, 1995

"Commuter" Operators to Come Under FAR Part 121

This rule does not dilute

Mike Nadon

The Airline Dispatchers Federation had representatives in Washington on December 14, 1995 for the announcement of the new "commuter" airline operating rules.

ADF officers were at the 8:30 AM briefing on the content of the final rule. A larger contingent of ADF officers and members were on hand for the public announcement that was made at 1:00 PM that same day.

This rule does not dilute or diminish the role of the dispatch system, but extends the FAR Part 121 Domestic rules to all scheduled operations of aircraft having 10 seats or more. The rule provides for a 15 month transition period for all scheduled operators to come into compliance with regard to dispatch requirements.

or diminish the role of the dispatch system...

meetings, brief generally given sincerest thanks aviation safer in

This rule does make one change to existing regulations. That change is that CRM (Cockpit Resource Management) will now be a required part of dispatch training. Some industry groups tried to remove the dispatch requirement from NPRM (Notice of Proposed Rule Making) 95-5 from which this ruling is the final result. There also were those that attempted to remove the air-ground communication requirement between dispatcher and captain from this new rule. These efforts and others were successfully

countered by ADF, and the final rule incorporates all the dispatch requirements of Part 121.

Since the ADF was formed shortly after the Avianca 52 accident in 1990, we have had many ADF members who have volunteered their time and expertise to bring this change to the FARs to reality. With a great deal of help from other aviation industry groups the ADF has succeeded in helping to create a "Single Level of Safety" for all schedule United States air

carriers. To those many folks who have unselfishly given of their talents for this effort, and also those who have consistently been willing to drop everything, at a moments notice, to attend

meetings, brief legislators and FAA personnel, and generally given themselves to this cause, I offer my sincerest thanks. Their efforts have helped to make aviation safer in the United States.

As to the question of where we go from here?

The ADF issued a press release following the announcement on December 14, I think reading it will give you some sense of the direction we will follow.

(The Press Release is found on page 2. Ed.)

ADF News is a publication of the Airline Dispatchers Federation 700 Thineenth St. NW Suite 950 Washington DC 20005 (202) 434-8919 FAX (202) 434-4599



The following is the ADF press release concerning the announcement of the Final Rule for Part 135 "Commuter" carriers.

For Immediate Release

The membership of the Airline Dispatchers Federation is pleased by the creation of a "Single Level of Safety" in scheduled air service. This rulemaking does not create new regulations for our industry, this rulemaking extends the safety standards which make U.S. Aviation the safest in the world. Truly a "Single Level of Safety" for all air carriers with aircraft equipped with 10 seats or more. Secretary of Transportation Pena must be commended for taking this initiative. The ADF also appreciates FAA Administrator Hinson for his significant contribution to aviation safety by his initiative. Administrator Hinson's experience and background in air carrier operations insured that the FAA listened to the line flying pilot and line dispatchers who are jointly responsible for day to day safe airline operations.

Some commuter air carriers have voluntarily adopted many of these requirements because they recognize the safety benefits. These responsible commuter carriers will no longer face competitors who deliberately choose not to meet these safety requirements. This rule is the only logical step to achieving the highest level of safety for the traveling public.

The ADF looks forward to the culmination of the "Single Level of Safety" effort when U.S. supplemental (Charter) airlines and foreign air carriers operating under U.S. FAR Part 129 will meet those same safety requirements as U.S. FAR 121 Flag and Domestic airlines.

The Airline Dispatchers Federation (ADF) is a professional organization representing over 1300 operational control specialists. Our members are union, non-union, and management alike. The premise behind our association is to fill a long standing need within our industry to have a truly effective organization that keeps members of our Operational Control Profession informed of the latest developments in areas of safety, industry events, regulatory affairs, FAA/NTSB legal proceedings, technological developments, and other areas of interest.

For further information contact (800) 676-2685 E-Mail 71011.2710@compuserve.com

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ADF to Co-Chair RTCA Committee on Ground to Ground Data Link.

Steve Caisse

For the first time in our history, an Airline Dispatchers Federation representative will Co-Chair a RTCA Working Group. As the ADF's Director of Safety and Compliance I have been selected to Co-Chair the RTCA's Special Committee 169, Working Group 5 whose focus is Ground to Ground Communications Applications. Working Group 5 represents the Airline/Aeronautical Operational Control (AOC) and FAA Traffic Flow Management data interaction segment of the Datalink initiative. Objectives of the initial meeting of WG5, held at RTCA Headquarters in Washington November 3, 1995, were to determine industry interest in and commitment to this initiative. Other objectives were to identify key contributors, evaluate the progress of current initiatives in the area of AOC-FAA data exchange. Also define needs and requirements, and finally, to create an initial schedule for the group leading to the production of a final document to be presented to the parent RTCA Special Committee.

In his welcoming remarks, Co-Chair (FAA) Bill Blake stated that ADF was selected to hold the role of CO-Chair on this Working Group "because of the organization's strong commitment to aviation safety and diverse insight into the subject matter comprising Working Group 5's efforts. ADF's membership populates most of the airline AOCs around the nation at regionals and majors alike, so no other organization's membership is better suited to help outline and guide the development of the concepts and frame work of this Working Group" He went on to say that he has been impressed with the quality and quantity of work produced by ADF's membership in various other projects in which he has been involved. "I am especially impressed with the fact that ADF is an all volunteer organization, no big budgets, no large staff organizations on salary -- all the work we get from ADF is contributed by active aircraft dispatchers who believe passionately in the value and importance of

(Continued on page 12)

What is RTCA?

Steve Caisse

It occurred to me that this is one of those organizations that ADF deals with, and talks about, so maybe we need to know what it is.

The acronym, RTCA originally stood for "Radio Technical Commission for Aviation" but has evolved to mean "Requirements and Technical Concepts for Aviation" as the scope of their purpose has expanded.

RTCA is a private, not for profit organization that has been helping to shape the future of aviation through the application of electronics and telecommunications since 1935. They provide a means by which government and industry representatives can:

- address aviation requirements in the context of current and emerging technology;
- develop and publish recommended minimum operational performance standards;
- prepare and recommend technical guidance documents:
- reach consensus on aeronautical issues facing the industry.

RTCA operates as a Federal Advisory Committee and as such, their recommendations often provide the foundation for decisions regarding aviation policy, procedures, and equipment requirements.

RTCA membership is an excellent opportunity for aviation related organizations to become better acquainted with the civil aviation community requirements and initiatives. It also allows them to expand their knowledge of aeronautical equipment and service suppliers. It affords organizations the opportunity to stay abreast of developments in aviation oriented communications, navigation and surveillance systems, and most importantly, helps select those issues on which RTCA will focus community resources. By being involved in this process the members help shape the recommendations that RTCA makes, which often become policy.





1995 Symposium a Major Success

The Airline Dispatchers Federation 1995 symposium held in Dallas Texas on October 21 and 22 1995, was attended by over 150 ADF members and guests. The discussion of Emerging Technologies and their impact on our daily operational lives covered a broad spectrum of subjects. The safety responsibilities of operational control personnel are not changing, but the new tools and relationships with other entities in the aviation community will require us to rethink how we accomplish those responsibilities. This fact was brought home as the many speakers made their presentations. Following is a brief synopsis of the speakers and their presentations.

Welcome

Don Knearman American Airlines

Mr. Knearman welcomed the members and guests to the Dallas area. He spoke of the role of Dispatch at American Airlines. He also touched on the changes this industry is currently undergoing. He wished ADF success on the symposium and as an organization.

NASA AATT (NASA Advanced Air Transportation Technology) William T. Kramer NASA AMES Research Center

The AATT program is a major NASA research program that will accelerate increases in the U.S. Air Traffic Management system capability and capacity and will provide new concepts for the developing ATM system. The expected payoff of the program will be to help reduce the multi billion dollar cost of inefficient operations currently suffered by users of the system, and to increase the international market for U.S. aircraft and ATM technology.

ITWS (Integrated Terminal Weather System) A new tool for terminal weather. Dale A. Rhoda MIT Lincoln Laboratory

ITWS is a fully automated system being developed by the FAA Aviation Weather Development Program to improve the safety, efficiency, and capacity of terminal area aviation operations. The ITWS will acquire data from FAA and the National Weather Service sensors as well as data from aircraft in flight in the ITWS coverage area. It will also provide aviation oriented weather products that are useable by air traffic personnel, airline dispatchers and airline ramp operations personnel without requiring further meteorological interpretation. The initial suite of products includes current terminal area weather conditions and short term (0-20 minute) predictions of significant weather phenomena.

FAA Air Traffic Control System Command Center Jack Kies

Mr. Kies gave a discussion of the current cooperative and collaborative efforts under way between Traffic Flow Management personnel in the ATCSCC and the Airline Operational Control centers. These efforts include the National Route Program, Traffic Flow ground Delay Programs, Managed Airborne Reservoir program and others.

(Continued on page 5)



(Continued from page 4)
Symposium

Joint Regulation and Harmonization Dave Porter President IFALDA (International Federation of Air Line Dispatchers Associations)

Mr. Porter gave an overview of the effort being put forth in Europe with the JAA (Joint Aviation Authority) on behalf of the dispatch profession. He reviewed the accomplishments so far with the JAA, which is basically an agreement between the U.S. and the JAA on aircraft certification criteria. The process for the harmonization of other aviation regulations is moving at a not to rapid pace. However it must be realized that there are many cultural and historical obstacles that have to be overcome in any agreement between the U.S. and the JAA. Essentially the ultimate goal is to work toward a totally harmonized set of regulations that will govern commercial aviation on both sides of the Atlantic.

NRP (National Route Plan) Analysis A Window on "Free Flight" Phil Smith Professor Ohio State University

In recent years, the FAA has begun to explore new approaches for air traffic management that are intended to give the airlines greater flexibility in managing their fleets. Dr. Smith and his group at Ohio State have been involved in several of these studies. Dr. Smith's presentation focused on the NRP program and several studies involving dispatchers, pilots, and traffic managers at Traffic Management Units of the FAA. These studies were concerned with the impact of the expanded NRP on flight planning and air traffic management. The doctor shared the results of some of these studies and some of the principles developed which will help guide the design of future air traffic management policies and procedures.

Flight Planning Under "Free Flight" Amar Murthy BLR Group

Mr. Murthy gave a brief presentation on the rules and methods for flight planning under the NRP. This process will lead directly to the system that will be used under Free Flight as it continues to expand. He reviewed the current Free Flight rules and about the planned expansion of Free Flight as it now exists. He also discussed possible changes to current flight planning systems to accommodate the future Free Flight system.

ASD (Aircraft Situation Display) and Weather Integration Ron Patton Vice President Sonalyst Inc.

The Sonalyst Corporation has been developing a system for integrating the weather displays and ASD displays. Mr. Patton discussed the integration of these two displays and their application at one of the major air carriers in the U.S.. He also discussed the benefits of having an integrated system in the operational control arena.

FAA/Airline Data Exchange (FADE) System Mike Wambsganss Senior Analyst Metron Scientific Consultants

Mr. Wambsganss discussed the FADE system, which is a distributed planning system being developed to facilitate the exchange of information between Traffic Flow Management providers and the Airline Operational Control

(Continued on page 6)



(Continued from page 5)

Symposium

centers. This system involves infrastructure improvements, new approaches to problems, and changes in procedures and policies. This program (FADE) is the first step in the broader collaborative effort between the FAA and the airline industry.

Eurocontrol /AOC and Harmonization Jim Einsweiler CargoLux Dispatcher

Mr. Einsweiler gave a broad overview of the new Eurocontrol (Centralized ATC facilities for Europe) and its impact on Air Traffic Control. His talk focused on the changes that are occurring as the new system is being fazed in, and the changes in the relationships between ATC and the AOCs in Europe. He also reviewed the new Integrated Initial Flight Planning Systems (IFPS), and the new Computer Assisted Slot Allocation(CASA) system.

Certification of Canadian Dispatchers Jim King Principle Dispatch Inspector Transport Canada

Mr. King gave a brief overview of the changes occurring in Canada with regard to the certification of Aircraft Dispatchers. He briefly reviewed the incident and process leading to the rule changes requiring certification. As part of this overview, he summarized the Air Ontario crash in Ontario Canada in which operational control issues were determined to be a significant factor. This lead to the formation of the Dreydon Implementation Project that culminated in the rule changes requiring certification of Dispatchers in Canada.

Dispatcher Training Part 65 and DRM (Dispatch Resource Management)

Tim Antolovic American Airlines Sector Manager

Mr. Antolovic's presentation covered the work that resulted in the issuing of the Advisory Circular creating Dispatch Resource Management. He also reviewed the progress being made on the Part 65 rewrite involving Dispatcher Training Requirements. He commended his fellow committee members on the ARAC (Aviation Rulemaking and Advisory Committee) working group on the for their tireless effort toward completion of the part 65 project. The working group has almost completed the rewrite. It will be submitted to the ARAC and then to the FAA for final action.

FAA Oversight of Dispatch/AOC Harold Johnson FAA Air Carrier Inspector at DFW

Mr. Johnson gave a brief presentation on the oversight duties the FAA inspectors have with regard to the individual airline's Operational Control centers. During his presentation he also referred to the guidance and application of the Inspector's Handbook (8400.10). He commended the Airline Dispatchers Federation for their efforts on behalf of Operational Control.

(Continued on page 7)



(Continued from page 6)
Symposium

The Airline Dispatchers would like to express our appreciation to the corporate sponsors that took the time to attend the Symposium. Those corporate sponsors were:

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We would also like to say Thank You to the supporting schools of aviation for their continued support.

Sheffield School of Aeronautics

North American Aviation Training Group

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Mountain View

ASOS Update

Bill Cranor

The FAAs new Weather Division (ATR-400) and the National Weather Service have agreed to return to or maintain full FMH-1 (Field Meteorologists Handbook) observations, at all Level 5 facilities. (the 19 busiest airports in the country). They also agreed to develop and apply criteria for full FMH-1 observa-

tions for up to 100 additional airports. There will, no doubt, be some political struggling between many of the alphabet soup groups. The fact that the FAA and the NWS have accepted that ASOS is a degradation of service is a credit to the efforts of many people in the Airline Dispatchers Federation. This story is still being played out and ADF will keep you informed of the progress on this important subject as more information is known.

Next Meeting

The next scheduled meeting of the Airline Dispatchers Federation will be held in Phoenix Arizona, on February 25th, and 26th, 1996. The Hotel is the EZ8 Hotel, located 4 miles from Sky Harbor Airport. The Hotel has 24 hour shuttle service from the airport.

To make reservations call 1-800-326-6835 or 1-602-254-9787. Ask for the ADF rate (as usual). The rate we have been quoted is \$30.84 per night single or \$36.38 double. The hotel has requested the reservations be made by January 15, if possible. If you desire to arrive late Friday to have Saturday in Phoenix the room rate will be honored for that day also.



A Look at The Process

Mike Nadon

(In the following article we have deleted the names of the airlines that made the comments. Ed.)

The final "Commuter" rule has now been published. The requirement for a dispatch system for the former FAR Part 135 airlines, that will now operate under FAR Part 121, was the subject of extensive comment to the FAA under the NPRM (Notice of Proposed Rulemaking) process. Many commentors opposed the dispatch requirement of part 121 for various reasons. The Airline Dispatchers Federation provided extensive comments in support of the requirement for positive operational control using a dispatch system. The final rule document is over 400 pages long, it contains summaries of all pertinent comments and the FAA's response to them.

For that reason we cannot possibly duplicate the entire document for you, but I will attempt to give you a sense of the type of comments and responses contained in the final document. The FAA in its final rule kept the Part 121 requirement for a dispatch system and licensed dispatchers for all Flag and Domestic operators using aircraft with 10 seats or more. The dispatch community and the ADF owe our thanks to many line pilots, and line dispatchers, and others who provided comments in support of dispatch.

The following are brief excerpts from the final rule document.

Opposing a Dispatch System

XXX airlines comments that all "dispatcher duties" are currently being performed by personnel in the operations department, station managers, and company pilots. All flight following is being done by telephone. The commentor states that current flight following procedures meet Part 135 requirements and are operationally safe and efficient.

ZZZ airline comments that due to its short flight segments and the lack of significant weather changes in the areas in which it operates, a dispatch system is not needed. ZZZ believes that all enroute communications can be accomplished by ATC.

Supporting A Dispatch System

The Airline Dispatchers Federation supports the dispatch proposal and agrees with the upgrading of current commuter facilities to dispatch centers. It believes this upgrading is necessary because of the extensive use of code sharing by the aviation industry. The commentor is not in favor of amending part 121 dispatch rules for certificate holders of the 10 - 19 seat category. The commentor provides its estimate of costs to certificate holders that could be affected by the implementation of this rule. The commentor notes that the costs provided by some certificate holders may not be accurate. For example, cost estimates concerning flight planning and performance issues are inaccurate since several airlines use bulk stored flight plans and performance information taken directly from aircraft flight manuals for fuel planning. The commentor also provides its assessment of various aircraft accidents for which it believes dispatchers could have made a difference in changing events that led to the accident (crew fatigue, lack of management oversight, operational control issues, late arriving weather information).

FAA Response (in part)

The FAA disagrees with the recommendation to make the use of the dispatcher and dispatch system optional since that would not address the safety issues involved. The FAA also disagrees that a flight following system is an acceptable alternative to a dispatch system, or that dispatch systems are not needed for limited flight distance if there is adequate weather reporting facilities. The use of a dispatch system is based on the type of operation (scheduled), and not the distance of a flight, the number of aircraft. or the type of aircraft being flown. Flight following systems are used for nonscheduled operations, and could be used for nonscheduled operations by affected commuters under the supplemental rules of part 121. Note: The dispatch system requirements apply only to scheduled passenger carrying operations.

The FAA disagrees with the basic idea that the decision making process of operational control of aircraft can be made by automated means. While automation has improved the accuracy and timeliness of flight Process

(Continued on page 10)



1996 Aviation Event Calendar

January

9-12 ARAC Systems Design & Analysis Harmonization WorkGroup

16-19 JAA Harmonization Meeting - Holland
 25 ARAC Air Carrier Operations Issues - DCA

February

14 ARAC Executive Committee Meeting

25&26 Airline Diaptchers Federation Business Metting - PHX

March

EUFALDA Annual General Meeting

April

May

15 ARAC Executive Committee Meeting 15-18 IFALDA Annual General Meeting

June

2-3 Airline Dispatchers Federation Business Meeting - MKE

Jully

August

14 ARAC Executive Committee Meeting

September

October

 4-6 Airline Dispatchers Federation Symposium & Business Meeting Holiday Inn Capitol, Washington, DC

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November

December

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(Continued from page 8)

planning, weather information, and NOTAMs, nothing so far has replaced the decision making capabilities of a certified dispatcher. Dispatchers receive

training in subject matter beyond just flight planning, e.g., crew resource management, hazardous materials regulations. These subjects are just a small representation of the subject matter an aircraft dispatcher must know in order to make operational control decisions.

The FAA agrees with the commentor that dispatchers are usually in a better position to review weather reports and forecasts

than pilots hurrying to accomplish other postduties. Operational control issues are enhanced when both the pilot in command and the aircraft dis-

"... there can be little doubt that flight/preflight aircrast the existence of a dispatch system contributes to the overall high level of safety..."

a flight. As several commentors point out the overall level of safety is enhanced when a dispatcher is available to assist and backup the pilots who already may have numerous responsibilities in addition to flying the airplane. Thus, while it may not be possible to pinpoint accidents that have actually been prevented by a dispatch system, there can be little doubt that the existence of a dispatch system contributes to the overall high level of safety of scheduled operations under part 121.

patcher are jointly responsible for the safe conduct of

The FAA does not agree that the use of dispatchers would lead to complacency on the part of flight crewmembers. Section 121.633 states that for each domestic and flag operation, a dispatch release must be prepared based on information furnished by an authorized dispatcher. The pilot in command and an authorized dispatcher shall sign the release only if they both believe that the flight can be made safely. Dispatchers provide the necessary resources and expertise needed to review operational control issues. In response to comments that in some companies "dispatch" functions are being adequately performed by individuals from three separate departments (operations, station managers, and company pilots),

the FAA finds that operational control decisions cannot be effectively made by three separate groups of individuals. The perception is that "whoever is available" makes the decision. For effective operational control, the dispatch process should be standardized and consistent.

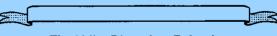
In response to YYY's and others' comments on the nature of 10 - 19 seat certificate holders, the FAA finds that these certificate holders are not unique. The same situation currently exists for some part 121 certificate holders who are required to maintain dispatch systems.

In response to comments on the issue of limited areas of operation and short flight duration, the requirement

> for a dispatch facility is not based on distances, the type of aircraft, or weather patterns alone. It is the type of operations (scheduled) an air carrier is currently operating under that determines if dispatch systems are required. The role of the aircraft dispatcher in the operational control

of aircraft provides an enhancement to safety that has clearly been established through years of operations by many air carriers in both domestic and flag operations. Continuous communications could be accomplished with HF radios or through satellite communications, both of which can be provided through vendors.. (This comment is in response to carriers from areas where ground based communication systems do not provide complete coverage. ED.)

And so it is through the entire 400 pages. Comments and responses. I think now you probably have a better idea about the scope of this accomplishment. Again. Thank You to all who have been involved in this task. The Dispatch community appreciates your efforts.



The Airline Dispatchers Federation wishes to Thank all the members for their support in 1995. And we wish you a very prosperous 1996





Aviation Rulemaking Advisory Committee A R A C

by Norm Joseph

The ARAC is alive if not well.

The Dispatch Resource Management (DRM)
Advisory Circular has finally been issued by the
FAA. It is available through normal ordering
channels and I would encourage every dispatcher who
has not read it to get a copy and review it. Many
ADF members spent long hours and much effort to
crack the Washington regulatory circle with this
document.

The Fuel Requirements Advisory Circular has not fared as well. The same FAA personnel involved with the Fuel Requirements issue are also leading the Part 135 Single Level of Safety effort. The FAA finally admitted in August 1995 that the Single Level of Safety effort had delayed ARAC related efforts especially this one. The Single Level of Safety issue is important and we can only hope that the Fuel Requirements issue will be addressed and resolved quickly after the Single Level of Safety Rule is issued December 14.

The Training and Qualifications Issues Area has only two active issues. One is the Dispatcher Part 65 training rewrite which is progressing quickly and is scheduled for review at the December 14 meeting. The other issue concerns a possible regulatory change to require flight attendants to clearly speak and understand English. Nope, believe it or not there is no such current rule, although the FAA says it only approves training courses in English. A decision to continue or drop this task is also scheduled for the December 14.

The Air Carrier Operations Issues Area has several active issues. The All Weather Operations Harmonization Group continues to work towards standard technical and operational requirements for CAT I, II, and III operations including autoland. The Fatigue Countermeasures Group continues to attempt to bring

(Continued on page 14)

ARAC Dispatch Working Group FAR Part 65 Update

Tim Antolovic

Most of the recipients of this Newsletter are well aware of the tremendous success the Dispatch Working Group has had during the course of its regulatory review of Part 65, Subpart C. Previously I have written about the tasks we have accomplished and the reasons we have moved in certain directions. What I have not written about, up to this point, has been the reasons for our successes. While several reasons quickly come to mind, none jumps out quite as much as the people behind our project. All the other reasons can be tied to the individuals and the efforts they have provided. In an attempt to recognize our group I would like to share the names of our group members with you. Those individuals listed here are the members that are currently involved with our project. We all owe a debt of gratitude to those that helped start this project, but due to other commitments have been unable to continue their involvement. Thank You to those folks. And Thank You to all those people that have helped shape this project. When dispatchers become involved in a project we have been very successful and without the efforts of people like these we could not have made nearly the accomplishments that we have enjoyed so far!

The current Committee members are:

Joe Bertapelle
Judi Citrenbaum
Rick Helms
Leo Hollis
Harold Johnson
Jim King
Al Krauter
Paul Malobiski
Meg Meyer
Pat Poling
George Rigert
Rick Sharp
Phil Smith
Billy Szendrey
And myself

Thanks to each of you for your efforts.



(Continued from page 3)

their profession and the role their work plays in aviation safety" he concluded.

Co-Chair

RTCA director Hal Moses also praised ADF in his opening remarks, stating that the "aircraft dispatcher is a vital component in the Triad of safety in concert with the pilot and air traffic controller, and we are pleased to have the participation of the ADF on this Working Group."

In addition to our selection to the Co-Chair position ADF was also invited to make a formal RTCA director Hal Moses ... the "aircraft dispatcher is a vital component in the Triad of safety..."

presentation to the group during its morning session. ADF Vice President Bill Cranor observed that the recognition paid ADF with the appointment of this Co-Chair position was significant. "With our strong presence on the ARAC (Aviation Rulemaking and Advisory Committee) and now with the visibility of the ADF's role on Working Group5, the organization is well represented in both the private and public segments of Washington politics, FAA rule making and policy design." Cranor also announced that ADF has become a member of RTCA "as a further indication of ADF's commitment to playing a more active and visible role in Washington policy making involving the aircraft dispatcher."

Continuing with our presentation I took the group into the world of the aircraft dispatcher, chronicling the events surrounding a representative weather/ATC delay scenario in the congested Northeast Corridor, as a winter snow storm raced up the coast. In the scenario, emphasis was placed on the importance to the airline and its dispatcher of receiving timely and accurate data from the FAA TMU (Traffic Management Unit). Next I focused on the same scenario from the perspective of a specialist working at the FAA's System Command Center, with emphasis on the significance of timely schedule and operational intentions received by the Command Center from the airline's AOC. Lastly the scenario was related to an airline passenger who was trying to make his

daughter's wedding, and how this information flow could effect "John Q. Traveling Public".

Following this, ADF member Giles O'Keefe took the floor to outline ADF's views on what should be the guiding principles of Working Group 5. Among these points were:

- The ground based data link will serve as a low cost, low risk, means of verifying the concept of data ex change as it relates to "Free Flight".
- The AOCs have access to a tremendous wealth of operational knowledge and are prepared to provide that knowledge to Air Traffic Management at the FAA.
- o This Working Group has a golden opportunity to establish ground rules, that is determine the base line of information that each user (airline AOC) would contribute to the system.
- All work done on the ground to ground data link or data exchange program should be applicable to the AOC - ATM - Aircraft datalink foreseen under "Free Flight" (common communication protocols)
- This pioneering work could lead to the development and establishment of a real time Aeronautical Database with access to all users.

Giles concluded his remarks by telling the group that "This is really a no brainer, the cooperative efforts we are proposing here are beneficial to all parties concerned, very cost effective, and readily doable."

The role of the aircraft dispatcher will remain at the forefront as the work of RTCA SC169 WG5 moves forward. The group is planning to take several "field trips" in the near future to gather information and observe dispatchers in the real time environment. This effort could have a profound effect on the way we do our job, and ADF is proud to be involved in this process.



1995 Aviation Safety Review

Bill Cranor

I represented The ADF at the recent 1995 Aviation Safety Review hosted by Secretary of Transportation Federico Pena, on December 6 & 7 1995. This was a follow up event to the "Zero Accidents" Safety Summit held in Washington in January 1995. The Secretary, Administrator Hinson and other Senior FAA and Industry leaders were in attendance. Attendance at the event was by invitation only based on the organization's expertise in a particular area of aviation as it relates to safety. The fact that The Airline Dispatchers Federation was invited to attend is another example of the credibility that we, as an organization, have attained in the aviation community.

I was a participant in "Working Group 2", whose task was defined as ATC/Weather. This workgroup had been scaled down by the steering committee and the Chair to only the "experts" in these fields in order to streamline the process. We met for two days to review the recommendations from the January meeting and to ascertain their status. It was also our task to add, delete, or expand issues as we felt was required. At this meeting I directed my attention to the aviation weather portion of the group as several issues directly effecting dispatch were presented. The main issues that I felt were of particular importance to the dispatch profession were, aviation weather training and testing standards for airmen, and keeping the dispatcher in the "loop" in the presentation of aviation weather products to the cockpit. I clearly stated ADF position that these products must be routed to the cockpit by the dispatcher who, along with the Pilot In Command, is legally responsible for the safety of flight. This information must not come from some autonomous system or, as suggested by the National Research Council in their report "Aviation Weather Services A Call For Federal Leadership and Action", from the Air Traffic Controller. In this report they propose tasking the ATC Controller with the responsibility of separating the aircraft from hazardous weather phenomena...

We will continue to be involved in this process and will keep all ADF members updated on the progress. (You can obtain copies of the documents from this meeting by contacting Membership Services. Ed.)

Aviation Safety Initiative Review Application of Emerging Technologies

Mike Nadon

(On December 6 and 7, 1995 Mr. Nadon attended the Aviation Safety Initiative meeting held in New Orleans. This was a follow up to the "Zero Accidents" meeting convened last year by Secretary Pena. ed.)

I was on the "Applications of Emerging Technologies" working group. The focus of this group was to review the safety initiatives that came out of the Aviation Safety Initiative "Zero Accidents" meeting, held earlier this year. The review's purpose was to insure the priorities established last year are still valid now, and to re - prioritize, if necessary, the current or any new initiatives.

One of the existing initiatives called for deploying a datalink processor which would disseminate alphanumeric (letters and numbers) weather data (hourly weather, forecasts, SIGMETs, etc.) and enroute Air Traffic Control clearances directly to the cockpit by 1998. The working group dropped this item from the list and referred the weather issues to the ATC/ Weather working group. The rationale for the FAA to deploy this technology no longer exists, since air carriers with datalink capability in their aircraft already send this data to the cockpit using their own systems. Further, the deployment of this system could also represent a degradation to the safety of air carrier operations. Weather information available to the FAA/NWS (National Weather Service) public circuits do not include air carrier specific products such as enroute and terminal forecasts. If a captain is dispatched using a company meteorology forecast for the destination and alternate, and is routed to avoid company forecast adverse weather, the FAA delivering different and possibly conflicting information to the cockpit could result in confusion and decisions that could negatively impact the safety of flight.

Another of the initiatives that was discussed and, in this case, modified was to demonstrate and validate the safety benefits of local area ATC (Air Traffic

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(Continued from page 11)

ARAC

together existing NASA and other data that would provide guidance on countering fatigue in flight operations. The FAA has rejected the ARAC recommendation to permit Single Engine IFR Operations pending the completion of required economic and legal review. The FAA has received generally favorable public comments on the ARAC proposal to revise the minimum altitudes for autopilot use and plans develop a final rule.

The ARAC Special Working Group on Flight Data Recorders has completed its work on the best way to implement the recent NTSB recommendations for improved FDR installation. The ARAC Executive Committee will review the proposal for recommendation to the FAA. The Special Working Group on Digital Data Transfer and Digital Signature continues work on a standard that would apply throughout the industry. This would be a single protocol that would replace paper documents and signature requirements.

Related non ARAC Issues.

The FAA has extended its special regulation allowing AQP (Advanced Qualification Program) through October 2, 2000. The FAA hopes to have its...Direct Final Rule...in place soon. This procedural rule change would allow non controversial rules to be published as final and then pulled back if unexpected negative comments were received. Without substantial comment against the rule it would automatically go into effect. The FAA has invited public comment

on the Challenge 2000 program, intended to "position the agency to continue providing effective safety oversight in the face of technological advances and other changes in the aviation operating environment." This includes all phases of FAA activity and details can be found in the November 2 Federal Register.

(Continued from page 13) Emerging Technologies

Control) and weather information being delivered to ATC, the air carriers, and the aircraft. Hopefully this initiative will speed the deployment of the Integrated Terminal Weather System (ITWS) and Terminal Doppler Weather Radar (TDWR) systems. Along with this systems deployment the provision of this information to ATC and the air carrier dispatch offices as well as the cockpit, if it is appropriate.

A new initiative coming from this working group, is to evaluate existing technology to provide real time runway condition reporting, such as slush, snow, ice, or other adverse phenomena.

The recommendations from all the working groups (this was only one of several) were given directly to Secretary Pena and Administrator Hinson at the meeting. They have placed a high priority on acting on and completing these and other recommended safety initiatives.

The ADF will endeavor to keep you informed of the progress as this process moves forward.



So What Has ADF Done For Dispatch Lately

The following pages are a summary of the Airline Dispatchers Federation accomplishments fo 1995



ADF serves as the only Dispatcher's voice as Operational Control Professionals practicing in today's airline industry. Very briefly stated below are some of the projects we have participated in 1995.

ADF was invited to attend the 1995 FAA airline Safety Conference in Washington D.C. to discuss safety issues that pertain to dispatchers. Resulting from this conference, ADF was asked to participate in two FAA workshops to help evaluate and revise the issues, approached and initiatives. The workshops include "ATC and Weather Issues" and "Applications of Emerging Technologies".

ADF submitted comments on Commuter Operations and General certification and Operations Standards or the "Single Level of Safety" Issue. This 50 page document included a comprehensive cost analysis and the safety benefits of having a Dispatch office in place. The final ruling will be announced December 1995.

ADF, together with Seagull Technology, developed a 94 page document on Operational Control. This report describes the functions of flight Operations management at a typical U.S. airlines with special emphasis on the role of Dispatchers and their interactions with air traffic management and aircraft. The report provides a greater understanding among the FAA and other agencies the needs and requirements of airline flight operations.

ADF was asked to Co-Chair the RTCA Working Group known as Ground/Ground Traffic Flow Management Applications. Its current task is to develop Minimum Operations Standard (MOPS) and Minimum Aviation System Performance Standards (MASPS) for the Ground to Ground TFM system. By participating in the working group, ADF can invoke profound changes in the National Airspace System (NAS) that will benefit all users as well as Air Traffic Control-Traffic Flow Management (ATC-TFM) facilities.

ADF hosted a Dispatch Symposium in Dallas, Texas titled "Emerging Trends in Operational Control". More than 150 were in attendance and included NASA, FAA, ATCSCC, MITRE, ATA, twenty five airlines, four universities and many other airline agencies.

Aviation Rulemaking Advisory Committee (ARAC): ADF is a full member of ARAC. ARAC ultimately will be the primary source of the FAA's Rulemaking program. This allows representation of the professional interests of Dispatchers nationwide. Below is a list of just three ARAC working groups ADF was involved in 1995:

Dispatch Resource Management (DRM): ARAC work on CRM was extended to include Dispatch. A separate DRM circular was developed by Dispatchers and approval came in early 1995.

Part 65: A rewrite of FAR 65 requirements for dispatch schools to more accurately reflect the skills & knowledge required of a licensed dispatcher. We expect approval of the changes by early 1996.

Weather Harmonization Issues: It reviews & revises FAA advisory material associated with the certification & operational approval for all weather operations, in particular lower weather minimums.

Advanced Qualification Program: Working groups from several airlines have been formed to create an AQP for Dispatch.

NASA Study/Cooperative Problem Solving in the Airline Industry. ADF is continuing to work with the Human Factors researchers at NASA to understand the role of the Dispatcher in the distributive problems process. To date, this study has shown the scope of the Dispatch thought process to be more detailed and

(Continued on page 17)



(Continued from page 16)
Accomplishments

complete than the pilot and ATC groups.

ADF has agreed to provide Dispatcher expertise in the Ohio State study on "Design Concepts for the Development of Cooperative Problem-solving Systems". This study uses flight planning problems and a specially designed work station to study both the human and computer design elements in complex problem solving.

Workload: NASA is planning to do a workload study/ task analysis of what Dispatcher's do. ADF will assist NASA in the study keeping all aware that number count of releases does not define workload. These two studies from NASA have already generated interest from the FAA.

Field Condition Reports: ADF & IFALDA recognize the need for a consistent, reliable & standard field condition report. The FAA has much interest in this and is looking to develop a common aeronautical database or ARMT (Airport Resource Management Tool). ADF was successful, at the Avaition Safety review held in New Orleans, in December of 1995, iin getting improvements in airport surface condition reporting as a safety priority for the FAA in 1996.

Aviation Weather Requirements: In 1996, the U.S. is expected to change to the ICAO TAF/METAR standard of weather. ADF is working to ensure we continue to have available all information needed to maintain safety of flight.

ADF is teaching the Dispatch portion of the 51103 program of the National Air Traffic Management Program. It is an important part of the interface between the Air Traffic Management and the Aircraft Dispatcher.

ASOS/AWOS: Dispatcher's are concerned with the loss of information & reliability when these systems are in place. ADF believes what is controlling should be reported. (RVR).

Dynamic Aircraft Route Planning (DARPS): The FAA is researching a function that will enable inflight changes to several oceanic aircraft's planned route of flight by supporting negotiations among the ATC, the pilot & the dispatcher. This will reduce lateral separation in miles & minutes. Dispatch must be involved as this is done AFTER DEPARTURE. The pre-planning of fuel burns, enroute weather, possible M.E.L.'s, etc. must be included in this function of DARPS.

Data Link: ATC is planning to place information directly into the cockpit, all text data, maps, winds, etc. ADF is working to ensure Dispatch receives the same information as the cockpit as both are responsible for the operation of a safe flight.

Free Flight: ADF has attended numerous meetings on the development of free flight. ADF must ensure the dispatcher will be included in the planning & operation each flight route.

ADF spoke at a public meeting in Anchorage, Alaska to the FAA with the FAA Administrator and Deputy Administrator concerning PART 135 and PART 121 issue of safety and the need for Dispatchers.

ADF was invited to participate in the process to get the ATR 42 and ATR 72 aircraft flying again. This meeting produced data for establishing several operating procedures changes and specific dispatch requirements.

ADF is involved in a project to better disseminate information on volcanic ash and eruptions to air carriers. Dispatch should be one of the primary recipient of this information.

ADF attended meetings on two new programs that are being evaluated by the FAA and the industry effecting dispatch are the Expanded National Route Program (NRP) and the Managed Arrival Reservoir (MAR).

ADF is beginning a project to develop a set of guidelines for Dispatchers on adverse weather conditions that include icing, turbulence and thunderstorms. The purpose is to raise the level of professionalism and knowledge and awareness of the membership.

The ADF sponsored an Airline Operational Control-Traffic Management interactions / focus group. This neluded user involvement in the TFM decision-making process that centered around the exchange and sharing of information on a real-time basis.

Flexibility in the process allows TFM and users to arrive at both safe and economical solutions to a variety of situations. An aggressive and interactive AOC-TFM relationship can be the cornerstone of the next generation ATC system.

ADF was invited to attend a meeting on the concept of Situational Awareness for Safety (SAS). This meeting included GPS/WX/Terrain and other info exchange and

(Continued on page 18)



(Continued from page 17)

Accomplishments

use by pilots, dispatchers and controllers for promoting safe, efficient and free use of airspace.

Many aviation organizations have a vision of what they believe the future should be. ADF has attended meetings on "Next Generation" technology and projects for ATC/FAA. It is not uncommon to have an ocean of pilots, FAA, and Air Traffic Controllers with one Dispatcher in attendance. The Dispatcher has changed the course of a meeting by simply stating ...

"But what about joint responsibility?"

These visions will progress into decisions and reality made by those groups that were represented. The question becomes where will Dispatch be in the vision?

It is apparent the future of Dispatch is being developed now. We must ensure that we remain a STRONG force in the "Triad" of ATC, the Pilot & the Dispatcher.

For a list of accomplishments from 1990 to the present, please ask your delegate.

The Alaskan Experience

Steve Horton

Anyone who has experienced flying in Alaska will recall some of the most breath taking scenery, and uncorrupted natural grandeur of any state in the Union. Also, one remembers the marked differences in flying in Alaska as opposed to flying anywhere in the "Lower 48". Alaskan flying is different in many ways from what you may be accustomed to, from the preponderance of gravel and unimproved runways, to the short, high altitude runways with poor approaches due to terrain, to the lack of suitable alternates. This last problem is made even more critical by the fact that parts of Alaska have the most unpredictable weather in the United States. ASOS sites are being added to many new locations in Alaska. This comes at a time when Flight Service facilities are being cut back all over the United States, and Alaska is not an exception.

As you read the preceding paragraph you may have noticed a definite "pilots' perspective" being expounded. This was no accident. Until now the "pilots' perspective" was all that was considered in Alaskan flying in any aircraft other than "airliners" with 31 seats or more.

I am happy to say that, due to the upcoming changes in the FARs, that perspective is about to undergo a major shift. With the changes expected with the rule announcement on December 14, 1995, to be effective December 15, 1996, a passenger flying on a commuter airline in Alaska will have all the safety provisions afforded passengers anywhere else in the United States. One of the most important "new safety provisions" id the introduction of the Aircraft Dispatcher into the equation.

Just as Alaskan flying has its unique challenges, dispatching in Alaska must be treated differently also. Dispatcher training should be carefully structured by the airlines and monitored closely by the FAA. While possessing an Aircraft Dispatchers certificate may make one "legal" to dispatch in Alaska, additional training and experience must be considered to bring the dispatcher to the highest level of competence possible.

The pilot of a commuter aircraft in Alaska has been pretty much on his or her own until now. With air to ground communications being enhanced, the aircraft dispatcher will now be available to that pilot. It's behooves all dispatchers to do what we can to be sure our fellow aircraft dispatchers anywhere are trained and capable. It takes not only the training necessary to earn the certificate, but also special training and experience with the unique situations Alaskan dispatching presents, to be a capable dispatcher in Alaska.

This observer's "Alaskan Experience" consisted of a couple years during the mid 1960s. The carrier I worked for had a "split system" for flight movement. The "large" aircraft were dispatched under what today would be "Domestic" rules, while the "small" aircraft operated under rules similar to FAR Part 91. The commuters were not allowed to file an instrument flight plan. This had little effect on their operation since most airports they served had no published instrument approaches anyway.

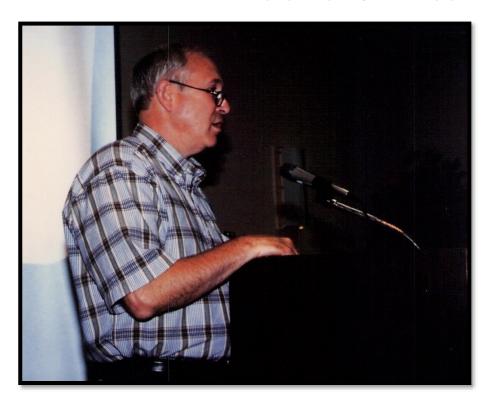
It was easy to observe the disparity between the two systems. The safety issue hit heavy one morning, when one of the "little guys" crashed in weather conditions he should not have been flying in. There were no survivors.

Commuter flying in Alaska is safer now than it was in 1965, and it's about to get much safer. Let's make it as safe as we can by making sure the people charged with Operational Control have all the tools they need to do the job right.





Harold Johnson- FAA – DFW FISDO Aviation Safety Inspector speaking at the 1995 Symposium



Providing a briefing on the ASD Tool: "Flight Explorer" is Mr. Berry Gamblin, Dimensions International. Mr. Gamblin was a frequent vendor participant at ADF events in the 90's.





Amar Murthy, President of BLR Group reviews his presentation, "Flight Planning Under "Free Flight"".



From the 1995 IFALDA/ADF meeting in Tucson, left to right along back: the Delta PAFCA delegation including Fred Thunhorst, Shirley Aulls, Carol Charter, Kirk Tuttle, Richard Helms, Chris Bredemeier. In the foreground, left to right are Darryl Oberg, Vic Sotenberg, unknown and Steve Horton.







Terry Maynard, Bill Cranor and Carla Beck enjoy the Symposium 1995 social event in FTW.





Mike Nadon President

(Continental Airlines)

Bill Cranor-Executive Vice President (Kiwi Air Lines)

Fred Thunhorst Vice President (DAL)
Terry Maynard Vice President (SWA)
Lee Wilson Vice President (Horizon)
Brad Rasmussen Vice President (WOA)
Carla Beck Secretary/Treasurer (SWA)

ADF Symposium – Washington, D.C.

October 2-4, 1996

"Human Factors in Airline Operational Control"

Keynote Speaker:

Mr. David Hinson - FAA Administrator

Roger Beatty Director of Research & Human Factors

Al Krauter Director of Training

Bill Leber Director of Legislative Affairs

Darryl Oberg Director/Editor of Publications

Steve Caisse Director of Safety

Norm Joseph-Director of Aviation Rulemaking

Allan Rossmore-Director of Legal Affairs

Chris Bredemeier Director of Membership

Giles O'Keeffe Director of ATC Affairs

Mark Fanger Director of Carrier Relations

CLASSIC QUOTE

"The software you have developed is interesting from a purely technical perspective. Are you aware however that the processes you proposed are in violation of numerous Federal Aviation Regulations, are unsafe and totally unacceptable?"

Rebuttal of ADF Director of Safety, Steve Caisse while speaking at a conference which proposed aircraft routes could be optimally revised by onboard computers, minute by minute and updated continually without interaction from the crew or the dispatcher.



ADF volunteers became very accustomed to staying at budget hotels during the early years as each officer tried to maximize the meager budget the organization operated with.





NEWSLETTERS

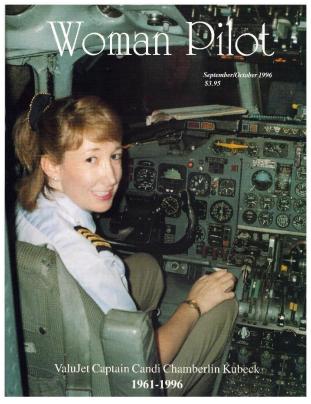
MEETING MINUTES

PRESS RELEASES

MEMORABLE MOMENT

In 1996...

ADF was asked to Co-Chair the RTCA Working Group on ATM-AOC Ground to Ground Communications. The FAA selected ADF as Co-Chair "because of the organization's strong commitment to aviation safety and diverse insight into the subject matter comprising this Working Group".



"Candi" Kubeck was a commercial airline pilot and the captain of ValuJet Flight 592. This flight crashed into the Everglades in 1996, after oxygen generators started and maintained a fire that disrupted aircraft functionality and flooded the entire cabin and cockpit with smoke. The crash made Kubeck the first female captain to die in a commercial airline crash. ADF members participated in several "hazardous materials" forums as a result of the accident investigation of "Critter 592".



MINUTES OF THE AIRLINE DISPATCHERS GENERAL MEETING FEBRUARY 25/26, 1996 PHOENIX, AZ

The 25 General Meeting of the Airline Dispatchers Federation was held February 25 and 26, 1996 at the America West Terminal Conference room at the PHX airport. Special thanks to America West Dispatchers for sponsoring the meeting.

The meeting was convened at 0900 by President Mike Nadon. New Vice Presidents
Lee Wilson and Fred Thundhorst were introduced along with introductions of all present.

Carla Beck gave the Secretary and Treasures report. Finances are sufficient for current projects and 1996 membership payments are coming in as expected. A suggestion was made to allow membership based on month joined rather than calendar year as currently done.

The minutes of the previous meeting were approved on motion by Dave Porter and second by Darryl Oberg.

Steve Horton reported that the ATR Icing problem had been resolved. The ATR deicing boots had been increased in size and the FAA canceled the special dispatcher and operating rules. The FAA continues to monitor icing and deicing events very closely.

A discussion concerning a set per diem of \$35.00 per day plus actual hotel costs was discussed. The purpose of this proposal was to reduce record keeping and standardize reimbursement allowing more accurate budget projections. After discussion it was determined that the IRS may not allow this procedure without detailed record keeping and the proposal was tabled pending consultation with our tax advisor and a review of IRS guidelines.

Providing ADF members and expertise to meet requests from educational, government and industry research groups along with direct requests from FAA or DOT was discussed. In the past ADF has committed significant resources to Ohio State University, NASA Ames and Mitre Corporation. Based on legal and tax ramifications along with requirements and restrictions relating to government contractors it was decided to appoint BLR Group to coordinate this effort.

A discussion ensued concerning a report that NWA pilots were about to petition the FAA to revoke or modify an existing FAA General Counsel Opinion that the dispatcher must be consulted and a new operational plan agreed to when ATC offers or assigns, or the pilot requests, a route significantly different from flight plan. While facts concerning the issue were not available it appeared after discussion that the issue also revolved around a dispatchers role in declaring an emergency when the captain and dispatcher no longer agreed on the operation of the flight. It was decided to table any action unless the issue was presented to the FAA and the actual issues became available.



When does the MEL apply? When is an aircraft considered enroute? When must dispatcher approval be obtained? At least one major carrier is rumored to be considering revising the MEL application from start of takeoff event to gate departure. Exchanges with FAA Associate Administrator Tony Broderick indicate his position is not firm and he may not be aware of pertinent NTSB Law Judge rulings concerning the issue. ADF has forwarded the Law Judge ruling to Mr. Broderick and will write a letter to FAA Administrator Hinson asking that the Law Judge's ruling that the MEL applies until the start of the takeoff event be affirmed in the interest of the highest possible level of safety.

Dave Porter, IFALDA President reported that the DOT/FAA had recently issued an order prohibiting flights operated by a foreign carrier, with seats sold as operated by a U.S. carrier under a code share arrangement, from overflying countries that the U.S. carrier would be prohibited from overflying. This gives hope that the FAA can and will someday apply FAR safety regulations to Part 129 and code sharing operations.

A further discussion of dispatcher emergency authority raised several interesting questions. FAR 119.58 requires a dispatcher to declare an emergency only when unable to communicate with the captain. Otherwise the stated responsibility is to record the captains decision and/or intentions. While one Law Judge has indicated that a dispatcher must meet a higher standard, what FAR support is there for a dispatcher declaring an emergency or initiating action not in accord with the captains decision? What if you perceived a threat to the safety of the flight not shared by the captain? No clear cut answers available.

CDM...Cooperative Decision Making (FADE). Basic slot swaps based on actual airline data rather than FAA model. Current target date for full test is 28 June 1996. FSM... Flight Schedule Monitor is a new program that will improve the current slot swap program and move towards real time.

ASD data provided through the MCI communications contract is quite high cost. Other providers (WSI and Kavorus) plan on making it available on satellite, allowing more information at less cost. Some basic ASD data may be available on the INTERNET by April 1996. Maximum use of ASD data by the carriers will require all traffic, large and small carriers to be available.

RTCA. Norm Joseph advised for Steve Caisse that all us well with the RTCA Free Flight effort. Amar Murthy added that Andy Latcher and Steve Caisse are doing a reality check on dispatcher needs. Parameters for NAS and user needs along with service providers are being developed. Educating the RTCA working group members concerning the dispatchers role continues and our position is well protected at this time.

ARAC. Norm Joseph reported that the ARAC participant groups continue to become more concerned with the lack of FAA resources and timely handling of ARAC products. The ARAC Executive Committee continues to work with the FAA Office of Rulemaking



to attempt to improve the process and the products. The special working group on Flight Data Recorders could not reach consensus and the various research and position papers were forwarded to the FAA for their use in creating and FAA rule. The special working group on digital data exchange continues to work towards a single protocol and policy that would allow unlimited information exchange as well as electronic signature.

Under Training and Qualification Issues the Dispatcher Part 65 Working Group continues FAA editing, legal and economic review. The Flight Attendant English Language group is being reestablished to respond to comments from an earlier ANPRM which may or may not lead to another effort to establish a requirement that Flight Attendants clearly speak and understand English.

Under Air Carrier Operations, the Fatigue Countermeasures group continues to expand the NASA data and apply it to air carrier operations. The All Weather Operations Working Group continues to work toward harmonized standards and procedures for all weather operations on both sides of the ocean. The Fuel Management Advisory Circular remains in coordination within the FAA, as it has been for the last 2 years. It will now be necessary to revise it to comply with the new commuter rule.

ADF is interested in creating a Weather Avoidance Handbook and has members willing to work to project. Their is a need for someone to step forward as project leader.

Steve Horton and Lee Wilson represented ADF at the FAA POI Part 121/135 Single Level of Safety training conference in DCA. Steve reported that they were well received. The FAA has appointed a dispatch resource inspector in each of the regions and Harold Johnson has been promoted to coordinate the dispatcher resource inspectors. Harold is a strong supporter of dispatch and the ADF. The Alaskan operators remain a major concern in full implementation of the new rules, which must be completed by March 1997. It was also revealed that the FAA is updating and networking its computers using Windows 95 and this will allow fully automated operations specifications.

The Alaskan operation has raised the question of contract dispatch and operations control. In some ways these operators could be considered small non complex operations and contracting for dispatch and operational control may allow them to stay in business. Consideration must be given to the possibility that a dispatch provider who would not allow questionably safe operations may be threatened or actually replaced by a "more tolerant" provider. Would the highest possible level of safety always be the standard?

In a related but different situation, the Delta dispatchers association reports that they still have not been able to get a reply from the FAA General Council concerning Advisory Release authority, qualification or liability.

Dave Porter reported that an organizational meeting will be held in LHR April 13 to plan the effort for harmonization of dispatcher rules and certification, at least between FAA



and JAA. It appears the issues will not be a part of this years harmonization work plan, but IFALDA plans to bring the issue to the table at the earliest opportunity.

Dave Porter also advised that his term as IFALDA President is up as of May 1996. While he will accept another term he is inviting nominations for the position.

The following improvement projects were discussed. ITWS/ASOS/TDWR/NOTAMS/FLDCNDS/ARMT/ATC.

It was agreed all ADF members should continue to monitor these projects and forward suggestions to the ADF Board.

Mike Nadon reported that ADF does serve on the very political Free Flight Steering Committee and he will attend the next meeting.

The meeting adjourned for February 25.

The meeting reconvened at 0830 February 26, 1996.

The next meeting is scheduled for June 2 and 3 at the Grand Milwaukee Hotel, across form the MKE airport. The meeting will be sponsored by Midwest Express and passes are available for employee and spouse if needed. Contact Nancy at Midwest Express Pass Bureau 800-443-6810. Hotel reservations should be made by May 1 at 800-558-3862. This is reported to be a very nice hotel with pools inside and out. A reception is planned for Sunday night and the President of Midwest Express is scheduled to address the meeting on Monday.

CompuServe Forum. Scott Kastner has contacted CompuServe requesting to setup an ADF Forum. The Forum if created would be open to the public and would include mail and message capability. Now awaiting reply from CompuServe.

ADF Internet Homepage. Seagull Technologies has offered free use and access to their server for an ADF Homepage. Steve Caisse has offered his services to design a professional homepage and will work with Seagull to get it up and running.

The next ADF News deadline is April 1, 1996. All articles should be submitted to Darryl Oberg ASAP.

Steve Horton reported that Harold Johnson, the new FAA dispatch resource coordinator had requested that ADF consider reviewing NTSB accident reports to identify examples where a dispatcher could or should have been involved and should have taken some action to brake the chain of events that led to the accident. A discussion followed concerning possible liability and legal repercussions of such a review. Action on the request was deferred pending a meeting with Harold Johnson to clarify his request and determine if general or specific reports would be needed and how to resolve possible legal issues.



A mail out is planned to solicit membership from new Part 135/121 carriers and also to new dispatch schools that are not currently supporting ADF.

The Fall 1996 meeting will be a symposium meeting in Washington, DC. The topic will be Human Factors in Operational Control. The dates are October 2,3,4, 1996 at the Holiday Inn Capitol. The ADF rate will be \$109.00 per night. Rooms have also been booked at the Days Inn K Street at \$60.00 per night.

At approximately 1030 the meeting adjourned and the group attempted to move to the adjourning concourse for a tour of the America West Flight Control Office.

Unfortunately a security breach at the concourse resulted in a long wait in the terminal area and a scramble to recover bags and briefcases from the secured conference room and find a flight home.

End.



A good-sized crowd listening to speakers at the ADF 1996 Symposium.



Airline Dispatchers Federation

ADF

NEWS



Volume 6. Number 1

April 1996

Free Flight

Steve Caisse

On March 15, 1996, a news conference was held in Washington, DC by the FAA to outline the latest developments in the Free Flight program, begun in April I 995, and to announce that the Agency has committed to push ahead with these Free Flight initiatives.

At this news conference Federal Aviation
Administration (FAA) Administrator David R. Hinson
announced continued progress toward implementing
Free Flight, an innovative plan designed to improve
the safety and efficiency of the nation's airspace
system.

ADF has been an active, participant on RTCA Task Force 3, the Free Flight initiative. ADF members, Roger Beatty, Steve Caisse, Amar Murthy, Steve Horton and others have been representing the aircraft dispatcher on behalf of ADF at Free Flight meetings over the past year. The ADF's President has been asked to serve on the Free Flight Steering Committee.

The ADF director of Safety and Compliance, has attended all Free Flight meetings on behalf of ADF and sits as a permanent member of RTCA Free Flight Task Force-3 Working Group 3. The roles and responsibilities of the Aircraft Dispatcher under Free Flight have been clearly defined and well enunciated throughout the Free Flight meetings. Those who are actually writing the policies and procedures that will ultimately define how Free Flight is implemented are very much aware of the dispatcher's role in Air Carrier Operations. If anything, the dispatcher will become an even more important asset to his employer under Free Flight as he is able to optimize flight planning functions without regard to fixed routes and

altitudes. The free flight environment will require airline dispatchers to assume new roles and responsibilities as they plan and monitor the progress of air carrier flights. New technology allowing more real time interaction between ATC, Airline AOCs and the cockpit will give all of us new challenges and responsibilities, ADF volunteers involved in the Free Flight effort have worked hard to insure that the dispatcher's FAR mandated responsibilities will be properly reflected in the Free Flight environment. The dispatchers role in the coordination and economic success of their individual airlines will also be enhanced in the free flight environment.

The following reference to dispatchers was contained in an FAA press release is issued at the news conference

"in April 1995, Hinson asked RTCA, Inc. (formerly the Radio Technical Commission for Aeronautics), an independent federal advisory group, to form a comprehensive task force to reach a consensus and recommend a strategy for Free Flight. As a result, representatives from the airlines, general aviation users, pilots, air traffic controllers, manufacturers, flight dispatchers, academia, and government policy makers will oversee Free Flight implementation"

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Volcanoes

Fergus Flannagan



In the past 15 years, more than 80 jet airplanes have been damaged owing to unplanned encounters with drifting clouds of volcanic ash in air routes and at airports. Seven of these encounters caused in-flight loss of jet engine power. The repair and replacement costs associated with airplane-ash cloud encounters are high and have exceeded \$200 million. In addition to the high economic costs of these encounters, more that 1,500 passengers aboard the seven aircraft that temporarily lost engine power were put at severe risk.

The hazard is compounded by the fact that volcanic ash clouds are not detectable by the present generation of radar instrumentation carried aboard aircraft. Therefore COMPLETE AVOIDANCE OF VOLCANIC ASH CLOUDS IS THE ONLY PROCEDURE THAT GUARANTEES FLIGHT SAFETY, AND THIS AVOIDANCE REQUIRES COMMUNICATION BETWEEN THE PILOT, ATC, AND THE DISPATCHER.

Volcanic ash clouds are very difficult to detect by aircraft during flight using on board sensors and current technology. Development of new sensor technology is currently underway. The greatest success to date in mitigating the ash cloud hazard has come through the combined efforts of ground-based observers, meteorologists, air traffic management agencies, pilot and dispatchers working together to provide early warning to aircraft.

Ingestion of volcanic ash by jet engines may cause serious deterioration of engine performance due to erosion of moving engine parts, such as compressor blades and turbine blades, and accumulation of partially melted ash in hot zones within the engine.

On December 15, 1989, a Boeing 747-400 airplane powered by CF6-80C2 engines, encountered volcanic ash at approximately 26,000 feet during descent for a landing at Anchorage, Alaska. All four engines flamed out, however, they were restarted and a safe landing was completed.

COST OF AIRPLANE REPAIR OVER \$80 MILLION.

There are four basic eruption processes that produce volcanic ash;

- (1) Decompression of rising magma, gas bubble growth, and fragmentation of the foamy magma in the volcanic vent.
- (2) Explosive mixing of magma with ground or surface water,
- (3) Fragmentation of country rock during rapid expansion of steam and/or hot water, and
- (4) abrasion during collision of ash grains.

Volcanic ash is composed of rock and mineral fragments and glass shards. The most important thing to remember here is if an aircraft flies into volcanic ash it is flying into rock and glass that, by the way, melts onto the hot surfaces inside the hi-bypass engines.

Recently a number of key issues and needs that must be addressed in order to mitigate the volcanic threat to aviation safety have been identified. These included:

- 1. Improved communication among volcano observers, meteorologists, air traffic controllers, flight dispatchers, and pilots about drifting ash clouds, including immediate notification of volcanic eruptions to pilots.
- 2. Improved education of pilots, flight Managers, dispatchers, and manufacturers about the ash-cloud hazard, including specific recommendations for avoiding ash clouds.
- 3. Improved detection and tracking of ash cloud movement using remote-sensing techniques and atmospheric transport model,
- 4. Improved monitoring of the Earth's active volcanoes, especially in the remote Aleutian -

(Continued on page 10)



ARAC Update

Norm Joseph

The ARAC Executive Committee continues to focus on how to make the process work better within ARAC and how to get the FAA to handle (process, approve, publish, reject, rewrite) ARAC recommendations on a more timely basis. The frustrations of many industry and professional members of ARAC, who have put much time and effort into ARAC tasks at the working group level, is due to the time it takes to get a project completed. The recent series of budget crises and budget cuts has contributed to these delays, The FAA's massive effort to implement the single level of safety also limited resources available to work on ARAC recommendations.

Several of the industry members of ARAC have expressed concern with FAA NPRMS that may affect their industries. Among these issues are pilot flight time and duty time rules, 16G seat rules, and the unapproved parts rule. Other issues of concern include the Free Flight Task Force that has encountered difficulties due to the reduction in FAA funding and personnel. The proposed increase in user fees to fund parts of the FAA has also created concern. Industry concern over the FAAs involvement in the harmonization program and the harmonization management team also is a related issue.

The ADF has been addressing issues that directly concern our profession and commercial aviation The major changes and new initiative shaping the future of our industry will naturally have delays and be a source of controversy as industry and FAA members seek consensus on these and other issues. But the ARAC process has allowed us to be present, to participate, and to work on the issues of professional importance to ADF Members. Whatever course ARAC takes in the future, ADF members will continue to benefit from its past and hope to contribute to its future success.

Current issues:

Training and Qualifications Issues.

Part 65 Dispatcher Training is still undergoing
FAA editorial, legal and economic analysis.

Delayed by commuter rule.

Flight Attendant English Language rule is pending

additional input from flight attendant representatives.

Air Carrier Operations Issues.

Fuel Management A/C (Advisory Circular)
remains with the FAA for resolution of legal
issues and revision to include new commuter rule
changes. FAA has promised to begin working this
issue again in March 1996, after delay due to
commuter rule efforts.

All Weather Operations continues in harmonization working group.

Fatigue Countermeasures continues in working group.

Special EXCOM (Executive Committee) working groups.

Digital Information and Use group continues to develop protocol and procedures for digital information exchange, electronic signature and CD-ROM use.

The Flight Data Recorder group presented its recommendation to the ARAC EXCOM in December 1995, It quickly became apparent that there was no consensus among the working group and the ARAC Chair forwarded all position papers and related input to the FAA for its use in developing its own rule.

Part 65 Project Update

Tim Antolovic

The language contractor has concluded its latest draft of the Part 65 project. I am happy to announce the proposed draft is complete and requires no changes or editing. From here the draft returns to the FAA representative assigned to our project for further coordination within the FAA. The draft will concurrently be sent to the Aviation Policy Office (APO) and Legal. APO will do a cost / benefit analysis on the proposed regulatory change to make sure the public's interest is protected, Legal will make sure we are not in conflict with other regulations, and make sure our proposal will cause no legal problems Our FAA representative in Washington has asked APO and Legal for their comments to be finalized by May 15. After their comments are reconciled the project will return to the working group level for presentation 3 to ARAC.



Whats goin' on

1995-96 AVIATION EVENT CALENDAR

P	n	TI	г.

- 11 RTCA Free Flight Steering Committee DCA
- 13 Harmonization Meeting
- 18-19 The Role of Director of Safety in Aviation-PHX

MAY:

- 6-8 FAA International Conference on Aircraft Inflight Icing Springfield, Virginia
- 15 ARAC-Executive Committee Meeting-DCA
- 17-19, ARSA Annual Repair Symposium-Arlington, Virginia
- 27-29 IFALDA/EUFALDA Annual General Meeting-Istanbul
- TBA RTCA Meeting PIT

JUNE:

2-3 ADF BUSINESS MEETING-MKE

TBA RTCA Meeting-TBA

JULY,

TBA ADF Newsletter Mailed

AUGUST:

14 ARAC-Executive Committee Meeting

SEPTEMBER:

TBA RTCA Meeting-TBA

OCTOBER:

- 3-4 ADF Symposium & BUSINESS MEETING-DCA (date change)
- 28-31 International Oceanic Airspace Conference-HNL
- TBA RTCA Meeting-TBA

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13 ARAC Executive Committee-DCA

DECEMBER:

TBA ADF Newsletter Mailed

*An ADF representative attends only those meetings that affect the Dispatch Profession.

Announcing The World Wide Web for ADF!!!

Yes! The ADF is about to open a Web Site. This site is being provided courtesy of our friends at Seagull Technologies. Like anything new, it will be evolving. Any ideas for content of this new medium should be given to any ADF officer. We hope to have documents and other services available as soon as our all volunteer staff can get things going. So, stop by and visit at http://www.seagull.com/ADF/

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The following was submitted by our good friend from the Cognitive Systems Engineering Laboratory at The Ohio State UniverstyDr Philip J. Smith. This is an example of the kind of studies that are currently being done in our industry. We thought it would be of some interest. ed.

Design Principles For Future Air Traffic Management Systems Philip J. Smith

Based on our studies at AOCs (Airline Operations Control Centers), ATCSCC (Air Traffic Control Systems Command Center), and TMUs (Traffic Management Units), we have identified a number of principles to consider in guiding the design of a future Air Transportation Management System. These principles, along with supporting examples, are outlines below;

Principle 1 - Decisions to make changes in policies and procedures, and to introduce new technologies, should be made on the basis of their potential to increase efficiency and reduce costs for the, airlines, while maintaining or enhancing safety. These improvements could be due to increases in system capacity, or to improved use of existing capacities. Such decisions should be evaluated in terms of the cost effectiveness of these changes.

Example-Data from one major airline, indicates that the increased flexibility in flight planning provided during the first three months flight plans with the potential to improve fuel efficiency by 1.5% - 3.5% (Smith, McCoy and Orasanu, 1995). To more effectively take advantage of such improvements, this airline will need to enhance its flight planning software. In addition, new ATM and ATC procedures and/or support technologies will have to be introduced to support the resultant changes in traffic patterns and densities. In assessing the benefits from the expanded NRP, each such expenditure by an airline or by the ATM/ATC system should be evaluated in terms of its cost effectiveness. (Similar considerations are likely to arise in the implementation of more advanced free flight environments.)

Principle 2. Provide the users with opportunities to explore alternative flight plans, schedules etc. in order to identify areas for improved efficiency or reduced costs.

(Continued on page 9)



Thoughts on "Freeflight"



As we prepare to enter the 21 st Century the concept of "Free Flight" is being developed by the FAA and users to better utilize the air

space. The plans, technology and procedures being developed will change the way we operate.

Pilot's will still fly the airplanes, ATC will still be responsible for insuring separation, and dispatchers will still have to deal with weather and ATC constraints The way that each accomplishes their job will change to some extent.

A major change for dispatchers will be the method of planning your flights A brief quote from the "Final Report of RTCA Task Force 3" illustrates one possible change.

"Based on gross takeoff weight including cargo and fuel and latest weather and winds information, the AOC submits and optimum 4D flight plan(including desired climb profile). The ATM system checks the desired flight trajectory for potential strategic problems, that is, potential special use airspace conflicts or traffic management restrictions, through the domestic as well as oceanic airspace. In case of a strategic problem, the ATM system provides the AOC with space and or time constraints. The AOC accordingly revises the flight plan. After the revised end to end flight plan is assessed to be problem free, the ATM system automatically sends confirmation to the AOC." (Airline Operations Control Center ed.)

This example of oceanic operations under free flight also illustrates the way dispatchers will interact with the new system.

Currently we create flight plans based on information available to us that meet our operation's need. The ATC system accepts these flight plans and tries to arbitrate between various users needs based on their constraints. The current method involves ATC and AOC working with incomplete information about the others requirements or needs.

In the "Free Flight" scenario quoted above the dispatcher in the AOC creates a plan that is optimum for the air carrier's needs. An interactive process of checking that plan against ATC constraints follows. If every dispatcher working flights to Europe decides to route their flight over the same fix, it is obvious that something has to give. Currently ATC offloads demand by rerouting some flights from their filed plan. Under "Free Flight" ATC and the AOC will cooperatively work out the problem of overloaded airspace before the flight departs.

Got a Story? - Send it in!

The role of the dispatcher in airline safety is covered in the FAR's and exercised every day. The dispatcher was once referred to as the "Invisible airman" because, so much of a dispatcher's work doesn't get much press. The ADF, in trying to raise the general awareness of the dispatcher's role, quite often uses personal anecdotes about a flight that could have had a problem had a dispatcher not acted. In order to better present the dispatcher's contribution to safety the ADF is asking it's members to forward to the ADF through the ADF 800 number by voice or fax incidents in which you faced a situation that required your action to insure the safety of flight. We are not looking for incidents that are suitable as ASRS reports but the every day events that occur, usually without much notice.

By way of example;

If your flight was enroute to a station and the braking action was reported nil and you called your flight and diverted it.

If your flight was enroute and an area of turbulence or TRW became a problem and you called your flight and amended the routing.

Then please share that with the ADF. We know these events and others are routine enough that most dispatchers don't give them a second thought but they do help illustrate the dispatcher's role and will help the ADF illustrate your role to others.



From the history file.



The House Appropriations hearings of 1938 included discussions of the need for dispatchers to ensure safety. These hearings were part of the process that lead to

CAR (Civil Air Regulation) 27-

In the following exchange from the record of that hearing Mr. Gone represents the Bureau of Air Commerce;

Mr. Bacon. That brings up the additional question raised in the press in connection with the air safety council you have just held. Somebody made the charge that there were occasions when pilots were sent out to fly against their will and when they thought it too hazardous. I think that charge was thoroughly repudiated and answered.

Mr. Cone. We think that was thoroughly repudiated by reason of the fact that half dozen or more pilots rose without invitation and denied that such pressure had been put upon them. It Is like the man who, upon being informed of his own death said that the story of his death was much exaggerated.

Mr. Bacon. You have run down any such rumors and found them all to be unfounded?

Mr. Cone. Yes Concerning the dispatchers, about which you were speaking, there is no question but what the operators, pilots, the pilot's association, and the Bureau of Air Commerce are of one mind. These recommendations come largely from those who know little or nothing about the problem. I would like to have Mr. Schroeder, Chief of the Airline Inspection Service, give you something from the practical side of that.

Mr. Mclellan. I have always understood that the pilot is the last man to decide whether he shall take off.

Mr. Cone. It is not exactly that. If the pilot decides that the weather is hazardous and he should not go out in it, that settles the matter; he does not go, but he may decide the weather is all right and want to go, but if the company's dispatcher thinks that he is too brave and should not got, that settles it. The airline dispatcher can not make the pilot go against his will. If the pilot says he thinks he can go and the airline dispatcher thinks he should not, then the airline dispatcher's word is final.

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(Continued from page 6)

Example- The value of this approach has been illustrated by the introduction of the LAH/MAR (Limited Airborne Holding/Managed Arrival Reservoir) program at Philadelphia. Prior to the changes in policy regarding limited airborne holding at that airport, there were significant restrictions on traffic levels. When the airlines were given the opportunity to experiment with the use of arrival reservoirs, it was discovered that the restrictions at Philadelphia were unnecessary, and that Philadelphia could accommodate the traffic levels desired by the airlines without restrictions. Consequently, those restrictions have been removed.

Principle 3 Develop an ATM system that offers the airlines flexibility, but that is also predictable. There are numerous factors that determine the best flight plan for a particular flight. These include factors such as passenger connections and crew schedules, as well as fuel burn (Beatty, 1995). Airline AOCs are in the best position to evaluate these factors and to make a business decision as to whether and when to launch a flight, and as to the route of flight (subject to constraints such as safety and capacity)

To make such decisions, however, airline AOCs also need a certain level of predictability regarding system capacities (along high altitude routes, arrival fixes, runways, gates, etc.,) just as with weather forecasts, predictable limitations and bottlenecks need to be communicated to the AOCs, so that these can be taken into consideration in making decisions about routes, fuel reserves, etc.

Example: At certain times of the day, traffic from the west into the northwest cornerpost at Chicago is very heavy. Consequently, this traffic is sequenced to ensure efficient landings at the airport. When one particular airline wants to file flights from Minneapolis to Chicago, it is consequently told that it has a choice such as:

You can take a 20 minute ground delay and then be assured that you can be sequenced into the flow at the north-west cornerpost, or you can take off now with a 20% chance of being fit into that sequencing and an 80% chance that you will be vectored to the northeast cornerpost instead.

With that information, this airline has the flexibility to make its own business decision and to plan appropriate fuel reserves, etc. Although an advanced free-flight environment may offer more choices and flexibility, as in this example, when choices have to be made AOCs need to be Informed about the various options and their implications.

Principle 4, Develop an ATM system that assumes traffic levels, traffic patterns, etc. will change and evolve, over time, and that can adapt to these changes.

Example- In Principle 2 above we discussed the success of the MAR program at Philadelphia. In soliciting reviews of this document prior to its release, we got the following additional input from one TMO (Traffic Management Officer ed.)

"Cleveland Center has seen noticeable increase in holding for Philadelphia. I do not know if this is attributable to MAR or not. I also do not know what the cost is to the airlines. However, in a busy enroute environment there are many ripple' effects from high altitude holding. Numerous other aircraft are routed around holding stacks, kept at lower altitude, or even delayed off the ground while controllers adjust to being shut off and making the transition to the hold. I believe these hidden costs, along with the cost of holding, and safety concerns make enroute, holding an undesirable option."

In terms of Principle 4, the point of this example is that the ATM system must be constantly viewed from a process control perspective, looking for changes in performance that require new adjustments.

(Continued on page 11)



(Continued from page 2)

Kamchatka - Kurile volcanic region.

- 5. Development of instruments that will enable pilots to detect ash clouds in flight, especially useful when flying over remote, un-monitored regions of the Earth.
- 6. Development of a worldwide notification system and clearinghouse for information about active volcanoes, including planning charts to show the location of volcanoes relative to air routes.

Significant progress on many of these technical issues has been made. Among these accomplishments are:

- 1. A training video for pilots and dispatchers titled "Volcanic Ash Avoidance," produced by the Boeing Company in cooperation with the Air Line Pilots Association and the U.S. Geological Survey.
- 2. An international workshop on communication among volcanologists, meteorologists, air traffic managers, pilots and dispatchers was held in Washington, D.C., in September 1992.
- 3. An FAA review on aviation safety as affected by Volcanic ash.
- 4. A workshop on the dynamics and characteristics of the ash cloud from the 1992 eruptions of Mt. Spurr was held in Washington, D.C. in April 1993
- 5. New communications links with Russians for warnings and information about Kamchatkan volcanoes, which underlie the increasingly busy air routes of the North Pacific region, were established in 1993.
- 6. An inter-agency plan for volcanic ash episodes in Alaska was put into effect by the FAA, NWS, (National Weather Service) USGS (United States Geological Survey), Department of Defense, and the state of Alaska in 1993.
- 7. A global planning chart showing the position of active volcanoes relative to air routes and air navigation aids was published. (Available from Jeppesen ed.)

Airborne flight crews will now receive radio reports of volcanic ash cloud information either from another flight crew, the controlling air traffic center, or the dispatcher. The pilot's first task after receiving this information is to determine the location of the event and assess the threat to the present route of flight.

Ash clouds are difficult to identify in darkness. Nighttime reporting has only been possible after entering ash clouds. Without airborne detection devices, early warning is not always possible. The following characteristics of ash encounters have been reported by flight crews:

- a. Smoke or dust in the cockpit
- b. An acid odor similar to that of electrical smoke.
- c. Multiple engine malfunctions, such as compressor stall, increasing operating temperatures, torching from the tailpipe, and engine flameouts.
- d. St. Elmo's glow and static discharges around the windshield, accompanied by bright orange glow in the engine inlets.

Volcanic ash clouds may contain sufficient electrical charge to generate lightning, a recognition advantage for the pilot, particularly at night. Most pilots will avoid lightning but may not necessarily be aware that a volcanic ash cloud is in their path.

In summary Volcanic Ash Hazards exist and are extremely dangerous and must be avoided. The following is the current status of communication tools used for disseminating volcano information

- 1. The O.F.C.M. (Office of Federal Coordination for Meteorological services) is developing THE NATIONAL PLAN FOR VOLCANIC ASH REPORTING AND WARNING which should be published in 1997.
- The Volcanic Hazards Weekly Summary has been developed and found to be beneficial for the planning stages of flight preparation.
- The color code, noting the status of a particular volcano.
- Development of a World map of Volcanoes and principle aeronautical features, Geophysical Investigations Map GP1011.
- VAFTAD (Volcanic Ash Forecast Transport and Dispersion model) which is now available in Difax.

"VOLCANOES ARE LIKE THUNDERSTORMS --EXCEPT THEY LAST LONGER. THEY'RE GOING TO BE WITH US FOR A LONG TIME. WE'RE GOING TO HAVE TO LEARN TO LIVE

10 WITH THEM"



(Continued from page 9)

Principle 5- For a new program or procedure to be effective, all participants need training to understand the nature of that program. Otherwise, instead of working cooperatively, these individuals may be working at cross purposes.

Examples- One of the problems associated with the rapid implementation of the expanded NRP (National Route Program) in January, 1995, was that some airlines were not prepared to train their staff adequately. Interviews with pilots from several airlines, for example, have indicated that they do not know when they are flying a flight plan filed under the expand NRP. Further investigation revealed that this information is being coded on the flight plans given to these pilots. The pilots simply haven't been trained adequately to know where to find the information.

This problem has clear implications for success of the expanded NRP, as a pilot should be much more cautious about significantly changing a flight plan while enroute if it has been filed under the expanded NRP (since that was the AOC's best estimate for the preferred route of flight). If the airline trusts these AOC-generated plans, then the pilot should not, for example, be refileing direct from BOS to LAX if the original flight plan had a significant deviation south as part of the route filed under NRP. The exception would be when the pilot (in consultation with the dispatcher) knows that weather or traffic conditions have changed significantly since that pre-flight plan had been generated.

A second example is even more telling as noted in another of our reports. A by-product of the expanded NRP has been a sizable increase in the number of direct flights approved while enroute. One of the pilots interviewed from a major air carrier indicated that he thought "that was what the expanded NRP was all about", that when a controller now offered him a direct flight, ATC and the AOC had jointly determined that a direct flight was best for him in terms of weather and air traffic. His comment was. "I was tremendously impressed that they could achieve such coordination." (The reality is that such offers for direct flights have been completely uncoordinated the controllers haven't even been checking with the other affected Centers, let alone the airlines, regarding the impact of such direct flights.)

Principle 6- Flight planning is a distributed, cooperative problem-solving task. It is therefore essential that the participants communicate easily and effectively with each other, and develop a mutual understanding of the goals and constraints facing each other.

Principle 6a. In addition to formal training, it is important to develop procedures so that the knowledge necessary to work together efficiently and effectively continues to be distributed to all of the participating individuals.

Example- The system for requesting non-preferred routes through ATCSCC, under the old NRP (advisory circular 90-91) provides an effective example of how procedures can be established to encourage the distribution of knowledge to relevant participants in the flight planning process. As one airline ATC coordinator stated (Smith, McCoy, Orasanu, et al 1994): "When we started this (the procedure for requesting non-pref routes) even Central Flow didn't know where all the choke points were. But as we pressed the system and said now we want to fly over here, we'd call the Albuquerque Center and they'd say: Well, you can't go eastbound over St. John at 4 o'clock in the afternoon.

Well, that was tribal knowledge in the Albuquerque Center. The tribe expanded to include Central Flow, Central Flow expanded the knowledge to the airlines and we (the airlines) began to build better routes So rather than having to fly a 2000 mile route because it didn't work at one point, we began joggling around and making routes that were smarter. Originally, we'd call and they'd say no. But then it became "Well if you would just do this,

(Continued on page 12)



(Continued from page 11)

if you'd just make this minor adjustment in your flight plan, we could probably do this. It became a much more collaborative effort,"

Again, one goal of an advanced free flight system is to reduce certain bottlenecks and constraints. But, when they exist, it is important to develop a system where this knowledge is propagated to the AOCs so that they can make informed decisions.

Principle 6b. Provide the individuals who are actually making decisions with the real time information necessary to predict the implications of those decisions.

Example- Problems resulting from a failure to distribute information are illustrated by a scenario which developed as a result of the initiation of the expanded NRP. At 10 am, New York informed Cleveland and Chicago Centers that they expected a major reduction in capacity until 2 p.m.. Chicago and Cleveland began to limit and reroute traffic that was filed on the preferred routes. However, under the rules of the expanded NRP, flights so filed are supposed to be left alone unless there is a clear safety concern. As a result, a number of West Coast flights filed under the expanded NRP were allowed to continue without modification. This resulted in excess arrivals at New York, and a need to put flights into undesirable high altitude holding patterns, something that both traffic managers and dispatchers felt could have and should have been avoided by providing the AOCs and flight crews with more timely information so that they could have worked out a better solution with the ATM/ATC system

Principle 6c- Provide timely feedback to the individuals who are actually making decisions.

Principle 6d'Because of the need for participating individuals to maintain situational awareness, support tools should be designed to keep these individuals "in the loop" and to assist in the development of consistent mental models among the individuals who are working in cooperation at AOCs. in the cockpit, and in the ATM/ATC system.

The 1996 Airline Dispatchers Federation Symposium

"Human Factors in Airline Operational Control" will be held in Washington, DC on Thursday and Friday October 3rd and 4th 1996
Watch for Further Details



Spring Loaded to Go at DairyAir

by Steve Caisse

One of the most senior dispatchers in the DairyAir OCC likes to point out that some of us in this profession suffer from a condition that he likes to refer to as "Spring Loaded to Go". As a major airline with a modern fleet, operating in our world of sophisticated technology, autoland capabilities, RVR300 approach minimums and diverse meteorological tools, we rarely find ourselves faced with weather conditions that prevent us from operating our daily schedule. There are exceedingly few occasions when flights are cancelled due to weather these days. When flight crews strap into the cockpit and prepare for flight, their mind-set is "Let's go fly". When a dispatcher sits down and begins calculating the parameters of a flight's dispatch release, the mentality there is "let's operate this flight". These attitudes are what our senior dispatcher means by airmen who are "Spring Loaded to Go". He maintains that we, (Dispatchers and Captains) as the two parties charged with operational control, should be more of a mind-set, which might be described as "This aircraft won't budge 'till I'm totally convinced we can go".

Let's consider for a moment, the following scenario. DairyAir operates a 1945L departure from Atlanta to San Diego that arrives in that city at 2131L. Assume for a moment that it is now 1800L in Atlanta. The San Diego weather is currently zero-zero. SAN has been zero-zero for the past 4 hours. The forecast for the next 12 hours for SAN is for the visibility to remain less than 1/4 of a mile. Therefore:

- San Diego is presently below minimums.
- They have been below minimums for the past 4 hours.
- They are forecasted to be below minimums for the next 12 hours.

As the dispatcher begins to contemplate the viability of this operation and the crew heads for the gate, what do they do given the San Diego weather and forecast? Can this aircraft be legally released to San Diego? More importantly, is it prudent to send this aircraft to San Diego?

In this article, we will explore how Delta's dispatchers in the OCC handle this type of situation. One thing is for certain; this type of operation does not call for airmen who are "Spring Loaded to Go". This one needs a lot of scrutiny before the aircraft moves off the blocks.

As you might have guessed, the FAA has something to say about this operation. They communicate their position to us in the form of FAR 121.613 as follows:

§ 121.613 Dispatch or flight release under IFR or over the top.

Except as provided in § 121.615, no person may dispatch or release an aircraft for operations under IFR or over the top, unless appropriate weather reports or forecasts, or any combination thereof, indicate that the weather conditions will be at or above the authorized minimums at the estimated time of arrival at the airport or airports to which dispatched or released.

(Note: FAR § 121.615 deals with dispatch over water in flag and supplemental operations and is not relevant to this discussion).

1996



121.613 appears to be a very straightforward and direct FAR. Outwardly, it appears to tell us that this San Diego flight can not depart, would you agree? Well, the answer is not exactly. What 121.613 offers the Captain and Dispatcher is the opportunity to determine whether there are any combination of weather conditions or forecasts that indicate the destination airport will have landing minimums at the flight's estimated time of arrival.

Therefore, as we contemplate the viability of our ATL-SAN example, the first place to start is with forecasts. I mentioned above that the NWS forecast for SAN is not optimistic. What other sources are available to us besides the National Weather Service forecast? (Delta meteorology does not issue forecasts for San Diego by the way). A little known fact outside of Flight Control is that your dispatcher can actually issue a weather forecast to be used for the release of a flight over which he or she is exercising operational control. This type of forecast if called a Flight Movement Forecast.

All Delta Flight Superintendents have received special meteorological training and are qualified to issue a Flight Movement Forecast (FMF) under a FAA program called EWINS. In accordance with the EWINS program, a qualified aircraft dispatcher may issue an FMF following completion of a detailed analysis of the weather conditions effecting a specific flight. Accordingly, a FMF may be used for operational control purposes by your dispatcher given the appropriate compliance with EWINS and of course, pending applicable weather conditions. Therefore, it is an acceptable practice for an aircraft dispatcher to release a flight to a destination at which a NWS forecast indicates the possibility of the destination being below minimums when the dispatcher's FMF for that specific flight indicates the destination airport will be at or above minimums.

This does not mean that we as dispatchers can arbitrarily launch flights towards destinations without landing minimums. To utilize a FMF, the dispatcher is required to perform a very detailed analysis of numerous meteorological factors. He or she is also required to record the basis for the forecast, include the forecast on the flight's dispatch release and later, validate its accuracy. Dispatchers do not take their FMF responsibilities lightly and will only issue one when they have a solid confidence level in the accuracy of their prognosis.

The FAA has granted Delta the authority to issue FMF's so as to provide the company with "maximum operational flexibility." Your dispatcher will normally be intimately familiar with the weather tendencies at all of the cities in his or her sector. In the Delta OCC, dispatchers work regionalized sections of the country. An individual dispatcher will work the same ten or so cities every day over the course of the year and therefore gains valuable insight regarding weather trends in his sector.

We have found that due to NWS cutbacks in forecasting frequency and staffing allocations, there are occasions when an old forecast is clearly flawed, there is no one on duty at NWS available to revise the forecast and trending information indicates that weather improvement will soon afford us landing minimums. This is the most common occasion when a dispatcher will issue a FMF. There are a number of smaller cities in the system where the last NWS forecast of the day is issued in the early evening, with no amendments available till the next morning. In these cases, a FMF is often just the tool we need to continue the operation.



In addition to the FMF, the language in FAR 121.613 which states " or any combination thereof" can potentially give the dispatcher added flexibility. In the example of the San Diego flight listed above, the dispatcher could justify authorizing the release of this flight if weather observations at San Diego's neighboring perimeter cities such at Miramar (NKX), North Island (NZY) Imperial Beach (NRS) were trending up, contrary to a zero-zero forecast. A keen dispatcher will quickly cue in on trend guidance in a region and can generally spot conditions at neighboring sites signaling an improvement in ceiling and visibility at a destination city. If each of the three San Diego perimeter cities mentioned above broke wide-open on the last hour's observation, the dispatcher would have justifiable grounds to allows this flight to depart based on the "or any combination thereof" language in 121.613.

Yet another option available to us with regard to the ATL-SAN flight would be to change the destination on the flight to a city such as Los Angeles or Ontario, (assuming we can comply with 121.613 at these cities). Once enroute to LAX for example, the flight could legally proceed to SAN if their weather were to improve at some point during the flight. In this case, the dispatcher would have to issue a dispatch release amendment to the flight changing the destination from LAX to SAN if appropriate. When this situation becomes the optimal solution, the passengers are briefed before departure that the flight will terminate at a point other than its scheduled destination. They are offered the opportunity to travel on the flight but are clearly advised that once the flight lands at the new destination, they will have to find other means of transit to their original destination. To most passengers this is a better option than not getting to their destination at all as a result of a flight cancellation.

There are times when the most appropriate solution in handling a destination below minimums is to simply delay the flight. A morning fog situation is a good example of an occasion suited for this solution. While minimums may not be forecasted at the time of a flight's scheduled 0800 arrival, a ninety minute delay may be all that is required before the destination has landing minimums. Enroute thunderstorms, while not usually a condition placing the destination in a sub-minimums condition, are also hazards that often times are best avoided by a delayed departure, especially on a short flight with a line of thunderstorms between the origin and destination. You may recall the crash of a DC-9.30 on a flight between Huntsville, Alabama and Atlanta in 1973. The flight departed HSV with a solid line of level 6 thunderstorms cutting directly across the flight's intended route at a point about 60 miles northwest of Atlanta. While penetrating the line, the aircraft encountered intense rain and sizable hail. During the encounter, both engine's fan blade structures were compromised, and the torrents of water induced compressor stalls that ultimately lead to dual engine flame out culminating in a failed attempt at a dead-stick landing on a rural highway near New Hope, Georgia. Had this flight's departure been delayed for an hour, the flight likely would have approached Atlanta behind the weather and not met the fate it did.

In conclusion then, as far as our ATL-San example above, how are we going to proceed? Given the time of day, the trending and the forecast, it sure looks like SAN is down for the night. But let's look at several aspects of the flight. The aircraft operates SAN-LAX following the scheduled overnight in SAN. We have a full passenger load on the ship and LAX based crews up front and in the cabin. In this case, the best solution is to change the destination to LAX, advise the passengers and have another close look at SAN's weather as we start our descent into LAX. That's the answer this time, although next time, any number of factors could call for another solution,

Finally, the next time you are preparing to depart, don't let yourself be lulled into the condition described as "Spring Loaded to Go". Have a hard look at enroute and destination weather conditions and be certain that the operation can be conducted safely and legally. Remember that sometimes, the safest course of action given unfavorable weather conditions is to delay, divert or cancel a flight. I will never forget the advice I received as a very new dispatcher from one of our most senior dispatch instructors many years ago. "Takeoff's are always optional", he told me, "but landings are mandatory".



MINUTES OF THE AIRLINE DISPATCHERS FEDERATION GENERAL MEETING JUNE 2/3, 1996 MILWAUKEE, WI

The 26th General Meeting of the Airline Dispatchers Federation was held June 2 and 3, 1996 at the Grand Milwaukee Hotel. Special thanks to Midwest Express for sponsoring the meeting.

The meeting convened at 0900c by President Mike Nadon. The minutes of the meeting were taken by Terry Maynard. Introductions were made around the table and the voting delegates were identified.

Carla Beck gave the Secretary and Treasures report. ADF needs approximately 800 members to support the budget. Our current membership is 791 active members. A review of the financial report is available to any member.

The minutes of the previous meeting were approved on motion by Brad Rasmussen and second by Steve Horton.

OLD BUSINESS:

A review of the minutes concerning a set per diem was discussed. It is approved by the IRS to have a set per diem of \$25.00 to \$34.00 depending on the location of the expenses incurred.

The issue of "When does the MEL apply" was discussed. No new updates thus far. The General Counsel should come out with a ruling and the opinion will come through the ATA.

Compuserve Forum-Scott Kastner will continue to look into an ADF forum. Compuserve has not responded as of yet. As soon as there is a response, Scott will advise all through e-mail.

NEW BUSINESS:

Fred Thunhorst gave a presentation on the ADF Brochure. Cost of supplies and printing will be approximately \$1200.

Membership-Discussion on how to best reach and serve the newly upgraded airlines from Part 135 to Part 121. McCall Eng mentioned the Oglvie Group. They are working on public relations for the "Single Level of Safety". This could be a good opportunity to further the dispatch profession.

A Membership Committee was formed. ADF Vice-President Fred Thunhorst would over see the group. Chris Bredemeier-Director of Internal PR would lead the committee. McCall Eng offered to lead the membership drive for 1996-1997 to recruit and gather information for Part 135 to new Part 121 carriers. Additional committee members are Scott Kastner, Paula Phipps, Alan Gabor, Berry Gamblin and Mark Fanger. The Membership Committee will provide their plan or document at the next ADF meeting. It will include assistance in membership cards, Newsletters, list of benefits, functions, advertisements, list of contacts, etc.



It was decided that membership dues were from January to December. If the dues were paid in July, ADF considered the dues paid for that year. Unfortunately, ADF does not currently have the staff to support a different type of billing.

1996 SYMPOSIUM-Bill Cranor discussed the location, agenda, speakers and working groups.

NOMINATIONS FOR ADF OFFICERS-The available offices are:
Executive Vice President, Second Vice-President (Regional VP) and
Third Vice President. Bill Cranor was nominated by Carla Beck
for Executive Vice-President, second by Mike Nadon. Lee Wilson
was nominated by Carla Beck for Second Vice-President (Regional
VP), second by Mike Nadon. Scott Kastner was nominated by Carla
Beck for Third Vice President, second by Terry Maynard.
Nominations will remain open until October 2nd, 1996 at the next
business meeting. Interested parties can contact any ADF
officer.

ASOS-ADF will take the position to support only category A ASOS for all 139 airports to coincide with Single Level of Safety. Mike Nadon asked all to report any and all ASOS false readings.

ATCSCC Class Coverage-Mike Nadon asked for volunteers to do a dispatch presentation at ATCSCC in Washington D.C. Tom Lynch of Alaska, Scott Kastner of Midwest Express and Scott Brunskill of Trans States expressed interest. Kirk Tuttle will teach the class June 12 and Alan Garbor will teach September 25th.

Cooperative Decision Making (CDM) Update- Mike Nadon gave a brief report on the status of CDM.

RTCA Working Group 3 Update- Mike Nadon discussed how the working group came about. Working group three is designing how ground to ground communications will take place in the future with regard to aircraft dispatchers and ATC. A report is expected by the end of 1996.

ARAC-Brad Rasmussen-The Fuel document and Part 65 document have been submitted and waiting for the FAA to respond.

Icing Conference was a result of the ATR-72 accident. Steve Horton have a brief overview of the conference and agreed to write a news article for the newsletter.

Interactive Flight Planning-Amar Murthy gave a brief overview of interactive flight planning, the constraints that affect flights and the way to resolve these constraints.

Adverse Weather Handbook-Bill Severson (chair team). Using resources from NWS, NCAR, and others, ADF will address weather hazards from a flight planning/Dispatchers point of view. Bill and the team will attempt to have something ready for the Washington D.C. meeting.



JAA/FAA Harmonization-Brad Rasmussen attended the annual meeting to discuss the harmonization efforts. The dispatch licensing issue is not yet resolved. The FAA proposal is to offer the highest level of safety. The intent is to adopt FAR 121 with additional requirements required by the Canadians and Transport Canada.

ADF Newsletter-Darryl Oberg discussed the suggested articles and deadline for the ADF newsletter.

Free Flight Update-Mike Nadon discussed the goal, of some, for free flight is free flying, free flowing and free maneuvering. David Hinson supports transitional steps towards the removal of constraints from flight. ADF supports taking these transitional steps as long as the pilot and dispatch joint decision making continues to be supported.

FAA Dispatch Inspectors-Mike Nadon introduced a request for FAA Dispatch Inspectors. The idea had been presented to the FAA but no response to date. The FAA has assigned Regional Dispatch Resource (RDR). Discussed the idea for ADF to offer a training course for Dispatch Inspectors.

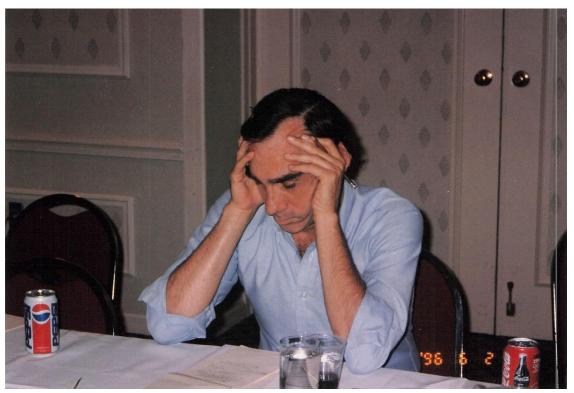
Mike Nadon made a motion to adjourn the meeting, Bill Cranor second.

end



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NAME	OLGANITATION	PHONE	- Fue
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Mike Nadon reviews his note at the June 2, 1996 business meeting in Milwaukee.

Thuck Lewis USAir	(412) 846-3306	•
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Lee Wilson Horizon	(503) 249-5351	
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Spotlight – TWA 800

In the wake of this accident, dispatchers were required to carry extra, unusable fuel on certain Boeing aircraft.

(FROM WIKIPEDIA)

TRANS WORLD AIRLINES FLIGHT 800 (TWA 800) WAS A BOEING 747-100 THAT EXPLODED AND CRASHED INTO THE ATLANTIC OCEAN NEAR EAST MORICHES, NEW YORK, ON JULY 17, 1996, AT ABOUT 8:31 P.M. EDT, 12 MINUTES AFTER TAKEOFF FROM JOHN F. KENNEDY INTERNATIONAL AIRPORT ON A SCHEDULED INTERNATIONAL PASSENGER FLIGHT TO ROME, WITH A STOPOVER IN PARIS. ALL 230 PEOPLE ON BOARD DIED IN THE CRASH; IT IS THE THIRD-DEADLIEST AVIATION ACCIDENT IN U.S. HISTORY. ACCIDENT INVESTIGATORS FROM THE NATIONAL TRANSPORTATION SAFETY BOARD (NTSB) TRAVELED TO THE SCENE, ARRIVING THE FOLLOWING MORNING 313 AMID SPECULATION THAT A TERRORIST ATTACK WAS THE CAUSE OF THE CRASH. CONSEQUENTLY, THE FEDERAL BUREAU OF INVESTIGATION (FBI) AND NEW YORK POLICE DEPARTMENT JOINT TERRORISM TASK FORCE (JTTF) INITIATED A PARALLEL CRIMINAL INVESTIGATION. SIXTEEN MONTHS LATER, THE JTTF ANNOUNCED THAT NO EVIDENCE OF A CRIMINAL ACT HAD BEEN FOUND AND CLOSED ITS ACTIVE INVESTIGATION.

THE FOUR-YEAR NTSB INVESTIGATION CONCLUDED WITH THE APPROVAL OF THE AIRCRAFT ACCIDENT REPORT ON AUGUST 23, 2000, ENDING THE MOST EXTENSIVE, COMPLEX AND COSTLY AIR DISASTER INVESTIGATION IN U.S. HISTORY AT THAT TIME. THE REPORT'S CONCLUSION WAS THAT THE PROBABLE CAUSE OF THE ACCIDENT WAS EXPLOSION OF FLAMMABLE FUEL VAPORS IN THE CENTER FUEL TANK. ALTHOUGH IT COULD NOT BE DETERMINED WITH CERTAINTY, THE LIKELY IGNITION SOURCE WAS A SHORT CIRCUIT. PROBLEMS WITH THE AIRCRAFT'S WIRING WERE FOUND, INCLUDING EVIDENCE OF ARCING IN THE FUEL QUANTITY INDICATION SYSTEM (FQIS) WIRING THAT ENTERS THE TANK. THE FQIS ON FLIGHT 800 IS KNOWN TO HAVE BEEN MALFUNCTIONING; THE CAPTAIN REMARKED ON "CRAZY" READINGS FROM THE SYSTEM APPROXIMATELY TWO MINUTES AND THIRTY SECONDS BEFORE THE AIRCRAFT EXPLODED. AS A RESULT OF THE INVESTIGATION, NEW REQUIREMENTS WERE DEVELOPED FOR AIRCRAFT TO PREVENT FUTURE FUEL TANK EXPLOSIONS INCLUDING EXTRA FUEL BECOMING A REQUIREMENT ON CERTAIN BOEING JETS. THE FAA SSUED AN ORDER THAT 737S.747S, 757S. AND 767S MUST FLY WITH EXTRA FUEL ON BOARD. THE AIM WAS TO ENSURE THAT THERE IS ENOUGH FUEL IN THE TANKS TO COVER THE FUEL PUMPS IN CASE THEY OVERHEAT AND IGNITE.

THE SAFETY WARNING WAS INTENDED AS A PRECAUTION WHILE OFFICIALS ATTEMPTED TO PIN DOWN THE CAUSE OF THE EXPLOSION IN THE FUEL TANK. THE ORDER AFFECTED ABOUT 1400 JETS FLOWN BY U.S. CARRIERS.



Airline Dispatchers Federation

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NEWS



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Volume 6 Number 2

Fall 1996

ASOS

The Airline Dispatchers Federation Board

At the Milwaukee ADF business meeting members discussed the recent NPRM creating a 4 tiered aviation weather observation system in the United States. After discussion of the plan and its impact on aviation safety, the delegates voted that ADF should oppose this plan since it represents not only a significant degradation to the pre-ASOS weather system but this plan further compromises aviation safety in the United States. The fact that this plan envisions Part 139 airports such as Hibbing MN. not having reliable reports of icing or freezing precipitation after two icing related air carrier incidents there (SF-340 1/2/93 and J31 12/1/93) is but one example of many safety problems this plan creates.

The ADF has long held the position that the United States should conform to the ICAO standards for METARs and TAFs. The US has adopted a "unique" METAR/TAF format but the information that will be available to pilots, controllers, and dispatchers will not be based on the safety requirements for that flight. The information available will be based on a formula that will result in a DC-10 with 230 passengers on board dispatched to JFK having Category A weather observations on which to base the operation, however a DC-10 with 230 passengers on board dispatched to DLH will only have only the lower Category C weather information to base its operation on. The ADF looked at NTSB incident - accident abstracts between 3/1/92 and 3/1/95, and found 14 air carrier incidents involving circumstances where freezing precipitation was a factor. The NWS decision not to insure all information is reported accurately at all Part 139 airports is unacceptable.

The efforts of so many in the aviation community to

create a "single level of safety" for the traveling public will be undermined by this plan. The ADF will take every opportunity in every useful forum to express the concern of working dispatchers about the safety impact of this ill conceived plan and about the continuing problems with ASOS to which it is inextricably tied.

Below is some text from the plan describing the differences in weather and safety standards it proposes....

"SUPPLEMENTARY INFORMATION: The term Service Standards refers to four levels of detail in the weather observation at sites where there is a commissioned ASOS. The first category, known as Service Level D, is completely automated service, at which the ASOS observation will constitute the entire observation, i.e., no additional weather information is

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added by a human weather observer. Some of these airports currently have contract weather observers providing the service. Many other sites (60-80) will be expanded to include automated systems; they are currently under review. Information on specific additional sites is available upon request.

The second category, tower-augmented service, also known as Service Level C, encompasses approximately two hundred and fifty airports. At this level, a human observer adds additional information to the automated observation. Augmentation includes the following parameters: thunderstorms, tornadoes, hail, virga, volcanic ash, and tower visibility. In addition, in the event of an ASOS malfunction or the ASOS reporting unrepresentative data, the human observer may insert the correct value or more representative information into the observation. This is referred to as backup.

"Backup consists of inserting the following parameters where available: wind, visibility, precipitation / obstruction to vision type, cloud height, sky cover, temperature, dewpoint and altimeter setting. This level of service would be provided at all towered airports during hours of operation. During hours that the tower is closed, the ASOS will provide observations without backup or augmentation. These airports are listed as tower-agumented (Service Level C) airports at the end of this notice. Although this category is listed as tower-agumented, the service may be provided by Flight Service Stations at selected sites.

At 135 airports, adding more detail to the weather observation was considered optimum. These airports were divided into two categories, major aviation hubs and high traffic volume airports with average or worse weather, referred to as Service Level A airports; and the remaining group of airports that are smaller hubs or special airports in other ways, that have worse than average bad weather operations for thunderstorms and/or freezing/frozen precipitation, and/or that are remote airports, referred to as Service Level B airports. Service Level B airports will receive augmentation and backup (C-level service) plus long-line Runway Visual Range (RVR), which may be an instantaneous readout. If observed, the following elements will

be added to the observation: freezing drizzle versus

freezing rain, ice pellets, snow depth and snow increasing rapidly remarks, thunderstorm/lightning location remarks and observed significant weather not at the station remarks. At selected airports in this category, during hours of low traffic volume, the service may revert to Service Level C, tower-augmented service, or Service Level D, automated service.

Service Level A airports will receive, in addition to the services described above, 10 minute long-line RVR or additional visibility increments of 1/8 /, 1/16 and 0. If observed, the following elements will be added to the observation: sector visibility, variable sky condition. cloud layers above 12,000 feet and cloud types, widespread dust, sand and other obscurations including volcanic eruptions. "

An example of the accuracy of this product is; on July 17, 1996 the PHL ASOS reported SKC 5SM TSRA. After a call to the station the real weather was found to be 2000 - 3000 OVC with visibility about 3 miles.



The Airline Dispatchers Federation wishes to thank our corporate sponsers for their support.

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Thirteenth Annual FAA/JAA International Harmonization Conference

(The following is a report on the latest FAA/JAA (Joint Aviation Authority) Harmonization Conference held in San Diago on June 3-7 1996 as reported by Dave Porter IFALDA President. ed.)

The agenda called for Industry and Authorities closed meetings Monday afternoon. I requested access to the Industry Closed session and was put in contact with Bill Schultz-GAMA who was the chair of the Industry Closed session. I was invited by Bill Schultz to attend and participate in closed session. Closed session represented Aircraft Certification, Maintenance, Operations/Licensing.

The majority of industry group represented aircraft certification issues. Due to limited compatibility of issues, decision was reached by chair to break up groups into separate rooms. Certification (about 75 people) remained in original conference room, maintenance (about 50 people), and operations/licensing (about 30 people) each took separate rooms. It was further determined that operations and licensing should separate into smaller groups. Since I was alone, I decided to go with the licensing group (about 10 people).

Our group (represented by ATA, AEA, APA, ALPA, IFALPA, and me) spent the balance of Monday afternoon debating the wisdom, from an industry point of view, of harmonizing personnel licenses. The pros and cons were discussed. The breadth of the issue was evaluated. The harmonization of pilot licenses was the primary focus. I asserted that IFALDA intended to participate in the discussion since decisions involving pilot issues would flow through to Flight Dispatcher license harmonization process. I was advised by the Chair (Klaus Menninger-AEA) that not only was I welcome to participate but I was assured that Flight Dispatcher issues would also be addressed by the industry group during the process. I was asked if IFALDA wished to harmonize Flight Dispatcher Licenses. My reply was in the affirmative.

The position of industry regarding licensing was developed by our group to include the harmonization of pilot and Dispatcher licenses. It is my personal opinion that had I had not been there, the issue would have been confined to pilot licensing.

On Tuesday break-out groups were formed to work on issues. Since operations issues and licensing issues often crossed lines, the core industry licensing break-out group consisted of three pilots and three Dispatchers. Others in our original group divided their time between licensing, maintenance, and operations. No other professions chose to participate. As the result of the makeup of our small group, we were able to secure a firm place for Dispatcher issues.

Wednesday morning saw a continuation of breakout sessions. At the close of the industry break-out sessions around noon, the official position of industry was a two-year reciprocal recognition of existing pilot and Dispatcher licenses with some form of harmonization to begin after that. The priorities were #1 Pilot license harmonization, #2 Dispatcher license harmonization, #3 other professional license harmonization.

The afternoon session was another plenary session with each industry group making a presentation regarding their position on harmonization. Capt. Jim Curland (APA) and Capt. Steiner Dalh (AEA) gave the industry presentation, listing Dispatcher Harmonization as the number 2 priority.

Following the mid-afternoon break, the Authorities gave their presentations. They advised that they would save the Licensing issue until last since they felt it would be the most contentious. (Actually, from the industry point of view it was the least contentious since we were in total harmony from the start.) Warren Robbins, FAA, AFS-840 made the Authorities presentation. It began with the statement that full licensing harmonization was not possible and should not be pursued because it was too difficult. Mr. Robbins began his presentation with the caveat that the Authorities group was not in full agreement on this.

The offer was then made for a joint Industry /Authorities break-out session all day Thursday for all four interest groups. This suggestion was universally accepted.

The Thursday meeting was opened by Jeff West regarding rules of order and goals of meeting. Jeff (Continued on page 4)



(Continued from page 3)

FAA/JAA Harmonization

stated that it was the position of the Authorities that at the close of the meeting, spokespersons from both the Authorities and from Industry would summarize their differing positions for oral presentation at the closing plenary session on Friday. Bill Thomas took formal issue with this position, stating that the goal of the meeting was to bring the two sides together and a single spokesperson would make the joint report Friday morning. This was discussed and tabled until the end of the meeting.

Warren Robbins then re-stated the Authorities position but asserted that perhaps it was misunderstood by their poor choice of words. He advised that it was not the Authorities position that licensing harmonization was impossible but rather that it was complicated and full harmonization would take time and could not be completed during this meeting. Since this was the gist of the Industry position anyway, all of a sudden we found ourselves in complete agreement with each other.

It was next decided that a separate Licensing Harmonization Working Group would be formed. Provision was made for this in the FAA/JAA Harmonization Work Program (5th edition) Guide. Section 2.2.5 had been reserved for this. Previously Licensing Harmonization was part of the Operations and Maintenance HWG (Harmonization Working Group - Section 2.2.3). A considerable amount of time (about 2 hours) was spent in getting a commitment from the Authorities group that if separate funding could not be obtained for the Licensing HWG (2.2.5), it would revert back to the Operations/Maintenance HWG rather than falling through the cracks. The discussion became quite heated and at one point, the representative from APA and the JAA Licensing Director left the room to continue their discussion in the hallway. It was finally resolved to everyone's satisfaction. When the ground rules were finally settled, the mechanics of harmonizing the pilot licenses was discussed to a great length, including intermediate measures during the next two years.

Once this was settled, within the overall framework of the HWG apparatus, I was given the floor for about a half hour to put forth Flight Dispatcher licensing issues. I pointed out that

both the U.S. and Canada as well as over half the European states issued or recognized Flight Dispatcher licenses; that every carrier employed persons that performed Dispatch functions regardless of their title or license status; and I also reminded everyone that with the emergence of code-sharing, carrier identities were becoming less clear and that the U.S. DOT had already started to require code share foreign carriers to comply with certain U.S. FAR's when they operated with seats sold to their U.S. partner. I discussed the "Single Level of Safety" concept and suggested that we compete on service rather than safety.

Our position was very strongly endorsed by the pilot groups present, including Capt. Dahl, representing AEA but also an SAS MD80 Captain and IFALPA member. Roland Liddell made a strong protest to the JAA Licensing Director regarding why Dispatcher Licensing was not included in JAR Ops-1. The response from JAA was that they had only included pilots and mechanics due to the press of time; that Dispatch was not a dead issue and that the European Dispatcher groups should participate in both JAA Operations as well as Licensing working groups. It was pointed out that JAR Ops-1 would not be effective until July of 1998 and that it was a living document, subject to addition and revision.

Both FAA and JAA strongly advised that IFALDA get involved in the Operations HWG as well as the Licensing HWG. I advised that for this meeting, since we were a small group with limited resources, we felt we would get the most benefit from participating in Licensing discussions but that we would certainly participate in Operations issues as well in future opportunities.

The final position of the joint Industry/Authorities break-out group was that licensing harmonization was possible; that not just pilots but all licensed airmen including Flight Dispatchers and Flight Engineers and others should be included; that JAR Ops-1, when implemented, permitted limited reciprocal license recognition; that an SFAR (Supplemental F.A.R.) would be pursued in the U.S. during the interim to recognize foreign ATP licenses while the harmonization process was ongoing; and that HWG 2.2.5 would be activated

(Continued on page 5)



(Continued from page 4)
to permit a separate Licensing HWG with a fall-back
FAA/JAA Harmonization

position that Licensing Harmonization would remain as part of the Operations/Maintenance HWG if separate funding was a problem for activating HWG 2.2.5. Interim reciprocal recognition of Dispatcher licenses would be dealt with at the HWG level

The Friday session opened with a formal presentation by Joint Industry/Authorities representatives Warren Robbins made the licensing presentation, specifically stating that Flight Dispatcher and Flight Engineer licenses would be the number two priorities after ATP pilot licenses.

The 14th Annual JAA/FAA Harmonization Conference will be held in Berlin June 2-6, 1997.

1996 AVIATION EVENT CALENDAR

AUGUST:

- 14 ARAC-Executive Committee Meeting
- 14 Chicago Center Familiarization Course on TMU's
- 19 30 DARP Trial Atlantic City

SEPTEMBER:

18 Chicago Center Familiarization Course on TMU's TBA RTCA Meeting

9 - 20 DARP Trial Atlantic City

OCTOBER:

- 2 ADF Business Meeting 2 PM
- 3-4 ADF SYMPOSIUM & BUSINESS MEETING-DCA
- 16 Chicago Center Familiarization Course on TMU's
- 28-31 International Oceanic Airspace Conference-HNL

TBA RTCA Meeting-TBA

NOVEMBER:

6-8 RTCA Annual Symposium-DFW

12-14 Windshear and Windshear Systems Conference-OKC ARAC Executive Committee-DCA

DECEMBER:

TBA ADF Newsletter Mailed

*An ADF representative attends only those meetings that affect the Dispatch Profession.

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ADF Internet Site: http://www.seagull.com/adf/ Steve Caisse

It seems everywhere we turn these days, companies, businesses and organizations are establishing a presence on the Internet. Many aviation organizations including ALPA and the FAA have existing Internet Web Sites.

This past March, a decision was made by ADFs officers to establish and Internet "Web Site". Seagull Technology graciously offered to provide the computer hardware to host the site and ADF member Steve Caisses company, VALUweb is providing the computer programming, design and marketing efforts required to develop the site.

The new ADF Web site is a multiple page site which combines most of ADFs existing printed promotional literature, along with data archives and several interactive "fun" exercises for visitors.

The main components of the site, when completed, will be as follows:

- A The ADF Library:
- "Inter-activities"
- ↑ The ADF Guestbook:
- Membership Information:
- ADF Mission Statement:
- ADF Safety Information:
- Aviation History Quiz:
- ADF Meeting Information:
- ADF History:
- x Federal Air Regulations:
- A Links:
- ADF News:
- a Dispatcher Overview:
- ADF Mail Link:

One of the keys to the establishment of a successful Web Site is to ensure that its content remains current, fresh, interactive and frequently updated. The ADF Web site, while being designed primarily as a means for ADF to reach out to aviation professionals world wide, was also designed to be a fun Internet spot to visit for even those just casually interested in our profession and aviation in general.

The ADF Web site will feature a fully interactive "You are the Dispatcher" module where visitors will actually be put through a 15 minute exercise that takes them through a simulated scenario designed to encompass many of the dispatchers responsibilities. Initially, the guest will be informed that he is working Global Flight 247 from DFW to BOS. The user will then review the origin, destination and enroute weather. A route of flight will be selected. Appropriate NOTAMS and MEL items will be reviewed and discussed. The user will decide how much contingency fuel to carry, select an alternate and choose a smooth flight level. Then the simulated flight will depart, with PIREPS and position reports sent to the user as the flight proceeds to BOS. Enroute, the flight "radios" that it has a medical emergency. The flight will also encounter holding delays into BOS and the guest will be forced to decide whether to continue to hold or divert to the alternate.

This whole exercise was designed with the understanding that the user will have limited, if any, understanding of the roles and responsibilities of the aircraft dispatcher. Each component of the exercise was constructed with simplistic terminology, multiple choice answer selections and instant feedback if a wrong decision is made.

The design and development of the ADF web site is being done on a volunteer basis, and as such, will be rolled out in phases. At this time, the following components are operational on the web site:

- λ The ADF Mail Link
- λ ADF Mission Statement and Goals
- λ FAR Link
- λ The ADF Guestbook and Survey
- λ What is a Dispatcher
- λ Meeting Information

It is expected that the next phase of development will included building up the contents of the ADF reference

library and placing the ADF newsletter on the Internet. Additionally, the Aviation History Quiz and Industry Links Pages will be added shortly. The Interactive Flight Planning module is still in development and it is expected that it will not be fully operational prior to the end of the summer.



NTSB Recommendations Icing Accident

The President of ADF

The NTSB report for the ATR-72 accident at Roselawn Indiana has been released. In the Executive summary of findings and recommendations. The NTSB makes the following recommendation to the FAA:

"Direct principal operaitons inspectors (POIs) to ensure that all 14 Code of Federal Regulations (CFR) Part 121 air carriers require their dispatchers to provide all pertinent information, including airmans meteorological information (AIRMETs) and Center Weather Advisories (CWAs), to flightcrews for preflight and inflight planning purposes."

The findings in the executive summary do not mention dispatch and there is no indication in the summary that their was a deficiency in this air carriers dispatch system. The fact that the recommendation was made that POIs should ensure that dispatchers comply with FAR 121.601 is an indication that we all need to focus on the importance of meeting the letter and intent of 121.601. While it may seem redundant to remind dispatchers about 121.601, which we all have been taught and know, the ADF is concerned that the NTSB saw a need to make this recommendation. In that light please review FAR 121.601 quoted below and remember the importance of keeping abreast of current pilot reports as well as CWAs, AIRMETs and SIGMETs since they are one of the best sources for discovering "adverse weather phenomena, such as clear air turbulence, thunderstorms, and low altitude windshear" before they discover one of your flights. There are thousands of bytes of weather and facilities and services information out there and soon probably millions of bytes will be available. FAR 121.601 is one of the dispatchers prime responsiblilties since only you are in a position to filter this information for the bits that may adversely affect one of your flights. Even with the new aircraft and weather systems the flight crew is still busy flying the airplane. If all the data available could be had in the cockpit the crew has neither the free time nor the time horizons necessary to process and filter it. The ADF will be contacting the NTSB to find out what caused this recommendation to be made so we can inform you. We need to focus on insuring that the NTSB never again sees the need to make this recommendation. In the next column is our responsibilities according to FAR 121.601

121.601

Aircraft dispatcher information to pilot in command: Domestic and flag operations.

- (a) The aircraft dispatcher shall provide the pilot in command all available current reports or information on airport conditions and irregularities of navigation facilities that may affect the safety of the flight.
- (b) Before beginning a flight, the aircraft dispatcher shall provide the pilot in command with all available weather reports and forecasts of weather phenomena that may affect the safety of flight, including adverse weather phenomena, such as clear air turbulence, thunderstorms, and low altitude windshear, for each route to be flown and each airport to be used.
- (c) During a flight, the aircraft dispatcher shall provide the pilot in command any additional available information of meteorological conditions (including adverse weather phenomena, such as clear air turbulence, thunder storms, and low altitude windshear), and irregularities of facilities and services that may affect the safety of the flight.

Progress of RTCA SC-169 WG-5 (AOC-TFM Data Exchange)

Steve Caisse

ADFs work continues on RTCAs Special Committee 169, Working Group 5. The efforts of this group have taken on additional importance since its activities were cited as source reference for several topics in the latest Free Flight Steering Committee report.

The RTCA undertaking will identify data that will be exchanged between the airlines AOCs and the FAA / TFM facilities as Free Flight evolves. ADF is playing a huge role in this effort, with no less than 6 members in attendance at each meeting this far. ADF President, Mr. Mike Nadon attended the groups last meeting in PIT just a few weeks ago. At PIT, host airline USAir treated the membership to a tour of the USAir AOC facility, and once again the work of the dispatcher was at the forefront of the groups activities.

(Continued on page 10)



Airline Dispatchers Federation

Symposium 1996 - Washington, DC

Holiday Inn Capitol 550 "C" Street, SW Washington, DC 20024 202-479-4000

(Located 1block from the L'Enfant METRO Station, Air & Space Musem, DOT Headquarters, and FAA Headquarters.)

October 3/4, 1996

Tentative Agenda

October 2, 1996

1800-2100 Registration hotel 1900-2100 Reception (location and sponsor TBA)

October 3, 1996

AM Plenary Session

0830-0845 opening remarks and introductions by ADF President

0845-0900 Meeting objectives and format discussed by ADF Pres/EVP

0900-0920 The Pilot, The Air Traffic Controller, and Dispatcher (PAD) Giles O'Keeffe

0925-0945 Speaker 1 David Hinson - FAA Administrator (invited)

0950-1010 Speaker 2 Roger Wall - FAA Air Traffic (invited)

1015-1035 Speaker 3 Kathy Hakala - FAA Certification and Regulation (invited)

1035-1045 Working Group Overview

1045-1100 Break

1100-1200 Working Group Session

1200-1300 Lunch

1300-1700 Working Group Session

October 4, 1996

0830-1000 Working Group Session

1000-1020 Break

1020-1200 Final Working Group Session

1200-1300 Lunch (co-chairs meet for working lunch)

1300-1430 Closing Plenary Session (presentation of papers by co-chairs)

1430-1730 Board Meeting

WG #1 "Aviation Weather and the "Go-NoGo Decision".

Facilitators: Giles Okeefe, ADF and TBA, NCAR Presentations; (15min each)NCAR provides an overview of the Product Development Team's current projects, NWS, FAA Weather Service, Vendor, NASA, human factors. Discussion; research community, pilots, dispatchers, FAA, vendors, NWS, and NASA discuss weather product requirements (requested by NCAR)

Discussion; pilots, FAA, NASA, Academia, and dispatchers discuss weather effected decision making.



WG#2 "Transitioning from a flight locating system to a flight dispatch system"

Facilitators: Mark Fanger, ADF and Kathy Hakala, FAA

Presentations & Discussion; Flight Planning, Air-Ground Communications, Regional Dispatch Environment, "split certificate issues", dispatch training & checking, compliance issues. Key participants, ADF, RAA, RALPA, FAA, vendors.

WG#3 Free Flight/CDM Collaborative Decision Making

Facilatators: Steve Caisse, ADF and Phil Smith, Ohio State University

Topic: "AOC/TFM Interactions"

"Collaborative Decision Making to Enhance Airline Safety and Operational Efficiencies"

Discussion; Panel discussion with audience participation in the area of Airline Operation Control and Traffic

Flow Management interaction in maintaining an safe and efficient trafic flow.



Symposium Registration **Form**



NAME_____ Address City _____Zip/Postal Code _____ How do you want your name on your name badge? Which Working Group are you interested in participating (Circle One) WG#1 WG#2 WG#3 (circle one) ADF Member Non-Member Company/Organization_____ ADF Members \$45 Non-members \$55 Pre-registration Registration at the door ADF Members \$55 Non-members \$65 Pre-registration must be recieved by ADF 3 weeks prior to the symposium. Send this registration form to the Airline Dispatchers Federation 700 Thirteenth St. NW Suite 950 Washington, DC 20005 Hotel accomodations are available at the Holiday Inn Capitol for \$109 per night. Reservations can be made by calling the hotel at (202) 479-4000. Reservations should be made at least three weeks prior to the symposium. Make sure to request the "ADF" Rate



(Continued from page 7)

AOC/TFM Data Exchange

In recent months, the composition of RTCA SC-169 WG-5 has become more closely tied with the work of the Collaborative Decision Making (CDM) team. The PIT meeting was held right after the CDM meeting. ADF is also well represented at the CDM sessions.

ADF participation at these meetings is intended to ensure that the dispatchers FAR mandated roles are not compromised. We have been very successful this far in developing language that will become a part of the final MASPS (Minimum Avaition System Performance Standards) document that actually strengthens the roles of the dispatcher under Free Flight.

A number of dispatcher related scenarios have been developed by the membership that help bring to the forefront, our roles and responsibilities. These scenarios will be included in the final MASPS. That document will receive widespread distribution within the government.

More and more these days, thanks in large part to ADFs efforts around the country, the dispatcher is becoming everyones favorite child. At the RTCA meetings, whenever a topic or question arises, everyone looks to ADFs membership at the meeting for the answers. This wasnt the case just a few short years ago when the word "dispatcher" was rarely, if ever mentioned in any "Washington" sponsored meeting.

Some Thoughts on Membership

Chris Bredemmeier

Membership in our Proffesional group continues to be a high priority. As with any Not For Profit Organization, the need for continuing involvement, and financial support is paramount if we are to continue to be a voice heard and respected within the Aviation Community. We continue to pursue members from all corners of our industry. Due to the fact that we are not a Labor nor Management group, this allows us to represent the field of Aircraft Dispatch without the bias usually associated with one or the other.

The first time an ADF member was explaining the Organization to me, he said "The first committe meeting I went to in Washington, there were people in the room tossing the idea around of elliminating dispatch in their safety equation!" All it took was having an ADF representative there to explain, to those who were unfamiliar with the importance of the "Ground Captain" why we're here and what we do, to turn the tide of that discussion.

This is what we do, support the proffesion, promote safety, while considering the need to coordinate these items with the ATC Community, and maintain an economical operation for our Carriers. This takes support from all the proffesionals in the Dispatch

(Continued on page 11)



Good size crowd enjoys Symposium 1996. The astute reader can spot O'Keeffe, Creighton, Rossmore, Rezsonya and Joseph in the audience.



(Continued from page 10)

Membership

Community, not just a few. Membership ensures continuing Newsletters while providing the financial means to send our representatives to Washington and participate in Rule Making Advisory Boards and other professional meetings which may have an effect on our profession. We also participate in ATC training classes to make sure they are aware of our needs under the F.A.R.s.

Please contact us if your membership has lapsed or if you wish to become a new member. We welcome all interested parties and are currently reviewing better ways to provide better Newsletters, Symposiums, and support for you. Send any suggestions to us to improve our service. Thank you

Canadian Licensing

Jim King

(The following is a summary of the new licensing of Dispatchers in Canada by Jim King, Air Carrier Inspector Canada ed)

The Canadian Aviation Regulations (CARS) come into force October 10, 1996. The CARs will replace the present Air Navigation Orders, Which were the basis of Canadian regulations for the past fifty years. The new regulations will outline the standard for flight watch and dispatch and the training required for dispatchers in Canada prior to the issuance of a 'certificate. For many Canadian air operators, the coauthority and certification of dispatchers is a new concept. The transition to the co-dispatch system will take time to fully implement and therefore Transport Canada is allowing two years from CARs promulgation for air operators to comply with the new standard.

The training and eventual certification of dispatchers will he accomplished in two phases. Generic training is the first phase whose goal is establishment of a common body of knowledge required by all flight dispatchers. Transport Canada will verify the level of proficiency of generic training by administering two examinations: the -first to assess the candidates,

knowledge of meteorology related subjects and the second exam to measure the knowledge of operational subjects such as air law and performance. A flight dispatch candidate is required to pass both generic examinations prior to commencing on-the-job training with an air operator. Candidates that successfully achieve a passing grade of 75 in each exam are given a letter documenting that they have achieved the standard which is valid for one year. The letter is not a certificate and is only an indication that the candidate is prepared to continue to the next level of learning.

The second phase is specific training, which provides additional training in those subjects that apply specifically to the flight operations and system of operational control of the candidate's air operator. Transport Canada approves the air operators specific training syllabus, dispatcher examiners and operational control manuals. Each specific training syllabus must specify the time allotted for class review, examinations, and the review of examinations as well as the total time allotted to the delivery of the course. All course material relates to operational control procedures, airplane types, and the route structure of the air operator. The standard also requires that two specific examinations must be approved by Transport Canada and that one of these examinations be given at the end of the specific training.

On-the-job training consists of a specified period of time during which the flight dispatcher candidate will perform the duties of a flight dispatcher under the direct supervision of a fully qualified flight dispatcher. After completion of on-the-job training, each flight dispatcher shall undergo a competency check administered by a dispatcher examiner acceptable to Transport Canada. In addition, all dispatchers must pass an annual competency check to be conducted after successful completion of recurrent training in order to maintain the validity of their certificate.

Training records will-he maintained by the air operator and will contain information on all training completed by the flight dispatcher, including the results of Transport Canada's generic examinations, copies of all other examinations taken in the previous three years, records of on-the-job training, and all certifications of competency.

(Continued on page 12)



(Continued from page 11)

Canadian Licensing

The new standard for operational control is the of work by a small group of very dedicated people. industry, government and labor representatives formed this group and worked for over two years to produce the standard for certification of dispatchers in Canada. The full cooperation of these organizations made it possible for the implementation of a standard for flight watch and dispatch that is presently the highest in the aviation industry. Transport Canada, industry and labor are entering a new era and look forward to the full implementation of this new standard over the next two years.

In-Flight Icing Conference

A special Conference on Aircraft In-Flight Icing was convened by the FAA on May 6 through 8, 1996 near Washington, DC. People from all areas of aviation were in attendance, along with four ADF members: Bill Cranor, Brad Rasmussen, Lee Wilson, and Steve Horton.

Objectives of the Conference were:

- 1 To provide a comprehensive survey of the state-of-the-art and knowledge in all areas associated with aircraft in-flight icing.
- 2 To provide recommendations for short-term actions in areas such as operations, training, and education, and for long-term efforts such as research, development and rulemaking.

There are many new tools coming our way as soon as the hardware and software are in place to take advantage of them. The Internet is already allowing some access, but to take advantage of all of the new tools described by the National Center for Atmospheric Research (NCAR), and the National Weather Service (NWS), new systems are needed. It was very interesting to hear of the research that is going on in icing detection and removal. The NASA-Lewis Research Center in Cleveland, Ohio is very active in this area.

Day One-

FAA Administrator David Hinson and Associate Administrator Tony Broderick welcomed the participants. Most of the rest of the day was filled with presentations from speakers in every phase of aviation from forecasters, to research people, to line pilots. Russia even sent an engineer who gave a summary of work that has been accomplished in the former USSR. Five working groups were formed:

Ice Protection and Ice Detection

Determination of ice protection systems appropriate to specified aircraft characteristics and icing environments. Detection of icing conditions.

Requirements for and Means of Compliance in Icing Conditions

Validation of icing simulation techniques. Discuss limitations and validation standards. Compliance with certification standards or "safe exit capability".

Icing Environment Characterization

FAR Part 25, Appendix C. Measurement of drop sizes, counts, etc.

Forecasting / Avoidance

Accuracy and timeliness of icing forecasts. The practical use of severity indices. Avoidance of forecast or known icing conditions.

Operational Regulations and Training Requirements

Safe operations in areas of freezing rain or drizzle. Flight crew training to recognize and avoid or exit from severe icing, including supercooled large droplets (SLD) conditions. Operational definitions of icing and certification icing requirements. Use of PIREPS. Dispatch procedures related to SLD conditions.

Bill Cranor and Brad Rasmussen participated in the Forecasting / Avoidance Group. Lee Wilson and Steve Horton were in the Operational Regulations and Training Requirements Group. Steve Horton prepared a paper on the Dispatcher's roll in forecasting and avoidance, (available from ADF Membership Services Fax-Back at 1-800-OPN-CNTL), and addressed the group, emphasizing the avoidance issue.

Day Two-

Work group meetings.

Day Three-

Work groups met and reported back to the main group.

(Continued on page 13)



(Continued from page 12)
Icing Conference

In the work descriptions of the five work groups above, you will find absolutely no mention of the discussions revolving around the FAA using an Airworthiness Directive (AD) to fix what the FAA sees as a safety issue, nor will you find anything about the FAA defending itself for its actions. Yet a great deal of time was utilized in these discussions.

If you can get a copy of the AD, you'll understand the manufacturers' and operators' point of view. We now have 18 aircraft types (actually over 40 if you figure in all the sub-categories) with a stigma attached. The AD provides for a warning that "severe icing may result from environmental conditions outside of those for which the airplane is certificated". This statement is the center of the controversy.

There was some good information, and the networking among the various aviation interests was very valuable.

LAHSO

Mike Nadon

This Flight Standards Information Bulletin (FSIB) issued 7-29-94 has been extended. The information on Land and Hold Short Operations (LHSO) and the requirement under 121.601 for the dispatcher to insure the PIC has current and correct information about these operations is quoted for your information.

- "1. PURPOSE. This FSIB replaces FSAT 92-36 and FSGA 92-07, "Land-and-Hold-Short Operations," (LAHSO). This FSIB contains guidance for principal operations inspectors (POI), geographic inspectors, and accident prevention program managers (APPM) regarding the following areas:
- The need to disseminate information on runway incursions, LAHSO, and associated operational problems to operators and the aviation public
- The procedural and performance information re quired for regulatory compliance
- The flight information required for regulatory compliance

2. BACKGROUND.

LAHSO (formerly known as Simultaneous Operations on Intersecting Runways (SOIR) have been instituted for over 800 intersecting runway combinations at over 200 airports in the United States. Recent incidents related to LAHSO and runway incursions have been traced to pilots not demonstrating an adequate knowledge of LAHSO procedures and responsibilities because of the following factors:

- A. Pilots are not obtaining required flight information prior to initiating flight operations.
- B. Pilots, flight followers, and aircraft dispatchers have not received adequate training concerning LAHSO procedures and related information.
- C. Operators are not supplying flight crewmembers with required flight information prior to authorizing flight operation.
- D. Operators have not established adequate LAHSO procedures.

3. RESPONSIBILITIES.

- D. Aircraft Dispatchers. Aircraft dispatchers and flight followers are required by FAR 121.601 and FAR 121.603, respectfully, to supply the PIC with all current reports and information on airport conditions and irregularities which may affect flight safety. To comply with this requirement, aircraft dispatchers and flight followers may be required to supply any or all of the information described in paragraph 4 of this FSIB.
- 4. RELEVANT FLIGHT INFORMATION. Since flight information is often not duplicated in other sources, operators and aircraft dispatchers may have to provide flight crewmembers with relevant information from all of the following sources for each airport of intended operation to ensure regulatory compliance.
 - The "Airman's Information Manual" (AIM)
 (which includes pilot procedures for operations that involve simultaneous landings and takeoffs)
 The "Special Notices" section of the Airport/Facility Directory" (A/FD) (which includes landing distances available when LAHSO are in effect)
 - The "Airport Remarks" section of the A/FD for each airport listed in the A/FD (which includes runways closed to specific types of aircraft)
 - Flight Data Center (FDC) Notices to Airmen

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(Continued from page 13)

LAHSO

(NOTAM) of a regulatory nature and NOTAM (D)'s (which includes topics such as closed run ways and inoperative runway lighting)

- -- NOTAM (L)'s (which includes topics such as short-term shutdown of navigational aids (NAVAID's) for less than 1 hour, taxiway and ramp area construction or closures; and inopera tive taxiway lighting)
- NOTAM's from "Section One" of the biweekly publication, "Notices to Airmen" (which includes NOTAM's in effect over a long term)
- The "Special Notices" that are contained in "Section Two" of "Notices to Airmen" (which in cludes lengthy and graphical NOTAM's, such as those depicting hold-short points at special demonstration airports, along with any unique signs, lighting, and procedures at these airports) "

NPRM 95-5 Restates Another Dispatch Responsibility

During a review of the NPRM 95-5 implementation program the ADF discovered the following language. The General Counsel's opinion on SWAP routes and the requirement that the PIC and dispatcher concur on any "significant" change to the route of flight is well known. The ADF is not aware of any FAA change to this long standing policy and agrees with the FAA position that any "significant" change to the route of flight must have the concurrence of the PIC and dispatcher.

NPRM

There are circumstances which severely proscribe the ability of the flight to accept a reroute such as such as 121.191 compliance. When the dispatcher knows that the proposed route of flight is based on safety and/or regulatory requirements that will limit the ability of the PIC to accept a reroute then including this information in the briefing to the PIC is advisable. The fact that you do not include a briefing on limitations to ATC reroutes does not change the regulatory requirement that the PIC and dispatch agree to significant changes to the planned route.

The FAA Inspectors Handbook 8400.10 Appendix 4 FSIB FSAT 96-2 and FSAW 96-2, Attachment B, Paragraph 4.B.3 states:

(3) In Flight Reroutes. The certificate holder must establish procedures that ensure the requirements of Section 121.191 are met when flights are rerouted. Since air traffic control (ATC) often reroutes aircraft in mid-flight, the method must be easily and accurately accomplished in the cockpit. In some cases, flights dispatched along a specified route cannot be rerouted and remain in compliance with Section 121.191. When this is the case, dispatchers must notify the PIC in the briefing required by Section 121.601.

An Apology

The Volcano article in the last issue was written by Len Salinas not Fergus Flannagan. We apologise for the error.

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Airline Dispatchers Federation

ADF NEWS



Volume 6 Number 3

Winter 1997

The Future is up to you

The ADF symposium in Washington was a great success with over 150 in attendance. The three working groups covered topics of current concern and all who attended gained a better understanding of the issues and where we are going as well as helping to plot the course to the future. The ground rules established by the ADF were that no quotes would be used from the working groups without the permission of the speaker. The sessions were productive and positive but there were moments when what

diplomats call a "Free and open exchange of ideas" occurred.

David Hinson (FAA Administrator), Kathy Hakala (FAA regulatory), and Roger Wall (FAA ATC) were kind enough to speak at the symposium. Their remarks were very complimentary of the ADF's role in the "Single Level of Safety" effort and other initiatives such as CDM.

The Future is up to you

(Continued on page 8)

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WHEN IN DOUBT - CHECK IT OUT or Your Ticket Weighs A Ton, Handle It With Care

Rick Buckalew

All of the paperwork was on board, ATC had accepted the filing and issued a clearance, and the Company agent had ensured that all the necessary duties were completed. The flight pushed back on time, another successful "dispatch" for one of the Company's more than 2500 daily flight segments. As the aircraft moved across the airport for takeoff, the flight crew noticed a abnormality in a system reading on a cockpit gauge. The rest of the taxi-out checklist was completed and the flight crew then returned their attention to the errant gauge. There was no applicable procedure for the crew to follow, so they initiated a radio call to the Company dispatcher and maintenance coordinator at Headquarters. It appeared that the Minimum Equipment List (M.E.L.) would not have allowed the aircraft to depart. "How can we put ourselves in the "departure mode?" became the operative question.

The three certificate holders (captain, dispatcher, maintenance coordinator), after 20 minutes and 2 additional radio conferences, decided that the flight had already been "dispatched," the M.E.L. did not apply, and that departure (flight continuation) was O.K. It was also agreed that if the system error still existed after "clean-up," the crew would request that ATC clear the aircraft to a new destination - a Company maintenance station less than an hour away. Additionally, there was an M.E.L. procedure in place that closely approximated the situation at hand and allowed for takeoff with conditions and performance penalties that were allowable under the circumstances. It was later discovered that this procedure, in addition to not being applicable, had an editorial error and should have included the caveat "after flap and gear retraction."

Throughout the communication process, all involved learned from each other what they believed would allow the flight to continue under all the right rules and procedures. The three certificate holders, on behalf of the fourth certificate holder (Company) were spring-loaded in the "go" position. As they later learned, they should have been safety wired in the "no-go" position.

WHEN IN DOUBT - CHECK IT OUT

During the attempts to remedy the gauge error, the crew had recycled the flaps up and down a few times. The local controllers

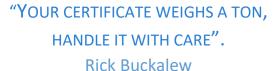
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ADF News is a p





Delta Flight Superintendent Rick Buckalew in center, entertains his coworkers a Delta Christmas party. Also seen is FS Janet Fink on the far left, FS Merl Plegg with glasses and FS Pam Soloman on right. Wearing a big smile behind Rick is Hazel Bolin, Flight Control's secretary and administrator for many years. Rick was hired by Delta in 1972 as Customer Service Agent. During his early career, he earned quick promotions through progressive levels of responsibility in Stations (ATL, MIA) Reservations Sales, Revenue Control, In-Flight Service, and Crew Planning. Rick was selected to joined Flight Control in 1986. Rick had extensive dispatch experience including on Delta's Domestic, International





Delta Flight Superintendent Rick Buckalew was an experienced, capable, and admired Delta Flight Superintendent. In 1990, Rick was working a Delta Air Line's 727-232 operating between Los Angeles and Fresno CA. In the course of that operation, a question arose from the captain during taxi out pertaining to a system fault on the aircraft. Because Delta documentation at the time was not crystal clear about what constituted "the dispatch event" (pushback or takeoff?), both the dispatcher and captain believed that language in the MEL did not apply to this situation because the aircraft had departed the gate. As a result, the Delta Flight Operations Manual was used for guidance. Both the dispatcher and the captain, along with maintenance, agreed that this aircraft could depart based upon language in the FOM. Following an unusual combination of circumstances, the aircraft ended up diverting to Los Angeles. Following that diversion, the circumstances of the flight were scrutinized by the Federal Aviation Administration. As a result, Mr. Buckalew was drawn into certification enforcement actions with the FAA.

Following this event, Mr. Buckalew frequently unselfishly and frankly spoke to dispatch groups about his experience on this flight and with the FAA and the lessons learned as a consequence.

As a result of this situation, guidance documents at certain airlines were changed to state that the MEL would apply to conditions on the aircraft up to the point at which the throttles were advanced for the purpose of takeoff.

Mr. Buckalew made several very memorable presentations to ADF groups over the years and also authored the article on the front page of ADF's Winter 1996-1997 newsletter from December 1996 as shown on the preceding page. The article presents a must-read lesson for all dispatchers.



(Continued from page 1)

in tower recognized this as the universal hijack signal. Sure enough, the system error continued and the airplane was cleared to the new destination. At taxi-in, the FAA authorities asked the local Company personnel the disposition of our hijacked flight. All of this attention precipitated an investigation. The FAA enforcement staff formally charged that the individual certificate holders involved knew that the aircraft was not airworthy as certified, and then "hatched a plan" to operate the flight in violation of the applicable regulations to get the aircraft to a station where repairs could be more conveniently accomblished.

The FAA proposed to revoke the certificate of both the dispatcher and the captain. It appeared the FAA was convinced that a conspiracy took place. Even after explanations of the events, and face-to-face meeting with all the parties, the authorities pursued maximum sanctions. The incident started a chain of events that would last for eighteen months.

All of the parties (Company as represented by the Legal Department) exchanged charges, descriptions, cadantials, depositions, and subpoenas. The parties attended internal and external conferences, all with the purpose of minimizing each certificate holder's exposure to sanctions that could be imposed by the FAA. The Company offered to shoulder the blame for the entire incident. The basic operating premise for the M.E.L. was that after pushback the flight was en route and the M.E.L. does not apply. The FAA gratefully accepted a negotiated \$60,000 civil penalty (fine) and continued to pursue the charges against the individual dispatcher and pilot.

Both the dispetcher and the pilot challenged the FAA proposed certificate revocation action through the available legal channels. The final step of the process was a hearing before a National Transportation Safety Board Law Judge. Penalties were imposed, though not as stringent as the criginal FAA proposed sanction.

The end result of the entire process was that the dispatcher lost his certificate for 6 months. The Law judge found that the dispatcher operated (authorized) a flight that endangered the life or property of others (FAR Part 91.13) and released an unainworthy aircraft (FAR 121.605). The captain later negotiated with FAA to accept the same penalty as the dispatcher. Fortunately, the majority of the incomes of both were protected by the Company which was in a position to offer temporary staff jobs, benevolently approved by the CEO.

In rendering the decision, the comments of the Law Judge (in writing, for the record) demonstrate the degree of responsibility that is demanded from various elements of the air transportation system, particularly the dispatcher and his/her joint authority under FAR Part 121. "One expects a high degree - not even a high degree - the highest degree of care, judgment, and responsibility in the exercise of whatever certificates are applicable." [The Company law staff is of the opinion that non-certificated employees of certified carriers can also be held accountable for knowingly contributing to regulatory noncompliance.]

WHEN IN DOUBT - CHECK IT OUT

Although the carrier accepted responsibility for the error of general M.E.L. application, "intent is not an element in these cases ... the dispatcher knew or should have known under all of the circumstances what was going on out here, that there was at least a serious question as to whether or not this aircraft was

airworthy." The M.E.L. policy that considered a flight en route upon movement from the gate was "a policy that was an open invitation for a disaster to occur." NOTE: Company now specifies, and the FAA accepts, (that the M.E.L. applies up until takeoff and that the takeoff event is the application of takeoff power. If the takeoff is discontinued or aborted for any reason, the M.E.L. once again applies. There can be no interpretive applications.

It is incumbent on all certificate holders to monitor and safeguard all procedures and operations regardless of the degree of individual involvement. Additional points of regulatory and administrative law that the Judge made pointed reference to are:

- 1.) To find culpability under the law, all that is required is potential endangerment of life or property. (FAR 95.13, also see FAR part 1 defining "operate")
- 2.) The economic impacts on the certificate holder of punitive or remedial action is not an issue. If you loose your job, so be it. The public interest in air safety is paramount.
- 3.) Airworthiness of any aircraft is a matter of regulation, leaving little room for judgment or interpretation. FAR 121.605 requires that an aircraft can not be released unless it meets all of the equipment prescriptions in FAR 121.303 as certified.

The bottom line - be aware of everyone's place in the equation. Don't be willing to participate in an operation that you suspect could be subject to later negative scrutiny. All decisions regarding the initiating, continuing, or canceling of any operation for other than purely economic reasons rest, by law, with the joint authority of the captain and the dispatcher. If in doubt, check it out.

Author's note: The FAA enforcement, investigation, and appeals process is professionally threatening and personally grueling, taking an emotional toll on the certificate holder and family. A extremely supportive spouse, fellow dispatchers, and company staff made the ordeal bearable, with honor and personal integrity surviving in the end.



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ADF Symposium, Working Group 3

Highlights, Shared Decision Making among the National Airspace System Users by Steve Caisse

Throughout 1996, ADF was a very active participant in Washington, D.C. programs focused on the concept of "Shared Decision Making" among NAS users. These efforts were especially evident in the Collaborative Decision Making (CDM) working group's activities and the RTCA Special Committee 169, Working Group 5 project. In light of these undertakings, ADF Secretary/ Treasurer, Mrs. Carla Beck suggested that ADF explore these concepts in greater detail at the organization's annual symposium. As symposium plans were being developed in July, 1996, Mrs. Beck called upon Steve Caisse, ADF Director of Safety to organize a panel that would expand upon these important efforts. Accordingly, as part of the 1996 ADF Operational Control Symposium, Working Group 3 was formed to explore the theme, "Cooperative Decision Making to Enhance Airline Safety and Improve Operating Efficiencies".

Working Group 3 was organized to examine issues involved with the interactions between Airline Operations Center's and the Air Traffic Management System. In accepting the assignment from Mrs. Beck, Caisse and Co-Facilitator, Dr. Phil Smith, Ph.D., Ohio State University stated that it would be their intention to focus attention on the realization that by working together towards shared and mutually beneficial decisions, pilots, controllers and dispatchers can contribute to improved safety in the airline industry. The duo also postulated that significant benefits could be realized by cooperative decisions in reducing the costs incurred by all parties in managing and operating the nations air transport system.

Meeting in Washington, D.C. on October 3, 1996, the cornerstone of Working Group 3 was a panel of experts comprised of aviation professionals from three distinctive areas of the aviation industry, Dispatchers, Air Traffic Management/Control professionals and ALPA pilots.

Participants on the panel included:

ATM/TFWATC
Mr. Jim D'Ambrosio
Mr. Mark I ihhy

JAX ARTCC ATCSCC

Mr. Mark Libby Mr. Larry Holcomb Mr. John Tittle

Chicago Center TMO ZFW ARTCC ZNY TRACON

Mr. Leo Prusak

Aircraft Dispatchers

Ms. Lorraine Sandusky

CO Dispatch UA Dispatch

Mr. Chris Pear Mr. Rick Buckalew Mr. Lew Rezsonya

DL Flight Control
DL Flight Control

Pilots

Mr. Larry Newman ALPA Mr. Gary Donovan ALPA

(Continued on page 4)



(Continued from page 3)
Working Group 3 (continued)

The selected panelists were all well versed in the functionality of the ATM system from both airline and FAA perspectives. They all willingly and openly expressed their views and concerns. The exhibition was witnessed by a diverse audience of interested parties numbering approximated 75 guests from a myriad of fields in the aviation industry including reporters from Aviation Week and Space Technology and the Aviation Daily.

Discussions originating in Working Group 3 identified problem areas and developed mutually beneficial solutions to those issues. A number of actual scenarios were presented to the panel of experts for examination and discussion. The problems and successes associated within each scenario were explored and evaluated. Recorded radio communications and computer generated images of actual scenarios that had recently occurred were presented to the participants to foster discussions and commentary. Throughout the discussions which evolved, participants educated one another as to functions, limitations and procedures of the other parties. Frequent audience participation was solicited in the debate and those attending were provided with ample opportunity to raise questions.

Ohio State and Ohio University research teams on hand for the extravaganza are in the process of producing a "Technical Report" document chronicling issues, analysis and findings derived from the working group's efforts. This document will be made available to the industry once it is completed. Some of the early conclusions discovered by the researchers in examining the transcripts from the session include the fact that each group sincerely wants to work together toward improving air traffic flows in the NAS. However, a lack of understanding regarding each other's motives, influences and intentions contributes to conflicting goals and objectives. Also, the dialogue revealed that there is a crucial need for better information exchange before, during and after flights. Additionally, there was significant disagreement among the participants regarding ATC's ability and authority to reroute aircraft on "weather reroutes" (SWAP routes).

The dispatchers strongly argued that ATC should present the operators with options, not mandates when a reroute becomes necessary and that the captain and dispatcher must concur on the reroute before it is accepted. The Air Traffic personnel established the fact that one of the most important ways to improve the NAS is for the airlines to provide good feedback to the ATM before during and after flights regarding what worked and what didn't worked so that corrective actions can be instituted in problem areas.

Editors Note: The FAA General Counsel has ruled that a "significant" change to the route of flight agreed to by the captain and dispatcher in the dispatch release requires the concurrence of both. ADF Symposium, Working Group 1 Highlights, Dispatcher Decision Making Process Giles O'Keeffe

Working Group One failed to meet its goal. The stated purpose was to produce a document on the decision-making process a dispatcher goes through prior to authorizing a flight, and the continuing decision making that occurs while monitoring the progress of the flight. It seems obvious, in retrospect, that this purpose was beyond the capabilities of a day and a half working group, given the amount of information that dispatchers need to process during their shifts. However, the working group was supposed to be weighted towards the "weather" side of the process, and there were some interesting discussions with some very impressive representatives from FAA weather, NCAR and the vendor community.

The most important thing the dispatchers involved discovered (or re-discovered, if you like) is that we all have the same problems when it comes to aviation weather. Timely, accurate reports, RVR information, standardization of terms, forecast accuracy, and the prediction and reporting of hazards were all discussed. NCAR is working on some terrific products along the lines of thunderstorm prediction and 3-D icing depiction. FAA spent time, predictably, restating that ASOS meets the requirements specified for it.

The dispatcher community was unanimous in its dissatisfaction with ASOS, and looking forward to having every ASOS augmented with a human observer. There was a discussion centered on the FAA's desire to produce better weather displays for ATC, which struck some of the participants as money not well spent. MITRE showed us some of the projects they are working on. As stated, we did not meet the original goal, but the time was still well spent. In the final analysis, it became apparent that what ADF needs is a full-time volunteer to be the single point of contact for Weather.

With all the money that the government is pouring into weather research and product development, ADF needs to lend a guiding hand. None of this funding should be spent without input from Pilot, ATC and Dispatch. Right now, the ATC community seems to be a major focus. If you are content with allowing the government decide what type of weather a controller can see, and can pass on to YOUR flight, then relax. If you think that you should have some say in this product development, then call Mike Nadon and volunteer to take on the task. You won't have to do it alone, but if you don't step forward, then don't complain if the weather products you and your captain need aren't there.

By the way, during the session, we were informed that "next generation" ASOS has a dial in capability for RVR reporting, and FAA was going to supply ADF with the phone numbers. One week after the symposium ended, FAA informed me that this capability does not exist. Apparently the RVR won't be available until the next generation RVR is integrated with ASOS. I am very disappointed with the prospect of another winter with a degraded weather reporting system in the country that originated aviation weather reporting.



ADF Symposium, Working Group 2 Highlights.

The Transition from a flight following system to a flight dispatch system.

By Mark Fanger and Bill Cranor

Working Group 2 was intended to provided participants with insight on the regional airline dispatch environment and with guidelines assisting with the transition from a flight following system to a flight dispatch system. The primary objectives were two-fold. First, the group identified compliance issues regarding the implementation of the dispatch system. Second, WG2 provided the forum for dialogue between the FAA and the ADF on resolving compliance issues and constructing guidelines to assist transitioning airlines to meet the mandated March, 1996 deadline. Participants of WG2 provided a diverse cross section of operational control professionals ranging from airline dispatchers and management; vendors; regulatory officials; and the military.

Key members of the group, invited by the ADF were Ms. Kathy Hakala, FAA Regional and Air Taxi Operations Special Assistant; Mr. Jim Gardner, FAA Principal Operations Inspector and Regional Dispatch Resource, and Mr. Bill Keil, Regional Airline Association Technical Director. These key members were instrumental in providing valuable insight with respect to their vantage points in the industry, along with maintaining an open ear for airline concerns and questions.

The agenda for the group discussion was based on references to the FAA's Flight Standards Information Bulletin, FSAT 96-02, and the prescribed compliance milestones to meet the transition event schedule or gates. The following compliance issues precipitated the most discussion.

Proving tests versus validity tests

5 hour requirement for flight deck observation.

Dispatcher competency checks

Enroute communication and 121.99 compliance.

Dispatcher certification, FAR Part 65 requirements.

Dispatcher training and qualification.

Flight planning and fuel planning.

Significant changes to the flight planned route or altitude.

Airfield data acquisition and distribution.

Aircraft performance analysis for takeoff and landing

Enroute drift-down performance.

Applying Exemption 3585

With no surprise to the group, many of the issues discussed did not generate a conclusion. These issues were the basis for further dialogue with the FAA to render a consistent interpretation of regulatory intent. With such, the FAA extended an invitation to the ADF to participate in future Regional Dispatch

Resource meetings and discussions on changes to 8400.10. ADF has appointed 2 members to serve as ADF representatives to the RDRs and will be meeting with them this month (November).

In summary, Working Group 2 proved to be a success in that key compliance issues were addressed, guidelines to complete the transition were constructed, and dialogue with the Regional Dispatch Resource group was established. The ADF wishes to thank again the time and effort put forth by key members Kathy Hakala, Jim Gardner, and Bill Keil.

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Aviation Rulemaking Advisory Committee by Norm Joseph

Like the rest of the FAA, the ARAC for the most part is waiting to see what the management line up will be in the second half. Tony Broderick has gone and his replacement is on site. Administrator Hinson and Secretary Pena also will leave. Rumors indicate that several other high level FAA managers also are considering retirement in the face of the ongoing reinvention (do more with less) of the FAA.

Chris Christie, Director of the Office of Rulemaking and ARAC Executive Director also has announced his retirement. Chris has guided FAA rulemaking out of the confines of 800 Independence Avenue into the sunshine. From the original ARAC organizational meeting in Baltimore at the beginning of the decade, through opening the FAA Rulemaking course to industry members , through the constant attempts to enhance both ARAC and the FAA Rulemaking process, through several major rulemaking projects mandated from above, with previously unheard of time limits, to harmonization projects that predict the future, to the reinvention of the FAA, Chris has been the man in the middle, answering to the demands of both the FAA and the industry.

!, for one , have not made it easy on him. Aircraft Dispatchers and Bureaucracy by definition do not mix well. Once ADF became part of ARAC , Chris has always been open, supportive and instrumental in allowing ADF the access and participation we now enjoy. I and The Airline Dispatchers Federation wish Chris all the best .

Aviation Rulemaking Advisory Committee

Joe Hawkins is slated to take over as Director of Rulemaking and ARAC Executive Director. We have known Joe from his previous assignments in ARM and welcome him back. Current items of interest to our group include the Part 65 Dispatcher Training proposal that is scheduled to be presented to the ARAC Training and Qualifications Issues Group for approval on December 11. Those inside the FAA continue to insist the Fuel Management Advisory Circular is actively in coordination within the FAA, with changes mandated by the Single Level of Safety Rule, and will eventually see the light of day.

Editor's Note:

The Fuel Management Advisory Circular was begun after Avianca 52 to create a standardized terminology for Pilots, Controllers, and dispatchers to use to declare minimum fuel and emergency fuel states.

Norm Joseph (Delta) and Brad Rasmussen (World) have represented your interests through ADF at the ARAC for several years. The time they have volunteered and their efforts have helped make ADF a success.



ADF Bylaw Changes

At the October business meeting the ADF Board appointed a committee to prepare amendments to the ADF Bylaws and Constitution.

The amendments the Board recommended would provide per diem for out of town ADF assignments based on IRS Federal Government per diem schedules; authorize the Board to make the final decision on acceptability of advertisements in the ADF NEWS and other advertisement in anyway related to ADF and to sell advertising rates as appropriate. The committee will consider input on these issues and other suggestions or proposals for change from any ADF Member. The proposed changes will be presented for vote at the next ADF General Meeting in early 1997.

Email your input to all committee members : Scott Kastner 74767,3316

Lee Wilson, INTERNET: EUVA78A@PRODIGY.COM

Norm Joseph 102545,2625 or Mail to: Norm Joseph

44 Vaughn Road Newnan, GA 30265

Administrator Steps Down

David Hinson has decided to leave his position as FAA administrator. Those of us in the ADF who have had the pleasure of dealing with him will miss him. He made basic changes in the way the FAA is run. The FAA under David's guidance has opened itself to the concept of collaboration with the user community. The "Single Level of Safety" was achieved during David's tenure and is a major achievement...

David's background in commercial aviation as a line pilot and airline manager gave him an understanding of dispatch issues that helped lead to such new concepts as identifying qualified inspectors and appointing them as FAA Regional

The ADF Membership and board owe David a great deal for his support. He made change happen and moved to marker forward for aviation safety.

The next ADF meeting? January 19/20 in Pittsburgh

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New ADF Officers elected

Mark Fanger (UFS) VP Lee Wilson (Horizon) VP

Bill Cranor (Skyway) Executive VP

Terms expiring in January 1, 1998

Mike Nadon (COA) President Carla Beck (SWA) Secretary Treasurer Fred Thunhorst (DAL)

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(Continued from page 1)

None of this would have been possible without the work and dedication of ADF members who set up the symposium and working groups. It would also not have been possible without other ADF members who traded days to cover the shifts of those who set up the symposium. Their contribution to ADF's success is as vital to our success as any others.

The ADF has been successful in many areas but we can not continue to represent our profession and educate others about our profession without your continued support. Your dues make it possible for ADF to send dispatchers to industry and FAA meetings that are addressing the future of our industry and profession. Those of you that give up your scheduled days off to cover a shift for someone else to attend a meeting are equally as important to our success as those who attend

As we enter the winter season with all it's operating challenges the most important contribution to ADF's and our profession's success is the extra effort you take to insure that you exercise "the highest degree of care, judgment, and responsibility" in the operation of your flights. ADF is working to improve the information available to dispatcher's about runway conditions, terminal weather, freezing precipitation, and wind shear. None of the work will be completed this winter but with your continued support we can have improved information in place for next winter. Since most dispatchers are pessimists I can offer the example of volcanic ash reporting. The hard work of Len Salinas (UAL) and others has paid off in improved real time reporting of volcanic activity this year.

The future of aviation is being defined now, whether it be "Free Flight" or dispatch to ATC communications. The "Single Level of Safety" was only a first step towards a single global standard for commercial air carrier operations. The airline pilots and many in the ATC community share with us a view of the future that will bring the highest level of safety to all air carrier operations.

We as dispatchers have much to contribute to this slowly coalescing global standard. Your membership, support and involvement in ADF will make that contribution possible.

Symposium Guest Speakers

David Hinson FAA Administrator

The public perception of aviation safety in 1960 was that aviation was safe. If the same accident rate we experienced in the US in 1960 was extrapolated to 1996 there would be a fatal air carrier accident every 10 days. Improvements in technology, aircraft, training and systems have reduced the 1960 accident rate from the 1960 one per 820,000 departures to the 1996 one accident per 1,820,000 departures.

The public and the media due to many social factors focus on commercial aviation safety. A study showed that for the car accidents, AIDS, and heart attacks the number of newspaper stories per 100 deaths is 0.0028. For air carrier accidents the

number of newspaper stories per hundred deaths is 138.2. In order to further reduce the accident rate will require a cooperative working relationship between the FAA and industry. This is difficult since the FAA is also the policeman. Major improvements in aviation safety have almost all been attained. Future improvements in safety will be incremental and require all of us to focus on safety.

Kathy Hakala FAA Regulatory

The transition from Part 135 to Part 121 is a major effort of the FAA and industry. By March 20, 1997 all scheduled flights in the US using aircraft of 10 seats or more will be required to operate under a full Part 121 dispatch system. This is one of the most difficult parts of the transition. 1200 commercial aircraft are impacted by this rule. The questions about communications for 121.99 compliance, Dispatch Tools, training for dispatch personnel, and other issues have to be answered and resolved by March 20, 1997. Regional carriers are not bashful about asking questions and ADF and RAA have been willing to share information to assist in the transition. FAA has named a qualified POI in each region to serve as the Region's Dispatch Resource.

The rewrite of Part 65 (Dispatch Training) requirements is on an aggressive schedule. Once FAA legal and ARAC approve the language it will be published as an NPRM for public comment.

Roger Wall FAA ATC/ATCSCC

The airspace users need to know what ATCSCC is thinking and the ATCSCC needs to know what the users are thinking. It is we, not us and them that make the system work. The Collaborative Decision Making (CDM) has been validated in testing. The possibilities exist through CDM of saving the airlines 2.6 Billion dollars between now and the year 2004 by reducing delays and better utilizing the National Airspace.

"Free Flight" has been defined as an evolutionary not revolutionary process. ATC will test allowing NRP filings from SIDs to STARs at some selected airport pairs in the fall of 1996. Eventually we hope to do away with the 200 mile ingress and egress rules for NRP and allow free filing between SIDs and STARs nationwide.

The FAA is working with users and the military to create a better way to give users information on Special Use Airspace. Eventually FAA hopes to have schedules published daily of which areas are hot and when so users and ATC can better plan to use the airspace.

Giles O'Keeffe NWA Dispatcher

The Safety "PAD" consists of Pilots, ATC, and Dispatchers. Without a culture of compliance within an air carrier the PAD can't properly protect the public. Dispatchers primary purpose is to insure their are no unpleasant surprises for the PIC. 121.601 and other Regulations all exist to prevent unpleasant surprises that may compromise the safety of flight.



NATCA Position statement on ASOS

National Air Traffic Controllers Association Automated Surface Observing System (ASOS)

Summary: The National Air Traffic Controllers Association is committed to preventing the development of faulty air traffic equipment such as the Automated Surface Observing System. Designed to replace human weather observers, ASOS has, instead, become a cumbersome burden to air traffic controllers tasked with the separation of airplanes under already difficult circumstances (aging equipment, inadequate staffing, etc.). Its failures would have been identified and addressed during the conceptual stages of development, if air traffic controllers had been consulted.

Background: The National Weather Service traditionally assigned weather observers to airports throughout the country; they provided air traffic controllers and pilots with up-to-date reporters essential for safe flight. In an effort to save money, NWS officials decided to replace its human weather observers with machines and, in doing so, has provided the Federal Aviation Administration with a flawed computerized weather system: ASOS.

Under a contractual agreement between the FAA and NWS, the latter agency is to provide weather observations that are accurate and suitable for aviation needs and, although it is not, the FAA has and is not forcing NWS to abide by its obligations.

Documents going back as far as 1983 indicate the NWS planned to replace human weather observers at airports with a computerized system. As early as 1989, the National Air Traffic Controllers Association officially complained about ASOS to the FAA. Subsequently, controllers and officers in the field voiced concerns, including asking for the immediate suspension of ASOS in the Southwest Region. By this time, a fatal crash of a Beechcraft Sierra at the Tulsa International Airport was attributed, in part, to ASOS inaccuracies.

By 1992, Congress passed Public Law 102-567, titled the National Oceanic and Atmospheric Administration Authorization Act of 1992, that mandated an airport automated surface observing system could not be commissioned unless it was "in full compliance with applicable flight aviation rules promulgated by the FAA...." and that, after an air safety appraisal, the system "will not result in degradation of service that affects aircraft safety..." Obviously, ASOS does not meet these standards.

Complaints continued through the years. Today, they come from all segments of the aviation community: controllers, NATCA

their supervisors, pilots of small and large aircraft, trade groups, national weather observers, and members of Congress. Their overriding theme is that ASOS creates a clear and present danger to aviators and their passengers because it cannot produce an accurate aviation weather observation.

(Continued on page 10)

ADF 1996 highlights

CO-WROTE FREE FLIGHT TASK FORCE 3 REPORT

SERVED ON RTCA FREE FLIGHT IMPLEMENTATION TASK FORCE

ASSISTED FAA WITH POI TRAINING.

PARTICIPATED WITH OSU IN HUMAN FACTORS RESEARCH

PRESENTED THE DISPATCHERS ROLE AT INFORMS

Worked with ATC and Industry to Develop CDM

REPRESENTED DISPATCH AT THE FAA INFLIGHT ICING CONFERENCE

REPRESENTED DISPATCH AT THE FAA INSPECTORS CONFERENCE

HELPED FAA DRAFT INTERIM RULES FOR TURBO PROPS AND ICING

Co-Chaired RTCA Working Group 5 AOC-ATC communications.

REPRESENTED DISPATCH AT THE JAAFAA HARMONIZATION MEETING IN HOOPSDORF, THE NETHERLANDS.

WORKED WITH FAA AND INDUSTRY TO ASSIST CARRIERS MAKING THE TRANSITION FROM PART 135 TO PART 121.

CHAIR CDM AIRPORT CONFIGURATION AND INFORMATION SUB GROUP.

REPRESENT DISPATCH WITH FAA REGIONAL DISPATCH RESOURCES.

WORKING WITH FAA ON RE-WRITE OF 8400.10 "AIR CARRIER INSPECTOR MAN-UAL" (ADF HELPED DRAFT LAST MAJOR REVISION AS WELL)

Allentown Sues For Continued Weather Observations

The Lehigh-Northampton Airport Authority has decided to pay observers to continue weather observations at Lehigh Valley International Airport in Allentown, Pa., while it pursues legal action to keep federal funding of the observations. The airport authority on Nov. 8 filed in a U.S. district court for a restraining order and injunction to prevent cutoff of weather observations. The authority argued that the lack of complete, reliable weather information will have a serious effect on airlines' decisions about serving Allentown. In addition, they contend the replacement automated weather observation system (ASOS) has significant difficulties in making some determinations that are essential for the safe operation of the airport and the free flow of commerce.

Looks like the good people of Allentown Pa. are going to let a judge be the judge of ASOS. ADF and others will be watching this one.



(Continued from page 9)

In response to a congressional request, the General Accounting Office published a 1995 report detailing conclusions of an ASOS investigation. By all accounts, it was a stinging indictment and clearly confirmed the aviation community's concerns.

NWS Response: ASOS is statistically accurate. However, when pressed, it also admits ASOS is most inaccurate during periods when weather is a factor – in other words, when it's most needed. A comparison could be made to headlights on a car that only work in the daytime.

The system's inaccurate readings are compounded by the fact that ASOS requires an average of 20 minutes' reaction time to changing weather conditions which, in turn, causes its often flawed observations to be delayed during times when observation accuracy and timeliness is absolutely essential to pilots and air traffic controllers. These deficiencies alone demand immediate correction or program termination.

ASOS is essentially incapable of reporting a host of different critical weather phenomena such as thunderstorms, half, freezing rain, tornadoes, or even snow depths that may severely affect an aircraft landing or taking off. Nor can ASOS report the movement of thunderstorms – vital information in the movement of aircraft.

When the NWS received no support for its "statistically accurate" argument, it changed the rationale. Now, it says the automated equipment will not cause any degradation of service at an airport because the air traffic controllers at the airport will augment or change the ASOS's inaccurate observation to one that is accurate

Fallacy of NWS argument: Congress did not intend, in Public Law 102-567, for air traffic controllers to observe weather. It is incongrucus to believe Congress would fund a very costly project – anticipated to run well over \$300 million by completion – that provides erroneous weather to air traffic controllers and pilots and then further provide supplementary human observers in the form of controllers (not trained weather specialists) to correct the equipment's mistakes

Where the buck stops: FAA's obligation is clearly stated in the "Federal Aviation Act of 1958, as amended: "The (FAA) administrator is empowered and directed to make recommendations to the secretary of commerce for providing meteorological service necessary for the safe and efficient movement of aircraft in air commerce. In providing meteorological services, the secretary of commerce shall cooperate with the administrator and give full consideration to such recommendations".

NATCA position. The FAA administrator should recommend to the secretary of commerce that steps be taken immediately to abandon the ASOS and reinstate human weather observers at the nation's airports, because the loss of trained specialists and the data they provide to crews, controllers, dispatchers and forecasters is a clear and significant degradation to the existing weather information system.

August 21, 1996

National Air Traffic Controllers Association

What's a dispatcher to do ?

Airline Pilot's, Controllers, and dispatchers are all concerned about the problems with ASOS. Currently we have no choice but to live with ASOS until the situation is corrected. What can you do to deal with ASOS problems and help resolve them?

Be aware of ASOS's limitations. ASOS is not reliable at reporting freezing precipitation. When the temperature is Zero Celsius or lower and precipitation is reported, check with your station personnel or the tower to see if there is freezing precipitation. If you need an RVR report and it is not in the sequence call your station personnel or the tower and get the RVR the old fashioned way. When the report sequence shows weather that does not match the surrounding stations and does not appear correct, call and check on the actual weather conditions. Volcanic ash in CHS. Snow in LAS at 22C, Water spouts at COS have all been reported by ASOS. When you do discover a bogus report give it to your airline to forward to the ATA or RAA so they can address these issues with NWS and FAA.

If an ASOS problem might cause a degradation to the safety of flight, fill out an ASRS (NASA) report and mail it in to them. ASRS is not just for reporting violations and protecting your license. ASRS is used to find problems in the US aviation system so the FAA and others can address them.

Remember when you do call the tower for weather information, the folks working there are just as concerned and bedevited by ASOS as you are. They have a primary safety function to perform and it's not reporting weather over the telephone. If you have to have the information in order to fulfill your primary safety function, keep it short if their busy, and if you work in a large dispatch office let those around you know what information you got from your call so they won't have to call too.

With the large number of ASOS sites this will be a long winter for controllers and dispatchers. In some ways we are back to the 1930's, calling the stations for weather reports for our flights and depending on the eyes of folks who are not trained, certified, full time weather observers to get the information we need to keep our flights safe. It makes it harder but our responsibilities to our crews and passengers remain the same. By reporting ASOS problems and working with controllers and pilots to solve the problem, maybe next winter will be better. Let's all be careful out there



Collaborative Decision Making

June 2018

NEWS And Current Events

The Early Days: Images submitted by *Giles O'Keeffe*



Jim Wetherly (FAA), Teri Fletcher (FAA Program Support) ,and Chris Pear (UAL) enjoying another refreshing intellectual discussion. Jim Weatherly recently recollected that Chris was very knowledgeable and influential – within UAL he led their AOC to be an early supporter of CDM and led them to make necessary changes to implement capabilities.



1996 was a year which saw many ADF members actively involved in the CDM process. In 2018, some of those pioneers were recognized by the official CDM newsletter reprinted herein by permission.

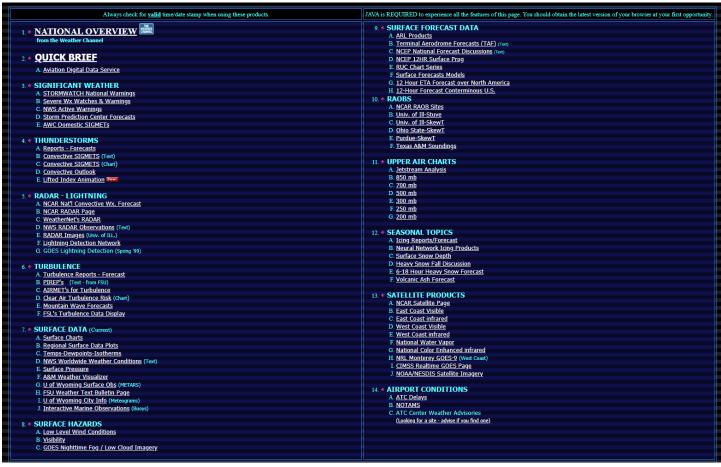
Giles O'Keeffe, Currently, Principal Subject Matter Expert, Airline Operational Control at Metron Aviation. Pictured with Congressman Jim Oberstar during a tour at the NWA SOC.

"Good times!" stated Giles, "I think this would have been 1991 or '92."

Congressman Oberstar was a big proponent of FAA funding during his political career.

1996





The ADF website's "Dispatcher Weather Briefing" quickly became the most visited section of the new undertaking in 1996. Weather products were categorized according to elements of the accident risk scale, a concept developed by Lew Rezsonya. The 1997 ADF Symposium "Managing the Risk - Dispatcher Roles in Aviation Safety" in Denver, Colorado featured an extended presentation by Rezsonya and Caisse related to the accident risk scale. This important document is explored in more detail in the 1997 section of this collection.



Delta Air Lines Flight Superintendent and ADF member, Mr. Fred Ferris working a midnight shift in the Delta Operations Control Center in the mid-1990's. Fred earned a dispatch "ace" in 1999 when he diverted a Delta MD-88 away from its destination airport which was experiencing severe thunderstorms. Another carrier's aircraft, due to land at the same time, attempted the approach and was involved in a major accident during its landing.



Mike Nadon-President

(Continental Airlines)

Bill Cranor-Executive Vice President

(Midwest Express)

Giles O'Keeffe Vice President (NWA)
Fred Thunhorst Vice President (DAL)
Lee Wilson Vice President (Horizon)
Brad Rasmussen Vice President (WOA)
Carla Beck Secretary/Treasurer (SWA)

Symposium – Denver, Colorado

October 9-11, 1997

"Managing the Risk - Dispatcher Roles in Aviation Safety"

Keynote Speakers:

Judith Orasanu NASA/AMES

Jeannie Davison San Jose State University

"ATC - Pilot Risk Management"

Roger Beatty Director of Research & Human Factors

Al Krauter Director of Training

Bill Leber Director of Legislative Affairs

Darryl Oberg Director/Editor of Publications

Steve Caisse Director of Safety

Norm Joseph-Director of Aviation Rulemaking

Allan Rossmore-Director of Legal Affairs

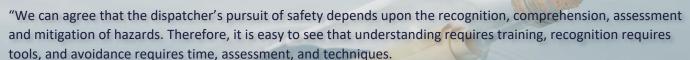
Chris Bredemeier Director of Membership

CLASSIC QUOTE

The Four T's, Training - Tools - Time - Techniques

"The foundational pillars for achieving professional excellence in dispatch are:

- Training
- Tools
- Time
- Techniques.



If a dispatcher is competently trained, they will create their own tools, make their own time, and employ applicable techniques to produce a high-quality service or product. In order for training to be effective, its sole purpose and end result must be to provide the student with a new or improved knowledge and ability to execute tasks. In aviation, the four T's have a significant impact on safety."

Mr. Lew Rezsonya, Delta Air Lines Flight Superintendent (retired) speaking at ADF event



Determine the Accident Risk for an Example Flight

The Accident Risk Scale										
Risk Value	TSTMS	TURB	APT CONDS	B ACTION	HW/CW	WINDSHR	CIGS/VSBY	PILOT	DISP	ICING
10	Solid Lines VIP 6	Extreme	Ice Covered Runway	NIL	> MAX Tailwind & Crosswind	Plus/Minus >30 KTS	Below Minimums	Careless/Reckless	Careless/Reckless	Severe
9	Broken Lines VIP 5	Severe-EXT	>6" Dry Clutter or > 1/2 " Wet Clutter	Poor-NIL	>MAX Tailwind	Plus/Minus 25 KTS		Reckless	Reckless	
8	Broken Lines	Severe	6" Dry Clutter or 1/2" Wet Clutter	Poor	> MAX Crosswind	Plus/Minus 20 KTS		Careless	Careless	
7		MOD-SVR	<1/2" Snow over Ice	Fair-Poor	At MAX Tailwind	Plus/Minus 15 KTS		Poorly Trained	Poorly Trained	
6			< 6" Dry Clutter		At MAX Crosswind			Gotta Go	More Fuel & Go	
5	Broken Area		< 1/2" Wet Clutter		<max tailwind<="" td=""><td></td><td></td><td>More Fuel</td><td>2 ALTN & Go</td><td></td></max>			More Fuel	2 ALTN & Go	
4	Scattered Area		Quarter Clutter		<max crosswind<="" td=""><td>Plus/Minus 10 KTS</td><td></td><td>Take a Look</td><td>Lackadaisical</td><td>Moderate</td></max>	Plus/Minus 10 KTS		Take a Look	Lackadaisical	Moderate
3	Widely SCT	Moderate	SCTD Patches Ice/Snow	Fair-Good	Strong Winds	Plus/Minus 5 KTS	At Minimums	Cautious	Cautious	Light
2	Isolated	Light	Wet Runways	Good	Light Winds	Loss/Gain 1-2 knots	1000 & 3	Careful	Careful	Trace
1	No TSTMS	None	Dry Runways	Normal	No Wind	None	2000 & 3 or better	Highly Trained	Highly Trained	No Icing



GOVERNMENT:

The 1997 ADF Symposium "Managing the Risk – Dispatcher Roles in Aviation Safety" was held in Denver, Colorado with more than 120 in attendance.

The Accident Risk Scale was introduced and identified 10 Dispatch-related hazards to flight - those elements of risk that can be reduced through the assertive intervention of dispatchers and flight crews. Used as a training tool, the Risk Scale assesses the risk by asking the question, "What would the risk of an accident or incident be if a flight is planned with exposure to the identified hazards?" The Accident Risk Scale was developed by Lew Rezsonya and Steve Caisse.

Harold Johnson, FAA Regional Dispatch Resource stated, "Dispatchers have the ability to shortstop the accident trend and rewrite the Aviation Accident story. History will write your contributions as the unsung heroes of the aviation community."

Some of the additional issues were the hiring and training dispatchers as effective "Risk Assessors." NASA/AMES & Ohio State discussed Effective Risk Management with regards to the Pilot, Air Traffic Controller & the Dispatcher (PAD). NCAR, MIT & AAI demonstrated new weather products that better identify weather related hazards to the dispatcher. ATCSCC explained how many air traffic issues and decisions are evolving toward the Airline Operational Control Centers (AOC) in the new National Air Space (NAS). (10/97)

ADF continues to participate in the RTCA Collaborative Decision Making (CDM) efforts. ADF Co-Chairs the CDM National Air Space (NAS) Status Working Group. This group is defining ways to provide dispatchers, controllers & pilots with more timely information on wind shear, turbulence, field conditions, braking action reports & other data that can adversely affect the safety of flight and airline operations.



The CDM Collaborative Routing Working Group's focus is looking for ways the AOC's and ATC can make safe & more efficient use of the NAS during severe weather. The greatest benefit of this is a clear, first step toward greater collaboration & information exchange. Strong individuals in the FAA and AOC's are working together to bring in a new era of teamwork cooperation. To quote a CDM representative "It's us, the government & industry together against the weather."

ADF joined RTCA (Requirements & Technical Concepts for Aviation) as a 1997 member. RTCA is a Federal Advisory Committee that brings together government industry and makes recommendations for policy to the FAA.

The "Single Level of Safety Commuter Rule" went into effect March 20, 1997 & regional carriers with 10 seats or more are required to have Dispatch. Currently, one of the safest ways to travel in this country is on Part 121 turbo prop airplanes.

ADF has been asked to meet periodically with FAA Regional Dispatch Resource or RDR's to assist in the re-write of the Operational Control and Dispatch Issues in the POI Handbook, 8400.10. If you have specific suggestions & the justification for those suggestions, please forward them to any ADF Board Member.

ADF joined 750 people from the world aviation community at the "International Conference on Aviation Safety & Security in the 21st Century". Acknowledging the expected safety & efficiency improvements, the Gore Commission recommended that full operational capability for a modernized National airspace System (NAS) be achieved by 2005. (1/97)

MEMORABLE MOMENT

The "Single Level of Safety Commuter Rule" went into effect March 20, 1997. Regional carrier aircraft with 10 seats or more now required to operate with positive operational control and PIC/dispatcher join responsibilities. ADF had worked diligently in support of this initiative.

ADF attended the National Center for Atmospheric Research (NCAR) workshop on "Ensuring a Smooth Ride in a Turbulent Environment" and addressed weather and safety issues that affect flight planning & dispatch. (2/97)

ADF attended the NTSB conference on "Corporate Culture & Safety." The NTSB found corporate culture to be a factor in incidents/accidents & is exploring ways to positively address this issue. (4/97)

The ADF Web Site Weather Briefing Page – Provides dispatchers with a

convenient source of concise weather information covering the meteorological phenomena of most relevance to the dispatch function. Data concerning weather hazards such as thunderstorms, turbulence, icing, low ceilings, reduced visibility makes up the majority of the site's content. (www.seagull/com/ADF or www.dispatch.org) (5/97)

1997



ADF developed and presented a comprehensive training program on icing for dispatchers titled "Icing Considerations, Practical Applications of Weather Reports & Forecasts." This program was presented to line dispatchers, dispatch management and the FAA. (5/97)

ADF presented "Developing an Effective DRM Training Program for Your Airline." This course guided the audience from the concept of DRM, through training, to the actual results. This presentation demonstrated how to plan your training program for dispatchers and the benefits of including other departments that significantly impact your airline operation. It was demonstrated how DRM would increase safety, awareness, and the efficiency of an airline. DRM training will be required after March 19, 1999. (5/97)

ADF continues to represent the dispatch profession on the RTCA Free Flight Steering Committee, which has become the focal point for identifying and resolving key Free Flight implementation issues. This committee has discovered what dispatchers have known for a long time, "airlines fly schedules, not just airplanes." Jim Pierce, Chairman & Chief Executive Officer of RTCA stated "Free Flight will use information technology to link controllers, pilots, airline dispatch centers and airports in the collaborative management of flight planning and operations.

ADF and FAA Co-Chaired RTCA SC 169-Working Group 5 to develop the document "Operational Concepts & Information Elements Required to Improve Air Traffic Management (ATM) – Aeronautical Operational Control (AOC) Ground-Ground Information Exchange to Facilitate Collaborative Decision Making". This document defines why & what information will be exchanged between AOC's and the FAA in order to enhance the safety and efficiency of the National Air Space. The information presented extends beyond what is necessary for today's operation paradigm to include requirements that will facilitate more user flexibility in the future. After two years of work, the document was approved 10/97.

As a full member of Aviation Rulemaking Advisory Committee (ARAC), ADF presented the final draft of Dispatch Training (Aircraft Certification Part 65) for approval in 1997. The Fuel Planning & Management Advisory Circular remains in review by FAA. This document recognizes the dispatcher's role in fuel management not only in the planning stages but also in the enroute stage of flight. This document targeted published date is late 1997 or early 1998.

ADF assisted Ohio State, Ohio State University & NASA/AMES in conducting a study in the "Issues in the Interactions of Airline Dispatchers & Flight Crews with the Traffic Management System." The 40-page document will be ready for distribution in December 97.

ADF was invited to testify at the National Civil Aviation Review Commission regarding our safety concerns and to make recommendations of where funds should be spent. The ADF membership recommended the following: 1. Improve the information exchange of safety-related items such as NOTAMS, Turbulence, runway conditions, icing, pilot reports, etc. 2. Express the continued concerns regarding ASOS reliability. 3. Require those inspecting the dispatcher to have a dispatcher's license. (5/97 & 10/97)

ADF attended the NASA Aviation Weather Information (AWIN) Conference-The current AWIN effort is to make all weather information and graphic products available in the cockpit and have the government fund it. A major carrier has one DC—10 with this technology on board as a test. It was brought to light at this conference that previous RTCA Datalink & weather documents stated, based on FAA Regulations, any weather information provided to the cockpit of commercial flights should also be seen by the dispatcher. ADF identified this was not being honored in the AWIN effort. More to come in 1998 on this issue. (11/97)

ADF is working in concert with NASA & Georgia Tech on "Technical Research in Advanced Air Transportation Concepts & Technologies." In the changing Air Traffic environment and the development of the New National Air Space, dispatchers are having say in what technology is going to be necessary. By participating in these studies with NASA, the future role of the Aircraft Dispatcher is being written today.

ADF worked with CNN in the preparation of a featured story on the Dispatch Profession to be aired on December 8 & 23, 1997.

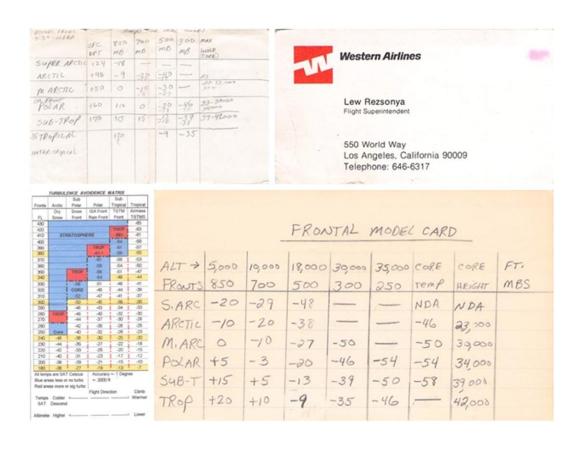


HISTORY Snapshot

Under the Glass of a Veteran

Before computers, automation and electronic document storage, the real estate under the glass top which inevitably covered a dispatcher's desk was covered with a literal encyclopedia of vital information pertinent to the operational control process.

Industry veteran Lew Rezsonya maintained precise atmospheric information which helped him to become on of the profession's most knowledgeable experts on upper air meteorology and turbulence. Lew watched PIREPS for variations in upper air temperature and changes in wind speed and direction in a masterful way. Upon retirement, Lew kept all his underglassreference information. Lew shared these with the editors in 2020, and we are pleased to include this look into the past herein. A snapshot in time back to a day when most all proactive dispatching was done by hand.







It is not an exaggeration to state that without the unselfish and tireless work of Lew Rezsonya during the early 1970s, Federal Aviation regulations may have been changed to such a dramatic extent, that the aircraft dispatcher's profession as we know it, would have ceased to exist. Lew is a legend among dispatchers. He was an early ADF supporter and participant in ADF meetings and symposiums. He also contributed to several early ADF documents and is a recipient of the ADF Lifetime Achievement Award and National Aviation Safety Award.

Lew Rezsonya was honored as the recipient of ADF's prestigious National Aviation Safety Award for 1999 at Symposium '99.

Lew was born in Bridgeport CT. His uncle introduced him to aviation, taking Lew up in a Cessna 180 when he was ten years old. Lew entered the United States Air Force just after high school and was stationed at McGuire Air Force Base in New Jersey. At McGuire, Lew sought to be assigned to the operations group, and was successful.

"So really, I started my dispatching career when I was 17. That was 1959 in the Air Force." Lew's early responsibilities included parsing weather reports off teletype machines and posting them on weather boards in the pilot briefing offices. The Military Airlift Command (MAC) had a major presence at McGuire during this time. Many large prop transport aircraft (such as C-118's) departed there for overseas with troop and cargo movements. MAC operated much like commercial airlines, giving Lew his first taste of working with transport aircraft and passengers. At McGuire, Lew developed an early interest in meteorology, one day approaching the meteorology officer on duty and asking, "So what are these isobars I keep hearing you guys talking about?".

That introductory question launched Rezsonya on a lifelong quest for meteorological knowledge, and he soon became proficient at drawing surface weather charts. During midnight shifts at McGuire, Lew would go down to the radar room to spend time with air traffic control officers, broadening his aeronautical knowledge.

Lew's career and responsibilities advanced at McGuire, and he became an air operations specialist, performing dispatch like functions for MAC flights. With time, Lew was reassigned to Hickam Air Force Base in Hawaii. This was during the height of the nuclear arms race between the United States and the USSR, as well as the early days of the Vietnam War. Lew says he

learned a very valuable lesson one night while working in operations. A very high visibility, (to this day, still somewhat confidential), Air Force nuclear exercise was underway, and Lew was briefing pilots who were scrambling into the air during operation "Broken Arrow" was an exercise which simulated a nuclear accident. In the heat of the "battle", Lew inadvertently omitted a wind direction value during a briefing", and consequently found himself in front of an Air Force General, answering for the misstep. Lew says that was a pivotal lesson for him, and from that day forward, he was extremely thorough with the weather information he provided to pilots. Lew says, "it was my thesis on learning how to do things right all the time and that there's no room for errors in dispatch".

When Lew's tour of duty in the Air Force ended, and now married, he returned to Connecticut and, for a while lived with his in-laws. A civilian again, Lew immediately sought employment in the same field that he had enjoyed so much in the Air Force. Lew applied at the United Airlines dispatch office at JFK airport because he'd "heard they had an opening for a weather clerk."

Fortunately for Lew, his timing was good, and he was hired. There, similar to his job in the military, his duties involved maintaining the currency of products on the weather boards such as weather charts, teletype information, weather surface observations, forecasts and NOTAM's to the various pilots and dispatchers in the Kennedy operation. At United, Lew received his first exposure to the role of the FAR Part 121 aircraft dispatcher. He began learning more about the profession. "One night, I asked 'How much money do dispatchers make?' a coworker said, "Oohh, about \$10,000 a year. I decided right there, man, I want to be a dispatcher! It comes up to over 45 years or so that I'd been messing with dispatch by the time I retired".

Before long, Lew was transferred to the United dispatch office at Washington Dulles airport. Lew immediately began working on obtaining his dispatch certificate. Once that was earned, he was able to secure an assistant dispatcher position at IAD. There, Lew formed a close professional friendship with senior United dispatcher, Mr. Chris Pickup at Dulles. Lew calls it one of the most educational and formative times of his life. Pickup was a 30-year veteran, and taught Lew "all he knew". Lew continue to learn about meteorology from dispatcher Pickup and the other senior United team at IAD and became passionate about learning all he could about the atmospheric sciences.

During his time at Washington Dulles, Lew became active in the Air Line Dispatchers Association (ALDA). Lew was recruited by ALDA president Bob Commerce to assist on several of ALDA's initiatives in the mid to late 1960s, including a big struggle to preserver the dispatcher's requirement to fly on the flight deck yearly for familiarization training (see newspaper article on the following page—Ed.).

That professional relationship and mutual respect which Lew earned from Commerce yielded benefits in the 1970s, Lew





Safety, Maintenance of Skills Held Contingent on

BY MARVIN MILES

'Confidence Factor'

Two other dispatchers, Lewis Rezsonya and Eldon Overholser, a coordinator, emphasized not only the dangers of losing familiarity with the flight environment, they also brought up what they called the confidence factor.

"This is the coordination and cooperation that results when you know the flight crews and they know you," they ex-plained. "Crew confidence in the dispatcher's skill can be all-important in an emergency where time is critical and you're helping work out procedures or detailing the recommendations of technical experts."

"On the other hand," they pointed out, "you can send up just one bad decision and you're through as far as that particular crew is concerned."

learned from Commerce that Western Airlines was hiring dispatchers in Los Angeles. Lew flew out to the West Coast, interviewed with Western and soon found himself headed to the Golden State, as a new Western Airlines Dispatcher.

Lew recalls that he loved working at the Los Angeles dispatch facility. "It was right in the terminal, and Flights Companies Oppose each pilot came into the office and received a faceto-face briefing from their dispatcher".

> Lew still smiles over an operational incident he recalled from his early days at Western in LAX which demonstrated to him, the exercise of a Dispatcher's authority. Western colleague, Gerry Rose, after encountering some inattention from a Captain during a dispatch office face-to-face briefing, decided to cancel the associated flight because he thought the captain was fatigued and not fit mentally to fly. The captain disagreed headed for the cockpit to begin preflight preparations. After a brief time, and considering the safety implications of the situation, Gerry raced to the gate, climbed the stairs up onto the jetway and darted into the cockpit. There, Rose picked up the dispatch release from the console,

tore it in half and told the captain, "I said this flight is cancelled". The flight indeed cancelled.

Lew remembered another example of the Dispatcher's exercise of authority in the interest of safety. Salt Lake City, a major Western Airlines hub, was in the middle of a turbulence event. Lew was on duty that day as the Flight Control Coordinator. He continued, "A more appropriate title would be dispatch shift manager. Several inbound flights started to report light to modWhen asked why he spent so much of his personal time on the Red Book project, Rezsonya replied without hesitation; "It was worth saving, the dispatch profession is vital to aviation safety. It was imperative work we did. It was worth fighting to preserve.

erate turbulence and windshear on decent into SLC. I told the dispatchers working SLC flights to monitor the tower and approach control frequencies. Light to moderate progressed to moderate to severe turbulence with several flights also reporting low level wind shear as the last flights in a big arrival bank landed. I suggested the dispatchers working SLC to consider delaying all flights because of severe turbulence, moderate to severe wind shear and unsafe conditions that must be avoided. They agreed so we put all outbound and inbound flights on a ground stop until further advised. Boy did that get the phones ringing from the executive offices at the G.O.. The Director of Flight Control called me into his office to talk to the VP of Flight Operations. He asked why we had delayed all departures. explained about the moderate to severe turbulence and lowlevel wind shear hazards. His reply was a stern 'that is not your call', and the conversation went downhill from there. I quoted him page and paragraph of a dispatcher's authority in the FAR's.



Western Airlines

Lew Rezsonya Flight Superintendent

550 World Way Los Angeles, California 90009 Telephone: 646-6317



Shortly, as the volume of the debate grew louder, one of the dispatchers working SLC opened the door and said that a Republic Airlines flight just banged a wing tip trying to land. The dead silence in the office was broken by the VP saying, 'call me when you think it is safe to restart the operation'."

Lew's true historical opus was about to unfold during his time at Western. In the mid 1970's, a small group of dispatchers, led by Rezsonya, banded together to counter a significant threat against the continued viability of the dispatch profession in an effort which has come to be known as the "Red Book Project".

Lew filled in the blanks for us during a recent interview.

'Back in the early 70's, our group didn't feel like management was as communicative with the dispatch group as they could be. So occasionally on the midnight shift, one of the guys used to go through the manager's trash looking for any newsworthy items. "Somewhere around 1970, 1971, in the trash, we discovered hard evidence that the ATA was in fact trying to eliminate FAR Part 121 dispatch. initially, it had been nothing more than hearsay, but now we had proof. We learned that there had been discussions within airline board rooms and at the ATA with the objective to eliminate the requirement for dispatchers from the regulations. Big airlines were seeking relief from the Dispatching rules and the Air Transport Association was pitching the concept to Washington types. The ATA believed that because of modern technology, airlines did not need dispatchers anymore. Once we got our hands on the document with the seal on it and everything, we realized we had a huge problem. The ATA had intended to relegate the dispatcher into 'never, never land'. In its petition, the ATA maintained that the concept of operational control and the function of dispatch had changed considerably since its inception.

If some in airline boardrooms believed dispatchers were no longer needed for safety, then this battle was going to be our "Waterloo". I recognized it was time to rally the profession and fight back, trying to save all we had worked so long and hard to accomplish. Along comes the ATA and says, "We're going to get rid of you guys." I go, "The hell you are!" "Over my dead body you will!"

"The ATA's main premise was that due to modern 'technologies', there was no longer a need for the Dispatcher to decide if it was safe to operate. In my mind, that premise begged an answer to the question - What causes aircraft accidents and are any of those causes or contributing factors related to the concept of operational control as defined in the FAR's?

Lew took this threat very seriously and developed a plan to fight back. Prompting this aggressive response was an attempted FAR change whereby the responsibility for operational control would rest with a single individual who would delegate his authority to 'non-dispatch' employees performing "dispatchtype" functions. Had this rule change come to pass, the dispatch certificate would have vanished from the regulations and dispatch today would have become a ghost of what it had been since the earliest days of commercial aviations.

The main weapon used to counter the contention to disband dispatch was a comprehensive investigation examining various accidents and incidents over the years with dispatch related factors. "The Red Books are an argument chronicling the safety contributions made by aircraft dispatchers"

"Essentially, the reports are an argument for dispatch, why airlines should maintain dispatchers, why operational control is such a key ingredient to safety. If you remove operational control, there is no doubt in my mind that there will be more accidents. I know, I've been working with operational control for too many years. I don't care whether you're dealing with biwinged airplanes of the 20's and 30's or with supersonic transports, the concept of operational control, (those two sets of eyes on hazards and risks), is an extraordinary model for safe airline operations". According to Lew, over a three-year period, in a time without word processors, computers or other modern tools, he assembled over 400 pages of safety data in a twovolume work which was presented to the FAA and NTSB in support of continued Dispatch specific regulations. So strong was the argument, that following the team's presentations to the FAA and NTSB, attempts to disband the profession quickly vanished". "The TWU had some of the finest people in leadership roles to promote this project, fund and support it. I could not have achieved such great success without the support of guys like Downey and WG Linder. Some look at the Red Books and think it was done on a computer. But it was done in 1971, about ten years before there were personal computers". We hired a college intern to type everything up from my notes. I made a 35mm Kodak slide show of key points which was shown on a carousel projector. The presentation which we unveiled in Washington, D.C. By all accounts it was polished and professional.

The foundational pillars for achieving professional excellence in dispatch are:

- Training
- Tools
- Time
- Techniques

- Lew Rezsonya



As Lew's Red Book interview with the editors drew to a close, he reminisced; "The day that we went to Washington in 1974 was the only time in history that there were two fatal 727 aircraft accidents on the same day, so tragically, the stage was really set. We did an hour and a half presentation to the NTSB and the FAA which focused on the need for dispatchers and how they enhance safety. I knew what the press would have done if they ever got their hands on the Red Book data, and that would have been our next step. The lead FAA guy smiled at me and said, 'Because we believe in you guys, we agree that what you are doing enhances safety. Any changes to operational control methodology would be detrimental'."

Lew continued discussing the aftermath of the Red Book project with the editors. "One of the conclusions that became obvious to me while writing the Red Books was that the underlying causes for the dispatch related accidents were lack of Training, Tools, and Time. Initial or recurrent training for dispatchers did not adequately equip them with sufficient knowledge to recognize dispatch related hazards or the procedures to avoid potentially unsafe situations. At the time, initial and recurrent dispatcher training covered aircraft systems. Nothing was presented about how to recognize weather hazards, and how to avoid them. There was a total lack of published procedures on risk management".

"The paper airplane demonstration proves you can only increase workload to a certain point and when that threshold is reached you cannot properly dispatch your flights".

"Years later, I expanded my list with two additional "T's". Talent and Techniques. The only way I can describe Talent is call it the natural ability of a person to do the job. Some have it, others don't and never will. This conclusion was based on an observation I made while sitting next to a dispatch trainee being asked the question, "How many engines on a B727. After a few minutes of thought, the trainee, noting the "2" between two "7s" replied "Two?" with a questioning tone. I thought, 'it's a good thing we don't fly 707's anymore'. The second "T" is Techniques. Techniques are a T word for procedures. For example, during the winter months, when a cold air mass moves as far south as Florida it is not unusual for 2 or 3 boundaries to

Determine the Accident Risk for an Example Flight

The Accident Risk Scale										
Risk Value	TSTMS	TURB	APT CONDS	BACTION	HW/CW	WINDSHR	CIGS/VSBY	PILOT	DISP	ICING
10	Solid Lines VIP 6	Extreme	Ice Covered Runway	NIL	> MAX Tailwind & Crosswind	Plus/Minus >30 KTS	Below Minimums	Careless/Reckless	Careless/Reckless	Severe
9	Broken Lines VIP 5	Severe-EXT	>6" Dry Clutter or > 1/2 " Wet Clutter	Poor-NIL	>MAX Tailwind	Plus/Minus 25 KTS		Reckless	Reckless	
8	Broken Lines	Severe	6" Dry Clutter or 1/2" Wet Clutter	Poor	> MAX Crosswind	Plus/Minus 20 KTS		Careless	Careless	
7		MOD-SVR	<1/2" Snow over Ice	Fair-Poor	At MAX Tailwind	Plus/Minus 15 KTS		Poorly Trained	Poorly Trained	
6			< 6" Dry Clutter		At MAX Crosswind			Gotta Go	More Fuel & Go	
5	Broken Area		< 1/2" Wet Clutter		<max tailwind<="" th=""><th></th><th></th><th>More Fuel</th><th>2 ALTN & Go</th><th></th></max>			More Fuel	2 ALTN & Go	
4	Scattered Area		Quarter Clutter		<max crosswind<="" th=""><th>Plus/Minus 10 KTS</th><th></th><th>Take a Look</th><th>Lackadaisical</th><th>Moderate</th></max>	Plus/Minus 10 KTS		Take a Look	Lackadaisical	Moderate
3	Widely SCT	Moderate	SCTD Patches Ice/Snow	Fair-Good	Strong Winds	Plus/Minus 5 KTS	At Minimums	Cautious	Cautious	Light
2	Isolated	Light	Wet Runways	Good	Light Winds	Loss/Gain 1-2 knots	1000 & 3	Careful	Careful	Trace
1	No TSTMS	None	Dry Runways	Normal	No Wind	None	2000 & 3 or better	Highly Trained	Highly Trained	No Icing







Lew is shown with TWU President, Gene Downey upon receiving a special plaque for his profession saving work in the Red Books.

be oriented east-west across Florida. This pattern will often result in numerous PIREPs of moderate to severe turbulence at most cruise altitudes. So, for example, the technique to minimize this potential hazard is for the northbound flights to level off and fly at altitudes in the low to mid 20's and punch through the front instead of climbing up the frontal boundary and in constant turbulence".

Another of Lew's famous ADF presentations was entitled "Paper Airplanes - What can we learn from Paper Airplanes?". Rezsonya fills in the details. "Paper airplanes was a student participation demonstration to prove the fact that you can do something so fast that you really are not doing anything. When automation was introduced to the dispatcher's daily routine many airlines started to increase the number of flights assigned to dispatchers. The paper airplane demonstration proves you can only increase workload to a certain point and when that threshold is reached you cannot properly dispatch your flights.

"At Western, I liked working the Rocky Mountain desk. Some of the time in winter, we operated with numerous flights im-



pacted by low ceilings and visibility with braking fair to poor. On one Western flight to Idaho Falls, Lew briefed the captain on the conditions and said he was delaying the flight due to unsafe airport conditions. Lew knew the captain well and respected him as a fine airman. After the briefing, the captain said, 'just give me more fuel and I will look at it". Lew reluctantly agreed, but told the captain to "put it right on the numbers, because of the slippery conditions. Upon landing, the crew encountered conditions just as Lew had described. With the poor braking action, the flight was not able to stop on the runway. The nose gear was off the end. Lew remembers that the captain called him from operations afterwards, apologized and said, "the next time you tell me not to go somewhere because of unsafe conditions, I'm not going.

Lew came to Delta Air Lines in the merger with Western in 1987. Soon after coming to Atlanta, he remembers another memorable winter when he earned another "Dispatch Ace" save. I was working the Rocky Mountain desk at Delta too. Much like usual, Montana had low ceiling and visibility with braking fair to poor. This time, I was working a Bozeman flight, another Captain said, "give me more fuel and I will go take a look." Lew said, 'hell no' and cancelled the flight. Around the time of the flight's scheduled arrival, another airline's aircraft slid off the end of the runway, causing \$500,000 damages. Extra fuel is not always a smart solution to inclement weather, especially on slippery runways. Those two events show how two sets of eyes are always better than one".

Lew is looking up at the cameraman from his workstation at Delta Air Lines Flight Control in Atlanta soon after the 1987 merger with Western.

When you see unsafe conditions, you stop the operation, it's that simple. Stop, put them on the ground, don't go - wait.

Throughout his dispatch career, Lew assisted on several more ADF projects. In 1997, ADF had been working to create a simple booklet on dispatch and adverse weather. Meteorologist and Dispatcher Barry Turkel and Lew put together an excellent enroute icing and low-level wind shear guidance document, earning high praise from the industry for that fine work.

At the 1997 ADF Symposium "Managing the Risk – Dispatcher Roles in Aviation Safety" in Denver, Colorado with more than 120 in attendance, Steve Caisse presented the Lew Rezsonya Accident Risk Scale on behalf of Lew who had a schedule conflict. ADF recognized Lew for his safety contributions to dispatch. The Accident Risk Scale was modified into an interactive spreadsheet by Caisse and loaded on the ADF website, where it remains to this day for use in risk assessment and hazard mitigation. This online tool identifies 10 Dispatch-related hazards to flight - those elements of peril that could be reduced through

the assertive intervention of dispatchers and flight crews. As a training tool, the Risk Scale assesses the risk by asking the question, "What would the probability of an accident or incident be if a flight is planned with exposure to the identified hazards?".

When Lew was asked what advice, he would want to leave for future generations of dispatchers, he shared this wise counsel.

"Learn operational control, practice it. Practice it just like you practice your golf shot. It's like a muscle, if you don't use it, you are going to lose it. When you see unsafe conditions, you stop the operation, it's that simple. Stop, put them on the ground, don't go - wait. The Red Book project was an awful lot of work, it was a several year project, and quite expensive. But I believe it saved the profession. The concept of operational control and dispatchers, it's worth saving, it's worth the effort.



FLIGHT DISPATCHERS, METEOROLOGISTS & OPERATIONS SPECIALISTS UNION



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(516) 484-4560

-635⊳ 83

March 24, 1975

Mr. L.K. Rezsonya 7432 Mammoth Ave. Van Nuys, CA 91405

Dear Lew:

Words could not express the THANKS that we all feel for your solid contribution to safe operational control.

Very few of us know the time and effort that went into this project. Your untiring efforts, the unlimited time spent and the creativity that was put forth is just unbelievable. It was a stroke of genius that you were able to find Data Analysis and Retrieval to illustrate graphically your findings. Your origination of TIME, TOOLS and TRAINING was uncanny. Your message of operational control which was ORIGINATION, CONDUCT and TERMINATION could not be more apropos.

The three (3) volumes, Analysis & Report - Air Safety and the Aircraft Dispatcher, put together solely by you, will forever be a living tribute to you and your contribution to safety and the profession.

As I said before, not too many know of all of the time and effort that you put forth, but from those of us who know, our undying thanks.

With sincerest best wishes in all of your endeavors,

Sincerely & Fraternally,

F. Downey President

EFD/sf

cc: WGLindner

Executive Board





NEWSLETTERS

MEETING MINUTES

PRESS RELEASES

Interfaces with Academia



STATE
UNIVERSITY

Issues in the Interactions
of
Airline Dispatchers and Flight Crews
with
the Traffic Management System

Philip J. Smith*, Steve Caisse**, Carla Beck**, Rebecca Denning*, Jodi Heintz Obradovich*, C. Elaine McCoy***, and Judith Orasanu****

*Cognitive Systems Engineering Laboratory
Institute for Ergonomics
The Ohio State University

**Airline Dispatchers Federation

***Department of Aviation
Ohio University

****NASA Ames Research Center
Moffett Field CA

ADF members have long been associated with Academia, assisting with dispatch and operational concepts. Several ADF'ers assisted with this research conducted by The Ohio State University. Dr. Phil Smith, top center headed up this project.



Airline Dispatchers Federation

ADF NEWS



Volume 7. Number 1.

Spring, 1997

News Mike Nadon

The ADF has been busy these last months. ADF members attended the aviation weather conference at NCAR and addressed weather issues that affect dispatch. ADF commented on the NPRM proposing a Special FAR for Alaska that would allow some temporary exemptions to FAR 121.99 for Alaskan Carriers. While the SFAR was issued with some limited exceptions to 121.99 we strongly opposed any exemption.

ADF's involvement in CDM has been on going and the new Severe Weather plans for this summer are a result of many dispatchers, FAA and others working to find better ways to deal with severe weather through Collaborative Decision Making. We are also working on ways to provide dispatchers, controllers and pilots with more timely information on wind shear, turbulence, field conditions and other data that can adversely affect the safety of flight. An interesting comment was made by one of the fathers of CDR. Several years ago he gave a briefing on CAM at an ADF meeting and asked "how many of you dispatchers would like to shut down the ACT System Command Center?" He remarked that the repines was a unanimous "yes" at that meeting. One by-product of the Collaborative

Decision Making effort that didn't require new technology or FAA policies is that Dispatcher and ATCSCC specialists have spent time talking about their roles and responsibilities. With a better understanding of each others roles and priorities, we are now allies against the vagaries of weather. The ATCSCC folks have done an excellent job of listening to air carrier concerns and adopting new ideas, they have listened to us. As we enter the Thunderstorm season we need to make sure we listen to them. If you don't understand why ATCSCC is doing something or need help with a flight, call the ATCSCC folks and work with them. If we collaborate on decisions and share information with the ATCSCC we will all do a better job.

On April 24/25 ADF officers will attend the NTSB conference on Corporate Culture and Safety. The NTSB has found corporate culture to be a factor in incidents and accidents and finding ways to positively address this issue are important to every one in aviation concerned with safety.

The "commuter rule" went into effect March 20 and the regional carriers who had to change from Part 135 to Part 121 did a lot of hard work to meet this deadline. The unofficial reports ADF has received along with discussions with many in the regional ranks who made the transition show a strong desire among these newly Part 121 operators to address dispatch issues and provide their crews with the best dispatch service they can. Our fellow professionals in the regional air lines deserve a great deal of credit and any support we can offer them. An interesting fact came to light during our work on the commuter rule. One of the safest ways to travel in this country is on Part 121 turbo prop airplanes. The support of the ADF membership and the hard work of many members continues to make a difference to our profession and a positive contribution to aviation safety.



ADF Nows is a publication of the Airline Dispatchers Poderation 700 Thirteenth St. NW Suite 950: Washington DC 20005 (202) 434-8919 FAX (202) 434-4599



Harmonization update...

Dave Porter IFALDA

We created the IFALDA Harmonization HWG (Harmonization Working Group) last April in London. The core management team (IFALDA HMT - Harmonization Management Team) consists of Bjarne Solvang- VP EUFALDA, Brad Rasmussen-VP ADF, and myself. The IFALDA HWG consists, in addition to Bjarne, Brad, and me (as non-voting facilitator), Matthias Duerbeck-GALDA, Juergen Voldum-SALDA Denmark, Darryl Oberg- TWU 543, and Rob Elder- CALDA. We also created an IFALDA Policy Board consisting of Jim Einsweiler-EUFALDA, Mike Nadon-ADF, and Sandy Sandziuk-CALDA to resolve differences that the HWG was unable to solve. So far this board has not been used.

We have participated in six meetings:

- ♦ The organizational meeting in London
- Three workshop HWG meetings in IAD, CPH, YYZ.
- Two FAA/JAA HMT meetings in SAN and AMS.

The three HWG workshop meetings resulted in a composite Flight Dispatcher license proposal that was submitted to the authorities last September as a Harmonization idea. The proposal was received by the authorities and became the major topic of discussion regarding licensing at the Hoofddorp meeting in September. Our request to participate in the Operations workgroup was also noted and debated. The Dispatcher licensing proposal is now part of the overall matrix to be considered in 1997.

The efforts of the IFALDA HWG should be noted by all members of our group as an example of what co-operation and hard work can achieve. We should all be proud of these folks and recognize their achievement considering their different backgrounds.

The next meeting between authorities and industry will be in Hoofddorp again March 13. The IFALDA HMT will participate. The annual FAA/JAA meeting will be in Berlin in June.

We started our Harmonization HWG/HMT group last April with a working budget of \$6000 U.S., funded by IFALDA, EUFALDA, and ADF in equal shares. The HMT expenses of the IFALDA President do not come out of this fund but rather out of the IFALDA general fund. To date we have spent little less than \$3700, leaving a little more than \$2300 as our working balance. The Hoofddorp meeting in March will probably cost about \$5-600.

At the IFALDA AGM in Dublin in May we will plan a Harmonization summit to decide if we want to continue to participate in the Harmonization effort and if we do, how we will continue to fund it, including budgeting and what to do with the money left over from this past year.. either carry it forward to offset next years budget assessment or some other plan.

Ed Note: With many countries (possibly including the People's Republic of China)embracing the concept of operational control by licensed dispatchers this effort is important to all of us.

Overheard on ORD approach Frequency:

"Approach, How far from the airport are we in minutes?"

"N923, the faster you go, the quicker you'll get here."

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International Conference on Aviation Safety and Security in the 21 st Century
Giles O'Keeffe

January 13-15th, 1997, The George Washington University, Washington, DC.

The title pretty much explains the concept, if you subscribe to the theory that the most mundane things have the most wonderful names. There were 750 people from 61 countries present at this media/political event. David Porter of IFALDA and Bill Cranor of ADF did their best to assure me that we had to be present at this conference, and I agree. We made some terrific contacts, all the way up to White House staff level.

But, honestly, when you bring that many people from the world aviation community together, you get a low-stakes poker game where nobody places any bets. It was fairly well put together, although Bill told me dozens of times that ADF could do it better, and I agree, but it was extremely well scripted. Every buzz word you can think of was uttered in the politically correct context. Vice President Gore capped the gathering with a short speech about the necessity for safety improvement and the commitment of the current administration to ensure improvement.

The Commission will be issuing a full report in the middle of February (before you get this newsletter) and there will be no major surprises. Remember that it is a political document, so if you do not think that dispatchers are mentioned in a sufficiently prominent manner, or if you think it calls for excessive finding for counter-terrorism, do not be overly alarmed.

There is a long way between what commissions call for and what eventually becomes reality. From an ADF standpoint, the political pressure created by this Commission is excellent. All we have to do is step into the right offices and make people understand the integral role that dispatchers play in aviation safety. From "free flight' to ASOS and everywhere in between, we know that the dispatcher will control the show: approve the MEL, select the route, find the altitude, plan the fuel and the alternate, check NOTAMS and field conditions, assess pilot reports, tell ATC, get the pilot's agreement, monitor the progress of the flight and do it 10, 30, or even 60 times a shift. The dispatcher is in charge. If the dispatcher is not in charge in your office, then you need to become more active in ADF.

By the way, in the great ADF tradition, Bill and I knew we were at the correct hotel when we saw the big sign in the lobby: Restaurant Closed for Renovation

Ed. Note: Giles has stayed at many hotels ADF selected because of special "discounts" being offered.

(From the minutes of the last ADF General Meeting)

Suggestions for ADF delegate duties and responsibilities

The ADF Delegate and/or Alternate Delegate are responsible for:

- 1 The dissemination of the ADF Newsletter and other information to the airline members.
- 2. Collection of the membership
- Advising ADF Membership Services of any address changes
- Advising ADF Membership Services of any changes in membership status such as new hires or retirees
- Inviting the ADF board to attend airline dispatch meetings to address any individual questions or concerns of the airline members
- Encouraging membership and involvement with the many dispatch issues and projects that ADF is challenged,
- Coordinating the hotel and meeting arrangements for any business meeting or on sight meeting between airline members and the ADF board of directors.
- 8. Most importantly, being the communication link between airline members and the ADF board. Not only passing information to the airline members from ADF, but also passing concerns and information-to the ADF board from the airline members



FAA Regional Dispatch Resource Inspectors...RDR

Norm Joseph

Regional Dispatch Resource Inspectors are your regular FAA Inspectors who, in addition to their regular work have taken an interest and training in dispatch and dispatcher issues. These "RDR"s, as they are called, are resources for other FAA Inspectors within each region. They will meet from time to time to discusses issues that exist in their regions and to develop consistent actions throughout the FAA.

ADF representatives met with this group as it organized and have since communicated with them on several issues. We look forward to the next meeting in late spring or early summer. Remember, the FAA resource and your source of guidance for your operation is the FAA POI assigned to your carrier. The RDR is meant to be a resource for the POI and other FAA personnel. However, because inquiring dispatchers want to know, the RDR inspectors are listed below.

REGION	NAME	PHONE	FAX
AAL-Alaskan	Austin E. Coller(ANC-FSDO)	(907) 271-2023	271-2099
ACE-Central	D. Ralph Gann(MCI-FSDO)	(816) 891-2100	891-2155
AEA-Eastern	David L. Maloy (NYC-FSDO)	(516) 228-8033	228-8827
AGL-Great Lakes	James E. Gardner(ORD-FSDO)		
	Dale A. Wills (Alternate)	(847) 671-0166	671-0156
ANE-New England	Douglas H. Bordeaux (PWM-FSDO)	l .	
		(207) 780-3263	780-3296
ANM-NW Mountain	Dennis Overman(SEA-FSDO)	(206) 227-2564	227-1810
ASO-Southern	TBD		
ASW-Southwest	Harold R. Johnson (DFW-FSDO)	(214) 574-3013	574-1699
AWP-West Pacific	Anderson Davie (SFO-IFO)	(415) 876-27 7 1	697-7231

.... And now for all you WEB Surfers

Here are some interesting sites for all of you who can't seem to get enough of weather stuff at work.

Turbulence and Icing Information http://rap.ucar.edu/weather/aviation.html

Radar Sites http://cirrus.sprl.umich.edu/wxnet/radsat.html http//www.usatoday.com/weather/wpilots0.htm http://aspl.sbs.ohio-state.edu/text/wximages/us/natrad.gif http://www.aviation.uiuc.edu/institute/weather.html http://www.intellicast.com/weather/usa/radar/ http://wxp.atms.purdue.edu/interact/html

Aircraft Situation Display http://tmsl.vntsc.dot.gov **Experimental Weather Products** http://www.fsl.noaa.gov/frol-bin/maps.homepage.egi http://www.awc-kc/noaa.gov

Fog and Icing Products http://orbit-net.nesdis.noaa.gov:80/ora/fpdti/#prods

Weather Cam http://cirrus.sprl.umich.edu/wxnet/wxcam.html

> Airport Information http://www.airnav.com/airports/

Hourly Weather in Surface Analysis Format http://www.phys.nd.edu/physics/meissner/weather.html

And Last but certainly not least, pay a visit to the ADF Website at: http://www.seagull.com/ADF The ADF site has links to all these and more!



Collaborative Decision Making by Kevin Kollman

Collaborative Decision Making, CDM, is a program that revolves around data exchange between the airlines and Air Traffic Control. It became official in the spring of 1995 but was actually initiated in 1991 when Air Traffic Management (ATM) commissioned MITRE Corporation to analyze the then existing substitution process. In the summer of 1991, the FAA / Airline Data Exchange (FADE) program was initiated as a short experiment to see if updated schedule information could affect the Traffic Flow Management decision making. After numerous statistical and simulation analyses were conducted, it was concluded that updated schedule information could influence decision making. This process is at the center of CDM. The NAS users will send in operational schedules and changes to the schedules to the ATCSCC. These changes will include delays, cancellations, and newly created flights. This information will then be used by ATCSCC in making a decision as to the need of some type of ground hold strategy. In other words, the ATCSCC identifies the bottleneck and relays the information to the NAS users. The NAS users will operate within the listed constraints and will communicate their course of action back to ATC-SCC.

The key word in CDM is collaborative. It takes collaboration, team work, to achieve the ultimate goal of Free Flight. The CDM working group, soon to be called Free Flight Special Committee on Collaborative ATM, or RTCA SC 191 is active in the implementation of the CDM Ground Delay Enhancements (GDE) that are scheduled for prototype operations this spring. The NAS Operators send in their operational schedules and any changes and the Service Provider collects this information and sends it back to the operators along with airport arrival rates. Not only is information shared but the technology is shared. The decision support system, The Flight Schedule Monitor (FSM) has been made available to any System Operators who request it. This ensures that all participants have the same information presented in the same manner.

Collaboration between the ATC and the airlines will allow the dispatcher to file flight plans around weather, and the ATC will advise them of any traffic constraints. With tools that are built into the FSM, and other systems the airlines will be able to perform what if analyses, examine alternatives, allocate resources and alter the allocation if conditions change.

By using the capabilities of the FSM, such as Ration by Schedule, Compression, Revise GDP, and the GDP Power Tools, constraints can be handled by all parties in an efficient and impartial manner.

A communications network, the AOC-Net will go into operation soon to transmit all of the information. This communications network will link the AOCs to virtually all of the ATC towers, Center TRACONS and the ATCSCC. With this system, dispatchers will be able to get real time RVR, breaking action, airport configuration, severe weather and any other airport information that is necessary for flight safety. Since this information will be more readily available to the dispatchers, they will be able to make better decisions as to economics and safety and relay those decisions to the pilots and Air Traffic Control Network.

CDM has developed the following definition of roles and responsibilities:

- A. Air Traffic Control-Traffic Flow Management will:
 1.Monitor the National Airspace System
 (NAS) for constraints that produce capacity and demand problems.
- 2.Make these constraints known to the users of NAS.

Develop a baseline solution to the problem created by the constraint.

- Airline Operational Control (AOC) will:
 1.Keep ATC-TFM informed of current operational demand and intent.
 - Provide airline business need plans and designs within the general baseline solution provided by ATC-TFM such as cancellations and substitutions in response to a ground delay program.

Therefore, the System Operators will make decisions dealing with economics and the service provider will intervene only where safety might be compromised. The ultimate goal of Free Flight is a safer and more efficient NAS with System Operators having the flexibility to operate within their own capabilities and economic objectives. With high technology, a state-of-the art communications system, and collaborative team work between all parties this goal can be met.

Ed. Note: Kevin is the chairman the CDM cmte.



Aviation Rulemaking Advisory CommitteeARAC Norm Joseph

ARAC is again beginning to come to life and continue with the task of cooperative rule making between the FAA and industry.

Joe Hawkins has taken over as Director
Office of Rulemaking, and Executive
Director of ARAC. Along with ARAC Chairman Steve Brown, he is moving quickly to put in
place changes suggested by the FAA Rulemak-

ing Reengineering Team. These include specific responsibilities for ARAC Assistant

Chairmen and Working Group Chairmen to insure the process works on a timely manner, requirements for FAA representatives to prepare and supply summary reports for the internal FAA team, use of EMAIL for more efficient communications, better task

statements with negotiated completion targets, more emphasis on organizational and leadership skills when selecting Working Group Chairmen, prioritization of tasks considering FAA ability to finalize the ARAC product and revision to the FAA Rulemaking Training Course.

Another project is to review all ARAC products that have been within the FAA for eighteen months or more with no final disposition by the FAA. These products will be given new life or a quick end. Of interest among these is the Fuel Requirements Task....now known as Fuel Planning and Management Advisory Circular.

Although dispatchers have already seen many benefits that may have been connected with this effort, the task itself is as valid today as it was when it was issued in 1991 as a result of NTSB concerns from the AV52 crash. Hopefully it will be given new life and quick completion from the FAA.

The Part 65 Dispatcher Training Rule changes have been approved by ARAC and are in the process of being transferred to the FAA for action by the ARAC Assistant Chair for Training and Qualification Issues, Walt Coleman.

After a period of little activity, ARAC Air Carrier Operations, Training and Qualifications, General Aviation Operations and the Executive Committee all have meetings scheduled before June 1. Look for an summary of active tasks in each Issues Area in the next ADF NEWS.

Next Meeting

The next general meeting of the Airline Dispatchers Federation will be held in Chicago on May 18 and 19, 1997. This meeting is being sponsored by the members at United Airlines. Hotel arrangements have been made at the:

Ramada O'Hare 6600 N. Mannheim Rd Rosemont, IL 60018 847-827-5131 fax 847-827-5659

All reservations must be made prior to two weeks ahead of May 18th. Attendees are to request the UAL/ADF Meeting rate. Rate is \$52.00 per night.

The meeting itself will also be held at the Ramada. Meeting Room will be posted at the hotel.

Regarding hotel transportation, their web site says they pick up and drop off at ORD every 15 mins. from 0500A-1000P and on call after that. It's 5 mins. from the field. Transportation from MDW to ORD can be obtained from C and W Transport for around \$10-\$15 dollars showing airline ID can possibly get you a discount. The subway connects to ORD thru downtown, always entertaining, for about \$1.50. Cab is about \$35 dollars.







Aviation Calendar of Interest

April		
TBA	ATCSCC Severe Weather RR Class	TBD
7-11	RTCA Global Positioning System Mtg.	TBD
15	ARAC Air Traffic Issues	TBD
	ARAC Transport Airplane & Engine Issues	DCA
24-25	NTSB Corporate Culture & Transportation Safety	DCA
28-29	RTCA Data Link Working Group	
May		
12-14	IFALDA Annual General Meeting	Dublin, Ireland
14	ARAC Executive Committee	TBD
18-19	ADF Business Meeting sponsored by UAL	ORD
20-22	ARAC Performance Standards/Emergency Evacuation	DCA
June		
5-6	ARAC Air Carrier/General Aviation Maintenance Issues	VA
	11410111 0011111 0011111 11111111111111	
July	AD AC All The CC - Towns	TBD
15	ARAC Air Traffic Issues	DCA
22-23	ARAC Performance Standards/Emergency Evacuation	DCA
24 29-30	ARAC Emergency Evacuation Issues ARAC Transport Airplane & Engine Issues	SEA
29-30	ARAC Transport Airpiane & Engine issues	SEA
August		
10-11	ADF Business Meeting (tentative)	TBD
13	ARAC Executive Committee	TBD
Septem	ber	
18-19	ARAC Air Carrier/General Aviation Maintenance Issues	DCA
23-25	ARAC Performance Standards/Emergency Evacuation	DCA
Octobe	r	
2-3	ARAC Transport Airplane & Engine Issues	DCA
9	Jeppesen Tour and Reception	DEN
10	ADF Symposium	DEN
11	ADF Business Meeting	DEN
15	ARAC Air Traffic Issues	TBD
27-30	International Oceanic Airspace Conference '97	HNL
Novem	ber	
12	ARAC Executive Committee	TBD
Decemi	her	
18-20	ARAC Performance Standards/Emergency Evacuation	DCA
ADF W	ill only attend those meetings that affect the Dispatch Pro	ofession



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ADF Bylaws and Constitution Amended

Norm Joseph

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The following amendments to the ADF Bylaws and Constitution, June 5, 1994 edition, were approved at the January 1997 General Meeting.

New Wording. Page The ADF Council shall meet a minimum of four (4) ПТ.А times per calendar year, with one meeting in each calendar quarter or on call of the President or at any time upon written request of a majority of the Council's Delegates.

DELEGATES (REPRESENTATIVES OF ADF); V.C will normally represent ADF on a volunteer non-compensation basis in keeping with the not for profit professional purposes of ADF. When necessary ADF will reimburse representatives, their employers or employee groups at \$125.00 per day or such other amount as may be required by established company policy or contract. Employers and employee groups connected with each ADF representative are encouraged to support the professional activities

of ADF representatives without expense to ADF. All work performed for or any representation of ADF must be authorized by the President or The ADF

- EXPENSES: ADF shall reimburse meals and V.D incidental expenses in accordance with the per-diem rates established from time to time by the U.S. Government. Lodging and pre-approved expenses shall be reimbursed at actual costs. An expense statement with receipts attached shall be submitted to the Financial Secretary Treasurer for the month in which the expenses incurred.
- VII.D NEWSLETTER: The official bulletin of the ADF will e the "ADF NEWS". This publication will be subject to the editorial policy of the organization and all articles will be reviewed by the review panel designated by the Executive Board. An Editor will be appointed by the President to oversee the layout of the newsletter. The cost of mailing and duplication costs will be borne by the organization.
- VII.E ADVERTISEMENT: The Executive Board will 6 determine the acceptability of any advertisement published in the ADF NEWS, any other ADF forum, or in any way related to ADF. The Executive Board will also set fees and rates as appropriate, and approve costs for advertisements benefiting ADF.

Look for a new printing of the "Bylaws and Constitution", including these changes later this year.

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So, What did ADF do in 1996?

ADF hosted the 1996 Symposium "Human Factors in Airline Operational Control", in Washington D.C. Over 160 were in attendance to welcome Mr. David Hinson, FAA Administrator, Mr. Roger Wall, FAA Program Director for Air Traffic Operations, and Ms. Katherine Hakala, FAA Special Assistant. The FAA stated that "Because of Airline Dispatchers Federation, the role of the Aircraft Dispatcher has been proven a critical link in air safety".

During the Symposium, ADF hosted three Working Groups: WG1 "Weather, the Go, No-Go Decision", WG2-"The Transition From a Flight Following (135) System to a Flight Dispatch System (121)" & WG3-"Cooperative Decision Making to Enhance Airline Safety & Improve Operating Efficiencies".

ADF joined RTCA (Requirements & Technical Concepts for Aviation), a Federal Advisory Committee, which makes recommendations to the FAA and which often becomes policy.

ADF was asked to Co-Chair the RTCA Working Group on ATM-AOC Ground to Ground Communications. The FAA selected ADF as Co-Chair "because of the organization's strong commitment to aviation safety and diverse insight into the subject matter comprising this Working Group. ADF's membership populates most of the airlines AOC's (Aeronautical Operational Control-Dispatch Offices) around the nation at regional and majors alike, no other organization's membership is better suited to help outline and guide the development of the concepts and frame work of this Working group." RTCA Director, Hal Moses stated "the aircraft dispatcher is a vital component in the triad of safety..." This Working Group will help define what information will be exchanged between ATC and the AOC. The final recommendations will be presented in Dec. 1996.

ADF has been asked to participate in a RTCA Special Committee. This committee will oversee Working Groups established to put into place the exchange of information recommended by the RTCA Ground to Ground Working Group mentioned above. These Working Groups will include how to get information from ATC/ATM to the AOC in an accurate and timely manner such has holding, saturated airspace, runway changes, windshear reports, Field Condition Reports, Braking Action Reports, Pilot Reports, etc.

The FAA extended an invitation to ADF to participate in RDR (Regional Dispatch Resource) meetings. The FAA has named a qualified POI in each region to serve as the Region's Dispatch Resource. The RDR's were named to recognize and discuss FAA/Dispatch issues currently not being addressed and to discuss changes to 8400.10.

As a full member of ARAC (Aviation Rulemaking Advisory Committee), ADF-will present the Aircraft Certification (Part 65) re-write to the FAA/ARAC in December 1996. It is expected to be implemented in 1997.

The FAA asked ADF to participate in drafting the "FAA Inflight Aircraft Icing Plan". The task will be to improve training and operation regulations and guidance material related to icing.

ADF is developing a training program on Icing for Dispatchers and will be presented at the ADF Business Meetings. ADF is working with several Meteorologist departments and Weather experts to develop a Weather Book written by Dispatchers and for Dispatchers.

(Continued on page 10)

Thought you folks might appreciate some examples "typical Maintenance writeups". Does any of this sound familiar??

Problem: "Left inside main tire almost needs replacement."

Solution: "Almost replaced left inside main tire."

Problem: "Test flight OK, except autoland very rough." Solution: "Autoland not installed on this aircraft."

Problem: "The autopilot doesn't." Signed off: "IT DOES NOW."

Problem: "Something loose in cockpit." Solution: "Something tightened in cockpit."

Problem: "Evidence of hydraulic leak on right main landing gear." Solution: "Evidence remoyed."

Problem: "Number three engine missing." Solution: "Engine found on right wing after brief search."

Problem: "DME volume unbelievably loud." Solution: "Volume set to more believable level."

Problem: Autopilot in altitude hold mode produces a 200 fpm descent. Solution: Cannot reproduce problem on ground.

Problem: Friction locks cause throttle levers to stick. Solution: That's what they're there for.



(Continued from page 9)

ADF 1996

The CDM (Collaborative Decision Making) group is actively pursuing ways to exchange information between Air Carrier Dispatch Offices and ATC. This effort will result in better utilization of the airspace, fewer delays for air carriers, better decisions during SWAP programs and Ground delay programs. Where delays are unavoidable due to weather and/or volume, this will allow the airlines to control which flights take those delays. ADF has been involved and supports the CDM effort.

The FAA has asked for ADF's comments on the new proposed NAS (National Airspace System). The NAS is changing due to the challenge of accommodating the forecasted increase in airspace usage while addressing the issues of an aging NAS infrastructure, needing new technology to accommodate NRP and Free flight and shrinking Federal budgets.

ADF participated in several NASA/AMES Ohio State Studies on the interaction and human factors between the Dispatcher, Pilot, and ATC. In most of these cases, the dispatcher had a better view as in terms of safety, economy, and the "big picture".

ADF was invited to attend a FAA sponsored POI (Principal Operator Inspector) Training Conference. This was done in an effort to help bring standardization to the POI group and to assist with the transitioning 135 carriers to 121 needs.

Held meetings with Congressional Members concerning Dispatch issues, i.e. ASOS.

ADF was invited to speak on behalf of the Dispatch Profession at several Aviation Conferences and Symposiums. They were all very well received with many questions and answers afterwards.

ADF has been invited by RTCA to serve on the Free Flight Steering Committee.

(other than that I guess we didn't do much. . . . ed.)

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You can send E-mail directly to ADF officers from the ADF web site.



FAR PART 65 UPDATE

Tim Antolovic

In December the Working Group (WG) presented our final recommendations to ARAC. Our draft was accepted unanimously. ARAC did recommend several minor wording changes. These changes will not substantively change our work and the WG agreed with them. I am working with the FAA Office of Rulemaking to finalize the language for these changes. This should be completed within the next 45 days.

When complete ARAC will send the final package to the FAA. A principles briefing is the next part of the ARAC process. During the principles briefing senior FAA officials are briefed on the project. They can recommend to accept it as is, send it back to the WG for changes, or reject it entirely. Once completed to everyone's satisfaction the draft will be presented as a Notice of Proposed Rulemaking in the Federal Register. It is during this time that the public will see our work for the first time and have a chance to comment on it.

I will keep the ADF membership updated through this newsletter. Time completion projections are quite difficult at this stage. The project is at a point where it could be sent in several different directions. The WG does have several advantages working for it. The FAA Office of Rulemaking, General Counsels Office and the Aviation Policy Office have all reviewed the document found it satisfactory.

The Airline Dispatchers Federation wishes to extend our sincere thanks to the following corporate sponsors whose support we greatly appreciate

- Aeronautical Communications Group, Inc.
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- METRON, Inc.
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- Seagull Technologies
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- UNISYS



ADF would also like to thank and acknowledge the following institutions for their continued support.

- Sheffield School of Aeronautics
- Sierra Academy of Aeronautics
- Mountain View Community College
- Aviation Training Inc.
- Airline Flight Dispatcher Training Center
- International Aviation and Travel Academy

For more information see the ADF web site



3

RTCA 169 Report By Steve Caisse

Over the past several years, ADF has been working closely with the FAA through its involvement with RTCA, Inc. on issues involving Free Flight and DATALINK.

RTCA Special Committee (SC) 169 was chartered by the RTCA Technical Management Committee to develop information requirements for ATM-AOC ground-ground information exchange applications associated with the evolution of Free Flight. ADF was honored with a position of co-chairmanship of the RTCA Working Group. To highlight the importance of the work of RTCA SC169 WG5, ADF participated in the exercise at the Officer level with the contributions of Carla Beck, ADF Secretary Treasurer. At least a half dozen other ADF members

actively participated in the work as well. Among other

accomplishments, ADF was successful in ensuring that the contents of FAR 121.533 and 535 (Responsibility for Operational Control) were included in this high level document.

This group recently completed its activities with the release of a MASPS document to RTCA.

The MASPS presents the results of one key responsibility of SC 169, namely, developing a Minimum Aviation System Performance Standard (MASPS) for ground-ground ATM-AOC information exchange-in particular, between dispatchers/flight planners for an Aeronautical Operational Control (AOC) and traffic flow managers in the Air Traffic Management (ATM) system.

According to the MASPS, Both National Airspace System (NAS) users and NAS service providers are eager to improve the efficiency of the NAS, as seen from their separate perspectives, while maintaining the current level of safety. Information exchange and collaboration between ATM and AOCs using ground-ground communications are a crucial element in achieving this goal. The ATM-AOC

information requirements identified by SC 169 represent an early step in developing a structure that enables collaborative decision-making, a key feature of the future NAS.

ATM-AOC information sharing is a feasible step in the progression of capabilities envisioned for a Free Flight system of the future. A near-term capability for ATM-AOC capability exchange can be implemented relatively quickly, using current technology and the operational information that is currently produced.

Operational Goals of Information Exchange

The goals of ATM-AOC information exchange identified by WG5 are the following:

| Promote safety

Improve the flow of traffic

Support operational objectives such as fuel savings, operational efficiency, and reduced operational cost

The achievement of these goals requires not just an extensive information exchange, but could also require the development of new decision support tools and procedures to make use of the available information.

SC 169 Methodology and Results

Working with a series of scenarios representing typical operational situations experienced today, SC 169 has identified information elements that should be exchanged between the AOCs and the ATM system in order to enhance safety and efficiency in the NAS, and to provide

greater flexibility to all NAS users in their planning and operations.

Operational scenarios were developed concerning the following phases of operational control and other relevant aviation activities.



Mission planning
Ground delay program (GDP) or ground stop
program
Departure management
En route weather/reroutes
Arrival management
Post-analysis/long range planning
Oceanic operations
General aviation (GA)
Military operations

In addition to the scenarios and identification of information elements for ATM-AOC exchange, SC 169 has identified an example target architecture, based on the following guiding principles, to implement future automated information exchange:

A single, transparent, and functional information interface Security measures to protect proprietary information Timely and consistent information exchanges

An architecture that is expandable, extensible, and scaleable Multiple levels of service to accommodate NAS users' different automation capabilities

A Central Theme -- Options - Not Mandates

The need for improving ATM-AOC interaction

As stated in the MAPSP; although they share a strategic perspective on the capacity and traffic activity in the NAS, TFM, and AOCs today develop their forecasts and plans largely independently. Collaboration and information exchange between the two are limited. Most decisions are made without complete information about the objectives, constraints, processes, or rationale for the decisions made by the other party. This situation is particularly problematic given that TFM techniques for alleviating congestion could constrain the options available to users, who need as much flexibility as possible for costeffective strategic planning and operational control. AOCs invest considerable time, effort, and expense in selecting routes that are the most cost effective for their respective operations.

When the operational situation permits, AOCs

prefer that the ATM system offer them strategy options, rather than mandates, especially with regard to delay initiatives or reroutes. With strategy options, the AOCs are better able to consider in their plans such operational factors as amount of fuel on board and criticality in meeting connections. Input to such collaborative strategy development should include the ATM-predicted impact of each strategy option, when possible.

Recommendations

The focus of the MASPS is the identification of information elements involved in the ground-ground information exchange between ATM and AOCs. Additional work must be performed to realize a NAS that fully supports this information exchange. The following activities are recommended as a follow-up to SC 169's efforts:

- As an immediate follow-up task, a consistency check of the information elements used in the scenarios.
- A short-term committee composed of representatives from ATM, NAS users, and other interested organizations for the purposes of identifying sources of the information elements identified in this MASPS.
- Near-term actions to obtain immediate benefit from information exchange, including expediting the following exchange efforts:
- Current and near-term demand and capacity information (with sensitive information filtered, as necessary), obtainable from the ATM's Enhanced Traffic Management System (ETMS))
- inclusion of the Remarks field as part of the ETMS data from the ATM system to NAS users
- and timely updates of the ETMS interface between the ATM system and the NAS users
- Collaborative Decision Making Ground Delay Program (CDM GDP) enhancements
- Inclusion of data about GA and other unscheduled flights in the ATM-NAS user ETMS interface
- Experimental AOC participation in TFM's



(Continued from page 14)

Eastern Region Hotline

- NAS status information, including airport status, Special Use Airspace (SUA) status, and airport field conditions
- Pilot Reports (PIREPs) and Notices to Airmen (NOTAMs) for nation-wide distribution (rather than some classes that are available only by contacting a specific local ATC facility)
- Wide area network (WAN) based electronic mail capability between TFM facilities and NAS user facilities, where the WAN is segregated from extraneous and Internet traffic either by a firewall or by isolation
- 4. An FAA-industry developed strategy for evolution to a future architecture that supports ATM-AOC information exchange
- 5. Development of operational concepts for an ATM system that operates under the principle of collaborative ATM-AOC decision making, including the following:
- Examination of how NAS users and the ATM system can participate more collaboratively in the decision making process with regard to development of strategy options, selection of flights to meet an ATM-specified capacity allocation, and departure options when a GDP or a planned Ground Stop has been activated
- Information exchange requirements associated with the military and GA users
- ATM/AOC collaborative decision making in an integrated oceanic/domestic flow management environment
- 6. Development of an expanded flight plan to provide better information for management of NAS resources and for more accurate predictions of demand for those resources, and identification of steps toward implementing such a flight plan
- 7. Development, in an evolutionary manner, of an ATM system that supports the operational concepts (see Recommendation 5)
- 8. Development of an effective program for providing assessments of NAS performance to ATM and AOCs

Although the work of RTCA SC-169, WG5 is now completed, a new RTCA Special Committee (SC191) has been formed to pick up where WG5's work left off. Many ADF members are participating on the new SC191 to ensure that the roles and responsibilities of the aircraft dispatcher are not overlooked, diminished or otherwise adversely modified.

NWS Cuts Products, Services

NWS to cut more aviation weather products Due to Budget shortfall

Three aviation weather products will be affected by proposed NWS cuts: Area Forecasts, Low Level Significant Weather Prognostic Charts, and Convective SIGMETs

1. Convective Sigmets

Currently, NWS issues Convective SIGMETs hourly. Beginning June 1, these SIGMETs will be issued at only four-hour intervals between midnight and 8 a.m. EST.

2. Area Forecasts

Area Forecasts (FA) are currently issued three times daily for six specific sections of the U.S. The forecasts cover a 12-hour period with an additional six-hour outlook. NWS will eliminate FAs issued in the evening, reducing weather information available to dispatchers, pilots and other users.

3. Low Level Significant Weather Prognostic Charts NWS will eliminate the prognostic charts issued daily at 11 p.m. and 5 a.m. EST.

The ADF is concerned about the trend in aviation weather reporting and forecasting. Aviation weather users, academics, and the NWS call for better and more timely weather information to ensure the safety of flight. Meanwhile ASOS has degraded the weather information available to aviation interests and these further cuts accelerate what appears to be a very negative trend for all of us interested in aviation safety.



LLWAS Removal Plan

LLWAS removal begins at some airports:

The FAA is removing LLWAS sensors from around several airports. The LLWAS-II sensors have been removed from HOU, IAH, and DAL airports as this is written. The FAA justification for removal is that TDWR can provide equivalent information and the cost savings of not having to maintain LLWAS-II sensors.

ADF has done some research on this and concludes that LLWAS-II sensor removal is contrary to the interests of aviation safety. TDWR compliments the LLWAS system by reporting microbursts and horizontal shears above 300 feet AGL around the airport. The LLWAS system's airport boundary sensors reports gusts, and wind shears on and near the airport surface. Safe operations require both!

ATC controllers are opposing LLWAS removal and several air carriers are also opposing this plan. ADF has to wonder once again why the folks who made this plan didn't talk to those of us who work the system every day. Pilots, controllers, and dispatchers know the value of LLWAS but were not consulted prior to the removal's beginning.

Editorial

From the ADF President "Weather or not?"

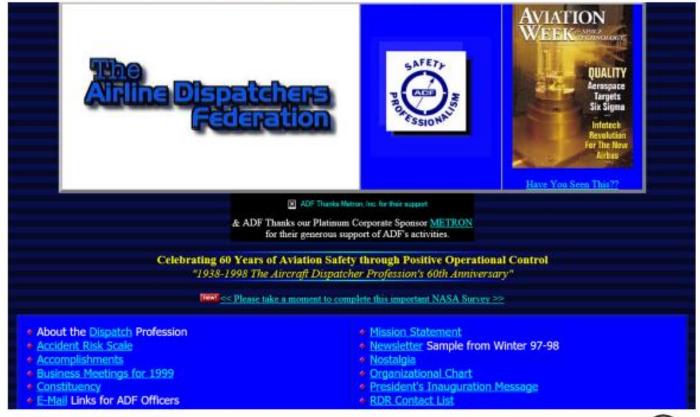
As evidenced by the two articles on this page and the ASOS problems that plague everyone in aviation there is room for serious concern about the US aviation weather system. We changed from the US SA/FT reporting format to the international standard METAR/TAF but by the time the committees were done we had neither.

Instead we got a non standard, looks kind of like METAR/TAF. ASOS took away RVR reports and we are only now getting them back. LLWS is a factor in several fatal commercial accidents in the US but we are removing LLWAS sensors without asking pilots, controllers, dispatchers, airlines, or GA pilots if it's a good idea. NWS is spending money to create better, more timely, and more discreet forecasts of icing and turbulence; at the same time the meteorologists at the ARTCC's who issue the best, most timely, most discreet forecasts of icing and turbulence through Center Wx Advisories are being removed from the ARTCC's.

ADF sees a disturbing pattern of degradation of service here that must be changed. Turning this trend around will be an ADF priority in 1997.



The Internet and the Digital Revolution



ADF

Internet Home Page in 1997









ADF made several visits to the Weather Channel Studios in Atlanta as part of the organization's quarterly meetings. During the visit above, the ADF team was given a long and fascinating tour of the studio, including an opportunity to stand in front of the chroma key screen Dennis Smith was ADF tour guide.



MINUTES OF THE AIRLINE DISPATCHERS FEDERATON 29TH BUSINESS MEETING - CHICAGO, IL

May 18, 1997 Sunday

0905 - President Mike Nadon called the meeting to order. Thank you to the United Airline Dispatchers for sponsoring the ADF Business Meeting. Rick Ketchersid and Ted Christie recorded the minutes of the meeting. Introductions were given around the table and approximately 45 were in attendance.

0915 - Financial Report - ADF has approximately 800 members to date with six corporate sponsors and five school sponsors. A brief explanation was given on corporate and school sponsors. By continuing to watch the expenses closely, ADF will remain within the 1997 budget.

0930 - Old Business - Discussion on:

The amended BI-Laws, which were published in the previous ADF newsletter, will be updated within the month for distribution.

Delegates - The roles and responsibilities of delegates as described in the newsletter and the ADF delegate information sheet should be completed by the delegate and returned by the next ADF Business meeting in August.

Newsletter - The newsletter currently reaches in excess of 900 people and is, without question, the single most important key to our membership and continued existence. Our mission, views, and goals are expressed more through the newsletter than any other mode available to us.

Darryl Oberg has been the Editor in Chief, publisher, reporter, etc. since ADF's inception. He has done a phenomenal job in reporting, not only internal ADF issues (i.e. where the dues are spent) but also, the many Dispatch related issues to our members.

The possibility of a Newsletter Committee to include a minimum of an Editor and publisher was discussed. Those interested in assisting with the many tasks associated in the publication of the newsletter should contact Mr. Oberg at 71062,1531@compuserve.com.

Advertisements for the newsletter - Discussed the importance of advertisements being approved by the ADF Executive Board.

0935 - Nominations for 1998 Officers are open until October 11, 1997 - The open positions are President, Financial Secretary - Treasurer, First Vice President, Fourth Vice President. Currently, those positions are being held by Mike Nadon - President, Financial Secretary - Carla Beck, First Vice President - Fred Thunhorst, Fourth Vice President - Brad Rasmussen.

Current Nominations:

For President- Mike Nadon. Nominated by Bill Cranor, second by Oberg.

For Secretary/Treasurer- Carla Beck. Nominated by Bill Cranor, second by Oberg.

For First Vice President - Jim Creighton. Nominated by Mike Nadon, second by Joseph.

For Fourth Vice President - Brad Rasmussen. Nominated by Mike Nadon, second by Cranor.

Officer Changes- Due to extenuating circumstances, Mark Fanger resigned the position of Third Vice President. Mark was invaluable in assisting ADF with the 1996 Symposium and the efforts of "Single Level of Safety". Mark continues his support through his personal membership, pursuing contributions from professional affiliations in the industry and recruitment of new members. We thank him for his many contributions to the profession.



The Council appointed Giles O'Keeffe Third Vice President. Giles brings a wealth of knowledge, experience and flavor to the ADF Council. Giles has always been a strong supporter of ADF and the Dispatch Profession. We look forward to working with him in this position and for years to come.

1030 - Single Level of Safety - As of May 20, 1997, scheduled air carriers with 10 seats or more require dispatchers. Lee Wilson of Horizon indicated his airline operates more efficiently under one level. The natural progression of "The Single Level of Safety" should be to supplemental carriers. ADF wants to thank Kathy Hakala and David Harrington, along with many others, for their continued support of Dispatch in the "Single Level".

1045 - New 121 Certified Carriers Special Introductory Membership -ADF delegates voted (six for, none opposed) to offer a \$15.00 membership (plus initiation fee) from July 4, 1997 to October 10, 1997 to dispatchers employed by the thirty-three new 121 certified carriers. Membership would include three ADF Newsletters and a reduced rate to the ADF Symposium. Amar Murthy of BLR, Inc. very generously offered to supplement \$25.00 towards each new "Single Level" member, making all airline affiliated dispatchers \$40.00 members. If a newly certified carrier currently employs any current \$40.00 members, ADF would extend their membership through 1998 without any additional fee.

1130 - Symposium Update - Giles O'Keeffe will chair the 1997 symposium committee. The dates are set for Thursday, October 9 * Jeppeson Tour and Reception. On Friday, October 10 * Symposium and Saturday, October 11* ADF Business Meeting. The Best Western Landmark Hotel located at 455 South Colorado Blvd., Denver, CO has offered ADF a room rate of \$59.00. Watch for updates on the ADF Web Site. The RTCA/CDM Meeting is to be held in Boulder, CO October 15-16 and sponsored by NCAR. A meeting in conjunction with several other FAA organizations have been discussed. Information will be available shortly on the next symposium meeting.

1200 - ADF Membership Services - Deborah Cranor, ADF part-time Administrative Secretary, advised the board that due to additional responsibilities assumed with her primary employer, she was giving notice. Deborah has been our Administrative Secretary since 1994. She has made many changes in the membership services such as the Dispatch School Program and the "New Member Packet" that is stocked full of information needed by anyone new to the organization or profession. Deborah has graciously agreed to assist until a replacement is recruited and trained. Those interested in this position should contact Mike Nadon or Carla Beck at 800-OPN-CNTL

Membership - Dispatch Schools - Discussed contacting all Dispatch qualified schools and requesting the names and addresses of all new and/or graduating Dispatch students for the purpose of offering student memberships. Action Item

1230 - Lunch

1430 - Canadian Dispatch - Jim King of Transport Canada- Advised AARNG had published three ICAO approved books on "Human Factors for Aviation" called The Basic Handbook, Advanced Handbook, and the Instructors Guide. For more information call 1-800-305-2059 Ottawa, Ontario, Canada

Mr. King also discussed some of the Canadian rules of transporting passengers with Single Engine IFR procedures such as strict engine reliability, no mountainous terrain, etc.

1445- ADF Position on Degradation of Weather and Notam Information - (ASOS, LLWAS, RVR, Changes and/or losses in NWS). Discussed the loss of weather and notam information available, how can dispatchers maintain the same high level of responsibility and accountability? Steve Horton will compile this information to assist Mike Nadon in writing an ADF Position Paper.

1455 - CDM - Amar Murthy explained the AOC net and how CDM and the AOC net will enhance safety and the airlines operations and schedule by exchanging information between AOC (Airline Operational Control) and ATC in a timely fashion.



RTCA Working Group - 5 - It was decided this document, which took over two years, was more of an operational document than a MASPS (Minimum Aviation System Performance Standard). The final document will be titled Operational Concepts and Data Elements Required to Improve Air Traffic Management (ATM) - Aeronautical Operational Control (AOC) (Ground - Ground) Information Exchange to Facilitate Collaborative Decision-Making should be approved at the next RTCA meeting held July 29, 1997. See Handouts.

IFALDA - Dave Porter - President - Discussed the JAA/FAA Harmonization Efforts. Due to the many issues that must be decided prior to Dispatch Certification - Licensing, the JAA/FAA Harmonization Board decided to disband with the intention of reorganizing at the proper time. The Harmonization Executive Board will refund ADF approximately \$600.00. In 1996, the ADF delegates voted to join other international Dispatch organizations and designated \$2000 towards this cause.

1998 IFALDA General Meeting - Iceland April 27-30, 1998- Dave Porter does not intend to run as IFALDA President for the next term leaving only one U.S. Representative on the IFALDA Executive Board in 1998. Mr. Porter recommends both ADF and EUFALDA have representation on the IFALDA Executive Board. (Darryl Oberg was recommended) Mr. Porter stated with the many issues, there could be a need for support with his current shift coverage. If the need does arise, a proposal will be drawn and discussed, as necessary.

CALDA Membership -Approximately 480 have taken the exam for their Canadian Dispatch license. Discussed the possibility of IFALDA approaching that group for IFALDA/ADF membership and support.

Our hats off to Dave Porter as the IFALDA President for 4 years! He has done a job not many can claim (except H. Kissenger). As President of IFALDA, Dave's many accomplishments can be exceeded only by the respect we have for him.

1620 Aircraft Icing and Dispatch-Lew Rezonya presented a comprehensive class on "Icing Considerations and Practical Applications". Mr. Rezonya instructed how to best locate aircraft icing in the weather information the airlines provide to the Dispatcher (ie. Tafts, metars, pirpes, and various weather maps) and the effects on aircraft. Handouts Available.

May 19, 1997 Monday

0915 - President Mike Nadon called the meeting to order. Rick Ketchersid and Ted Christie recorded the minutes of the meeting. Introductions were given around the table.

0920 - ADF and 8400.10 Re-Write - The purpose of a re-write is to standardize Dispatch issues. For example, a nine-page check list or job aid was circulated. The Job Aid is an outline for the air carrier POI to use to show tasks that should be anticipated for the initial certification of an operational control center or AOC during the 119 transition.

8400.10 committee was formed to work with the FAA RDR's (Regional Dispatch Resource) to re-visit and update the POI Handbook 8400.10. The ADF Point of Contact will be Bill Cranor, Executive VP at (74200,735@compuserve.com) and will include Lew Rezonya, Al Krauter, Phil Schyler and Tom Lynch. Please forward any recommended changes to one of these representatives by September 1, 1997.

0920 - GPS and Dispatch - Discussed the concerns with GPS and the lack of notams and information of the status of the satellite. One carrier currently uses GPS as the primary navigation. Larry Gauerke of Air Wisconsin and Jim Creighton of TWA may have information on an 800 number and/or web site.



0940 - NTSB Conference on Corporate Safety - Discussed how our individual corporate cultures can affect decision-making. As a Dispatcher, four thresholds of "rules" were identified during the decision making process - Company FOM, FAR, and company management goals and/or FAA Law Judge. How do you train a new Dispatcher to assess and act on these thresholds? Can Dispatchers simply recognize their responsibility to the dispatch certificate? Handouts made available.

1000 - The General Council's Ruling on the MEL Issue - Can be summed up by quoting one paragraph from page three of the GC Ruling. "Therefore, in the event a discrepancy is discovered following pushback, but before takoff, and the MEL procedures for that item require a mechanic's inspection, take-off would be prohibited. Alternatively, where an item found inoperative during taxi will still permit the aircraft to be operated by the PIC in accordance with the approved MEL, a flight may take-off. Finally, a discrepancy with an item not listed on the approved MEL would require that the aircraft not take-off, but instead return to the gate. (Handout available)

1105 - Regional Dispatch Resource (RDR) Update - Welcome to Jim Gardner, Harold Johnson and Dave Maby/FAA. Discussed the job description and purpose of the RDR. RDR's will eventually become a permanent position within the FAA. Discussed the many Dispatch issues that challenge each airline on a daily basis.

1200 - Update on Free Flight and Dispatch - Jeannie Davison NASA/AMES Research Center - Presented research titled "Managing Irregular Operations in a Free Flight Environment". Discussed NRP (National Route Program) and the changes to come. NASA will be conducting a test "The Future of Free Flight" and will need volunteers from the Dispatch community. NASA is also discussing building a Dispatch module or workstation for future studies. Discussed current and future risk and risk management from the ATC, Pilot and Dispatch groups. For further information or a copy of this research paper, contact Jeannie Davison via e-mail at jdavison@mail.arc.nasa.gov

1200 - Dispatch and Emergency Authority- Discussed the emergency procedures in the regulations and 8400.10 that pertain to Dispatch. Vic Sotenburg will re-visit the possibility of a dispatch accident/incident handbook to include recommendations from the FAR's and 8400.10.

1300 - Developing an Effective DRM Training Program for your Airline - Mr. Al Krauter guided us from the concept of DRM, through training, to the actual results. This presentation demonstrated how to plan your training program for dispatchers and the benefits of including other departments that significantly impact your airline operation. Mr. Krauter showed how this training would increase safety, awareness and the efficiency of an airline. DRM training will be required after March 19, 1999. For more information, contact Al Krauter at 800-OPN-CNTL. Handout available.

The meeting was adjourned at 1630c.

To receive the minutes electronically, advise ADF at 71663,677@compuserve.com (MS Word)



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Airline Dispatchers Federation

ADF NEWS



Volume 7. Number 2.

July 1997

From the President

Mike Nadon

Each year half the ADF board positions are up for election. This year the positions open for nomination are President, Secretary Treasurer, First Vice President, and Fourth Vice President. Nominations are open until the ADF October business meeting in DEN being held in conjunction with the symposium. While the ADF does not pay it's officers any money to serve in these positions the rewards of serving the profession and making a real difference in our part of aviation make the time spent more than worthwhile.

I will have served for four years as the ADF President by the next election. Having gotten to know many ADF members I can say that many of you are qualified and capable of doing the job and I urge you to run for President of the ADF. I am committed to giving whoever steps into this positions my full support and help in making a smooth transition. As President it has been amazing to see very strong willed and opinionated folks (i.e. dispatchers) set aside their partisan concerns and focus on what is best for our profession. While consistency is important in any organization change and new ideas are important too. If you are interested in running for President, or any of the other offices, please get your nomination in as soon as possible. (For nominations please call the ADF at 1-800-OPN-CNTL)

(On a personal note, my wife has an illness which has placed her on long term disability and her condition and the needs of my family preclude me from continuing to serve as an officer of the ADF. I hope to be able to work on ADF projects in the future and will provide as much support as possible to the newly elected officers.)

Ok, I'm interested - - -

I know what a secretary treasurer does but how does the rest of the organization work?

Here are some thoughts on that subject:

President ADF:

Oversees and administrates and coordinates all activities of the ADF and is the chief spokesperson who represents the goals and mission of the organization as it pertains to and benefits the professional Aircraft Dispatcher in the Aviation community.

Executive Vice President

Assist the President in his duties as stated above. The Executive Vice President is also coordinator of the vice presidents in their assignments as directed by the president.

Vice Presidents:

Oversee and communicate directly with the Directors that are assigned to him or are within his area of

(Continued on page 2)

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expertise. Each Vice President is responsible for the air carrier(s) assigned to him/her. Vice Presidents also serve to keep open the lines of communication between the members and an ADF officer. They coordinate and assist the members in their activity and assignments with in the ADF. Vice Presidents should be prepared to represent ADF when called upon in a legislative forum, or to participate in industry group or panel discussions in the aviation arena.

Directors:

Each Director responsible for the delegates assigned to their area of responsibility by the President. Each Director is assigned a specialized area of responsibility for which they have expertise. Directors are responsible to the Vice President to which they are assigned, they are also responsible to coordinate the activities and projects that are given to them by the President or Vice President. Directors work closely with the members who are working or are assigned projects under their specific field.

All officers with in the ADF are dedicated to supporting the organization the president and the ADF goals.

Thanks !! That helps

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Airline Safety and The Commuter Rule

Steve Horton

SUMMARY

On March 20,1997, scheduled operators of aircraft seating 10 or more passengers, or turbojet aircraft of any seating configuration were required to start operating under Federal Aviation Regulations (FAR) Part 121. Prior to this date operators of aircraft seating 30 passengers or less operated under Part 135. The safety requirements of Part 121 are much more comprehensive than those of Part 135 and provide for a greater margin of safety.

BACKGROUND

Aircraft categorization, with regard to operating requirements has been treated in different ways over the years. Beginning in 1953, airplanes with a maximum gross takeoff weight (MGTW) of 12,500 pounds or less were defined as "small airplanes" and were permitted to carry fewer than 10 passengers in on-demand air taxi service. The rules under which they operated eventually became Part 135 of the Regulations. Airplanes with an MGTW of more than 12,500 pounds were defined as "large airplanes". Most large airplanes carried 20 or more passengers in scheduled air transportation. The Civil Aeronautics Board (CAB) used the large/small dividing line to separate major airline companies, who were required to obtain a Certificate of Public Convenience and Necessity (CPCN) from the CAB in order to operate in interstate commerce as a common carrier, from on-demand air taxi operators, who were exempted from obtaining a CPCN.

Only a few CPCNs were issued to a few major airlines during this period. In contrast, on-demand air taxi operators numbered in the thousands. These operators typically were small in terms of aircraft owned and the operations conducted. The air taxi portion of these small operators' business often was a small Part of their total business of renting and selling aircraft.

Toward the end of the 1960s, aircraft manufacturers began to build small airplanes (less than 12,500 MGTW) that could carry more than 10 passengers, often close to 20. Some air taxi operators started offering services that resembled the operations of the (Continued on page 3)



(Continued from page 2) major airlines, but under the less restrictive Part 135.

The Airline Deregulation Act of 1978 allowed carriers more freedom to enter and exit markets without prior government approval. What followed was a trend for the major airlines to pull out of the smaller communities that had not been economically viable using their larger aircraft, Commuter carriers filled this void. The scheduled commuter airlines complemented the larger carriers by providing "feeder" service to the majors.

In response to these events, the FAA made major changes to Part 135 in 1978 to make it more like Part 121. The most notable changes were in weather reporting, flight crew training, maintenance, and qualifications for management personnel.

In subsequent years, the FAA has made many changes in Part 135 making it more like Part 121. Even with the many changes, Part 135 still falls far short of Part 121 in safety requirements. One of the significant changes with respect to this document was the change in categorization of aircraft in determining which FAR (Part 121 versus Part 135) that an aircraft would operate under. It was determined that aircraft with a seating capacity of 30 or less and payload of 7500 pounds or less could be operated under Part 135.

INCREASED SIGNIFICANCE OF COMMUTER AIRLINES

Commuter airlines enjoyed a period of great growth during the 1980's thanks to deregulation and the availability of new turbopropeller aircraft that carried good passenger loads at relatively low seat-mile costs. These airlines became an essential Part of the air transportation network in the U.S. In addition to benefiting from feeding the hub and spoke operations of the majors, there was a move by the larger airlines to transfer some of their jets off certain routes, replacing them with smaller turboprops and more recently with smaller jets of their partner commuter carriers. The growth in commuter airlines continues today, and the FAA projects a 5% annual growth for 60-and-under-seat aircraft. The FAA expects the number of this size of aircraft will increase from today's 2,200 to 2,980 by the year 2007.

SAFETY CONCERNS

Safety statistics for Part 135 airlines continue to improve. By 1993 the accident rate for these airlines was

one-fourth the accident rate in 1980. Still, the accident rate for commuter airlines operating under Part 135 continues to be higher than the rate for domestic Part 121 airlines.

Several high-profile accidents in the early 1990s served to heighten the public awareness of the disparity in safety between the large and small airlines. Another reason for this increased awareness was the practice of "code-sharing," the integration of a participating commuter airlines flight schedules into the flight schedules of the larger partner airline. When booking a reservation on a major airline, a connecting flight may also be booked on the airline's commuter partner. Passengers quite often think that all of the flights are with the major partner.

CONGRESSIONAL HEARINGS

On February 9, 1994, Congress held a hearing addressing the airline safety regulations, and the possibility of modifying these regulations to establish a single standard for all scheduled operations regardless of airplane size. Representatives of government, industry, and the public presented testimony. Although there was some resistance to changing the regulations, most testimony supported the upgrading of safety requirements.

NTSB REPORT

The National Transportation Safety Board (NTSB) published a study on commuter airline safety. The study was based on the NTSB's analysis of accident investigations and previous studies, observation of airline operations and policies conducted at a representative sample of commuter airlines, and information obtained from a public forum on commuter airline safety convened by the NTSB.

The study emphasized the industry trend toward operating larger, more sophisticated aircraft, and the codesharing agreements with major airlines. The NTSB concluded that the regulations of Part 135 had not kept pace with changes in the industry.

The NTSB recommended to the FAA that the regulations be revised to provide that:

Operations conducted with aircraft seating 20 or more passengers be operated under Part 121 Operations conducted with aircraft seating 10 to 19 passengers be

(Continued on page 4)



(Continued from page 3)

operated under Part 121, or its functional equivalent, wherever possible

There were other recommendations made by the NTSB regarding changes to the regulations. The FAA published all of the NTSB recommendations in the Federal Register (December 7, 1994) and received public comments generally supporting the expansion of Part 121, except for flight time limitations, to commuter operations under Part 135.

THE COMMUTER RULE

The FAA recognized the need to make sweeping changes to the FARs and late in 1994 committed to a "100 day" period to introduce a Notice of Proposed Rulemaking (NPRM) that would change dramatically the way commuter airlines operated. The comment period, which provides feedback from industry and other interested parties closed in June 1995. The new rule was published December 20, 1995. The effective date of the new rule was January 19, 1996, but a grace period allowed for compliance to start no later than March 20, 1997.

FAR PART 119

To provide guidance for industry and FAA personnel, a new FAR (Part 119) was created to help in the application of the changed rules. Part 119 serves as a guide for certification, operations, maintenance, and other regulatory requirements. It can be described as a "road map" with respect to the application of the FARs, and establishes a carrier's requirement to operate under Part 121, or Part 135. It also establishes procedural requirements for the certification process that apply to all certificate holders conducting operations under Part 121 or Part 135. Part 119 established that all scheduled flights operated with airplanes seating more than 9 passengers and a payload capacity of more than 7500 pounds, in addition to turbo-jet powered airplanes of any seating capacity would operate underpart 121.

IMPLEMENTATION

It should be noted at this point how much was accomplished by the FAA and the airlines in a relatively short period of time. Never before was a change of this magnitude made to the regulations, and implemented so expeditiously.

Implementation of the new regulation was more difficult for some carriers than for others. A number of commuter airlines were already operating under some of the rules of Part 121 by choice. Others operated under a "split certificate" system: Part 121 for aircraft with seating over 30 passengers, and Part 135 for smaller airplanes. Still others would need to make the complete transition from Part 135 to Part 121. So there were varying degrees of effort required by airlines and the FAA inspectors assigned to oversee the transition

For personnel of carriers needing to make the complete transition it was a very big step. Many things needed to change in their operating procedures.

TRANSITION

With the pronounced changes evident in the transition from Part 135 to Part 121, it became obvious that some things cannot be changed in a day. Indeed some things will need years to accomplish. The transition became a big Part of the total work involved in the preparation and implementation of this rule.

The FAA established a timetable for implementation that minimized the difficulty for the carriers and made for a more practical application of the regulations. It would be accurate to say that it will be years before all airline flights are regulated exactly the same. However, to apply the regulations in any other way would have inflicted unnecessary pain on the commuter carriers, and not served the best interests of the traveling public.

The FAA made a careful study of the changes necessary and chose the items that could be complied with immediately, and set practical dates for compliance of other items.

TIMETABLE

The commuter carriers had operated many years under Part 135, using in some cases airplanes not certificated under the transport category requirements. It is obvious that it is not possible to "flip a switch" and turn into a Part 121 operation immediately. There are different aircraft certification standards. Many commuter aircraft were certificated under FAR Part 23 (normal category). Operations under Part 121 require that aircraft be certificated under Part 25 (transport category) which has higher structural and performance standards. It was not the intent of the rule change that these normal category airplanes could no longer be used in commuter airline operations.

(Continued on page 5)

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In order to introduce the Part 121 requirements without causing major disruptions in service and hardship on the operators, a schedule was adopted that would allow for a gradual phase-in of the Part 121 requirements. Required changes that could be implemented readily were to be made early, while some items were deferred up to 15 years.

It was also acknowledged that some unique operations would need special consideration and a deviation authority would have to be issued to allow continued operation. An example of this is the communications requirements in Alaska.

The rule was published December 20, 1995 and was effective January 19, 1996. A synopsis of the implementation schedule for compliance dates follows:

March 20, 1997 (15 month compliance)

Most of the requirements of Part 121 must be complied with

- Operations and Maintenance Manuals
- Training programs
- Dispatch system with certificated Dispatchers
- Communications system
- Management personnel, including Safety Officer position

December 20, 1997 (2 year compliance date)

- Lavatory fire protection
- Landing gear aural warning
- Emergency exit handle illumination
- Protective breathing equipment
- Passenger flotation devices

December 20, 1999 (4 year compliance date)

- Age 60 rule for pilots, full compliance
- Pitot heat indication system

December 20, 2010 (15 year compliance date)

- Passenger seat cushion flammability requirements
- Third attitude indicator for turboprops
- Ditching approval
- Performance, obstruction clearance, and accelerate-stop requirements

This last compliance deadline of 15 years was to provide for some aircraft certificated under Part 23 that just cannot qualify, to be retired at a reasonable date in the future.

THE COST

As with so many things that are worth doing, bringing 5

this new level of safety to the commuter airlines comes with a price. There have been many estimates from practically no cost to astronomical numbers. The FAA expects that the cost to the air carriers will be \$75M over 15 years. The cost to the flying public is projected at 30 cents per passenger ticket on 20-30 seat aircraft and 62 cents per passenger on 10-19 seat aircraft.

It's not all expense, however. Insurance for the commuter airlines is lower when operating under Part 121. Some carriers have cited reduced insurance costs as the reason to make the complete transition to Part 121 when they had the option to operate on "split certificates".

An even bigger item on the plus side is the reduction in accidents. The FAA has projected that the change will prevent nearly 100 accidents over the next 10 years at an average estimated cost saving of \$5.9M per accident. Further, what price can we put on a human life?

CONCLUSION

While the commuter airlines have not reached safety parity yet, this rule does move them much closer, and lays the groundwork to reach that goal in the future. Some will argue that the commuter rule falls short and that seating should not be considered as a parameter, and that supplemental airlines (non-scheduled) should be included. Others argue that the rule goes too far and places an unnecessary burden on small carriers.

No matter which side of the argument you are on, most people in the aviation community agree that this rule indicates a move toward safer skies, and a commitment by the FAA to put safety at the very top of its list of priorities.

ATC and Dispatch

Over the last years you have read in the ADF newsletter about the CDM (Collaborative Decision Making) effort. Much of the CDM focus recently has been on new technology and new procedures. The underlying principle of CDM, of collaboration, is a major change to the adversary relationship that many people were comfortable with between air carrier's, and their dispatchers, and the ATC system. While CDM is moving ahead it has garnered a great deal of support from the airlines and the FAA. Changing mindsets, however can be difficult.

(Continued on page 7)



ADF SYMPOSIUM

October 9-11, 1997 Denver, CO

Best Western Landmark Hotel 455 South Colorado Blvd. Denver, CO 80222 Fax (303) 388-7936 (303)388-5561 ADF Room Rate \$59.00

October 9, 1997 Jeppesen Tour & Reception
October 10, 1997 ADF Symposium
October 11, 1997 ADF Business Meeting

MANAGING THE RISK; AIRLINE OPERATIONAL CONTROL

Giles O'Keeff

The safest flight is one that never operates. Once the decision is made to operate a flight, a decision has been made to accept risk. It is a given that there is no such thing as 100% safe. The dispatcher is forced to make decisions that increase the likelihood that the flight will be completed as planned, decisions that decrease the risk to the flight, and decisions that eliminate certain gross risks that are simply unacceptable.

What are these risks? How are they categorized? What relative importance is given to each of the identified risks? How much of a role can a dispatcher play in actually minimizing the risk of human error? How do dispatchers reduce the risk of dispatcher error? Do dispatchers play a role in reducing the risk of human error by the pilot in command or the air traffic controller?

Do insurance companies calculate the benefits of operational control when setting hull insurance rates? Do CEO's of major corporations calculate the relative risks of commercial air travel versus corporate jet travel for key employees?

Do dispatchers accept certain risks under some conditions that would be unacceptable to other dispatchers in the same operational control office? Is dispatcher risk assessment different by time of day or night? Does risk assessment vary from one air carrier to another? Are dispatchers trained to assess risk?

If 100% safe is not possible, what percent safe is acceptable? Is there some way to quantify risk on a flight by flight basis? Are certain airports more of a risk than others? Is there a correlation between pilot duty rigs and accident rates, and, if there is, should dispatchers be taking this into account during risk assessment?

This symposium will not be a set of working groups. Rather it will be a series of expert commentators who will present their views and submit to questions from the floor. The schedule is not worked out yet, but we expect participation from NASA, NTSB, FAA, the insurance industry, Research and Development, Airlines, NCAR, Transport Canada, IFALDA, ALPA, ICAO, and Jeppesen... and maybe a surprise or three. A final symposium fee has not been agreed to yet, but we will keep it as low as possible while remaining solvent. Further details on accommodations and costs will be available in August, but, right now, you need to free up Oct. 10 and 11 on your schedule, and probably October 9th, also, for a reception.

You will regret it if you miss this symposium. That's a promise.



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(Continued from page 5)

In the last newsletter we said that dispatchers should talk to the ATC folks if they have problems or questions about what is happening to their flights. ADF has been been informed of some incidents that may have occured between ATCSCC and line Dispatchers. Until we can sort out fact from fiction we would appreciate some feedback. If you have a problem or hear of a problem, either from the command center personnel or from an-

other Dispatcher please pass it along. We want to help to further improve this relationship that has been started. While the Collaborative Decision Making process continues to grow, remember that you and the ATCSCC personnel are professionals, if we accept that we can continue to enhance what has been started.

Please forward comments to 71663.677@compuserve.com.
Confidentially will be respected.

Dispatchers and GPS.

Jim Creighton, TWA

(At the May ADF meeting in Chicago, without fully realizing the inter-workings of ADF, I asked a lot of questions about GPS [Global Positioning System] and how dispatchers interface with its use as a navigation source. I found I was pretty far behind the power curve in my knowledge of GPS and the dispatcher. True to the inter-workings of ADF, I was "volunteered" to write this article for the ADF Newsletter. My [less than] exhaustive research produced the following result.)

The quick and dirty is that when GPS is used as a primary Class II navigation source (no dits and dahs in the headset) the dispatcher must check the current GPS NOTAMs and run a pre-dispatch test known as the Fault Detection and Exclusion Prediction Program (FDEP). Choose a flight plan route between city pairs and run the FDEP. A passed or failed result will be obtained from the test. If the route test is passed, it must be noted on the dispatch release. If it is a failed, another route must be chosen or a different navigation source used for the flight.

Let's look closer at each of these steps.

GPS NOTAMs

These must be checked by the dispatcher before running the FDEP Program to disable any satellites that may be out of service. GPS NOTAMs are called NANU by the GPS community - Notice Advisory to NAVSTAR Users. They are listed by Satellite Vehicle Number (SVN) in numerical sequence by Julian day and year; for example, NANU 029/07397 (March 14, 1997) SVN-17 OTS for maintenance up to 20 hours beginning at 1640Z. The FDEP has a method of deselecting satellites to simulate failed satellites or satellites undergoing maintenance in order to avoid a corrupted result when the FDEP is run. GPS NOTAMS (NANU) are obtained through Long Range NOTAMS (LRN) as a subdivision of NOTAMS D. They are available on the internet at the website

(Continued on page 8)

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(Continued from page 7)

www.navcen.uscg.mil. Other information can be obtained directly from the Navigation Analyst Duty Officer at Falcon AFB in Colorado (719-567-6378). History of the GPS constellation may be obtained at website nisws@smtp.navcen.uscg.mil.

FDEP

After the NOTAMs (NANUs) are checked and any satellites deselected, the city pair and route number for the flight is chosen and the FDEP run. The FDEP Program consists of a GPS antenna somewhere on the roof, connected by a cable to the COM port of a PC. When RUN is selected, the system downloads a new GPS Almanac, which is data transmitted by the satellites to describe their orbits and health information. Using this data the system can predict up to 12-hours in advance where the satellites will be. Using that information, the FDEP can, under specific default, or selected conditions, simulate the route of flight and tell the dispatcher whether or not it can see the four satellites necessary for a reliable fix. This test would normally be run 2-3 hours before the flight is released but could be run earlier. If the Nav database cannot be downloaded into the route file, a flight plan "window" (dialog box) is available to enter the flight plan route one waypoint at a time. The flight plan used is listed by waypoint number, name and LAT/ LON coordinates.

The default time step on the FDEP is an interval of 5-minutes. As the prediction is run, the FDEP stores the simulated time and position (at 5-minute intervals) along the flight plan route, as well as the results of the prediction: Nav availability, Fault Detection (RAIM) availability and exclusion (FDEP) availability. At the conclusion of the run, FDEP summarizes the results in the before mentioned passed/failed format. The flight plan and results can be stored or routed directly to a printer. One airline's success rate on the FDEP for routes flown using GPS is 100% pass.

This is not intended to be the complete book on GPS. Recommended reading for those who wish more information is the AIM, Air Navigation and Radio Aids section; FAA document N 8110.60, GPS As a Primary Means of Navigation for Oceanic/Remote Operations; AC 97-2, AC 90-94, AC 20-138; HBAT 95-09 in 8400.10; as well as the manufacturers GPS Handbook.

The current FAA plan (emphasize plan) is to replace VOR/DME as primary enroute and approach navigation by the year 2002. We will be hearing more about WAAS and LAAS as GPS replaces ILS as the primary approach for Cat I and below. It's going to be different for those of you who are around in five years!

(I would like to thank Ray Howland, AA Dispatch, for his excellent assistance in the preparation of this article.)



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In the Last Issue of the ADF NEWS we inadvertently published the wrong E-Mail address for Norm Joseph. His correct address is 102545.2625@compuserve.com Sorry Norm.

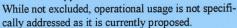
ARAC (Aviation Rulemaking and Advisory Committee) Update

Norm Joseph

(This update includes only some of the committees ed.)

Executive Committee special working groups:

The Electronic Signature group plans to have its proposal ready for vote at the August meeting. This document has become a maintenance and certification application.



A small National Parks Overflight group has been formed to work in conjunction with the Department of the Interior, FAA and DOT to develop new noise and overflight regulations that would apply to National Parks and other DOI sites.

ATC Issues area has no active tasks and has not met recently.

General Aviation Operations Issues group has recently endorsed changes in the weather requirements relating to alternates for rotorcraft only, pending FAA economic and legal review. The Ultralight Working Group continues to struggle with this new ground breaking set of rules and is now focusing on draft number seven concerning certification and operating rules.

Training and Qualifications Issues endorsed to the FAA Congressionally mandated studies on Pilot Pay for Training and Air Carrier Minimum Flight Time. An additional study on Air Carrier Pilot Pre-Employment Screening Standards and Criteria is on going with a March 1998 due date. Discussion concerning tasks relating to Flight Crew Licensing and related harmonization (the process of harmonizing licensing and air rules with the European Union ed.) projects have occurred but FAA has yet to decide on

(Continued on page 11)



Next Meeting

The next General Membership
Meeting of the Airlines Dispatchers
Federation will be held in
Milwaukee WI. on August 3 and 4,
1997. This meeting is being hosted
by Midwest Express Airlines

Accommodations have been arranged at the Grand Milwaukee Hotel, located adjacent to General Mitchell Field.

They offer a 24 hr. shuttle from the airport to the hotel.

The ADF rate is \$40.00 a night and reservations can be made by calling 800-558-3862.

Remember to ask for the ADF rate.

Rooms are going fast, so don't delay!

(By the way, if you are going to arrive after 4:00 PM they ask you to call and guarantee the room to a credit card!!)



ADF projects.

8400.10

The ADF was involved several years ago in a rewrite of the 8400.10 (FAA Inspectors manual) and the work of the involved ADF members was in many cases adopted into the manual. The years go by quickly and it is time for working dispatchers to review the 8400.10 and make a list of recommended changes and additions for ADF to forward to the FAA. When the last review was done GPS navigation was not common for air carriers, RVSM didn't exist, and ETOPS was new. With the changes in dispatch over the last few years a review is past due. If you can volunteer to work on this please contact the President via e-mail or send a letter to the ADF. The one requirement for participation is that you will have to have access to a copy of the 8400.10. This will probably involve traveling to a few meetings.

NCAR and dispatch weather products.

The ADF has a project beginning to provide the folks at the National Climactic Research Center (NCAR) with some ideas on what weather products dispatchers need now and in the future. If you haven't been exposed to NCAR before they are fantastic people and really want to create weather products that are useful to aviation. If you have Internet access go to the ADF weather brief page and you can see some of the weather goodies they have made available on-line. If you have ever asked why there isn't a weather product that would tell you what you needed to know at the time now is your chance to help get it done. E-mail the President or send a letter offering to volunteer to the ADF. Their may be one or two meetings involved but mainly involves writing your ideas and reviewing other dispatcher ideas.

Dispatch weather booklet

ADF for some time has been working to create a simple booklet on dispatch and adverse weather. Thanks to Barry Turkel (DAL) and Lew Reszonya (DAL) and others we now have some excellent stuff on enroute icing and low level wind shear. We are still looking for dispatch and thunderstorms to complete the booklet. If you are the one in your office that folks come to and ask where the thunderstorms are going to be we need you to volunteer to write a brief (a few pages) overview of forecasting thunderstorms and how to decide which route is good or bad for a particular time frame. Once we get this put together we are going to make it available to ADF members through the internet and other means.



(Continued from page 10)

tasking ARAC with this effort or handling it within the FAA.

Air Carrier Operations Issues Group has not met this year.

The All Weather Operations Working Group hopes to present its recommendations in September. The Fatigue Countermeasures Group is in limbo pending availability of resources from NASA and other industry sources.

The Fuel Requirements Working Group was reconvened in June at he request of the FAA. This working group was formed as a result of the Avianca crash and the resulting Fuel Planning and Management Advisory Circular has been stalled within the FAA for 3 years. Minor changes to wording, format and examples along with revisions to accommodate the new Part 119 and the Commuter Rule were made. International redispatch and the use of B43 and B44 operations specifications was explained in detail to address concerns from FAA legal. Definition of minimum and emergency fuel along with joint pilot/dispatcher responsibilities remains in place. Final content and publication will be determined by the FAA, but we may see this before the end of the year.

Harmonization continues to be a concern of both the JAA and the United States industry players. JAA has quoted one view that it will take 100 years just to finish the present harmonization tasks unless higher priority and more resources are forthcoming from the FAA.

Aviation Calendar of Interest

July		
15	ARAC Air Traffic Issues	TBD
22-23	ARAC Performance Standards	
	/Emergency Evacuation	DCA
24	ARAC Emergency	
	Evacuation Issues	DCA
29-30	ARAC Transport Airplane	
	& Engine Issues	SEA
Augus	ı t	
3-4	ADF Business Meeting	MKE
13	ARAC Executive Committee	TBD
	-	
Septer		
18-19	ARAC Air Carrier/General	
	Aviation Maintenance Issues	DCA
23-25		
	/Emergency Evacuation	DCA
Octob	er	
2-3	ARAC Transport Airplane	
	& Engine Issues	DCA
10	ADF Symposium	DEN
11	ADF Business Meeting	DEN
15	ARAC Air Traffic Issues	TBD
27-30	International Oceanic	
	Airspace Conference '97	HNL
Novem	nber	
12	ARAC Executive Committee	TBD
Decem	1001	
18-20	ARAC Performance Standards	

ADF Will only attend those meetings that affect the Dispatch Profession

DCA

/Emergency Evacuation

11



ADF's Internet Weather Briefing Is Now On-line

Steve Caisse

The latest addition to the ADF's Internet Web Site (http://www.seagull.com/ADF) is a new Internet Weather Briefing page. The page was created to provide aircraft dispatchers with a convenient source of concise weather information covering the meteorological phenomena of most relevance to the dispatch function. The site consists of a combination of links to other Internet weather sources and specially constructed summary pages that group graphics from other sites together in one place. Data concerning weather hazards such as thunderstorms, turbulence, icing, low ceilings and reduced visibility makes up the majority of the site's content. There are also two overview briefing pages that combine a number of weather elements onto one page, thereby providing a quick snapshot of the nations weather.

The ADF site was modeled after an Internet project that was recently completed by Delta Air Lines in Atlanta. ADF member and longtime dispatcher Mr. Lew Rezsonya explains, "We think the Internet provides one of the best sources of weather information anywhere for the dispatcher. All of our workstations have Internet access so we wanted to create a page the gathered up the most useful information we could find. We also wanted to specifically focus on those weather factors that present the greatest challenges to dispatchers, things like thunderstorms and icing." Rezsonya worked for several months developing a WebPage that was easy to use and was logically arranged. The result is a Website, contained on their Intranet that contains much of the same information found on the ADF site.

While the ADF site was tailored after Rezsonya's site, it also has some special features and characteristics of its own. The ADF Webmaster told us "We tried very hard from the onset to design the ADF page to be a resource for all dispatchers, no matter where they worked, what type of Internet access they use or what kind of PC's they have. We recognize that many new dispatchers are making the skies safer for Part 135 operators, and that in many cases they are working with a standard 28800 BPS connection to the

Internet with PC's having smaller monitors. While Rezsonya's was optimized for their 25 inch monitors and super-fast T3 connection to the Internet, we tried to design the ADF site to look better and work faster on 'average' PC's with standard monitors and modems". That resulted in some compromises in Website design and image selection. The Webmaster further explained, "That meant that while the Delta site might go out and grab a 2 megabyte radar summary, we programmed the ADF site to grab a smaller version, perhaps 50 kilobytes, of the same image. We did not want any page to take longer that 2 minutes to load", he said. The ADF site also has an "autorefresh" feature on key pages. Data will automatically be updated every 5 minutes on the overview pages giving the dispatcher hands off guarantees of the latest data available.

The ADF site contains links to what the Website staff feels are the very best weather data sources available on the Internet. Again, the Webmaster explains, "We visited literally hundreds of Websites before making the final selections as to which data we would include on our site. In each case, we have selected what we feel to be the best images and data sources of their kind for each category covered. For example, the satellite images we use are from the National Center for Atmospheric Research and are the best we've ever seen. The quality and resolution of the close up visible images are phenomenal", he concluded.

Other data used on the site comes from such widely respected sources as The Weather Channel, Ohio State University, Purdue University, the National Weather Service, and many others. The site is frequently updated as new or better weather sources become available. For example, as we entered Hurricane season on June 1, 1997, a link was added to the National Hurricane Center.

As you use the ADF's new briefing page, remember to always ensure that you are also using an approved weather source as you perform your FAR mandated duties. Data available on the Internet should be treated in much the same fashion as you would treat

(Continued on page 15)



(Continued from page 14)

the information you see on the Weather Channel. Take the information under advisement and use it in conjunction with your approved weather source. The Internet is still subject to periodic performance slowdowns or service interruptions and accordingly, current data may not always be available to you. Therefore, be sure to check for a valid time/date stamp on the products you are using from any Internet source.

The ADF's Internet Weather Briefing page is an excellent choice for a self-guided weather briefing for the aircraft dispatcher. ADF will continue to update its content to ensure that our membership has access to the very best weather information available. Visit the site soon and let us know what you think.

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MINUTES OF THE AIRLINE DISPATCHERS FEDERATON 30 TH BUSINESS MEETING - Milwaukee, WI

To receive the minutes electronically, advise ADF at 71663,677@compuserve.com (MS Word)

Sunday, August 3, 1997

- 0900 President Mike Nadon called the meeting to order. Thank you to the Midwest Express and Skyways Dispatchers for sponsoring the ADF Business Meeting. Rick Ketchersid recorded the minutes of the meeting. Introductions were given around the table.
- O925 Approval of Minutes from ADF 29th Business Meeting in Chicago, IL May 18th -19th.

 Motion: Jim Creighton, Second: Tom Lynch

0930 Financial Report:

The budget is on schedule with current bank balance of \$9,000. Membership is slightly higher than it has been in four years with approximately 830. The question of allowing major grants was raised. It would cost ADF approximately \$12,000 for services to raise funds and grants. This could allow for a staff person. It would cost ADF approximately \$12,000 get a grant. The question was, "Do we want to change the character of the organization and how the organization is viewed? This decision should be made by the next ADF Administration.

1000 Nominations: Nominated: Nominated By: Second By: Status:

President:	G. O'Keeffe	C. Beck	M. Nadon	Respectfully declined
President:	B.Rasmussen	M. Nadon	B. Cranor	TBD
President:	M. Nadon	B. Cranor	D. Oberg	Respectfully declined**
President:	W. Leber	D. Oberg	C. Beck	TBD
Executive VP:	G. Elder	M. Nadon	C. Beck	TBD
Scty. /Tres:	A. Konstas	C. Beck	A. Murthy	Accept nomination
Scty_/Tres:	C. Beck	B. Cranor	D. Oberg	Respectfully declined**
VP:	J. Creighton	M.Nadon	N. Joseph	Accept nomination**
VP:	B. Rasmussen	M. Nadon	B. Cranor	TBD**
VP:	L. Rezonya	A. Murthy	B. Cranor	Respectfully declined
VP:	J. Martin	A. Murthy	G. O'Keeffe	Respectfully declined
VP	D. Oberg	T. Lynch	B. Cranor	TBD OLL
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Nominated at the previous (Chicago) meeting**

Nominations close at the October ADF Business Meeting.

1020 Old Business and Action Items:

Delegate Sheets need to be e-mailed, mailed or faxed to Carla Beck (carla@yaluweb.com).

Looking for those interested in assisting with the ADF Newsletter. Contact Daryl Oberg at 71062,1531@compuserve.com.

Darryl Oberg to run for IFALDA VP position, nominated by Mike Nadon, second by Jerry Elder.



Update on Aviation Weather from Bill Sears, ATA President. With the cut in funds, there was to be a loss in NWS products such as:

- 00Z area forecasts.
- Convective sigmets issued every fourth hour during the mid-night shift.
- Cut back on the Low-level sig weather charts, etc.

Money was reprogrammed and all was not lost that was originally advertised. The collective aviation industry has caused enough of a stir for these products to continue the next fiscal year. The final decision is pending the appointment of a new NWS director and the FY98 budget in October or later.

Discussed expanding ADF membership into Canada and Mexico. Will need input from Jim King.

MEL- ATA and FAA committee - GC interpretation.

Some airlines still feel there are two separate documents as to "when does the MEL apply after push back". Which/Who is correct? Action Item: Will include the one definitive paragraph from page three of the GC in the newsletter to explain the conflict between the two documents. Will have the complete GC ruling on the ADF web-site under "library".

In addition, will include the General Council ruling on "Swap Routes" and other member recommended documents on the ADF web site.

1110 Break

1135 New Items:

Jumpseat and ALPA's position was briefly discussed. M. Nadon will contact the president of ALPA.

Cost of ADF Membership Packet. The current initiation fee/charge is \$3.00 but the actual cost is approximately \$8.00. A motion to amend the By Laws to show that the Secretary/Treasure will set the initiation fee based on the cost of the membership packet. Motion by: Tom Lynch, Second by: Bill Cranor

ADF Newsletter on the Web-Site: Discussion on whether to add the ADF Newsletter to the ADF web site. Show the highlights or content and put the ADF Newsletter on the Web Site under pass protection for a test period. Then make a determination at that time as to how to proceed.

Airlines with Internet access: Alaska, Delta, United, and Northwest (chief only). Discussed Georgia Tech conducting a study on Free Flight and Aircraft Dispatchers.

1200 Lunch

1350 1998 ADF Meetings - Dates and Locations:

The first 1998 ADF meeting will be held in ATL hosted by the Delta Air Lines Dispatchers. General Business Meeting suggestions were PDX, SEA or MCI. The Geographic location and season is taken into consideration.

The 1998 Symposium will be held at Washington DC

1400 DEN Symposium Update by Giles O'Keeffe

Risk Management is the Theme.

See ADF Newsletter for additional information.



1515 ARAC Report

Part 65 rewrite still at contractors

8400.10 The FAA intends to setup a scheduled regular update cycle. Any recommendations for changes to 8400.10 should be forwarded to Bill Cranor at bcranor@midwest-express.com.

1520 Dispatch Weather Book

To be completed by the end beginning of 1998.

Includes info on Icing, Wind shear, Turbulence, and Convective Activity.

How Dispatchers use the info for Adverse Weather Conditions and to forecast weather.

To be put on ADF web site and include the FAR's that apply.

1530 Accident and Incident Book Update

Emergency Authority by Dispatch, question whether to add to book or not. Article in the newsletter.

1535 Break

1600 Future of ADF by Mike Nadon

What direction should ADF take from here. Receive Grants? Continue as we have in the past? Involvement in Free Flight and Free Flowing.

Position on Single level of Safety

Position on Red China going 121, Japan is looking at the Regulations.

Questions and Considerations: What should ADF be doing or not doing?

Position on Alaska, (the State), and Contract Dispatchers - Safety level as good or higher?

Reality Check from Membership

Brief discussion on GPS Navigation and NOTAMS. M.Nadon will write a position paper on GPS Navigation.

1700 Adjourn

Monday, August 4, 1997

0900 - President Mike Nadon called the meeting to order. Rick Ketchersid recorded the minutes of the meeting. Introductions were given around the table.

0910 NCAR Weather Survey on ADF Web Site

Looking for "Nowcast" for TRW's to improve or replace current "Forecast".

ITWAS available on 46 sites to track Thunderstorm movement.

0920 Update on Weather Products

Area Forecast

NCARC = National Climatology Atmospheric Review Committee

More Inspectors needed, primarily FAA Dispatch Inspectors

Funding issues - FAA Funding

Spent 1 billion - result is one Dispatch Work Station?

Hearings on Safety - Newsletter will ask "what are the issues" to the FAA

AA predicts by the year 2003 the average ATC delay will be 60 minutes

by the year 2007 the average ATC delay will be 90 minutes.

ATC currently using "outdated equipment"

October meeting will discuss FAA Safety Issues which may include:



- 1. Weather
- 2. ATC
- 3. Funding

Internet Weather Products

Steve Caise, DL, Webmaster for the ADF Web Site

0950 ASOS Letter

1000 Free Fight

CDM GDP enhancements

Collaborative Routing

How should things work in the future? Free filing, Flowing, Maneuvering?

RTCA Working Groups #3 and #5

CDM - AOCNET, Flt Sched Monitor

Substitutions and Swaps - Compression Algorithms

More accuracy for ATC from Airline input which means less delays

AOCNET to broadcast NOTAMS and PIREPS between Airlines

Collaborative Routing - Coordinating between Dispatch and ATC

Prototype Program to test Dispatch and ATC

Watch the ADF Web Site for Additional Information

"Chalk Board" to look at the same picture as the Airlines WX.

TSD = Tech Situation Display by August 98

Focus on Weather areas

Users should ask more questions and give more input

Offer suggestions

Airlines have competitive edge not to "voice" some WX reroute suggestions

FSM

1050 MITRE Concept Document - Discussed

1100 RDR Meeting in ORD Report

(RDR = Regional Dispatch Resources)

Job Aide

FAR 121.99 complaints - Communications. Air to Ground Test

Rapid and Reliable Voice

Data Links

8400.10 Quarterly updates - request input from Dispatchers and Airlines.

Suggestion was made to put the Dispatch portion on the ADF web site

using the Summit CD, Mike Nadon to check on approval.

A brief discussion on Radio Communication, Pilots are taught how to talk on a radio Dispatchers are not. Perhaps some training info on Standard Radio Phraseology.

1145 Adjourn



Airline Dispatchers Federation

ADF NEWS



Volume 7 Number 3

September, 1997

ADF Symposium, Oct 9-11, 1997 Denver, Colorado Managing the Risk: Dispatcher Roles in Aviation Safety

Giles O'Keeffe

You're a dispatcher? So, you work in the Tower? No? Well, what do you do?

Dispatchers are used to hearing those questions, but nobody has really come up with a definitive set of answers to them, so far. The ADF Symposium will attempt to provide some answers, while providing you with some additional tools to do whatever is it that you do.

Dispatchers send releases. According to one corporate source of which I am aware, it takes 15 minutes to send a domestic release. Other unofficial sources tell me you can send a release in 30 seconds. "I can release that flight in 20 seconds." I can release that flight in 15 seconds." "OK, release that flight!" (Apologies to "Name That Tune!")

If you want to view a fresh prospective of our profession, then come to Denver for the Symposium. This will be an opportunity to participate in a different way of explaining exactly what it is that dispatchers do. What they do is manage the risk associated with operating flights. After all, no person may begin a Part 121 flight unless an aircraft dispatcher specifically authorizes that flight. Therefore, any flight that ends badly must automatically be traced back to its author(izor), and an examination must be made as to why the flight was specifically told to operate. If operating flights entails risk, what tools does a dispatcher use to decide that the risk is acceptable? Why do individual dispatchers make the decisions that they make? What part is personality, what part is training, what part is company or office culture, what part is regulation... what part is intelligence and what part obstinacy? We are not discussing what is commonly referred to as "Human Factors" here; what we are talking about is what I call dispatcher DNA. Where do dispatchers come from, and what shapes their decision making?

We will begin with an atmosphere geared toward the future, as our host, the Jeppesen Sanderson, provides us with their concept of information access in the 21st century. Of course, we will have a political statement from one of your elected representatives, with an opportunity for you to offer some direction to Congress from a dispatcher's

(Continued on page 2)

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(Continued from page 1)
Symposium

viewpoint. We will have an examination of how individuals are hired as dispatchers, how they are trained, and how they are inspected. This will be geared towards the concept of risk management: who makes a better dispatcher.. a risk taker or a risk avoider? How does the FAA assess the concept of risk management when dispatchers are inspected?

MIT Lincoln Labs and NCAR will provide views on thunderstorm prediction and assessment of associated risks. Both of these outstanding institutions have prediction tools that you need to see, and they need your feedback as to value and future directions. If you have not seen these tools, you will be amazed at how well they do, and curious as to how you can get access to them.

We will also present a fascinating, 1 hour discussion concerning the quantification of risk associated with each flight a dispatcher authorizes. For example, what would you expect the probability of successfully completing a flight successfully would be if the flight were to be planned through a line of severe thunderstorms, to a destination airport with braking action reported as NIL, with 35 knot crosswinds and severe icing forecasted below 5000 feet. This unique session will feature an assessment of various air carrier accidents focusing on the often quoted "chain of seemingly small events, each combining to cause the accident.

NASA will be there to present you with work on risk assessment between Air Traffic Controllers and pilots, and to explain how dispatchers figure into this relationship. Jenny Davison, from San Jose State / NASA, is doing graduate work in this field and we are looking forward to hearing her views. Dr. Judith Orasanu, Research Psychologist at Ames Research Center, will also provide us with some of her insights. This should tie in nicely with ATCSCCs dialog on risk assessment in the NAS, tools available, and the status of collaborative decision making as it relates to flows, reroutes and airspace restrictions.

You will be charmed to meet Jim McEnemy of Transport Canada, a psychologist and accident investigator who will help you understand what goes into the decisions that people make, and why good people sometimes make bad decisions. In our business, bad decisions can be fatal. You will benefit from learning how your decisions are influenced by your past and present and how corporate culture plays a part in those decisions. We will attempt to have a prominent member of the NTSB who has written about corporate culture share his views. And, if we can, we will have experts share information with you about HAZMAT, unruly passengers, and other topics of interest.

There is a good chance that you will mingle with people from government appropriations committees, aviation review commissions, research and development organizations, as well as the interesting people from air carriers, vendors, service providers, etc. We also plan to explain to you how valuable you are, you (what do you do?) dispatchers out there. For example, we will have an expert tell you just how much money airlines save on insurance by having a Part 121 dispatch system. As you assess and reduce risk, your results are tracked, and insurance rates are adjusted accordingly. You may or may not be surprised to learn that dispatchers don't cost money, they save it!

All this, and more, plus Denver in early October. We will have social events available for you to attend (or not, as you wish). The hotel is close to Cherry Creek Mall, parks, movie theaters and the heart of Denver's night life. You can visit Denver Zoo, Museum of Natural History and Planetarium, Art Museum, IMAX, Coors Field, and, of course, the Denver Mint (no samples). The Best Western has a health fitness center, full size indoor heated pool, and has recently spent \$2 million on upgrades. Bring your golf clubs and your skis, if you like!

If you are a dispatcher, or you do business with dispatchers, or if you are interested in flying safely, you should attend this gathering. ADF Symposia have always been well-attended and well-respected affairs. We need your attendance to be successful, and we promise that you will take value away with you when it is over. Opportunity knocks on October 10/11, in Denver. Be there!



ADF SYMPOSIUM

October 9-11, 1997 Denver, CO

Best Western Landmark Hotel 455 South Colorado Blvd. Denver, CO 80222 Fax (303) 388-7936 (303)388-5561 ADF Room Rate \$59.00

October 9, 1997 Jeppesen Tour & Reception October 10-11, 1997 ADF Symposium October 11, 1997 ADF Business Meeting

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Transportation to/from the hotel is Airport Boulevard Company (or ABC Shuttle) will provide transportation between DEN-and the hotel for \$11.00 each way. Advance reservations can be made by calling 800-288-0668 or you can catch the shuttle on level 5 of DEN between the hours of 0600-2100 L daily.

Best Western is 1/4 mile from the "Cherry Creek Mall", Denver's Num.1 visitor attraction for dining and shopping. Transportation to/from the mall and the hotel is \$3.00 each way or "walkable"

Make your plans now to be there.

Sign up for the Symposium can be accomplished the day at the Symposium door.



"Overweight?"

Mike Nadon

The ADF has been successful in many areas in improving the safety of air carrier operations. I was forcefully reminded that there is one area that we have so far been unable to make much headway. The recent cargo carrier crash of a DC-8 in Miami resulted in TV interviews with employees and former employees stating that taking off "overweight" was a normal occurrence. The NTSB report on this accident is not complete but these anecdotes emphasize the need for supplemental carriers to be brought up to date and require that they have operational control by licensed airmen. The vast majority of US supplemental carriers already have licensed dispatchers providing flight planning and other services to the carrier. The missing ingredient is joint responsibility between the captain and dispatcher for the safety of the flight.

Every dispatcher working Flag and Domestic routinely decides when to deny revenue to insure safety whether it be due to fuel requirements or aircraft performance limits. If the NTSB finds that a cause of this accident was that the flight was "overweight" then the ADF needs to address the supplemental carrier issue. There are other supplemental accidents that a positive dispatch system should have prevented. The ADF needs the help of working dispatchers to address the supplemental issues. If you can dedicate your time to this please contact an ADF officer and volunteer.

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A Look Back

Mike Nadon

ADF membership is up and membership inquires from your web site are bringing in more members from many new carriers. As we approach elections for a new ADF board I would like to reflect on where ADF is and has been. When 8 dispatchers from various airlines met in Dallas to found the ADF the dispatch profession was little understood within our industry. The first 2 years as ADF was growing the active ADF members paid for hotels and other expenses out of their own pockets. Many spent several thousand dollars of their own money to help define and promote the ADF. The first board's focus was creating a building the organization and they succeeded beyond anyone's expectations. The second board was focused on gaining recognition for your profession in the industry and building the infrastructure that would allow ADF to be viable long term. Building on what was accomplished before the current board focused on projects that would promote aviation safety and increase the industry's recognition of the dispatcher's role in safe and efficient operations. The single level of safety, CDM, the FAR Part 65 rewrite and many other activities have achieved some of these goals. When the new board is elected by you and your representatives they will face new challenges and opportunities. The globalization of aviation rules, the role of new technology and many other issues require ADF to be active and effective with new approaches and new ideas.

As the ADF progresses, it is important to thank those who have done so much to promote our unique role in aviation. The ADF board has authorized the crafting of exquisitely styled, gold trimmed, navy blue coffee mugs. These commemorative mementos are boldly embellished with the ADF logo and "Safety First" on one side (representing the ADF's reason for existence) and on the other, the slogan "Death Before Diversion" which represents the active ADF member's attitude toward accomplishing the many tasks they have taken on and completed when many in the industry said it couldn't be done. We will be giving these mugs to those who have given of their time and energy to make your profession better. When you see someone with the blue ADF mug you might thank him or her, they deserve it.



(Below is the ARINC press release announcing the implementation of the AOCnet. This network provides a direct connection between Airline Operation Control centers and the FAA. It is a result of the on going Collaborative Decision Making process.)

ARINC Announces New Network:

AOCnet Services Major U.S. Airlines

Annapolis, MD, USA, August 14, 1997-ARINC Inc. today announced operation of its Airline Operations Center Network (AOCnet) supporting Air Traffic Management Collaborative Decision Making (CDM) Services at the Operations Control Centers and Dispatch Offices of eight major U.S.-based airlines. It is expected that a number of additional air carriers will contract for AOCnet services now that they have been implemented. Information available via AOCnet will help reduce operating costs, decrease flight delays, and increase safety by providing a single integrated source of CDM-related aeronautical information. This will increase collaboration between airspace users and the Federal Aviation Administration (FAA).

AOCnet is a private intranet connecting airline operations centers with the FAA via its Volpe transportation Center in Cambridge, MA. AOCnet uses innovative and secure client/server technology developed and located at ARINC's Annapolis headquarters. AOCnet allows airlines to access FAA Ground Delay Program (GDP) data and Aircraft Situation Display to Industry (ASDI) data. Richard M. Falcone, Manager of Technical Operations for American Airlines said, "The AOCnet established by ARINC is a significant industry achievement in decision support technology. It provides an enhanced capability for the FAA and airline operations control centers to rapidly exchange and share information as a tool in reducing delays and constraints in the National Airspace System".

The FAA runs the GDP programs at major airports when weather, air traffic control (ATC), system outages, airport operational status, and other factors are affected to the point where restricting the flow of aircraft into or out of affected airports is required. Access to the advanced GDP data provided by AOCnet will now allow airlines to better manage flight delays by making informed operational decisions in real time.

ASDI data includes near real-time position and other relevant flight data for every instrument flight rules (IFR) aircraft operating within the National Airspace System (NAS) subject to traffic flow management planning. Airlines use ASDI data for graphical flight following of their aircraft. Christopher Pear, Manager of Flight Dispatch and Operations for United Airlines said, "ASDI and GDP information provided by AOCnet will allow us to increase safety, minimize delays, and reduce costs--all factors which help us to serve our customers better."

ARINC Incorporated develops and operates communications and information processing systems for the aviation and travel industries and provides systems engineering and integration solutions to government and industry. Founded in 1929 to provide reliable and efficient radio communications for the airlines, ARINC is a \$300 million company with headquarters in Annapolis, Maryland, U.S.A. with over 2,200 employees worldwide.

Visit ARINC's web site at http://www.ARINC.com.



CDM Update

Michael Nadon

The CDM (Collaborative Decision Making) effort to implement new procedures and collaboration is well along. The airlines and FAA now have a working "Intranet" allowing data to be exchanged between the FAA and the carriers. Currently the data being exchanged is the data needed for the ground delay part of CDM but more data will be added soon.

The CDM effort on Collaborative Routing is making progress. The basic premise is that ATC and in particular the Air Traffic Control System Control Center's job is to identify constraints in the airspace and publish those constraints to the users. The users will then plan around those constraints to meet their own needs. As usual the devil is in the details. A simple example is when the winds aloft favor all flights from Southern California, Arizona, New Mexico, and Texas to the Northeast operating via J29 to ROD. Obviously the whole industry can't fly over the same fix at the same time. ATCSCC would identify this problem and tell the users. The users would then amend the route of flight on the flights they chose, based on the users needs, to off-load the excess traffic over ROD. A lot of work remains to be done to work out the rules and procedures for collaborative routing but the FAA and air carrier participants in CDM are making rapid progress.

Roles and responsibilities in collaborative routing are being defined. There is a basic premise accepted by all the participants that safety can not be compromised. A route agreed to by the captain and dispatcher that a controller believes will degrade safety is unacceptable. A route the captain and controller agree to that the dispatcher believes will degrade safety is unacceptable. A route the dispatcher and ATC agree to that the captain believes will degrade safety is unacceptable. Creating a collaborative routing system that preserves the Pilot, ATC, dispatcher relationship insuring safety is a real challenge. With the proper procedures and rules collaborative routing will increase safety and the efficiency of the airspace system.





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Ouestion from dispatcher:

Please check with airport authority and advise if runways at XXXX are grooved. They are not listed in the Jep charts as grooved. However, that may be an omission. Please advise by message to DD. Best Regards.....

We checked with local authority and got the response from Mr. XXXXXXXX. He tells us that the two runways are smooth. They do a daily routine to check. If there are some grooves, they will fill up the holes on the ground immediately. Best regards, XXXXXXX.

(Hmmm, I wonder how long it takes to spackle a runway?)



We have had some questions regarding rulings handed down by the FAA General Council. Below are two summaries of rulings handed down based on questions raised in the past on these two subjects.

General Council's Ruling on ...

MEL Application

The General Council's Ruling on the MEL Issue - Can be summed up by quoting one paragraph from page three of the GC Ruling.

"Therefore, in the event a discrepancy is discovered following push-back, but before takeoff, and the MEL procedures for that item require a mechanic's inspection, take-off would be prohibited. Alternatively, where an item found inoperative during taxi will still permit the aircraft to be operated by the PIC in accordance with the approved MEL, a flight may take-off. Finally, a discrepancy with an item not listed on the approved MEL would require that the aircraft not take-off, but instead return to the gate.

Swap Routes and ATC

The General Council's Ruling on Swap Routes - Can be summed up by quoting the last paragraph from page 3 of the GC Ruling:

If the SWAP routes are not considered in the flight planning, then the pilot in command must refuse the ATC clearance, apprise the dispatcher of the new routing, analyze and discuss the new route with the dispatcher, and reach a joint agreement with the dispatcher that the flight may be conducted safely.

For the complete GC Ruling, see the ADF web site at www.seagull.com/ADF.



Aviation Calendar of Interest

September

11	FAA/JAA Harmonization	
	Meeting	DCA
16-18	RTCA Annual Symposium	MCO
18-19	ARAC Air Carrier/General	
	Aviation Maintenance Issues	DCA
22	ARAC Executive Committee	DCA
23-25	ARAC Performance Standards	
	/Emergency Evacuation	DCA

October

2-3	ARAC Transport Airplane	
	& Engine Issues	DCA
9-10	ADF Symposium	DEN
11	ADF Business Meeting	DEN
15	ARAC Air Traffic Issues	TBD
27-30	International Oceanic	
	Airspace Conference '97	HNL

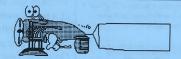
November

12	ARAC Executive Committee	TBD
18	ARAC General Aviation Ops	
	Issues	TBD

December

18-20	ARAC Performance Standards	
	/Emergency Evacuation	DCA

ADF Will only attend those meetings that affect the Dispatch Profession





7



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A Member's Comment

The ADF Internet Weather Briefing

Jim Creighton

Editorials are supposed to be serious stuff, and I guess this one is - in a way.

At the ADF business meeting in MKE, most adequately sponsored, again, by our good friends at Midwest Express, the subject of the ADF website came up during discussions. I asked who had developed the website and was told Steve Caisse at Delta had performed this magic. Carla claims I stated to the group that if Steve Caisse were here, I would give a him a big hug! I personally think I said that after attending Scot Kastner's backyard barbecue. It seemed like a small keg. And I would have given him a big hug too! (With Rita's permission!)

Seriously, as a dispatcher at one of many airlines bringing a new weather system on-line in recent months, and finding that maybe, just maybe!, the new system's capability is not quite what we resident dispatchers were led to expect, the ADF Internet Weather Briefing site is a savior. It is not just the products listed on the briefing page, but the intricate web of additional sites connected to the briefing page. One of my favorites is the NOAA Aviation Weather Center subsites. I tell my trainees they can expect about three months on the briefing page before they find all it's connections.

One of the first questions asked by many dispatchers is "Is it legal to use the internet briefing site for operational control?" You must read the disclaimers on each website and check the time/date, check the time/date, check the time/date of each product for currency. FAA, ADF, and the website producers are not able to say that using these products is legal. It might be pointed out, however, that the source of many of the weather products on the briefing page comes from NOAA/NWS and approved weather providers.

I do not for one minute want to leave out the good work of Lew Rezonya in choosing the products on the website. Anyone that had the pleasure of sitting through Lew's presentation on Icing in Chicago at the May meeting now knows what a dispatcher needs to know about dispatching in icing conditions. (Meteorology Instructors: take note!)

The Internet Weather Briefing website is the kind of expertise found in ADF. I know at my airline, every dispatcher trained on the new Windows NT Workstations has been introduced to the the ADF Internet Weather Briefing. I can tell you that it is probably used as much as the normal weather product - which ain't a bad product (they're a new corporate sponsor). Everyone I have introduced to it thinks it is the absolute best weather site on the world wide web.

Those of you who have been a ADF believers since the beginning know the feeling of a new convert. I am proud to be associated with a group that has the ability to produce something so valuable and useful to dispatchers. I have been proud to introduce prospective sponsors and invited symposium speakers to our website. Good job, Lew and Steve. It's a pleasure working with you.

8



Dispatcher's Emergency Authority

Charles Lewis

I have provided the following explanations extracted from FAA Chief Counsel interpretations of "Emergency Authority" under § 121.557 as exercised by either the PIC or Dispatcher and the relationship to other sections of FAR.

Quite often, people from all sectors within the aviation industry fail to consider the interrelationship of the FAR's when attempting to understand and apply the safety rules to a given set of circumstances. They tend to look only at the individual FAR in question and not read beyond the "comma." This mistake may be very costly when the FAA is looking to pull someone's ticket or administer a civil penalty or both. The problem is exacerbated by the vagueness of the FAR's.

The statement is indicative of the point previously discussed. His statement actually goes beyond "emergency authority" and exposes the crux of his misunderstanding, "Operational Control."

To properly respond to his comments, lets first review "Operational Control" as defined in 14 CFR Part 1 and move through each of the applicable FAR's.

"Operational control", with respect to a flight, means the exercise of authority over initiating, conducting or terminating a flight.

FAR § 121.593 requires air carriers to employ certificated Aircraft Dispatchers to exercise, with the PIC, direct operational control over the flight. The PIC and Dispatcher jointly conduct operational control by making those decisions and performing those actions on a daily basis that are necessary to operate flights safely and in compliance with the regulations. § 121..533 sets forth the duality of the Dispatcher / PIC responsibility and authority. FAR's § 121.601(a) and (b) require that the aircraft dispatcher provide the PIC with a preflight briefing which should include reported and forecast weather conditions (including adverse weather), the status of communications, navigation, and airport facilities and aircraft airworthiness. The intent of FAR § 121.601(a) and (b) is that the aircraft dispatcher and the PIC have adequate and identical information for planning and conducting the flight. The PIC and the aircraft dispatcher must be thoroughly familiar with, and consider all aspects of, the situation. For example, inoperative navigation aids and shortened runways as well as weather conditions can affect the selection of alternate airports. For this reason the briefing by the aircraft dispatcher is not optional for either the dispatcher or the PIC under these rules. FAR § 121.663 requires that the PIC and Aircraft Dispatcher sign the release only if they both believe that the flight can be conducted safely as planned. FAR § 121.99 requires that rapid and reliable two-way radio communications between each flight and the aircraft dispatcher be available at any point in the flight, including over water portions of international flights. The Aircraft Dispatcher must also, per FAR § 121.601, continually monitor the flight while en route and inform the PIC of any condition that may adversely affect the safety of the flight operation.

This brings us to the "unsafe condition" or "emergency" situation that may arise during the flight. The FAA has interpreted the term "emergency," as used in § 121.557, to mean an unexpected occurrence or condition requiring immediate action to meet its danger. Pursuant to § 121.557 and 121.627(a) such "emergency" or "unsafe conditions" may include, but are not limited to, icing conditions, weather conditions, or the amount of fuel remaining aboard an aircraft." We understand that normally, during an in-flight emergency, the flight crew will first fly the aircraft and handle the situation, then, notify the Dispatcher and receive whatever assistance from the Dispatcher as deemed necessary. We also understand that § 121.557(a) of the FAR's authorizes the PIC to take whatever action he considers necessary in an emergency situation. The PIC must be given this authority to maneuver the aircraft in his discretion to meet the needs of an emergency in the interest of safety. This section also requires that the PIC must keep the Dispatcher fully informed of the situation and the progress of the flight.

Caveat: It must be understood that FAR § 121.557 does not give a certificated airman, Pilot or Dispatcher, carte blanche authority to deviate from all sections of the FAR's. A "bona fide" emergency situation must exist at the time of any deviation from the regulations. The validity of any emergency, and whether the deviation was necessary to meet the

(Continued on page 10)



(Continued from page 9)

emergency, will be determined after the fact by the Local FAA Flight Standards District Office upon review of the report required by FAR §121.557(c). Certificated airman or air carriers cannot use the emergency provisions of FAR 121.557 as an excuse for failing to comply with the regulations. If it is the FAA's opinion that the deviation was not justified, then enforcement action is possible.

The problem is, however, in situations where the Dispatcher becomes aware of an "unsafe condition" or "emergency" situation before the PIC. As discussed above, § 121.601 requires the Dispatcher to inform the PIC of any condition that may adversely affect the safety of flight. FAR § 121.557(b) provides for the Dispatcher's "Emergency Authority" authorizing Dispatcher to take whatever action deemed necessary to meet the extent of and to declare an emergency if communications with the PIC is not possible. That is to say that if the Dispatcher attempts, through all available means, to notify the PIC of an "unsafe condition" or "emergency" situation and the PIC fails to respond, such would constitute the inability to communicate with the PIC and the Dispatcher would be required to declare an emergency and to take appropriate action. Conversely, under § 121.557(b), If communication with the PIC is established, the Dispatcher needs only to inform the PIC of the "unsafe condition" or "emergency" situation, ascertain the Picas decision and record that decision. FAR § 121.627(a) does, however, prohibit the PIC from continuing to the destination when, in the opinion of either the PIC or the aircraft dispatcher, it is unsafe to do so; unless in the opinion of the PIC there is no more safe procedure. In that event, continuation toward that airport is an "emergency" as set forth in § 121.557. Therefore, absent the exercising of "emergency authority," by either PIC or Dispatcher, further operation of the flight must be as mutually agreed upon by the PIC and Dispatcher.

In conclusion, one can see that when viewing the FAR's in concert with each other, the meaning of the rules is easily gleaned. Reading only one rule by itself without consideration for the other related and applicable rules does not provide the whole picture. Likewise, the reader's view would also be eschew.

ADF Officer Elections to be Held October 11, 1997



This is a reminder that the elections for ADF officers will be held at the Business Meeting on October 11, 1997 in Denver. All you dedicated professionals interested in these positions can get your name on the ballot by notifying your local ADF representative or simply by contacting one of the current officers, or by visiting the web site (www.seagull.com/ADF). It is as easy as that. The pay is non existent but the rewards are great. The following positions are available for those candidates interested in running for elected office in the ADF.

President: Currently held by Michael J. Nadon.

Executive Vice President: Currently held by William A.Cranor.

First Vice President: Currently held by Fred Thundhorst.

Fourth Vice President: Currently held by Brad Rasmussen.

Secretary/Treasurer: Currently held by Carla Beck.

10



Aviation Rulemaking Advisory Committee.....ARAC

Norm Joseph

ARAC continues to adjust and change its priorities and procedures as the FAA Rulemaking priorities and procedures change. The effort here is to better match tasks, work load and resources. Current efforts include:

EXECUTIVE COMMITTEE

Concerning the Gore Commission proposal to rewrite FAR's in "Plain English", the ARAC provided a statement to the DOT and the White House suggesting resources would be better utilized on new rules and those rules identified by industry as problems.

Electronic Signature procedures expected to be presented for committee endorsement to FAA this year. Advisory Circular on the use of CD-ROM has been reviewed by FAA and is awaiting final signature.

Joint DOI/FAA/DOT National Parks Overflight report is scheduled for September 22. This deals with overflight, tours and noise in the vicinity of National Parks and other DOI locations.

The next meeting is scheduled for September 22, 1997.

AIR TRAFFIC ISSUES

Several Advisory Circulars concerning Unmanned Air Vehicles remain in coordination within the FAA.

The only active issue concerns rules and procedures for special visual flight rule (SVFR) ATC clearances.

The next meeting is scheduled for October 15, 1997.

GENERAL AVIATION OPERATIONS ISSUES

Nine recommendations concerning VHF Navigation and Communications Frequencies remain under review by the FAA.

The IFR Fuel Reserve working group, which concerns changing alternate requirements for rotorcraft and the weather requirements for rotorcraft alternates, is concluding the required legal and economic review and their proposal should go to the FAA this fall.

The Part 103 (Ultralight Rule) working group continues to formulate rules for certification and operation of these very light weight craft.

The next meeting is scheduled for November 18, 1997. ARAC

(Continued on page 12)

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TRAINING AND QUALIFICATIONS ISSUES
The FAA is expected to task this group with harmonization of flight crew licensing (ATP) at the next
meeting. This will be a Joint Aviation Authorities

Revision to certification requirements for aircraft dispatchers is scheduled for presentation to FAA management on September 9. This rule should be issued this year.

(Europe)-JAA/FAA harmonization effort.

Congressionally mandated studies on Pilot Pay-for-Training and Minimum Flight Time Requirement (for air carrier hiring) have been submitted to the FAA.

The Air Carrier Pilot Pre-Employment Screening Standards and Criteria working group continues to develop its recommendations.

The next meeting is scheduled for September 11, 1997.

AIR CARRIER OPERATIONS ISSUES

The Fuel Planning and Management Advisory Circular remains in review by FAA legal. Targeted for publication this year.

The Controlled Rest on the Flight Deck AC is being rewritten by the FAA as a rulemaking document. The NPRM is delayed pending resolution of the flight time/duty time NPRM.

The All Weather Operations Harmonization group continues working to standardize technical and operational requirements for CAT 1/2/3 landings under JAA and FAA regulations. Next report is scheduled for October 1997.

The Fatigue Countermeasures and Alertness Management working group effort remains stalled while expert members work other projects.

The next meeting is scheduled for late October 1997.

Other ARAC Issues areas that ADF monitors but does

not routinely attend or participate in include:

AIR CARRIER/GENERAL AVIATION MAINTENANCE
AIRCRAFT CERTIFICATION PROCEDURES
AIRPORT CERTIFICATION
EMERGENCY EVACUATION
GENERAL AVIATION and BUSINESS AIRPLANES
NOISE CERTIFICATION
ROTOCRAFT
TRANSPORT AIRPLANES AND ENGINES

NCARC - ADF Testifies

The National Civil Aviation Review Commission (NCARC) held hearings on FAA funding and ADF was invited to testify. The major issue addressed by most of the participants was how to properly tax the users to provide funding for FAA activities. The ADF presentation did not address how the FAA should be funded. Instead we addressed the areas we believed should be a priority for the FAA to fund.

The ADF encouraged continued funding of CDM especially the exchange of safety related information that the CDM effort has made possible. With the development of a FAA to airline "Intranet" the exchange of pilot reports, field conditions, local NOTAMS, and other safety related information real time is now possible. For example when an air carrier's dispatch office receives a pilot report of conditions that could affect safety there is currently no simple means for that report to be disseminated to all the other users. The new "Intranet" provides the means to make that information available to all other users.

The ADF further testified that ASOS problems remain a serious safety concern to working dispatchers. The ADF encouraged the commission to insure sufficient funds were allocated to allow human observers to augment and correct ASOS weather reports. In our presentation we gave the example of using an alternate with ASOS for weather reports. We gave the example of a recent case when the CWA ASOS was reporting 800X2 but when two air carrier flights arrived over CWA they had to divert because CWA was actually below minimums. Had CWA been there alternate

(Continued on page 13)



(Continued from page 12)

NCARC

instead of their destination there could well have been two ASOS induced accidents on the same day.

Finally ADF made the case that the FAA needs to not only increase it's inspection force but must add experienced, licensed dispatchers to the inspection force. FAA PMI's are not expected to oversee operations, POI's are not expected to oversee maintenance, and the FAA has experienced cabin attendants as inspectors to oversee cabin safety. ADF believes that the current FAA inspector work force is already overburdened with their duties and that adding an experienced, licensed dispatcher as an inspector and dispatch resource in each region will improve the consistency and quality of FAA oversight of air carrier operational control.

The NCARC will be holding hearings on safety related issues and ADF plans to make a presentation at that hearing as well. If there are areas you believe ADF should cover in that presentation contact any ADF officer and let us know.



GPS Navigation and Dispatch

Navigation to ETP (Equal Time Point) and other alternates

Global Positioning System (GPS) navigation offers new and exciting possibilities in accurate navigation. It could allow precision approaches to almost any airport in the world. The ADF has received troubling reports of some problems with the implementation of GPS at some carriers.

Dispatchers are required to know the status of all navaids required for the intended operation and to monitor the status of those navaids while the flight is enroute. If a navaid required for the planned operation fails the dispatcher is required to notify the captain and amend the plan of operation to meet the new situation. A few carriers have implemented GPS and only perform a cursory check of GPS availability along the intended route several hours before departure. They have no procedure to monitor the satellite constellation and reevaluate the GPS status along a route if a satellite becomes unusable after the initial check.

There are reportedly carriers whom the FAA has certified for GPS operations who do not check the suitability of GPS navigation from the destination to the alternate. An even more troubling situation exists at some carriers who use GPS as the primary navigation system on ETOPS (Extended Two engine Operations) routes. ADF has received reports that the GPS constellation is checked at some ETOPS carriers for the route to be flown but does not check to insure proper navigation will exist from any engine failure point to the ETOPS alternates.

(Continued on page 14)

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(Continued from page 13)
GPS Navigation

The FAA must require that GPS navigation be assured throughout the flight and during any engine failure or diversion scenario before a flight is dispatched using GPS as the primary navigation system. An ETOPS flight that has lost an engine and must travel for 180 minutes to it's alternate at 5000 feet or less in IMC (Instrument Meteorological Conditions) and turbulence with no reliable GPS navigation along the route is unacceptable. Allowing flights to be dispatched into such a situation must not be allowed.

The ADF urges the FAA to require air carrier POIs (Principal Operation's Inspectors) to insure that each operator using GPS verifies that any planned diversion routes will have GPS navigation assured. The ADF further urges that the each POI for air carrier's using GPS insure the dispatcher has and uses adequate means to monitor the GPS constellation real time and re-compute all affected planned operations whenever a change to the GPS constellation occurs. Leaving the captain to discover enroute to an alternate that their GPS is not usable and that the safety of the flight now relies on "dead reckoning" is a plan for disaster.

(This is an article one of our members retrieved from the Internet. ed.)

FAA Argues Safety Justification For Single-Engine IFR

FAA, which Wednesday issued a final rule allowing Part 135 commercial operation of single-engine aircraft under instrument flight rules (IFR), promoted the rule as a significant way to help prevent accidents involving visual flight rules VFR) operation into instrument meteorological conditions (IMC). The rule, which reverses a 19 year policy against commercial single-engine IFR (SFIFR) flight in passenger-carrying operations covers both piston and turbine engines, but contains a a number of conditions and limitations, including requirement s for two independent electrical power-generating sources and an approved maintenance and engine monitoring program.

The rule drew opposition from the Air Line Pilots Association, which claimed the rule is inherently unsafe. ALPA added that VFR flight into IMC could be prevented by increasing weather minimums. But FAA countered that increasing VFR minimums would not address the problem of VFR flight into IMC and the risks of VFR into IMC outweigh the risk of losing an engine, "VFR flight into IMC is the most significant cause, of fatal accidents in Alaska and is a serious problem for single-engine aircraft nationally,"

Alaska Air Carriers Association praised the rule, calling it "a real victory". Joe Sprague, chairman of the Aviation Rulemaking Advisory Committee working group on SEIFR, said the association was "just delighted" by the change and agreed the rule would improve safety in the state. He also noted that while it will benefit safety, it also should open up new rural markets to scheduled service around the country.

we need more writers



REGIONAL DISPATCH RESOURCE (RDR) JOB AID

RDR's are encouraged to use this job aid for standardization purposes, as an outline of the tasks that are anticipated for the initial certification of an operational control center during the 119 transition.

	OPERATIONAL CONTROL/DISPATCHERS				
Q #	BRIEF DESCRIPTION OF THE AREA TO BE INSPECTED	FAR or AC REFERENCE			
1	DISPATCH FACILITY				
	Does the operator have enough dispatch support to ensure proper operational control of each flight? (Domestic/Flag Carriers)	121.107			
	Does the operator (Domestic/Flag) show that it has enough dispatch facilities, adequate for the operations to be conducted, located at points necessary to ensure prompt, operational control of each flight?	121.107			
	Does the operator (Supplemental/Commercial) show that it has adequate flight following system that meets the requirements of the FAR 121.127?	121.125			
	Does the Domestic/Flag Air Carrier operator show enough weather reporting services available along each route?	121.101			
	Is enough space provided for the number of people working in the dispatch center?				
	Are the temperature, lighting, and noise levels conducive to effective human performance?				
	Is the access to the facility controlled ?				
	Is back-up power avaliable for dispatchers ?				
	Are there procedures established for continued operation in the event of a power outage?				
	Are dispatchers supplied with all the information they require (such as flight status, maintenance status, load, weather, facilities)?				
	Is the information effectively disseminated and displayed?				
	Can information be quickly and accurately located without overloading the dispatcher?				
	Are real-time weather displays available for adverse weather avoidance?				
	COMMUNICATIONS				
	Communication: Any medium the operator can utilize to get a message in/out as				
	long as it is transmitted and received accurately and acknowledged.				
	Do the Domestic and Flag Air Carriers operations ensure reliable and rapid communications over the entire route between each airplane and the appropriate	121.99			
	dispatch office and between each aircraft and the appropriate ATC unit? NOTE:(In circumstances as outlined in FAR 121.99, the communication system must be				
	independent of any system operated by the United States (ATC system). ATC could be used in the communication process only if necessary during abnormal or emergency conditions.)				
	Does this two-way radio communication system provide reliable and rapid communications under normal conditions? ("Normal" operating conditions applies to Domestic or Flag operations conducted to regular, alternate & diversionary airports, but not for supplemental "Off-Line" charters.)	121.99			
	The term "radio" in FAR 121.99 should not be interpreted literally, since the intent is to show that a two way air/ground communication system is available. With the advent of ACARS, SATCOM. cellular phones, etc., radio is an archaic term. As an example, our FCC license still uses the term radio/telephone license.	121.99			
	If communications facilities are shared with other airlines, does traffic congestion preclude rapid contact with a flight?				



How much time does it take to deliver a message to an en route flight and get a response ? (15 minutes is considered the maximum allowable)	
Are there adequate communication facilities available to contact and deliver a message to all arriving flights within a 15-minute period?	
Is a record of each "enroute" contact made between the certificate holder and its pilots made and retained for at least 30 days ? ("Enroute" has been determined to mean "Block to block".)	121.711
If the record required by 121.711 is made by other than a voice recording (e.g. handwritten records), is there adequate staffing & procedures established to perform this function at all times, including times of high workload by the dispatchers, in order to ensure proper operational control of each flight?	121.395
Are backup communications links available in case of a failure of the primary communication links?	
Has the certificate holder defined where each transmission will be recorded, and which portion of the transmission will be recorded (relaying of messages) in the appropriate manual?	121.711
If the Air Carrier chooses to comply with FAR 121.711 via the paper method (hard copy) instead of voice recording, the record must document the essence of the operational control issues and the time of contact, not just the fact that the aircraft was contacted. Other possible considerations are: If the Paper method is chosen, the Carrier will need to increase the staffing level (Dispatcher or other help to make the	121.711
paper record) to cover operational dispatch requirements such as; inclement weather, Aircraft diversions etc	- 1
DISPATCH STAFF/SUPERVISORS	<u> </u>
Qualification. Are the certificate holders Air Transportation supervisors current and qualified as dispatchers?	
Conduct of Checks. Are competency checks appropriate, thorough, and rigorous?	
Has overall responsibility for operations in progress been assigned to one individual who can coordinate the activities of all of the dispatchers?	
Have adequate internal communications links been established?	i i
Do dispatchers have enough time to perform both dispatch and flight-following duties in a reasonable manner?	121.395
What method does the operator use to show proper operational control in the assignment of enough dispatchers during periods of normal operations and periods of non-routine operations?	121.395
WEATHER	
Does the operator provide at least the aeronautical weather data for preflight planning listed in order 8400.10 ?	
Is the dispatcher or pilot in command as appropriate thoroughly familiar with reported and forecasted weather conditions on the route to be flown prior to dispatching/beginning of a flight?	121.599
Is a written copy of weather reports and forecasts, including PIREP'S, Class I, Class II, Local, and FDC NOTAM's, and pertinent SFAR's attached to the release and provided to the flightcrew?	7 (2) (1) (1) (2) (1) (2) (2) (2) (2) (2) (2) (2) (2) (2) (2
Does the operator provide the pilots with the inflight advisories listed in Order 8400.10 ?	8400.10 vol. 3 par.'s 1423B & 1425A
Does the operator's use of the NWS weather forecasts for flight control consider the conditional phrases in remarks portions if these reports?	8400.10, vol. par. 1407, FAI 121.613 - 625,
	91.83



	Do the operators Part 121 terminal operations provide for one of the two "current	8400.10 vol. 3
	weather" conditions of order 8400.10 ?	par. 1409
	Does the operator provide to flight control at least the aeronautical weather information listed in order 8400.10 ?	8400.10 vol. 3
		par. 1405 121.101 (b)
	Are the weather reports and forecasts used by the operator from a source approved by the US Weather Service or a source approved by the FAA?	121.101 (b) 121.119 (a)
	by the OS weather service of a source approved by the FAIX :	8400.10, vol 3
₹ 9 € 1		ch. 7, sec. 3,
		1435-1447
	If the weather source was approved by the FAA, is that source listed in Order	121.101 (b)
•	8400.10 ?	121.119 (a)
	Does the operator (Domestic or Flag) have a system in place for obtaining &	121.101 (d)
	disseminating information for adverse weather phenomena?	
	Are the weather reports used to control flights for supplemental/ commercial	121.119
	operations prepared and released by the US National Weather Service or a source	8400.10, vol 3
	approved by the National Weather Service? NOTE: Check operations outside of U.S. and U.S. military airports. Air carriers and commercial operators must show	ch. 7, sec. 3,
	that its weather reports are prepared by a source found satisfactory by the	1435-1447
	Administrator.	
	Does the aircraft dispatcher provide the pilot in command for Domestic/Flag carriers	121.601
	all the available weather forecast and reports that may affect the safety of flight?	
	Is release under VFR authorized by paragraph B33(d) of the OpSpecs?	
	If so, has the forecast and actual weather allowed VFR flight to destination on	
	those flights so released? Have turbojet aircraft been released under VFR?	
	What IFR departure minimums are authorized by paragraph C56 of the OpSpecs ?	
	When flights are released with the departure airport below landing minimums, are	121.617
	takeoff alternates named on the dispatch release?	
	What destination weather minimums are authorized by paragraph C53 ?	
	How does the operator ensure compliance with paragraph C54(b) of the OpSpecs	
	(operable centerline lighting and 15% additional runway for turbojet operations for	3
	operations below 300 and 3/4)?	
	When a flight is released to a destination below CAT I minimums, is that airplane	
	type authorized at CAT 11 or CAT Ill operations at that location according to paragraph C59 or C60 of the OpSpecs?	2
	When destination alternates are required, are they named on the dispatch release?	
	Is the weather at the named alternate airport equal or better than that required by	
	paragraph C55 of the OpSpecs ?	
	Does the operations manual define "marginal" when the designation of two alternates	121.619 (a)
	on the dispatch release is required ? Are two alternates designated when required ?	121.619 (a)
	How does the operator ensure that dispatchers are aware of these limitations before	121.019 (a)
	dispatching a flight?	
	Do weather forecasts from the trip records show that these limits have been complied	
	with for dispatch ?	
	- man and a second a second and	
	Does the dispatch release or flight release contain an alternate airport for departure	121.617
·	when weather conditions at the departure airport are below the landing minimums	
	authorized in the operations specifications?	



Does the alternate airport have weather conditions at or above the weather minima specified in the operators operation specifications?	121.625
Does the operator have adequate procedures for updating weather information when the aircraft is delayed on the ground?	
If the operator has an approved EWINS program, and the dispatcher has FMF (Flight Movement Forecast) authority to modify forecasts of adverse weather phenomena:	8400.10 vol. 3 par.'s 1453-
Does the operator's training program contain a curriculum segment for FMF training and a qualification module?	1457
Does the operator's records show his/her completion of FMF Training and qualification?	·
Are procedures for making flight movement forecasts clearly specified? Are those individuals authorized to make a flight movement forecast clearly specified?	
Are other individuals (not trained) specifically prohibited from making flight movement forecasts?	
DISPATCH/FLIGHT RELEASES	
Does the dispatch release contain the information as required by the FAR for Domestic/Flag air carriers?	121.687
Does the Domestic operator dispatch or release its aircraft with enough fuel to meet the requirements of the FAR?	121.639, .641 & .645
Are the conditions clearly stated under which a flight may and may not be dispatched ?	
Are the conditions stated under which a flight must be re-routed, delayed, or cancelled?	
Does the dispatch release for an aircraft under IFR for Flag air carriers list at least one alternate airport for each destination (If required)?	121.621
Does the non-turbine and turbo propeller powered flag air carrier dispatch or release its aircraft with enough fuel to meet the requirements of the FAR?	121.641
Does the non-turbine and turbo propeller powered supplemental air carrier and commercial operator dispatch or release its aircraft with enough fuel to meet the requirements of the FAR?	121.643
Is a policy stated concerning the PIC's latitude to deviate from a dispatch release without obtaining a new release?	
Is there specific and adequate direction and guidance to PIC's and dispatchers for the actions to take when a flight cannot be completed as planned (such as destinations or alternates below minimums, runways closed or restricted)?	
Are procedures to follow specifically and clearly stated in case of diversion or holding?	
Are there established procedures in the Operations manuals which define the validity period (length of time that the release is valid) for the dispatch release?	
Is policy, direction, and guidance provided to the dispatcher for the selection of alternates?	
Is terrain and engine-out performance considered in the selection of alternates by the dispatcher?	
Has the certificate holder complied with FSAT 96-02, Attachment B, page 6B, par. A1? (This paragraph requires the certificate holder to acquire engine out cruise data from the Aircrafts' AFM to comply with 121.161 (a))	FSAT 96-02 & 121.161(a)
Is the route structure such that a dispatcher is routing a two engine, or 3 engine non-turbine airplane over a route that contains a point farther than 1 hours flying time	121.161 (a)
from an adequate airport ? (60 minute rule)	



Has the certificate holder conducted an analysis on the effects of icing, use of the APU and other elements that degrade performance of the engine-out cruise data?	FSAT 96-02
Has the operator obtained engine-out cruise data from the aircraft manufactures & performed route analysis on that data for their route structure?	FSAT 96-02
Does the operator's fleet of turbine powered aircraft (both turbojet & turbopropelle comply with the engine-out enroute performance required by 121.191 (a) (1) or (2)	r) 121.191 & ? FSAT 96-02 pg 6B
Does the operator's fleet of reciprocating powered aircraft comply with the engine- out enroute performance required by 121.181 (a) or (b)?	121.181 & FSAT 96-02 pg 6B
Does the certificate holder use "Method I Dispatch" to comply with 121.191, or 121.181 (if reciprocating)?	FSAT 96-02 pg 6B
Does the certificate holder use "Method II Dispatch" to comply with 121.191, or 121.181 (if reciprocating) ?	FSAT 96-02 pg 7B
Does the certificate holder have established procedures to ensure that the requirements of 121.191 are met when flights are re-routed?	FSAT 96-02 pg 7B
Review the certificate holders MEL to ensure inoperative equipment does not prevent complying with the provisions of FAR 121.191.	FSAT 96-02 pg 7B
Inspector's must ensure that the method of complying with FAR 121.191, and the weather at any en-route alternates, are information required by the operations manuto be included in the briefing between the PIC & dispatcher. (This briefing is required under FAR 121.601)	FSAT 96-02 pg 7B 121.191 & .601
Are there established procedures in the Operations manuals which define when an updated weather package must be obtained?	
Does the turbine engine powered Flag supplemental/commercial operator dispatch release its aircraft with enough fuel to meet the requirements of the FAR?	
Does the dispatcher monitor the progress of each domestic air carrier flight with the use of periodic position/time/fuel reports?	
Did an operator issue a new release for an aircraft when it landed at an intermediate airport and remained on the ground for more than 6 hours?	
Was an aircraft dispatched or released when it was unairworthy or not equipped as prescribed in 121.303? Is airworthiness information being provided to the Aircraft Dispatcher prior to issuance of the release?	
Does the operator advise dispatch of all operating restrictions that may apply to a particular MEL item? (This should be an established procedure in the operator's manuals)	121.135 (b) & 121.533 (c)(3)
Does the dispatcher monitor the progress of each Flag air carrier flight with the use of periodic position/time/fuel reports?	
Are all of the dispatch releases or flight releases for extended overwater flights conducted under the flight rules specified by Parts 119 & 121 of the FAR's?	121.615
Does the Flight release meet the requirements for supplemental/commercial operators?	121.683
Are the dispatch releases to and from refueling or provisional airports for Domestic/Flag operations completed in accordance with the requirements of this part of the FAR and the operations specifications paragraph C-70?	121.635 & C-70 Op Spec
Did a Domestic or a Flag operator start a flight that was not authorized by a proper trained & Certificated Aircraft Dispatcher?	ly 121.595 (a) & 121.593
Are the takeoffs from unlisted and alternate airports for Domestic/Flag carrier conducted in accordance with FAR 121? Where is this information (takeoff data) taken from? Is the procedure in the company's operation manual?	121.637



	DISPATCHER TRAINING PROGRAM & RECORDS	
	Perform a review of the operators dispatcher records to determine if dispatchers have completed initial, transition, differences training, if applicable, and do they meet the requirements of FAR 121?	121.463
	Do the operator's records show that the dispatchers completed the initial and transition ground training appropriate to their category and curriculum? (e.g. aircraft, total hours, certification)	121.683 (a) 121.422
	Are the required trip records carried to destination?	
	Are trip records retained for 3 months?	
	Do the operator's records show that the dispatchers received a competency check during initial qualification and at 12 month intervals?	121.683 (a) 121.422 (b) 121.433 (c)
	Do the operator's records show that Dispatchers have completed operating familiarization requirements during initial qualification and at 12 month intervals?	121.683 (a) 121.463
	Are the dispatchers trained and aware of airport icing limitations, Aircraft AFM	121.629 &
	Limitations & company policy for operations conducted in icing conditions?	Applicable AD
	Do the operator's records show that Aircraft Dispatchers complete the programmed hours of recurrent ground training and a competence check every 12 months?	121.433(c)(ii
	Do the operators dispatcher duty time records show compliance with FAR 121.465?	121.465 & 121.683
V30	Does the Operator's Dispatcher training/qualification program include training on aircraft deicing/anti-icing procedures IAW FAR 121.629?	121.629 (c) (2
	Does the operator maintain current records of training/actions taken concerning release from employment for each dispatcher and flight crewmember?	121.683
•	Are all dispatchers certified ?	
	How does the operator ensure that dispatchers are currently familiar with the areas in which they work?	
	Are dispatchers knowledgeable about the following weather conditions? Surface (fronts, fog, low ceilings, etc.) Upper Air (tropopause, jet streams) Turbulence (pressure and temperature gradients) Severe (low-level windshear, microburst, icing, thunderstorms)	
	Can dispatchers read a terminal report, forecast accurately and interpret the meanings?	
	Can dispatchers read various weather depiction charts and interpret the meanings?	
	Can dispatchers read upper-air charts and interpret the meanings? Do dispatchers immediately recognize the airport identifiers for the airports in the area in which they are working?	
	Are dispatchers generally familiar with the airports in the area in which they are working (number and length of runways, available approaches, general location, elevation, surface temperature limitations)?	
	Are dispatchers aware of dominant weather patterns and seasonal variations of weather in the area?	,
	Are dispatchers aware of route segments limited by drift-down?	
	Are dispatchers aware of the general performance characteristics of each airplane with which they are working (such as average hourly fuel burn, holding fuel, engine-out, drift-down height, effect of an additional 50 knots of wind, effect of a 4,000-foot lower altitude, crosswind limits, maximum takeoff and landing weights, required	



Airline Dispatchers Federation

NEWS



Volume 7 Number 4

December 1997

A Report on the ADF Symposium

"Managing the Risk" Denver, 1997.

Giles O'Keeffe

There are several types of dispatchers in the world. First, there are those who understand and respect the profession, and use their time, talents, energies and hard-earned cash in various attempts to ensure the survival, growth and elevation of the dispatch profession. You know who you are, and you have a right to be proud of yourselves, because you make the job better for the rest of us.

Then, there is a large group of hard-working professional dispatchers who do the best job they can, day to day, but are unable, for many valid reasons, to find the time or energy to go beyond that. They support ADF through funding and paying their dues, and they are a strong, silent majority who elevate the profession every day by their interactions with the rest of the aviation community.

Then there is the last group. One can only hope that when they die and attempt to get into Dispatch Heaven, they will discover, to their eternal regret, that the Gate is notamed closed at their projected time of arrival.

Those that attended the annual Symposium held in Denver, Colorado will show photos of the event with a "standing room only" crowd. With a full schedule of speakers, plenty of question and answer sessions occurred outside the formal meeting times. Here, for those of you who had to work, is a summary of what you missed.

ADF thanks the insurance industry for accepting the

risk of underwriting the terrible costs of operational control gone wrong. Mr. Raymond Brooks, Principal and Chairman of Global Aviation and Space Group. which advises insurance companies, gave us an outstanding presentation on the dollars that change hands so that airlines may operate in spite of this litigious society in which we live. He presented interesting background on how your company's liability rates can be impacted by positive or negative press reports, for example.

Terri Minik, Risk Manager at Midwest Express Holdings, Inc., spoke of the importance of dispatch and the team play that is involved in determining how

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much risk a corporation is willing to accept, and at what price. Both Raymond and Terri were fascinating, because this is an area of the business that dispatchers do not normally hear about.

We moved on to an excellent presentation by Vic Sotenberg, Atlas Air, who told us that when you hire dispatchers, you should look for personality first, along with experience and intelligence; also an assertive, goal oriented, honest collaborator will fit the bill quite nicely.

Al Krauter, NWA, continued the discussion by informing us exactly what a dispatcher needs to know, and how one goes about inserting information into dispatchers' heads. Al discussed the following areas of training: Certification, Indoctrination/Initial, Continuing Qualification and Dispatch Resource Management.

The FAA was up next with Harold Johnson, Operations Inspector and Regional Dispatch Resource, who asked us if the dispatchers at our companies were being fully utilized in risk management. Mr. Johnson stated, "Dispatchers have the ability to shortstop the accident trend and rewrite the Aviation Accident story. History will write your contribution as the unsung hero's of the aviation community." Along with his high quality cadre of FAA professionals, Harold looks forward to continuing our common battles, and reminds us that the single most important person in risk management of 121 operations is probably the dispatcher. Are you up to that assessment?

Marilyn Wolfson and Cindy Mueller, from MIT Lincoln Labs and NCAR, provided us with a stunning look into their research on convective prediction. Marilyn's article appears on page four in this publication, and I encourage you to read it, and participate in any way you can in this science. All I will say here is that it is a shame that MIT and NCAR, in effect, have to compete for funding from the federal government. Take a minute and write a couple of postcards to your elected federal representative and tell him/her how to spend some of your tax dollars.

Steve Caisse, Delta, presented information that was assembled with Lew Rezsoyna, regarding an actual working model of risk assessment for flight dispatch. If you missed this, kick yourself hard. The most im-

portant point that I came away with is that you, as a dispatcher, have to use all available resources (even the un-approved ones!) in order to get the information you need to form top quality go/no-go decisions. Every notam you don't read, every bit of weather information you ignore, every link in the chain that you do not check for strength... you never know which one is going to bite you, so you have to check them all. Then, after you get all the information, you have to actually dispatch.... form an opinion, assess the risk, and decide whether or not you are going to go. Failure to obtain information, and failure to use information that has been obtained, is a form of carelessness, and, it could be argued (and probably will be in some court some day) is a form of recklessness. One of the most interesting points raised is that the pilot is an important link in the safe operation of any flight but, as a dispatcher, you don't usually know your pilot. However, if you talk to your pilot, you can gain some insight into his/her knowledge, experience, level of fatigue, etc... I suppose it could be argued that a pilot-dispatcher briefing is required for every flight. Interesting concept.

Next up was NASA/AMES, with Judith Orasanu and Jeannie Davison, San Jose State University, presenting insights into decision making, including the cognitive, psychological, and social factors that go into examining the "possibility of loss", which is risk. Loss is inherently subjective, so dispatcher risk decision making is subjective. Kind of scary, when you think about it. Dr. Orasanu presented us with some interesting "framing" exercises that allowed us to see how we tend to think about problems. It is always a pleasure to listen to this interesting friend of the dispatch profession. Ms. Davison reminded us to exercise positive operational control, in an attempt to eliminate the risks before the arrival of "free flight". Ultimately, of course, the road to "free flight" is through the dispatch office, so, as dispatchers, we need to communicate how we assess risk to the other parties involved in the NAS, and we need to do it as soon as possible.

Keith Morris and cohorts, from ATCSCC, provided us with an update on the collaborative efforts to examine and eliminate NAS restrictions, so that, among other things, we can do SID to STAR NRP. Expect an

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Advisory Circular on this in the near future. They also spent time discussing the concept of a chalkboard via the AOCnet, which would be interactive, so that two legs of the three legged stool can understand and agree on how the system will be run during times of system stress. (Pilot, ATC, Dispatcher are the three legs, in case you missed an earlier Symposium.)

Art Shantz, NCAR, spoke to us about the impossibility of a dispatcher interpreting all the massive bits of data that are available with regard to weather, and the need for new technology to improve access to interpreted weather data. The WEB improves access, of course. Dispatchers need to tell the federal government what they need and want in terms of weather presentation, so that the funding can be directed correctly. Art was a treat, and you should be sorry you missed him if you did not attend.

Donald Parsons, UAL B727 captain, gave us some of his ideas on what he expects from dispatch.

Mike Wambsganss, Metron, gave one of his usual informative and highly entertaining presentations on collaborative decision making. Mike likes to call 'em like he sees 'em, and you should never miss an opportunity to see him demonstrate the art of avoiding boredom.

Dr. Rebecca Denning, Ohio State/NASA, teamed up with Steve Caisse to present us with some of the findings from the 1996 Symposium, regarding the interactions of dispatchers and flight crews with the Traffic Management System. From the examples presented, it is obvious that dispatchers must exercise absolute positive operational control, because the one you get too busy to follow is the one that will leave you up to your neck in risk, while running out of options. The presentation from 1996 should be repeated for every airline flight operations manager in the country, and for every air traffic controller in the world. Failure to manage the risk increases the risk.

George Mashinter, Canadian Aviation Institute, showed us an inter-active CD ROM based dispatcher training aid, used in Canada to help candidates for the new Canadian Dispatcher License. From all appearances, it is very difficult to obtain the Canadian License, but the system that George demonstrated

greatly enhances the opportunity. We look forward to someone developing a similar system for use in dispatch training south of the border!

Finally, we ended up with E. Sessa, AAI/Systems
Management Incorporated, discussing the current and
future state of ASOS. While emotions tend to run a bit
high at the sound of ASOS, Mr. Sessa pointed out that
the equipment performs as the specifications demanded,
and many improvements beyond the initial specs have
been made. Whether you like ASOS or hate it,
Mr. Sessa is proud of his product and very capable of
defending it. We thank him for taking the time and
expense to come and talk to a disagreeable bunch of
dispatchers on a weekend, and we look forward to
keeping the communication door open with him with
regard to future ASOS developments.

Well, if you are still reading, I can tell you it would have been more fun to simply attend the Symposium. We had an early morning hotel fire alarm, a ride to the airport in 50 mile an hour winds, and, of course, the Zen-like experience of feeling like a lost traveler on a foreign planet that overcomes you when you are the only person in a huge wing of that massive boondoggle called Denver International Airport. Many thanks to all who pay dues, to all who attended, and especially to that top rank group of individuals who organize, call. write, talk, beg, plead, whine and do whatever is needed to get things like this done. You know who you are. I wish there were a better way to thank you than to simply say thanks.

Thanks!





1-HR CONVECTIVE WEATHER FORECAST AVAILABLE IN 1998!

Dr. Marilyn Wolfson

The Convective Weather Product Development Team, formed over a year ago by the FAA Aviation Weather Research Program (AUA-460 - Ken Leonard, Program Manager), has been carefully trying to understand user needs for convective weather forecasts. Dr. Marilyn Wolfson, team lead, and her colleagues from MIT Lincoln Laboratory, interviewed dispatchers from Northwest, TWA, United, USAirways, and Continental Airlines this summer. They discovered that airline dispatchers need a national-scale product with a sizable forecast lead time (2+ hrs), but could accept somewhat less accuracy than air traffic controllers typically demand (30-50% vs. 70-90%).

Dr. Wolfson and her alternate team lead, Cindy Mueller of National Center for Atmospheric Research, briefed the ADF at their annual meeting in Denver (October, 1997) about forecast products that the team is developing. Wolfson briefed the group on a new technology developed by MIT/LL called the "Growth and Decay Tracker", which improves the forecast of convection in the terminal area by 20-60% over existing techniques (actual 1 hr forecast accuracy 18-53% based on 33 hours of testing). The new tracker determines how the storm "envelope" is moving (as opposed to individual storm cells), and works on any type of organized storm, not just summertime convection. Mueller briefed the group on a national scale convective forecast product she and her colleagues from NCAR developed, and tested operationally at the Aviation Weather Center in Kansas City last summer. The prototype system provided a 1 hr forecast of thunderstorm activity based on combined lightning and radar reflectivity fields.

The Convective Weather PDT believes it is now feasible to create an experimental national scale 1-hour forecast product, utilizing the best forecast techniques developed by the team. While the 1-hr forecast does not meet the 2+ hr lead time desired by dispatchers, it should meet their accuracy requirements, and it gives

the team a chance to obtain early user feedback. In the mean time, team scientists from MIT/LL, NCAR, and the National Severe Storms Laboratory will continue to work on improvements to the forecast that will allow extension of the lead time, and increased accuracy, in the years to come.

The experimental national scale forecasts will be available in real-time only to "subscribers" via internet, with a website hosted at NCAR. Each user must sign up with the team in advance (no financial obligation) to access the information. If your airline would be interested in receiving the 1 hr national scale forecast product, please contact Wolfson or Mueller (information below).

The team is also interested in assembling a Users Group for national and terminal scale forecast products. They are looking for dispatchers who have a keen interest in weather information, and ideas about how the products should look, how to make them most useful for dispatchers, how accurate they need to be, etc. Those interested in joining the Users Group must be able to travel once or twice a year for meetings to help the PDT with product development issues.

If interested, please contact Wolfson or Mueller.

Contacts for Convective Weather Product Development Team:

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IFALDA UPDATE

By David H. Porter President- IFALDA

The International Federation of Air Line Dispatchers' Associations remains active and healthy. IFALDA is composed of member associations from the United States, Canada, several Latin American countries, about a dozen European states, and Ghana. Our focus is on international standardization of Operational Control at the highest level of safety.

Our current and recent projects include the ICAO Flight Dispatcher Training Manual (Course 201) written entirely by IFALDA members and in the process of publication by ICAO, the current edition of the North Atlantic MNPS Operations Manual published jointly by the UK CAA and IATA, the Jeppesen Volcanic Flight Planning chart, and JAA/FAA License Harmonization.

In addition, we lend support and provide liaison to regional and national Dispatcher groups in dealing with issues that have the potential to influence professional matters beyond local borders. This would include support for the German Flight Dispatcher license that is currently in jeopardy by efforts to eliminate the State issued license in favor of a company issued license. We also support U.S. FAA efforts to retain the U.S. Aircraft Dispatcher Airman's Certificate that is under review in the JAA/FAA Harmonization process. We are working with JAA and the European Union toward recognition of the Dispatcher license in JAR OPS-1 (FCL).

I would like to address some concerns by individuals within our organization. Due to the confusion associated with multiple currency conversions, our European affiliate, EUFALDA, has opted to have their member associations pay their IFALDA dues directly to IFALDA rather than collecting them as part of the EUFALDA dues and passing them along to IFALDA. Apparently this was perceived by some as a lack of support and/or a distancing by EUFALDA from IFALDA. Nothing could be further from the truth.

This option has been in our Constitution and By Laws since the IFALDA AGM in ATL in 1992, there as a result of a motion put forth by members of ADF and EUFALDA to recognize the formation of these groups and as a matter of mutual convenience, to allow the member associations to pay both organizations' dues at one time, amendable at any time by either party.

In the case of EUFALDA this has caused their financial officer as well as the financial officers of their associations some serious and considerable heartburn because of multiple currency conversions. It was necessary to convert local currency into Swiss Francs for the EUFALDA dues, then convert Swiss Francs into U.S. dollars for IFALDA dues, losing a percentage of the transaction each time. The U.S. groups do not have this problem since everything is expressed in U.S. dollars to begin with. In addition, there was some dissatisfaction with the way the IFALDA Treasurer was handling the cost of this conversion as well as other bookkeeping protocols that were not consistent with European standards.

These issues have been public knowledge and dealt with openly. The newly appointed IFALDA Financial Vice President has acquired more sophisticated accounting software which resulted in unanimous acceptance of our annual report, budget, and accounting standards at the 1997 IFALDA AGM in Dublin. The EUFALDA leadership expressed particular gratification with our current system and has subsequently agreed to discuss reverting to mutual dues collection at our Quarterly Board meeting in December. The leadership of EUFALDA made a presentation at our Dublin AGM advocating total support for IFALDA and pledged continued cooperation at every level.

(Continued on page 6)



(Continued from page 5)

In summary, I believe that the concerns expressed about a perceived lack of cohesion between IFALDA and EUFALDA resulted both from my lack of better communication skills as well as a certain complacency on my part. I am sorry that I allowed this miscommunication to occur.

We live on a very small planet and as I have recognized in the last 6-7 years, there is no such thing as a local problem. Issues effecting small European carriers can and do have an effect on U.S. commuter carriers as well as the large carriers through ICAO SARPS (Standards and Recommended Practices), JAA/FAA Harmonization issues, and global alliance/code sharing. IFALDA represents the interests not only of the Lufthansa's, Continentals, Deltas, and Sabenas of the world but also of the Skywest, Braethens, and the Trans States as well.

This will be my last term in office. You will elect a new IFALDA President at AGM98 in Reykjavik this next April. I have been privileged to serve our profession and have been honored to make the acquaintance of some fine, professional Dispatchers and Flight Operations Officers along the way. Many long term friendships have resulted. It's time for me to move on and for fresh leadership with fresh ideas to succeed me. IFALDA has been in existence since 1961, serving the needs of its membership and raising the bar of professionalism whenever the opportunity provided. I am confident that the same motivation that created IFALDA 36 years ago will be the engine that continues to move it to even higher goals.

IFALDA Annual General Meeting

by David H. Porter IFALDA President

The 37th annual General Meeting of the International Federation of Air Line Dispatchers' Associations will be held in Reykjavik, Iceland April 27-30, 1998. Hosted by ICEALDA, the AGM will be held at the Loftleidir Hotel in Reykjavik.

The approximate cost is \$350.00 (U.S.) Per person based on double occupancy. The cost includes 3 nights at the Loftleidir, all meals, a tour of the blue Lagoon and a spouse tour to Vestmann Island.

Please contact Steinar Sveinsson either via SITA at KEFOKFI or via e-mail: icealda@treknet.is or via fax at +354-42-50-275.

Further details regarding pass availability via ICELANDAIR will be made available soon.

Please contact ICEALDA as soon as possible for preliminary registration, including your name, postal address, fax, e-mail or SITA address, organization, and number in party. Send no money at that time.

Upon receipt of your preliminary registration advice, a registration form will be sent to you that you will complete and return to ICEALDA along with a room deposit. Registration deadline will be <u>February 28, 1998</u>. We will attempt to accommodate late registrants but room availability and rate cannot be guaranteed after the deadline.



Election Results

At the October General Meeting held in Denver, the annual election for officers was held. As a result of this election, the 1998 officers of the Airline Dispatchers Federation are now:



President Bill Cranor Executive Vice President Steve Caisse Darryl Oberg Vice President Vice President Jim Creighton Vice President **Brad Rasmussen** Vice President Lee Wilson Andy Konstas Secretary Treasurer

We congratulate these folks and thank them for their unselfish willingness to serve. Thanks!

1998 Membership

Gerald Elder

1998 Promises to be an exciting year for our ADF membership drive. With the advent of electronic membership application via the ADF Internet Home Page, joining has never been easier. In fact, several new members have been joining each week....some from organizations and carriers that we previously had not heard from.

Please do all that you can to encourage your co-workers to take a minute and join. Not sure what to say when they ask you questions about ADF and what we are? All you need to do is show them the mission statement located on the ADF home page or refer them to one of the ADF Officers. We will be more than happy to answer any questions they might have.

Additionally, we plan to solicit potential members through road shows and possibly direct mailings. Any input that you can make that will help increase our membership base is most appreciated. To join now, mail in the ADF membership form on page 14 or visit the ADF web site at dispatcher.org!



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The ADF Mission Statement

To foster a global understanding of the nature and benefits of Positive Operational Control.

To advance aviation safety and efficiency by enhancing the professional standards of individual Dispatchers and the organizations within which they exercise Operational Control.



1998 ADF POINT OF CONTACT

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What's New at the ADF Web Site.

Development of ADF's Internet web site continues in high gear. Recently, the home page was enhanced with sound; a recording of the actual touchdown and tire spin up of an arriving Boeing 747. If your browser supports imbedded sound, the squeal of tires and reverse thrust will greet you when you visit the web site.

The Risk Management Presentation made by Steve Caisse in Denver has been re-written in HTML code and adapted for display on the site. The complete text from the presentation is now posted on the site along with the total list of PowerPoint slides used in the presentation. Even more exciting is the addition of an interactive "Accident Risk Scale" Here, visitors to our web site can explore the effects of multiple hazards on a flight, and most importantly see for themselves the effects of some of the dispatch related hazards to flight that we manage on each flight we originate.

The 1998 ADF point of contact list has been completely revised. The new list is now available on the web site - complete with email links to all of ADF's officers.

We have added the online version of "The ADF Store" where visitors can purchase dispatch-related items from ADF. Items such as ADF bumper stickers, pins, the ADF video and coffee mugs can now by viewed and ordered online.

Our first Trivia Quiz has also been added to the site. The inaugural quiz contains a mystery photograph of an airport somewhere in the USA taken somewhere in time. To win the quiz and a very nice gift from ADF, visitors must first identify the airport (many have already successfully done so) and then identify each of the aircraft (by type and operator) parked on the tarmac at the mystery airport. We have had some very close entries, but so far - no one has won the prize. Here's a hint for our newsletter readers. The jet everyone is missing in the photograph might have been seen landing at Elmira, New York in the late 1960's sporting a gold, black and white livery.

ADF has also added a corporate sponsor page to our site where we can publicly acknowledge and thank our corporate sponsors for their continued support of ADF's efforts. Visitors can immediately proceed to the home pages of the sponsors through links provided on the sponsor page.

Work continues on the most important project currently underway on the Website, that being the addition of our complete membership database

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Kavouras, Inc. Makes Dispatcher Decisions Easier

Every day dispatchers are tasked with making critical weather decisions to support their airline system control departments. Without reliable tools in all facets of the decision making process, the dispatcher's important judgments can be easily compromised. A key component of those vital tools is their weather system's capabilities.

Kavouras has been supporting dispatch and flight operation departments for over 20 years and has the experience and technology necessary to make the dispatcher's weather decisions much more complete and accurate. One key reason why weather decisions are becoming more professional and comprehensive is the advancement of computer technology in recent years.

This computer technology is expanding in multiple areas within the weather and aviation industries. First, the data Kavouras receives from multiple sources has become more accurate and reliable than ever before. Second, weather and aviation products which were once exclusive entities of government and research organizations have become public domain and have vastly improved the knowledge a dispatcher can obtain. 'Third, with the advent of more products available. Kavouras programmers have developed and continue to develop more products and technologies to increase the effectiveness of dispatchers throughout aviation. Fourth, power. The powerful PC has brought all of the aforementioned data together and provided a workstation to enhance the dispatcher's derision making strengths.

Kavouras has kept pace with all these technologies by continuing to upgrade hardware and software. Satellite dissemination of weather data is now the most prevalent method of data transmission. The Kavouras downlink speed is the fastest in the industry and offers immediate availability of all information to the powerful workstation at the dispatcher's desk.

Many airlines simply want a weather information datastream to integrate the. weather into a customized display or flight planning system. Kavouras technology offers a versatile system for this application as well. Users now can write their own software, integrate it with another vendor or use Kavouras-developed display software. Kavouras has worked with many. integrators who combine all functions of a dispatcher workstation with Kavouras weather information.

Another aspect to this entire high-powered computer concept is dispatcher training. There is absolutely no benefit to putting all this information on a workstation if the dispatcher cannot interpret the data. 'I'(j meet this challenge, Kavouras offers weather training on all phases of interpretation, from our products to overall weather concepts and theories. In addition, dispatcher initial and recurrent training requirements can be customized to each airline. These training programs are available to both Kavouras customers and non-customers alike.

In addition to training, Kavouras meteorologists also produce custom terminal forecasts to replace the often vague and mis-used NWS terminal forecasts. The RAMTAF is a terminal forecast which limits the use of conditional language and provides timely amendments. Our meteorologists also offer weather forecast discussions that can replace the generic NWS area forecasts. The bottom line is Kavouras wants to make weather interruption easier for dispatchers.

In summary, Kavouras is ,a dispatchers full service weather company. As an exclusive weather company, we are very versatile in providing users with unique and customized products and services to meet individual weather needs in a timely manner. Kavouras invites you to Minneapolis to see our facility and discuss your needs or you may contact Jay Loeffler at 800-328-2278 for a personnel demonstration of Kayouras technology on site.

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IFALDA

Licensing Harmonization Update

by David H. Porter President-IFALDA

IFALDA has been involved with the JAA/FAA Licensing Harmonization Working Group (LHWG) since 1995. In that year, IFALDA was invited to send a delegation to the Annual Harmonization meeting in Seville. The JAA/FAA Harmonization effort to that point had been focused upon aircraft certification and maintenance, in fact the genesis of the Harmonization effort goes back to 1983 when the concept of harmonization for first suggested in order to build aircraft that would be certified "out-of-the-box" on both sides of the Atlantic Ocean.

At the Seville meeting it was proposed that an attempt be made to explore harmonization in the Human Factors arena, particularly in professional licensing. IFALDA was allowed to make a short presentation from the floor to have the Flight Dispatcher/Flight Operations Officer licenses included in the effort.

Since that meeting, IFALDA, through its internal I/ LHWG, has presented a composite European Dispatcher license proposal to JAA for the purpose of Harmonizing U.S. and European Dispatcher licenses. At the same time IFALDA made a formal request to JAA/FAA to Harmonize Dispatcher licenses. Authorities accepted the IFALDA proposal as a Harmonization item. After discussion ranging over the next two years at various working group meetings, the issue has been tabled for the near future in order to focus on ATP license Harmonization. At the Annual meeting in Berlin in June of 1997, the Harmonization Management Team (HMT) stated for the record that the ATP license would be the first priority and that other licenses (including Flight Dispatcher licenses) would then be considered in "due time".

The LHWG is comprised of authority and industry people from both sides of the ocean. The European co-chair is Capt. Steinar Dahl, representing AEA (Association of European Airlines) and European Industry. The European Authorities representative is Anke Mengelberg-Thissen, the JAA Licensing Director

Until October, 1997, the U.S. contingent of the LHWG has not had legal status within the U.S. aviation system since the task had not been formally accepted by the ARAC. Through a special exemption from FAA Office of Rulemaking, the group had been permitted to meet informally in order to discuss organizational matters with the Europeans but was not permitted to reach deliberative conclusions nor to make recommendations. The informal U.S. group has been led by Warren Robbins, AFS-840 FAA, and included Capt. Jim Curland, APA (Allied Pilots Association-American Airlines), Dr. Joe Dunlap, Western Michigan University and David Porter, IFALDA. Until recently, it has not been uncommon

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(Continued from page 10) Harmonization

to see only the FAA and IFALDA representing U.S. interests at meetings held in Europe.

Others from U.S. industry, including the National Helicopter Association and the NBAA have attended individual meetings although the immediate goal is to Harmonize Air Transport Pilot licenses, a license not required to fly helicopters nor business aircraft.

In early October, the U.S. ARAC Training and Qualifications group formally accepted Licensing Harmonization as an ARAC task and named Capt. Jim Curland as the U.S. co-chair and Warren Robbins as U.S. Authorities representative. An LHWG meeting was held in Washington October 8/9, co-chaired by Capts. Curland and Dahl. Participating in the meeting was the formal European authorities/industry team as well as the core members of the U.S. informal LHWG (Robbins, Curland, Porter, Dunlap) plus a half dozen other industry groups.

The legitimacy of the meeting itself was immediately challenged by an attorney from the National Helicopter Association since it not been formally posted in advance in the Federal Register. The challenge was overruled by the co-chairs with the support of an attorney present from the FAA Office of Rulemaking since the U.S. side of the group was still operating under the exemption authority.

The meeting itself dealt exclusively with housekeeping and organizational matters. The only professional issue that was discussed at length was the direction the LHWG should go regarding the Harmonization of the process or harmonization of the product. (Process meaning training and experience requirements and product meaning the privileges of the license, including the accountability to authority) A formal statement was read by a representative from FAA Office of Rulemaking and a presentation followed regarding the make-up of the ARAC, protocol, legality, and operating rules including things that the ARAC was tasked to do and things that it could not do. At the conclusion of the meeting it was announced that the formation of the U.S. LHWG would be published in the Federal Register and interested parties would have the opportunity to request participation.

It was also agreed that a U.S. LHWG interim meeting with participation by those formally accepted on the U.S. ARAC LHWG would be scheduled in early January, 1998 for the purpose of bringing the group up to speed and receive a presentation by JAA on its NPA process, which is similar to the U.S. NPRM. The next full LHWG meeting will be in February in Hoofddorp.

It is obvious that Dispatcher licensing harmonization interests at this point are rather long term. It is significant that both JAA and FAA have welcomed IFALDA into the ATP Harmonization process. I have been taken aside by both U.S. and European authority and industry representatives and told that since we have shown such an interest in the process even though our own Dispatcher issue has been tabled, we have demonstrated that we can be fair; we have no axe to grind with either side; are very knowledgeable about the licensing process; and are actually willing to show up at the meetings to work.

Equally important are the contacts made on both sides of the ocean. The Dispatch subject comes up at almost every meeting and it is very significant that it is raised as a positive attribute by the European authorities. They point out (correctly) that one of the major differences between European (JAA) pilots and U.S. pilots is that, in the U.S., Aircraft Dispatchers have significant authority and share responsibility with the pilots where in Europe they do not.

Also, by being helpful in the ATP Harmonization process, we are cultivating friends that will hopefully help us, or at least not hurt us, in our effort to harmonize Flight Dispatcher licenses.

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Aviation Calendar of Events

12/10-12/97 Global Aviation Safety & Security Conference Washington D.C.

2/1-2/98 Thirty Second ADF Business Meeting Host: Delta Air Lines Atlanta, GA

4/27-30/98 IFALDA Annual General Meeting Reykjavik

5/98 Thirty Third ADF Business Meeting TBA

> 8/98 Thirty Fourth ADF Business Meeting TBA

10/6-7/98 ADF Symposium & Thirty Fifth Business Meeting Washington D.C.

Note: ADF will attend only those meeting that directly

Next Meeting

Join us at the Next ADF Business

Meeting
In Atlanta

Sunday & Monday

Feb. 1-2, 1998

The meeting will be held at: Howard Johnson's Hotel 1377 Virginia Avenue, Atlanta, GA 30344.

Hosted by PAFCA, the Delta Air Lines' Dispatch Association

The hotel is on the north side of the Atlanta Airport, about one mile from the Delta Headquarters complex.

The ADF rate is \$42.00 per night plus tax. Please make your
Reservations by January 15, 1998. Call the hotel at 404-762-5111 and request the ADF rate.

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A tour to the Weather Channel facility is in the planning stages!

Check the ADF Web Site (www.dispatcher.org) for the latest information & updates.



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(The following is a response to one of our members from a Paralegal pertaining to a question about responsibility under Part 121 "Operational Control" and Weight and Balance ed.)

Weight and Balance and Operational Control

Charles Lewis

Before I provide you with the following response to your question of Operational Control," I must inform you that I am not an Attorney. For an official interpretation of this or any other section of the FARs, I suggest that you contact the FAA Office of Chief Counsel. I am, however, a Paralegal specializing in Aviation, Administrative and Legislative Law. In addition to being an Aircraft Dispatcher, I hold an Air Traffic Controller rating and am a licensed Commercial Pilot with Multi-Engine and Instrument ratings. I am also serving as a First Officer in a corporate Learjet operated under FAR Part 91

Now for the response;

Guidance in the area of "Operational Control," is provided in FAA Order No. 8400.10, Chapter 6, Vol. 1, Paragraph 1145, et al. Additional information regarding "Operational Control" may be found in relevant interpretations of the FARs provided by the FAA Office of Chief Counsel.

Operational control systems vary with the kind of operation the operator is authorized to conduct, the complexity of the operations, the means of communication, and with the persons who are involved in preparing for and conducting flights under the operator's system. Parts 121 and 135 provide for three general types of operational control systems: flight dispatch, flight release, and flight locating. Operational control includes, but is not limited to, the operator's performance of the following functions:

- * Providing the PIC and other personnel who perform operational control functions with access to the necessary information for the safe conduct of the flight (such as weather, NOTAMs, and airport analysis)
- Specifying the conditions under which a flight may be dispatched or released (weather minimums, flight planning, airworthiness of aircraft, aircraft loading, and fuel requirements)
- Ensuring that each flight has complied with the conditions specified for release before it is allowed to depart

FAR 121.533 and FAR 121.535 require that both flag and domestic operators employ certificated aircraft dispatchers to exercise direct control of flights.

(Continued on page 14)



(continued from page 13)

Weight and Balance

FAA Order No. 8400.10, Paragraph 1159. LOAD CONTROL.

When heavy payloads are carried aboard an aircraft, the fuel load may have to be limited. In addition, the weight at which an aircraft can be released is limited by takeoff, enroute terrain clearance, and landing performance limitations (see volume 4, chapter 3).

- A. Loading Assumptions. Operational control personnel, (PIC and Dispatcher), must have either actual loading information or they must make assumptions about aircraft loading before they can release a flight. For flights released using loading assumptions, inspectors must ensure that the operator has established a means for ensuring that flights actually do depart at, or below, the maximum weight used for planning. {New-93-9 Revised Sept. 10, 1993. "center of gravity" changed to "CG"}
- B. GOM. Inspectors must ensure that the operator's GOM contains information and procedures for the control of fuel load, payloads, takeoff weights, and CG. The operator's GOM must clearly delineate the category of employee responsible for making these computations, adequate information and procedures for performing such calculations, and the procedures by which the flight crew and operational control personnel (Dispatchers) can ensure that these functions have been accomplished before the aircraft departs.

FAA Order #8400.10, Appendix 4, FSAT 96-02 and FSAW 96-02 Once an operator has completed the training/ testing of dispatchers and acquired the appropriate operational control equipment and facilities, the carrier's dispatch system will need to be evaluated and approved. The following areas need to be evaluated prior to approval:

- _ Flight planning
- Dispatch and flight release procedures
- Airport and route information collection and dissemination
- Drift-down and diversionary procedures
- Weather information collection and dissemination
- Dispatch and flight control personnel competency
- Communications capability with the company, with the aircraft, and with other agencies
- Load control (for example, the accuracy of the passenger count and the ability to convey weight and balance changes to and from the aircraft before takeoff)

FAR 121.195 says that "No person operating a turbine engine powered transport category airplane may take off

(Continued on page 15)

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(Continued from page 14)

that airplane at such a weight that (allowing for normal consumption of fuel and oil in flight to the destination or alternate airport) the weight of the airplane on arrival would exceed the landing weight set forth in the Airplane Flight Manual...."

In light of the foregoing excerpts, one can readily glean that to exercise proper operational control, the Dispatcher must be able to ensure that the weight & balance calculations have been properly accomplished before the aircraft is allowed to depart (takeoff). Without the necessary and correct information, i.e: passenger count and cargo (payload figures), I fail to see how the Dispatcher can fulfill the duties of the Dispatcher Certificate as charged by the FARs.

Some unscrupulous air carrier managers, as have their respective POIs, misinterpreted the FAA policy provided in FAA Order No. 8400.10, Paragraph 1159 (B) to mean that Dispatchers are no longer responsible for the weight & balance calculations of the aircraft. They fail, no refuse, to recognize that "flight planning" has always included the calculation of the takeoff and landing weight of the aircraft as well as its center of gravity. In truth, due to the heavy workload of the modern aircraft dispatcher, this section of the 8400.10 only provides for the ability of the air carrier to delegate the performance of the dispatcher's weight & balance calculation duties to a specialized group of employees. It does not alleviate the Dispatcher from his / her legal responsibility for these duties.

NASA ASRS

Mike Nadon

NASA's anonymous reporting system system is designed to allow the FAA and others to identify problems in the air transportation system before they cause an accident. The only way this program can work is if licensed airmen, including dispatchers, report safety problems and errors. The system does provide some protection in case the event comes under regulatory scrutiny.

There is no limit on how many reports you can file. When you file a report keep a copy for your records. NASA will mail you a slip with a number on it. Put that slip with the report. It is the only way you can show you filed the report if there is a problem later. Dispatchers do not have a separate line on the NASA form but instead go with other. ADF has not been successful in getting NASA to add dispatchers as a separate line. One reason is that dispatchers don't file many reports. Either dispatchers don't file many reports because they never make mistakes or because they are never aware of safety problems. The ADF encourages you to file a NASA report whenever an error on your part could have negatively

impacted the safety of a flight or violated an FAR. also encourage every dispatcher to file reports of events and items that you are aware of that could degrade the safety of flight. When NASA and the FAA review the NASA reports they use that review to determine where to focus their attention to improve the safety of the system. Since this program began no person has ever had his or her anonymity violated. Your report may be the impetus that fixes a problem, your failure to file a report may mean someone else fails to learn from your knowledge with tragic results.



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MINIMIZING ENCOUNTERS WITH CLEAR AIR TURBULENCE

Steve Caisse

As we get into the winter months, one of the challenges facing the aircraft dispatcher is the detection and avoidance of turbulence. Excerpts for a FAA advisory circular on turbulence will prove useful to the dispatcher as a tool for evaluating turbulence risks and avoidance.

One of the principal areas where CAT is found is in the vicinity of the jetstream or jetstreams. A jetstream is a river of high altitude wind with a speed of 50 knots, or greater, following the planetary atmospheric wave pattern. There are, in fact, three jetstreams: the polar front jetstream, the subtropical jetstream, and the polar night jetstream. The polar front jetstream as its name implies, is associated with the polar front or the division between the cold polar and warm tropical air masses. The mean latitude of the jetstream core varies from 25° north 1 attitude during the winter months to 42° north latitude during the summer months.

- (1) The polar front jetstream is the center of the planetary wave pattern and as such meanders over a large portion of the hemisphere throughout the year, particularly during the winter months when it is most intense. Although the polar front jetstream varies in altitude, the core is most commonly found around 30,000 feet and it is generally best depicted on the 300 millibar constant pressure map.
- (2) The subtropical jetstream is a very persistent circumpolar jetstream found on the northern periphery of the tropical latitudes between 20° and 30° north latitude. It normally forms three waves around the globe with crests over the eastern coasts of Asia and North America and the Near East. Like the polar front jetstream, the subtropical jetstream is most active during the winter months and often intrudes well into the southeastern United States. It is generally higher than the polar front jetstream with the core between 35,000 and 45,000 feet.
- (3) The polar night jetstream is found in the stratosphere in the vicinity of the Arctic Circle during the winter months and does not have a significant affect on air travel over the United States and southern Canada.
- b. CAT associated with a jetstream is most commonly found in the vicinity of the tropopause and upper fronts. The tropopause is actually an upper front separating the troposphere from the stratosphere. Analyses of the tropopause are issued by the National Weather Service on a scheduled basis. In the absence of other information, the tropopause will generally have a

seldom found above the tropopause in the dry stratosphere, except in the summertime when occasionally large thunderstorms will poke through the tropopause and spread anvil clouds in the stratosphere. CAT is most frequently found on the poleward side of the jetstream (the left side facing downwind). It is additionally common in the vicinity of a jetstream maxima (an area of stronger winds that moves along the jetstream).

- c. There are several patterns of upper level winds that are associated with CAT. One of these is a deep, upper trough. The CAT is found most frequently at and just upwind of the base of the trough, particularly just downwind of an area of strong temperature advection. Another area of the trough in which to suspect CAT is along the centerline of a trough where there is a strong horizontal windshear between the northerly and southerly flows. CAT is also found in the back side of a trough in the vicinity of a wind maxima as the maxima passes through.
- d. One noteworthy generator of CAT is the confluence of two jetstreams. On occasion, the polar front jetstream will dip south and pass under the subtropical jetstream. The area of windshear between the two jetstreams in the area of confluence and immediately downstream is frequently turbulent.
- e. CAT is very difficult to predict accurately, due in part to the fact that CAT is spotty in both dimensions and time. Common dimensions of a turbulent area associated with a jetstream are on the order of 100 to 300 miles long, elongated in the direction of the wind, 50 to 100 miles wide, and 2,000 to 5,000 feet deep. These areas may persist from 30 minutes to a day. In spite of the difficulty forecasting CAT, there are rules that have been developed to indicate those areas where CAT formation is likely.
- f. The threshold windspeed in the jetstream for CAT is generally considered to be 110 knots. Windspeed in jetstreams can be much stronger than 110 knots and the probability of encountering CAT increases with the windspeed and the windshear it generates. It is not the windspeed itself that causes CAT; it is the wind shear or difference in windspeed from one point to another that causes the wave motion or overturning in the atmosphere that is turbulence to an aircraft. Windshear occurs in all directions, but for convenience it is measured along vertical and horizontal axes, thus becoming horizontal and vertical windshear. Moderate CAT is considered likely when the vertical windshear is 5 knots per 1,000 feet, or greater, and/or the horizontal windshear is 20 knots per 150 nautical miles, or greater. Severe CAT is considered likely when the vertical windshear is 6 knots per 1,000 feet and/or the horizontal windshear is 40 knots per 150 miles or greater.



Turbulence (continued from page 16)

g. Until practical airborne detectors are developed, pilots are urged to use the "Rules of Thumb to Assist in Avoiding or Minimizing Encounters With Clear Air Turbulence" contained in Appendix 1. The majority of these guidelines were developed initially by the International Civil Aviation Organization's (ICAO) Sixth Air

Navigation Conference of April/May 1969, but have been expanded based on recommendations from the Department of Defense, the National Transportation Safety Board, and the Federal Aviation Administration.

5. RECOMMENDATION.

All pilots and other personnel concerned with flight planning should carefully consider the hazards associated with flight through areas where pilot reports or aviation weather forecasts indicate the presence of CAT including mountain wave turbulence. The "Rules of Thumb" in Appendix 1 are intended to assist pilots in avoiding

potentially hazardous CAT during flight.

D.C. Beaudette Acting Director Flight Standards Service

APPENDIX I.

RULES OF THUMB TO ASSIST IN AVOIDING OR MINIMIZING ENCOUNTERS WITH CLEAR AIR TURBULENCE (CAT)

NOTE: The following "Rules of Thumb" apply primarily to the westerly jetstreams.

- Jetstreams stronger than 110 knots (at the core) are apt to have areas of significant turbulence near them in the sloping tropopause above the core, in the jetstream front below the core, and on the low pressure side of the core.
- Windshear and its accompanying CAT in jetstreams are more intense above and to the lee of mountain ranges. CAT should be anticipated whenever the flightpath traverses a strong jetstream in the vicinity of mountainous terrain.
- 3. Both vertical and horizontal windshear are, of course, greatly intensified in mountain wave conditions. Therefore, when the flightpath traverses a mountain wave type of flow, it is desirable to fly at turbulence penetration speed and avoid flight over areas where the terrain drops abruptly, even though there may be no lenticular clouds to identify the condition.
- 4. On charts for standard isobaric surfaces, such as 300 millibars, if 20 knot isotachs are spaced closer together than 150 nautical miles (2 1/2 degrees latitude), there is sufficient horizontal shear for

- CAT. This area is normally on the poleward (low pressure) side of the jetstream axis, but in unusual cases may occur on the equatorial side.
- 5. Turbulence is also related to vertical shear. From the tropopause height/vertical windshear chart, determine the vertical shear in knots per thousand feet. If it is greater than 5 knots per 1,000 feet, turbulence is likely.
- Curving jetstreams are more apt to have turbulent edges than straight ones, especially jetstreams which curve around a deep pressure trough.
- Wind shift areas associated with pressure troughs and ridges are frequently turbulent. The magnitude of the windshear is the important factor.
- 8. If jetstream turbulence is encountered with direct tailwinds or headwinds, a change of flight level or course should be initiated since these turbulent areas are elongated with the wind and are shallow and narrow.
- 9. If jetstream turbulence is encountered in a crosswind, it is not so important to change course or flight level since the rough areas are narrow across the wind.
- 10. If turbulence is encountered in an abrupt wind shift associated with a sharp pressure trough line, establish a course across the trough rather than parallel to it.
- 11. If turbulence is expected because of penetration of a sloping tropopause, watch the temperature gauge. The point of coldest temperature along the flightpath will be the tropopause penetration. Turbulence will be most pronounced in the temperature change zone on the stratospheric (upper) side of the sloping tropopause.
- 12. If possible, when crossing the jet, climb with a rising temperature and descend with a dropping temperature.
- 13. Weather satellite pictures are useful in identifying jetstreams associated with cirrus cloud bands. CAT is normally expected in the vicinity of jetstreams. Satellite imagery showing "wavelike" or "herringbone" cloud patterns are often associated with mountain wave turbulence. Pilots should avail themselves of briefings on satellite data whenever possible.

NOTE: In this country, civil forecasts of areas of CAT are made by the National Weather Service and disseminated as follows:

(1) in area forecasts every 8 hours (every 6 hours in Hawaii); (2) on high level significant weather facsimile charts available every 6 hours, and (3) on a nonscheduled basis as inflight advisories (SIGMETS). SIGMETS are issued when severe or extreme CAT is forecast or has been reported. This information is available to pilots through the enroute advisory service (flight watch), in SIGMET alerts broadcast on air route traffic control center frequencies, and over the hazardous inflight weather advisory service (HIWAS).



Freezing Drizzie

Dale Foster

The measuring parameter of drizzle has changed within the National Weather Service. Let's walk through it.

We start with the basic terms. In the Manual mode of Weather observations (pre-ASOS, pre-metar), the SAO (Surface Aviation Observations) or SA's, as we called them, had the following definition for precipitation:

Drizzle: Fairly uniform precipitation composed exclusively of fine drops (diameter less than 0.02 inches or 0.5mm) very close together.

Rain: Precipitation, either in the form of drops larger than 0.02 inches (0.5 MM), or smaller drops which, in contrast to drizzle, are widely separated.

Freezing Drizzle/Rain: Drizzle/Rain that freezes upon impact with the ground, or other exposed objects.

Then, with the installation of ASOS in 1990, the rules changed. ASOS cannot report drizzle (or freezing drizzle) automatically. Drizzle disappeared and rain is now precipitation that remains in the liquid stated upon impact with the ground or other exposed objects. The precipitation identification sensor (PI) only knows rain and snow.

In July 1996, we entered into an international agreement between the National Weather Service (NWS) and the World Meteorology Organization (WMO) to have a standard weather code. Prior to issuing this new code, the NWS filed 15 exemptions to the new metar code. One of the more important items to return in the new system was drizzle. But, due to tight software development schedules, the NWS was not able to implement the ability to enter light and heavy drizzle. The only way ASOS can report it is as moderate drizzle. The NWS states that the intensity will not be based on drop size, but rather by the extent to which it impacts visibility.

When you see an entry of drizzle or freezing drizzle in an ASOS report, it was because it was entered by an augmenter or weather observer. Provisions have been made to enter the correct intensity in the *remarks* of the weather observation. But most carriers are bound by the actual weather report and any entry in the remarks section of the weather report is *advisory only*. If you operate into an airport that does not have an augmentor, drizzle cannot be reported.

DRIZZLE RULE # 1 is: Light = visibility greater than $\frac{1}{2}$ SM, Moderate = visibility greater than $\frac{1}{2}$ SM, but less than $\frac{1}{2}$ SM, Heavy = visibility less than $\frac{1}{2}$ SM.

The catch is ASOS, through all these conditions, will report moderate drizzle. The operator is expected to figure out from the visibility, just how heavy the drizzle really is. This might work, except the ASOS can report "moderate" and the observation is greater than ½ SM. The visibility can then be reduced by fog to less than ½ SM and the drizzle would become heavy, with no real change in the actual level of drizzle falling.

DRIZZLE RULE #2 – If the temperature is 0 degrees C or lower, it is freezing, even if it remains in a liquid state when it strikes the ground or other objects. Since a report of moderate freezing drizzle can shut down some airline operations, the report of unverified moderate freezing drizzle can cause a disruption to an airport.

The NWS states it is the user's responsibility to ensure that the precipitation is freezing on contact with the ground or other objects.

The NWS notes that future product improvements include updating the ASOS software to allow the user to enter the proper intensity when augmenting for drizzle and freezing drizzle. The enhancement should be available in mid –1998.

ADF Web Site

(continued from page 8)

on line. Once this project is completed, officers of the Organization will have access to the full capabilities of our database. Adding new members can be accomplished by anyone with proper authorization. We expect to have this project completed in early 1998. Presently, project developers are in the final stages of fine-tuning the Microsoft Access tables that will host the database.

The ADF Internet Weather Briefing page has been modified to include more weather tools related to winter operations including new icing tools, a winter storm mosaic map. We have update some of the graphics there and added to our list of links on the page.

Content on the ADF web site changes often and our role of visitors is growing weekly. Visit the site often to view the latest changes. steve@valuweb.com



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Ms. Donna M. Corbett was a friend to ADF in the 1990's, providing interesting historical presentations to dispatchers over the years, such as here in 1998 during a presentation entitled,

"A Historical Perspective of the Dispatch Profession."

Corbett, an American historian, writer was also a Minnesota state official with airline cockpit access granted by the Federal Aviation Administration. Her resume also shows these accolades; Research Grantee Minnesota History Society, 1994, Harry S. Truman Library., 1997; recipient Heritage award International Association Airline Dispatcher Federations, Amsterdam, 2009.

In 2000, following a motion to recognize Donna's contributions to ADF and in appreciation of her ongoing support of the profession, Steve Caisse proposed a \$750.00 grant which was seconded and so moved.

President's Profile

BILL CRANOR



he journey through my aviation career has been along a winding path. I grew up with aviation with my father being first in the USAF and in fact, I was born at Luke AFB hospital (as was my sister). My father was an aircraft mechanic, inspector and avionics tech and my mother worked for a few years at United in cabin services. However, as I was growing up and first looking at careers in high school, my father discouraged me from the industry as he predicted serious challenges and changes ahead. Although he did not exactly understand the full impacts of deregulation nor its timing (5yrs early), he predicted the high pay and status of airline employment was at risk. So, after having knee surgery I became interested in medical careers and went to college to become a surgical technician and I assisted in surgery in Southern California specializing in cardio-vascular and thoracic procedures (open heart). I looked at becoming a doctor but after loosing my scholarship from wrestling due to another injury in my junior year so that wasn't going to happen.

My family was transferred from SoCal to Atlanta area with the Hughes Air West – Republic merger. I stayed in SoCal working at a hospital, but after visiting my family, I decided to move to Atlanta to be closer and it was so much cheaper to live!

A long story - but not done yet, the surgeon that I worked for was involved in a traffic accident and lost his ability to do surgery. Following his retirement, I went to work at a local hospital and because I worked a lot of emergency cases, I got to know the sheriff deputies stationed there. This led me to leave and join the sheriff's department. I did that for 8 years.

By now deregulation was in full swing. The first round of consolidation had occurred. I worked off-duty "security" during the PATCO strike and Eastern strikes. Of course, I decided to enter the stable and boring business of aviation. I went to get hired and finally got a job as a fleet service clerk at AAL. I relocated to LAS as a fueler (why not right?) and led to a fateful call regarding a fuel load on a B767 with a gruff and forceful person who I later found out was an aircraft dispatcher. I got to know this gentleman and his name, Joe Bertapelle. That is itself quite a story, but it led me to going to dispatch school

and becoming a dispatcher. I earned my dispatch certificate in 1989.

The best job and the greatest experience I had was at Kiwi International Air Lines where, as an "owner", I did every job from certifications and manuals, crew scheduling, dispatch, instructing, aircraft leasing and acceptance. I even helped mechanics and drove the crew shuttle van. I'll always remember my Kiwi Air Lines family — so many names, so many heart warming stories.

"I believe the dispatcher's role is still critical in providing for the safest operational environment for the flying public".

also was a dispatcher for AMR Services with contracts to FAR 129 carriers and numerous supplementals (most, I can't remember the names of). But there was Key Airlines, Business Express, Kiwi Airlines, Midwest Express, Skyway, JetBlue and more.

I worked for the ATA (now A4A) as one of the 4 original dispatchers who served as airline liaisons. I setup the position including policies, procedures and documentation. That function is still in operation at A4A. I also worked at IATA. I was responsible for North America and North Atlantic initiatives while I was there.

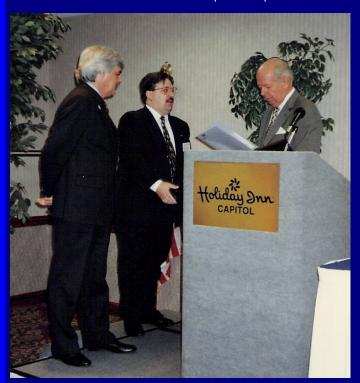
I "fell" into ATC/operations coordination for the airlines. I started this role at EWR with Kiwi and obviously at ATA and IATA. I have held airline dispatch standards, and ATC management positions at Kiwi, Midwest Express, Skyway, US Airways, Continental, JetBlue and United. I was an early member of CDM and held various industry leadership positions until my retirement.

I became involved with ADF in January 1991. Shortly after the kickoff meeting, Mark Monse was charged with the first membership drive. I was working the evening shift at Business Express. Mark had sent a package of info to my chief dispatcher, who put it by the "read & initial" file . For those who may not

BILL CRANOR

know, that was a notebook with bulletins and other communications that your were to read and initial your understanding as part of your shift turnover prep). I decided to go to an ADF meeting to see if I could become involved. The next meeting was in DFW and I was working. But the following meeting was at Alaska Airlines in SEA. I decided to go. I jumpseated on USAir connecting in PIT to SEA, but was diverted to PDX! I finally got to SEA on an early heads up display Cat 3A B727 in the cockpit – cool.

At ADF, I was quickly recruited to work with commuter and regional airlines. My first project was the rewrite of the legacy FAA order 8400 within the operational control section. This document has since been replaced by FAA order 8900. I was honored to be a part of ADF's efforts to drive FAR amendments in 1996 to extend FAR 121 dispatch requirements into



Giles O'Keeffe (I) and Bill Cranor (c) present information to Mr. David R. Hinson, Administrator of the FAA at a gathering in Washington, D.C.

previously FAR 135 operations (10 seats and above from 19 seats). Ultimately, this project, the "Single Level of Safety" initiative, was our biggest effort during my ADF experience. Shortly thereafter, following the American Eagle 4184 crash, ADF helped author the "supercooled large droplet avoidance/ exposure procedures" to help get the grounded ATRs flying again.

I was gratified to see Canada adopt FAR 121 dispatch standards, along with several other nations who enacted similar regulations. Also during my time at ADF, I saw complex supplemental operators being required to have a dispatch system (the walks and quacks like a duck evaluation), the advent of dispatch inspectors with actual dispatchers, automation particularly in flight planning and flight following, integration of ATC coordination in dispatch and the influence of dispatch into ATC (still work to be done). The accession of working dispatchers into the senior leadership (VP) role at airlines was rewarding to witness. Most of these changes were a direct result of ADF!

I have a great deal of respect for the ADF "old guard" who tackled those aforementioned issues. Some of the folks I worked closely with were Mike Nadon, Bill Leber, Mark Monse, Jim Little, Norm Joseph, Steve Horton, Al Krauter, Leo Hollis, Steve Caisse, Carla Beck, Giles O'Keefe and Miro Lehky. Within our government, Kathy Hakala of FAA deserves mention. She kept Mike Nadon and I from becoming discouraged when it was looking grim during the rule change process. She helped us navigate the bureaucracy.

I believe the dispatcher's role is still critical in providing for the safest operational environment for the flying public. I also believe the numerous examples and lessons learned will translate into the future with unmanned aircraft and space operations. I think the 3-legged stool is as relevant and important today as it was in the 1930's. If future generations are motivated to serve the profession, ADF can continue to be the voice and the standard bearer for operational control safety and professionalism!



CLASSIC QUOTE

"Dispatchers are at the center of almost every operational decision made at an airline. Although pilots may be "the LAST line of defense" in ensuring a flight's safety, you are undoubtedly the "FRONT line."

Mr. Jim Hall - Chairman of the National Transportation Safety Board

GOVERNMENT:

What did ADF accomplish in 1998?

The 1998 ADF Symposium "Airline Operational Control Decision Making" was attended by more than 160 professionals. Ms. Margaret Gilligan, Deputy Administrator – Regulation and Certification, Mr. Jim Hall, Chairman of the NTSB, and Congressman James Oberstar spoke about the value of the dispatchers to the industry. They are solid supporters of the profession and appreciate the assistance received by ADF in safety and regulatory matters as related to the dispatch profession.

NTSB Chairman Hall meets with ADF - ADF's officers met with NTSB Chairman, James Hall in October. Among issues raised by the chairperson were the following quotes from his prepared remarks.

"With the advent of Free Flight, the dispatcher's role will become even more critical. It is widely assumed that Free Flight will require more diligence by pilots and air traffic controllers, but the role of dispatchers will be equally important, especially in the flight's planning stages. It may very well take dispatchers to re-educate pilots on why direct, Free Flight at higher altitudes may not always be the best course of action."

"Dispatchers are at the center of almost every operational decision made at an airline. Although pilots may be "the LAST line of defense" in ensuring a flight's safety, you are undoubtedly the "FRONT line."

"The traveling public relies on your professionalism for the safety of their trips, even if they don't realize it. They benefit from your fidelity to the dispatcher's creed, which promises that you will never approve the operation of a flight that in your considered opinion is hazardous."

"The NTSB will continue to examine the role of aircraft dispatchers in our accident investigations, and, in that regard, we have beefed up our expertise in this area. Within the last year, the Safety Board has hired an investigator with an FAA aircraft dispatching certificate who was active in his airline's dispatch operation and was an instructor teaching dispatch programs, both initial and recurrent, for several air carriers and for corporate flight departments".

"As the FAA implements its 'Single Level of Safety', it is imperative that the airlines and the FAA do not loosen their certification standards for new aircraft dispatchers in order to facilitate this major change in the industry"

The NTSB is aware of the dispatcher's roles and responsibilities in aviation safety.



Congressman James Oberstar meets with ADF - ADF has long enjoyed a close relationship with Minnesota Congressman James Oberstar thanks to ADF's members at Northwest Airlines in Minneapolis. The Congressperson is Former Chairman of several Subcommittees on Aviation and now is the ranking minority member on the Congressional Transportation and Infrastructure Committee. He spoke to the membership in October and sounded a familiar theme at ADF's meeting with him and his staff on October 6, 1998. His comments centered on the FAA's Single Level of Safety Program and how the regulations of that policy have not been extended to supplemental and cargo carriers. In addition, he talked at length about the Swissair accident and the fact U.S. passengers ended up on a Swissair aircraft which was not operated under a dispatch system, nor many other aspects of FAR 121. He stated that he intends to bring legislation to the floor of Congress in 1999 which would require all code-share partners of US airlines to conform to the standards of FAR Part 121 and the single level of safety.

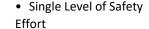
FAA Flight Standards Team Panel Discussion at ADF Symposium - ADF views one of its roles to be that of arbitrator in examining issues of concern or interest to the dispatch profession. At the 1998 Symposium, we focused our attention on the alternate requirements of FAR 121.619. FAR 121.619, commonly known as the 1-2-3 rule, allows dispatch to a destination without an alternate if the forecasted destination weather will be at a ceiling of 2000 feet or greater and visibility of 3 miles or greater for one hour before to one hour after the estimated time of arrival. In the era of CAT III approaches, ADF wondered if this rule as it is presently written is realistic. In the CAT III world, do we need a 2000 feet ceiling before we don't need an alternate when our aircraft can auto-land with a ceiling of zero and a RVR of 300 feet? ADF invited a distinguished panel of FAA officials from Weather, Flight Safety and Flight Standards to debate this issue. The outcome and conclusions of these discussions can be summarized in a few words. There was a unanimous consent that FAR 121.619 needs to be examined for its currency given today's level of technology.

Others speaking at the ADF symposium included those professionals from NASA, ALPA, OSU, KSU, OU, FAA, ATCSCC, Vice President Delta Air Lines and a CDM Panel Discussion.

ADF Meeting with Jane Garvey in Washington - This fall, ADF was honored by an audience with Ms. Garvey and sent a delegation of ADF officers to meet with her at FAA Headquarters in September. ADF was given the opportunity to brief the Administrator on issues of importance to our organization. In that context, we discussed the following topics with her.

Legislative Interactions

- ADF Officers Meet with FAA Administrator
- On September 17, 1998, a delegation of ADF officers met with Jane Garvey, the Administrator of the Federal Aviation Administration for a 45 minute "get aquatinted" session. Given the demands on Ms. Garvey's schedule and the vast numbers of requests her office receives for meetings, ADF was most pleased to receive this audience with the Nation's top aviation official.
- Representing the organization at the meeting were: Steve Caisse- ADF President (Delta)
 Jim Creighton- ADF Executive V P (TWA)
 Carla Beck- ADF Dir. of Administration (SWA)
 Giles O'Keeffe- ADF Dir of Safety (NWA)
 Mike Nadon- ADF Director of Technology



 ADF would like to see the existing regulations covering operational control expanded to include supplemental and cargo airlines. The Single Level of Safety does not current extend across the industry.



1998



- Regional Dispatch Resource (RDR) discussion & overview.
- ADF discussed the importance of high-level FAA support for the program that provides oversight of the dispatch profession. Currently the FAA has comprehensive oversight procedures in place for pilots, flight attendants, mechanics, and air traffic controllers, but the agency's oversight of dispatch is weak, inconsistent, and misdirected. We encouraged the FAA to establish the same level of oversight for dispatch as currently exists in other operational areas. This will benefit the entire profession and industry as it will ensure a consistent level of performance among dispatchers and hopefully raise the standard of excellent to which dispatchers should aspire.
- The AWINS project, aviation weather information availability in the cockpit.
- ADF strongly supports the placement of graphical weather display tools in the cockpit but wants to ensure that the dispatcher also has access to this same information and retains his regulatory role of weather information dissemination to flight crews.

ADF has placed position papers on the Garvey talking points on our web site. If you would like more detail regarding ADF's position on any of these topics, you can find them in the library section on-line.

ADF Meeting with Peggy Gilligan - FAA **Deputy Associate** Administrator for Regulation and Certification. Mrs. Gillian is second in command at FAA-AVR and her responsibilities include certification, regulation and inspection of dispatchers. She was supportive of our initiatives to improve oversight of dispatchers and pledged to work with us on improving the job the FAA does in this area.

Legislative Interactions

- Many Of ADF's Leaders Believed That Unless An Inspector Had Served As A Dispatcher, The Inspector Could Not Adequately Oversee The Dispatch Profession.
- The Leadership Of ADF Was Concerned That The Dispatch Profession Was Not Appropriately Understood Or Acknowledged At Higher Levels Within The FAA.





MEMORABLE MOMENT

November-December 1998

ADF Dispatcher Featured on CNN -

The dispatch profession was profiled in several CNN Travel Guide features airing throughout the fall of 1998 in front of CNN's worldwide audience of over several million viewers. These segments were aired several times daily and seen worldwide on CNN, CNN Headline News, The CNN Airport Network, CNN Classroom, CNN International and CNN Latin America. Delta Flight Superintendent Steve Caisse was interviewed in this program and shown at work in Delta Flight Control in Atlanta. ADF member Al Hernandez, also a Delta dispatcher was instrumental in obtaining this widespread exposure for ADF by introducing ADF to his daughter, a CNN correspondent.

ADF Meeting with Senator John McCain's Staff - In September we were invited to meet with the Senator and his staff in Washington. While there, we spent more than an hour with senior staff member Michael Reynolds, Council for the Senate Aviation Subcommittee answering the Senator's questions and discussing issues of concern. The Senator's strongest interest focused on a familiar theme we have been hearing in Washington, the level of safety of the code share partners of U.S. airlines. The Senator intends to bring

legislation to the floor in 1999 requiring additional regulations on code share partners. In brief, he wants any passenger boarding a U.S. carrier to enjoy the same level of safety and protection throughout their travel experience which means extending FAR Part 121 type operational requirements to any airline with which a U.S. airline partners.

ED 21 22 23

ADF attended the Aircraft Turbulence Accident Prevention Conference -

ADF Celebrates 60th Anniversary of the Profession.

Regional Dispatch Resource Meetings- ADF participated at a meeting conducted at FAA Headquarters in Washington concerning several issues of importance to the dispatch profession including fuel calculation requirements for Part 121 operations.

FAA Administrator Jane Garvey at RTCA – ADF attended the RTCA's Yearly Symposium in September. FAA Administrator Jane Garvey's keynote speech at this event focused on one thing and one thing only - Free Flight Phase 1. She repeatedly emphasized the need to follow the existing Free Flight Steering Committee Action Plan in her remarks.

ADF Continues to hold a seat on the RTCA Free Flight Steering Committee. Ms. Garvey has stated that in "Free Flight Phase 1, operational capability is more important than chasing technology", stating that "We already have the technology we need in the plan. It will do the job that needs to be done. To meet our 2002 deadline, we must stick to this plan. Too much depends on the success of Free Flight Phase 1. We must resist the temptation to change the plan. Free Flight Phase 1 provides the incremental steps that are the building blocks to lead us to National Airspace System modernization".

ADF continues to support the Collaborative Decision Making (CDM) efforts. CDM is a part of Free Flight Phase One. CDM is the first step the dispatcher comes into play in Free Flight. This group is defining ways to provide dispatchers, controllers & pilots with more timely information on wind shear, turbulence, field conditions, braking action reports, ground delays & other data that can adversely affect the safety and efficiency of flight and airline operations.

1998



ADF participated at the Third Global Analysis & Information Network meeting in Long Beach, Calif., in October. There, Ms. Garvey stated that she will issue a policy by the end of the year directing agency inspectors not to penalize airlines and individuals based on data retrieved from aircraft quick-access recorders under Flight Operations Quality Assurance (FOQA) programs.

AW&ST Senior Editor Jim McKenna meets with ADF - ADF met with Aviation Week and Space Technology's Senior Safety Editor, Jim McKenna at his Washington office in late September. As a result, in the short term, articles have recently appeared in AW&ST referencing the dispatch profession. Additionally, several larger projects were discussed whereby Mr. McKenna indicated he would like to do feature articles on operational control and the dispatch profession. It was agreed that shortly after the first of the year, work would begin on the first of these articles.

Embry-Riddle Aviation Research Advisory Council Meeting- ADF holds a seat on the Embry-Riddle Aviation Research Advisory Council. This is a group of industry professionals who meet at ERAU twice a year to review the University's curriculum and ongoing significant projects for the purpose of advising the university on proper direction of student programs.

IFALDA Latin America Meeting-The dispatchers of Latin America met in Montevideo in December. At that meeting, the government of Uruguay officially recognized that their aviation regulations would be updated to conform to the Single Level of Safety of FAR Part 119 and Part 121. A number of very high-level government officials spoke with ADF there inquiring how the Latinos could improve the effectiveness of dispatch in South America.

The dispatch profession was featured in an article appearing in the October issue of the Smithsonian Magazine called "The Dominoes Are Falling." This article alone placed our profession's story in front of over seven million readers.

Dispatch Featured on CNN - The dispatch profession has been featured in several CNN Travel Guide features airing throughout the fall to CNN's worldwide audience of over several million viewers. These segments were aired several times daily and seen worldwide on CNN, CNN Headline News, The CNN Airport Network, CNN Classroom, CNN International and CNN Latin America.

ADF continues to work with NASA & Georgia Tech on "Technical Research in Advanced Air Transportation Concepts & Technologies." In the changing Air Traffic environment and the development of the New National Air Space, dispatchers are having say in what technology is going to be necessary. By participating in these studies with NASA, the future role of the Aircraft Dispatcher is being written today.

The ADF Web Site Receives over three million hits in 1998 – www.dispatcher.org provides dispatchers with a convenient source of concise weather information covering the meteorological phenomena of most relevance to the dispatch function. Data concerning weather hazards such as thunderstorms, turbulence, icing, low ceilings, reduced visibility makes up the majority of the site's content.

Aviation Rulemaking Advisory Committee (ARAC): ADF became a full member of ARAC in 1994. ARAC ultimately will be the primary source of the FAA's Rulemaking program. This allows representation of the professional interests of Dispatchers nationwide. Below is a list of just four ARAC working groups ADF participates in:

ADF joined RTCA (Requirements & Technical Concepts for Aviation), a Federal Advisory Committee, which makes recommendations to the FAA. These recommendations often translate into FAA policy or regulations.

5







Celebrating The Dispatch Profession's 60 Year Anniversary "1938-1998"

ADF Press Release 98-08 Saturday, November 07, 1998

FAA Oversight of Aircraft Dispatchers

- FAA uses qualified pilots to inspect pilots, qualified controllers to inspect controllers, and qualified maintenance personnel to inspect maintenance. No intelligent person would put forth the argument that a mechanic would be the best pilot inspector, or a pilot the best controller inspector. Yet, FAA has few, if any, qualified dispatch inspectors available to exercise oversight in the most central part of airline operational control, the dispatch office.
- This is a situation that should be corrected immediately. FAA needs
 to establish principal dispatch inspector positions in each region of
 the country, and should consider establishing an Associate
 Administrator position dedicated to dispatch and operational
 control.

COMMUNICATIONS:

ADF added easy links for dispatchers to access NASA information on the ASRS program available on the World Wide Web to the ADF web site. ADF weighed in on the proposed Passenger Bill of Rights legislation stating: "While the ADF believes very strongly in the flying public's right to arrive at their intended destination on time, we are tenacious in our affirmations that safety must come first above all else. "ADF believes that any pressure placed upon the aircraft dispatcher and the pilot in command to operate or expedite a flight that otherwise should be delayed, diverted, or cancelled in the interest of safety is a dangerous precedent."

ADF continued to leverage emerging relationships with various media outlets and achieved Dispatch Exposure in the Media, achieving beneficial exposure with the following media outlets: Aviation Week and Space Technology, Delta Employees Magazine, the Seattle Times, NBC television, Smithsonian Magazine, Inside FAA Newsletter, CNN, and the Weather Channel

REGULATORY:

ADF sought a revision to FAR 121.395B to include a prohibition against interference with Dispatchers.

ADF renewed its call for an "alternate minimums" review by the FAA.

ADF Participated in various Aviation Rulemaking Advisory Committee meetings throughout the year, represented by ADF's Norm Joseph.

ADF worked with ALPA in soliciting support for the continued allowance of Dispatchers in Cockpit Jumpseats.





NEWSLETTERS

MEETING MINUTES

PRESS RELEASES

The January Board Meeting will be held in the Delta Airlines Conference room beginning at 1030am. On Jan. 18th, 1998. (1) The primary focus will be discussion of letter to Jane Garvey and meeting/entourage set up. (2) ATL meeting set up. (3) Additionally, symposium issues will be discussed. The remainder of the items will be discussed as time permits. Items not discussed/resolved will be pushed to the board meeting in ATL.

Agenda For January Board Meeting

- 1. Letter to Jane Garvey regarding scope and purpose of the Aircraft Dispatcher. (Cranor)
 - a. What to include.
 - b. Who will be responsible for draft and approval.
 - c. Completion date.
- 2. Symposium Issues. (Leber)
 - a. When/Where
 - b. Leader
 - c. Primary Focus
 - d. Guest List
 - e. Completion Date.
 - f. Funding
- 3. Membership Issues. (Beck, Elder, Konstas)
 - a. Discuss geographic splitting.
 - b. Discuss increased roles for airline representative.
 - c. Discuss other funding issues, unions, companies (sponsors), schools, students.
 - d. Solicitation of volunteers and resources needed for effective management of.
 - e. Membership Designated Communicators for inquires, billing.
 - Responsible leader and due date.



- 4. Intra-ADF Communications. (Caisse)
 - a. NetMeeting
 - b. Conference calling
 - c. Responsible leader and due date.
 - d. Newsletter, is it possible to distribute electronically.
 - e. Membership exploder.
 - f. Thank you letter written by Bill and sent to individual airlines to be posted.
- 5. Website inclusions Databases. (Caisse, Nadon)
 - Caise/Nadon thoughts on published minutes/newsletter/symposium pictures.
 - b. Authorized Access, who is the database guru and who(m) responsible for input, get Carla's database working, labeling, button push billing/mailing, who?
 - c. Scanning documents for web, Mike/Andy
 - d. Responsible leader and due date.
- 6. Dispatch History (Nadon)
 - a. Scope
 - b. Purpose
 - c. Solicitation of volunteers
 - d. Responsible leader and due date.
- 7. Other.
 - a. The Letter.
 - b. Review Director Duties.
 - c. Feb Meeting Agenda.



Carla Beck welcomes Congressman Oberstar to an ADF event in 1998

1998



- d. Letter to Regionals regarding ADF as representative and plea for new members. (Nadon)
- e. Discussion of scope of our goals for next couple of years.
- f. Grant money, to grant or not?
- g. Reduction in administration costs. (Open Forum)
- h. Weather booklet (Nadon)
- i. Update from Safety committee meeting in DC.
- j. IFALDA membership cards, representation (Director), article for every newsletter.
- k. 8400.10 review status.
- 1. Relationship with CAPA
- m. MEL at pushback.
- n. Significant change to route of flight.
- o. Freeflight Steering Committee Representation.
- p. What was decided on Wateska tapes.
- Financial issues.

Expected attendees.

ADF Board.

Others are welcome as well.

Those who have responded.

Mike Nadon (y), Carla Beck(y), Giles O' Keeffe(?), Bill Leber(?), Norm Josephs(y), Rick Ketchersid(y), Andy Konstas (y), Bill Cranor(y), Steve Caisse(y), Gary Christensen (y). Who else is coming?

- ATA - Comm Meeting - Scott - TAPE TO Jin Garden





Delta's PAFCA membership hosted the first ADF business meeting of 1998 at their world headquarters in Atlanta, Georgia. Shown above is "ship 102", The Spirit of Delta.



Current efforts.

NCARC

Pushed ASOS is dangerous

Need knowledgeable dispatch inspectors Real Time access to safety related data

CDM

ADF Paid for Carla to attend and do minutes etc.

Nadon has been rep.

AWWN

NASA AVWIN Nov. 17

RDR

8400.10 (due Nov. 11)

Norm is RDR Rep.

WX Booklet

ICING Done

LLWS Almost complete

TRW TBD

Free Fight Steering Cmte.

ADF has a seat.

IFALDA

Porter no longer Prez.

EUFALDA not collecting IFALDA dues

Membership

Carla and Paula have a system for WEB requests

Re-up package should be sent by november 30 w/newsletter

Need to get TWU to help PAFCA w/expenses for Caisse

Financial Report

New Board

Suggested issues

Grants and other funding

Division of responsibilities

Create a new director list.

Differing compliance standards for new vs. old carriers

Flight 2000

WX in the cockpit that DD does not have

AV WX via digital link to cockpit govt. Will pay for?

NBAA dispatcher training class?

MEMBERSHIP

Newsletter

Who does it?

Rich Wateska and the ADF tapes and other high crimes and misdemeanors

Database on the WEB of members etc. for officers to access

ADF's focus agenda for 1998.



ADF Press Release 98-08

Saturday, November 07, 1998

FAA Oversight of Aircraft Dispatchers

The safest form of air transportation in the world is that which is conducted under FAR Part 121. One of the things that makes this system the safest is the concept and practice of 'joint responsibility' between the pilot in command and the aircraft dispatcher. These two individuals, combined with the air traffic controller, form a three-legged stool we refer to as the safety PAD (Pilot, Air traffic controller, Dispatcher) that cannot be surpassed. The three have to remain in constant communication and in constant agreement. As long as the system supports and maintains that three-legged stool, the accident rate will continue to drop.

FAA is charged with the responsibility for inspection and oversight of all three components of this safety PAD. Additionally, FAA inspects the technical components of air carrier operations, including maintenance records and mechanics themselves. FAA uses qualified pilots to inspect pilots, qualified controllers to inspect controllers, and qualified maintenance personnel to inspect maintenance. No intelligent person would put forth the argument that a mechanic would be the best pilot inspector, or a pilot the best controller inspector. Yet, FAA has few, if any, qualified dispatch inspectors available to exercise oversight in the most central part of airline operational control, the dispatch office.

This is a situation that should be corrected immediately. FAA needs to establish principal dispatch inspector positions in each region of the country and should consider establishing an Associate Administrator position dedicated to dispatch and operational control. While an air carrier inspector involved in line operations can only ride one cockpit jumpseat at a time, a fully qualified dispatch inspector, in an eight-hour period, could oversee in excess of one third of an air carrier's entire operation from that airline's operational control center. While we congratulate the FAA on its recent decision to double the number of cabin safety inspectors, we feel it would be much more worthwhile to concentrate on dispatch inspection. The "go/no-go" decision making process is intended to prevent the type of emergency work that flight attendants are required to perform during and after an accident. While fully qualified flight attendants do save lives in the event of an accident, a fully qualified dispatch office will prevent those accidents from occurring. In terms of value for money spent, dispatch inspection obviously tops the list in aviation safety.

ADF - The AIRLINE DISPATCHERS FEDERATION 700 13TH Street NW Suite 950 Washington, D.C. 20005 www.dispatcher.org 800-OPN-CNTL



Airline Dispatchers Federation

ADF NEWS



Volume 8. Number 1

Member of IFALDA

March, 1998

Collaborative Routing

Mike Nadon

The Collaborative Decision Making group is making progress on two other areas of interest to working dispatchers. Every dispatcher has had a well planned route and operational plan turn sour when ATC rerouted their flight for reasons that were unknown to them. Many dispatchers have reported that when ATC was queried about the change they were told the captain requested the route, but when asked the captain said "ATC changed my route". As weather and traffic patterns change it is quite often necessary for ATC to modify the route of some flights to insure separation and keep the workload on individual controllers manageable. We are all aware that at times this can create situations where the dispatcher's workload becomes unmanageable and the safety of flight can be compromised.

The FAA ATC representatives are working with the air carriers, academia, ADF and others to create a better system for managing route selection and change in the system. While the devil is still in the details the broad objective is that ATC will identify and publish the constraints in the airspace to the users. The users will plan and execute their flight operations within those constraints. This is the broad view of how CDM Ground Delay improvements were achieved.

Like the ground delay enhancements the first step is to create the ability for the users and ATC to view a common picture of the state of the air space. Currently, it is not uncommon for the folks in ATC to have a picture of the weather that is different from what the air carriers see. Once the ability to share a common view is created procedures and policies need to be adopted that allow the users and ATC to collaborate on

solutions. This collaboration will at first be through telephone conferences and shared information. The goal is to ultimately create computer systems and data communications that will allow ATC and users to focus on special cases while the majority of the problems are negotiated through appropriate computer systems and interfaces. In creating this system the ADF continues to insure that the individual captain and dispatcher pair for any flight retains the responsibility for the safe operation of the flight and the ability to meet that responsibility.

The second area of progress is providing dispatchers, captains, and controllers with more accurate and timely information to insure the safety of flight. The AOC-net(s), which currently transmits ground delay information between ATC and dispatch offices, has been designed to allow other information to be exchanged. RVR information, LLWAS alerts, new convective forecasts, turbulence forecasts, Local NOTAMS, and many other items of concern to dispatchers are candidates for transmission over the AOCnet(s).

The CDM working group on NAS Status Information and Data Integration are currently working to make these possibilities a reality. A current list of the data items being considered for transmission over AOCnet to dispatch offices and ATC is on the ADF web site. See the CDM website for more information at http://www.metsci.com/faa/FAA.html.

ADF News is a publication of the Ahrline Dispatchers Federation 700 Thirteenth St. NW Suite 950 Washington DC 20005 (202) 434-8919 FAX (202) 434-4599 On the WEB at WWW.DISPATCHER.ORG





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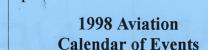
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April 24 & 26 ARSA Symposium Washington DC

April 27 - 30 IFALDA Annual General Meeting Reykjavik

May 17-18 33rd ADF Business Meeting, Dallas, TX

August 34th ADF Business Meeting - TBA

October 5 35th Business Meeting & Reception Washington D.C.

October 6-7 ADF Symposium Washington DC

(ADF will only attend those meetings that effect the dispatch profession)



Did you forget us? Please Don't

To continue to receive your

copy of the ADF Newsletter.

please remember to submit

your 1998 dues

by the May ADF Meeting.

We thank you for your

continued support!



Successful Beginning for FAA/Industry Partnership: Collaborative Decision Making Enters Prototype Operations

Mike Nadon

ADF Volunteers Say Hard Work is Well Worth It

Washington, DC, February 16, 1998 - Several Airline Dispatcher Federation members were searching the skies for dark clouds last month. Bad weather was necessary for the FAA/industry program known as Collaborative Decision Making to begin prototype operations. CDM started testing collaborative air traffic management technologies at Newark and San Francisco airports on January 20th in hopes of improving air traffic flow during severe weather. These technologies allow accurate and rapid information exchange, increasing the ability of air traffic managers to make informed traffic flow decisions.

CDM participants, including the FAA, several major airlines and members of the aviation industry, have spent a significant amount of time and money to ensure the success of their endeavors. "The ADF has a personal stake in the success of CDM because many of us have been involved since CDM's beginning several years ago," ADF President Bill Cranor said. "We're extremely happy with the success of prototype operations in reducing delays and cancellations." While the prototype operations have been successful, as expected procedures and other issues are still being resolved before the CDM ground delay enhancements are extended to more airports.

In fact, the CDM technology has been so successful that the group plans to add La Guardia as a test airport within the week. Preliminary reports from several airline participants show significant time and cost savings associated with the CDM technology and procedures. The improved information exchange allowed one airline to avoid unnecessary flight cancellations, saving their operations a reported \$1 million in a single day.

Previous traffic management decisions were based on Official Airline Guide data, rather than dynamic schedule information provided by the users of the National Airspace System. This created an obstacle for effective decision making when adverse conditions caused flight schedules to change quickly. CDM co-chair Jim Wetherly says the program addressed that issue with "new software and an improved communications link which gives an accurate picture of activity and allows users to effectively interact with Air Traffic Control's systems, so we're really looking at what's best for everyone."

CDM prototype operations focus on the group's first major thrust, Ground Delay Program Enhancements. Program manager Mike Wambsganss, of Metron, Inc. says the amount of unnecessary delay programs imposed by Air Traffic Control are reduced simply because of the improved information. "Previous test exercises reduced delays by 10 to 40% and so far we seem to be performing within that range." Airlines and Air Traffic Control Systems Command Center are able to exchange current data almost immediately via the AOCnet, an intranet designed by the CDM members. Traffic management decisions are then based on Flight Schedule Monitor, software which displays AOCnet data and analyzes the effects of different air traffic scenarios.

Kevin Kollmann, CDM co-chair, believes the results will only improve. "The safety and economic benefits increase as more airlines participate. The ADF has been instrumental in advocating air carrier participation in CDM." CDM members are also looking to the future. ADF volunteers are focusing on possible safety needs which can be met through improved data exchange over the AOCnet. Full-scale development of CDM is expected later this year.

About CDM: The Collaborative Decision Making program is a joint effort between the FAA, airlines, industry and academia to develop collaborative air traffic technologies which enhance decision making and benefit

(Continued on page 4)



(Continued from page 3)

everyone in the National Airspace System. CDM is now the working group associated with RTCA Special Committee 191-Collaborative ATM. The major thrust of the program has been Ground Delay Program Enhancements. In 1998 CDM will also explore increased use of the AOCnet to distribute safety-related information and ways to for airlines and ATCSCC to collaboratively plan flight routes.

About ADF: If your carrier is not currently involved in CDM contact any ADF officer, they will put you in contact with the right people to help your airline get involved.

Radar Summary Charts: A Good Tool with a

Problem?

The NWS advises the information on the NWS Radar Summary Chart is a good

product when the filters are working.

However, the filters are at times out of service sometimes for a week at a time. When this occurs, ground clutter, AP, false echoes, etc will be displayed on the map as precipitation, thunderstorms, and other weather phenomena.

This has been a re-occurring problem for several months. The NWS requested additional manpower to verify the map before transmitting it, since the map is transmitted without human intervention. This position was turned down.

It has been recommended to the airlines to verify the maps with an actual radar picture to determine the accuracy of the information.

ADF SYMPOSIUM <u>Airline Operational Control</u> <u>Decision-Making</u> Washington, D.C.

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Additional information is coming soon. Watch for updates on the ADF Web site at www.dispatcher.org or contact us at 800-OPN-CNTL.

We look forward to seeing you there!

-4



FANG

Steve Horton

No, FANG is not the nickname of a famous comedienne's husband. FANG for us is: Flight Management System (F), Air Traffic Management (A), Next Generation (NG). Maybe the acronym is not all that special, but the program is sound, and promises to reap valuable returns from our participation.

Two years before the RTCA Task Force III free flight initiative, the industry and FAA participants in the FANG program were already looking at ways to better utilize the on board flight management systems to enable more economical aircraft movement. In order to accomplish this, it was obvious that good communications between the aircraft, air traffic management (ATM), and the airline operational control center (AOC) would be crucial.

The goals of the FANG program are:

- Allow ATM services to be more responsive to airspace user needs Improve capabilities of air and groundbased automation to increase safety, and efficiency;
- Facilitate collaborative decision making by allowing air and ground-based automation to share common database information;
- Increase throughput of terminal areas by reducing spacing buffers maintained beyond required separation minima due to the shortcomings of current navigation and communication capabilities;
- Promote updated flight standards and procedures to take advantage of new capabilities.

Planned or completed accomplishments:

- 1. Produced FANG Operational Concept document to establish the requirements
- 2. Produced FMS Overview Document to show performance capabilities
- Produced AOC Overview Document to explain typical flight operations management and roll of dispatchers
- Developed short final approach procedures for required navigation performance-capable (RNP) aircraft
- 5.Conduct flight trials to examine the operational and economic benefits of allowing the use of three-dimensional user preferred trajectories(3 D UPT)

- Validation of data link services through modeling, simulation and cost benefit analyses
- 7.Development of the required functional capabilities for an integrated FMS-ATM-AOC system

Number five on our list is the next big step for FANG. On March 10, 3D UPT field trials are scheduled to begin. Selected long range flights will be allowed to file user-preferred routes and altitudes, and pilots will be allowed (consistent with separation safety) to fly altitudes selected by the FMS. Data collected by these trials will then be compared with historical data provided by the airlines. It is expected that the results of these tests will validate some of the time/fuel burn claims of the free-flight initiative. This is an important part of the FANG program. We will keep you updated as results become available.

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DISPATCH INSTRUCTOR MEETING

Tim Antolovic

When a Dispatch Instructor has a question who is the appropriate party to ask? On some occasions the answer may be their counterpart at another airline. This person may be a subject matter expert or may have significant experience in dealing with the FAA on this issue. As Dispatch Instructors we need to have detailed information on an infinite number of subjects. Those who are instructors know that being a subject matter expert on all the issues confronting Dispatchers is impossible. Instructors tend to have key contacts, both within their company and externally, that can be relied on for accurate information.

I know personally that I tend to call on several of my counterparts at other airlines, but did not know who the instructors were at most airlines across the country. An instructor list was established that provides names, places, telephone, fax and email address's for instructors at twenty-three airlines. Going one step further an industry training meeting was held at Dallas.

The intent was to meet our counterparts and share a dialogue on common training issues. The meeting was held November 5, 1997 and was well attended.

Al Krauter, Northwest Airlines, gave an in depth report on Dispatch Resource Management (DRM) training. Northwest has one of the industries best programs and Al's lecture provoked many questions. John Uhl of United Parcel Service gave an overview of the operational problems and solutions to operating during night hours. I provided information on an program called Aviation Safety Action Partnership (ASAP). This is an in house safety reporting program. Each report is reviewed by an Event Review Team (ERT) comprised of management, a union representation and the FAA.

(continued on page 12)

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See you there!

The Airline Dispatchers Federation would like to express our *thanks* to



"The Weather Channel"

for a most informative and interesting tour during our meeting in Atlanta.



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From the desk of the President

The 60th Anniversary of the Aircraft Dispatcher William Cranor

In 1938, the Congress of the United States passed the Civil Aeronautics Act. This legislation laid down strict regulations to ensure that all air carriers operated in as safe a manner as possible. The establishing of this act created an operational control structure consisting of a system of checks and balances which, when complied with, produced the highest level of safety possible for commercial airline operations. One result of this regulatory action was the creation of a new Airman Certificate. The Aircraft Dispatcher was created.

The profession of Flight Dispatcher initially resembled an Air Traffic Controller until 1958, but has evolved with the many changes to aviation. The regulations have been modified, amended, consolidated, clarified, and re-coded, but the concept of shared responsibility between the pilot and the dispatcher for safety has remained. With each aviation group that was formed, the professionals put "joint responsibility" under a microscope to re-validate a need for it. It took strong individuals like you to fight for the highest possible level of air safety and to demonstrate that a dispatcher can and does make a difference in air safety.

As we approach the 60th Anniversary of the Aircraft Dispatcher, we feel it is imperative to capture the early days and to gather the history of our profession. What effect did a several wars, aircraft accidents and "new" safety organizations such as the CAB, ATA and NTSB have on the profession? What could you expect in a typical or bad day? (& how did you accomplish it without computers?) How much has it changed? I encourage you to contribute pictures, articles, or tape recordings for the ADF Newsletter and the ADF web site.

Please forward them to:

ADF/ Dispatch History 700 13th St. NW Suite #950 Washington D.C. 20005 www.dispatcher.org 1-800-OPN-CNTL ADF Membership Services 71663,677@compuserve.com

With your help, we hope to have something available to display at the ADF Symposium. We look forward to hearing from you and we appreciate your assistance in this important project.

Thank you for your contributions to the profession.



ADF Web Site Evolution Continues.

Steve Caisse

The ADF web site (http://www.dispatcher.org) continues to play an important role in the organization's efforts to provide helpful information to our membership. In recent months a number of new features have been added to the site to enhance its usefulness to our membership. Heading up the list of additions is the sites new Membership Survey Section. Every couple of months, a scenario will be presented on the site with four possible resolutions. Since it is each dispatcher's responsibility to interpret the FAR's and company Operations Specifications and apply those guidelines to operational decisions, dispatchers will sometimes have different opinions as to the proper handling of various situations. ADF views one of its roles in the profession as being a means to stimulate and promote discussion and debate among our membership concerning matters of importance. We feel that it will be of use to individual dispatchers to see how the rest of the industry views certain issues, thereby helping individual reach operational decisions that are consistent with our profession's standard practices.

For the first survey, we have chosen to tackle the thorny question of "When to Divert". As a visitor comes to the survey page, he or she is confronted with the following situation:

The time is 1800Z. You are on the radio with a Transport Category Aircraft operating under FAR Part 121 in the United States on a domestic flight. The flight is in airborne hold 100 miles from the destination airport. The flight's Dispatch Release included an solid, legal alternate where the current weather is VFR. The flight has been given an Expect Further Clearance Time (EFC) of 30 minutes from now (1830Z). The flight presently has 16000 pounds of fuel on board. The Captain wants to know if he should proceed to his alternate at this time.

The current destination weather is as follows:

1800Z Ceiling 600 Overcast / Visibility 2 miles in Fog.

The valid terminal forecast is for weather conditions to remain stable and not change from the current observation for the next 6 hours. You believe the destination weather will not change from the present conditions.

Relevant information about the flight's fuel requirements from the dispatch release are:

FAR Reserve: 5000 Pounds
Burn from Present Holding Fix to Destination: 5000 Pounds
Burn from Destination MAP to Alternate: 5000 Pounds
Burn from Present Holding Fix to Alternate: 3000 Pounds

The visitor is then asked to read each of four options, then decide which would best describe how he/she would

(continued on page 9)



(Website Continued from page 8)

handle this flight at this time based on interpretation of the FAR's and current employers Ops Specs and/or Operating Policies.

The visitor is given the following four choices:

- I would advise the captain that upon reaching 15000 pounds of fuel on board, the flight should proceed to
 its alternate because the is the amount of fuel required to protect FAR reserve, burn to destination and
 burn from missed approach to alternate.
- I would instruct the crew to hold down to 8000 pounds of fuel on board. If not cleared from holding by
 that time, I would instruct the flight to proceed to its alternate. This is because that amount of fuel would
 preserve the FAR reserve upon landing at the alternate.
- The captain and I would reach a joint decision regarding the "fuel on board amount" that we would use as a "Divert Now" fuel figure because the FAR's reference to fuel only applies to the dispatch release. Once the flight is in the air, any operational decisions made jointly by the captain and dispatcher need not consider required fuel amounts as specified in the FAR's. The Captain and Dispatcher only need to be certain that fuel use decisions can not be deemed as "Careless and Reckless".
- As long as the flight lands with enough fuel to taxi off the runway, we are legal. I would hold till reaching 5000 pounds and if still not cleared for the approach by that time, I would proceed to the alternate and I and there with about 2000 pounds of fuel.

Upon selecting one of the four choices, the visitor is taken to a summary page that show how others have voted. We have also set up a bulleting board page to discuss the topic and envision some lively debate occurring as members discuss the motivation and reasoning behind their decisions.

In addition to the survey section, the following areas of the web site have recently been added or enhanced.

ADF's 1997 List of Accomplishments has been added. The Dispatch profession History section has been started. These sections will hopefully soon feature many stories, experiences and pictures that are sent to ADF from our membership.

The Dispatch Weather Briefing Page has seen the addition of several new links and features including:

- ⇒ Canadian Weather Summary
- ⇒ European Weather Site
- ⇒ Hourly U.S. Weather Statistics
- ⇒ Intellicast -Weather Images
- ⇒ Live Weather Images

- ⇒ Mexico Weather (Spanish)
- ⇒ Mexico RADAR Images (Spanish)
- ⇒ NWS Fax Charts
- ⇒ Real-Time Flight Tracking
- ⇒ Sun Terminator
- ⇒ Sunrise/Sunset Tables

We continue to work on several ongoing projects for the web site including the interactive exercise and membership database modules.

If you have not visited the site in a while, stop by and see what's new. Don't forget to leave your comments of suggestions in the ADF Guestbook.



IFALDA Annual General Meeting

To all Flight Dispatchers/Flight Operations Officers and Dispatch Managers

The 37th Annual General Meeting of the International Federation of Air Line Dispatchers' Associations will be held in Reykjavik, Iceland April 27-30, 1998. Hosted by ICEALDA, the AGM will be held at the Hotel Loftleidir in Reykjavik.

Agenda will include, in addition to normal Federation Business, Operational Control Issues including FAA/JAA Harmonization, Dispatch Standardization, Oceanic ATC and Communications, Dispatcher Training, and Professionalism. The Secretary General of the International Civil Aviation Organization has been invited to address the meeting.

Delegates will register at the Hotel the afternoon of the 27th followed by a reception. Business meeting will be held the 28th and the 29th with delegates departing the 30th. For those planning to arrive earlier or stay after the AGM for sight-seeing, the hotel has offered to apply the special AGM rate. Please coordinate this ahead of time with ICEALDA.

Hotel Loftleider Reykjavik Airport tel: (354) 50 50 900 fax: (354) 50 50 905

The package cost is \$350.00 (U.S.) Per person based on double occupancy. (\$400.00 single) The cost includes 3 nights at the Loftleidir, reception, all meals, a tour of the Blue Lagoon and a spouse tour to Vestmann Island.

For travel to/from Keflavik please review your carrier's Interline Agreement with Icelandair (FI), including company business travel. As an additional option, ICELANDAIR has graciously offered a special rate for delegates, spouses, and guests of \$100 (U.S.) round trip standby from any city served by FI to Keflavik. Delegates should select the option that is best for them. FI tickets can be obtained by applying to:

Anita Knutsdottir, Manager ID Office Icelandair SITA Telex: REKBCFI Fax:: +354-505-0527 E-mail: ak@icelandair.is

Please advise names/number in party, the flight/date planned and how you wish to pick up your tickets... Tickets can then be picked up:

- 1. At the airport of departure- pay at ticket counter.
- 2. At FI City Ticket Offices- pay at ticket office.
- 3. Tickets can be mailed to you.. you must supply credit card number, exp date and full mailing address.

Airport or departure taxes are not included in the flat rate fare and must be paid when applicable. FI serves the following cities:

HEL/STO/OSL/HAM/GLA/LON/FRA/LUX/PAR in Europe and YHZ/BOS/JFK/BWI/MCO/FLL/MSP in North America.

There is a regularly scheduled bus from Keflavik Airport Terminal directly to the Hotel Loftleidir (which is located at Reykjavik Airport) in the city of Reykjavik. The bus ride is about 40 minutes and not very expensive.

See the following Web pages for other information specific to Iceland or Icelandair, including flight schedules: http://www.icelandair.is and http://www.artic.is

***A \$100 (U.S.) deposit (per room) is required to secure your AGM reservation. It must be paid by February 28 in order to guarantee your reservation. The deposit will be credited against the package price. Late reservations will be accommodated on an availability basis.

(Continued on page 11)



(Continued from page 10)

The deposit can be paid by:

1. Direct bank transfer to Islandsbanki account:

SWIFT ISBAISRE 0515-26-62340. Ask your bank to send an MT100 Swift message to Islansbanki. (In the U.S. this is normally done through "National" banks and there is a fee. Check with your bank to see if they can do this.)

OΓ

2. Send your check made payable to "IFALDA" for \$100 (in U.S. dollars) to

David Porter

IFALDA President

619 Wheatleigh Curve

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Any currency processing fees charged will be deducted from the deposit (you will be notified if this happens) and the difference payable at registration in Iceland. (Sometimes checks for U.S. funds drawn on foreign banks are charged a fee)

Refunds of deposits in the event of cancellation will be made after the AGM and only after non-recoverable charges (if any) are deducted. This is a fixed price package and partial refunds will not be made to those not participating or utilizing the full venue. Receipt of registration will be acknowledged either via e-mail, SITA, or snail-mail depending on the contact info supplied by you to ICEALDA.

To register contact Steinar Sveinsson with the following:

- 1. Name(s) and number in party
- 2. Number of rooms
- 3. Single or double (rate is \$350pp/double or \$400 single)
- 4. Mailing address and telephone number and/or fax number
- 5. SITA address and/or e-mail address (if available)
- 6. Arrival flight/date, departure flight/date
- 7. Method of deposit payment (Bank transfer or check to Porter)
- 8. Hotel requirements before/after the AGM.
- 9. Any other information or questions.

NOTE

Flight Ticket requests from FI must be handled separately, directly from FI ID office as noted above and not through ICEALDA

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Looking forward to seeing all of you in Iceland this spring! This will be a once in a lifetime opportunity for most of us to see one of the most fascinating places on the planet.

Dave Porter

President IFALDA



(One of our members found this News Release on the Internet)

NATIONAL RESEARCH COUNCIL CAUTIONS ABOUT JUMP INTO FREE FLIGHT

Federal Aviation Administration should not give pilots greater control over their routes until it can demonstrate the safety of the "Free Flight" plan and resolve potential conflicts between pilots, airline operations personnel and air traffic controllers, according to a panel of the National Research Council. FAA and industry navigation and data link, to implement Free Flight to reduce flight time and emissions and improve fuel economy. The NRC panel said, however, that decisions about what to automate should be guided by the need to compensate for human vuare working on ways to use new technology, such as Global Positioning System Inerabilities and exploit human strengths rather than by the desire to use new technology, and that automation that helps air traffic controllers should get priority.

Christopher Wickens, head of the Aviation Research Laboratory at the University of Illinois, Urbana-Champaign, and chairman of the Panel on Human Factors in Air Traffic Control Automation for the NRC, agreed that "automation and Free Flight could help the FAA create a more reliable and efficient system, increase capacity in the air, and minimize delays caused by poor weather and inefficient routes...However, before any major changes are made to the air traffic control system, it is crucial that we test the way pilots and controllers would respond to the new demands being placed on them."

The panel concluded that current needs and available technology justify automation in some areas, but FAA should focus first on automation that would aid in acquiring, integrating or presenting information for controllers. "New technology to help controllers resolve conflicts in the air, keep proper spacing in the final stages of approach to landing, and change routes to improve efficiency will be especially needed as skies grow more crowded," the panel said. "The FAA should pursue high levels of automation only for decisions and actions that involve relatively little uncertainty and risk, such as tracking the weather. Final decisions for high-risk tasks should still be made by ground-based personnel." The panel said "moving control from the ground to the air...could make it more difficult for the ground-based controllers to maintain an accurate mental picture of the airspace. Control should remain with personnel on the ground until the safety implications of Free Flight are well understood." It called for extensive Free Flight simulations by FAA, citing "lingering uncertainties...over in-flight negotiations between pilots, how pilots would react to their increased work load and decision- making responsibility, how to maintain controllers' alertness to hazards in an airspace, and how to resolve possible confusion over who has authority among air traffic controllers, pilots and airline operations personnel."

(Training continued from page 6)

The intent is to solve issues before significant problems arise. The afternoon session of the meeting was open discussion on a variety of topics.

The meeting was successful and the group voted to hold other meetings on a semi-annual basis. The next meeting was scheduled for March 4th in ATL. A subsequent meeting is tentatively scheduled for September in MSP.

These meetings will provide the instructors with much thought provoking information that ultimately will be used to support and train Dispatchers. I urge any airline instructors to get involved and attend the next meeting.

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Issues in the Interactions of Airline Dispatchers and Flight Crews with the Traffic Management System

The following is the Executive Summary from the 1996 ADF Symposium held in Washington D.C.& produced by Cognitive Systems Engineering Laboratory Institute for Ergonomics The Ohio State University, Department of Aviation Ohio University, NASA Ames Research Center-Moffett Field CA & ADF. For a complete copy, including scenarios and panelists comments, members should e-mail ADF Membership Services 1663.677@compuserve.com

In order to explore issues of concern in the interactions of airline dispatchers with flight crews and with the traffic management system, a panel was convened with 11 experts representing these different system perspectives. A set of 9 scenarios representing actual events was collected to focus the discussion.

In very general terms, the resultant discussions emphasized the need for:

- 1. Better mutual understanding of the viewpoints and capabilities of others within the system;
- 2. The need for increased and more effective communication and information exchange;
- 3. The potential value of collaboration shared decision making in identifying potential problems and in developing solutions to these problems (both at a programmatic level and in terms of daily strategic planning and the tactical handling of situations that have developed);
- The importance of making the system less susceptible to impact of the inevitable slips and mistakes that individuals will occasionally make;
- 5. The importance of understanding where there are significant capacity limitations so that, in the short run they can be dealt with as effectively as possible, and so that in the long run these limitations can be reduced or eliminated.

As a specific example, the first scenario discussed illustrates the potential for human error when, to reduce cognitive complexity, the overall task of selecting safe routes of flight and of operating these flights is decomposed such that each of the participants (pilots, controllers, dispatchers and traffic managers) has only partial information. In particular, within the current air traffic management system, tactical decisions are made by flight crews and controllers without always having the information necessary to develop the same big picture about weather system developments available to dispatchers and traffic managers. Additionally, at times, controllers are initiating reroutes of flights which do not have sufficient fuel for that route, indicating the need for dispatchers to be included in all reroute planning where the changed route is significantly different from the filed route so as to ensure compliance with applicable FARs. Although this distribution of information and responsibilities generally affords an efficient operation, it is susceptible to occasional errors due to false assumptions about "what the other guy has already considered." In addition to providing insights into the causes of such problems, potential solutions were also outlined as part of the panel discussion, such as the use of technology to provide alerts to the relevant parties in such situations.

Later scenarios further emphasized concerns over information access, such as the need to better inform flight crews about the likelihood of encountering air traffic control programs while enroute due to developing weather, and the need to communicate the rationale behind flight plans developed by dispatch under the expanded National Route Program, making explicit situations where refiling direct is likely to be less efficient than staying on the filed NRP route because of winds. Similarly, there were clear illustrations of the need for dispatchers to access to forecasts about potential traffic bottlenecks and to have the tools to help them consider such forecasts when developing flight plans.

Still other scenarios emphasized the importance of more effectively incorporating different systems perspectives in daily decision making, so that they don't introduce unnecessary inefficiencies. This applies to the interactions of airline operations centers with the traffic management system as well as to interactions within components of the FAA traffic management organization. For example, one problem that was highlighted

(ATM ISSUES continued on page 14)



ATM ISSUES... (continued from page 13)

during the discussion had to do with a failure to adequately consider the FAA traffic management organization. For example, one problem that was highlighted "terminal perspective" when instituting ground delay programs: TRACON Manager: "We are not great advocates of ground delay programs before severe weather. From the terminal perspective, we know that the enroute facilities need them. However, there are a lot of other facilities surrounding us that aren't enroute facilities, and we can move airplanes at low altitudes through the enroute structure, through the nine approach controls that butt into our area.

They can get penalized in ground delay programs, and the problem really is that the programs are not surgical enough."

Additional examples and details on such concerns are provided in the report under the summaries of the discussions associated with each of the 9 scenarios.

Philip J. Smith*, Steve Caisse**, Carla Beck**, Rebecca Denning*, Jodi Heintz Obradovich*, C. Elaine Mcoy***, and Judith Orasanu****

- * Cognitive Systems Engineering Laboratory Institute for Ergonomics The Ohio State University
- ** Airline Dispatchers Federation
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David Porter - IFALDA Liaison 74660,1155@compuserve.com

Carla Beck - Director of Administration carla@valuweb.com





Former ADF President, Mr. Mike Nadon and Mr. Giles O'Keeffe, ADF Director of Safety chat with Ms. Margaret Gilligan, Deputy Associate Administrator - Regulation & Certification - Federal Aviation Administration. Mr. Allan Rossmore, ADF's Director of Legal Affairs is standing



Airline Dispatchers Federation

ADF NEWS



Member of IFALDA

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(This spring, long time ADF Officer, Bill Cranor advised the ADF Board that he had accepted a position with the ATA in Washington D.C. Accordingly, in compliance with the ADF Bylaws, Exec. VP Steve Caisse assumed the role of President)

ADF President's Message:

Fellow Members,

Although many of you know me, some of you may not so please allow me to briefly introduce myself. I have been employed by Delta Air Lines for 20 years. My wife and I live in an Atlanta, GA. suburb and are busy raising our two-year-old daughter. As with many of you, my child is the joy of my life, and her future well-being as guaranteed by my career and salary is my strongest reason for working to build this great organization. I have been a licensed aircraft dispatcher since 1990 and an ADF member since that time. I work the "Transcon Desk" in our Operations Control Center. I am a line-check dispatcher and also a training instructor. I am a member of our automation team and have been very active in the development of Delta's aircraft situation display tool.

One night about seven years ago, I was working the mid-night dispatch shift. Towards dawn, I received an electronic broadcast message from a fellow dispatcher. and ADF Director. His note stated that he was supposed to go to Washington, D.C. on the following day on business for the Airline Dispatchers Federation. A family emergency had sprung up and he, now unable to go to DCA, was looking for someone to go in his place. The individual is a good friend and since I was off the next day, I told him that I would go in his place. I did not really know much about this "ADF Organization" that I was going to represent. I knew that a small portion of my dues went to support the organization and I vaguely understood that ADF was some sort of national association for dispatchers - but that was about all I knew.

The following day at 9:00AM I found myself in a crowded conference room in our Nation's capital. Numerous FAA personnel, vendors and representatives of all the major industry ABC groups surrounded me. The audience's attention was fixed on a well-respected Ph.D.D. from

NASA who was presenting a synopsis of his work on a new NASA project. As I listened, my interest heightened. The gentleman was describing a new black box that would allow aircraft to execute flight plans on the fly. Equipped with this new technology, an aircraft would be able to takeoff without a flight plan, ingest various meteorological data components while enroute and on a minute by minute basis select its subsequent route of flight. The new route information would be downlinked to ATC. There was no mention of joint responsibility or operational control. As I listened, now very intently, the gentteman stated that "One of the nice things about this system is that it will allow airlines to abolish their flight planning centers and dispatchers". Many of you know the rest of this story and the outcome of that meeting.

It was that disconcerting event that convinced me that I needed to learn more about this "ADF" organization and that I needed to become involved in promoting and protecting our livelihood. Shortly after attending that first meeting I was appointed as ADF's Director of Safety. For the next four years, I attended numerous meetings in Washington and elsewhere on behalf of ADF. During that time, I served as Co-Chair of RTCA Special Committee 169 WG-5 and participated in the Free Flight Task Force. Last fall at the yearly symposium in Denver Colorado, I was elected to the position of Executive Vice President of ADF. When our past president, Mr. Bill Cranor was offered and accepted a position with the Air Transport Association in Washington, D.C., this past May, in accordance with the ADF bylaws, I assumed the position of president.

Last month in Dallas, I addressed our spring business meeting for the first time as your president. At that meeting, I elaborated on several of the changes I intended to make as ADF's new president. Some of the first changes have already been implemented. For example, I have just completed moves to realign our

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ADF Nows is a publication of the Airline Dispatchers Federation 700 Thirteenth St, NW Suite 950 Washington DC 20005 (202) 434-8919 FAX (202) 434-4599 On the WEB at WWW.DISPATCHER.ORG



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organizational structure so as to more clearly define roles and responsibilities within the organization. I have assigned each of ADF's four Vice President's, new titles and areas of responsibility. Each of the four VP's will be heading up a team comprised of three of ADF's twelve Directors. I have encouraged our VP's to establish and maintain a regular dialogue between their team members. Each of them will be reporting to our Executive Vice President, Mr. J.C. Creighton. Jim will in turn keep me appraise of the Executive Board's comments, questions and agenda items. I will be calling each of the VP's periodically as well to keep communication lines open and information flowing.

I have stated that my primary goal as ADF's new President is to enhance the benefits of membership to our constituents. Through increased use of communication tools like the ADF web site, I also want every member to have a clear picture of the importance of the professional representation that ADF provides. In addition, I want to give something back to those in our organization who work hardest for ADF. As you know, ADF has always been a volunteer organization. To those members who consistently contribute long hours and incur personal financial expense in the course of their volunteer activities, I would like to provide some limited expense reimbursement as a way of saying "thank you".

Therefore, I have submitted to the Board, a proposed change in the ADF by-laws whereby the organization will reimburse directors and officers for hotel expenses incurred when those individuals are attending ADF quarterly business meetings. I am also working with several of our member airlines to get some type of expense reimbursement for members who come to the quarterly business meetings. These meetings are the most important of the year for the organization I want to see participation increase. I believe these steps will help toward that end. ADF will monitor these expenses closely to be certain that this policy change does not subject the organization to any unrealistic expense obligations:

It is my intention to fund these new expenses by increasing sponsorship funding through an aggressive campaign targeting additional corporate and scholastic support. Over the past few years, we have been encouraged by a significant increase in the number of sponsorship partners that have joined us. ADF will also seek limited participation in federally funded grant programs associated with the aviation industry. We as dispatchers bring a unique level of expertise to the table and that expertise is very much in demand these days. I do not anticipate that our new expense reimbursement program will negatively impact ADF's treasury.

I am also pleased to announce that beginning this Fall at our yearly symposium, ADF will award the 1st annual

"National Aviation Safety Award". This award will be made to a dispatcher that a selection committee will judge to have made a significant contribution to aviation safety. The selection committee will be comprised of ADF delegates from our member airlines. As dispatchers, we are all aware of the role our profession plays in aviation safety. It is my intention to use this award, not only to honor the individual involved, but to also educate the rest of the industry as to the role the aircraft dispatcher plays in aviation safety. Please see the article "National Aviation Safety Award" in the current ADF newsletter for more details.

It is true that the past few years have been the fastest growing and most productive in ADF's history. One just has to take a look at the list of 1997's accomplishments on the web site to realize all the success our profession has enjoyed. The news media, public officials and other industry players are listening to what we say and watching what we do - and we are proud of it.

But it is every bit as true that the challenges that are arrayed against us are stronger than ever, more potentially damaging to the profession than ever, and more determined than ever. This is especially true of the menace that emerging technologies bring. Many companies around the country are developing tools which they claim will automate the work we now perform and nullify the requirement of our profession. It is every bit as true that threats to our profession will continue to endanger our occupation as we enter the next century. It is every bit as true that we are fighting for our profession and our livelihoods, our future and our fundamental values, not unlike those who have served before us. Unless more in our profession make the tough decisions

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to become more informed and more involved -- threats to our vocation may become insurmountable. Fellow dispatchers, if we are going to count on this profession for our livelihood in the years to come, we need to reach out to our colleagues around the country and ask them for their help.

And that is why today, it's time to answer a new call. We've got to use the power we have to build the power we need -- through a strong, growing, and progressive professional organization. We've got to stop just talking about the future, and confront it as bravely as our members did in decades before us, embracing the promise that new technologies bring, but every watchful of those who stand poised to use this technology in an attempt to replace us.

One of ADF's major challenges is to take what ADF has done best -- and do it even better. We've got to be the strongest, smartest, toughest promotion machine of the dispatch profession that we can possibly be. Every time we win a victory for the profession in Washington, it is because we have the talent and dedication of one of our members to make it happen. And, every time we fall short of what our members deserve and demand, the reason is just as simple -- because we don't have the strength of numbers to do what needs to be done. We must not forget that with the stroke of a politician's pen -- everything we've accomplished as a profession can be lost. The FAR's can be changed as evidenced by the Single Level of Safety rewrite.

I recognize that the strength of our organization lies with the silent, money contributing membership of ADF, the line dispatcher who works hard every day at making the profession proud by keeping our passengers, crews and aircraft safe. Without the solid work of that segment of the industry, ADF would have no profession to promote - we would be finished. However, I am certain that there are some additional members, not presently actively involved in ADF's efforts, who will be able to assist us in the work we have to accomplish in Washington D.C. and elsewhere. ADF needs folks who can periodically go to industry meetings and unabashedly speak up for and promote the profession. I hope that some of you reading this can answer the call to volunteer to attend a meeting or two for ADF. In the near future, we will begin posting upcoming meetings that need a dispatcher's voice on the ADF Website. Members who find they have an interest in the meeting's topic and the opportunity to attend on behalf of ADF will be encouraged to contact us. We will provide a meeting briefing packet and as I stated earlier, will cover expenses involved with the meeting. A small investment of your time will yield a great return for the profession.

ADF's contention is really an easy argument to win. Our

contributions to aviation safety, to our employer's bottom line and to the travelling public in general speak for themselves. We know it. Those informed about our profession know it. For those that need to be educated, we're going to use the power of persuasion -- and, if that doesn't work, we're going to use the persuasion of power. We're going to keep turning up the heat until everyone whose "dispatcher illiteracy" now threatens our profession, sees the light and recognizes that the aircraft dispatcher is an indispensable contributor to aviation safety.

Another challenge ADF faces is in finding new ways to involve our members in everything we do, by developing new leaders, and by coordinating the work of our local ADF representatives and the affiliation we have with international organizations. We need to involve the members of our profession in the organizational decisions that affect them. We need to continue to hamess the technology of the Internet to bring the organization to our members. Our web site will continue to evolve and will remain the focal point of our communication of that which ADF stands for to the rest of the world.

As did my predecessors, I will keep ADF well clear of any labor issues effecting the dispatch profession. Our membership is well served by many great labor organizations that protect their livelihoods. ADF's role is to promote the value of the profession. The role of the union's that represent many of our members is to secure fair compensation for that value. ADF has never engaged in labor issues, and with me as your President, we will stay that course.

We must never forget that the success of tomorrow is built on the foundation of the past. We must remember the contributions of those who have fought our battles before us. Throughout the sixties and seventies, many others in our profession gave everything, risked everything, and did everything to save our profession from hostile attacks. Our success today is not an inheritance. It is a mission passed along from generation to generation. I will work as hard as possible to preserve the success of those before me and to provide a solid foundation for those who follow. To those who work so hard, we owe thanks.

The greatness of ADF is that it brings together wonderful, dedicated people who might never have had the chance to work together, succeed together, or see their dreams become reality together. And it teaches us that we have the same challenges, the same interests, and the same values. And that together, we can build something far better and more lasting than any one of us could build by ourselves.

Now, as I close, I ask you to join me and pledge to build a future worthy of our past. Will you join me in building that

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future? Will you join me in dedicating our time and our efforts to promoting the dispatch profession at each and every opportunity? ADF is the best hope our profession has to ensure we maintain secure jobs for ourselves and for the next generation of professional aircraft dispatchers. And together, we won't let them or ourselves down. I am proud to be your new president and will work hard to serve each and every one of you.

Thank you,

Steve Caisse

Nominations Now Are Open!

- ⇒ Executive Vice President
- ⇒ Vice President of Membership
- ⇒ Vice President of Government Legislative & Legislative Affairs

Nominations will be open until 10-5-98 at which an election will be held at the ADF Business Meeting in Washington D.C.

Candidates for Officers will be made from the general membership. To be eligible for nomination and/ or election, you must be in continuous good standing. Officers shall be elected for a 2 year term commencing January 1, 1999. Contact you ADF Representative for more information!

From Our History....

"The dispatcher must never be content to let things work themselves out. Rather, he must take an active part in every problem that arises. Only in this way can he catch possible serious situations before they develop dangerously. Errors of omission are just as dangerous as errors of commission."

Jerome Lederer, Director of Flight Safety Foundation, at a 1939 lecture at Norwich University on the subject, "Safety in the Operation of Air Transportation."

1998 Symposium

Bill Leber

The 1998 Symposium promises to be the best ever. The successful efforts of dedicated ADF members and leaders have raised the bar for this event but we intend to exceed expectations once again. This year the theme for our Symposium will be:

"Airline Operational Control Decision Making"

We will examine the realities of today, the research efforts which are ongoing and the future which we are all in the process of creating.

Featured Speakers from Airlines, FAA NASA, OSU, and even the Congress of the United States will make attending this event well worth you time and effort. Every other year we hold the Symposium in Washington DC to attract some of the most important, influential and interesting people in Aviation to speak and give recognition to this essential profession.

There is very limited space for additional speakers so if you are one of those important people please contact Bill Leber at 71043.126@compuserve.com.

If you are one of the regular attendees make your reservations now and if you have never attended an ADF Symposium then you are in for a real treat. Don't miss this one. See you in October!



1998 ADF Calendar

August 2-

Thirty Fourth ADF Business Meeting Portland, OR.

September 30-October 02 EUFALDA Meeting Balluta Bay, St. Julians

October 5

35th Business Meeting & Reception Washington D.C.

October 6 & 7

ADF Symposium Washington D.C.



"ERRORS OF *OMISSION* ARE JUST AS DANGEROUS AS ERRORS OF *COMMISSION*."

JEROME LEDERER -

DIRECTOR OF FLIGHT SAFETY FOUNDATION, AT A 1939 LECTURE AT NORWICH UNIVERSITY ON THE SUBJECT, "SAFETY IN THE OPERATION OF AIR TRANSPORT"



Mr. Lederer was an early advocate of the principles of shared responsibility within airline operations, believing that a well-trained individual on the ground was an important asset to safety. Mr. Lederer's writings have influenced decades of dispatch concepts.

From Wikipedia...

Jerome F. Lederer (September 26, 1902 – February 6, 2004) was an American aviation-safety pioneer, known as "Mr. Aviation Safety."

He was born in New York City. He received a BSC in mechanical engineering with aeronautical options in 1924 and an M.E. in 1925 from New York University. In 1926, he was hired by the United States Postal Service to oversee its plane maintenance. Lederer helped reduce pilot fatality by devising film crash tests and redesigning the exhaust stacks and other systems. He inspected the Spirit of St. Louis before Charles Lindbergh's trans-Atlantic flight. "I did not have too much hope that he would make it," he admitted years later. "I just went out because I was a friend of his, and I wanted to see the airplane, to look the situation over."

The International Society of Air Safety Investigators yearly awards the Jerome F Lederer Award for "outstanding contributions to technical excellence in accident investigation. "From 1929 to 1940, he served as chief engineer for aviation insurance underwriters. In 1940, he accepted an appointment as director of the Civil Aeronautics Board's Safety Bureau. He resigned in 1942 to become director of the Airlines War Training Institute. He trained 10,000 airmen and 35,000 mechanics for the Air Transport Command and was a safety consultant to the 2nd Air Force.

In 1947, he organized the Flight Safety Foundation and was its director until 1967. The Foundation provides global exchange of information on aircraft accident prevention. In 1967, following the deaths of three astronauts at the Kennedy Space Center, NASA appointed him director of the Office of Manned Space Flight Safety for the Apollo Program. In 1970, he became director of safety for all of NASA.

In 1987, Lederer was the recipient of the Tony Jannus Award for his distinguished contributions to commercial aviation. He died of congestive heart failure in Laguna Hills, California, at the age of 101.

Lederer was inducted into the International Space Hall of Fame in 1992.



A Brief History of the Dispatch Profession

The profession of Flight Dispatcher has evolved with the many changes that the aviation industry has undergone. In the early years of aviation, it was standard practice for pilots of commercial airlines to load the mail, passengers, and cargo get into their airplanes and fly from point A to point B. They had no preplanned flight plan, little if any weather information, nor any firm plan of action in case conditions changed enroute. The pilots, in those days, would take off and head in the general direction of their planned destination, with no more than a compass and known landmarks to help them along the way. If weather, mountains, trees, or even power lines didn't get in their way they were able to find their destination. In the early days aircraft had very little navigation equipment, no usable communication equipment, nor did the airlines have any reliable method of tracking flight progress from the ground. After years of increasing accidents which were growing more costly in terms of equipment and lost lives the state and federal authorities sought to put the fledgling industry on safer ground through regulation.

In 1938, the Congress of the United States passed the Civil Aeronautics Act. This legislation laid down strict regulations to ensure that all air carriers operated in as safe a manner as possible. The establishing of this act created an operational control structure consisting of a system of checks and balances which, when complied with, produced the highest level of safety possible for commercial airline operations. One result of this regulatory action was the creation of a new Airman Certificate. The Aircraft Dispatcher was created.

The Aircraft Dispatcher was and is a ground based, licensed individual who, according to the regulations, shares responsibility with the pilot for the safe conduct of each flight. The regulations have been modified, amended, consolidated, clarified, and re-coded, but the concept of shared responsibility between the pilot and the dispatcher for safety has always remained. This concept in regulation has become the model for many other countries which have adopted similar regulations for governing air commerce in their jurisdiction. The concept of operational control has been found to be a sound enhancement to air safety. The Aircraft Dispatcher is known by many names. At some carriers they are known as Flight Dispatchers, or Flight Superintendents, or even Flight Controllers (not to be confused with Air Traffic Controllers). No matter what the name, the function is the same; ensure compliance with all applicable regulations and the pursuit of the highest possible level of air safety.

In 1944, after World War II had already demonstrated the abilities of the airplane to get people from point to point, another step in establishing a standards for this new

industry called Air Commerce was taken. That year ICAO, the International Civil Aviation Organization was formed. ICAO is an organization of nations whose purpose is to standardize international aviation regulations and to propose recommendations and norms for its member states.

Today, by regulation all United States scheduled airlines operating aircraft having more than 9 seats are required to maintain an appropriate number of dispatch centers staffed by FAA licensed Aircraft Dispatchers. The Dispatchers in these centers maintain operational control over thousands of flight segments a day throughout not only the United States, but around the world. Many of these Dispatchers, working for different carriers, exercise this control over flights operating literally on the other side of the globe. This is made possible by the advances made in recent years in telecommunications and computer technology. The Dispatcher now has the capability to discuss the operation with their flight crew whether they are over head, over the Atlantic Ocean, or over the westem Pacific. This capability has greatly enhanced the safety of operation by enabling the Dispatcher to forward to the flight crew any changes in destination weather or field conditions, enroute weather or wind changes which could adversely effect the operation. Compared to the early days when the best the pilot could do, on his own, was to head in the right direction, we have indeed come a long way. The over all safety record of the industry bears

COME SEE HOW YOUR ORGANIZATION WORKS AT THE NEXT BUSINESS MEETING

Come to Portland. Where is that??

OUT WEST SOMEWHERE!

The next meeting of the ADF will be held in PDX on August 2 and 3, 1998 Hotel reservations can be made at the Silver Cloud Inn in Portland.

Reservations can be made by calling the Hotel at 1-800-205-7892 or (503)252-2222 and ask to make a reservation from the "ADF" block. The cost is \$60.00 a night.





ADF Web Site Popularity Continues to Increase.

Steve Caisse

The latest usage statistics from the ADF web site's host, Seagull Technologies indicates that the ADF's internet home is becoming an increasingly popular stop among internet users. For April, 1998, the web site recorded 202335 "hits". This is an amazing number for an organization of less than 1000 members. The Dispatcher Weather Briefing page continues to be the most popular stop on the web site with over 44% of the hits involving the Weather Briefing page. The ADF Schools link also showed strong appeal to prospective dispatchers being the 9 ninth most request page on the web site. An interesting aspect of the activity report is the ranking of company hosts accessing our web site. For the period covered, Southwest Airlines users were the most frequent visitors to the site with 25% of all hits recorded being attributed to the Dallas company. Next in line was Delta Air Lines with 14%, United Airlines with 13%, Northwest Airlines with 5% and TWA with 4%. Rounding out the top 10 most active servers visiting the site were America Online users at 6, Alaska Airlines at 7, FedEx at 8, Emery Worldwide at 9 and Midwest Express at 10. It is obvious from these numbers that many dispatchers are finding the weather data available on the web useful. We were also pleased to note that we have entertained a number of visitors from outside of the USA to the site.

Canada, Belgium, England, Australia, Malaysia, Japan, Singapore, Germany and the Netherlands round out the top 10 nations visiting the site after the

On the busiest day of the month, April 15, 1998, the site recorded 9266 hits. That works out to 386 hits per hour, or about 6 and a half hits per minute - impressive traffic for a web site. Wednesdays, for some reason remains the busiest day in terms of traffic with nearly 20% of all hits occurring on Wednesday. Sunday's are the slowest days, averaging 12.5% of the total hits. In terms of time, the 0700-0800 EDT hour is the busiest in terms of traffic, while not surprisingly, the quietest time is 0200-0300 EDT with just 2% of all hits occurring at that hour. It is obvious that many from Government visit us as the state of Virginia originated the most hits from a single state to the site. This was followed by California and then Texas - due no doubt to our Southwest friends.

The Web site continues to server as ADF's voice to the world. Recent additions to the site include the ADF's revised organizational charts. We have updated the weather links on the site and have added information regarding the ADF's next business meeting.

If you have not been there lately, stop by the site and surf for a while. We are adding new data weekly. The latest are:

- NCAR Nat'l Convective WX Forecast
- **Lightning Detection Network**
- Volcanic Ash Forecast
- NOAA/NESDIS Satellite Imagery
- **Great circle Route Calculator**
- **NOAA Air Resources Laboratory**



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Exciting Projects Underway In Commemoration Of Our Profession's 60th Anniversary By Mark Hopkins

In recognition of the 60th anniversary of the Aircraft Dispatch Profession, ADF has undertaken the task of video taping retired, soon to be retiring, and long time dispatchers in order to capture a retrospect of dispatching as it has evolved over the years.

Many of the long time dispatchers in their respective airline operations centers have had careers that have spanned many former airlines and involved a host of unique experiences. We have discovered that this second generation of dispatchers has ties through training and working together with the original group of dispatchers that were established in 1938. As these individuals leave the active dispatching scene, we will endeavor to capture as many of their experiences as possible, and to pass on to those that follow us, the true meaning of the profession.

Actually, the term interview is inappropriate to a point, as we have determined that a free flowing dialogue allows the dispatcher to relate back on experiences as they are recalled as opposed to a question and answer session. Some guidelines have been established however including a brief personal background, when, where, and how the individual got started in the aviation industry, how they became dispatchers, and the differences in the approach to operational control that have evolved over the years.

Thus far, two retiring Delta dispatchers, Joe Hagan and Merle Pleggenkuhle, (combined 49 years dispatching) have been taped with more to follow. Our goal is to have a presentation prepared for the ADF Symposium in Washington and to continue this project as a vehicle to archive pertinent information and history as it relates to our profession.

ADF SYMPOSIUM <u>Airline Operational Control</u> <u>Decision-Making</u> Washington, D.C.

October 5, 1998

ADF Business Meeting 0900-1700 Registration & Reception 1800-2100

October 6-7, 1998

ADF Symposium

Holiday Inn Capitol 550 C Street, SW Washington, D.C. 202-479-4000 Fax 202-479-4353

ADF Room Rate Single or Double \$115.00

The hotel is located 1 block from the L'Enfant METRO Station, and walking distance to the Smithsonian, National Air & Space Museum, DOT Headquarters.

and FAA Headquarters.

Check-in: 3:00 p.m. -Checkout 12:00 noon. Airport Transportation: METRO

Additional rooms may be reserved for \$99 at
The Days Inn Hotel
1201 K St, NW
Washington D.C.
202-842-1020

Days Inn will provide shuttle to/from Holiday Inn & Continental Breakfast

All Hotel reservations must be made by 9/10/98

Additional information is coming soon. Watch for updates on the ADF Web site at www.dispatcher.org or contact us at 800-OPN-CNTL.

We look forward to seeing you there!



Notes From ATCSCC

Definitions from ATCSCC:

PRIORITY HANDLING- An airline can request priority handling over other same company aircraft. The command center would relay this request to the appropriate facility. If the controller was able to accommodate this request, he will give priority handing to the designated flight, but only over same company traffic. Many times traffic situations prevent controllers from accommodating this request

DIVERSION RECOVERY-In this situation, aircraft that have diverted will be given priority over other traffic regardless of company. We receive information via ARINC from airlines on aircraft that divert. We then notify the appropriate facility who gives priority to these flights. Users should file "DVRSN" in the remarks section of the flight plan. This highlights the flights that should receive expeditious handling to return to the

PATHFINDER – To ATCSCC, a pathfinder is an aircraft willing to accept a routing through an area previously avoided due to severe weather. The probable situation is the weather phenomena that impacted an area appears to be dissipating on ATCSCC's radar and a pathfinder would verify this observation for the purpose of re-opening the route. ATCSCC will solicit pathfinders when appropriate. We encourage the airlines to call and volunteer a pathfinder.

Note: Obviously, dispatchers can not plan flights into a known hazard. If your airline has an ATC coordinator, you should work closely together so flights will not be offered as pathfinders without the dispatchers and flight crews knowledge. ATCSCC also advised Dispatchers should also have a plan if, after takeoff, the route becomes unacceptable.

BEFORE A GROUND STOP - There are 7 initiatives that occur before imposing a Ground Stop at an airport:

- 1) Altitude Restriction 2) MIT -Miles in Trail-
- 3) Speed Restriction 4) Fix Balancing

- 5) Sequence Programs 6) Airborne Holding
- 7) Ground Delay
- 8) GROUND STOP!

HOTLINE - There are now 2 TMU Hotlines - The Great Lakes and the NY region. Contact ATCSCC for those phone numbers.

Looking at the same Picture! - "Picturetel", an electronic chalkboard that will display weather radar and

ASD overlay, will soon be installed at ZDC, ZNY, New York TRACON, ZID, ZBW, ZOB and eventually made available to the airlines. Picturetel will be used to enhance the effectiveness of severe weather telecons between the Airlines, ATCSCC and the centers. We are approaching the same technology of the NFL! What next, instant replays?

** Thanks again to Keith Morris and Ed Corcoran, ATCSCC, for their participation at the DFW ADF Business Meeting and to Mark Libby (ATCSCC) & Giles O'Keeffe (NWA) for making the Telecons lively!

Changes Coming In Reporting Tower & Surface Visibility

As you know, when visibility at an airport is reduced, two visibility observations are made, a tower and surface observation. If different, the most restrictive visibility is reported in the body of the METAR while the greater report is in the "remarks" section.

Now introduce the new generation "Super Towers" that are 300 feet or higher. If you have a ceiling of 300 feet, the tower visibility could be 1/4 SM and the surface visibility 1 SM. By today's rules, 1/4 SM would be reported in the body of the METAR (controlling) while the 1SM would be reported in the remarks section (information only). A "super tower" would penalize all CAT I operators.

There is a change in the works to be effective January 1999 for all A & B airports. When the prevailing visibility falls below 4SM, the surface observation will always be in the body of the METAR/SPECI and the tower visibility will be included in the remarks section of the METAR/SPECI sequence.

Tower visibility will no longer be coded in the body of the report, regardless of any difference between the surface prevailing visibility and the tower visibility values.

The FAA Air Traffic Control Tower Operators will still maintain a tower visibility certification to observe visibility changes and to augment ASOS.



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ICAO Flight Operations Officer/Flight Dispatchers' Training Manual Released

Dave Porter

IFALDA, the International Federation of Aircraft Dispatchers, has announced the completion of work on the ICAO Flight Operations Officer/Flight Dispatchers' Training Manual (ICAO Doc 7192, Part D-3).

The contents of the manual are particularly gratifying to dispatchers worldwide. In Chapter 1; Training Principles, on the very first page it recognizes the principle of the Joint Responsibility of the Aircraft Dispatcher and the pilot in command. This is an outstanding reach by ICAO and it took a great deal of courage for them to do this. Until this issuance of this manual, Operational Control by Aircraft Dispatchers was a very fleeting concept in ICAO. In the "Flight Monitoring" chapter, the manual deals with ATC reroutes. The manual requires communication with the Dispatcher to assess the effect on fuel consumption, the ramifications of engine-out driftdown and downstream severe weather penetration not planned on the original release route of flight.

IFALDA fought hard to get these Operational Control sections included and the result speaks for themselves. The "Forward" section of the manual also recognizes IFALDA and their contribution to the manual (IFALDA actually wrote it). Although individual names are not included in the acknowledgement, particular thanks and recognition must go directly to Gerald Clifford, without whose patience, doggedness, time, and sheer hard work, this project would never have been completed.

Additional copies are now available through ICAO's Website. They'll take your VISA/MasterCard/AX card number. The manual is \$30 (U.S.) including shipping.



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Would you like to be a member of the Airline Dispatchers Federation? Membership is open to all licensed Aircraft Dispatchers and Flight Operations Officers around the world. Simply complete the following and mail it with your check to the address at the bottom.					
Name		Airline Affiliation _			
Address			Apt		
City	State	Zip (postal code)	Country		
ADF due are \$40.00 US per calendar year plus a one time initiation fee of \$5.00 US (\$10.00 will be passed on to IFALDA). Dues for individuals with NO airline affiliation are \$25.00 US plus the \$3.00 initiation fee. Please make your check payable to ADF and mail it to ADF Membership Service Center 700 13TH St. NW Suite 950 Washington DC, 20005 USA.If you have any questions call Membership Services at 1-800-OPN-CNTL					



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Aviation Rulemaking Advisory Committee.....ARAC

ARAC continues to work many issues, prioritized by both excellence and politics. None of the current ARAC tasks appear to directly involve the aircraft dispatcher or operational control. Some tasks of interest are:

EXECUTIVE COMMITTEE

The working group dealing with various forms of electronic media and signature has completed its work and various products (Advisory Circular drafts etc.) have been endorsed to the FAA for action. The Fuel Tank Harmonization working group continues its efforts to produce safer fuels and fuel tanks in the wake of the TWA 800 explosion. The fast track final report is due by end of summer.

AIR CARRIER OPERATIONS ISSUES

The Fuel Planning and Management Advisory Circular remains in review by FAA legal. This is the second review since the draft was last seen by the working group. The FAA still indicates they hope to publish it this year.

Although ARAC was unable to agree on a recommendation on previous Controlled Rest on the Flight Deck and Flight Time/Duty Time issues, and the FAA took the tasks back to develop their own rule change.....they have now proposed a new task dealing only with flight crew reserve rest rules. The proposal has produced considerable discussion and a decision is expected at the June 26, 1998 Executive

The All Weather Operations Harmonization group continues working to standardize technical and operational requirements for CAT 1/2/3 landings under JAA and FAA regulations. One Advisory Circular has been published for comment and another should be out later in 1998.

The Fatigue Countermeasures and Alertness Management working group effort remains stalled while expert members work other projects.

TRAINING AND QUALIFICATIONS ISSUES

The FAA has tasked this group with harmonization of flight crew licensing (ATP). This is a Joint Aviation Authorities (Europe)-JAA/FAA harmonization effort. While not directly dispatcher related, we are represented through IFALDA officer Dave Porter who was asked to participate on this group after doing a great deal of work preparing for possible efforts to harmonize the dispatcher certificate requirements. The current task does not include dispatchers or flight operations officers.

There is discussion that the FAA is considering re-working the Part 121 dispatcher training regulations. This is NOT to be confused with the Part 65 requirements for dispatch licensing, but Part 121 dispatch training requirements.

Revision to Part 65 certification requirements for aircraft dispatchers is under coordination at the FAA and should be issued this year.

AIR TRAFFIC ISSUES

The only active issue concerns rules and procedures for special visual flight rule (SVFR) ATC clearances. This effort would allow a Part 91 pilot to call his own visibility when no other observation is available at an uncontrolled airport when the airspace is controlled by a nearby facility with less than VFR weather.



Nominations Being Accepted For the Airline Dispatchers Federation's National Aviation Safety Award.

ADF has announced the creation of a special award which will recognize the dispatcher whose actions in conjunction with the exercise of his or her license resulted in notable achievement in the field of aviation safety and excellence in the execution of regulatory and company responsibilities.

The purpose of the National Aviation Safety Award is twofold: to publicly acknowledge those individuals responsible for outstanding performance in the field of Aircraft Dispatch and to promote better understanding among others in the aerospace industries as to the value, benefit and contributions made every day by aircraft dispatchers.

Nominations for this award will have no date limitations on candidates for the first year. ADF will be accepting nominations from its membership for the period July 1, 1998 - September 30, 1998. We have created a special nomination form on the ADF web site for nominations at http://www.dispatcher.org/safety/award/award.html. Interested parties may also contact ADF via telephone, email or regular mail at the organization's standard contact points.

A special selection committee will review all entries received and make a final selection. At the symposium, the award winner will receive a special plaque and will have his or her story told to those in attendance. Other special recognition and citations will be bestowed upon the winner at the symposium and via the ADF's web site. Details on these and other accolades are still in the planning stages.

The award selection committee will consist of several of ADF's delegates selected from member organizations. The committee will be appointed at the ADF's next business meeting in Portland, Oregon.

As an example of the type of "above and beyond" actions which ADF believes will merit this special award, review the following example of a dispatcher's actions and note the significant contribution to aviation safety made by the dispatcher involved in this actual incident which occurred in the late 1960's.

"A Douglas DC-8 aircraft was being prepared for a Trans Atlantic ferry flight from San Juan Puerto Rico to Europe. Only flight attendants and the cockpit crew were to be on board. As the aircraft was being prepared for departure, an air conditioning truck was attached to the aircraft. The captain arrived late to the aircraft and boarded only minutes prior to engine start.

Shortly after his arrival, the ground support equipment was disconnected and engines started. The flight departed routinely and during climbout, near disaster struck. The head flight attendant observed the first indication of difficulties about 40 minutes into the flight. She advised the captain that four of the 5 flight attendants on board had quickly become nauseous and passed out. She was also feeling very light headed and thought she was going to pass out also.

In short order, the entire crew except for the captain has passed into unconsciousness. The captain was also beginning to feel very weak, sleepy and felt he was going to pass out too.

Since the flight was not in positive radar contact and in communication with San Juan Oceanic radio, there was no regular ATC communication with the flight, only routine position reports. About that time, the flight's dispatcher contacted the aircraft via company radio with a weather briefing. The SELCAL jogged the captain who was about to pass out, back into consciousness and he was able to establish radio contact with the dispatcher. The dispatcher, determining the situation on board the aircraft, quickly realized that the crew was suffering from some sort of carbon monoxide poisoning. He realized that it was now imperative that the captain be kept alert and assisted in any way possible. For the next one hour, the dispatcher engaged the captain in almost constant radio conversation working with the captain to turn the aircraft around and prepare it for a landing. The dispatcher worked with the captain on checklists and other cockpit procedures assisting in numerous ways.

When on several occasions the caption felt he was going to pass out, the dispatcher engaged the captain in lively, loud conversations; sometimes including jokes and stories that both men were familiar with. Ultimately the flight was able to

(Continued on page 13)



(Continued from page 12)

return to San Juan and land safely with only the captain still conscious on the flight deck. Thanks to the quick action of the dispatcher, and the captain's heroic actions in the cockpit, medical attention was administered to the rest of the crew and they recovered safely."

It was determined that the air conditioning cart which was hooked to the aircraft had a leak in its hose and exhaust from the engine was being pumped into the aircraft for almost two hours. It was only the fact that the captain arrived late to the cockpit, thereby minimizing his exposure to the poison, that he himself was not rendered unconscious. The dispatcher was cited by his employer and the FAA for action well above and beyond the call of duty and was credit by the captain with actually saving the crew and aircraft from disaster.

It is this type of significant action that we are looking for among nominations for this prestigious award. Watch for more news on the ADF web site and if you know of such an action, please contact ADF.

ADF Fuel Survey Sparks Lively Debate

As aircraft dispatchers, we are obligated to observe a plethora of rules, regulations and policies as we exercise the privilege of our certificate. A unique aspect of that responsibility is that we are required to interpret these guidelines as our good judgement dictates in a prudent and safe manner. Many of the FAR's we must comply with are vague and open to interpretation and debate.

Among its many roles ADF, views as one of its responsibilities; to serve as facilitator for discussion and debate among members of the organization regarding issues of importance to the profession. This spring, we decided to use our web site as the forum for the evaluation of a topic that has long been a matter of interest to the profession. We developed a module on the web site that could serve as a "voting booth" where our members could express their opinion regarding a given question. We also constructed a discussion bulletin board where members could debate the issue at hand. We were exceedingly pleased to note that our initial question stimulated nearly 600 responses and well over four megabytes of commentary from the membership.

Visitors, were asked to evaluate the following four possible actions in response to the situation they we facing and then decide which of the following four options would best describe how they would handle the flight based on their interpretation of the FAR's and employer's Ops Specs and/or Operating Policies.

When these possible actions were developed, it was expected that choices A and C would be the

top "vote getters". This did in fact turn out to be the case. Choice D was added to have an extreme solution available, although we were certain that very few folks would choose D. Choice B, although worded so as to sound logical, was expected to also be a low "vote getter". What surprised us about the outcome of the voting was the closeness of the race between choices A and C since they actually describe two very different solutions to the scenario.

Here is how the final voting turned out:

A- 43% B- 12% C- 38% D- 7%

The real highlight of this exercise however was the lively debate that took place on the discussion bulletin board.

Attached to this newsletter you will find the survey, and some of the excerpts from those discussions. Remember these comments are the opinions of their author's and do not necessarily represent the views of ADF. In all cases, the aircraft dispatcher should make his or her own determination of correct operating procedures and be prepared to defend those actions if necessary

"Dispatchers have the ability to shortstop the accident trend and rewrite the aviation Accident story. History will write your contributions as the unsung hero's of the aviation community".

Harold Johnson, FAA Regional Dispatch
Resource - 1997



What Would You Do?

Fuel Survey # 2

Steve Caisse

Given the success of the first fuel survey, ADF will continue this process with quarterly questions being posted on the Web site. As you are reading this newsletter, we expect that voting will be just getting underway for the next question. Here is a preview of the next scenario:

You have released a Boeing 737-300 from PIT to LAX. The flight had a full passenger load and the jetstream winds are quite strong today. As a result, you were only able to get 15 minutes of hold fuel above FAR reserve on the aircraft. As the flight plan was produced, the LAX weather was sky clear, visibility 20 miles. The LAX forecast as the flight departed for the next 12 hours was for VFR conditions with clear skies and very good visibility. You released the flight without an alternate in accordance with the FAR's based on a VFR forecast. Now, as the flight is approaching the DEN area, you get a special observation from LAX showing that a stratus deck has rolled in off the ocean. The LAX weather is now: Ceiling 1500 Overcast, visibility 1 mile. The LAX forecast has been amended for the next 6 hours to read:

Ceiling 1200 Overcast Visibility 1 mile in fog.

You are briefed by a meteorologist that the LAX weather should hold well above CAT I and should not get any worse than 1200 and 1 as per the forecast. You note that due to combinations of NOTAMS, actual weather and/or forecasts, the closest alternate to LAX you will be legally able to use today will be ONT. Based on the fuel on board reported in the latest position report from the flight, you determine that the flight does not have enough fuel for you to amend the flight's dispatch release and add an alternate. WHAT DO YOU DO ??

As in the case of the current survey, visitors will be given four choices to vote on. Results will be calculated on the web site instantaneously. Drop by the site and register your opinion. We have all faced this situation, what would you do; divert, continue, wait or do nothing? Stay tuned to the web site for all the lively debate!

Published in a 1962 American Airlines Dispatch Handbook

An air line dispatcher must have guts, imagination, and judgment superimposed on good general knowledge of the air line business in all its phases, and a thorough knowledge of flight operations. He must be able to get along with all kinds of people, and, particularly, with flight crews. He must have energy, initiative, and ambition. He must have an active, agile mind, the ability to think straight and fast, and to make up his mind.



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ATOS/SAAP

By Mark Monse

FAA has a couple of initiatives screaming down the pike, and they may be of genuine interest to you, the licensed airperson. As a public service, here's the scoop, as I understand it. Heads up!

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Air Transportation Oversight System (ATOS): ATOS appears to have had its origins in the aftermath of the Valujet DC-9 and Fine Air DC-8 accidents. The Valujet accident got tons of attention, but the Fine Air accident (a full aft cargo shift at rotation and subsequent pitch-up/stall) especially caught FAA's attention. Here was another airline that had scads of policies and procedures in the respective manuals of all the personnel involved with the processes (i.e. HAZMAT, cargo loading), yet actual adherence to these policies and procedures didn't occur in "real-life" operations, with loss of real lives (air and ground).

Thus, FAA's focus appears to have changed, and "functional compliance" is now being described as their "new way of doing business." ATOS is scheduled to go into effect on October 1st for the 10 biggest airlines. Check out their Website at http://www.faa.gov/avr/afs/atos/index.htm for more information.

Streamlined Administrative Action Program (SAAP): This seems to have originated as a recommendation from the Gore Commission, and is intended to streamline FAA's paperwork process. Essentially, it means that instead of an inspector observing an administrative infraction and later generating either a warning notice or letter of correction from their office to your home address, an inspector can now "ticket" you on-the-spot via use of their new Form 2150-7. Yes, really.

More detailed information on this program is contained within FAA Order 2150.3, change 25. FAA has published a companion list of commonly violated FARs, and while most are pilot, MX, or GA oriented, some are potentially relevant for us. By the way, does FAA OKC have your current address on file? (061.60)

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n si Mai**t**hi anni

The SAAP program was originally planned to taken effect on June 1st, then July 1st. It appears that due to protests from industry and user groups, SAAP has been placed on the back burner. There's a meeting of all the players scheduled for July 21st in Washington, so stay tuned for the latest. The latest jungle drums I hear indicate that given the pro-safety climate inside the Beltway, folks can now expect to see SAAP (with changes) implemented before the end of 1998.

Be safe, be legal, and be carefull to have we are so have of the safe, be legal, and be carefull to have we are so he so have of the safe
New Sigmet Charts On the

Way

From the AWC NWS Newsletter

Scheduled soon, all SIGMETS, CONVECTIVE SIGMETS, AIRMETS and FAS will be issued from AWC using a revised listing of FAA-authorized three letter location identifiers for use in outlining weather phenomena. This change is being implemented to use station identifiers that are shown on high altitude navigation charts. Many of the old airport identifiers have been changed to the tree letter identifier of the VHF. VOR navigational facility located near the airport. An example of the revision on the chart is the change of the identifier for Santa Barbara, CA from SBA to RZS. In addition to the identifier changes of location IDs on the chart, a number of new points have been added. For a copy of the new map, check out http//www.awc-kc.nloaa.gov

From the AVweb "Squawk Box"

man of a backers larg whom is abytitle

PROBLEM: F/A's complain of numerous roaches in the galleys.

SOLUTION: Roaches deplaned

PROBLEM: No.2 ADF needle runs wild

SOLUTION: Caught and tamed no. 2 ADF needle.

PROBLEM: Whining sound heard on engine.



Membership

Jerry Elder

Recently, I had the opportunity to visit Louisville, KY which is the home of the United Parcel Service (UPS) air dispatch center. The UPS air side of the business has enjoyed phenomenal growth in the last 10 years. Starting from scratch, they have grown to over 200 airplanes including 747-100s, 747-200s and B767-300s. Points served include all of North America, Hawaii, and various points in Asia and Europe with further expansion planned. We at ADF, would like to invite and welcome the dispatchers of UPS to membership in the

As our membership rolls approach 1,000 members, please take time to emphasize membership to your fellow dispatchers. Many probably don't know that ADF officers serve on a volunteer basis and that our budget is miniscule. By increasing our membership, we can even be more representational of the dispatchers employed throughout the aviation industry. Your volunteers are working with government, academia and the business community to enhance and promote professionalism among dispatchers. Join with us and help be a voice for the future of our profession!

DIGITAL ATIS WINDS -TRUE OR MAGNETIC?

Dale Foster

As you know, the METARs winds are reported in true north and ATIS winds are reported in magnetic north. Well, until a new toy called digital ATIS.

Digital ATIS comes straight from ASOS, in other words in TRUE NORTH. The problem is all crews believe the ATIS to still be magnetic and it's not. The FAA reports that the conversion package to retrofit, at present, is not funded.

There are two actions pending that could resolve this. The first is getting the necessary funds to install the conversion software. This fix will not happen soon. The second is a manual work-around to have the controllers manually edit the digital and insert magnetic winds. This action is pending in ATO.

In the mean time, we have 57 sites (list is attached to this newsletter) where our crews are not getting magnetic winds. As of this writing the FAA has not been able to give anyone a list of the sites. So if you're out west and your ATIS and METAR winds are the same, flier beware!

How they Evaluated the Dispatcher's Work Forty Years Ago

The following ins an excerpt from the 1962 book "The Air Line Dispatcher in North America"

"Good business practice requires more of an enterprise than well-defined plans. It should also have sound procedures, by which it can determine how well those plans are followed. Evaluating and auditing as it applies to the safety aspects of the dispatcher's work, is exceedingly important. If any of the dispatcher's actions are not in conformity with the CAR and his air line's approved operating procedures, the dispatcher may be subject to discipline, discharge and even the loss of his license." In addition to safety issues, here are some of the considerations that dispatchers are evaluated on.

Cost & Savings

Best service to passengers

Use Fuel cost differential

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Conservative fuel reserves in questionable WX Minimum fuel and maximum pay load

If operations are doubtful, cancel 6 hrs in advance

Over-fly stops if there is no load available

Always dispatch to accommodate the revenue load

Substitute piston planes for jets in uncertain WX

Safety before profits

Minimum time tracks

On-Time performance

Be ultra conservative in jet operations

Minimum fuel necessary for safe operations

Speed and relative fuel consumption ---

Maximum revenue & highest possible aircraft utilization

Dispatch at the fastest altitude

Operate all flights if at all possible

Divert the minimum number of flights through sensible consolidations



Randall <u><Allen></u> -- 11/27/98 -- 10:26:16

Great site, no complaints.

 $Christopher\ Moody\ \underline{<\!\mathbf{cmoody}@\!\mathit{airports.ci.la.ca.us}\!>} -11/25/98-14:24:40$

nice site - thanks for all the cool links re avation sites

Mark Christopher <u><markchristopher@hotmail.com></u> -- 11/23/98 -- 10:41:57

For those Canadian dispatchers out there Air Labrador In Goose Bay Newfoundland is looking for dispatchers with BOTH Transport Canada exams passed. Contact Wayne Morris fax 709-896-0644....http://home.thezone.net/~hangar for a little insight into LabAir.

Bill Hannahan wfhannahan@yahoo.com - 11/22/98 - 19:59:00

Hi, great collection. I do a lot of VFR cross-country flying. The most useful display I have seen so far is a new option on the DTN system, which shows the actual ceiling and visibility for each reporting station on the map. The symbols are color coded for MVFR and IFR conditions. The map has zoom capability. If I could only have one display to make the go, no-go decision, this would be the one. To make it even better I would like to have time lapse capability to review the last six hours, with the ability to pause at any point. If you could convince one of your associates to produce this product and add it to your collection it would be well used

kelly <top> -- 11/22/98 -- 18:30:33

how do i join?

John Will <<u>LOBUMBA@AOL.COM></u> - 11/19/98 - 20:11:10

I am currently enroling in the Aircraft Dispatcher Course at the Career Academy in Anchorage, AK. Have you heard of them and, if so, what do you think of them. Please send info on ADF to: John H. Will 4212 Harca

Michael C. McCann <michael.mccann@delta-air.com> - 11/06/98 - 20:19:46

The ADF web page is great place for info especially the weather briefing that we use constintly here in the Delta ACC Tower {LAX}. I am a licensed Dispatcher and currenty trying to find a position as a dispatcher at Delta's OCC in Atlanta, GA. Keep up the good work on the site, love the triva quiz, has us all guessing up here.

Rob Sherwin < RShe602039@aol.com> -- 11/05/98 -- 18:41:22

I have been offered a slot in the in-house dispatcher program for TSA. I am studying for the ATP121 and plan to take the written test the first part of December. I will attend the program in Jan. with any luck! I'm glad there is a site like this where I can learn more about the carrier I have chosen for myself.

Andre J. Sanders <andresanders@hotmail.com> - 10/28/98 - 13:04:16

I am currently interested in this field, I spent over twenty years in the air force as a command post controller. Where we at times, we were responsible for dispatching aircraft. If possible please forward any info you have available, thanks much.

Kara Whitesides klwhite@twa.com - 10/26/98 - 15:39:56

Just checking out the site!

Esma Dahbali Seffage@aol.com -- 10/25/98 -- 06:48:17

"Greetings from " FLIGHT OPERATIONS INTERNATIONAL *
AIRCRAFT DISPATCHERS* JFK INT'L AIRPORT NEW YORK.....

Aeromexico Dispatch aeromexico6@ibm.net - 10/23/98 - 19:49:10

we are new at this mordern tool hope we can be as good at it as you. best regards from trini, luis, raul

The ADF website in the 1990's offered visitors a guestbook where comments could be left for the organization. This tool further expanded ADF's outreach programs to many outside of the profession.





PAFCA Delta has always strongly supported ADF's cause. Here, in 1998, members of the PAFCA Board attend an ADF function. Delta Air Line's Professional Airline Flight Control Association (PAFCA) was well represented at the Symposium. Seated from left to right are Mr. James Gaudet, Mr. Lawrence Adkins, Mr. Randy Rohan, PAFCA President, Ms. Angela Shaw, Mr. Kevin Thompson, Mr. Mark Hopkins, Delta's ADF delegate and Mr. Hugh Bufkin.



At left, long-time PAFCA President, Mr. Kevin Thompson and Delta Air Lines' Flight Superintendent and System Operations Manager.

According to ADF President Steve Caisse, "Kevin has been one of the most ardent and effective supporters of ADF and its activities throughout ADF's history. Kevin and the PAFCA board reliably attended important ADF venues, providing a strong show of support for ADF's non-labor agenda.

Kevin agreed with ADF's founding principles that the dispatch profession needed independent labor and professional voices among colleagues in the aerospace industry.



Selected NASA Studies and Publications Involving Airline Dispatch and Flight Planning http://iwse.eng.ohio-state.edu/philsmith/aviation.htm

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Airline Dispatchers Federation

ADF NEWS



Volume 8 Number 3

September 1998

1998 Annual Symposium

"Airline Operational Control Decision Making"

Steven R. Caisse

The Airline Dispatchers Federation conducts an annual Symposium and Safety Forum each year to enable dispatchers from around the world, senior airline executives, manufacturing, and government colleagues to meet and discuss relevant issues pertaining to flight operations, safety, and training. Dispatchers come together at our Symposium to share, learn and seek solutions to the challenges posed by the aerospace industry.

You're invited to be among those who will be treated to a complete examination of the current and future state of Operational Control as we prepare to enter the next millenium. Join us at the 1998 ADF SAFETY SYMPOSIUM to discuss and debate policy, procedures and infrastructure recommendations for the next century.

Featured Speakers from various airlines, the FAA, NASA, OSU, and Congress (invited) will make attending this event well worth your time and effort. Every other year we hold the Symposium in Washington, D.C. to attract some of the most important, influential and interesting people in Aviation to speak and give recognition to the dispatch profession. Representatives from all arenas of aviation will be discussing the dispatcher's role in operational control. You need to be a part of it all at this year's Symposium!

The 1998 SYMPOSIUM presentations and discussions will feature:

- The FAA's view on the Safety Aspects of Positive Operational Control
- Lively Panel Discussion examining the "1-2-3 Rule" concerning alternate requirements
- Industry, Government and Institutional Viewpoints on Operational Control
- Historical Review of the Dispatcher's Role in Operational Control
- Safety Award Luncheon
- Many exhibits that will demonstrate how you can enhance Airline Operational Control

As Jerry Lederer, Father of Aviation Safety and founder of the Flight Safety Foundation said, "In order to reduce accidents, risks must be analyzed, evaluated and controlled". Those words describe the exact things an aircraft dispatcher does with every flight every hour of every day.

Let's join together to examine the realities of Operational Control today, the research efforts that are ongoing and the future that we are in the process of creating.

We enthusiastically look forward to meeting you this October 6 & 7 in Washington DC!

ADF News is a publication of the Airline Dispatchers Federation 700 Thirteenth St. NW Suite 950 Washington DC 20005 (202) 434-8919 FAX (202) 434-4599 800-0PN-GNTL On the WEB at WWW.DISPATCHER.ORG



A "Regional Airlines" Point of View (What My First Meeting Meant to Me)

Kenneth Gardner -Casino Airlines

The Airline Dispatch Federation, ADF, Meeting in Dallas, Texas, May 29-30, 1998, was not only informative but also extremely pleasant for me personally. It was the first such meeting I have attended, therefore, I hardly knew what to expect.

In this regard, I can assure you that the people I met, the issues discussed, along with the things I learned far exceeded my expectations. One of the more significant matters of the meeting was my being able to share information of a common interest and collectively discuss meaningful solutions for problems unique to the Dispatch function.

In reality, it was rewarding to learn that we have someone in Washington to us and provide an overview as to what changes are in the offing, which no doubt will be an asset from a currency-and up-to-date point of view. Even though, I work for Casino Airlines, which is a small organization, we have a vested interest in wanting to know what is about to happen in the industry that may affect us.

Additionally, it was an up lifting experience to realize that although I represented a very small airline my views and input to the meeting were welcomed. Consequently, if there are other Dispatchers who have not attended an ADF meeting, I would highly recommend that they do so at the first opportunity. The information and the knowledge obtainable at these meetings cannot be supplanted by reading books or the newspaper.

In conclusion, the meeting was a thought provoking and informative process, along with an experience that will be long remembered.

For those of you that haven't had the opportunity to attend one of our business meetings read the following from one of our members at Casino Airlines and Think About It ..ed.

"An average Aircraft Dispatcher will work more flights in a three-year period than will the average airline captain in his or her entire career... the impact Dispatchers have on safety and the traveling public is profound."



1998-99 Aviation Calendar of Events

Sept. 30 - Oct. 1 EUFALDA AGM Malta

October 5 Thirty Fifth Business

Meeting & Reception Washington D.C.

October 6 & 7 ADF Symposium

Holiday Inn Capitol Washington D.C.

Nov. 30- Dec 3 IFALDA Latin America

Conference-Montevideo

February 6-8 Thirty Sixth Business

Meeting Atlanta, GA

May 3-6 IFALDA AGM -

Cancun, Mexico

May 15-17 Thirty Seventh Business Meeting

Business Meeting
Phoenix AZ

August 14-16 Thirty Eighth

Business Meeting Seattle WA

October (TBA) ADF Symposium



CTAS/

Airline Collaborative Arrival Planning

Rick Zelenka - Project Lead CTAS/Airline Collaborative Arrival Planning

Air traffic control - airline data sharing and airlinepreferred terminal area arrival scheduling are being addressed in the NASA Collaborative Arrival Planning (CAP) project. Initial work involves the data exchange of real-time arrival scheduling, airspace management, and air carrier fleet data between the FAA service provider and air carriers, specifically the installation of a CTAS display at AAL's SOC in Ft. Worth, TX. Results show that CTAS information sharing leads to improved predicted time of arrival accuracy, improved strategic fleet arrival planning, and improved divert/no divert decisions of aircraft to alternate airports when faced with uncertain airborne delays. No adverse impact on FAA air traffic control operations resulted from this experimental data exchange. Longer-term work involves the development of ATC-airline collaborative arrival decision support tools to allow airline preferred arrival scheduling.

The CAP project is part of and leveraged from the NASA/FAA Center TRACON Automation System (CTAS), a fielded set of decision support tools that provide computer generated advisories for both en-route and terminal area controllers to manage and control arrival traffic more efficiently. CTAS components make up two of six FAA free-flight "phase 1" elements.

NASA-Ames Research Center, M/S 210-9, Moffett Field, CA, phone (650) 604 - 5433

Mr. Zelenka is going to be speaking at our upcoming symposium the following will give you just a quick idea of his topic of discussion in Washington. ed.

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 - ⇒ Secretary

Nominations will be open until 10-5-98 at which an election will be held at the ADF Business Meeting in Washington D.C. Candidates for Officers will be made from the general membership. To be eligible for nomination and/ or election, you must be in continuous good standing. Officers shall be elected for a 2 year term commencing January 1, 1999. Contact you ADF Representative for more information!



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Aviation Rulemaking Advisory Committee.....ARAC

Norm Joseph

The ARAC special working group for Fuel Tank Harmonization, to reduce the chance of fuel tank explosion, has made its final recommendations to the FAA. The FAA will now use this industry consensus report to develop and issue harmonized rules or advisory material. It is expected that this will include design changes, fuel chemistry changes and inspection requirements.

The Fuel Planning and Management Advisory Circular remains in coordination within the FAA. Based on length of time within the agency, this may become the most coordinated Advisory Circular in history. Sources indicate the FAA still hopes to publish it this year.

The Flight Crew Reserve Rest working group, dealing with rest scheduling for pilots on reserve status, reportedly has established a basis for developing rules based on the type of service provided (i.e. Part 121 scheduled versus on demand). Several more meetings will be required to formulate a detailed recommendation.

The All Weather Operations Harmonization group has completed its recommendation on the second Advisory Circular. The comment period on the first Advisory Circular, 120-28D, closed July 20. These Advisory Circulars include some interesting procedures for Engine Inoperative operations and Captain determination of RVR values. ADF has been able to include the dispatcher role in the draft document in an effort to insure proper training and availability of pertinent data in usable format.

The Takeoff and Landing Performance

Harmonization group continues to work to harmonize the calculations and determination of these values with the JAA and other International authorities.

The Flight Crew Licensing Harmonization group continues to work towards harmonization of ATP type certification. A report on this effort is expected at the September Training and Qualifications Issues Meeting.

The Part 65 Dispatcher Certification Rule remains in

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coordination with in the FAA. We still hope it will be issued this year. The FAA also is working with in the agency to revise the Part 121 dispatcher training rules. While sources indicate this will be part of a larger effort to state training requirements for each type of certificate separately (pilot, navigator, dispatcher, etc.) look for some changes to the current regulation and terminology.

This is the regular update from our member at ARAC. One of the any committees in Washington we keep involved with. Thanks Norm ed.



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Incompatible Goals, Uncertain Information, and Merciless **Incentives:** "The Dispatch Dilemma"

Dr. Kip Smith Department of Psychology - Kansas State University

This paper addresses the dilemma that airline dispatchers face whenever a hub airport is threatened by severe weather. The dilemma is an example of decision making in the face of incompatible goals and uncertain information. It is exacerbated by a merciless corporate incentive system.

The moral mandate for safety values decisions that err on the side of caution. The corporate drive for efficiency (as measured in dollars) demands decisions that minimize costs and opportunity loss. The two goals of safety and efficiency are often incompatible. Trying to satisfy both produces a dilemma.

The weather event of May 15, 1998 is used to illustrate the dilemma. A mesoscale cyclonic system roaring north at 70 knots appears to threaten a major hub airport. On the one hand, it might be prudent to reroute and/or divert a large bank of arrivals. On the other hand, reroutes and diversions are bound to incur additional costs that might prove to be unnecessary were the weather to miss the airport. The intrinsic uncertainty of weather forecasts forces the dispatcher to weigh and combine probabilities and costs, a daunting task in the face of time pressure.

A decision theoretic analysis of the May 15, 1998 weather event illuminates the sources of uncertainty and costs that contribute to the dispatcher's dilemma. The dispatchers for a major airline had to make a series of expensive decisions (e.g., instituting and "internal ground stop," evacuating aircraft before the storm (might hit). In a corporate environment driven by the bottom line, erring on the side of caution incurs a risk to job security. The analysis shows that the dilemma posed by the conflicting goals of efficiency and safety in the face of uncertain information can only be resolved with a clear organizational incentive policy that eliminates the risk from making expensive decisions.

Dr. Kip Smith is another of our speakers at the symposium. Dr. Smith is involved in the "Free-Flight and CDM (Collaborative Decision Making)" effort. Here is just a hint of his subject, ed.



Post-Operations Evaluation Tool (POET)

Dr Phil Smith Ph. D.

The Post-Operations Evaluation Tool (POET) provides a graphical interface to look at a combination of airline data (filed flight plan; predicted and actual performance statistics) with FAA data about flight amendments and the actual route of flight. By doing so, it provides a more complete picture about efficiencies and inefficiencies in the national airspace system.

For example, one airline's flights from BFL to DFW are rerouted 67% of the time because of cornerpost balancing problems, resulting in a 7% increase in fuel consumption.

As a second example, a daily flight from MIA to ORD is regularly filed and fueled to fly around military airspace, but is allowed to fly through the military airspace 100% of the time.

These flight amendments while enroute result in fuel savings, but this gain is less than would be possible if the airline could fuel for the route actually flown.

In these two talks, the impact of these and other types of inefficiencies on airline performance will be discussed.

 Phil Smith (OSU), Mark Klopfenstein (Metron) and Roger Beatty (AAL):

POET: A Post-Operations Evaluation Tool for identifying efficiencies and inefficiencies in the NAS

Phil Smith (OSU), Elaine McCoy (OU) and Judith
 Orasanu (NASA):

Use of POET to detect and quantify inefficiencies in the NAS

Dr. Phil Smith from Ohio State University has been involved with ADF for many years. He and his associates will also be speaking at our upcoming symposium in Washington on October 6, 1998 from 1430-1530 local time.

Part Time Administrative Assistant/Secretary

ADF is looking for an organized, self motivated, individual with a computer & e-mail capabilities. Duties include membership coordination, invoicing, mailouts, etc. 20-45 hours per month at \$9 per hour. Perfect for an in home office! Mail your resume to ADF or leave a voice mail message at 800-OPN-CNTL.

The Need for an Alternate. FAR 121.619, Is It Outdated?

Panel Discussion Set For Symposium.

ADF views one of its roles to be that of arbitrator in examining issues of concern or interest to the dispatch profession. Recently, we have focused our attention on the alternate requirements of FAR 121.619.

FAR 121.619, commonly known as the 1-2-3 rule, allows dispatch to a destination without a alternate if the forecasted destination weather will be at a ceiling of 2000 feet or greater and visibility of 3 miles or greater for one hour before to one hour after the estimated time of arrival. In the era of CAT III and RNP, is this rule, as it is presently written, realistic? "In the CAT III world, do we need a 2000 feet ceiling before we don't need an alternate when some of our aircraft can auto-land with a ceiling of zero and a RVR of 300 feet?" How much added operating expense is borne by our employers when one of their hubs features an 1800 foot ceiling for days at a time in the winter months? Would it be unsafe to dispatch to ORD with an 1800 foot ceiling without an alternate in 1998?

While we believe that lowering these minimums may make sense for CAT III airports like Seattle and Los Angeles, ADF does not endorse a blanket change to this regulation. For example, the current rule doesn't even make, sense at a airport like Butte, Montana when the LDA may be out of service and the only approach available might be the "VOR DME or GPS A" approach. If this were the case, that approach has a decision height that is 2995 feet above the airport. FAR 121.619 would allow an aircraft to be released to Butte with no alternate but with no way to complete an approach to the airport if it has a 2000 foot ceiling.

The solution for 121.619 may be a regulation that is applied like C55 of the automated ops spec for alternate minimums. A formula for figuring no alternate minimums for a destination with a ceiling requirement calculated from a set height above approach minimums. This could allow the lowering of requirements at SEA and LAX and assure a more consistent level of safety at the Buttes of the world, with the minimums derived from the available approaches on a given day.

Since ADF feels strongly that this regulation needs to be examined in the context of the avionics and NAVAIDS we enjoy in 1998, we have decided to make this topic the focus of a panel discussion at this year's ADF annual symposium.

(continued on page 10)



IFALDA Membership Status

The International Federation of Air Line Dispatchers' Associations has been serving the professional interests of Aircraft Dispatchers and Flight Operations Officers since 1961. IFALDA is a Federation of Associations and, as such, represents groups rather than individuals. The IFALDA Committee is made up of delegates from about 50 Dispatcher groups from around the world and currently has about 1400 members.

At Annual General Meetings (AGMs) business is conducted by the Committee under the leadership of an elected Executive Board which includes 5 elected Senior Officers and one or more Directors. When considering non-financial matters, each member association gets one vote. When considering financial matters, each member association gets one vote per paid member.

ADF and EUFALDA were created as regional Federations and chartered by IFALDA in 1989/1990 to represent the specific interests of civil aviation within their specific geographic regions. As such, their member associations maintain their separate presence in IFALDA with voting privileges. Neither ADF nor EUFALDA are separately recognized by IFALDA as associations and they do not vote in IFALDA business matters, however an ADF or EUFALDA representative may carry their member associations proxies to vote as a bloc in IFALDA business matters.

Persons that belong to ADF, EUFALDA, or IFALDA as individuals without membership in an affiliated association do not have IFALDA voting rights but are eligible to participate in all professional activities including working groups and are also eligible to run for and hold office.

Current IFALDA Executive Board:

Brad Rasmussen (World Airways) President Sandy Sandziuk (Air Canada) Vice President West Gerald Clifford (Aer Turas) Vice President East James Ford (Delta Air Lines) Vice President Finance Flemming Loevenvig (SAS-Denmark) Vice President Administration

David Porter (Delta Air Lines) Director Regulatory Affairs

Visit the IFALDA web site at http://www.ifalda.org

(continued from page 9)

The Need For an Alternate

We will discuss the merits of changing the way we look at dispatching with no alternate and if a change is in order for this FAR, and if similar modifications are warranted to their Flag and Supplemental counterparts (121.621, and 121.623) in Washington at the ADF Symposium this October. We anticipate a lively informative discuss concerning this topic. Panelists from industry and government will examine, discuss and debate the merits of this issue. One thing is for certain, the FAA will take notice of the conclusions reached by the panel and audience. Make plans now to attend this thought provoking and lively presentation at the ADF's annual symposium.



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1998 Symposium Volunteers Needed!!

Steve Caisse

It is a monumental task each year to coordinate and execute the hundreds of functions which are required to set-up, organize and conduct the ADF's yearly Symposium. This year, we are asking for the volunteer assistance of approximately 30 of our members with various activities. We need members to perform functions for us in conjunction with the Symposium. If your time and schedule permits, please consider lending a hand in any of the areas found on the Website at http://www.valuweb.com/ADF/volunteer.html. Or call 800-OPN-CNTL, leave a voice mail message and we will be in touch with you!

Although ADF is an all volunteer organization and we are unable to pay you for your efforts, anyone volunteering to perform any of the following functions will receive half off of the cost of admission to the Symposium (up to a \$32.50 value). Remember, a lunch will be provided at the symposium.

On behalf of the more than 1000 members of ADF, I thank you for your support and contributions to our profession. I look forward to your participation at Symposium '98.

International Dispatch Meetings

The EUFALDA meeting will be held Sept. 30-Oct 2 in Malta at the Lapsi Hotel Balluta Bay, St. Julians, Malta. The price is \$180pp/D or \$205S, payable in US \$ Cash at check-in. Reservations made through Charles Busuttil at fltops@keyworld.net. Charles is a Dispatcher with Air Malta and the meeting is hosted by ALDA-Malta. Contact Charles for information regarding passes on Air Malta or consider LH 90% ID out of FRA.

The next EUFALDA meeting will be held in Lapland (Northern Finland) in late Feb/early March. See EUFALDA Website for details as they are known and published.

IFALDA Latin America will hold its Annual General Meeting in Montevideo (MVD) Nov. 30, Dec 1-3. Contact Omar Diaz at MVDOWPU or Raul Aguirre at MEXDDAM or see IFALDA Website for details.

The 1999 IFALDA AGM will be held in Cancun May 3-6. Cost \$250PP/D or \$350S. See IFALDA Website for details

"The membership of ADF touches more flights and more airline passengers each year than do the members of ALPA or the RAA or NBAA."



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Aircraft Turbulence Accident Prevention Conference

Jim Creighton

I attended the Aircraft Turbulence Accident Prevention Conference August 25-26, representing ADF. Actually, the conference was on the 25th until 10PM, cut short by hurricane Bonnie.

The conference was well attended and represented by approximately 200 attendees from FAA, NASA, NTSB, Airlines, ALPA, General Aviation, and of course the technology manufactures. Myself and one lonely dispatcher from US Airways represented the total *dispatch presence*. The purpose of the conference was to produce a consensus among the various parties of how new technologies would look and how the various operating parties, namely, the flight deck, ATC, and the AOC, would use it. NASA seems to have in mind something on the order of CDM for turbulence events.

The following three bullets have been developed by NASA researchers for TURBULENCE INFORMATION REQUIREMENTS for turbulence encounter:

IMMEDIATE (a turbulence encounter will occur in 0 - 2 minutes)

- Immediate action by pilot (change autopilot mode. Change speed, seat passengers, etc.)
- Forward looking detector (is this the only direction need to monitor a probable turbulence encounter?)
- On-board in-situ detection (ACARS reports)
- Primarily a flight deck decision (not enough time for dispatch intervention)

I pointed out the necessity of dispatch notification, even though we do not have time to intervene, because of the aircraft that might be following the aircraft about to have the encounter.

NEAR TERM (a turbulence encounter in 5 - 20 minutes)

- Request new altitude, heading, speed, turn on seat belt sign
- Near term turbulence information distributed to flight deck (FD), ATM, AOC.
- In-situ broadcast from aircraft ahead
- Collaborative decision usually made between FD and ATM.

At this point I interjected that if the dispatcher has a 15-20 notice of turbulence encounter that he/she should have adequate time to intervene and must be part of the collaborative effort.

STRATEGIC (turbulence along the route)

- · Reroute request/decision
- Turbulence information along route/possible routes
- Distributed to FD, AOC, ATM
- Collaborative decision between FD, AOC, ATM

I made the point that given the proper STRATEGIC tools, the dispatcher could prevent bullets two and one from occurring. Others seconded that in the audience.

The Dispatcher/AOC role in turbulence encounters was widely discussed and I discerned no attempt to leave us out of the equation, except as note above. In fact, I was asked by Mr. Scanlon of NASA to participate on the AWINS Steering Committee, and I agreed to do that as ADF. I told him that Steve, Mike, or myself would be available for dispatcher input. I have already requested that ADF be put into the information flow. Of course "the proof of the puddin' is in the eatin' " so when we get our first invitation to participate I guess we're on the Steering Committee.

(see "Turbulence" on page 14)



(continued from page 13)

Turbulence

A partial list of OBJECTIVES for NASA that came out of the airline-working group are as follows:

*Lead time - how many minutes airborne notification.

Too long (say 30 minutes) and the turbulence may not be there when the aircraft gets there (that's good). Too short and there may not be adequate time to prepare the aircraft.

*Information should not only go to the cockpit, but also the AOC and ATM.

*Benefit/Cost Justification- Some airlines stated that he would not go to his Senior Management to spend \$50M for AWINS unless there could be shown a cost benefit.

*Education-Flight crews and passengers must be educated about turbulence, seat belts fastened while seated, seat belt sign, etc.

*Simulation for lead times to mitigate turbulence encounters. That is simulation for cockpit as well as dispatch displays. How will the display look to the pilot and how will the information be displayed for the dispatcher.

*Probability Display and Graphic Format- There was a need presented by the operations types to have a percentage probability attached to the detected turbulence encounter and have it graphically displayed to the FD, AOC, and ATM.

*PIREPS: Provide an infrastructure to automate PIREPS to FD, AOC, and ATM. Misunderstanding by pilots that when they report turbulence to ATC, it does not necessarily get passed through the system. The question was presented to dispatchers whether or not they passed PIREPS received from company flights to FSS for distribution. How many of us do that?

There are many more OBJECTIVES given the NASA Researchers that will show up in the minutes of the meeting, which we will distributed. Suffice it to say dispatchers are recognized by the operations as a major part of the turbulence equation. We must remain vigilant that the research types recognize that as they design the future turbulence nowcast/forecast devices.

For additional information on this meeting or a copy of the NASA Aviation Safety Program: Turbulence Program Plan Outline, contact ADF at 800-OPN-CNTL or send a request to carla@valuweb.com

WEB SITE FUEL SURVEY UNDERWAY

One of the most successful new features launched on the ADF web site recently has been the Fuel Use Survey which first appeared this past Spring. Survey number 2 is in full swing on the Internet (http://www.dispatcher.org) and has been as enthusiastically received as its predecessor.

For the purpose of review, Survey number 2 examines the role and responsibility of an aircraft dispatcher when faced with a situation whereby the destination's weather drops below 2000 and 3 on a flight released without an alternate. Approximately 165 responses to the survey had been received by mid August. Opinions of those voting are split between the option of allowing the flight to continue to its destination without an alternate, versus off-landing prior to destination for more fuel.

Among the comments placed by their membership on the Bulletin Board set up to discuss this issue was the following excerpt from:

Order 8400.10 Volume 3 - Air Operator Technical Administration - Chapter 6 - Operational Control Section 2 - Flight Dispatch Systems and Domestic Operating Rules - 1187 Amendment of a Dispatch Release:

(3) When weather conditions permit many operators release flights without an alternate airport. In some instances while the flight is enroute, the destination weather may deteriorate to below what was used to release the flight and to the point that an alternate airport would have been required. The operator's GOM should contain direction and guidance to PICs and aircraft dispatchers on how to manage such a situation.

As an interesting aside to this exercise, ADF has learned of at least one major airline that has rewritten its Flight Operations manual to cover this scenario and to include guidance for dispatchers and pilots in just such a circumstance. If you have not visited the survey yet, drop by and register your opinion. You will have the opportunity to see what your contemporaries feel about their responsibilities in this situation as well as voice your own opinion.

While ADF firmly believes that it is each individual dispatcher's responsibility to interpret and comply with regulations as they see fit, we believe that the aforementioned language in 8400.10 is a strong endorsement that airlines should address this issue in their FOM's. Does your employer provide you with this guidance?



Minutes of the 35th ADF Business Meeting Oct. 5, 1998

Minutes transcribed by Rick Ketchersid and Andy Konstas

Introductions around the table.

Financial Report was given by Andy Konstas – Sectary / Treasurer. ADF is currently operating in the black. For additional information, feel free to contact Mr. Konstas at akonstas@flash.net.

Membership Report

959 dues paying IFALDA members 32 Affiliate / Student members 17 Retirees 1008 Total of which 132 are new

Welcome and thanks to Randy Rohan and fellow board members for support of the organization and innovative ways used to increase Delta employee participation.

Monthly conference call program - We are on to our third conference call. No amendment to by-laws to require meetings via conference calls. ADF will continue to conduct conference call, monthly participation to include Director level and higher. A list will be provided to the operator of who is authorized to participate in the call. Conference can be monitored by anyone if dialed in at work.

Confirm the 1999 symposium for Daytona Beach, FL. Tentative dates for Oct. 18-20. Sponsored by Embry Riddle, limited air service in DAB, but a 1.5 hour drive from MCO. Theme yet to be determined. We need to select a chair-person, perhaps Mike Nadon.

Meeting dates for 1999, (see newsletter). ATL, Feb 6-8 sponsored by DL and PAFCA. May 16-17 PHX sponsored by HP, Aug 14-16 Seattle sponsored by AS, October Symposium in Daytona Beach sponsored by Embry Riddle with dates yet to be confirmed with Embry Riddle. Currently looking at Oct 18-20, 1999.

Amendments to Bylaws: Discussion and clarification on Director's votes, (see Norm Joseph for details), on bylaws issues, since directors are appointed by ADF. Council voting rights will be reserved for the executive board and delegates that hold 50% membership. The Executive Board will consist of the elected ADF Board.

Article I - changing structure of the council separating Secretary and Treasurer. A vote at the last meeting in PDX created two separate positions. Creating the position of Secretary and the position of Treasurer.

Norm Joseph motions to accept the changes to the bylaws, second by Andy Konstas. Motion withdrawn and moved to Oct. 6th meeting.

Lunch Break

Meeting with FAA Administrator, Ms. Garvey and Peggy Gilligan – Steve Caisse gave an overview of the operational control profession in a "Mission Control" format. Discussed Challenger accident & the issues surrounding the Avianca accident in 1990. Carla Beck gave examples of accident/incident situations where a dispatcher did make the difference. Discussed the single level of safety. Offered ADF to Ms. Garvey as an ally with a professional view. Encouraged RDR funding and high level support. AWINs discussed as per the position paper currently on the web site. It was agreed that the meeting was a success.



Mr. McSweeney's new appointment in the FAA was discussed.

Report by Jim Creighton on NASA Langley. Mr. Soliday, a major airlines Safety Director, will not go to board until AWINs is proven. In this meeting, Jim Creighton stressed the importance of allowing dispatchers to do what the FAA regulations require them to do by relaying only important weather information to crews. Dispatchers and Crews should see the same display of weather. Both should be looking at the same picture. Follow up meeting at RTCA in November.

AWS&T 22nd and 23rd of Sept. DAL air safety manager Jim Anderson spoke about dispatchers and getting information to crews and the that ticket program (ATOS) will occur. Widget manufacturers are all saying that their equipment will reduce the accident rate 80%. ADF will continue to stress the importance that a dispatcher will supply mission critical information to the cockpit. All feedback indicates that the dispatcher will still be in the loop.

Newsletter-. All members are encouraged to write letters. Profiles on various airlines (smaller carriers preferred).

Meeting Central password protected for Director level and above. Who's going, how many are needed. Password issue discussed and advertising in newsletter for uncovered meetings.

Election of new officers.

Executive VP nominated- Jim Creighton; nominated, seconded and accepted. Brad Rasmussen nominated VP of Government and Legislative Affairs. VP Membership – Jerry Elder nominated, Frank Hashek nominated, seconded, accepted Secretary position – Tom Lynch nominated, seconded and accepted. Elections to occur on the 6th.

Meeting 600pm 6 Oct. Jupiter room continuation by-law changes, elections.

By-laws amended as shown in attachment one (TBD).

Andy Konstas to secure information on bonding the treasurer position.

Jim Creighton elected Executive VP

Brad Rasmussen withdraws nomination for VP of Government and Legislative Affairs, Jerry Elder accepts nomination and is elected.

Frank Hashek declines nomination for VP Membership, Brian Schultz accepts nomination and is elected. Frank Hashek/ Chautaugua assumes Director of Membership North.

Mike Harkin/FEDEX to Director of Membership South.

Tom Lynch is elected to the Secretary position.

Meeting adjourned at 0700pm.

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Volunteer Spotlight

TOM LYNCH



grew up in a household with an airline pilot father so you could say I was introduced to aviation practically from day one on the earth. When my three brothers and I were growing up we were all Boy Scouts and my father made all of us an offer. Anyone of us that reached the rank of Eagle Scout, he would pay for our private pilot license. We all achieved Eagle Scout, but I am the only one who took him up on his offer for the private pilot license.

Wanting to get into aviation as soon as I could I was hired by Hughes Airwest on August 30, 1976. to be an Aircraft Cleaner in Las Vegas, Nevada. I was soon able to transfer back to my hometown of Seattle and I stayed with Hughes Airwest, and then Republic Airlines after the Hughes Airwest acquisition for eight years until I was furloughed by Republic as they downsized the former Hughes Airwest West Coast operation. During this time frame I was continuing advancing my pilot licenses and ratings to include a Commercial License with, Instrument, and Multi-Engine ratings.

After being out of aviation for about a year an old Hughes Airwest friend who was then at Alaska Airlines called me up and said Alaska needed people and on April 29th, 1985, I was back in Aviation in a Maintenance Support role. I saw one day in the company newspaper that a new employee was an Assistant Aircraft Dispatcher. I wasn't sure what that was at the time, but I thought that might be something that would interest me.

I was able to work with Glen Truslow, Alaska's Training Dispatcher, who prepped me for the license exam, I obtained my Aircraft Dispatcher Certificate, and then was hired by Alaska Airlines as an Assistant Dispatcher on May 18, 1987, in the Flight Operations Department. And as they say, I never looked back.

When I started in dispatch at Alaska we were not the most advanced dispatch office in the industry. I liked to say for communications we had two tin cans and a string. We cut down a lot of trees with all the paper and pencils we went through on a daily basis back then. We did not have ACARS or Aircraft Situation Displays. Both of those things along with our Avtec Console Communications System were the biggest game changers for me during my thirty-five years at Alaska. Smart computers with a suite of tools for flight planning and preparing flight release have been pretty good too. The trees in the forest are breathing a little easier today as our need for paper has been greatly reduced.

Shortly after coming into Alaska Dispatch, ADF was born and I, along with a couple of colleagues would take turns going to Dallas to the meetings for the first couple of years while ADF was being formed.

Jim Little, who was ADF's first President, as well as the President of American Airlines Dispatch Union, was a great mentor to me. He taught me a lot, both on the professional side of our

profession, as well as the labor side. I admire him to this day for all he did for the dispatch profession.

Later I spent one term as an ADF Officer during the time ADF was instrumental in reducing the number of seats from 30 to 9 for a scheduled operation to fall under the FAR 121 rules, which in my mind not only benefited the profession, but more importantly raise the level of safety for most of the schedule flight operations in the US.

If you stay anywhere long enough you will probably have some days that were memorable, but for the wrong reasons. January

"I am old enough to retire but I still enjoy this profession and I don't see me hanging it up anytime soon.".

31, 2000 I was involved with Alaska Airlines Flight 261 which was a loss of life accident off the southern California Coast and I was also in the FAA Command Center near Washington DC on September 11, 2001. Two events that of course we wish never happened. But one thing that always comes out of events like those is we become an even safer industry by studying those events and ADF has provided experts to accident investigations as well as Congress to help those people to better understand the dispatch profession and how we have a high level of responsibility to insuring safety of flight.

Another issue that ADF was instrumental in was the continued development of Collaborative Decision Making between the FAA Command Center and the Airline Operation Centers in collectively managing air traffic in congested airspace and airports. It was this involvement that brought me to the FAA Command center on September 11, 2001 for a class on the tools used by the airlines to manage their flights at constrained airport as I was the Project Manager for Alaska Airlines to become an airline participant in this Collaborative Decision Making. Now nearly twenty years later I have come full circle as I am currently one of Alaska Airlines ATC Chief Dispatchers who is responsible for this ATC coordination.

For the last twenty years or so I have been a FAA Designated Aircraft Dispatcher Examiner. I like giving new dispatch students a little of my decades long experience. I am told I am old enough to retire but I still enjoy this profession and I don't see me hanging it up anytime soon. But when I do, I might go to the local college that has an Aircraft Dispatcher program and become one of their instructors. (If they'll have me.)



Airline Dispatchers Federation

NEWS **ADF**



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What an Amazing Four Months it has been for ADF & the Dispatch Profession!

Steve Caisse - President

One of ADF's responsibilities to our membership is to work toward educating our fellow professionals in the aerospace industry, media and government as to the roles and responsibilities of the aircraft dispatcher and to demonstrate the benefits of positive operational control to all involved with airline travel. To that end, ADF's leadership developed a strategy this past summer with the intention of meeting with key people in the aerospace industry for the purpose of presenting an educational overview of our profession. The plan was instituted in August and since then, ADF's leadership has been meeting with the "who's who" in commercial aviation.

The highlight of these presentations was a positive face to face meeting with FAA Administrator, Mrs. Jane Garvey. The administrator's time is very limited and ADF was fortunate to obtain an audience with her. (see a more detailed report on this meeting elsewhere in this newsletter). We also had the pleasure of meeting with Peggy Gilligan, Deputy Associate Administrator for Regulation and Certification. Mrs. Gilligan is third in command at FAA-AVR as the Deputy Associate Administrator and her responsibilities include certification, regulation and inspection of dispatchers. At this meeting, ADF established very positive and beneficial dialogues with these top government officials.

As a result of these meetings, ADF is pleased to report that the dispatch profession has been featured on national The highlight of these presentations was a positive face to face meeting with FAA Administrator, Mrs. Jane FAA-AVR as the Deputy Associate Administrator and her responsibilities include certification, regulation and

As a result of these meetings, ADF is pleased to report that the dispatch profession has been featured on national television, in a major nation wide magazine, and in one of the industry's most respected aviation publications. In addition, a member of congress has promised to bring to the floor of Congress, issues of great importance to us all. Dispatchers have been recognized by the head of the NTSB, the CEO of a major airline and several airline's Vice Presidents. We have forged a cordial and beneficial relationship with the Air Transport Association and have established key alliances in industry and academia all to the benefit of the dispatch profession As a result of these meetings, ADF is pleased to report that the dispatch profession has been featured on national television, in a major nation wide magazine, and in one of the industry's most respected aviation publications. In established key alliances in industry and academia, all to the benefit of the dispatch profession.

Space here does not permit a chronicling of all the meetings, phone calls, and correspondence that has taken place this fall. For the sake of review, here is a brief capsule summary of highlights from a few noteworthy events ADF has participated in:

- In August, ADF participated at a meeting conducted at FAA Headquarters in Washington Standards personnel including one of the Agency's top dispatch officials, Mr. Jim Gardner. In August, ADF participated at a meeting conducted at FAA Headquarters in Washington with FAA Flight
 - In September, ADF participated in the RTCA's yearly symposium. There, we successfully established key affiliations with several top industry companies and established relationships which will hopefully lead to



(Continued from page 1)

additional corporate sponsorship participation and more visible participation by aircraft dispatcher in some of the R&D work currently being conducted by these firms.

- In October, the dispatch profession was featured in an article appearing in Smithsonian Magazine called "The Dominoes Are Falling". This article alone placed our profession's story in front of over 7 million readers.
- Thanks to work done earlier in the summer, the dispatch profession has been featured in several CNN Travel Guide features airing throughout the fall to CNN's worldwide audience of over several million viewers. These segments were aired several times daily and seen worldwide on CNN, CNN Headline News, The CNN Airport Network, CNN Classroom, CNN International and CNN Latin America. It is expected that additional segments of this series will air during the Christmas travel season.
- Following meeting with ADF members, USAToday has expressed interest in doing a detailed report on the profession sometime in 1999.
- In October, ADF participated in the FAA's GAIN Safety Conference. At that meeting, the role of the dispatcher in preventing accidents was highlighted to the 500 industry participants at the conference. ADF will continue to participate in this important forum.
- ADF was honored in October by the participation of Minnesota Congressman Jim Oberstar in the ADF Symposium. While there, ADF's officers met briefly with the congressman and discussed several aspects of the FAA's Single Level of Safety Program and how the regulations of that policy have not been extended to supplemental and cargo carriers.
- In addition, ADF also welcomed NTSB Chairman Jim Hall to the symposium. Hall's speech was extremely complimentary to the profession with comments such as "I hope I've made my point dispatchers are at the center of almost every operational decision made at an airline." pervading throughout his remarks. As a result of that meeting, ADF has established a regular dialogue with the chairman's staff and is working more closely with the NTSB than ever.
- In November, ADF sent a delegation to meet with Michael Reynolds, Council for the Senate Aviation Sub Committee and on staff for Senator John McCain. There, the organization was able to present a "shopping list" of significant items for congressional review. We hope to see some noteworthy initiatives from the Senator during the 1999 session of congress which will strengthen the role of the aircraft dispatcher.

A very significant contact was made by the organization in November with Aviation Week & Space Technology's Senior editor, Mr. Jim McKenna. As a result of this meeting, AW&ST ran a story on ADF's National Aviation Safety Award to Southwest Airlines in Oct. In addition, Mr. McKenna is working with ADF on the development of several stories for publication in 1999.

The focus and interest in the dispatch profession, which has and continues to flow as a result of these meetings and contacts is extremely important and beneficial to ADF's membership. ADF's contention throughout, has been an easy point to make. Our contributions to aviation safety, to our employer's bottom line and to the travelling public in general speak for themselves. We know it. Those informed about our profession know it. For those that need to be educated, ADF will continue to promote our roles and responsibilities at every turn until everyone in aviation recognizes that the aircraft dispatcher is an indispensable contributor to aviation safety, operating efficiency and customer satisfaction.

More than ever in the past, the news media, public officials and other industry players are listening to what we say and watching what we do - and dispatchers everywhere are proud of it. If we are going to count on this profession for our livelihood in the years to come, we need to reach out to our colleagues around the country, educating them as we go.

(see "Four Months" on page 5)

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(At the ADF Symposium held in Washington DC in early October, there was a panel discussion Titled "Alternate Requirements - Is It Time for a Change?" This discussion revolved around the alternate airport requirements set down in the FARs which is known as the 1-2-3-rule. The following is a response to that discussion from one of our members at Trans States Airlines. ed.)

A Panel Discussion on the 1-2-3 Rule One Dispatcher's Response

Jeff Clifford. Trans States Airlines Delegate.

The discussion opened as it should, with two very good examples of why the rule is out-dated and needs to be looked at again with respect to 20th and even 21st century technology. Butte, Montana and Atlanta, Georgia, both with ILS precision approaches, and yet so vastly different. Atlanta with its ability to handle approaches down to RVR 300, and Butte requiring a ceiling of 3000 feet and 3 miles visibility to shoot the approach. Atlanta shows the out - datedness of the rule, and Butte shows its inflexibility.

The panel however quickly took the discussion down another path altogether. The emphasis seemed to be on conventional wisdom, and not FAR minimums. Would any dispatcher worth his salt plan minimum fuel to be just Burn, Reserve, and minimum Contingency into ATL with a forecast of TEMPO BKN021 most of the day? Of course not! At least not where Giles (one discussion panel member) works. But would that be safe? Of course. But it wouldn't be wise, nor productive or efficient for an on-time airline, because sure as I'm hunting and pecking on this keyboard, the dispatcher and pilot will be hunting for a place to put that aircraft on the ground when it gets put in a 45 minute hold.

And what about Butte? This airport and many like it seem to fall between the cracks of the rigid 1-2-3 Rule. With no alternate, on a 4SM BKN025 day in Butte, there is no way the aircraft will even be allowed to try the approach. But did it legally need an alternate? Apparently not. For safety's sake did it require an alternate? Of course it did.

At my airline we have a similar trio of airports, ones I am much better equipped to discuss. SFO, San Francisco International; MRY, Monterey California; and SMF, Sacramento International Airport also in California. SFO, with its parallel runways too close together, cannot allow simultaneous approaches unless ceilings are above 2400 feet and visibility is above 5 miles. Being on the coast, these conditions do not occur nearly enough, and ground delay programs and extensive airborne holding are in place more often than not with arrival rates of about 28 per hour. MRY is also on the coast, and while not a busy airport, the ILS only supports west to east approaches, with very high circle to land minimums, 2SM and 700 feet when the wind is blowing the wrong way. And don't forget the fog banks that roll in with as much frequency as further north in SFO. The last of the trio is SMF, an inland

airport with multiple runways and supporting approaches, and very little inclination towards fog. Now we have part of the equation, the facilities.

Our aircraft in our west coast operation are of the little Jetstream 31 variety. No autopilot let alone auto-land capabilities. Good solid aircraft with Category I ILS capabilities. Capacity is 19 with no F/A (Flight Attendant), but alternate fuel requirements will always reduce that by a few passengers. Another part of the equation.

And what is left you ask? Well, besides the experience of the two people responsible for the flight, there are field conditions, time of day, ATC staffing levels and abilities, company policies and procedures, airport capabilities, weather trends, facility OTS Notams, proximity and number of alternates, and the conditions at all those alternates, not to mention the unforescen emergency, or unexpected arrival of Air Force One. Not a few things to keep in mind, at least for safety's sake. Certainly you do not need to take all that into consideration for legality. The FAR's are specific... 1-2-3. The good dispatcher cannot be. All these variations and permutations must be woven into a 13 line release that ensures public safety, and company profitability. A tough task.

But what does it all boil down to? The ability to hold to a certain fuel level until the aircraft is cleared to attempt the approach. At that point the aircraft only has to do one thing, fly the approach to minimums and, if the runway is visible at the end, it gets to land and the flight is a success. If the conditions do not allow the pilot to see the runway then the pilot executes the missed procedures, and it starts all over again. If the conditions are ATL with autoland and ability to try the approach with as little as RVR 300, and the current conditions are 4SM BKN020, forecast TEMPO BKN012 all day then why should the aircraft be forced to attempt that approach with enough fuel to burn to Destination, burn to Alternate, Reserve, and Contingency. Why not allow it just the fuel to Destination, Reserve, and Contingency. If the conditions at Butte are 3SM and BKN030 with the same forecast, then that aircraft would hold to see if conditions are going to improve, but only to the point of Destination burn, Alternate burn, Reserve and Contingency. And if you are holding over MRY and conditions are 1 1/2 SM BKN007, winds from the west at 11kts and forecast for fog TEMPO 1/4 SM then again fuel requirements need to be Destination, Alternate, Reserve and Contingency.

Is all this Safe? That's the big question right? Well it is, because to the best of our ability we must plan ahead.... Butte may not improve, or the visual may be cut off past the outer marker. MRY may fog over just as the plane is circling and the pilot must go missed. And ATL? Do you think that aircraft will miss approach? No, but of course we are dispatchers, anything that can happen, will, right? Disabled aircraft on the runway, runway incursion on short final, waterspout on

(See "1-2-3" on page 6)



ADF Officers Meet with FAA Administrator

Steve Caisse- President ADF

On September 17, 1998, a delegation of ADF officers met with the Administrator of the Federal Aviation Administration for a 45 minute "get aquatinted" session. Given the demands on Ms. Garvey's schedule and the vast numbers of requests her office receives for meetings. ADF was most pleased to receive this audience with the Nation's top aviation official. Representing the organization at the meeting were:

Steve Caisse- ADF President (Delta)
Jim Creighton- ADF Executive V P (TWA)
Carla Beck- ADF Dir. of Administration (SWA)
Giles O'Keeffe- ADF Dir of Safety (NWA)
Mike Nadon- ADF Director of Technology

Also in attendance on behalf of the FAA was Ms.

Margaret Gilligan Deputy Associate Administrator Regulation & Certification - FAA

ADF conducted several planning conferences prior to the meeting to frame the topics which the Executive Board wanted to present to the Administrator. Following many weeks of preparatory work, the agenda for the meeting was finalized in early September. Since this was ADF's first meeting with Ms. Garvey, the board wanted to be certain she had a good understanding of the roles and responsibilities of the aircraft dispatcher, as well as a clear understanding of the issues of greatest importance to the profession. The final agenda consisted of an introduction to the organization and the dispatch profession, a look at some real world examples of the benefits of positive operational control as well as the dangers of not having same. This was followed by a concise discussion of ADF's top agenda items for 1999. We also spoke of the successes which ADF and the FAA have shared in the past and offered the continued support of ADF in any way necessary for future FAA endeavors.

Here is a short overview of the agenda for the meeting as presented to the Administrator.

- Introduction of Officers
- Introduction to the Dispatch Profession
 Overview of the FAR History establishing Dispatch
 Description of Roles & Responsibilities
- Overview of Airline Operational Control.
 Comparison of NASA Mission Control to an Airline
 Operations Control Center. A look at the

Challenger accident - no operational control

- AVIANCA 52 accident discussion, ramifications
- Accident/Incident Scenario Overview. Six examples of how made a dispatcher would/could have made a difference.
- Single Level of Safety Effort. FAR Part 119 (ADF/ FAA cooperative efforts)
- Review of Government/Academic Studies detailing automation benefits/pitfalls as they relate to operational control issues.
- Review of Studies citing benefit/success ratio of Pilot/Dispatcher joint-decision making team.
- As a volunteer organization, ADF can be an ally to FAA. A non-labor, information broker with an unbiased view of operational control issues.
- Regional Dispatch Resource (RDR) discussion & overview. Strong contributions made to aviation safety by this FAA team. Discussion of the importance of high-level FAA support for the program. Flight Attendants (who are not certificated by the FAA) have this in place, the Dispatcher profession should also have this in place.
- A look at the FAA FIS policy recently implemented and how it relates to dispatcher's roles and responsibility.
- The AWINS project. Aviation weather information availability in the cockpit.

The meeting with Ms. Garvey was exceptionally cordial. The Administrator was genuinely interested in the topics ADF brought to her attention. She understood the large role dispatchers play in contributing to aviation safety. She complimented ADF for its role in helping to forge the FAR Part 119 "Single Level of Safety" effort in cooperation with the FAA. She listened intently as we encouraged greater high level FAA support for and involvement in the FAA's Regional Dispatch Resource program and pledged to have a "close look" at our recommendations.

At our Board debriefing meeting following our time with Ms. Garvey, each of those in attendance commented on the positive results of our time spent with the Administrator. As evidence of those results, just two weeks after our meeting with Ms. Garvey, she was the keynote speaker at the RTCA's annual symposium in Washington, D.C. In attendance were over 500 key aviation figures from all areas of the aerospace industry. The topic of her speech was "aviation safety", also a key theme of



FAA Administrator

(continued from page 4

ADF meeting with her on September 17. Although her prepared remarks, available on the internet prior to the speech, did not included any mention of the dispatch profession, Ms. Garvey departed from those remarks on three separate occasions during her speech to reference the dispatch profession and the role we play in aviation safety.

An extremely important, yet unexpected outcome of the meeting with Ms. Garvey was the long and informal conversation ADF had with Ms. Gilligan. Ms. Gilligan is the number three person within the FAA in the Regulation & Certification branch. We had the opportunity to have very frank and mutually beneficial discussions with Peggy for approximately thirty minutes prior to the administrator's arrival. These discussions went so well that during those talks Ms. Gilligan accepted our invitation to deliver the welcoming keynote speech at the ADF Symposium this past October. At the Symposium, Peggy graced those in attendance with an extremely engaging, eloquent and interesting address. In her remarks, she was highly complimentary of the dispatch profession and pledged continued FAA interaction with ADF on issues of importance to the operational control community. Ms. Gilligan's speech, as stirring and well accepted as it was, set the stage for the symposium and was an important benchmark in metering the success of the event. We believe that Ms. Gilligan's strong appreciation of the role that dispatchers play in aviation safety will ensure that our contributions will receive greater focus within the FAA and that ADF's improved relationship with the Office of Regulation & Certification will help improve the safety of the travelling public and enhance the professional standards of individual dispatchers and the organizations within which they exercise operational control.

The meeting with the FAA Administrator, in concert with some of the other important contacts the Executive Board has made during the past few months has gone a long way toward fulfilling the Organization's mission statement; "To foster a global understanding of the nature and benefits of Positive Operational Control". With a better appreciation and comprehension of what it is that we as dispatchers do, our fellow aviation partners will gain more respect for and admiration of the dispatch profession, hopefully helping to contribute to long, secure, productive and rewarding careers for dispatchers nationwide.

Aircraft accidents result from a complex chain

Aircraft accidents result from a complex chain of factors and events which, when taken as a whole ultimately lead to the accident.

The Aircraft Dispatcher
has a unique role with far-reaching
abilities to break any number of
these links,thereby avoiding the
accident.

Steve Caisse

"Dispatch
Is the
Mission Control
Of the Airlines"

It had been reported that one of the engineers involved with the Challenger Shuttle did not feel the launch would be safe due to the cold temperatures. It was his recommendation that the Challenger not launch, however, he was over-ruled and the tragedy occurred.

With a Part 121 Dispatcher, there would have been no one to over-rule. When a Dispatcher does not feel the operation is safe, the operation does not take place.

There is no higher authority.

"Four Months" (continued from page 2)

ADF is very pleased with the results of our efforts over the past four months. The organization's officers have worked very hard for the profession and have executed their obligations to the membership and the profession with great pride and dedication. We do not however intend to rest in the months ahead. We are already forging plans to build on these successes, to further strengthen these alliances and to continue to promote the profession in every corner of the aerospace industry. Dispatchers everywhere know the value and importance of our work. Soon, the rest of the world will know too. Yes, what an amazing four months it has been for ADF!

May you and your family have a safe and Happy Holiday Season!





Meetings

February 7-8 36th Business Meeting -Atlanta, GA Sponsored by Delta/PAFCA

April 21 International Day of the Dispatcher

May 3-6 IFALDA AGM - Cancun, Mexico

May 16-17 37th Business Meeting Phoenix AZ Sponsored by America West

Aug. 15-16 Thirty Eighth Business Meeting Seattle, WA Sponsored by Alaska Air-

October 18-20 (tentative) ADF Symposium Daytona Beach, FL Sponsored by Embry

AN UPDATE ON..... DIGITAL ATIS WINDS TRUE OR MAGNETIC?

As reported in the July 1998 edition of the ADF Newsletter

The problem was reported that the information on digital ATIS comes straight from ASOS, in other words in TRUE NORTH. The problem was that crews believed the ATIS to still be magnetic and it was not. The FAA reports that the conversion package to retrofit, at present, is not funded.

Until a final fix is in place the FAA and NATCA have agreed that the controllers will augment the ATIS with magnetic winds.

ADF News is a publication of the Airline Dispatchers Federation 700 Thirteenth St. NW Suite 950 Washington DC 20005 (202) 434-8919 FAX (202) 434-4599 800-OPN-CNTL On the WEB at WWW.DISPATCHER.ORG

(Continued from page 3) the field. Can you improve the pilot's chances of making a safe landing just because the TEMPO was BKN018 under those circumstances as opposed to severe clear all day long? If so please tell me how, we get the occasional waterspout here

If the conversation is about safety, then conventional wisdom goes out the window. Yes everyone knows to have more hold fuel going into ATL than burn fuel, but does that increase the safety? No, just the profitability. And what about the suggestion of an OPSPEC C-55 type rule for alternate requirements? Makes sense to me. That type of rule could take into account the capabilities of the facility, like Butte, or MRY when the winds are the wrong way, and the abilities of the aircraft, like the 757 or 767 with autoland. Updated facilities and technologically advanced aircraft are the basis for this suggestion of a possible rule change, they are also all that we, as dispatchers, know for certain. As for the rest, conventional wisdom and experience are just going to have to fight it out with profitability and corporate policy.



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Mr. Brian Schultz - TWA Vice President of Membership

Mr. Jerry Elder - Delta Vice President of Government & Legislative Affairs

Mr. Thomas Lynch - Alaska Secretary

Directors of Membership: Mr. Frank Hashek - Chautauqua Mr. Michael Harkin - Federal Express

Aviation Rulemaking Advisory Committee.....ARAC

by Norm Joseph

FAA Issues NPRM on Dispatcher Certification.

In the Federal Register dated October 19, 1998 the FAA published the Notice of Proposed Rulemaking (NPRM) for the new Aircraft Dispatcher Certification rules. Many thanks to Tim Antolovic and Al Krauter (both of the ADF) who headed up the working group for this project under the ARAC Training and Qualifications Issues group. Also a special thanks to the primary FAA representative, Harold Johnson.

Please review the printed copy at your local library or the Internet on-line version and comment to the docket as directed in the NPRM. Both supportive and suggestive comments are appropriate. The closing date for comments is February 16, 1999.

Fuel On Hold.....

The long awaited Fuel Planning and Management Advisory Circular appears to be on hold again. Officially the document remains in coordination within the FAA. Unofficially, it appears new FAA personnel, not involved with the original working group, have some "concerns" that will need to be resolved before the document can be issued.

ADF Outlines it's Position on Airline Code Sharing

Common marketing practices in today's airline industry are "Code-Sharing" agreements. Under such an agreement, tickets are sold to passengers under a single airline's two-letter identifier purporting that the passenger's journey will be flown exclusively on that single carrier. In fact, one or more different airlines actually operate a portion of the flight on which the passenger has reserved snace.

Some of the dangers involved in this type of marketing agreement were recently highlight by the crash a Boeing 727 in South America when Air France code share Flight 422, operating between Paris, Bogota, Columbia and Quito, Ecuador crashed shortly after takeoff from Bogota. The Trans-Atlantic portion of the fight was operated with an Air France crew on an Air France Airbus. The South American portion was using a leased TAME Boeing 727 flown by an Ecuadorian crew. It went down when it failed to make a sharp turn south and plowed into a jagged ridge of Bogota's eastern mountain range. Quito bound passengers boarding in Paris had bought tickets reflecting Air France flight 422, even though the Air France aircraft was scheduled to go only as far as Bogota.

In reality, Code-sharing agreements in the air transportation system refers to a marketing technique that pretends two or more different air carriers are providing an identical service. In an aviation system with only a legislated single level of safety, code sharing is a practice that would have no negative impact on safe air transportation, and ADF remains neutral on marketing techniques in themselves. However, ADF cannot support code sharing when it is used to mask the lower safety standards and practices of one air carrier under the cloak of a code-share partner. While it should be considered good business for each partner to ensure that the other is in full compliance with the highest level of safety, the FAA is charged with ensuring such compliance. Indeed, in the past few years, we have seen the FAA upgrade the regulations covering Part 135 carriers to that of Part 121, with the specific, stated intent of reducing the accident rates of the Part 135 carriers. The ADF expects no less from the FAA when it comes to code sharing. Sadly, even within the borders of the USA, the FAA has not managed to require all passenger carrying aircraft to comply with the single highest level of safety, Part 121. The FAA still permits Part 121 Supplemental and Part 129 operations in this country, neither of which fulfill all the mandated

(Continued on page 8



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Code Share (Continued from page 7)

safety requirement of a full Part 121 operation. Since US carriers operating under Part 121 have the lowest accident rate in the world, code-sharing without the safety requirements of Part 121 will result in an increase in the accident rate until it averages that of the US carrier and its code-sharing partner. Any failure by the United States to insist on the highest level of safety, Part 121, will result in more accidents. There are no current global requirements for aviation safety. The United States must at least protect its own citizens, by mandating that any air carrier who wishes to code-share with a US Part 121 carrier must fully comply with the requirements of Part 121 Domestic or Flag. In addition, US Carriers should realize that by bringing their code share partners up to the highest standard of safety in the world, they are limiting their liability and exposure to the devastating effects of an accident involving their passengers.

ADF Encourages the FAA to Reexamine Its NAS Data Exchange Policy Position

The rapid growth and improvement in data communications technology has opened new possibilities for the FAA to enhance aviation safety and efficiency through the provision of more accurate and timely information to all NAS (National Airspace System) users. The FAA and others are working to develop and implement new technologies and data sharing concepts with NAS users.

A critical issue for air carriers and other users is the manner in which these new products and capabilities will be made available by the FAA. In the past there has been no standardized policy on data distribution of government funded aviation products. ATIS is available for free to any properly equipped user, however, NEXRAD is only available through expensive contracts with private vendors.

The Airline Dispatchers Federation believes that the FAA and other government agencies must make safety and efficiency related data available to the broadest possible number of users.

In order to achieve this, it is our recommendation that the FAA, NWS, and other government agencies establish a single data nexus for all accessible products, using a single agreed upon communication protocol. It should be the governments responsibility to make any and all safety and efficiency related data available at this data nexus.

It would then be the responsibility of the users, either directly or through approved vendors, to pay a standard, one time connection charge to this data nexus that will cover the costs incurred by the government for making the connection. The user would then be responsible for paying all communications costs associated with moving the data from the government data nexus to their facilities.

This standard policy would promote competition among those vendors who wish to provide this data to the users, both in price and in value added products using this data. Individual users such as air carriers will be able to connect directly if they desire while allowing others to choose among commercial vendors for connectivity.

The government data nexus with a single agreed upon communications protocol should also be the only point through which NAS users transmit information to the FAA and other government agencies. This data would include, but is not limited to, flight plan filings and CDM message traffic. As the collaboration between the FAA and users continues to expand, a single point of connection between users and the FAA will reduce both user and FAA costs.



Graphical Weather Information in the Cockpit. AWINS Program

Steve Caisse President

ADF has consistently maintained that the availability of graphical weather information in the cockpit will enhance aviation safety. ADF has long held that dispatchers and airline pilots should be referencing the same information when making joint decisions involving operational control and safety issues. ADF believes that an aircraft dispatcher, who responsibility to provide weather information to flight crews is mandated by the Federal Air Regulations, should be the source point for filtering and distribution of this data to affected flights. ADF is aware that there are multiple initiatives currently underway, both within the FAA (AWINS) and in the private sector, aimed at providing a means to place graphical weather information in the cockpits of commercial airliners in the United States. In principle, ADF supports any and all efforts that will ultimately make this technology a reality in both the cockpit and in airline operations centers around the country. We do however, encourage private sector research and development of this program and associated products in lieu of a Federally sponsored and Government mandated agenda for reasons outlined herein. ADF maintains that any information available to the pilot in the cockpit must also be available to the dispatcher responsible for operational control of a flight in question. ADF asserts that the dispatcher must be made aware of any request made by flight crews for any graphical weather product directly to the source provider and that this product must be immediately available to the dispatcher if he or she chooses to view that product. ADF is concerned about cockpit workload issues, meteorological data interpretation proficiency levels of flight crew members and excessive "headsdown" time in the cockpit as these relate to the receipt and interpretation of graphical weather products in the cockpit. Accordingly, ADF believes that the aircraft dispatcher should be the source of any graphical weather information sent to the cockpit which is not specifically requested by flight crews. The aircraft dispatcher will serve as a filtering mechanism for this data and will assist flight crews by only providing mission critical, relevant weather information to the cockpit. The aircraft dispatcher is the only logical source for this information since he or she is charged by the FAR's with providing to the pilot in command, any weather information pertinent to the safety of flight. In addition, dispatchers have received extensive training in meteorological topics and are well qualified to assist flight crews with data interpretation and in-flight

"Your symposium's focus is on "Airline Operational Control Decision Making." This is appropriate."

"The decisions you make go a long way to ensuring the safety of every flight long before it ever takes off. While your role may not be well known or appreciated by the travelling public, no airline flight can be operated without you."

Remarks of Jim Hall, Chairman,
Chairman of the NTSB
before the Airline Dispatchers Federation Symposium
Washington, D.C., October 7, 1998

operational control decision making based on the use of graphical weather products. ADF understands the problems associated with the utilization of the finite available bandwidth resources at the industry's disposal. ADF is concerned that unlimited and frequent automated uploads of graphical weather information to the cockpit from a non-human source on the ground has the potential of saturating the available bandwidth shared by the industry thereby jeopardizing the information sharing capabilities of all carriers. We routinely see this problem manifest itself with current ACARS uplink efforts in major terminal on days with significant weather impact. While emerging technologies may provide significant relief to the bandwidth limitations we must currently endure, we still maintain that automated, unsolicited graphical weather products uplinked to aircraft could be a detriment to safety and an unnecessary burden on flight crews. The current costs associated with satellite transmission of graphical weather products may be prohibitive to most users. Although ADF heartily endorses all scientific research leading to a refinement in this concept, we must question why a government program (AWINS) is being developed to compete with private sector businesses already established. ADF believes that the private sector has the fiscal motivation to effectively and efficiently develop a means to economically provide graphical weather to the cockpit and that government intervention in this process is not necessary, except as required for certification. ADF wonders who will be expected to pay for a government sponsored AWINS program, especially in light of the budgetary constraints on the FAA at this time and the reluctance of airlines to commit to the inherent costs of this program at present funding levels.



Southwest Airlines Dispatch Group Awarded the ADF's "National Aviation Safety Award for 1998"

The Airline Dispatchers Federation (ADF) recently cited the Aircraft Dispatchers of Southwest Airlines as recipients of the organization's annual "National Aviation Safety Award for 1998". This award was created to recognize the dispatcher(s) whose actions in conjunction with the exercise of his or her license resulted in notable achievement in the field of aviation safety and excellence in the execution of regulatory and company responsibilities.

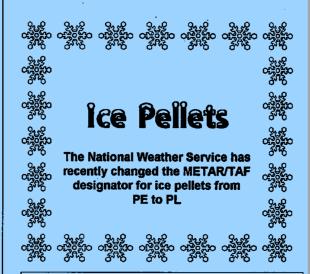
Making the presentation at the ADF's 7th annual Symposium in Washington, D.C. on October 7, 1998, ADF's National President, Mr. Steve Caisse commented that "The purpose of the National Aviation Safety Award is twofold: to publicly acknowledge those individuals responsible for outstanding performance in the field of aircraft dispatch and to promote better understanding among others in the aerospace industries as to the value, benefit and contributions made every day by aircraft dispatchers".

Mr. Caisse went on to remark, "When, back in 1971, a small Texas regional carrier started flying 3 Boeing 737's between Dallas Love Field and Houston and San Antonio, who would have dreamed that that airline would grow to become one of the nation's most successful, profitable and "fun" airlines. Further, who would have guessed that airline would also evolve into one of the industry's safest airlines, amassing an incredible and unprecedented safety record, now totaling 27 years of commercial operations with out a passenger fatality or serious aircraft accident.

ADF is very pleased to present the 1998, National Aviation Safety Award to the Aircraft Dispatchers of Southwest Airlines in recognition of the significant role they have played in this extraordinary accomplishment. After all, it is the aircraft dispatcher who, along with the pilot-incommand, must every day make the decision whether or not it is safe to operate, and clearly Southwest's team has done a flawless job of exercising operational control since the company's founding. Moreover, ADF is thankful for the active participation of many of Southwest's dispatchers in ADF's industry activities over the years, especially concerning safety matters and in general, very impressed with the job Southwest dispatchers have done over the years representing the profession through their fine performance. Their dedicated work and operational excellence have made the entire profession proud and we are honored to recognize them today for their outstanding work."

Accepting the award on behalf of the entire Southwest dispatch team was Mr. Dave Jordan, Southwest's Director of Dispatch. In his acceptance speech, Jordan commented that "Southwest is very aware of the huge role our dispatchers have played in amassing our impressive safety record. We have carefully selected and trained the best candidates we could find for this important position and those efforts have paid off in that we now employ one of the finest dispatch groups in the industry. I am proud of them, proud of our pilots and proud of our maintenance personnel, all of whom share a role in our achievement and the receipt of this award."

In a memo to the dispatch group following the award, Herb Kelleher, CEO, and Colleen Barrett, Executive Vice President -Customers & Corporate Secretary Southwest Airlines stated, "We were delighted to hear that the ADF has selected your entire group to receive its Annual National Aviation Safety Award—way to go, gang! We are extremely proud of this well-deserved and long overdue recognition and we thank you from the bottom of our respective hearts for all that you have done to earn this coveted and much sought after tribute. You are "the" Best and we LUV you!



(Continued from page 12)

Commerce

profession through ADF's activities. Commerce was presented with a plaque and certificate of appreciation from ADF and presided over a special luncheon held in his honor. At the luncheon, noted aviation historian, Donna Corbett gave a fascinating talk covering the history of the dispatch profession.



(continued from page 11)

AWINS

FAA funding of AWINS may mean that other extremely important safety related projects may not get funded. If the AWINS money was used to (for instance) disseminate LLWAS information real time to industry, there would be a provable safety benefit. If the DC-9 crew in 1994 Charlotte. N.C. windshear accident had possessed the entire AWINS proposed suite on board, it still would have crashed since the failure to deliver the LLWAS advisory to the cockpit was a precipitate cause. Even with AWINS, the LLWAS would not have been delivered. ADF is also cognizant of the costs involved for an airline which may have to equip several hundred commercial airliners with the necessary hardware and software to utilize these products. Therefore, ADF is in favor of having these technologies further developed in the private sector exclusively, free from government involvement, except as required by regulation, thereby benefiting from the advantage of competition and free market enterprise and developed at the lowest possible cost, as quickly and efficiently as our aerospace industry can respond.

In summary, ADF supports the placement of graphical weather information in the cockpit. ADF believes that an aircraft dispatcher should be the source point for distribution of this data to effected flights. ADF believes that flight crews should have the ability to request any and all data that they believe is pertinent to the conduct of flight. The dispatcher must be made aware of these requests and have access to this same data. The existing bandwidth of current delivery mechanisms available in the United States does not support blind broadcast of "streaming" weather products to the aircraft. In addition, cockpit workload issues make the "Weather Channel in the cockpit" proposals which involve continuous broadcast of multiple weather products, potentially disruptive and invasive to flight crews and could contribute to potentially dangerous increases in "heads-down" time in the cockpit. ADF believes that the private sector can efficiently develop the tools necessary to make this goal a reality. In light of the large equipage costs involved fleet wide, ADF believes that cost of

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Mr. Robert Commerce Awarded ADF "Lifetime Achievement Award" for 1998

When he took office earlier this year, ADF's President, Steve Caisse announced the creation of two special awards, to be presented each year at ADF's annual symposium, which would recognize and thank certain special individuals who's efforts have resulted in significant, extraordinary contributions to the profession of the Aircraft Dispatcher. The first of those two awards, ADF's most prestigious "Lifetime Achievement Award" was presented to Mr. Robert Commerce on October 6, 1998.

In presenting the award, Caisse commented, "This year's honoree's life illustrates the strength of the commitment, drive and curiosity that motivates extraordinary dispatchers. This year's honoree has consistently immersed himself in the challenges facing the profession and worked hard overcome these the true reward not in the results but in the doing. This year's honoree has made unique and incomparable contributions to advancing the dispatch profession, has earned the respect of his peers, and has inspired and supported countless other aerospace professionals and government servants. This year's honoree has represented our profession with dignity and patience over four decades".

Caisse continued, "First hired by TWA in the DC-2 day's, he hung around with TWA legends, the likes of Howard Hughes, Jack Frye and Jimmy Doolittle. He was an air traffic controller during World War II. After the war, he was hired by Capital Airlines as a dispatcher. In the midst of a distinguished career at Capital, in 1958, he was elected as president of ALDA, the Air Line Dispatchers Association. For the next 14 years, he blanketed Washington on a personal campaign to promote the dispatch profession at every opportunity, testifying in a variety of roles before the FAA, Congress, the CAB, the NTSB and many other government and industry agencies. His name is recognized throughout the industry and his reputation is regarded with appreciation and respect by all. His detailed list of accomplishments could fill the agenda for the entire symposium. Suffice to say that without the significant and substantial work of this individual, the dispatch profession we are so proud of today, would be drastically different and likely much less influential in the role of aviation safety".

In his acceptance speech, Commerce thanked ADF and its membership for "remembering" him and his efforts. He went on to say that dispatch is a proud profession and that many others shared in his accomplishments on behalf of the profession. He encouraged ADF to continue its efforts to educate the rest of the world on the benefits of the dispatch profession. Commerce pledged to help ADF in any way possible and encouraged other retired dispatchers to stay involved in the



(paid Advertisement)

Captain / Dispatch Reliable Communication

Oakie Schroder Stockholm Radio

ADF is to be Congratulated for having arranged a very interesting Symposium in DCA October 6-7. As a representative from Stockholm Radio I had the great pleasure and fortune to attend. One of the conclusions of the Symposium was that without reliable Communication, Dispatchers and Pilots facing a problem will not be able to make the most appropriate decision.

Congressman James L. Oberstar (D), MN stated in his address that airlines need to look for redundancy and back-up systems and not fully rely on the established datalink systems. This is a view that Stockholm Radio shares in full. We encourage airlines to apply Standard Procedures to ensure that the HF-link Air Crew - Dispatcher and vice versa has been established - as a back-up to ACARS/Satcom for the airlines with such systems - and as primary means of communication for other carriers.

Stockholm Radio is concentrating on providing HF coverage in a sector from NE Canada across the NAT, Europe, the Middle East ranging eastward passed India. It is our definite experience that HF radio - when handled in a correct manner - is an inexpensive and reliable means of communication, despite what providers of newer communication systems tend to

Dispatch and the NTSB

"We have beefed up our expertise in this (operational control) area. Within the last year, the Safety Board has hired an investigator with an FAA aircraft dispatching certificate who was active in his airline's dispatch operation and was an instructor teaching dispatch programs, both initial and recurrent, for several air carriers and for corporate flight departments."

Remarks of Jim Hall, Chairman, Chairman of the NTSB before the ADF Symposium 1998

claim.

We feel it is adding to the work load on part of the Dispatcher and generating unnecessary frustration when an ACARS message is not responded to. With the correct Procedures in place that Dispatcher would know that he/she has an alternative way of contacting the flight in a timely manner.

A number of carriers have recently adopted such procedures — Crews to establish SELCAL guard at a predetermined stage of the flight. A SITA message from us at that time will advise the Dispatcher that his/her flight has "logged on" and can be reached from that point onwards.

Another aspect of such Procedures is from the Flight Deck point of view. When a crew faces a problem that they need assistance on, we feel that they should not be stuck with one more problem – how to establish contact with ground support

- Dispatch or Maintenance. Since the crew initiated contact with us at an earlier stage of the flight, they would just have to pick up the microphone again and call us - and we would assist them in any way they want. By maintaining these routines it will make all parties familiar with each other including any special requirements or arrangements that an airline may have.

It will also maintain the competency of both the crews as well as our operators. By having a close relationship between ourselves and our customers we would be certain to have the correct phone numbers and SITA codes in our system to be able to act in a timely manner. It will also generate traffic on the frequencies making it easier to claim that they should still be in the possession of ICAO rather than being handed over to the Broadcasting Community – a user group that eagerly is looking for more HF frequencies. It is our ambition to continue to serve both the Dispatchers and Flight Deck crews for many years yet. For further infe visit our web site at www.stockholmradio.telia.com/aero

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Anniversary of the First Aviation Forecast

Carolyn Kloth Aviation Weather Forecaster/Aviation Weather Center/ NCEP/NWS

December 1, 1998 marked the 80th anniversary of the first government-issued route forecast for aviation. The forecast was issued for the Aerial Mail Service route from New York to Chicago. This was the second route established by the U. S. Post Office in the fledgling service. The first air mail route was from Washington, D.C. to New York, begun in May 1918.

Prior to December 1st, the Weather Bureau did provide information to pilots on flying conditions. However, these were generally in response to specific requests on a case-by-case basis. After the Wright Brothers' historic flights on December 17, 1903, interest in aviation increased steadily in this country. But it wasn't until the U.S. entry into the European conflict in April 1917 that the need for more formal weather information became a high priority item, especially for the military.

Air mail routes consisted of a major terminal at either end and a number of intervening sites that provided fuel and a refuge in case inclement weather prevented the pilot from continuing the flight. Gradually, surface observing sites were established at strategic locations along each route. The observations were relayed in sequence, from one end of the route to the other, hence the term "sequences", referring to groups of surface airway observations (SAO's).

It is worthwhile to take a brief look at the state of the Weather Bureau at the time of this meteorological milestone. The Bureau had increased its surface observing network to around 200 stations at the close of WW I, most of which were east of the Continental Divide. Observations were recorded just twice a day back then, at 8 a.m. and 8 p. m. eastern time (or, in the parlance of the day, 75th meridian time). The obs were telegraphed back to the Central Office in Washington, D.C. where the data was manually decoded and plotted on a map, then hand-analyzed by the forecaster on duty.

Up to about 1910, very little was known about conditions above the surface. Knowledge gradually increased after the turn of the century as a result of very limited experiments with instrumented kites and tethered balloons.

By 1918, the number of kite stations had increased, especially in response to the army's need for upper air data to support its field artillery and fledgling air corps units. When the first route forecast was issued on December 1st, the network consisted of 18 kite stations, 6 of which were Weather Bureau sites. In general, kite data was limited to the lowest 8,000 ft of the atmosphere, which was about the maximum amount of cable capable of being supported by the kite.

(Congratulations! You've come a long way! ed.)



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Partner with ADF for 1999!

We would like to invite you to join us for 1999. ADF is the only professional organization representing the Profession of the Aircraft Dispatcher and with your support, we can continue these efforts.

Many issues still confront our profession such as Free Flight, new navigation and communication technologies, training, and the globalization of air carriers through code sharing, alliances and mergers. The ADF is involved with industry and the FAA insuring that the highest level of safety remains the standard in U.S. commercial aviation. It speaks well of our profession and ADF members in particular that so many will invest their time and money to promote aviation safety knowing their efforts and expense will not bring them any direct economic reward. The perception of our profession in the industry has become even more positive, not just because of the work we have done, but because we as a profession, have created and support a unique organization.

The ADF Membership rate of \$40.00 plus a \$5.00 new member (\$10 for International Members) processing fee helps to support the expenses of sending an active and licensed Dispatcher to represent the role of our profession to the FAA/ATC, NTSB, NASA and others. For 1999, you will receive:

ATC, NTSB, NASA and others. For 1999,	you will receive:			
☐ The ADF lapel pin for our new member ☐ The ADF Newsletter (published four tinglession.		eeps you advised of the char	nges that effect our pro-	
☐ Membership to the International Federal Invitations to attend the ADF business by Embry Riddle Aeronautical University	meetings, IFALDA me	etings and the ADF Safety	' /	
Join us and together we will continue to be a positive force for the future of aviation safety.				
Steven R. Caisse				
Would you like to be a Membership is open to all licensed Aircraft Dispatchers your check to the address at the bottom.				
Name	A	irline Affiliation		
Address		Apt	•	
City	_ State Zip	E-mail P	hone	
ADF due are \$40.00 US per calendar year plus a one time initiation fee of \$5.00 US (\$10.00 will be passed on to IFALDA). Dues for individuals with NO airline affiliation are \$25.00 US plus the \$5.00 initiation fee. Please make your check payable to ADF and mail it to ADF Membership Service Center 700 13TH St. NW Suite 950 Washington DC, 20005 USA.If you have any justices call Membership Services at 1-800-OPN-CNTL. Or complete the membership form on the ADF web site and mail to ADF! You can find it at www.dispatcher.orgl				
To join ADF in 1999, please complete the n ship form along with your check or money of the membership form. All information will	order payable to the Ai	rline Dispatchers Federation	n to the address listed on	
Your 1999 membership will run from 1/1/9 be forwarded to IFALDA to support their ef ate your continued support of the dispatch p look forward to a very successful and produwww.dispatcher.org to review our accomp that we have an aggressive agenda for the u goals. Please feel free to add any questions	fforts to promote the di profession. We are pro- active year in 1999. You dishments and to previ- apcoming year and cour	spatch profession worldwid ud of the progress we have ou can visit the ADF web sit ew the organization's agend and on your support to assist	e. We sincerely appreci- made in recent years and e on the Internet at a for 1999. You will see us in pursuing these	

at 1-800-OPN-CNTL.



ADF Web Site Activity Remains Very Strong.

Steve Caisse

The latest usage statistics from the ADF web site's host Seagull Technologies, indicates that the ADF's internet home is becoming an increasingly popular stop among internet users. For October 1998, the web site recorded 247521 "hits". The most requested page on the web site was the ADF Dispatcher Briefing Page - National Overview with over 37% of the hits involving this page. The ADF Schools link also showed strong appeal to prospective dispatchers being the eighth most requested page on the web site. In fact, the top three requested pages on the site were "weather briefing related". The ADF Home page was the fourth most requested page. By the way, did you know that the ADF web site is made up of over 100 individual pages and is over 12 megabytes in total size?

Dispatchers at major airlines continue to be the most active users of the site. As has been the case for almost 6 months, Southwest Airlines users were the most frequent visitors to the site with 17.67% of all hits recorded being attributed to our members in the Metroplex. Next in line was Delta Air Lines with 12.6%, United Airlines with 7.68%, TWA with 4.74% and Northwest Airlines with 3.15%. Rounding out the top 10 most active servers visiting the site were America Online users at 6, Alaska Airlines at 7, FedEx at 8, Midwest Express at 9 and Emery Worldwide at 10. It is obvious from these numbers that many dispatchers are finding the weather data available on the web useful. We were also pleased to note that we have entertained a number of visitors from outside of the USA to the site. Canada, the United Kingdom, Germany, Australia, Sweden, Netherlands, Japan, Spain, Singapore, France, New Zealand, Portugal, and Chile were the top 14 foreign nations visiting the site in October 1998.

On October 28, 1998, (Wednesday) the web site recorded its busiest day ever with 10167 hits recorded. That works out to 424 hits per hour, or about 7 hits per minute - impressive traffic for a web site. Fridays were the busiest days in terms of traffic with over 16% of all hits occurring on that day, perhaps due to folks making weekend weather decisions. Sunday's are the slowest days, averaging 11.44% of the total hits. In terms of time, the 12:00-12:59 EST hour is the busiest in terms of traffic, while the quietest time is 00:00-00:59 EST with just 2.32% of all hits occurring at that hour.

The Web site continues to server as ADF's voice to the world containing all of our press releases, announcements and meeting information. In addition, our membership drive is greatly enhanced by the web site with ADF averaging 5 new members per week in October via the web site. Recent additions to the site include:

- ADF's revised organizational charts for 1999
- A Newly updated point of contact list for ADF's officers.
- Check out Aviation Week and Space Technology about the ADF's National Aviation Safety Award, a copy of that article can be seen on the site.

The weather links on the site are updated almost daily. If you have not used NCAR's ADDS site yet, check out the web site for a link to this outstanding weather resource. The library has also been updated to include copies of ADF's latest position papers and press releases. Additionally, copies of some of the featured speeches from the ADF's 1998 Symposium can be found there. In the weeks ahead, additional information will be added regarding the ADF's next business meeting in Atlanta during January 1999. Finally, in the weeks ahead, the Web Site will be receiving its festive holiday decorations, a feature that prompted many favorable emails last Christmas season - everyone, it seems, loves Christmas!

If you have not been there lately, stop by the site and surf for a while. We are adding new data weekly.

ለተያለው "Santa's Check Ride"

Santa Claus, like all pilots, gets regular visits from the FAA, and it was shortly before Christmas when the FAA examiner arrived.

In preparation, Santa had the elves wash the sled and bathe all the reindeer. Santa got his logbook out and made sure all his paperwork was in order.

The examiner walked slowly around the sled. He checked the reindeer harnesses, the landing gear, and Rudolf's nose. He painstakingly reviewed Santa's weight and balance calculations for the sled's enormous payload.

Finally, they were ready for the check ride. Santa got in and fastened his seatbelt and shoulder harness and checked the compass. Then the examiner hopped in carrying, to Santa's surprise, a shotgun!

"What's that for?" asked Santa incredulously.

The examiner winked and said, "I'm not supposed to tell you this, but you're gonna lose an engine on takeoff."



Tell Us What a "Significant Route Change" is to Your Flights

Michael Nadon

The Air Carrier Inspector Manual (see excerpt below) discusses the means of compliance with the General Council interpretation on significant changes to the route of air carrier flights. Compliant carriers have a formal definition they use to describe "significant change".

It would be very useful for the CDM Collaborative Routing working group (see pg 20 of this newsletter) to come up with a proposal for a *general* definition. If we had some consistency in air carrier definition we could more easily devise methods to avoid "SIGNIFICANT CHANGE" once the flight is enroute.

With an industry accepted definition, ATC would have some guidance as to what the limits PICs have on accepting re-routes.

With the thought of educating the ATC folks in mind, we would like to ask dispatchers to e-mail their carrier's definition of "significant Change" to

adf@valuweb.com. As you can see, it becomes very important that as many carriers with different definitions be represented in this exercise.

From the Air Carrier Inspector Manual ATC frequently delays, reroutes, or assigns altitudes to flights other than those planned by the operator. The ATC system requires this flexibility to reroute traffic flow around adverse weather and to function effectively. The operator's policies and procedures for operational control should accommodate these demands while maintaining the duality of responsibility shared by the aircraft dispatcher and the PIC. One acceptable means operators may use to comply with the regulatory requirement is to publish notification requirements in the GOM for flight crews to follow in these circumstances. For example, the operator might specify maximum amounts that the ETE, assigned altitude, estimated fuel remaining when overhead destination, and distance from planned course may deviate, without reporting to the aircraft dispatcher and obtaining an amended release (see paragraph 1187 of this section). The operator may also place remarks on the dispatch release to alert the PIC to the fact that a routing has been chosen for a specific reason and give instructions to contact the aircraft dispatcher if ATC needs to reroute the flight.

Next ADF Business Meeting

The Thirty Sixth Business
Meeting of the
Airline Dispatchers
Federation will be held in
Atlanta, Georgia on
February 7 & 8 1999.
Visit the ADF Web site at
www.dispatcher.org
for the published agenda or
any changes.

The February 7 & 8, 1999 ADF Business Meeting, sponsored by PAFCA/DAL will be held at:

Howard Johnson Hotel Atlanta Airport 1377 Virginia Avenue, Atlanta, GA 30344 Phone 404-762-5111 Fax 404-762-1277

The ADF rate is \$42.00 single or double. You must call the hotel directly Monday-Friday between 9AM and 5PM and request the ADF rate.

Shuttle bus service from the airport is provided by a shuttle service serving several of the Atlanta Airport North hotels. Please call and reserve your room ASAP to assure availability.

NOTE: FAR 121.557(a) authorizes the PIC to deviate from the conditions of the dispatch release to the extent necessary for safely in an emergency. When the PIC exercises this authority, FAR 121.557(c) requires that the PIC keep both ATC and the aircraft dispatcher fully informed of the progress of the flight. FAR 121.557(c) requires that when emergency authority is exercised, a written report be forwarded to the administrator (POI), through the director of operations, within 10 working days.



Free Flight Phase I & The Airline Operational Control Center

Where does the Dispatcher and the AOC come into play in Free Flight Phase I? Through CDM!

Free Flight Phase One's primary focus is on promptly providing controllers with better tools to help them meet their important responsibilities.

Free Flight Phase I is designed as a core set of capabilities to be made operational at a limited number of locations at the end of 2002. FFP1 products enhance the aviation community's ability to collaboratively exchange data, and to view and optimize all phases of flight, from planning and surface operations to the en route flight. These tools include:

•Traffic Management Advisor (TMA) Single Center,

- Passive Final Approach Spacing Tool (pFAST),
- User-Request Evaluation Tool (URET),
- •Controller-Pilot Data Link Communications (CPDLC) Build 1, and Surface Movement Advisor (SMA).

Collaborative Decision Making (CDM)

(The following was written by Gary Dockan, OCC Dispatch Training Instructor USAirways- for the complete article see www.metsci.com/cdm/fog.html -editor.)

CDM currently umbrellas 5 working Groups.

Flight Schedule Monitor - The majority of the National Air Space (NAS) problems are associated with the increasing amount of traffic in a limited amount of airspace. Surprisingly many ground delays imposed by ATC might be unnecessary because the FAA does not have a true picture of the number of flights arriving at an airport. FAA's traffic management decisions are based on information from the Official Airline guide, which contains week old airline schedules. Airlines often will have delayed or canceled enough flights on their own to compensate for restricted capacity at the affected destination. ATC is unaware of these changes until the last minute, too late to prevent additional delays.

NAS Status Working Group is addressing problems related to lack of timely information and inadequate dissemination of information regarding Airport and Terminal Airspace Conditions, Noise, RVR, En Route Airspace Weather, turbulence, Aircraft Capabilities, NO-TAMS and Advisories. Collaborative Routing Working Group is addressing problems related to the lack of common situational awareness and varied interpretations leading to route selection that may not be in the best interest of the carriers. This group is tasked with exploring technologies that will facilitate collaborative flight routing before take-off and enroute between the FAA and the aircraft.

Data Integration Working Group. Currently FAA data exchange programs require multiple points of contact for data exchange, often involving redundant information and leading to excessive Service Provider/Service User costs. The Data Integration Working Group is identifying multiple contact points and developing data exchange architecture for efficient retrieval, storage and dissemination of data that is to be exchanged between the Service Provider and Service Users.

Analysis Working Group focus areas are System predictability, System impacts, User benefits, Qualitative effects and human factors and Operations analysis.

Check out the CDM Website at www.metsci.com/cdm and the Free Flight Website at www.ffpl.faa.gov.

Why US Dispatchers Attend Professional Meetings Occurring On the International Front

Development of relationships necessary to bring operational control issues to the forefront and maintain.

Development of relationships necessary at the JAA, ICAO, IATA to promote the value of the dispatch profession.

Assist various international organizations and governmental agencies in development of policy, regulation, certification and training to enhance the position of the Flight Operations Officer as a valuable asset in the aviation safety realm.

Provide a two way clearing house of information and ideas that can benefit all dispatchers world-wide.

Provide resources where appropriate to continue to assure the position of the dispatch professional remains a critical player in the safety team and enhance and improve the profession in the eyes of aviation officials worldwide.

Continue to promote the Operational Control Profession worldwide by assisting developing organizations when asked and appropriate.

Continuing to form new relationships that benefit operations control professionals worldwide.



The Santa Ana Winds

(Devil Winds)

Santa Ana winds are generally defined as warm, dry winds that blow from the east or northeast (offshore). These winds occur below the passes and canyons of the coastal ranges of Southern California and in the Los Angeles basin. The terrain here often enhances the offshore breezes because as the winds are forced through the narrow canyons, they increase in speed. This is referred to as the Bernoulli effect. This is why during Santa Ana's, some places will have winds exceeding 50 mph and others will have almost nothing.

Forecasters at the NWS in Oxnard and San Diego usually place speed minimums on these winds and reserve the use of "Santa Ana" for winds greater than 25 knots.

The complex topography of Southern California combined with various atmospheric conditions create numerous scenarios that may cause widespread or isolated Santa Ana events. Commonly, Santa Ana winds develop when a region of high pressure builds over the Great Basin (the high plateau east of the Sierra mountains and west of the Rocky mountains including most of Nevada and Utah). Clockwise circulation around the center of this high pressure area forces air downslope from the high plateau. The air warms as it descends toward the California coast at the rate of 5 degrees F per 1000 feet due to compressional heating. Thus, compressional heating provides the primary source of warming. The air is dry since it originated in the desert, and it dries out even more as it is heated.

Santa Ana winds commonly occur between October and February with December having the highest frequency of events. Summer events are rare. Wind speeds are typically north to east at 35 knots through and below passes and canyons with gusts to 50 knots. Stronger Santa Ana winds can have gusts greater than 60 knots over widespread areas and gusts greater than 100 knots in favored areas. Frequently, the strongest winds in the basin occur during the night and morning hours due to the absence of a sea breeze. The sea breeze which typically blows onshore daily, can moderate the Santa Ana winds during the late morning and afternoon hours.

Santa Ana winds are an important forecast challenge because of wind damage to property, turbulence and lowlevel wind shear for aircraft. The winds and turbulence will usually begin to subside when the High begins to move to the east, thus changing the flow of the winds. ONT UUA /OV ONT/TM 1359/FL024/TP B747/TB MDT/RM LLWS +15/-15=

ONT UA /OV ONT-VNY/TM 1500/FL105/TP C208/WV LGT-MOD BLO 100/RM DURGC ONT=

ONT UUA /OV ONT/TM 1526/FL040/TP C208/TB SVR DURGC SE BOUND=

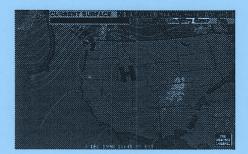
ONT UUA /OV PETIS (11W ONT)/TM 1537/FL040/TP B737/RM "60 KNOT WIND SHEAR FROM THE NE=

ONT UUA /OV ONT/TM 1526/FL040/TP C208/TB SVR DURGC SE BOUND=

ONT UA /OV SBD/TM 1647/FL055/TP C172/TB LGT=

ONT UA /OV PDZ355025/TM 1719/FL095/TP A32/TB NEG/RM OV CAJON

On December 9, 1998 an extremely powerful Santa Ana event occurred in southern California. Winds at Ontario gusted to hurricane force. Many dozens of flights were cancelled or diverted. The surface features from that date present a classic synoptic situation for a Santa Ana condition. The PIREPS above and the chart below are the actual products valid at the peak of the event. Note the position of strong high pressure over southern Idaho, a vital component for a Santa Ana.







Dispatcher Training

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U.S. Department of Transportation

Office of the Administrator

800 Independence Ave., SW. Washington, DC 20591

Federal Aviation Administration

NOV 3 0 1998

Mr. Steve Caisse Airline Dispatch Federation Suite 950 700 13th Street, NW. Washington, DC 20005

Dear Mr. Caisse:

Follow-up letter from FAA Administrator Jane Garvey to ADF after the organization met with Mrs. Garvey and her team at FAA headquarters.

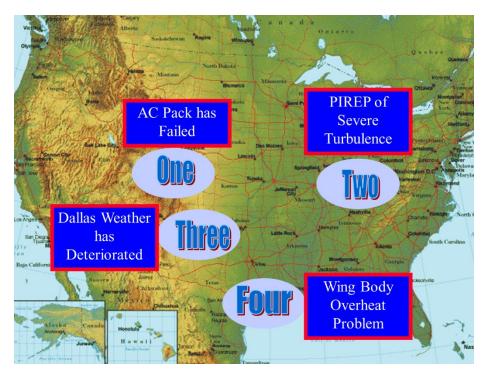
I appreciate your meeting with me to discuss various aspects of the Airline Dispatcher Federation (ADF). During our meeting, we discussed the status of the Fuel Planning and Management Advisory Circular (AC) and the Federal Aviation Administration's (FAA) plans for harmonization of dispatch rules.

The Fuel Planning and Management AC is currently being reviewed by the FAA's Air Carrier Operations Branch. I am advised that upon initial review of the draft, the staff identified some potential areas of concern. We expect that this review will be completed within the next 30 days, and any issues will be discussed with the Aviation Rulemaking Advisory Committee.

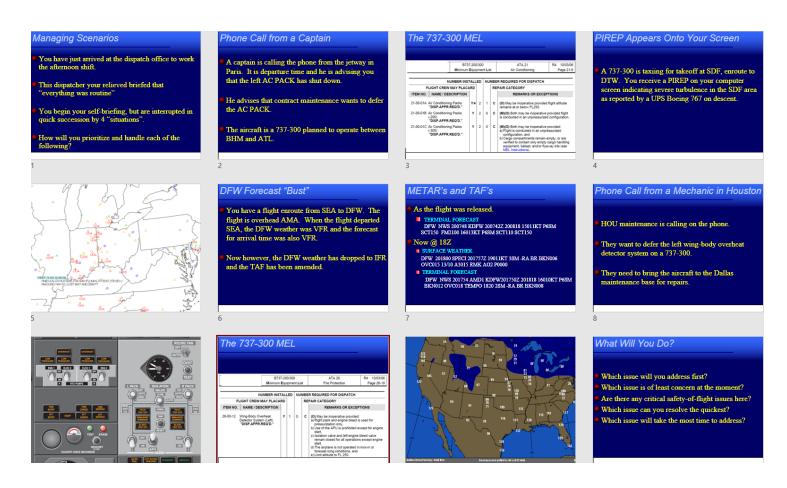
The FAA, within its expertise and resources, works closely with the International Civil Aviation Organization (ICAO) to harmonize our regulations with the international standards. It is the FAA's policy whenever we engage in rulemaking that we take into consideration existing international standards for any rulemaking issues that involve international operations. Any group or individual could request to have the FAA work with ICAO to develop new or amended international standards. The FAA will consider those requests to determine if there is a safety need and if it is in the public interest to amend the international standard.

I appreciate the efforts of ADF to continue its important work in the area of aviation safety, which now spans more than 60 years. I am pleased that the ADF and the FAA will continue to work together toward our shared goal of aviation safety.





It is all routine for an ADF dispatcher. The first 15 minutes from a shift in 1998 morphed into a training presentation at the ADF symposium.







JC (Jim) Creighton served ADF in a variety of roles during the 1990's including Executive Vice President during Steve Caisse's term.

JC worked at Trans World Airlines for many years.



High quality door prizes (such as these from 1998) are a staple of ADF Symposiums. This encouraged audience participation and also allowed sponsors to market their brands.



JIM JANSEN



hen it comes to aviation, Jim Jansen has done it all. From his military service to our Nation, throughout a long and diversified airline career, an impressive resume as a pilot with multiple ratings, academic collaboration and contributions, and now as a very active and fluent voice within the FAA, Jim really has "just about done it all". Today Jim remains one of the dispatch professions strongest, most articulate advocates within the FAA. And throughout it all, he has been a partner with various operational control organizations and the dispatch profession for most of his adult life. We asked Jim to share his story with us.

"My aviation career started at the age of 18 when in July of 1963, I exited a C-119 in flight. Over the next 2-1/2 years, I managed to do that another 42 times out of various airplanes and helicopters with only 2 landings. When I was discharged, I found out that the job market for tactical communication/cryptographers who weren't afraid to jump out of an airplane was almost non-existent. The exception being the CIA who offered me a job in Laos. It was a tough decision, but I turned them down.

Fortunately, one of my army friends had worked at American Airlines and regaled me with stories of the places he had been using his pass privileges. So one day, while driving past O'Hare airport, I saw the AA logo on a hanger and decided to see if they were hiring. They were. I started out in airfreight as a sales agent, and then moved across the field to work as an airport gate/weight and balance agent. In 1968, I transferred to LAX and started my flying lessons using my GI Bill benefits. Using these benefits, I obtained my private, commercial with instrument and multi-engine ratings, CFI and ground instructor ratings over the next 4 years.

In 1972, I was laid off due to the OPEC embargo and went back to school full time. It was during this time that AA started hiring low time pilots, so I applied. I got as far as the physical and failed a glucose tolerance test due to my bachelor eating habits. There was no re-test allowed. I was disappointed to say the least, but a phone call to a chief pilot I knew got me a job as a contract instructor at the flight academy teaching B-727 systems.

About 6 months later I was recalled from lay-off and returned to LAX to continue as an operations agent. It was this accumulation of experience that, in 1974, led me to be hired as a dispatcher assistant in the LAX dispatch office. The only stipulation the manager made was that I had to at least pass the written test. I managed to eke out a 71 on the test with no preparation and got my foot in the door. Three months later, my manager asked when I was going to take the practical, so I made an appointment with the LAX FSDO. The test was administered by an ops inspector who had never done a dispatch practical, so he went strictly by the Practical test standards.

At the time I was hired in 1974, American had 3 dispatch offic-

es. LAX, ORD and JFK. This was BC (before computers), so everything was done on paper and transmitted by teletype. I was very fortunate to work with and learn from some of the original airline dispatchers who had seniority date as far back as 1932. The knowledge they had and passed on to me could never be taught in any classroom. As a bonus, I received meteorology training from some of the best meteorologists in the

"Jim witnessed the transition from paper to computers, deregulation, new aircraft, retiring old aircraft, ETOPS, hijackings, crashes, mergers, acquisitions, the ATC shutdown and the change from being hired by an airline to retiring from a corporation. As Jim reminisced, "it was quite a ride!"

country. One of the meteorologists was a retired Navy captain who was on Eisenhower's staff for the planning of D-Day. Having to plot a surface weather map from reams of teletype reports and then draw in the isobars and fronts, gives you an insight to weather patterns that is invaluable for a dispatcher.

My dispatch career continued for the next 30 years, in LAX, LGA, ORD and finally DFW. At one time or another, I worked as a domestic and international dispatcher, dispatch instructor, SOC Manager, ATC coordinator and dispatch operations coordinator. I saw accidents, incidents, hijackings, getting hired by an airline and retiring from a corporation. I saw 24 different aircraft from the DC-7 to the B-777. For me, the best part of the job was working multiple problems at the same time and coming up with the correct solutions.

I had been a dues paying member of the ADF from its inception in 1990. It wasn't until I had participated in several ADF sponsored operational control experiments with Ohio State and NASA that I really got interested in what was happening outside of American Airlines. This led me to volunteer to be on the weather committee, and in true ADF fashion, I was suddenly the Executive VP. I stayed in that position for the next 5 or 6 years, working for and with Dave Smith and Giles O'Keeffe. It was a very satisfying time. I was able to make presentations at NASA Safety Symposiums, participate in NATCA conferences, FBI training conferences, a NexGen work group, NBAA conferences and working with the newly hired FAA dispatch inspector group. Needless to say, the ADF opened up a new world for me, for which I am eternally grateful. Raising my hand was one of the best things I have ever done".

In 2005, I retired from AA and my wife and I moved back to California. In 2007, I was hired as an FAA dispatch inspector for the Virgin America certificate. I am still employed there as a dispatch resource inspector for the Pacific CMO.



JIM KING



Why I got involved in the airline industry was very simple, when I finished school, I needed a job. I had a cousin working at Trans Canada Airlines in Montreal. My cousin sent me an application form, which I forwarded to the offices in Toronto. I received an interview and it appeared they wanted to know how I got an application. They had no record of sending it to me. Well, it was a case of not what you know, but whom.

I started as a dispatch clerk running messages and weather information to dispatchers. At this time the airline industry was cutting back and many pilots and staff were being furloughed. The industry was in turmoil and staff were looking for other positions within the company. I decided to go into sales and spent two miserable years in telephone answering and records. Finally a position of a clerk came up and after taking to the manager of dispatch was told I would be considered for the next vacancy as an assistant dispatcher. The first opportunity came and off to Montreal I went Soon thereafter however, I moved back to Toronto. There was a young lady I met while in sales. She was the drawing card to return to Toronto. After I wrote my weather exam, we got married. Later, I got another promotion and we moved to Halifax. We were then transferred to Winnipeg and back to Toronto when the office in Winnipeg closed. So I worked all over Canada.

"I became the first non-pilot Inspector of Operational Control in Canada"

Canada did not have certified dispatchers. The dispatch certificate was only enforced after the Dryden Implementation Project was completed and excepted by Transport Canada. When I became a Transport Inspector, I felt it was imperative that I try and keep as currant as possible. I felt that being certified would enhance my credibility with industry. I subsequently wrote the two Transport Canada operations and weather exams. Transport Canada arranged for me to attend a full First Air ground school. I was given a full competency check by a qualified First Air check dispatcher. It was mandatory that a Transport Canada inspector for the airline also be in attendance. Following the initial checks, I attended all recurrent training and a yearly check ride to keep my certificate valid. Unlike the FAA the dispatcher's certificate is airline specific and must be validated each year.

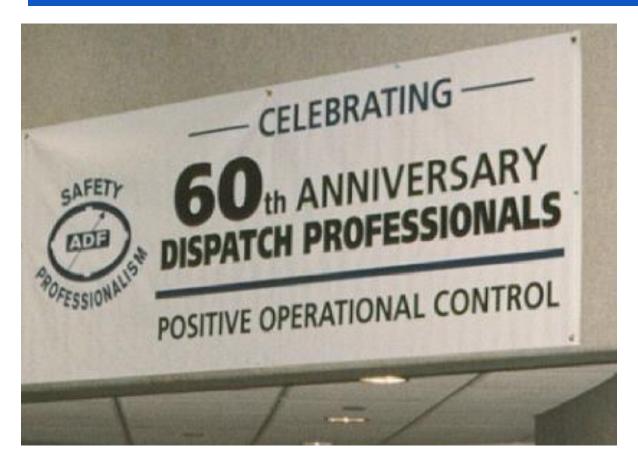
The Canadian certification process had some significant difference from the FAA certification. The Dryden Implementation Project was formed after a Government Royal Commission determined the cause of the Dryden crash and issued recommendations. It is interesting how the implementation project was formed. The Minister of Transport Canada, after reading the 198 recommendations, indicated that an Implementation Project be established, and all recommendations be addressed and implemented. If unable to implement, then what alternatives

must be established to meet the recommendations. The implementation project was divided into specific groups to deal with their areas of expertise. (For example, Flight Attendants, Pilots, Maintenance, Fire Fighting, Airport operations, Operation Control). The Operations Control group were given 12 items specifically dealing with Operation Control. Please take note that I used the words;" operations control". During our deliberations we establish the difference between operations control and Operational Control. Operational Control was the dispatch function and operations control dealt with marketing issues. Transport thought there was an easy process - just implement FAR 121 - problem solved. It became very clear it was not that simple. First the US. FAR's were out of date and convoluted. We were given a blank sheet of paper to try and make our rules clear and easily understandable. The project took over three years to come up with our recommendations. It is important to note the Implantation Project consisted of Labor Unions and associations, Airline management, Air Transport Association of Canada, CALPA Canadian Air Line Pilots Association and members of Transport Canada. CALDA, Canadian Airline Dispatcher Association was one group represented in the Project. I was on the implementation team representing Air Canada and Canadian Pacific Airlines. Halfway thought the three-year project I retired from Air Canada and a new person represented the Operators. I was asked immediately by the Chair of the project if I would cross the line and help Transport Canada with the project. You can imagine with all these organizations sitting at the table it was a long and difficult process. At the end of three years, we came to a consensus and presented a unified document to the Minister of Transport Canada and I am proud to say it was excepted and implemented. One of the recommendations was that Transport Canada hire an Inspector of Operational Control who must have large air operator experience in operational control. I became the first non-pilot Inspector of Operational Control. I am not sure, but the U.S. did not have at this time a non-pilot overseeing dispatch. I do know that Canada did help getting FAA inspectors with dispatch experience hired. I was pleased to speak about these changes to Canadian regulations at several ADF events over the years.

There were several dispatchers that I really admired. Stu Johns comes to mind. He helped me write barrier exams, this was a weather exam set by the government. I spent many nights at his house trying to understand weather. Stu gave his time freely and it must have been trying, I was not the brightest spark in the fire.

As I look back, I would say 90% of the dispatchers I worked with were ready to help answer questions and they all tried to make me a better dispatcher. It was a time when people gave of their time and were happy to pass along information and hints that would benefit the profession. I'm afraid some in the profession today have become more interested in "what is in it for me" versus contributing to profession-wide advocacy of dispatch.





ADF celebrated 60 years of Operational Control in 1998, in recognition of the passage of "The Civil Aeronautics Act of 1938".



"Alternate Requirements - Is It Time for a Change?" moderated by; Tom Lynch (standing at podium) and Steve Caisse provided a lively and memorable debate at Symposium 1998. Panelists {in alphabetical order) were David Catey - Special Assistant ■ AFS-200 − FAA, William A. Cranor - Airline Operations Coordinator - Air Transport Association. Myron Clark - Flight Standards National Resource Specialist for Aviation Weather - FAA. Terry Clark - Alaska Airlines Director of Safety. Jim Gardner - Aviation Safely Inspector - Air Carrier Operations - FAA. Jim King - Inspector - Operational Control - Right Watch - Dispatch Transport Canada. Giles O'Keeffe - Aircraft Dispatcher - Northwest Airlines and Kent Stephens - Manager - Air Carrier Operations - AFS-220 - FAA





In 1998, the Presidents of ADF, IFALDA and EUFALDA met for a historic meeting. Standing left to right are Steve Caisse, Brad Rasmussen, and Albert Rieger.



Rick Ketchersid, Carla Beck collaborating with Vendor Displays at the 1998 Symposium.





Andy Konstas from United, Rick Ketchersid from Southwest and Darryl Oberg of Northwest working the check-in desk at Symposium 1998.



Rare photograph of 4 ADF Presidents, taken in 1998. Nadon, Caisse, Cranor and Leber



A Hero Serves Us: the Air Dispatcher

Washington, April 4 (UPI)-He's an expert on weather, weight and worry. Few passengers ever see him and few know he exists. But he is a vital link in the safe operation of the more than 8,000 scheduled airline flights that take off in the United State

His top salary doesn't exceed and the airlines that they may be those in other cities handle their \$1,000 a month and it averages underrating the role of the dis-His top salary doesn't exceed \$1,000 a month and it averages out to about \$800. Yet his decisions can override a \$40,000-a-year captain or a \$100,000 airline president.
His union is one of the smallest in the U.S.—only 680 members—but it is one of the most closely-knit and highly-respected in civil aviation.

Unsung Heros of Industry

Unsung Heros of Industry
This is by way of introduction to one of aviation's unsung heros—the airline dispatcher. He may be in the news shortly, for his union—the Air Line Dispatchers Association (ALDA)—is in the process of telling both the Federal Aviation Agency (FAA)

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and the airlines that they may be underrating the role of the dispatcher in air safety.

Briefly, ALDA and its aggressize young president, Polaver I. Polaver II. and some are not."
Without passing judgment on ALDA's arguments, few in avition question the dispatcher's role in air safety. FAA itself has resisted some congressional suggestions that it take over dispatch functions.

Must Know Everything

Under such circumstances, a dispatcher is never a candidate in a popularity contest; he often can anger everyone from sales vice presidents to stewardesses.

Must Know Everything
The dispatcher must be an expert in meterology, aircraft performance, communications, air-port conditions, maintenance, federal and company regulations, air traffic control, equipment substitution and virtually everyphase of an airline's operations. He aids pilots in making out flight plans, computes allowable weight, and passes judgment on everything from fuel requirements to the best altitude to use. Under such circumstances.



take off if a dispatcher decides the because they happened under cir-flight may compromise safety in any way. A captain has the same command authority and can over-le a dispatcher to refuse clearance. In the early days of commercial any way. A captain has the same command authority and can overrule a dispatcher who gives him clearance. But by the same token, a dispatcher can refuse clearance to a captain who wants to take off. And not even the president of the airline can reverse that refusal.

refuse clearance. The early days of commercial aviation, numerous accidents were a dispatcher can refuse clearance to a captain who wants to take off. And not even the president of the airline can reverse that refusal.

Dispatchers are licensed by the dedral government. They are required for the scheduled carriers. One of ALDA's goals is to get the FAA also to require the supplemental or "non-sked" airlines to establish their own dispatching offices. At least two fatal crashes involving non-sched" lisingatching offices. At least two fatal crashes involving non-scheduled airlines in recent years probably could have been prevented

ADF President Steve Caisse presents ADF's Lifetime Achievement Award to Mr. Robert Commerce, long time President of ALDA. Commerce was a strong voice in support of the dispatch profession from the 1950's through the 2000's. Bob was a dispatcher at Capital Airlines, and later United after those two carriers merged.

The newswire article at left is from April 1964.



Mr. Commerce was a trusted mentor and close friend to ADF's leadership team in the 1990's. Bob's experience and industry connections provided invaluable insight into long standing issues impacting the dispatch profession.

Bob donated his extensive collection of ALDA newsletters just before he died, allowing ADF to perpetuate his legacy and recognize his accomplishments.





Steve Caisse-President

(Delta Air Lines)

Jim Creighton-Executive Vice President (TWA)

Michelle Duquette VP Operations (Fedex)
Brian Schultz VP Membership (TWA)

Darryl Oberg VP Administration (NWA)

Jerry Elder VP Govt / Legislative Affairs (DAL)

Andy Konstas-Treasurer (UAL)
Tom Lynch-Secretary (Alaska)

<u>ADF Symposium – Daytona Beach, Florida</u>

October 18-20, 1999

"Airline Operational Control in the Next Millennium"

Keynote Speaker: Mr. Ed O'Connor -

Executive Director of Spaceport Florida Authority

"Operational Issues During the Challenger Launch"

Mike Nadon Director of Technologies

Carla Beck Director of Administration

Giles O'Keeffe Director of Safety

Norm Joseph-Director of Aviation Rulemaking

Al Krauter-Director of Training

Bill Leber-Director of Legislative Affairs

David Porter-Director of International Affairs

Rick Ketchersid-Director of Publications

Gary Christensen-Director-Air Traffic Management

Frank Hashek-Director of Membership

Allan Rossmore-Director/Chief Legal Counsel

Mike Harkin Director of Governmental Affairs

Valerie Kendrick Director of Public Affairs

Tracie Benson Director of Corporate & Industry Alliances

Highlights:

In mid-summer 1999, during an unprecedented period of successful and productive meetings in the nation's capital, members of ADF's leadership teams participated in high level and privileged meetings with an influential segment of government officials. The objectives of these meetings were:

- 1. To establish a long-term working relationship with Senate and House members and staff who are responsible for aviation legislation and associated oversight pertinent to dispatchers.
- 2. To secure bipartisan support for Congressional mandates to the FAA for the establishment of Principle Dispatch Inspectors.
- 3. To extend the Single Level of Safety program to All-Cargo and Supplemental operators whereby ADF encouraged the FAA the move quickly to require all United States based charter and supplemental airlines utilizing passenger aircraft with 10 seats or more and all United States based cargo airlines flying aircraft with maximum gross weights over 20,000 pounds to fully comply with the principles of the "Single Level of Safety" program and as defined in FAR Part 121, including the requirement for positive operational control under the authority of licensed aircraft dispatchers.
- 4. Enhancing safety standards for Code Share agreements
- 5. Re-establishment of various components of Collaborative Decision Making (CDM) including all parts of CDMnet as a priority of Free Flight Phase One.

President's Profile

STEVE CAISSE



of KMHT's runway 17 threshold. In fact, we lived so close-by, on clear, calm Fall evenings, I remember hearing the boarding announcements from Northeast Airlines' ticket agents inside the Ammon terminal. During my childhood, I developed an early fascination with New Hampshire National Guard C-124's, C-119's, C-97's which thundered over our house with regularity from Grenier Field. These large, 4-engined piston giants could block out the sunshine when passing low overhead. The miracle of flight made an early, profound impression on me.

I enjoyed school, especially mathematics and the sciences. Always having "eyes to the sky", I developed an early interest in meteorology and started recording daily weather observations during my elementary school years. I continued this practice for more than 20 years and thankfully retained all those early historical weather records. I recall the gift of a



Radio Shack "Realistic Jetstream" VHF transistor radio allowed me to monitor air traffic control and company communications, in effect, providing early tutoring on the subjects of air traffic control, meteor-

ology, dispatch systems and airline terminologies.

My passion for aviation went into overdrive in 1968 when I first took flight. Coaxed, no doubt by Jim Dooley's famous "Come on down" TV commercial, the family travelled on a Northeast Airlines Yellowbird operating between Boston and Miami during the Washington's Birthday week vacation that year. Northeast had introduced the Boeing 727-295 into scheduled passenger service just a month and a half earlier in December 1967. Therefore, my first flight experienced was further enhanced by a sparkling brand new trijet. Northeast Airlines was the only major airline serving my hometown; NE FH-227's and DC-9.31's became well know to me. I spent hun-



dreds of hours on the observation deck in Manchester examining every aspect of Northeast's aircraft turns, these were the first airline operations that I was able to scrutinize firsthand. Northeast earned the title of my "favorite airline", and with impassioned research, I furthered my knowledge of their fleet and schedules and became conversant about their history.

My life's journey took a fascinating and unexpected turn in 1973 when my dad's company transferred the family to San Jose, Costa Rica. Leaving Manchester, I flew for the first time on Delta Air Lines; onboard a DC-9.32, the company I would proudly serve for nearly 40 years, later in my life. I lived in that lovely country for three years, attending high school while there. Although there are numerous adventures that can be assigned to that timeframe of my life, with respect to aviation, certainly the most interesting for me was the opportunity to experience airline operations as they would have been in the 1950s in the USA. At Aeropuerto Internacional el Coco in Alajuela, Costa Rica, I experienced the fascinating adventure of "traveling back through time" upon visiting the



open air observation deck. A typical lineup of aircraft on the ramp would include Douglas DC-3s, Curtis Commandos, four-engined Douglas transports, Lockheed Electras. The ramp was covered with oil, stubborn piston engines coughed and sputtered, belching out flames and blue smoke each time they fired up. Old, worn brakes squeaked loudly in protest in the confines of the limited ramp space, it was quite a show! LACSA, the national Costa Rican airline flew BAC-111s, Convair 440s and Curtis C-46s during that period. I flew the C-46 to Golfito and Palmar a couple times. I also had occasion to witness the full pomp and circumstance associated with the arri-

val of Pan Am's Boeing 707 on its hopscotch journey across Central America - who could forget those classic white crew caps with their gold embroidery? It truly was like taking a step back in time watching all those late piston era transports and very early turboprops and jets.

The five-year period between my first flight and my adventures in Latin America ensured that commercial aviation would evolve into a lifelong, captivating career for me. Like many of us, I developed a game plan intended to help me realize my dream. I focused on the path necessary to become a pilot in the Air Force. During my senior year in high school, I applied to the United States Air Force, but in a life altering turn of events for me, I was disqualified because of a birth defect in my left foot. There would be no professional pilot job for me.

Undaunted and still craving an airline career, I decided to pursue my second passion, meteorology. I entered college working toward a degree in the atmospheric sciences. My ultimate goal was to secure employment with an airline somehow, getting me as close as possible to the cockpit. I composed an employment letter of introduction which contained the statement, "someday I hope to become an aircraft dispatcher". I attribute that early fascination with dispatch to my aforementioned Jetstream air band VHF radio which afforded me the opportunity to listen to "real dispatchers" working their flights. I have no doubt that some of those very Northeast dispatchers which I listened to as a teenager, ended up working side by side with me later in my career thanks to the 1972 merger between Northeast and Delta.

I had been applying with local airlines in New England for about a year when, in October of 1978, I was invited to Atlanta to interview for a customer service support position at Delta Air Lines. I was thrilled beyond words with the prospect, and within a few short weeks, I learned that I had been hired by Delta and would start on the ramp in Boston.

My first day at Delta was October 24, 1978, the exact day that President Jimmy Carter signed the Airline Deregulation Act into law. My Delta career commenced as a temporary employee, throwing bags 4 hours a day, on a midnight shift, with no flight or medical benefits. At that time in Delta's employment strategy, the company maintained a fairly large pool of temporary employees whose ranks could be augmented or decreased as the needs of the airline dictated. This policy allowed Delta to safeguard the employment of their permanent full-time employees. Delta had never laid off a permanent employee up to the time of my employment. So the goal

for anyone who was temporary, was too achieve promotion into a permanent position. In 1980 I bid on a permanent job opening in Dallas/Fort Worth and made the move to Texas. I had a very rewarding eight-year career at DFW, working pretty much every position in the Delta "Stations" department including the ticket counter, gate agent, PSA "Redcoat" and LCSA Lead Agent.

Those halcyon days of the 80s were regrettably interrupted in 1985 when a Delta aircraft experienced a major accident at DFW. I was on duty at the time, working as LCSA-Passenger Service in the area of DFW's Concourse E where the accident aircraft was scheduled to park. Therefore, my involvement in this tragedy was gut wrenching, and very impactful. One of the most poignant occasions of my life took place caring for those family and friends who had been waiting for passengers on the flight.



It was the realization that Delta had lost an aircraft during a severe weather event which pushed me to further my involvement working on aviation safety projects at the airline. I decided that I needed to get to the company's

headquarters in Atlanta if I were to set my sights on a position within Flight Control as an aircraft dispatcher. I began bidding on jobs in Atlanta, and attracted the attention of the marketing division. Along the way, I worked three years as a Schedules Analyst in Delta's Network Development department. I was one of a small group of people responsibility for writing the entire flight schedule for the company. I found this highly analytical work fascinating and intellectually challenging, yet I still yearned for the tactical hands-on airline involvement which only the dispatch position would afford me.

Throughout those years, my roles within Delta expanded as I took on training and policy writing assignments, including a temporary assignment training Western Airlines employees from Mexico as part of the 1987 merger. For many years, I wrote historically themed articles for Delta's company magazines and newspapers and for aviation hobbyist magazines such as Airliners.

In 1990, Delta Air Lines only selected candidates for Flight Control who had a very specific Delta employment resume. Fortunately, I met those "above and below wing" and supervisory experiences and was one of the four individuals selected that year for promotion into Flight Control. Our group became part of a part of an experiment by Delta, with initial training conducted off campus for the first time, in Minneapolis at ATI's dispatch school. My FAA dispatch examiner was the legendary Roy Wynn, a man I would later work with in operations management at Delta. I functioned as an Assistant Flight Superintendent for 21 months, being signed off as a full performance Flight Superintendent in 1992. During my dispatch career I preferred to work transcontinental operations, especially those in the southern half of our country. I appreciated the long-haul flight planning challenges; the springtime squall lines and the science of turbulence avoidance. I discovered mitigation strategies from the "old-timers" to diminish rough rides caused by the high terrain west of the continental divide. When Delta acquired the Pan Am shuttle, I began a long association with that unique operation. The Shuttle was



one of my favorite assignments as a dispatcher. Shuttle Flight Superinten-

dents ran their own private 14 airplane Boeing 727-200 airline

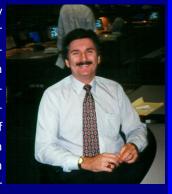
(later B733), including crew scheduling, FLIFO and aircraft routing responsibilities. When I worked the desk, the airline became "Steve's Jets & Pizza"

During one fateful evening shift in 1994, while working my regular "southern transcons" Desk 94, I sat next to Fred Thunhorst, one of ADF's delegates at Delta. Fred was supposed to fly to Washington DC later in the week, but had uncovered a schedule conflict. Fred asked me if I would be willing to go in his place and represent ADF at this meeting. As a PAFCA member, my ADF membership began concurrent with the founding of the organization. PAFCA has always provided solid support of ADF and its members. But, at that time, I did not know much about ADF beyond the fact that ADF was the professional voice for dispatchers on a national level. Nevertheless, I agreed to assist. In a few days, I found myself at the back of a very crowded conference room in Washington DC, listening to various speakers talk about a plan to enable aircraft to calculate and then implement their route of flight "on the fly - minute by minute". This was to be accomplished without input from anyone on the ground. Many of the speakers were Ph.D.'s from NASA. One gentleman in particular, piqued my interest when he said, "ultimately this technology will allow airlines to eliminate costly flight planning departments".

I knew the scenario he was describing was potentially unsafe. That was it for me! I stood up, raised my hand and asked the gentleman if he were familiar with the various Federal Aviation Regulations which his proposed system would violate? I opined that his technology was impressive, but untenable in the world of positive operational control and joint responsibility. I asked if his software considered the consequences of driftdown, MEL restrictions and airport facilities limitations when it "automatically selected" its route.

That meeting ignited my interest in ADF's activities and in quick succession, I took on a number of varied roles to help promote the organizations work. I'm quite proud of the fact that in late 1994, during a time when all of ADF's electronic communications took place on CompuServe, I was able to secure the domain name dispatcher.org for the organization. In 1995, I developed and served as Webmaster over the first ADF website. The website became a most important communications tool and within one year was developing impressive traffic statistics. I served as Bill Cranor's EVP and succeeded him to the presidency of ADF. During my term, as had been the case with my predecessors, ADF's primary focuses were on the single level of safety. I invested many hundreds of hours petitioning the FAA to consider ADF's request for a team of "dedicated aircraft dispatch examiners". With significant assistance from the offices of several Congressmen, ADF was able to influence language which was inserted into a FAA funding bill. In my opinion, that action directly contributed to the establishment of the Aviation Safety Inspector—Dispatch team within the FAA. I took a special interest in meteorolog-

ical projects, working on early iterations of the ADDS tools for dispatchers with Greg Thompson of UCAR. I worked with MIT/Lincoln Labs on ITWS severe weather software. I immersed myself in the concept of aircraft situation displays when these first were proposed. Soon I was selected for the ASD user



interface development team when Delta prototyped its Graphical Flight Following product. Later, I spent many years assisting the talented software engineers at Flight Explorer (later Sabre) as dispatch SME on their fine ASD platform. I had the distinct pleasure of collaborating on various academic papers which involved operational control, most notably with Dr. Philip J. Smith from the Ohio State University, Cognitive

"Once earned, the Dispatcher Certificate grants comprehensive <u>authority</u> to its holder. With that authority comes imperative <u>responsibility</u>. This responsibility adds the onus of <u>accountability</u>. A dispatcher must never allow anything to subvert those fundamentals of the profession".—Steve Caisse

Systems Engineering Laboratory. I was invited to serve on industry Advisory Boards at Ohio University an Embry–Riddle Aeronautical University, guiding curriculum development as it pertained to dispatch

During my airline career, I participated in mergers between Delta and Western, Pan Am and Northwest. I also worked with former Northeast and C&S dispatchers, so my dispatch skills benefited from the collective wisdom of my forefathers in dispatch from many airlines. At the start of my dispatch career, the senior dispatchers I trained with had entered the profession in the 1950s. In turn, those individuals had been trained by the pioneer dispatchers from the late 1920s. So, like most of ADF's early volunteers, I was a member of the "third generation of aircraft dispatchers". As a result, I had the great benefit of hearing all the fascinating war stories and learning all the valuable lessons from the days when dispatchers were truly at the top of the "responsibility pyramid" within airline frontline operating departments. I have worked with so many gifted dispatchers over the years, it would be unrealistic to cite and thank all those amazing folks. I'd surely inadvertently omit many deserving individuals. But I wish to extend a personal debt of gratitude to two colleagues who taught me countless invaluable lessons because they took an interest in my professional development when I was a new dispatcher. Imparting technique that I, in turn have shared with all the dispatchers I've taught over the years. Lew Rezsonya is a legend in the dispatch profession. As detailed elsewhere in this

document, Lew is widely credited with almost singlehandedly saving the profession at a time when the Air Transport Association was attempting to convince the Federal Aviation Administration to change certain regulations pertaining to dispatch and operational control. I had the great good



fortune of carpooling with Lew for many years. Each journey to/from work became a master course in dispatch.

Another highly respected colleague and mentor was Western's Joe Hagan. Joe taught me about the authority that we have as aircraft dispatchers, and how to administer it. Joe was supremely in charge of his flights. No one meddled with any aspect of the dispatch event without first clearing it with Joe.

During my ADF years, I was grateful to have the support of the organization's early leadership teams. I worked closely with ADF Presidents Leber, Nadon, O'Keeffe, Cranor and Smith and their Boards. Their wise counsel was appreciated over the years. For example, when I had occasion to testify in front of the United States House Transportation Subcommittee on Aviation or at NTSB hearings. The reader will find more thanks and expressions of gratitude elsewhere in this work pertaining to the phenomenal people I served with at ADF. I gratefully assert they were among the hardest working, most dedicated and driven folks I ever had the pleasure of partnering with.



Speaking of the wonderful folks I've met through ADF, I've saved the best for last. It has been a joy, pleasure and a privilege for me to be married to an aircraft dispatcher, FAA DADE and ADF pioneer. My wife Carla was hired by Southwest Airlines in

1980 when the carrier had about 20 airplanes in their fleet. Today in 2020, they roster over 700 Boeing 737's. Our common goals associated with the promotion of the dispatch profession through ADF have yielded a gratifying tapestry of accomplishments, shared interests, goals and friends. Carla is a genuine dispatch superstar, whom I'm proud of and grateful to her indispensable contributions to this ADF history project.

As my Delta career progressed, I kept busy with a variety of projects. One very notable experience was a 20-year stint on the Delta Airshow Display Team. Our small, all volunteer team was allowed the rare privilege of showcasing Delta aircraft at major airshows around the country. My role was to educate our guests about the dispatch profession and to address "fear of flying" concerns. In 1997, I was honored and humbled to be selected among the first group of employees ever inducted into the Delta Chairman's Club. This is the highest award Delta bestows on employees. Beginning in 2005, I accepted the position of Supervisor-Standards and Training for Flight Control. I'm proud of the hundreds of dispatchers who were qualified

through Delta's dispatch initial training program while I was the SAS. During this time, I was charged with developing Delta's Dispatch Aviation Safety Action Program and served as the company representative on Delta's first ASAP Event Review Committee for Flight Control. Flight Control leadership tasked me to become project manager for a multi-year contract received from Air France to instruct their dispatchers, elevating their level of training to an FAR part 121 equivalent standard. It was very gratifying to see a global, respected airline such as Air France, acknowledge the significant value that dispatchers and positive operational control could bring to their company. I was joined by a reconnaissant team of Delta instructors and worked many long but enjoyable hours in Paris throughout the early 2010s. I have been an airplane afficionado throughout my life. This passion continued at Delta as my writings for company publications occasionally allowed for my participation at historic milestone events. I had the privilege of flying on quite a few Delta aircraft inaugural flights including on the 767-232, 757-232, 737-232, and MD-82. I have many souvenirs from inaugural routes including Delta's first ever nonstop service between New York and Los Angeles. Also, I said goodbye on many aircraft retirement flights including three of my favorite Delta aircraft, the Douglas DC-8-71, Boeing 727-232 and Boeing 737-232. I worked with the legendary Delta Captain Pre Ball as a part of the "In Command" team. The was Delta's new captain training program.

The allure and adrenaline of real time flight operations enticed me back to the Delta Operations Control Center in 2012 when I was offered an opportunity to return as an operations manager "on the bridge" in the Sector Manager fleet group within Flight Control. During my final years before retirement, I served as System Operations Manager on various fleets, my last assignment being on the MD-88.

Throughout much of my career my residence was in Texas, but my work assignment was in Georgia. I commuted weekly between the two states for decades. By 2017, I'd had about enough of the burdens of a commuter's life away from family and home; center seats, hotel rooms, full flights, living out of a suitcase and vending machine food. So, my wife and I decided I'd retire during my 39th year of service. Delta Air Lines was a superb company to be associated with. Founder C.E. Woolman's honorable, courteous and trustworthy principles carried forward throughout the "old Delta" during my time. I was always enormously proud to wear my Delta wings and thankful to the capable employees with whom I had the pleasure of working. Our home is a two airline family. So, I'm also grateful to all our friends at Southwest Airlines for their comradery and professional collaborations.

Thanks to ADF, I was honored to speak with the legendary Herb Kelleher, certainly the most admired airline executive I'd ever had the pleasure of meeting. Herb, over the years was a consistent advocate of ADF and dispatch. His



drive and innovation inspired me. In retirement, My wife and I are staying busy doing research from our "airplane room" on several writing assignments. We have a superb, thousand-volume, aviation resource library featuring over 300 historic Official Airline Guides, dating back to volume 1, number 1 from 1929. Both my wife and I remain active in various groups and panels which have dispatch as their central theme.







May 1, 1999 Volume 1. Number 3.

Washington Blitz Continues

- In support of its efforts to establish the position of Principle Dispatch Inspector within the FAA, ADF dispatched a team to Washington on April 15 & 16, 1999 to discuss the issue with members of congress.
 - 1. Senator Slade Gorton (Chairman Senate Subcommittee on Aviation.
 - 2. Senator John D. Rockefeller (Ranking Minority Member)
 - 3. Senator Trent Lott (R.MS.) (subcommittee member and Senate Majority Leader.
 - 4. Senator Kay Bailey Hutchinson (R.TX.) (subcommittee member)
 - 5. Congressmen Jerry Moran (R.KS.) (member House Subcommittee on Aviation)
 - 6. Congressmen John Sweeney (R.NY.) (subcommittee member)
 - 7. Majority Counsel for the Senate Subcommittee on Aviation reporting to Senator McCain.
 - 8. Majority Counsel for the House Subcommittee on Aviation (reporting to Congressmen Shuster.
 - 9. Minority Counsel for the House Subcommittee on Aviation (reporting to Congressmen Oberstar.

GOVERNMENT:

ADF participated in a hearing conducted by the United States House of Representatives, Committee on Transportation and Infrastructure, House Aviation Sub-Committee on July 22, 1999. On July 22,1999, the ADF had the unique opportunity to testify at a U.S. House of Representatives Aviation Sub-Committee Hearing. The Hearing was entitled "Aviation **Operations During Severe or Rapidly Changing** Weather Conditions". It was an information gathering session for the Sub-Committee to learn about procedures, responsibilities, and equipment associated with severe weather operations. The ADF submitted a sixteen-page written testimony prior to the hearing, as required. The oral testimonies were received from a government panel, as well as an Industry and Labor panel. The Government panel

consisted of the Federal Aviation Administration (FAA), the National Transportation Safety Board (NTSB), and the National Weather Service (NWS). The Industry and Labor panel consisted of the Airline Dispatcher's Federation (ADF), the Airline Pilots Association (ALPA), the National Air Traffic Controllers Association (NATCA), the Air Transport Association (ATA), and the Aircraft Owners and Pilots Association (AOPA). ADF President, Steve Caisse testified on behalf of the ADF and focused on the role of the Aircraft Dispatcher, responsibility for Operational Control, and the need for enhancement of NAS status information and collaboration.

Throughout the summer, ADF teams called on the offices of the Senate Republican Majority Leader, a key member of the House Transportation and Infrastructure Committee and the Chairman of the Senate Aviation Subcommittee. In addition, ADF's representatives spoke face to face with FAA Administrator Jane Garvey and the inspector General of the DOT, Mr. Kenneth M. Mead



while attending the U.S. Senate Commerce, Science and Technology Committee's Subcommittee on Aviation meeting. ADF also developed a key relationship with a veteran Washington lobbyist who provided guidance to ADF's leadership in relevant areas of Congressional proceedings.

In the photo at left, O'Keeffe, Caisse, Schultz, Creighton and Nadon greet Symposium Keynote speaker, Captain Tom Irwin - TWA Vice President of Flight Operations, standing in center.



Meetings on Capitol Hill occurred throughout the year with Senate and House of Representatives on issues of importance to dispatchers and our employers. On the Senate side, these visits included audiences with Subcommittee on Aviation members, Senator Trent Lott (R.MS.), **Subcommittee Member and Senate Majority Leader, Senator Slade Gorton** (D. WA.), Chairman Senate **Subcommittee on Aviation, Senator John** D. Rockefeller (D. WV.), Ranking Minority Member, Senator Kay Bailey Hutchinson (R.TX.), Subcommittee Member and Senator John McCain (R.AZ.), Majority **Chairman, Senator Ernest Hollings** (D.SC.). ADF also met with House members, Bud Shuster (R.PA.) Chairman, James Oberstar (D.MN.), Ranking Minority Member, John Duncan (R.TN.),

CLASSIC QUOTE

"An typical aircraft dispatcher will exercise operational control over more flights in a three-year period than the typical airline captain will fly during his or her entire career, so the impact our members have on safety and the traveling public is profound."

Steven R. Caisse, President ADF
At the "Single Level of Safety" Congressional Hearings

Subcommittee Chairman, William Lipinski (D.IL.) Ranking Minority Member, Jerry Moran (R.KS.) Member, Jack Quinn, (R.NY.), Member, John Sweeney (R.NY.)

ADF discussed a possible role for the organization as a "Go-Team" Member with the NTSB's Jim Hall. In a statement from the NTSB, Chairman Jim Hall stated, "I hope I've made my point – dispatchers are at the center of almost every operational decision made at an airline" and "Although pilots may be 'the LAST line of defense' in ensuring a flight's safety, you are undoubtedly the "FRONT line."



Thanks in part to ADF's efforts, on June 15th, House Resolution (H.R.1000) a.k.a. Aviation Investment and Reform Act for the 21st century (AIR21) passed the U.S. House of Representatives. Language of importance to the dispatch profession contained in this bill because of ADF's lobbying efforts in Washington was as follows:

"The Administrator shall conduct a study of the role of aircraft dispatchers in enhancing aviation safety. The study shall include an assessment of whether or not aircraft dispatchers should be required for those operations not presently requiring aircraft dispatcher involvement, operational control issues related to the aircraft dispatching functions, and whether or not designation of positions within the Federal Aviation Administration for oversight of dispatchers would enhance aviation safety."

Jim Gardner (left) - Aviation Safely Inspector - Air Carrier Operations – FAA was a respected colleague and advocate for dispatch within the FAA. Mr. Gardner spoke at many ADF events through the organization's first 15 years. Jim provided wise counsel as ADF worked with the FAA on the Regional Dispatch Resource program (RDR).



INDUSTRY:

ADF actively participated in Free Flight initiatives with a seat on the Free Flight Steering Committee.

Captain Duane Woerth, President of the Air Line Pilots Association and ADF's President, Steve Caisse met at ALPA's Washington, D.C. headquarters in June to discuss issues of mutual interest to the two organizations. Among the topics discussed where the importance of applying the FAA's Single Level of Safety Program to all air carrier operations, the implications of the new 207-minute ETOPS rule, the ramifications to dispatchers and pilots involved in the latest LAHSO guidelines, the Collaborative Decision Making (CDM) program, the new Passenger Right's Bill and other topics generally concerning safety in aviation.

ADF attended International Meetings in corporation with EUFALDA, JAA Rome Harmonization, IFALDA, IFALDA Asia and IFALDA Latin America. ADF remained an active member of The Radio Technical Commission for Aeronautics (RTCA Inc.). participating in various RTCA Special Committees, Task Forces and Working Groups including RTCA SC-169 WG3, RTCA SC-169 WG5 and RTCA TF3.

ADF's president spoke at ATA/FAA's Reno'99 Forum on June 7-10 with a theme of cooperation between the airspace provider and the users and how that relationship translates to greater efficiency and a higher level of safety. At RENO '99, ADF was also invited to sit on a panel discussion at this forum and asked to make a formal presentation to the audience of government and industry attendees. ADF called for an end to ATC mandated reroutes that place aircraft on routes unacceptable to dispatchers for basic safety critical reasons.

ADF's President spoke at the "Friends of Aviation Weather" Forum held in conjunction with the NBAA annual convention on October 12 in Atlanta, Georgia. ADF participated in FAA meetings concerning Aviation Weather Information in the cockpit (AWINS). ADF

ADF Honors Pioneering Dispatchers



L-R Mike Harkin, Steve Caisse, Mr. Gene Downey - American [retired) Former President TWU 540, Mr. Leon Jansen' Eastern (retired) - Former Director Air Safety ALDA and Mr. Joe Hagan Delta and Western Flight Superintendent (retired), Mark Hopkins. ADF always placed enormous value on the knowledge of our profession's senior members. Here, ADF honors this trio of veterans with more than 100 years' experience.

participated in The Air Traffic Advisory Committee (ATPAC) meetings sponsored by the FAA. ADF explored in-flight medical conferencing and its impact on the dispatcher's role in operational control. Also, ADF's was awarded a seat on the UCAR/NCAR Steering Committee, aiding considerably in the further development of dispatch-specific weather tools. The work of this committee focused on Aviation Weather Tools and the associated training for their usage. In this capacity, ADF helped identify meteorological tools of value to Aircraft Dispatchers. One such tool was the ADDS flight path tool, principally developed by Greg Thompson, NCAR scientist from the Research Applications Program in Boulder, Colorado.



"INSIDE FAA" INTERVIEWS ADF REGARDING DISPATCHER OVERSIGHT

AIRLINE DISPATCHERS FEDERATION CALLS FOR MORE OVERSIGHT OF THE DISPATCH PROFESSION BY FAA

September 1, 1999

The Airline Dispatchers Federation (ADF) is calling for greater oversight of its industry by the Federal Aviation Administration. The "FAA has few, if any, qualified dispatch inspectors available to exercise oversight in the most central part of operational control, the dispatch office," says the ADF in a statement. The ADF is calling for more oversight because it believes in the importance of its industry and believes the FAA should make changes to reflect that importance, said an ADF official. The ADF reports that the FAA is willing to respond to the federation's request when the FAA finds the money to support the oversight. The FAA did not respond by press time on this issue. The ADF is calling for the situation to be corrected immediately, said the ADF source, adding that dispatch inspection would play a key role in aviation safety.

ADF distributed this press release across many segments of the aerospace industry in support of efforts to improve oversight of the dispatch profession.



"INSIDE FAA" INTERVIEWS ADF REGARDING DISPATCHER OVERSIGHT

AIRLINE DISPATCHERS FEDERATION CALLS FOR MORE OVERSIGHT OF ITS INDUSTRY BY FAA *

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Reproduced here is the entire article which appeared in the highly regarded and widely read publication, Inside FAA.





MEETING MINUTES

PRESS RELEASES

NEWSLETTERS



This screen capture showing an airline aircraft situation display screen capture from 1999 displays an extensive ATC retour around a small area of developing thunderstorms east of DFW airport.



ADF NEWS



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ADF Urges Accelerated Push Towards "One Level of Safety"

When, during the mid 1990's, a number of high-profile aircraft accidents riveted public and media attention to questions of aviation safety, the Clinton Administration overcame FAA resistance and helped drive the Administration toward a regulatory system with a "Single Level of Safety". This standard, applicable to large airlines, regional airlines and the commuters has become one of the FAA's primary regulatory principles since that time. The NTSB recently announced that during 1998, the first full year of operations under the single level of safety, for the first time in history – not a single passenger was killed as a result of an aircraft accident on scheduled us passenger aircraft. Specifically, in January 1995, former Secretary Federico Pena convened an unprecedented aviation safety summit that called together over 1,000 officials from government, airlines, airline labor, and other segments of the industry to establish joint priorities and strategies for enhancing aviation safety. The Airline Dispatchers Federation proudly and actively participated in this historic event and made a convincing presentation demonstrating the benefits to aviation safety afforded by positive operational control and the joint decision making team of pilot in command and aircraft dispatcher.

The need for the highest "Single Level of Safety" across all commercial operators in our country remains a top priority of the Airline Dispatchers Federation to this day. Also in 1995, a study on commuter airline safety the National Transportation Safety Board (NTSB) asked the FAA to consider the operational benefits of dispatch services for Part 135 operators. This led to the landmark FAA ruling on the "Single Level of Safety" ("Commuter Rule"). The "Commuter Rule" required all 14 CFR Part 135 operators to transition to 14 CFR Part 121 by March 20, 1997. As an outcome of these efforts to establish a "Single Level of Safety" for commercial air passenger transportation, the FAA is now requiring all operators of aircraft with more than 10 passenger seats to operate in accordance with FAR Part 121. Previously regional carriers operating smaller aircraft were governed by less stringent rules than were major air carriers. Reflecting the commitment to ensuring the highest levels of safety for all travelers, this comprehensive rulemaking was completed in record time by the FAA.

Sadly, there are still a number of aircraft are engaged in missions both involving transport of passengers and/or cargo which are not generally subject to the Federal Aviation Regulations which now enforce the "Single Level of Safety". For example, a new airline is presently conducting scheduled passenger operations with Boeing 737 aircraft to five destinations in the western United States without the benefit of licensed aircraft dispatchers and positive operational control. Finding an apparent loophole in existing regulations, this airline states "All flights are direct-sale public charter flights". Further promotional material states, "When you fly XXXX, you fly in style. That means assigned seats, top quality flight

(Continued on page 2)



(Continued from page 1) One Level of Safety crews, excellent service, non-stop flights on our comfortably appointed fleet of Boeing 737's, and everything else you've come to expect from a premier carrier". Everything apparently, except licensed aircraft dispatchers and an environment of positive operational control. ADF must wonder how, in the post "Single Level of Safety" environment, that the FAA would allow such an airline to commence operations without full compliance with FAR Part 121. This airline is, after all, engaged in scheduled passenger operations with published fares utilizing transport category aircraft with more than 9 seats.

ADF believes that the next logical step in the "Single Level of Safety" process is to require by mandate, rather than by exemption, compliance with FAR 121 Domestic and Flag rules for all Charter, Supplemental and regularly scheduled Cargo operators utilizing turbojet aircraft or passenger aircraft with 10 seats or more or with maximum gross weights over 20,000 pounds. The original premise behind the old definition of Supplemental Air Carriers was to give nonscheduled operators flexibility and growth potential that would have been unrealistic under the constraints of FAR 121 Domestic/Flag rules. This relief, by the FAA's own definition, was designed to be permitted for a temporary period. (Only the authority to engage in military charters was for an indefinite period, while the carrier could on an emergency basis, be authorized by the DOT for scheduled operations). Prior to the introduction of SFAR 38.2, under the previous FAR 121.3, the FAA did allow itself to mandate compliance with FAR 121 Domestic/Flag for supplemental carriers. With the advent of the "Single Level of Safety", changes of SFAR 38.2 and FAR 119.3 and the deletion of FAR 121.3, the FAA has eliminated it's own ability to mandate compliance with Far 121 Domestic/Flag rules for supplemental air carriers, which is in direct contradiction with "One Level of Safety. The wisdom of the "One Level of Safety" concept cannot be understated. Statistical data has proven that the FAA's Single Level push has had a positive impact on aviation safety in the United States. On February 26, 1997, it was stated in testimony before the house Aviation Subcommittee that "between weekday hours of 2300-0600, 1400 aircraft arrival and departures occur in the Ohio Valley area, encompassing Terra Haute, Indianapolis, Dayton, Louisville, Cincinnati, Columbus, Wilmington, and Memphis. This amounts to 364,000 yearly or in excess of 1.8 million arrivals and departures in the next five year period, not allowing for additional growth". Many of these aircraft will be operating at weights in excess of 250,000 pounds and will be carrying a variety of hazardous materials. The future growth of these operators is now expanding to daytime operations at times and airports normally associated with high passenger traffic,

i.e., ORD, EWR, JFK, BOS, MIA, DFW MSP, DEN, LAX, SF0, SEA, IAH, PHIL, and IAD. There should be no distinction drawn between the safety regulations of a commuter aircraft departing Madison, Wisconsin at 5:00 p.m. and a McDonnell Douglas MD-11 carrying 180,000 pounds of cargo out of Chicago O'Hare at 5:00 p.m. Both these aircraft will be sharing the same airspace, overflying the same populated areas and interacting with the same volume of traffic, weather hazards and other operational challenges.

In October 1998, Jim Hall, Chairman of the NTSB, stated before the ADF at the symposium on Operation Control, that "with the advent of Free Flight, the role of the aircraft dispatcher will become even more critical. It is widely assumed that Free Flight will require more diligence by pilots and air traffic controllers. The role of the dispatcher however, will become one of more responsibility requiring greater expertise". The basic objective of Free Flight is to let the air carriers have more control over routes, altitudes, and airspeeds, to better utilize airspace and favorable meteorological conditions to reduce delays and expenses. By moving to a less regimented system, the triad of pilot, ATC controller, and dispatcher, will become more complex and interwoven, requiring greater expertise by all. By not requiring licensed aircraft dispatchers or TCAS for certain air carrier operations, the FAA has eliminated key elements from the triad of safety and a vital component from the airspace safety net.

These missing elements of safety and responsibility will have to be assumed by someone or accidents may result. Recent accidents involving three heavy jets from major Supplemental Freight Operators (MD-11 at EWR, July '97, DC-10 at SWF, September '96 and DC-8 at MIA, August '97) exemplify that supplemental air carriers are not immune from hull losses or loss of life. One proven method the FAA used in an effort to reduce the nation's aircraft accident rate was the establishment of the "Single Level of Safety". It seems logical and justifiable then, that the same effort be made on behalf of the flight crews of supplemental air carriers and the public who live under their flight paths.

ADF encourages the FAA the move quickly to require all United States based charter and supplemental airlines utilizing passenger aircraft with 10 seats or more and all United States based cargo airlines flying aircraft with maximum gross weights over 20,000 pounds to fully comply with the principles of the "Single Level of Safety" program and as defined in FAR Part 121, including the requirement for positive operational control under the authority of licensed aircraft dispatchers.

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NEWS

ADF Delegation Enjoys Great Success in Washington

During an unprecedented week of successful and productive meetings in the nation's capitol, members of ADF's leadership participated in meetings with the offices of Senator Trent Lott, Senate Republican Majority Leader, Congressman John Duncan, a key member of the House Transportation & Infrastructure Committee and Senator Slade Gorton, Chairman of the Senate Aviation Subcommittee. In addition, ADF's representatives spoke to FAA Administrator Jane Garvey and the Inspector General of the DOT, Mr. Kenneth M. Mead while attending the U.S. Senate Commerce, Science and Technology Committee's Subcommittee on Aviation meeting.

ADF also developed a key relationship with a veteran Washington lobbyist who is providing guidance to ADF's leadership in key areas of Congressional proceedings. Finally, ADF attended the 24th Annual Commercial Aviation Forecast Conference of the FAA. Members attending these meetings were Val Kendrick, Michelle Duquette, Mike Harkin and Steve Caisse. During each of these discussions, ADF delivered a strong and focused message. The FAA must make good on its promise of a "Single Level of Safety" by regulating all supplemental, charter and cargo airlines to employ and utilize licensed aircraft dispatchers. ADF's complete position paper on this issue can be found on the ADF web site at www.dispatcher.org.

If you would be interested in representing ADF at meetings that involve the dispatcher, please contact us at adf@valuweb.com or plan to join us at the next business meeting for more information. For more information on these meetings, check out ADF E-News!

CDM's Impact on Overall Airline **Decision Making**

Information provided by airlines indicates that the CDMenhanced information has been used by airlines to improve decision making outside the realm of GDP's at SFO & EWR.

"On at least two separate occasions. United Airlines Used CDM information to reduce the number of flights canceled in anticipation of a GDP by 25% over the number that would have normally been canceled: the estimated total cost savings was \$1.5 Million"

We have also identified instances where airlines have solved capacity-demand imbalances by reducing demand in response to CDM information, thereby eliminating the need for an FAA action such as a GDP.

Somewhat surprisingly, we have also found that the airlines have used CDM-supplied information for a variety of purposes totally outside the intended application domain of GDP planning. Specifically, airlines operations managers have used this information to support fuel planning, diversion decision and management of flow into hubs. Delta Air Lines reports that the more accurate information provided by FSM has allowed them to preserve the destination of flights that normally would have been diverted to other airports.

The previous article is from "Collaborative Decision Making in Air Traffic Management: A Preliminary Assessment" prepared by NEXTOR The National center of Excellence for Aviation Operations Research. Ed.

As Seen at the 1998 ADF Sympesium

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NEWS



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NEWS

1999 ADF Annual Symposium Daytona Beach, FL October 18-20, 1999

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Would **YOU** Like to be More Active in the **Airline Dispatchers Federation?**

Nominations are open and elections for Officers will be held again this year at the Symposium at Daytona Beach in October. If you, or someone you know that is a member of ADF would like to be considered for one of the open positions, simply tell your delegate, or notify ADF yourself at adf@valuweb.com or 800-OPN-CNTL. The following 2 year positions will for up for election this year.

President Vice President Operations

Treasurer
Vice President Administration

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NEWS

Membership Goals for 1999

Brian Schultz Vice President of Membership

Another year is now behind us and the new millennium is just over the horizon. Nineteen ninety-eight was an exciting, successful year for the ADF and 1999 is already well on its way to follow suit.

For those of you who were unable to attend the annual ADF Symposium held last November in Washington, D.C., I would like to introduce myself. My name is Brian Schultz, and I'm a Flight Dispatch Officer and one of the FDO Training Officers at TWA located in St. Louis, Missouri.

One of the many things accomplished at the ADF Symposium was the election of this year's officers and, as a result, I was elected as the Vice President of Membership for the 1999 membership year. I am also fortunate enough to have the support of two newly elected Membership Directors: Frank Hashek (Chatauqua Airlines) is the Director of Membership-North, and Mike Harkin (Federal Express) is the Director of Membership-South. I've enclosed contact information for all three of us, or you can e-mail us from the ADF website.

As membership officers, it is the responsibility of Frank, Mike and myself to recruit new ADF members and to represent current member issues and ideas to the Board of Directors. We hope that, as the ADF representative for your airline, you will stay in close contact with your Director of Membership (either Frank or Mike) whenever you have a suggestion, idea or concern.

This year's recruitment goal is simple – to achieve fifty percent ADF membership at each of the member airlines in the United States. We have set this goal for two main reasons. First, there are over 8,000 licensed dispatchers in the United States. The ADF fights to protect their livelihood and yours and to ensure safe, efficient air travel. However, only 1,050 of these individuals help fund the work of the ADF during 1998. There are, in fact, some airlines whose dispatchers continue to have no voice in the ADF.

Second, according to the ADF by-laws, an airline's dispatch office must have 50% membership in the ADF in order to cast a vote at ADF proceedings. By achieving this goal, every airline can have the vote they rightly deserve in the ADF. After all, membership has its privileges.

With active recruitment of new members, both inside the individual airlines and throughout our industry, the ADF will continue to grow as a powerful, professional advocacy group. To assist in recruiting new members and communicating ADF membership benefits, Mike, Frank and myself are planning an aggressive "roadshow" tour to as many airline's Operational Control Centers as possible. Realistically, however, we won't be able to visit each airline personally. We are relying on our membership as well to help us reach our goal through an aggressive membership-building attitude.

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ADF can only be as strong as its constituency, so we are counting on you to help us achieve ADF's membership goal. Thanks for your help and volunteer efforts. If Mike, Frank or myself can be any help to you in achieving our membership goals, feel free to contact us at any time. We look forward to hearing from you!

1999 ADF Membership Officers Contact Information

Vice President of Membership

Brian Schultz SchultzDuo@aol.com

Director of Membership

Frank Hashek fhashek@pepperking.com

Michael Harkin - Director of Many Things Federal Express - cmcharkin@aol.com

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NEONS

How Dispatchers Make A Difference!

1992 - A 100-seat twinjet departed EWR for DTW. About 40 minutes into the flight, the crew contacted dispatch requesting contact with maintenance control to discuss an apparent gear problem. During the conversation between the flight, maintenance and the dispatcher, the fuel state of the aircraft was questioned. The crew indicated that they had 2,500 pounds (25 minutes) of fuel remaining on the aircraft. The dispatcher realized that this meant the aircraft was seriously over-burning and would be unable to reach the intended destination of DTW. The flight was currently over Lake Erie, it was determined that the closest airport was London, Ontario (YXU). The dispatcher told the crew to proceed to YXU immediately. The crew protested that YXU was not an "authorized" airport in the air carrier's Ops Specs, and the dispatcher responded, "It is now. I just declared an emergency."

The aircraft landed at YXU with 400 pounds of fuel remaining, on an aircraft that burns 100 pounds per minute. Later investigation raised questions the pilot in command's handling of a maintenance irregularity that could have led to the loss of the aircraft. The dispatcher was commended for her actions.

Aviation Rulemaking Advisory CommitteeARAC

by Norm Joseph

A Brief Update ...

- Joe Hawkins, FAA Director of Rulemaking and ARAC Executive Director, has been appointed Deputy Associate Administrator for Commercial Space Transportation. No permanent replacement has been named.
- Air Carrier Operations Issues.....
- The Fuel Planning and Management Advisory Circular remains in coordination within the FAA. The FAA attorney that was assigned to this task has left the FAA and is now Counsel to the Aviation Subcommittee.
- The Controlled Rest on the Flight Deck task has been redrafted as a NPRM by the FAA but is on hold pending coordination with the Flight and Duty Time NPRM.
- AC120-28D dealing with Category III Weather Minima remains in coordination within the FAA.
- AC120-29A dealing with Category I and II Weather Minima. Comment period closed January 11,1999 and is awaiting FAA coordination.
- The Flight Crew Reserve Rest task was recently returned to the FAA for FAA action since the affected parties could not agree on a proposal.
- The Airplane Performance Operating Limitations Harmonization Working Group continues its efforts to harmonize takeoff and landing performance.
- Training and Qualifications Issues..
- The Revision of Certification Requirements for Aircraft Dispatchers NPRM comment period has closed. The NPRM remains in coordination within the FAA.
- The Aircrew Licensing (ATP) Harmonization Working Group continues its work on harmonization of pilot in command certification and related issues.

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NEWS

AVIATION DIGITAL DATA SERVICE (ADDS)

Accurate, Timely and User-Friendly Weather Information via the Internet Check it out! http://www.fsl.noaa.gov/

Lynn Sherretz - Sherretz@fsl.noaa.gov - NOAA Forecast Systems Laboratory - Boulder, CO

Accurate and timely weather information in user-friendly formats is critical to the responsibility that aircraft dispatchers share with pilots to conduct commercial airline flights safely and efficiently in accordance with government regulations and company policies and procedures. The Aviation Digital Data Service (ADDS) makes such weather information easily accessible to dispatchers via the Internet.

ADDS is being developed by the NCAR Research Applications Program (RAP), NOAA Forecast Systems Laboratory (FSL), and NWS Aviation Weather Center (AWC) under the auspices of the FAA Product Development Team (PDT) for the Aviation Gridded Forecast System (AGFS). ADDS is operated and maintained by AWC.

Current Capabilities and Benefits

The information currently available via ADDS includes:

- meteorological observations (e.g., METARs, radar observations, satellite observations, and voice pilot reports) in text, graphical and image formats as appropriate
- forecasts generated by the NWS forecasters (i.e., SIGMETs, AIRMETs, Area Forecasts and Terminal Forecasts) in text and graphical formats
- 3) forecasts of wind (in graphical format) generated by NWS forecast models
- 4) experimental forecasts of icing, turbulence, clouds and thunderstorms generated by state-of-the-art forecast models and algorithms whose development is funded (at least partially) by the FAA Aviation Weather Research (AWR) Program.

Although this weather information stands to benefit a variety of aviation decision-makers, we believe it is especially relevant for helping dispatchers plan, monitor, and control flights in order to ensure maximum safety and optimum efficiency. The information is especially relevant for informing dispatchers where the weather is that can significantly impact flights and where that weather isn't

Feedback from Dispatchers:

The following examples of feedback show that dispatchers have found ADDS to be very useful:

"Absolutely fantastic. A superb dispatch tool for every carrier."

"Are y'all sure you work for the government? You took a really good site and made it fantastic!! I have shown this site to my fellow dispatchers, all have bookmarked it, are amazed how fast it is, and that includes the experimental data. Please keep up the good work"

"The Java map with PIREPs is really useful. I suspect it may become one of the dispatcher's favorites and will probably keep more than one flight attendant from being driven into the overhead while enroute."

Note that you may read the feedback and requests for enhancements (a total of several hundred messages) we have received from users by clicking on the mailbox icon (at the bottom left-hand side of the ADDS homepage) and selecting "Read what other people have said about ADDS." The messages are available in chronological order.

Design Goals

One of our primary goals when designing ADDS was to enable users to access aviation weather information easily and quickly in user-friendly formats. Accordingly, information is accessed via a "Weather Check List" (that has been placed prominently on the (Continued on page 9)

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NEWS

(Continued from page 8) ADDS

left-hand side of the ADDS homepage) which enables users to easily select among the key types of weather information required. Another goal was to enable users to access both pre-generated and custom graphics. The benefit of pre-generated graphics is that they can be accessed very quickly. The downside is that their content and area of coverage is pre-determined. The benefit of custom graphics (which are accessed and generated by the Java programming language) is that users can interact with the display in several ways including zooming and interrogating data symbols for additional information. The downside is that custom graphics take longer to load.

Yet another goal was to make it very easy for users to provide feedback regarding ADDS functions, user interface, and products, including *experimental* products (i.e., advanced products that are being tested) for icing, turbulence, and convection. Feedback may be submitted via a standard Web email form, a favorite mail tool, or a custom form that enables you to provide information about yourself and the capability and configuration of your computer. We plan to use the information about your computer to improve ADDS functions and page layout for all types of computers.

Currently, ADDS Web pages are optimized for 800 x 600 (SVGA) and larger monitors. Reasonably recent versions of Netscape and Internet Explorer will successfully display the ADDS Web pages.

The first version of ADDS (which we implemented at AWC in February 1997) was primarily designed to enable weather vendors and automated flight planning systems to access gridded output from forecast models and algorithms. We received many requests from pilots and other aviation decision-makers that they be able to access graphics based on gridded output from those models and algorithms. These requests were instrumental in developing the current version of ADDS, which we implemented at AWC in September 1998.

Future Enhancements

The next version of ADDS (which we plan to implement this fall) will generate graphical forecasts of icing, turbulence, clouds, and thunderstorms for specific flight routes requested by users. The challenge will be to generate those graphics very quickly from the large gridded data sets generated by state-of-the-art weather forecast models and algorithms. A following task will be to generate those graphics with "seamless" time sequencing based on forecasts made for times corresponding to expected arrival at way points and the final destination. We also will enable access to key variables (e.g., wind) in gridded format appropriate for ingest by flight planning systems.

Future work may also include enabling ADDS to provide additional weather information that would have particular relevance to terminal domains. Such information could help dispatchers make decisions about positioning aircraft and crews.

We believe the new capabilities we are developing will enable ADDS to serve as a primary source of the mission-critical graphical weather information that dispatchers could provide to the cockpit to support joint decision-making.

Help us Enhance ADDS

We encourage you to use ADDS on the job and provide feedback that will tell us how we can make it better. Our goal it to ensure that ADDS is a user-friendly vehicle for quickly delivering to aviation decision-makers weather forecasts that are based on the state-of-the-art capability that is being developed by the FAA AWR Program.

This research is in response to requirements and funding by the Federal Aviation Administration. The views expressed are those of the author and do not necessarily represent the official policy or position of the FAA.

*ADDS is featured on the ADF Weather Briefing Page under 2. "Quick Brief"

Volume 9 Number 1



NEWS

As they say in the industry....

"Airlines fly SCHEDULES, not airplanes"

Free flight's real payoff will be measured in months and years, not a single holiday weekend. Shaving minutes from each flight by flying more direct routes saves labor, fuel, and cargo costs and, eventually, and extra engine overhaul.

"The bulk of free flight will be done before the flight ever takes off, because you'll want to file the best possible flight plan." -Don Tilden, ERAU

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Volume 9 Number 1



NEWS

TWO HEADS ARE BETTER THAN ONE- THE PROOF

NASA-AMES, University of Nebraska and Ohio State University completed a study involving pilot-dispatcher interaction that has interesting application to this issue. Researchers at the University took several dispatchers, locked them in separate room and asked them several questions. These dispatchers answered 90 percent of the questions correctly. Next, the researchers took several airline pilots, locked them in a separate room and asked them the same questions. The pilots answered 80 percent of the questions correctly.

Later, they took a different set of dispatchers and captains and locked them in the same room making pairs of captaindispatcher teams, asked each teams the same questions. Not surprisingly, the study found that the combined captaindispatcher teams consistently got 100 percent of the answers correct.

There is a lot to be said for the operational control structure that exists in FAR Part 121 operations. The captain and dispatcher both bring their specific expertise to the problem solving process and jointly, it has been demonstrated over and over again, together they make safer, better decisions.

- Distributed Problem Solving by Pilots & Dispatchers NASA-Ames Research, UN, OSU, ADF

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Volume 9 Number 1



NEWS

Canceling A Flight? Be Sure To Cancel The ATC Strip!

As we move closer and closer to Free Flight implementation, automation is playing an ever-increasing role in air traffic management. To a large degree, the decision to implement a Ground Delay Program by the ATCSCC is based on computer projected demand versus capacity at a constrained airport. The demand component of the equation is based on the number of filed flight plans stored in the FAA's host computer. At many airlines, software that cancels a flight in the airline's operations computer systems does not necessarily remove that flight's flight plan (strip) from the FAA's inventory. If a flight's strip has not been removed, that flight is still considered in the demand equation as GDP's are evaluated. ADF recently became aware that a major airline's hub was subjected to numerous GDP over several months based on projected demand, even though that airline had significantly thinned its operation to prevent the GDP. It seems that even though this airline's automation software was canceling flights internally, the various flight plans (strips) were not being removed from the FAA's host computer and therefore, the reduced demand was not being detected. The bottom line for dispatcher, when you cancel a flight, ensure that the flight's strip has also been removed from the FAA's inventory through whatever internal means are available in your office. This will allow the FAA to have a more realistic picture of actual demand and may just help your company to escape a Ground Delay Program which otherwise might have been implemented.

A Look Ahead

Jerry Elder

1999 will be the year to focus media attention on the role of the dispatcher with particular emphasis on positive operational control. While much work has been done by ADF in the last 9 years to educate industry and government leaders to the benefits and regulatory requirements of dispatchers, much more needs to be done. We will attempt, through personal contacts and ADF media briefings, to shine a positive light on the safety aspects and economic benefits of a strong Dispatch system within each airline.

Many ADF members have, as a result of their years in the profession, made many contacts with members of the media and governmental leaders. Let's use those contacts to help advance the role of the dispatcher. Many of you have story ideas or are contacted by members of the press on occasion to discuss the your profession. Contact us when this happens. We can help develop the story and provide historical information as well.

The magazine article that appeared in SMITHSONIAN magazine in September, 1998, was the first magazine article on dispatchers since AIR TRANSPORT WORLD magazine published an article in 1990. We simply do not want to go that long without an article being published in the future. Our organization is gathering numbers by leaps and bounds. Many new members have joined the ADF in the past six months, some of whom are not dispatchers. Magazine articles such as the SMITHSONIAN article can only help to boost the profession.

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"When I first decided to go to Sheffield I had no idea of your commitment to quality or to your graduates... I continue to be most gratefull" - D.T., Indianapolis IN

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NEWS

VOLCANIC ASH CLOUDS POSE A REAL THREAT TO AIRCRAFT SAFETY

Volcanic ash clouds pose a real threat to aircraft safety. More than 90 jet aircraft have encountered volcanic ash clouds in the past 20 years often resulting in damage to the aircraft. The ash is abrasive and capable of causing serious damage to aircraft engines, control surfaces, windshields, and landing lights. The ash can clog the pitot-static systems, which determine airspeed and altitude, and can damage sensors that deliver electronic data to automated systems used to fly the aircraft. Seven of these encounters caused in-flight loss of jet engine power.

The ash cloud, transported by atmospheric winds, can drift over great distances causing disruption to air traffic and is a potential hazard to aircraft hundreds of miles from its source.

The hazard is compounded by the fact that volcanic ash clouds are not detectable by the present generation of radar instrumentation carried aboard aircraft. Complete avoidance of volcanic ash clouds is the only procedure that guarantees flight safety. Addressing the threat of volcanic ash to aircraft safety has brought together Governments, University Scientists, Pilots, Dispatchers, Meteorologists, Air Traffic Controllers, and many representatives of the aviation industry to work collaboratively to reduce the hazards caused by volcanic ash. At the First International Symposium on Volcanic Ash and Aviation Safety, The International Civil Aviation Organization, (I.C.A.O.), The World Meteorological Organization (W.M.O.), The Airline Pilota Association (A.L.P.A.), The Airline Dispatchers Federation (A.D.F.), and many others identified the need for specialized air carrier operations, procedures, communications, routings, and training are essential in maintaining a high level of flight safety. **Leonard J. Salinas**

Couldn't Make it to the ADF Symposium or Business Meeting?

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ASRS Reports

The Airline Dispatchers Federation encourages all Dispatchers to file the NASA Air Safety Reporting System reports as often as appropriate. These reports help NASA track occurrences within the airspace system and also provide a data base for researchers to use in developing safety related improvements to the system. Remember to include all departure, arrival, and enroute position information. NASA "sanitizes all reports before entering them into the data base. Also remember filing one of these reports does offer limited immunity from license action. Fill out those reports!!!!

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== 747 ==



NEWS

When the Weather Goes Sour Enroute.

Steve Caisse

An aircraft dispatcher will generally begin to prepare a flight's Dispatch Release (flight plan) about 2-3 hours before the scheduled departure. At that time, he or she will check operational factors such as origin and destination NOTAMS, airport field conditions, the mechanical integrity of the aircraft (MEL's) and a number of other factors. When it is determined that none of these factors would prevent the safe operation of the flight, the dispatcher will next examine origin, enroute and destination weather conditions as he or she selects the optimum route, flight level and required fuel. One of the factors evaluated at this time is the requirement or lack thereof for an alternate airport for destination as defined by FAR 121.675. The 1-2-3 rule requires dispatchers to assign an alternate to the flight for forecasted conditions of less than ceiling 2000 feet and/or visibility less than 3 miles for the period of one hour before to an hour after scheduled arrival

In the above context, let's consider for a moment a flight enroute from EWR to LAX. Scheduled block time 5 hours and 50 minutes. For such a flight, the weather forecast used to determine the need for the flight to have an alternate would be more than 8 hours old as the flight reaches top of descent for LAX. The consequence of this is that occasionally, flights are released legally without a destination alternate only to have the destination weather and/or forecast change to a level whereby an alternate would now be required while the flight is airborne. A common question then among crews and dispatchers is the following:

If a flight has been released without an alternate for destination based on a valid forecast and at some point during the enroute phase flight, the destination weather lowers to below 2000 and/or 3, and/or the forecast is changed to less than 2000 and/or 3, is it necessary to obtain an amendment to the dispatch release adding a destination alternate while enroute?

A more complicated condition to ponder in the preceding situation is the following: If there is insufficient fuel on the aircraft to allow for an amendment adding a destination alternate, is it necessary to off land for fuel or may the flight continue?

Specifically, let's consider the following scenario:

You are working a Boeing 737-300 from EWR to LAX. The flight has a full passenger load and the jetstream headwinds are quite strong today. As a result, even with full fuel tanks, as the dispatcher, you were only able to get 15 minutes of hold fuel above FAR reserve on the aircraft. As the flight plan was produced, the LAX weather

(Continued on page 16)

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Please send me information on the training programs checked below:

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NEWS

Have You Joined in 1999?

ADF is the only professional organization representing the Profession of the Aircraft Dispatcher and with your support, we can continue these efforts.

Many issues still confront our profession such as Free Flight, new navigation and communication technologies, training, and the globalization of air carriers through code sharing, alliances and mergers. The ADF is involved with industry and the FAA insuring that the highest level of safety remains the standard in U.S. commercial aviation. It speaks well of our profession and ADF members in particular that so many will invest their time and money to promote aviation safety knowing their efforts and expense will not bring them any direct economic reward. The perception of our profession in the industry has become even more positive, not just because of the work we have done, but because we as a profession, have created and support a unique organization.

The *ADF Membership rate* of \$40.00 plus a \$5.00 new member (\$10 for International Members) processing fee helps to support the expenses of sending an active and licensed Dispatcher to represent the role of our profession to the FAA/ATC, NTSB, NASA and others. For 1999, you will receive:

	The ADF lapel pin for our new members.
	The ADF Newsletter (published four times annually) which keeps you advised of the changes that effect our profession.
	Membership to the International Federation of Airline Dispatchers Association (IFALDA)
□	Invitations to attend the ADF business meetings, IFALDA meetings and the ADF Safety Symposium sponsored by Embr
	Riddle Aeronautical University in Daytona Beach, FL. in October 1999.

Join us and together we will continue to be a positive force for the future of aviation safety.

Steven R. Caisse, President ADF

Would you like to be a member of the Airline Dispatchers Federation? Membership is open to all licensed Aircraft Dispatchers and Flight Operations Officers around the world. Simply complete the following and mail it with your check to the address at the bottom.							
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☐ New Member ADF due are \$40.00 US per calenda affiliation are \$25.00 US plus the \$5.	Renew My Membership ar year plus a one time initiation fee of \$ 00 initiation fee. Please make your che Lif you have any questions call Memben	55.00 US (\$10.00 will be passe ck payable to ADF and mail it	Phone do not if ALDA). Dues for individuals with NO airline to ADF Membership Service Center 700 13TH St SW NTL Or complete the membership form on the ADF weborg!				

To join ADF in 1999, please complete the membership form above or on the ADF website. Then, send the membership form along with your check or money order payable to the Airline Dispatchers Federation to the address listed on the membership form. All information will be kept confidential and will not be used for non-ADF purposes.

Your 1999 membership will run from 1/1/99-12/31/99. Dues are \$40.00 per calendar year. Ten dollars of which will be forwarded to IFALDA to support their efforts to promote the dispatch profession worldwide. We sincerely appreciate your continued support of the dispatch profession. We are proud of the progress we have made in recent years and look forward to a very successful and productive year in 1999. You can visit the ADF web site on the Internet at www.dispatcher.org to review our accomplishments and to preview the organization's agenda for 1999. You will see that we have an aggressive agenda for the upcoming year and count on your support to assist us in pursuing these goals. Please feel free to add any questions or comment on the back of this form or contact ADF Membership Services at 1-800-OPN-CNTL.

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NEWS

(Continued from page 14) Weather Goes Sour

was sky clear, visibility 20 miles. The LAX forecast as the flight departed for the next 12 hours was for VFR conditions with clear skies and very good visibility. The flight was released without a destination alternate in accordance with the FAR's based on a VFR forecast. Now, as the flight is approaching the DEN area, you note a special observation from LAX showing that a Stratus deck has formed and the field is now IFR. The LAX weather is now: Ceiling 1500 Overcast and visibility 1 mile. The LAX forecast has been amended for the next 6 hours to read: Ceiling 1200 Overcast, Visibility 1 mile in fog. You believe that the LAX weather should hold well above CAT I and should not get any worse than 1200 and 1 as per the forecast. You note that due to combinations of NOTAMS, actual weather and/or forecasts, the closest alternate to LAX you would be legally able to use today would be ONT. Based on the last position-reported fuel, there is insufficient fuel onboard for an amendment to the flight's dispatch release with the addition of a destination alternate.

Given these circumstances, what do you believe is legally required of the captain and dispatcher at this time? Is there a legal requirement to assign an alternate to a flight which is enroute if the destination weather drops below 2000 and 3?

The FAA has actually addressed this contingency and provides specific guidance to us as to how we should proceed. The following information is taken from:

Order 8400.10 Volume 3 - Air Operator Technical Administration

Chapter 6 - Operational Control

Section 2 - Flight Dispatch Systems and Domestic Operating Rules

1187. AMENDMENT OF A DISPATCH RELEASE.

In the absence of an emergency, a flight may only proceed to the destination to which it was originally dispatched, and if the flight is unable to land at the original destination, it may only proceed to the designated alternate airport. FAR 121.631 allows, however, for a dispatch release to be amended while the flight is enroute. An amendment may become necessary or desirable because the conditions under which the flight was released have changed.

A. Destination Weather Requirements While EnRoute.

FAR 121.601(c) requires that aircraft dispatchers notify PICs of any information on weather and facilities that may affect the safety of flight while flights are airborne. Part 121 does not prohibit a flight from continuing toward a destination

which has gone below landing minimums or one which is forecast to be below landing minimums at the ETA by a forecast issued after the flight has departed. For example, there may be enough fuel on board to hold overhead the destination until the weather is forecast to improve. FAR 121.627(a) does, however, prohibit the PIC from continuing to the destination when, in the opinion of either the PIC or the aircraft dispatcher, it is unsafe to do so.

When weather conditions permit many operators release flights without an alternate airport. In some instances while the flight is enroute, the destination weather may deteriorate to below what was used to release the flight and to the point that an alternate airport would have been required. The operator's Operating Manual should contain direction and guidance to PICs and aircraft dispatchers on how to manage such a situation.

Therefore, the FAA has left it up to each individual operator (airline) to decide how to proceed in this type of situation with the stipulation that the operator must provide written guidance in its Flight Operations Manual for Pilots and Dispatchers. Here is what one major airline's FOM says regarding this issue:

Amended Release-Alternates

Occasionally, while a flight is enroute, the destination weather may deteriorate below what was originally used to release the flight. For example, forecasted VFR weather deteriorates to IFR conditions. Once a flight has departed, FAR Part 121 does not prohibit that flight from continuing towards its destination, without an alternate, when weather conditions deteriorate to the point that an alternate would have been required for dispatch. However, for the flight to continue to its original destination, the PIC and the dispatcher must consider all operational factors, and jointly concur that it is safe to do so. If such agreement is reached, the flight may continue towards its original destination without an alternate. It is not legally necessary to amend the release and add an alternate in this situation. However, in situations such as the aforementioned, when operational and performance considerations (fuel on board and alternate availability) allow, it is highly desirable for the dispatcher to amend the release and add an alternate. In circumstances when the weather deteriorates just prior to a flight's arrival, the dispatcher should use his/her best judgment regarding the criticality of the weather, prior to contacting the crew during a high workload period.

The bottom line, your employer will provide guidance to you in your airline's Flight Operations Manual as to how to proceed. A survey of ADF's membership has determined that at virtually every operator, as defined in their respective FOM's,

(Continued on page 17)

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NESDS

"The most effective link, according to most of our Captains now, is to make that initial call. When you show up at the airport, you talk to the guy you're going to be working with, your Dispatcher, even though it adds to his workload at that moment in time for what might be a nonessential communication. But it might be the most important think you have. You just make it routine." -From an airline Pilot during a NASA - Ames Study

(Continued from page 16) Weather Goes Sour

calls for the Captain and Dispatcher to jointly decide what course of action will be followed in this type of circumstance. Although your employer's FOM will be your guide, it is likely that your requirements will mirror those listed above.

All this is well and good, but let's return for a moment to our EWR-LAX flight. Is it prudent to continue to the destination with IFR conditions and 15 minutes of hold fuel and no alternate? The answer actually is - THAT DEPENDS. It depends on many factors:

What time of day will the flight arrive? Will it arrive during a peak traffic period or is the flight running 4 hours late with an arrival at 2:00AM with no traffic demand on the airport? What is the condition of potential enroute diversion points, are there a number of solid diversion airports available upline in the event of an unexpected delay or problem? What are the experience levels of the captain and the dispatcher with respect to the 737-300, LAX and Southern California airspace? Is their a new high minimum captain flying the aircraft or perhaps a brand new relief dispatcher working a sector he or she infrequently works, or are a seasoned captain and very experienced dispatcher working this flight? How have the upper wind models played out versus actual conditions? Is this flight overburning on fuel or right on the numbers? What is the recent trending of the LAX weather? Is the 1500-foot ceiling stable or lowering? Which way is traffic landing in LAX, will the flight make a straight in approach off the STAR or have to fly a downwind, base, final racetrack pattern? Are all runways open? and on and on the evaluation can go. There are literally dozens and dozens of factors to be considered before a determination can be made as to the prudence of allowing this flight to continue. This is exactly why the captain and dispatcher need to confer and make a joint decision regarding this issue. The two will discuss all the pros, cons and contingencies and make the safest decision jointly as intended by the regulations and company policy. This is exactly why both the operator and the FAA leave this operational decision to the two parties responsible for operational control in this case; the captain and the dispatcher.

Calendar of Aviation **Events**

19-23 Apr Washington, D.C.

ATPAC-Air Traffic Procedures Advisory

Committee Meeting

21 Apr Day of the Dispatcher

22 Арг ADF's monthly conference call for April

03 - 06 May Cancun, Mexico

IFALDA 38th Annual General Meeting 15 - 17 May Phoenix AZ

ADF's Thirty Seventh Business Meeting

Sponsored by America West

12 May Washington, D.C.

ARAC Executive Committee Meeting

26 - 29 Jul Oshkosh, WI

ATPAC-Air Traffic Procedures Advisory Committee Meeting

11 Aug Washington, D.C.

ARAC Executive Committee Meeting

14 - 16 Aug Seattle, WA

ADF's Thirty Eighth Business Meeting

Sponsored by Alaska Airlines

(TBA) OCT Washington, D.C.

ATPAC-Air Traffic Procedures Advisory

Committee Meeting

18 - 20 OCT Daytona Beach, FL 8TH Annual ADF Symposium

Sponsored by Embry Riddle University

10 Nov Washington, D.C.

ARAC Executive Committee Meeting

10 - 13 Jan Pensacola, Fla.

ATPAC-Air Traffic Procedures Advisory

Committee Meeting

See dispatcher.org/meetings for updates!

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NEWS

Announcing the Inaugural Edition of "The ADF E-NEWS".

ADF's quarterly printed newsletter continues to provide an excellent forum for in-depth, detailed articles concerning the dispatch profession and ADF in general. However, the fact that the printed ADF Newsletter is only published 4 times a year means that some topics of timely importance to the profession are not being adequately shared with members of the dispatch profession by ADF.

The solution to that problem is the development of a new communications arm for the Organization, a new electronic newsletter, the ADF "E-NEWS". The ADF "E-NEWS" is not intended to replace the printed ADF Newsletter, but to supplement it with more concise and time-critical news items, specifically tailored to meet the needs of the professional aircraft dispatcher. The ADF "E-NEWS" is intended to be a short read consisting of brief news capsules of concise aeronautical information of importance to Aircraft Dispatchers, the dispatch profession and internal to ADF itself. "E-NEWS" will be available to all visitors to the ADF web site free of restriction or charge. Ms. Michelle Duquette, ADF's Vice President - Operations and Mr. Rick Ketchersid, ADF's Director of Publications, are sharing responsibility for the monthly production of this new publication.

Sheffield School of Aeronautics of Ft. Lauderdale, Florida has agreed to sponsor ADF's "E-NEWS" for the remainder of 1999.

ADF's E-NEWS can be found at the following URL: http://www.dispatcher.org/enews/enews.html. If you would like to contribute to E-news, please send in your article to adf@valuweb.com.

In April's issue of "E-NEWS"

- ADF, ALPA Leaders Hold Summit in Washington
- Why is the Single Level Issue Important to You?
- ADF Visits the Office of Senator Trent Lott, Senator
 Slade Gorton & Congressman John Duncan
- ADF Attends European Dispatch Conference
- ADF Attends Women In Aviation Conference
- NAS Modernization Hearing
- Ocean Ops 99
- Informal Survey Weight and Balance
- ADF Supports Proposed 207-Min ETOPS Provision
- LAHSO Agreement Reached

In the Premier Issue of "E-NEWS"

- CDM Benefits Accelerate
- Technology Update
- NATA Seeks Exemption to Airport Weather Reporting
- Dispatch Training Meeting
- Educate Your Environment
- Dispatcher Hiring Boom Continues

(archived on the web site)

EDITORIAL FREE FLIGHT PHASE I DELETES SAFETY ITEMS FROM CDM

The current Free Flight Action Plan updated in December 1998 no longer includes the critical safety identified by CDM for dissemination through the CDMNET. These items included ITWIS, TDWR, Braking Action and Runway Contamination, LLWAS, Turbulence, Icing and RVR. The ADF is still awaiting a response to our Letter dated February 17th, 1998.

The ADF in past meetings with Congressional staff and in testimony before NCARC supported CDM primarily for its potential to improve the safety of operating in the NAS. While CDM is leading the benefits of the FAA's Free Flight Phase I the very organizations claiming CDM as their own element, specifically the FAA and RTCA are showing remarkably shallow understanding of the nature and scope of CDM. FFP1's own documents describe the GDP in unintelligible language:

"FSM updates every two hours" HUH? Collaborative Routing consists of... PICTEL. WHAT? RTCA and FAA principles are attempting to dumb down CDM while one of the top leaders of Operations Research is calling the CDM effort "a revolution in transportation Science." The only losers in this political fumbling are the Airlines, the National Airspace System and the traveling public. We will be going back to Capital Hill to detail these and other related developments. Is this what FAA and RTCA call consensus?

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ADF Board of Directors Meeting in 1999





Welcome to the Thirty-Seventh Business Meeting of the Airline Dispatchers Federation

"Interactions between The Aircraft Dispatcher and the Air Traffic Control System"

May 16, 1999 Sunday

Suggest Dress is Business Casual ADMINISTRATIVE BUSINESS MEETING - Open to All Members

900 : Call to Order - Welcome from Mr. Steve Caisse - ADF President

0905 : America West Delegation Welcome - Mr. Jim Tabor - Senior Director System Operations
America West Airlines

0915 : Meeting Overview and ADF Update - Mr. Steve Caisse - ADF President

0935 : Opening Remarks - NTSB Update - Mr. J.C. Creighton - ADF Executive Vice President

1000 : Financial Report / IFALDA CUN Update - Mr. Andy Konstas - ADF Treasurer

1015 : Secretary's Update/SEA Business Meeting - Mr. Tom Lynch - ADF Secretary

1030 : Break

1100 : Symposium 99 Update - Mr. Brian Schultz - ADF VP of Membership

1115 : Publications/Newsletter Update - Darryl Oberg - ADF VP Administration

1130: Media Relations Update - Mr. Jerry Elder - ADF VP Govt./Legislative and Media Affairs

1145 : Operations/E-NEWS Update - Ms. Michelle Duquette - ADF VP Operations

1200 : Lunch

1300 : ADF/IFALDA/EUFALDA Summit Discussion - Spring 2000 - Steve Caisse / Brad Rasmussen - IFALDA President

1315: Congressional Activities Update - Mr. Mike Harkin - ADF Director of Government Affairs

1330 : Permanent Membership Cards Project - Nejat Salih - ADF Delegate from Skyways Airlines

1345 : Rental of Storage for ADF documents, historical items. - Steve Caisse

1400 : ARAC Update - Norm Joseph - ADF Director of Rulemaking

1415 : By-laws change to require that officers must have a license - Mr. Tom Lynch - ADF Secretary

1430 : Technology Update - Michael J. Nadon - ADF Director of Technology

1445 : Break

1515: Discussion Regarding ADF's Position on the Passenger Bill of Rights

1530: Discussion Regarding ADF's Position on the 207 Minute ETOPS Extension

1545 : Discussion Regarding ADF's Potential Use of Paid a Consultant to assist with Washington Lobbying Activities

1600: OLD BUSINESS

1615: NEW BUSINESS

1630: Adjourn for the day

TOURS

1700: tour of the MedAire, Inc. facilities in the Good Samaritan Hospital - (limited space)

1705: Baseball Game on Sunday Night between the Arizona Diamondbacks versus Colorado Rockies for

those interested sports fans. Tickets are \$10.00. (limited space)



May 17, 1999 Monday

Suggest Dress is Business Casual

ADF GENERAL MEETING

0900 : Call to Order - The Day's Agenda from Mr. Steve Caisse - ADF President

0910: SWAP Routes and their Impact on Operational Control - Steve Caisse

0940 : Free Flight Steering Committee Update - Mr. Giles O'Keeffe - ADF Director of Safety

1000 : Break

1030 : Welcome Presentation from host airline - America West Airlines Mr. Lee Steele - VP of Flight Operations - America West Airlines

1100 : CDM Activities Update - Ms. Lorraine Sandusky - Continental Airlines

1115 : CDM NAS Status Data Items and Safety Implications - Mr. Mike Nadon - ADF Director of Technology

1130 : North American Route Program (NRP) Update - Mr. Gary Christensen - ADF Director of Air Traffic Management

1200 : Lunch

1330: OPEN FAA Presentation

1415: JAA Harmonization Meeting (Rome) - Brad Rasmussen/Dave Porter/Giles O'Keeffe

1500: Adjourn

Transportation departs for a tour of the America West Dispatch Facility (limited space)

May 15, 1999 Saturday

OFFICER'S MEETING - Open to All Members TOPICS FOR POSSIBLE DISCUSSION AT THE Officer's MEETING

Newsletter deadline and Advertisement rates

By-laws on the web site

Report on NBAA Meeting

Norm Joseph's report on the ATPAC meeting

ADF web site's next survey, what should the topic be?

Review of the ATA icing meeting

Conference calls - continuation?

Nominations for the next ADF President and Executive VP

Create a Delegate Handbook

Tom Lynch - FAQ for web site

Bill Leber - AOCF, Airline Operational Control Foundation

Mike Harkin - Position Paper on 121 Supplemental Regs

Dave Porter and Darryl Oberg - Two people to help with the Pacific Ocean Users Guide.

Steve Caisse - ASRS form on the ADF web site

Norm Joseph - ASRS form on the NASA web site

Amar Murthy - NASA/AIMS has proposal to end ASRS



Steve Caisse - Change ADF web site request for info to Cathy Lynch All Directors - One new Corporate Sponsor - All Directors and above. Thom Lynch - Bring Computer CD's / photo album to PHX meeting

Action Items from 35th ADF Business Meeting DCA Minutes

Andy Konstas - Visit the possibility of "ear marking" money for an ADF Safety Foundation.

Brad Rasmussen and/or Jim Ford - Some New Member cards / information

to include in ADF Packets

Steve Caisse - Follow up response to Jane Garvey's Letter

Carla Beck - Proof & Copy the 1962 book "Air Line Dispatchers in North America"

Action Items from 34th ADF Business Meeting PDX Minutes

Amar Murthy, Rick Ketchersid and Bill Leber will pursue quote on O & E and report back to Andy by Aug. 18 for distribution to the executive board for a decision on implementation.

Giles O'Keeffe and George Webster will request a report from the FAA on the use of the internet as an approved source and report back to the Board at the Symposium business meeting in October. UPDATE-Dale Foster requested that the FAA approve a single site, such as the ADDS site.

Steve Caisse will attempt to contact ALPA safety in an attempt to see were we can collaborate on safety related issues. The collaboration will assist in generating additional interest and funding for the ADF. Tom Lynch will assist in the generation of contacts..

Steve Caisse - Pursuit of Boeing as a sponsor for our organization to be handled

Action Items from 33rd ADF Business Meeting DFW Minutes

Norm Joseph - Where are we on the "equivalent there of" on the dispatch work reg's? - tabled Michael Harkin - Mark Monse? Have tips that will make the average dispatcher work smarter or Dispatch Tribal Knowledge

Vic Sotenburg / Loraine Sandusky / Jim Creighton - Updated ADF Tape Andy Konstas - Securing a CPA or become bonded?

Social get together at on the night of 5/15/99 for all.

ACARS message to a Lockheed L-1011 from a dispatcher keeping the aircraft out of peril. This was saved from 1999.



Statement of

The Airline Dispatchers Federation Hearing on The Recent Increase in Air Traffic Control Delays

U.S. House of Representatives Committee on Transportation and Infrastructure Subcommittee on Aviation

The Airline Dispatchers Federation is an all volunteer, non labor, professional organization focused on promoting aviation safety by fostering a global understanding of the nature and benefits of positive Operational Control.

The ADF prefaces this statement by acknowledging that the airline operational control centers or flight dispatch centers assume their portion of responsibility for the current delay crisis and the ADF will utilize all its resources to improve our members performance, and will continue to communicate to our members and their airlines the urgent need to establish a more productive dialog between the government and the users.

Operational Control Centers develop tactical solutions.

Airline Operational Control Centers, hereafter referred to as AOC's, and their organizational structures are common throughout the Airline industry. Airlines oversee and manage their flight schedules from these facilities. While airlines fly aircraft, in reality they operate flight schedules. In general, airlines, whether carrying passengers or cargo develop the initial planning versions of flight schedules 3-5 years in advance. These strategic schedules are based on long range passenger and cargo projections. They are used to determine capitol investments in aircraft, facilities, employees, and many other items needed to be prepared to operate the schedule. This initial schedule is then modified based on the constraints of those capitol investments. The next version of the initial schedule is refined based on the operator's latest traffic and financial projections and becomes a "Proposed Schedule" approximately 1 year prior to implementation. Airlines then finalize a master schedule that is released to the public approximately 3-6 months prior to the planned effectivity date. Airlines repeat this process in a continuous cycle for seasonal, quarterly, or in some cases monthly schedule changes. Once finalized, the schedule is then used for crew manning, maintenance planning, staffing, and other strategic operational decisions.

Once a particular schedule has taken effect, the responsibility for operating and maintaining the schedule's integrity rests with the AOC's. These centers deal with strategic and also tactical, day-to-day operational issues. These issues range from aircraft "groundings" due to mechanical failures, crew shortages, weather disruptions and ATC system constraints. Many of these factors that effect an airline's operation are uncontrollable. Severe weather cannot be changed, mechanical problems develop with aircraft and crew illness occurs. Significantly however, the negative impact to Airline schedules due to air traffic control restrictions is something that can be lessened when addressed proactively and collaboratively. As the dynamics of the day's events unfold, it is the function of the aircraft dispatcher, assisted by other personnel in the AOC's to modify the airline's flight schedule in order maximize the use of available assets and minimize service disruptions to their customers. The ultimate goal of each operator, to move their passengers and cargo to the agreed to destination safely and in a timely and cost effective manner, is challenged by each of the aforementioned complications. Given the magnitude of delays experienced by the nation's air carriers during 1999, suffice it to say that most operators failed to achieve the "timely and cost effective" part of this goal during the past 12 months.



The Interaction of AOC's and ATC-TFM

There are many users of the National Airspace System (NAS). For those users who choose to fly by Instrument Flight Rules (IFR), ATC provides aircraft separation services. Since the capabilities of IFR operators vary from airlines operating hundreds of complex jet aircraft to private pilots in single engine piston powered airplanes; the ATC system must be backwardly compatible to the least sophisticated user. The lowest common denominator is the individual controller speaking to a single pilot on a VHF voice radio channel. While this commonality is desirable, it has led to a mindset where other opportunities to interact with NAS users have gone undeveloped. The greatest numbers of operations at the 20 busiest air carrier airports are commercial operators (airlines and commuters) operating IFR with some form of ground based operational control. Since all IFR operations do not have ground based operational control, very little effort has been expended in developing ATC-AOC collaboration techniques even though ground based computer-to-computer links can provide great data transfer capacity. Until the relatively recent concept of Air Traffic Control-Traffic Flow Management (ATC-TFM), the primary purpose of ATC was aircraft separation, and the direct pilot-controller interaction was adequate to the task. Effective and efficient traffic flow management now requires a new level of control; interaction and information transfer between ATC-TFM, AOC's and the cockpit.

The CDM effort

There are several initiatives underway which are showing positive indications that collaboration between ATC-TFM and AOC's benefits both the National Airspace System (NAS) and the airlines. The Collaborative Decision Making (CDM) program has already yielded rewards through the Ground Delay Program Enhancement (GDPE), Flight Schedule Monitor (FSM), and analysis from the Post Operational Evaluation Tool (POET). The web based FSM allows carriers to substitute flights, prioritize their own delays, and ensure that airport capacity is fully utilized. While these successes are significant, the full capabilities of a collaborative environment between AOC's and ATC-TFM remain untapped. Efforts such as Collaborative Routing and the NAS status initiatives have been hampered by philosophical disagreement among the key participants. Information sharing, trust, and an understanding of the other's roles and responsibilities are essential for an efficient collaborative environment.

The Airlines are the greaters of air traffic Airgraft Dispetchers, working in the operator's AOC's through

The Airlines are the creators of air traffic. Aircraft Dispatchers, working in the operator's AOC's, through decisions on route selection and schedule modifications can either assist the safe and efficient flow of traffic through the NAS or exacerbate an already congested system depending on the availability of timely and accurate NAS status information. Aircraft Dispatchers hold the key to reducing congestion in the NAS since it is the Dispatcher who decides on which route and at which altitude a flight will operate. Dispatchers need constraint information and post operation feedback to execute this responsibility in the most effective manner.

For example, consider an enroute ATC facility experiencing saturation in several of its sectors. This situation will normally result in delays for traffic scheduled to transit that airspace. Dispatchers could eliminate the saturation problem before it ever becomes an issue for ATC by routing flights around saturated areas and balancing the traffic flows. In doing so, the airlines can also prioritize the operational impact of these longer routes based on their specific business needs. Currently that impact is being decided and controlled by ATC with little notification to the Airlines and with no regard to the Airline's business requirements, or regulatory implications. Decisions on route selection are the responsibility of the Dispatcher and Pilot in Command according to FAR Part 121. When an air traffic controller modifies an aircraft's route without allowing sufficient time for Dispatcher-Pilot consultation, this action goes against the regulatory principles of Joint Responsibility and Operational Control. These infringements on the user's authority can be eliminated through Collaborative Routing whereby the ATCSCC-TMU provides the Airlines with the constraints of the system, which will then allow the Airlines to avoid these restrictions according to their specific operational requirements. This process can only be accomplished when there is full connectivity between the individual ARTCC facilities, ATCSCC in Herndon, and the AOC's. Presently, traffic managers receive early notification of saturated airspace based on flight plan filings through a tool known as Monitor Alert. Operators have been asking for access to Monitor Alert for some



time. The issue of access to Monitor Alert data needs to be resolved to allow for graphical display of sector saturation at the AOC's.

An early success of the CDM process was the establishment of a computer link between the operators and ATC known as CDMnet. "Single Point Access to NAS Status (SPANS)" items needs to incorporated on to the CDMnet as quickly and with as little provincial interference as possible. The hardware and infrastructure needed to allow this data exchange already exists and a few lingering political roadblocks need to be overcome before this useful information can flow freely. All the Free Flight technology which will allow dispatchers to optimize a flight's route will be countermanded if airport field conditions, low level wind shear advisories, runway visual range data, special use airspace restrictions, and numerous other safety critical items are not centrally or readily available to aircraft dispatchers. The present nonavailability or obscurity of much of this information results in flight delays while Dispatchers call FAA facilities to obtain the information they require to comply with the FAR's and plan a safe and legal flight. While there are many expensive long-term approaches to NAS modernization, the CDM Collaborative Routing initiative shows promise as being one of the most cost-effective approaches in the near-term. While there are massive expenditures in technology required to allow the industry to realize the dream of mature Free Flight, there will forever be a need to better manage congestion through Collaborative Air Traffic Management and these solutions are available now for fractional costs as compared to other Free Flight initiatives. Neither the FAA nor the Airlines are supporting the CDM Collaborative Routing effort to the extent required for a complete realization of the potential savings and benefits. Although some Airlines support the CDM Collaborative Routing initiative, others oppose it for selfish reasons based on the desire to preserve exclusive agreements that have been forged with individual ATC facilities. These negotiated deals bypass the oversight of the ATCSCC that is charged with ensuring the fair and equitable distribution of assets and penalties inherent in the operation of the NAS. It would be far more productive and farsighted for the Airlines to give up these outdated approaches and pursue more equitable system solutions to traffic congestion problems.

The relationship between the ATCSCC-TMU and individual facilities needs to become more supportive and interactive. The individual facilities do not have modern communications (digital open systems) with the ATCSCC or each other. ETMS bandwidth is inadequate and duplicated effort is required to inform all parties of decisions. Miles-in-trail (MIT's) restrictions are often tracked on whiteboards with grease pencils rather than being given a single front-end entry, which shares the restrictions digitally with all parties and various other systems. The IDS4 architecture is a good example of a closed system.

Conclusion

The ATC delays endured by the nation's passengers during the past summer of 1999 should be viewed as a wake up call. Immediate action is required by the Airlines and the FAA to minimize disruption to the travelling public and commerce this coming winter and throughout the year 2000. With this in mind the Airline Dispatchers Federation calls upon the Committee to convene a task force comprised of representatives of FAA management, ATCSCC, NATCA, ATA, ADF, and pilots within 30 days. This task force should be charged with reporting to the Committee, by December 8, 1999, initiative focused on solving the current delay and congestion crisis. They should be provided with archived data from ETMS to analyze various scenarios and situations that occurred in the past year. This analysis should-determine where improvement is needed from all perspectives and determine how to put those enhancements in place expeditiously. We all owe that to the traveling public and to the United States economy.



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AIRLINE DISPATCHERS FEDERATION

ADF NEWS



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July, 1999

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Airline Dispatchers Federation Written Testimony Before The Subcommittee on Aviation Committee on Transportation and Infrastructure U.S. House of Representatives

Aviation Operations During Severe or Rapidly Changing Weather Conditions

July 22, 1999

Mr. Chairman, on behalf of the membership of the Airline Dispatchers Federation, I would like to express my thanks to the Committee for allowing us to appear before you today. I am Steve Caisse, ADF's National President. Mr. Chairman, ADF is an <u>all-volunteer</u>, professional organization focused on promoting aviation <u>safety</u> by fostering a global understanding of the nature and benefits of positive Operational Control. Operational Control is the authority that allows an airline to start, conduct and terminate a flight. At each airline, it is the aircraft dispatcher and the pilot in command who <u>jointly</u> exercise this operational control.

Mr. Chairman, with very few exceptions, no airline's flight on aircraft with 10 or more seats may depart unless an aircraft dispatcher has specifically determined that the flight can be conducted <u>safely</u> and in compliance with existing regulations. Dispatchers are required to provide all relevant information on weather, route of flight, fuel requirements and other operational factors to the pilot so that a consensus decision for the flight's safe operation may be reached. During flight, the dispatcher must monitor the aircraft's progress and advise of any conditions that would modify the original flight plan, including conditions affecting safety.

Severe and changeable weather conditions affect these decisions <u>dramatically</u>, both in the planning and enroute phases. A critical component of the dispatcher's decision-making process is the availability of information on weather elements affecting safety of flight. Mr. Chairman, while this information is available, current methods of obtaining certain elements are <u>inefficient</u> and time consuming.

In addition to data currently available, accurate and timely information on wind shear, microburst activity, runway visual range values, and other <u>vital safety</u> indicators, should be channeled through dispatch facilities, filtered for relevancy, then issued to pilots prior to their departure and while enroute. Joint decisions can then be <u>strategic</u>, not reactionary and operational control maintained

The availability of some of this safety critical information has recently been delayed as a result of changes to the Free Flight Phase 1 Action Plan. Mr. Chairman, this greatly concerns our membership. Single point access to safety data is essential for the dispatcher to meet the legal responsibility for information dissemination.

Current handling of air traffic in this country during severe weather situations suffers from a <u>lack</u> of coordination between the airlines and ATC. ATC infringes on operational control when they

(Continued on page 2)

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NEWS

(Continued from page 1)

place flights on new routes which dispatchers and pilots may not have been able to thoroughly analyze for safety and legality. Enhanced collaboration would eliminate situations whereby these flights are placed on routes for which they have insufficient fuel, which take them through hazardous weather, or which exceed the performance capabilities of the aircraft.

Mr. Chairman, ADF applauds this committee and its leadership for their directive in H.R. 1000. We hope that the FAA will embrace the benefits of an enhanced relationship between dispatchers, air traffic controllers and pilots by strengthening Collaborative Decision Making and focusing on Collaborate Routing.

Thank you Mr. Chairman for the opportunity to appear before you today. I will be pleased to respond to any questions you may have.

-Along with the allocated five minute testimony, ADF provided Congress with an additional 20 page document that offered additional details on the above mentioned items. These documents will be placed on the ADF web site in the library at www.dispatcher.org

NOTAM Working Group Update

On June 10, 1999, ADF participated in the third session of the NOTAM Working Group. Among the other groups, in attendance were representatives of ATA, AOPA, NAATS, FAA, AAEX, DOD and hosted by the NBAA. Many of the items covered were geared towards FSS personnel or GA pilots but a few items this session had relevance to Air Carriers.

First was the status of the Document Change to include 1/4" clutter decrement in the NOTAM Manual. It did not make the fiscal year cutoff to be included in the new manual revision but is scheduled to included in the June 2000 update. The ADF and ATA asked the FAA to consider a "Safety Notice" to allow FSS personnel to show the 1/4" decrement. The FAA will advise us ASAP.

Currently LAHSO information is under FDC NOTAMs but consideration is being given to changing LAHSO to a NOTAM D to just show "LAHSO NA" if any component makes the procedure unavailable. This is being held up until the Alert lights/stop bar configuration is finalized. There will be new NOTAMs issued for 1.fuel availability, 2.rotating beacons, 3. frequency changes (CTAF), 4. certain temporary obstructions not currently issued under NOTAM D's. The acronym RENL will be changing back to REIL to conform to the current approach plates. The next session will be in November 1999. Please forward all desired NOTAM issues to Mike Harkin at adf@valuweb.com

-Letter to the Editor-

Proposed Changes to FAR 121.99

We note that the FAA proposes that FAR 121.99 be amended to delete the word "radio" so that Air Carrier VOICE communications no longer be required with Dispatch per the current regulation. This is an incredibly misguided idea which will greatly reduce the overall level of safety in the airline industry, especially at the commuter operations level. It also plays nicely into certain Data-only manufacturers hands as well as doing nothing more than provide politically-driven support for certain government espoused programs such as the Alaska tests, while also seeking to give back to the FCC, FAA and ARINC some coveted VHF frequency spectrum for their own monopolistic data programs. In other words, lets not kid ourselves, this proposed change IS NOT a safety driven issue. It's a MONEY and CONTROL issue. [Any operator in Alaska can have 121.99 inexpensive voice compliant communications. All they have to do is pick up the phone and call any of several specialized vendors. This was evident at the last AACA meeting.] Additionally, we find the timing of this proposed change somewhat in conflict with the FAA's proposed advisory circular AC 120-COM wherein the FAA is trying to completely understand the use of data link as it exists

As a Part 121 pilot with Air Carrier experience, I can tell you that it has been proven time and time again that ultimately, the ONLY cockpit-to-dispatch link that provides the One Level of (continued on page 24)

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July, 1999



NEWS

ADF President Speaks at ATA RENO'99 Forum

The FAA and the Air Transport Association held their annual Western Region Aviation Safety Symposium, RENO'99, the third annual "mega" Users' Forum, at the Reno Hilton, on June 7-10 This year the theme was cooperation between the airspace provider and the users and how that relationship translates to greater efficiency and a higher level of safety. RENO'99, Cooperation, Safety, Efficiency, was an event of prime importance to those providing or dependent upon efficient airspace utilization in the Western United States. The co-sponsors of this important meeting were the FAA Northwest Mountain and Western Pacific Regions and the Western Regional office of the Air Transport Association. ADF was invited to sit on a panel discussion at this forum and ADF President, Steve Caisse was asked to make a formal presentation to the audience of government and industry attendees.

In his speech, Caisse called for an end to ATC mandated reroutes that place aircraft on routes unacceptable to dispatchers for three basic reasons:

- The route takes the aircraft through an area of down line hazardous weather
- > The aircraft has insufficient fuel to fly the route
- The aircraft can not comply with the performance requirements of the route (driftdown, MEL restriction etc.)

Caisse detailed a number of actual situations where flights had been placed on routes exposing the aircraft to any of the three aforementioned eventualities. He called for "options, not mandates from the ATC system." He continued, "Tell dispatchers where not to fly, where the bottlenecks are and we will safely avoid those areas. We, the operators, exercising operational control have the necessary tools to properly evaluate the viability of any contemplated route. Controllers can not possibly be aware of all the factors that must be considered in route selection, nor should they be required to. Assigning a route of flight to a flight is, in effect, exercising operational control. The FAR's clearly charge the Operator with that responsibility. The pilot in command and the aircraft dispatcher are the two parties who exercise operational control for the operator."

In response to questions from the audience, Caisse acknowledged that pilots should be checking with their dispatcher before accepting a SWAP reroute as spelled out in the opinion by Mr. Donald P. Byrne, Assistant Chief Council Regulations and Enforcement Division of the FAA in the famous "Morse Letter." "We understand that when a controller issues a reroute, the controller expects that the pilot will evaluate the route and indicate if the route is unacceptable for any reason. ADF is working with various industry-pilot organizations on this issue. Controllers should realize that many pilots put absolute blind faith and trust in their

Aviation Rulemaking Advisory CommitteeARAC

Norm Joseph

Associate Administrator Thomas McSweeny has appointed Ava L. Mims to the position of Deputy Director of the Flight Standards Service. Mims will work with Director Of Flight Standards Nick Lacey to manage the Branch of the FAA that dispatchers deal with the most.....other than ATC. Mims formally worked in the aircraft maintenance and certification areas.

Administrator Garvey has also made additions to her staff. She has appointed Carl Burleson as the FAA Chief of Staff. Mr. Burleson will have coordination and advisory responsibilities in a number of areas, including Congress, industry, special interest groups and projects. Mr. Burleson formerly represented the FAA in Northern Europe.

Sources within the FAA indicate that Tony Fazio, from the FAA Paris office, has been selected to succeed Joe Hawkins as Director of the Office of Rulemaking and ARAC Executive Director. The May meeting of the ARAC Executive Committee was cancelled due to lack of agenda. Hopefully we will meet Mr. Fazio at the August meeting.

None of the ARAC Issues Committees of primary interest to the ADF has met recently. We continue to wait for the FAA to publish the new Dispatcher Certification Rule as well as the Fuel Planning and Management Advisory Circular.—end

(RENO99 continued)

instructions hundreds of times each day as a normal course of events during flight. The motivation to accept any route suggested by a controller is an instinctive reaction for a pilot." Caisse concluded.

Following Caisse's speech. ADF was asked to write a feature article for the FAA Air Traffic Controller's monthly Newsletter concerning these concerns. This article has been submitted to the FAA and will appear in an upcoming issue.

RENO'99 was a very productive and informational event for all that attended. ADF acknowledges the prominent contributors to air traffic system capacity and safety made by the Air Transport Association and the FAA in holding this event.

ADF is grateful for the invitation to participate in this occasion and is especially thankful for the opportunity to speak, first hand, to the many aerospace professional in attendance who listened to our concerns and suggestions.

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July, 1999

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NEWS

(The following article was written for ATC Controllers by ADF's Executive Vice President Ed.)

Drift Down?

"Oak Tree 339, cleared HLV Direct PDT, climb and maintain FL310."

"Roger, Oak Tree 339 cleared HLV Direct PDT, climb and maintain FL310."

"Hey, Skipper, do we have drift down for this route?"

"Nah, we go direct all the time. Cuts down on the flight time and saves fuel."

"You sure, man. I don't want to be meetin' no peaks if we lose one over the mountains tonight. We're above our drift down decision weight."

"Nah, drift down is a planning procedure for dispatch. Once we're in the air we can go however we want."

"I don't know, man. They told us in ground school we had to operate on the drift down routing to assure terrain clearance, unless we got a new route analyzed by dispatch. I don't think we can accept this direct routing. How do we know we'll clear everything if we lose one?"

"OK. Call back to dispatch and see if they can analyze the new route."

"Dispatch, Sector 74, you read 339?"

"339, this is Sector 74."

"This is 339, can you do a drift down analysis for a new routing HLV Direct PDT?"

"Standby 339. I'll call you right back."

"339, dispatch. Negative. No drift down analysis available on that route. Recommend you stay on your original flight plan routing for drift down compliance."

"OK dispatch. Thanks. 339."

"OK Skipper. Now what? Want me to call the Center back and get our filed route back?"

"Yeah, I guess you better. Tell'em we'd like Direct ONL, J151 and the rest."

"OK."

"Center, Oak Tree 339. We'll be unable HLV Direct PDT due to drift down compliance. Requesting Direct ONL, flight plan route to PDX."

"What's the problem, Oak Tree, your clearance is HLV Direct PDT FL310."

"Center, Oak Tree 339. I know, but we can't accept that clearance because we can't be assured we'll meet the terrain clearance requirements if we lose an engine, once we get over the mountains."

"Oak Tree 339, Center, your clearance is HLV Direct PDT, and that's what you're going to have to fly."

"Center, Oak Tree 339. This is the Captain. We're not going to accept a clearance we can't legally fly. We want to be put back on our filed route, and now."

"Oak Tree 339, Center. You're cleared to PDX via HLV Direct PDT Direct PDX. Maintain FL310."

"Boy, we're gettin' nowhere with this guy. Call dispatch and see if they can do something about this."

"Dispatch, 339 again. We need Sector 74."

"Hello. Command Center? This is Mike at Oak Tree Airlines. We've got an individual at the Center telling our flight 339 he has to accept a direct clearance when the pilot ain't legal to accept it. You want to be responsible for the airplane hittin' the side of a mountain with a full load of passengers if he loses an engine over the mountains? Boy, the press would love that one! How 'bout callin' this "uninformed individual" at the Center and get this straightened out. You want us to declare an emergency just to fly a legal flight? Besides, you guys are only responsible for separatin' tin. I'll take care of the legalities."

(Continued on page 5)

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NESDS

(Continued from page 4) Drift Down?

"OAK TREE 339, Center, cleared as requested Direct ONL, Flight plan route. Maintain FL310.

There is probably at least a half-dozen glaring issues in the above exchange that would be worth while in any CDM (Collaborative Decision Making) or DRM (Dispatch Resource Management) class or PDC (pilot-dispatcher-controller) working group. But the issue starting it all was the controller not understanding the Pilot-in-Command's requirement to maintain terrain clearance and drift down performance operating requirements. Let me give the controllers a short brief on drift down and what it means.

Drift down is an aircraft performance term that applies to the flight profile that an aircraft will assume whenever an engine fails at altitude. Few commercial jetliners are able to maintain cruise altitude whenever an engine fails. Two-engine aircraft are particularly affected when they are over mountainous terrain. The capability of a two-engine aircraft is affected by a number of factors, such as, weight, temperature, and engine bleed functions. No two make and model aircraft have the same capability, so let's talk about the general considerations for two-engine aircraft.

The pilot-in-command and dispatcher have two legal considerations when operating two-engine aircraft. The first is what to consider when an engine fails. That is covered by FAR 121.565, quoted below.

- 121.565 Engine inoperative: Landing; reporting.
 (a) Except as provided in paragraph (b) of this section, whenever an engine of an airplane fails or whenever the rotation of an engine is stopped to prevent possible damage, the pilot in command shall land the airplane at the nearest suitable airport, in point of time, at which a safe landing can be made.
- (b) If not more than one engine of an airplane that has three or more engines fails or its rotation is stopped, the pilot in command may proceed to an airport that he selects if, after considering the following, he decides that proceeding to that airport is as safe as landing at the nearest
- The nature of the malfunction and the possible mechanical difficulties that may occur if flight is continued.
 The altitude, weight, and usable fuel at the time of engine stoppage.
- (3) The weather conditions enroute and at possible landing points.
- (4) The air traffic congestion.
- (5) The kind of terrain.
- (6) His familiarity with the airport to be used.
- (c) The pilot in command shall report each stoppage of engine rotation in flight to the appropriate ground radio station as soon as practicable and shall keep that station fully informed of the progress of the flight.
- (d) If the pilot in command lands at an airport other than the nearest suitable airport, in point of time, he or she shall (upon completing the trip) send a written report, in duplicate, to his or her director of operations stating the reasons for determining that the selection of an airport, other than the nearest airport, was as safe a course of action as landing at the nearest suitable airport. The director of operations shall, within 10 days after the pilot returns to his or her home base, send a copy of this report with the director of operation's comments to the certificate-holding district office.

You can see that the PIC is required to land at the nearest suitable airport and, among other things, consider the kind of terrain over which the aircraft is operating. Plus, he/she has to tell us about it.

Obviously, some aircraft, due to the weight, altitude, engine bleed requirements, and height of the terrain, may not be able to clear everything along their route of flight after lose of an engine in flight. Therefore, before the flight begins, the dispatcher must determine whether or not terrain clearance requirements can be met, and if not, at the weight projected for the critical terrain along the route of flight, must plan a routing along which the PIC may proceed in compliance with 121.565 above, that will guarantee the terrain clearance required by FAR. The operative one is shown below.

121.191 Airplanes: Turbine engine powered: Enroute limitations: One engine inoperative.

- (a) No person operating a turbine engine powered airplane may takeoff that airplane at a weight, allowing for normal consumption of fuel and oil, that is greater than that which (under the approved, one engine inoperative, enroute net flight path data in the Airplane Flight Manual for that airplane) will allow compliance with paragraph (a) (1) or (2) of this section, based on the ambient temperatures expected en-
- (1) There is a positive slope at an altitude of at least 1,000 feet above all terrain and obstructions within five statute miles on each side of the (1) There is a positive stope at an autitude of at least 1,000 feet above an terrain and vostructions within five statute miles on each state of it intended track, and in addition, if that airplane was certificated after August 29, 1959 (SR 422B) there is a positive slope at 1,500 feet above the airport where the airplane is assumed to land after an engine fails.
 (2) The net flight path allows the airplane to continue flight from the cruising altitude to an airport where a landing can be made under § 121.197, clearing all terrain and obstructions within five statute miles of the intended track by at least 2,000 feet vertically and with a
- (Continued on page 6)

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Tuly 1999



NE911S

(Continued from page 5) Drift Down?

positive slope at 1,000 feet above the airport where the airplane lands after an engine fails, or, if that airplane was certificated after September 30, 1958 (SR 422A, 422B), with a positive slope at 1,500 feet above the airport where the airplane lands after an engine fails.

(b) For the purposes of paragraph (a)(2) of this section, it is assumed that -

(1) The engine fails at the most critical point enroute;

(2) The airplane passes over the critical obstruction, after engine failure at a point that is no closer to the obstruction than the nearest approved radio navigation fix, unless the Administrator authorizes a different procedure based on adequate operational safeguards;

(3) An approved method is used to allow for adverse winds:

(4) Fuel jettisoning will be allowed if the certificate holder shows that the crew is properly instructed, that the training program is adequate, and that all other precautions are taken to insure a safe procedure;

(5) The alternate airport is specified in the dispatch or flight release and meets the prescribed weather minimums; and

(6) The consumption of fuel and oil after engine failure is the same as the consumption that is allowed for in the approved net flight path data in the Airplane Flight Manual.

From this regulation you can see that the airline has the option of doing one of two things for enroute performance. The takeoff weight can be restricted to a weight that would allow the aircraft to comply with 121.191(a)(1). That eliminates the problem of drift down alternates along the planned route of flight. The PIC would be able to clear any terrain along the planned route of flight if an engine failed enroute. This is not necessarily a good option since restricted takeoff weights usually equates to restricted payloads. Therefore, the second option given in 121.191(a)(2) allows for a takeoff weight that would not comply with (a)(1) but still assure terrain clearance. The PIC is provided with a route of flight to follow, if an engine failure were to occur at the critical terrain points enroute, that assures terrain clearance. The dispatch release might read something like this for a flight filed:

MKC.J24.SLN.J102.ALS.J110.FMN.J64.HEC:

From LAA to FMN 057 radial at 43 DME (FMN057043) use DEN as the drift down alternate, via J110 ALS V83 GOSIP V19 PUB V389 FQF Direct.

As the aircraft loses altitude after an engine failure, it drifts down along this airway routing. You can also see that because this may be an emergency situation, the drift down alternate listed on the dispatch release must be forecasting the airlines alternate minimums at the time the flight would arrive (at DEN, in this example).

Now throw this into the mix. ATC clears a flight direct, or re-clears on a wholly different routing than the planned route, and ATC has put the PIC in a situation where he doesn't know whether or not terrain clearance will exist. Once the flight departs it must fly the planned route in order to guarantee it will safely clear all terrain along the route of flight in the event an engine fails. If ATC clears it to do anything else, they've put the aircraft in a situation where safety of flight may be compromised.

Does this mean ATC can never re-clear a two-engine aircraft off it's planned route? Of course not. Boeing 717s, 757s, 767, 777s, some of the 737 family has no problem with drift down performance. They can maintain an altitude on one engine that will ensure terrain clearance anywhere in North America. In addition, most airlines operating two-engine aircraft over mountainous terrain give the PIC tools to use in flight that tell the PIC if he/she can accept a re-route or a direct clearance. These operators have terrain height overlaid on the high altitude airway enroute charts. Along with that the aircraft flight handbooks have a simple "go-direct" chart that tells the PIC if the aircraft is below a certain weight, at a certain temperature, with anti-ice on or off, and over a terrain of a certain height, whether or not terrain clearance will exist if an engine fails on the direct route...

If ATC needs to re-route a flight, a simple "can you accept Direct XXX to YYY" allows the PIC to check his on board toolkit to see if he/she can comply with that clearance. On the other hand, if ATC changes the complete route of flight, the PIC will need to have the dispatcher analyze the new routing to ensure it meets drift down requirements. If it does not, the PIC must refuse the re-route. ATC now must attempt to get him back on the filed route as quickly as possible. Doing the re-route just before departure may result in the flight having to return to the gate for additional fuel. If done shortly after departure there may not be enough fuel in the tanks to complete the flight within FAR requirements, therefore, creating an unscheduled landing. Neither for these are good choices for an airline. The FAA AGC has ruled that the PIC cannot legally accept the reroute unless he has had the new route analyzed by the dispatcher.

Dispatchers and pilots are aware of SWAP routes and the necessity of ATC re-routing flights. But controllers must also be aware that the short term solution, at departure or other times, may have long term consequences for two-engine airplanes if the reroute includes flight over mountainous terrain. (continued on page 7)

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NEWS

WHATS NEW ON THE ADF WEB SITE?

E-NEWS is a monthly publication you can find at : http://www.dispatcher.org/enews/enews.html#link9

Some of the articles for July are:

- ◆ ADF MEETS WITH DOT IG
- ♦ NOTAM WORKING GROUP UPDATE
- ♦ NAV CANADA-ATC REACH TENTATIVE AGREEENT
- ♦ ADF's "WEATHER PAGE" SPONSORSHIP PROGRAM
- JSAT for TURBULENCE FORMED
- ◆ ADF SEATED ON UCAR STEERING COMMITTEE
- DID YOU KNOW?
- ♦ NEW ATA COMMITTEE FORMED
- **♦** FAA/CAA TEST NEW SAFETY TECHNOLOGY
- CONGRESS ADDRESSES RTCA/FAA TIES

If you would like to contribute an article to E-News, Forward it to adf@valuweb.com the 3rd week of the Month!

NEW IN THE ADF LIBRARY

FAA Proposed Changes to FAR 121.99

FAA General Council Opinion on Dispatcher Duty Time

THE REGULATIONS - FAR Quick Reference

FAA General Council Opinion of Burning Reserve Fuel

FAA GC Opinion of Burning Reserve Fuel -

LLWAS versus TDWR Information for Dispatchers

FAA General Council Opinion Go or No-Go Interpretation

FAA General Council Opinion on Alternates

FAA General Council Interpretation of FAR 121.613 FAA Ruling on Compliance with Flight Radio

communications in Mexico (FAR 121.99)

Letter to the Editor, Dispatch Scheduling

Dear Airline Dispatchers Federation Officers:

I would like to direct your attention to a dangerous trend that is damaging the integrity of your profession and may perhaps be a result of well intentioned regulations to improve air safety. While browsing through your web site, I came across a position paper in support of NPRM 95-5. To comply with the resulting regulations, small Commuter and Regional airlines are now employing pilots who also hold dispatcher licenses. A loophole in FAR 121.465 allows these small airlines to schedule dispatchers to attempt operational control immediately after being on flight-deck duty up to 16 hours.

FAR 121.465(b)1 states: "No certificate holder conducting domestic or flag operations may schedule a dispatcher for more than 10 consecutive hours of duty." The intent is clear, but the airlines maintain that they are not scheduling "a dispatcher" while the individual is on flight-deck duty.

I cannot find any FAA legal opinion which directly closes this loophole and ask if you have knowledge of any in existence. If there is none, I ask for your help to end this dangerous trend.

——Name withheld by request

(Opinions expressed do not necessarily represent those of the Airline Dispatchers Federation)

Driftdown (continued from page 6)
Working together, the PDC team can ensure safety and

legality of flight.— Jim Creighton - Executive VP ADF

E-NEWS TRIVIA-What airline operated to all three Chicago airports (ORD, MDW and CGX) simultaneously in 1972? See www.dispatcher.org/enews/enews.html for the answer.

Would you like to Membership is open to all licensed Aircraft Dispat check to the address at the bottom.	o be a member of the chers and Flight Operations Of	he Airline Dispat	chers Federation? Simply complete the following and mail it with your
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affiliation are \$25.00 US plus the \$5.00 initiation f Suite 950 Washington DC	☐ Renew My Mer a one time initiation fee of \$5.00	mbership US (\$10.00 will be passed wable to ADF and mail it to uestions call Membership S	on to IFALDA). Dues for individuals with NO airline ADF Membership Service Center 700 13TH St. NW Services at 1-800-OPN-CNTL

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NEWS

RTCA Annual Spring Forum & Awards Luncheon

Gary Christensen

On May 19 the RTCA held their annual Spring Forum and Awards Luncheon. The theme this year was: Situational Awareness: A Safety Enhancement for Air Traffic Management.

Mr. Steven Brown, Acting Associate Administrator for Air Traffic Services, FAA set the stage for the forum with his insight and perspective on the benefits the FAA expects to derive from an improved situational awareness. The forum was divided into two panels. Panel one addressed "requirements and operations" and was populated by Mike Powderly, DAL, Pieter van der Kraan, EUROCONTROL, Bob Smith, UAL, Karl Grundmann, NATCA, and Lt. Col Peter Katsufrakis, USAF. Of interest during this discussion was the lack of mention of dispatchers. Mr. Powderly, who co-chairs the Free Flight Select Committee Surveillance Working Group (and was once assigned to DAL Flt Control), discussed the concerns and needs of the operational community, e.g.....: pilots - controllers. At no point did he mention or even hint at dispatcher involvement or responsibility.

During the course of the various presentations occasionally someone would mention "operations departments" but the whole thrust of the discussion centered solely around pilots and controllers. Mr. Grundmann from NATCA seemed very apprehensive of all the new technology and brought up an extremely good point. When developing all these new tools and technology we must be very careful not to automate beyond the ability of a human to recover in the event of a failure.

Panel two addressed Technology and Demonstrations. Ms. Debbie Kirkman, MITRE, Dr. George Ligler. Ms. Shelly Myers, FAA, Mr. Steve Creamer, FAA, and Mr. Robert Hilb, UPS participated on this panel. Ms. Kirkman is a strong proponent of automation and is working on the cockpit display of traffic information (CDTI). She came across to me as one who thinks all of aviation should be run by computers and gadgets. Shelly Myers updated everyone on Safe Flight 21 and to be honest was tough to keep up with. Captain Bob Hilb described the CAA ADS-B Ohio Valley Phase 1 Operational Evaluation to take place July 10. Steve Creamer from the FAA finally mentioned dispatchers. He updated everyone on the Capstone Program in Alaska. Several times he spoke of dispatchers as needing to be included in the loop of decision making. He specifically stated any items being data linked to the cockpit must also be displayed to the dispatchers and operational departments.

Mr. David Watrous, President RTCA, closed the forum with a congratulatory word for all the hard work being done to improve the system. The luncheon and awards followed.

New to the ADF Store

Official ADF Polo Shirts are now available in the ADF Store! They are embroidered with the ADF Logo and made of 50 -50 cotton/polyester. Color choices are white with blue logo and royal blue with white logo. Show your support for ADF and look great too. Indicate your size from medium to XXI. \$25 ptus \$3 s/h

Also available are new ADF lapel pins. \$5 plus \$3 s/h http://www.dispatcher.org/store/store.html Send Check or Money Order to:

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NEWS

Air Illinois 1983

The 1983 crash of an Air Illinois HS-748 has often been cited as an example of the consequences of not including the dispatcher in operational control decision making. Reference is made elsewhere in this issue to this accident. The editors felt it would be relevant to again review some of the particulars of this accident in conjunction with the accompanying articles.

Of particular significance to the dispatch profession was the following dialogue as recorded on the cockpit voice recorder shortly after the failure of the generator and while the aircraft was just minutes from its departure point.

20:40:38

Capt: Whatever you do, don't if you would, don't say anything to dispatch.

20:40:43

Capt: Don't say a (expletive) thing to them.

F/O: Roger that. Capt: Not nothing.

F/O: You can plan on that, that's for sure.

20:40:53

F/O: The less you tell them about anything, the better off you are.

Capt: That's right.

There are a couple of other CVR time references relevant to this story, and they are 20:20:00, 20:21:30, and 20:53:00.

At 20:20:00, this Part 121 flight departed in VMC conditions on a 45 minute flight (the last one of the night) to an IMC (with TRW's) destination airport, which was also the airline's crew and maintenance base.

At 20:21:30, they reported to ATC that they had experienced a "slight electrical problem", but didn't intend to return to their departure point.

At 20:53:00, the aircraft impacted, with no survivors.

Here is the official NTSB summary file on the accident. AIR ILLINOIS, INC The accident occurred on OCT-11-83 at PINCK-NEYVILLE, IL Aircraft: HAWKER SIDDELEY HS-748-2A, registration: N748LL Injuries: 10 Fatal.

About 1.5 min after departing Springfield, ILL, the flight crew reported a slight electrical problem to ATC, but they continued on course. About 33 min later and a few minutes before the aircraft should have reached its destination, the aircraft crashed. Impact oc-

(Continued on page 10)

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NEWS

Would YOU Like to be More Active in the Airline Dispatchers Federation?

Elections for Officers will be held again this year at the Symposium at Daytona Beach in October. If you, or someone you know is an active dispatcher and member of ADF and would like to be considered for one of the open executive positions, simply tell your airline delegate or notify ADF at adf@valuweb.com. The following positions will be up for election this year.

President
Vice President Operations

Treasurer
Vice President Administration

IS JOURNALISM YOUR HOBBY?

IF YOU'D LIKE TO EDIT, PROOF OR WRITE ARTICLES, SEND US AN E-MAIL AT ADF@VALUWEB.COM WE CAN USE YOUR HELP!

(Continued from page 9) Air Illinois 1983

curred while the aircraft was descending in a right wing low attitude. Before crashing, the plane's heading had changed about 180 degrees. A cockpit voice recorder transcript revealed the I generator had failed after takeoff and the 1st officer had mistakenly isolated the right generator. Attempts to restore the right generator were unsuccessful. The captain elected to continue to the destination rather than return to the nearby dept airport. The cloud bases were at 2000' MSL, but ATC could not provide an IFR clearance below 3000 ft. Just before crashing, the crew indicated a total loss of electrical power. The number I generator drive shaft had sheared. The reason for the right generator not to reset was not determined. There was evidence that recurrent flight crew training did not prepare the crew to understand & cope with the electrical problem and that FAA surveillance did not detect the training deficiency.

PROBABLE CAUSE: "The Captain's decision to continue the flight toward the more distant destination airport after the loss of D.C. electrical power from both aircraft generators instead of returning to the nearby departure airport. The Captain's decision was adversely affected by self-imposed psychological factors which led him to assess inadequately the aircraft's battery endurance after the loss of generator power and the magnitude of the risks involved in continuing to the destination airport. Contributing to the accident was the airline management's failure to provide and the FAA's failure to assure an adequate company recurrent flight crew training program which contributed to the Captain's inability to assess properly the battery endurance of the aircraft before making the decision to continue, and led to the inability of the Captain and the first officer to cope promptly and correctly with the aircraft's electrical malfunction." (NTSB-AAR-85-03)

DISPATCH OPPORTUNITES

Although ADF is not an employment agency, we do occasionally become aware of dispatch openings in the industry.

If you are a 1999 member and would like to be notified via e-mail, please forward your e-mail address to adf@valuweb.com.

(Small print—This is a courtesy offered to the membership. ADF is not responsible for employment)

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NEQUS

(The following is an update of ADF's ongoing cooperation with IFALDA on the Dispatch Harmonization effort Ed.)

Harmonization Update

Dave Porter

The plenary and workshop sessions are complete. Our delegation (Brad Rasmussen/David Porter-IFALDA, Bjarne Solvang/Aidan Fox-EUFALDA, and Amar Murthy/Giles O'Keeffe-ADF) split up into the two workshop sessions, three of us attended the Licensing Harmonization Workshop and three of us attended the Operations Harmonization Workshop. We had two basic issues: proceed with the harmonization of the Flight Dispatcher/Flight Operations Officer license, and the harmonization of Operational Control processes between CFR 121 Subpart T/U and JAR OPS-1 Subpart D and other parts.

We were very successful in both efforts. Even though the LHWG-ATPL/C working group has ended its efforts without resolving the harmonization of ATP licenses, the Dispatcher license effort will go forward through the JAA Licensing Group. We have been invited to participate and we have the support of the pilot groups as well as the JAA Licensing Director.

At the same time our Operational Control harmonization proposal (a new harmonization issue) was accepted as an action item and work will proceed through the JAA Ops Committee. We concentrated primarily on enroute responsibilities, i.e. proactive flight watch. We were approached away from the meeting by Alex Fisher, a BA Captain and BA Technical Projects Manager (also the Chair of the JAA Operational Procedures Study Group) He asked for IFALDA's help in getting training materials and technical assistance in creating a training syllabus for British Airways. He also asked for our help on his JAA subcommittee. He particularly wanted to get his hands on the new ICAO Dispatcher Training manual, as did Capt. Tim Sindall. JAA Principle Inspector and Head of JAA Flight Operations Technical. We also received very strong support from ALPA (Capt. Jim Johnson) and IFALPA (Capt. Ted Murphy). Charlie Higgins from Boeing made a very strong presentation at Plenary on the subject of code-share operational control issues, including Flight Dispatch.

(Paid Corporate Article)

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Automated Systems in Aircraft Performance, Inc. (ASAP) is a leading provider of Runway Analysis, Airport Characteristics, and Weight & Balance services. Available in both a manual system or computerized, our services can grow with you.

Automated versions of both Runway Analysis and Weight & Balance calculations are available for in-house systems and/or flight deck computers. This windows based software is easy to use and requires very little training. A graph of the center of gravity envelope, with the aircraft's loaded position, is depicted to aid the user in loading the aircraft (a picture is worth a thousand words). Maximum limits, both structural and performance, are checked against automatically to ensure safety. Real time performance conditions maximize payload to increase revenue. For the all cargo operator, automatic loading of cargo containers/pallets ensures your aircraft carries the maximum payload possible. Each module is available separately, or can be combined into a single software suite. Additional modules can be developed for other informational control (i.e. logs, liquor, fuel, engine/aircraft performance, etc.).

Printed Runway Analysis manuals can be provided for regular and alternate airports. The manuals are prepared and updated monthly using our worldwide database of airport characteristics, which is compiled from government and industry sources. Output performance chart formats can be tailored to meet your specific needs. Runway analysis can also be provided on an "as needed" basis for planning purposes or charter flights.

Weight & Balance substantiation reports depicting the curtailment of the manufacturer's original structural center of gravity envelope, for in-flight movement and uncertainties in loading, can be developed for your specific aircraft. This document's intention is to be presented to the governing authority for approval. Included in the report is a working load manifest, which provides a spreadsheet-like method to determine the center of gravity of the aircraft for each flight in the adjusted weight system.

Both Runway Analysis and Weight & Balance services are available 24 hours a day, 365 days a year. Not only will you get service "As Soon As Possible", you will also get a service customized to your specific needs. Our staffs of Aerospace Engineers are ready to work for you ASAP. Contact Cecil W. Teets at ASAP, Inc., 6675 Mars Road, Cranberry Twp., PA 16066-6909 USA or via telephone (724) 742-4777, facsimile (724) 742-4770 or e-mail cwteets@asapinc.net for latest pricing and additional information

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NEWS

NEW YORK NY

Would You Have Caught This?

Steve Caisse

You have been working a busy afternoon shift with numerous flights at LGA. The operation all day has been plagues with LIFR weather. The current LGA weather is 300 overcast, but the visibility is still holding up at 1 1/2 miles in mist. The airport configuration has featured departures on Runway 13 all day with arrivals on Runway 22. You get a call that the runway lights on 13-31 have failed and that the airport will go into a single runway operation on runway 22. A flight calls you on the radio and requests takeoff numbers for runway 22. As you are working the numbers, you see that your performance limit is still well above your flight's weight and that the aircraft will be well underweight for takeoff on Runway 22. Does anything else come to mind? Should any other factors be considered? Let's have a look at the LGA 10-9A Jep plate from 04DEC98. Before you read any further, go directly to the plate and look it over carefully. Come back and continue reading when you are finished.

Did you pick up on the takeoff minimums for Runway 22? For all aircraft, there is a ceiling requirement. Do you have that ceiling? Notice that there is no air carrier reduction for that runway.

When dispatchers consider takeoff minimums, we are usually quick to check a departure airport with RVR's below 6000. We are also very apt to check for flights departing mountain airports or smaller stations. But who would expect that at one of the nation's busiest airports, a surface visibility of 1 1/2 miles would not be enough for takeoff. It not the visibility in this case is it? Ceilings are also a consideration at many airports.

Would this actual scenario have caught you? In a number of classroom exercises at a major airline, many veteran dispatchers failed to pick up on the ceiling requirement for this departure. You can bet that those missing this fact will be checking the 10-9A plates more closely in the future, will you?

OUR THANKS TO AMERICA WEST FOR THEIR HOSPITALITY DURING THE MAY 16,17 MEETING MEMBERS, FOR A COPY OF THE ADF MINUTES, PLEASE SEND A REQUEST TO ADF@VALUWEB.COM

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KLGA

July 1999



NESUS

AIRLINE DISPATCHERS FEDERATION **Next ADF Meeting** The Next Business Meeting will be held in Seattle, Washington August 21 - 23, 1999Saturday August 21st -Board Meeting, Boeing Renton Tour. Sunday August 22nd -Business Meeting, Seattle Mariners? Monday August 23rd -**Business Meeting** The meeting will be held at the La Quinta Inn at Sea-Tac. The hotel is at the south end of the airport and does not have restaurant or bar facilities although it is surrounded by such. They provide transportation to and from the airport. For reservations call 206-241-5211 ask for confirmation number 24020. The ADF rate is \$70.00 a night. This is a very high time of the season for hotels in Seattle and they ask that the reservations be made by July 20th. If you have are unable to get the \$70 rate. We may have an extra reservation. Contact adf@valuweb.com Tentatively set for Saturday evening August 21st is a tour of Boeing's Renton Plant. For Boeing security purposes and for transportation arrangements I need the following: Number of people wanting to go on the tour. Name, Airline, US Citizen or The meeting in PHX had an evening out at the ballpark and it seemed to be a great hit (no pun intended). If we would like to do that again let me know who would like to go see Seattle's new ballpark which opens in a few weeks. So in review, call the La Quinta for room reservations, and e-mail me at tomlynch@w-link.net your info and desires for Boeing and Baseball. Tom Lynch - tomlynch@w-link.net

This Article in the ADF Library Featuring Dispatcher Thom Lynch

"Pilot's Authority Isn't Absolute about Weather"

by Chuck Taylor – Seattle Times aerospace reporter
The pilot in command of a planeload of passengers makes
the final decision whether to land or do anything else with
the aircraft he or she is flying.

But pilots don't always have the authority to press on when the weather looks questionable, according to aviators and federal regulations. The process in the airline environment of arriving at such decisions is more complicated than most people realize. See complete article at:

www.dispatcher.org/library/lib.html



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ADF Leadership Reaches out to Delegates.

Steve Caisse President ADF

peaking recently to members of the ADF Board, ADF's President Steve Caisse announced his intentions to greatly increase the involvement of ADF's nearly 100 delegates in the organization's activities. Speaking on the points of this new plan, Caisse said, "Our delegates are our first link to the membership of ADF. They have the unique opportunity of working with and talking with our member dispatchers as they exercise operational control at their respective airlines. They have intimate knowledge of our member's thoughts, questions and concerns. I am announcing today a four part program to improve the delegates access to ADF's leadership, our activities and the organization's news and information."

The new *Delegate Involvement Plan* will become effective August 1, 1999 and will consist of the following key elements:

- A Delegate Officer Breakfast at each business meeting
- Delegate participation on ADF's monthly conference calls
- A Special Delegate Officer conference call once each quarter.
- Increased Email support of News, Information and ADF statistics to the delegates

The first delegate-officer breakfast will be held at the ADF summer business meeting in Seattle on Sunday, August 22, 1999 at 8:00AM. President Caisse commenting on this event stated the following. "Since becoming President, I have found that our business meetings are extremely busy events. Unfortunately, time for individual discussions with the delegates is not normally possible at these meetings. In holding this exclusive delegate-officer breakfast, Executive - VP, J.C. Creighton and I will have to opportunity to spend 90 minutes of uninterrupted time with the delegates to discuss individually with them, questions, comments or items of concern. Both J.C. and I are looking forward to this opportunity to get to know the delegates better, to listen to their suggestions and concerns and to share our visions for ADF with them." Caisse concluded.

Conference calls have become an important tool for ADF as the organization conducts its activities. Each month, ADF's Executive Board and 12 Directors participate in a conference call where the Organization's business is conducted. Caisse has announced his intention to selectively invite delegates to participate in this call as well. "While cost and practical matters preclude me from inviting all 96 delegates to participate in every call, I will be inviting a number of delegates to participate in each call so that everyone has the opportunity to participate several times a year." Announcements of call dates, times and pass codes will be sent out to invited delegates about 2 weeks before the call which is normally conducted at 2100 Eastern time on the second Thursday of the month. In addition to these calls, 4 special delegate-officer conference calls ADF Leadership Reaches out to Delegates will be conducted each year to provide the delegates with an open forum to and a direct line with ADF's leadership. The calls will be conducted in February, May, August, and November. Details on the August 1999 call will be released shortly.

Finally, ADF will increase its electronic mailings of news and information to the delegates. Caisse commented, "Recently, I asked Carla Beck and Michele Duquette to develop a complete electronic mailing list of all the delegates' email addresses. This activity was completed recently and will now be used to provide additional information to all the delegates.

In conclusion, Caisse stated "I am confident that this new four-point program will improve ADF's role as the voice of the dispatch profession. Our delegates know the needs of the membership better than anyone does. By listening more closely to their guidance, ADF's leadership will be better postured to act on issues of concern to dispatchers across the country and to speak as the collective voice of all dispatchers."

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NEWS

Viewpoint: Safety: Strategic Intent, or Functional Outcome?

(ADF member Mark Monse, recently provided us with a review of the NTSB Symposium on Corporate Culture Some of you may find it enlightening.)

Corporate Culture and Transportation Safety Symposium: The NTSB hosted this 2-day event near Washington National Airport, and it was attended by nearly 500 people in aviation, rail, marine, highway, and pipeline industries. After opening remarks by NTSB Chairman Jim Hall and DOT Secretary Rodney Slater, a diverse group of industry and academic human factors folks addressed the group, including Dr. Jim Reason, Carroll Suggs, Ron Westrum, Dr. Robert Ginnett, Dr. Charles Marske, Dr. J. Richard Hackman, and Dr. Najmedim Meshkati, and others. There were panel discussions on the first day, and Dr. John Lauber was the keynote dinner speaker. On the second day, the group broke up into modal groups for industry-specific discussions. The concluding afternoon session discussed the various findings.

Discussion of "corporate culture" in safety matters is widely acknowledged to have become commonplace after Dr. Lauber's (then NTSB) dissenting opinion on the probable cause of the 1991 Continental Express Brasilia crash near Eagle Lake, Texas. The aircraft came out of overnight maintenance, flew IAH-Laredo, and was returning to IAH when a de-icing boot departed a horizontal stabilizer, with the ensuing crash killing all aboard. Investigation showed that the boot had been changed by one maintenance shift, but the attachment screws were not replaced by the succeeding shift due to faulty procedures and communications.

Dr. Lauber, in part, noted that: "The multitude of lapses and failures committed by many employees of Continental Express discovered in this investigation is not consistent with the notion that the accident originated from isolated, as opposed to systemic, factors. It is clear on this [accident] record alone, that the series of failures that led to the accident were not the result of an aberration, but rather resulted from the normal, accepted way of doing business at Continental Express (NTSB, 1992, p.53)."

Another speaker pointed out that many airlines have implemented CRM-type programs within their maintenance departments to enhance communications, and in particular, that Continental Express had since undertaken what became a three year effort to change the maintenance culture via promoting assertive behaviors and diagnosing organizational norms and their effect on safety. (Dispatch Resource Management (DRM) training will be FAR-required in 1999.) The value of a "questioning attitude" was highlighted.

Another speaker discussed the various characteristics of pathological, bureaucratic, and generative organizations:

Pathological

Information is hidden
Messengers are shot
Responsibilities are shirked
Bridging is discouraged
Failure is covered up
New ideas are crushed

Bureaucratic

Information may be ignored
Messengers are tolerated
Responsibility is
compartmentalized
New ideas create problems

Generative

Information is actively sought Messengers are trained Responsibilities are shared Bridging is rewarded Failure causes inquiry New ideas are welcomed

A common theme among the presenters was that safety should be viewed and supported from an organization's top management downward as a strategic intent and not the functional outcome that many organizations suppose. The common reverse-engineering of the "safety is no accident" mantra into "no accidents means you are safe" is often self-deceptive. Driving your car through an active school zone at 100 mph and not hitting an innocent child only demonstrates that one was lucky, and certainly not that a truly "safe" operation took place. Ditto for doing so at 80 mph, or 60, or 40, as relative-truth aside, they were not "safe" either.

Objective and self-disciplined compliance with the strategic intent would have kept one at 20 mph throughout that school zone, irre-(Continued on page 16)

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(Continued from page 15) Viewpoint: Safety: Strategic Intent, or Functional Outcome

spective of whether Officer Friendly was (or wasn't) hidden behind the bushes with radar gun and ticket book. While some may feel that this is an idealist philosophy, a NTSB Member, referring to VJ592 case, has since been quoted as stating that "we rely on the moral character of everybody in the system to comply with the regulations." Perhaps his comments demonstrate moral character as being an important catalyst in the true execution of strategic intent, and that it applies to everyone in an organization and not just the worker bees.

One speaker noted that "the greatest threat to the preservation of any cherished value, be it safety or the environment or profit or whatever, is non-accountability. However messy special interest group politics is in extolling the virtue of one value over others, it involves people stepping forward. When individuals or groups or agencies become hesitant to step forward to preserve a basic value as safety, what will tomorrow bring? When an industry cannot answer the question, 'who's in charge here, who's really in charge here' what does it say about safety?'

And finally, one speaker observed that "Safety, as an emerging force in 'business' - with dual financial and marketing effects - affects the 'bottom line' of companies in all modes of transportation and, in the near future, could even determine their fate. Attesting is an in-depth analysis of aviation safety which was published most recently in the globally influential magazine, The Economist (January 11, 1997), 'in the next decade, worries about safety could become the airline industry's biggest headache - and one of the key battlegrounds between carriers' (p.13)."

These are hardly mere academic concepts irrelevant to the "real" world as airline folks know it, since one can easily read news accounts of Great American's grounding by FAA (RNO-based charter carrier), Valujet's grounding and subsequent re-certification and their continuing struggle to return to profitability. One can also witness the increasing amounts of easily misconstrued air carrier safety data becoming available to the traveling public via the Internet. Vox populi, as it's always been, but the public's future purchase decisions will also likely be just as influenced by the "perceptions of safety" as those of "real safety" itself.

It's been widely reported that if the current worldwide accident rate remains unchanged that, given future industry fleet size, the result will be a hull loss somewhere in the world every 1-2 weeks. Were that to actually occur, it certainly wouldn't be in the public or industry's best interests, as we're all inexorably linked. Various technological improvements over the last 20-25 years (TCAS, TDWR, GPWS, onboard wind shear detection equipment, etc.) have reduced many risks, yet related accidents continue to occur

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Each month, ADF features dispatchers from our member airlines in the monthly publication of ADF E-NEWS. We would love to have your office featured!

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FlightSafety

(continued-Viewpoint: Safety: Strategic Intent, or Functional Outcome?)

in the world. In order to lower that worldwide accident rate, many feel it's time to direct better efforts towards human/ technology interface issues, and the human behavioral factors that affect all of the "cogs" (pilot, dispatcher, F/A, MX, Ops, Rez, and others) that constitute the overall airline "machine" Perhaps the extent to which each type of "cog" functions properly (both with respect to its peers, and in context to the airline at-large) is a area needing a fresh look. Do the gears mesh? Is an individual cog "bad" or are some cogs routinely being tasked beyond their limits? Is there a design or manufacturing defect that might ultimately affect all cogs? Is a structure in place to self-assess performance problems and take corrective actions on a preemptive, versus reactionary basis? Until fixations on the "low-hanging fruits" of easily attainable improvements cease and the full range of potential problems and solutions are considered, optimum reductions in future hull losses are unlikely to

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NESUS

What's The Difference Between Dispatchers and Pilots?

One of the greatest differences between the dispatcher and pilot perspectives is "event horizon." Event horizon may be characterized by how much of the past and how much of the future are taken into consideration when a plan or choice of action is examined. This horizon is described in terms of the number of steps, moves or items that are considered, rather than in subjective or objective time.

The dispatcher's event horizon encompasses a different set of circumstances than the pilot's; it includes many other flights, some of which will be flown long after the pilot of a current flight is off duty. In addition, because the dispatcher works in a groundbased operating environment, his contributions may enhance the information gathering and decision making process. FAA -Airline Operational Control Overview - 1995

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Calendar of Aviation **Events**

26 - 29 Jul Oshkosh, WI

ATPAC-Air Traffic Procedures Advisory

Committee Meeting

21-23 Aug Seattle, WA

ADF's Thirty Eighth Business Meeting

Sponsored by Alaska Airlines

(TBA) OCT Washington, D.C.

ATPAC-Air Traffic Procedures Advisory

Committee Meeting

18 - 20 OCT Daytona Beach, FL

8TH Annual ADF Symposium

Sponsored by Embry Riddle University 10 Nov Washington, D.C.

ARAC Executive Committee Meeting 10-13 Jan Pensacola, Fla.

ATPAC-Air Traffic Procedures Advisory Committee Meeting

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1999 ADF Annual **Symposium** Daytona Beach, Florida October 18-20, 1999

ADF Business Meeting and Receptions this year will be hosted by **Embry Riddle Aeronautical** University.

The Symposium "base hotel" will be the Adam's Mark Hotel, located directly on the beach. ADF has negotiated a

special rate of \$75 per night. Ask for the ADF Rate when you call. Call the hotel direct at 904-254-8200 for reservations.

More details concerning the Symposium will be forthcoming throughout the year on the ADF web site.

(www.dispatcher.org)

If you are interested in speaking, attending or being a sponsor, please contact us at: ADF@valuweb.com

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NEWS

ADF Applauds Congressional Actions which Promote Aviation Safety.

The Airline Dispatchers Federation congratulates the United States House of Representatives, The Committee on Transportation and Infrastructure, and the Aviation Sub-Committee, on the passage of H.R. 1000 (AIR21). On behalf of the Aircraft Dispatcher profession, we would like to extend our appreciation to Chairman Shuster, Ranking minority member Oberstar, Sub-Committee Chairman Duncan, and Ranking minority member Lipinski, for their strong leadership.

Additional congratulations are extended to the staff members of the Aviation Sub-Committee for their efforts on this important legislation, especially for work on the creation and adoption of Manager's Amendment - B. The significance of this Manager's Amendment, which will direct the FAA to study the role of the Aircraft Dispatcher and the contributions made to aviation safety by Aircraft Dispatchers, can not be understated.

Manager's Amendment - B.

- A. Study.-The Administrator shall conduct a study of the role of aircraft dispatchers in enhancing aviation safety, the study shall include an assessment of whether or not aircraft dispatchers should be required for those operations not presently requiring aircraft dispatcher assistance, operational control issues related to the aircraft dispatching functions, and whether or not designation of positions within the Federal Aviation Administration for oversight of dispatchers would enhance aviation safety.
- B. Report.-Not later than 1 year after the date of the enactment of this Act, the Administrator shall transmit to Congress a report on the results of the study conducted under this section.

The Airline Dispatchers Federation is confident that the FAA will, upon completion of the directed study, determine that aviation safety will be enhanced by mandating that All Cargo and On-Demand Charter operations be conducted under FAR Part 121 Domestic and/or Flag rules. In addition, this study should demonstrate that the aircraft dispatcher profession presently requires additional oversight covering the aircraft dispatcher's function, role, training and compliance. ADF continues to recommend that the FAA establish nine additional positions within the organization. Experienced Aircraft Dispatchers should staff these positions. These positions will be deemed "Principal Dispatch Inspectors for Air Carriers". These PDI will have complete oversight responsibility of the Dispatch function at the nation's airlines and dispatch schools.

These changes within the FAA will be consistent with the FAA's mandate to promote and enhance aviation safety.

The Airline Dispatchers Federation now calls upon the United States Senate, The Senate Committee on Commerce, Science, and Transportation, and the Senate Aviation Sub-Committee, to continue their strong support of aviation safety, by either including similar directives in S.82, or including Sec. 516 of Amendment to H.R. 1000 in any joint legislation. The Airline Dispatchers Federation has complete confidence in the Senate committees covering aviation, and their commitment to aviation safety under the leadership of Chairmen McCain and Gorton, and Ranking minority members Hollings and Rockefeller. We look forward to swift passage of this comprehensive legislation and eagerly await the benefits to the traveling public and US commerce through improvements to airports, the national airspace system, and most importantly, aviation safety by strengthening and promoting the requirements for Positive Operational Control provided by the Aircraft Dispatcher.

ADF also completely supports the use of funds in the Aviation Trust Fund to finance improvements in our nation's aviation structure. This year, the federal government is expected to collect more than \$10 billion from airline ticket taxes. These revenues, along with other aviation user fees and taxes, are deposited in the Aviation Trust Fund and can only be used to build and revitalize airports. Over the years, however, Congress has failed to spend all of the aviation funds to make our skies and airports safer, and instead has used the surplus funds to mask the size of the budget deficit. It is time to return aviation taxes to the flying public for aviation infrastructure improvements. Every penny in the Trust Fund comes from excise taxes paid by the aviation industry. This money was supposed to go for aviation spending, like building runways and upgrading facilities and equipment. As it stands, though, the federal government fails to spend a large part of the aviation taxes it collects for the Trust Fund, resulting in a surplus. For too long, we've neglected our transportation needs and allowed the surpluses in the transportation trust funds to accrue in order to mask the size of the budget deficit. That money should be used for its intended purpose.

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NEWS

Changes in Free Flight Phase 1 Action Plan Will Deprive Airlines of Safety Critical Weather Information

The Airline Dispatchers Federation agrees with many others in the aviation community that the pursuit and preservation of safety of flight cannot be a reactive response to an aircraft accident. Recent changes in the Free Flight Phase 1 Action Plan "may deny aircraft dispatchers immediate access to safety critical weather information", according to ADF President, Mr. Steve Caisse. "Airline pilots depend on aircraft dispatchers for information regarding hazardous weather", Caisse continued. "These responsibilities of the aircraft dispatcher are defined in the Federal Aviation Regulations as follows:"

Federal Aviation Regulations 121.601 Aircraft dispatcher information to pilot in command:

Domestic and flag operations.

(a) The aircraft dispatcher shall provide the pilot in command all available current reports or information on airport conditions and irregularities of navigation facilities that may affect the safety of the flight.

(b) Before beginning a flight, the aircraft dispatcher shall provide the pilot in command with all available weather reports and forecasts of weather

(b) Before beginning a flight, the aircraft dispatcher shall provide the pilot in command with all available weather reports and forecasts of weather phenomena that may affect the safety of flight, including adverse weather phenomena, such as clear air turbulence, thunderstorms, and low altitude wind shear, for each route to be flown and each airport to be used.

(c) During a flight, the aircraft dispatcher shall provide the pilot in command any additional available information of meteorological conditions (including, adverse weather phenomena, such as clear air turbulence, thunderstorms, and low altitude wind shear), and irregularities of facilities and services that may affect the safety of the flight

Depriving the dispatcher and pilot in command of time critical weather and facility information may contribute to an aircraft incident or accident.

Over forty U.S. air carriers have invested significant monies and staff time to create an FAA-to-Airline Intranet (AOCnet) using modern internet technology through a joint industry/government endeavor know as Collaborative Decision Making (CDM). Air carrier representatives involved in this effort had developed consensus plans to use this Intranet to gather existing safety and other related information from the FAA and provide it to the Air Carriers in real time. This information included Low Level Wind Shear (LLWAS) alerts at US airports including safety data from highly touted Integrated Terminal Weather System (ITWS), Runway Braking Action Reports, Terminal Doppler Weather Radar (TDWR) information and several other safety enhancement tools that the air carriers do not currently receive. These safety critical components were identified by aviation safety experts working on CDM initiatives as well as on the FAA funded RTCA Free Flight Phase 1 project. These concepts were initially endorsed by members of the Free Flight Steering Committee, as well as the FAA's Free Flight Special Program Office. Earlier this year, the Free Flight Steering Committee approved the revised contents of the Free Flight Phase 1 action plan. ADF was very concerned to discover that the aforementioned safety-related items had been deleted from this plan in favor of issues that are purported to improve air traffic management efficiencies. The ADF questioned these decisions in February 1999 in written correspondence to the Free Flight Phase 1 Steering Committee Co-Chairs. "We have thus far received no response regarding these concerns", said ADF President Steve Caisse.

Consider an air carrier flight is enroute to an airport where hazardous weather conditions exist (such as thunderstorms, microburst activity, low level wind shear, or poor braking action) which may adversely affect the flight's safety. The aircraft dispatcher has an affirmative legal responsibility (FAR 121.533) to advise the captain of these potential dangers. The dispatcher may be required to reroute, delay or divert the flight to ensure that it can continue to be operated safely under these conditions. If the aircraft dispatcher does not have access to safety critical information, the pilot-in-command may not receive vital information effecting the flight. The Captain then may be forced to rely on incomplete weather information during the high workload period as the aircraft enters final approach and landing phase of flight. This lack of information may unduly burden flight crews at a time when cockpit workload is at its highest and the psychological predisposition to land at the intended destination becomes a powerfully influential factor. The Federal Aviation Regulations state that "No pilot in command may allow a flight to continue toward any airport to which it has been dispatched or released if, in the opinion of the dispatcher, the flight cannot be completed safely. ADF is confident that no pilot in command would attempt a landing at an airport when the aircraft dispatcher sharing responsibility for operational control has advised that hazardous, unsafe weather conditions exist either on the approach or at the airport.

In recent months, ADF Officers visited the FAA, the DOT and members of Congress to express the membership's concerns about the deletion of these safety items and specifically requested designated FAA oversight over the Agency's dispatch related decision

(Continued on page 20)

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NEWS

Aviation Operations During Severe Weather Conditions Quotes

"According to the FAA, there are approximately 380 airports with scheduled air service-most of those airports will not have TDWR, ASR-9, WSP, ITWS, or LLWAS. It is imperative that a program be developed and implemented that integrates the enormous amount of valuable weather information available from variety of other systems, such as the national networks of Doppler Weather Radars, ASOS, and Lightening detection systems. Such information must be rapidly disseminated to flight crews, ATC, and Dispatchers, in an economical, user friendly format. The timeliness of such a program is imperative." Jim Hall, Chairman NTSB

"How can the Congress help promote aviation safety under severe weather conditions? The APA believes the solution must provide relevant and timely information on changing weather conditions directly to the pilot from weather sensors that don't need to pass through human review." Allied Pilots Association

"Current data indicates that 33% of all fatal accidents are weather related. Of the weather-related fatal accidents that occur, close to 40% occur in the airport terminal area" Jim Hall, Chairman NTSB

"Safety is not the equivalent of risk free." 1972 Supreme Court - AOPA

For a complete transcript of all testimonies, visit www.dispatcher.org/e-news for links.

(Continued from page 19) Free Flight Phase 1 Action Plan making policies in the form of a Principal Dispatch Inspector (PDI). ADF believes that, had a Principal Dispatch Inspector been on staff at FAA headquarters when decisions were being finalized to delete the aforementioned safety critical components from FFP1, irrefutable objections to these omissions would have been raised so as to prevent the Free Flight Steering Committee's actions.

"The capability and technology exists today to provide the pilot in command and aircraft dispatcher, the two individuals responsible for operational control and safety of flight, with this vital safety information in a timely manner via the AOCnet", asserts Caisse. It is the opinion of ADF's membership that the FAA should reinstate the aforementioned CDM safety items that were removed from the Free Flight Phase 1 action plan.

Find it FRUSTRATING to build ATC Swap Boutes?

Now any CDM Participant can access a Coded SWAP Route!

Metron has been working on a tool to exchange coded SWAP routes, Diverted flights, and Off-gate flights. As a start, we created Coded Departure Route Tool that allows any user to view the coded SWAP route database via Internet. This tool is sponsored by FAA-AOZ and database access was approved by the ATCSCC.

You can visit the CDM web site at www.metsci.com/cdm or at http://216.111.120.229:8080/CodedSwap and take a look at the "New This Week" section where you will find the "Search the Coded SWAP Route Database!" Clicking on this line will take you to "CDM's Coded Swap Route Query" screen.

You will see the following selection fields:

- (1) Route Code (2) Origin (3) Destination
- (4) Departure Fix (5) Route (6) ARTCC

You may enter any selection field('s)) to filter the route selection. For example, if you are interested in the SWAP routes between LAX and ORD, enter LAX (or lax or KLAZ or klax) in the Origin field and ORD for the destination field, then press "Submit Search Terms." The CDR Tool will give you four such routes. If you are interested in finding the route that flies over a certain fix, say PKE, type PKE in the Route field. The CDR Tool will give you 15 routes that include PKE in the route specification. If you do not enter any fields and press Submit ...", the Tool will give you the entire Coded SWAP Route (all 2684 routes!)

There are 7 current participating centers (ZAU, ZBW, ZDV, ZHU, ZLA, ZOB, and ZTL.) Other centers are working to provide the ATCSCC with their responsible routes Canadians, specifically the Toronto departure codes will be provided to us soon.

We are still testing this CDR Tool, but we decided to provide you with this capability hoping (1), you might find it useful even in its early prototype stage. (2) We can get your input as how to improve the tool.

Metron will host the CDR Tool during this introductory phase. However, this tool will eventually be hosted at the ATCSCC (ATO.) Future enhancements include providing "staging CDR database" update capability to the FAA users and developing CDR client that allows a user to conduct more flexible database manipulation. Please give Midori Tanino any comments on this tool (tanino@metsci.com).

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New Cities Added to the Airport Arrival Demand Chart

Metron has added 4 new airports to the AADC! They are JFK, MEM, MSP and PHX. This brings the total number up to 16 total airports.

AADC is a web-based, graphical display of airport arrival information. In the same format as FSM's demand/capacity graphs, AADC allows the user to view multiple airports on one screen. Select the desired airport from the drop-down menu provided above the graph and the time increment in which to view demand (15-min, 30-min or 60-min increments).

Colored bars appear, which illustrate current demand on the airport. The colors correspond to the flight status of the incoming aircraft. The white line across the horizontal axis of the graph represents the current airport acceptance rate. The user can view the data to immediately detect any demand/capacity imbalance and possibly take action on flights by adding additional fuel to accommodate the additional holding time as a result of the increased demand, or hold the aircraft on the ground. Currently, AADC is in use at the FAA's Air Traffic Control System Command Center and by several CDM airline participants to continuously monitor airports.

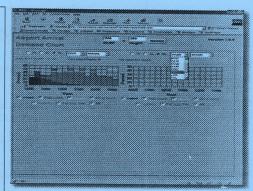
How to access:

- (1) go to CDM web page (www.metsci.com/cdm/)
- (2) go to "Links"
- (3) close to the bottom, you see "Special Links"
- (4) under "Special Links", you see AADC
- (5) click on AADC
- (6) provide your AADC user ID and password (every user has different ID and password) cdm ID:MAD_SWA PSWD: swa1998
- (7) select an airport (look for the word "empty" and access pull down airport list)
- (8) wait for the bar graph
- (9) double click on the bar graph
- (10) wait for the flight list window to pop up.

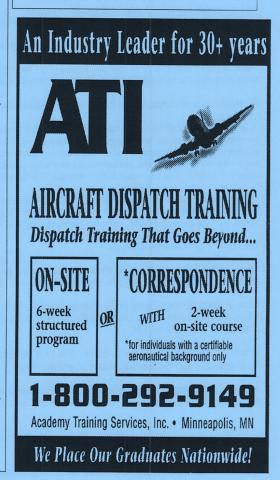
The airports supported by the Metron site are: ATL, BOS, DFW, DTW, EWR, JFK, LAX, MEM, MSP, LGA, ORD, PHL, PHX,PIT, SFO, & STL.

The airlines who have an access to Metron AADC are: AAL, COA, DAL, NWA, SWA, TWA, UAL, USA, MEP, AWE, FDX, UPS, GAA, BLR, ALO &SKW.

The airline CDM rep has the ID and password. If you have any questions, contact Midori Tanino any comments on this tool (tanino@metsci.com).



AIRPORT ARRIVAL DEMAND CHART



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-Letter to the Editor-

AIRLINE OPERATIONS IN SEVERE WEATHER

I would like to take this opportunity to explain the role of aircraft dispatchers in aviation safety, with specific reference to operations during severe weather.

During the investigation of an air carrier accident at Dulles airport, a woman was found who saw the aircraft fly past her house at too low an altitude. She knew the airplane was in trouble, but she had no idea what to do about it.

The airplane crashed.

You are walking into a convenience store late at night. Just before you open the door, you see an individual with a gun pointed at the clerk. You immediately turn and run to a payphone and dial 911.

The gunman shoots the clerk,

A commercial aircraft is approaching a fully equipped, modern runway complex in the USA. This is a state of the art aircraft with a superbly trained and motivated cockpit crew, under the guidance of an air traffic controller working with relatively sophisticated equipment. The controller observes a windshear along the intended path of the aircraft. He issues a warning to the cockpit.

The airplane crashes.

These are three examples of an individual being given the opportunity to see something bad that was about to happen. In all three examples, the individual at the scene was powerless to prevent a tragedy.

In all three of these situations, the individual at the scene is the wrong individual for the job of preventing a tragedy.

A licensed Part 121 dispatcher is working a shift at a US air carrier. One of the flights being worked will be departing a major airport in three hours, and it faces several areas of potentially severe weather along the general route of flight. The dispatcher makes a careful analysis of current weather, checks several different sources for forecasted weather, discusses options with fellow dispatchers, and arrives at a meticulous release that will allow this flight to operate safely, and relatively close to schedule. The flight plan is filed with the Federal Aviation Administration.

Thirty minutes prior to intended departure, the pilot in command of the flight calls the dispatcher. The pilot discusses the plan of action, adds comments, asks questions, and ultimately (more than 99 percent of the time) the pilot in command agrees with the dispatch release, and co-signs his copy of that release.

The contract has now been activated.

The aircraft is fueled and boarded. It pushes back from the gate on time. After a long taxi out, the flight moves into position for departure. The FAA, in this case, air traffic control, says "Stand by for a change to your route of flight."

After an additional ten minutes (or, in some recent cases, an additional four hours) ATC reads a new route of flight to the pilot in command who is then faced with the choice of accepting that route, or being put at the end of the departure line for refusing the re-route from ATC.

In fact, the pilot in command has no choice. The FAA General Counsel has ruled that the pilot in command MUST refuse the clearance, unless the dispatcher has approved the route.

Just one more example of an individual, the air traffic controller, being in a position to prevent, or at least, certainly, reduce the risk of a tragedy... but it is the wrong individual for the job at hand...

(Continued on page 23)



With no knowledge of the aircraft performance capability, he issues a re-route With no knowledge of the actual weather along the route, he issues a re-route With no knowledge of the fuel range of the aircraft, he issues a re-route With no knowledge that he is aiding and abetting the breaking of the law, he issues a re-route With no knowledge that he has violated an existing contract, he issues a re-route With no knowledge of the impact downstream, he puts a flight in harm's way...

With the best of intentions...

With no knowledge With no authority With no right

This is standard practice in the industry today. Slowly, pilots are being educated that they must refuse the new route from air traffic, unless, as is often the case, the dispatcher had anticipated that re-route, discussed it with the pilot in command, and authorized the pilot in command to accept the route if and when it is issued.

We can show you many examples of flights being rerouted from an area free of convective activity right into the worst convective activity over the continental US. We can show you examples of traffic being refused a clearance due to weather along the route of flight, when there is no weather along the route of flight. We can show you examples of ridiculous re-routes issued by air traffic, purely in the interest of traffic flow, with no apparent regard for existing and forecasted weather.

And we can show you a recent example of a major airline hub being stopped by Air Traffic Management, for four hours, when the significant weather was 50 to 100 miles south and moving away from that hub.

The wrong individuals are attempting to control air carrier flights in this country. Ultimately, of course, each flight is controlled by the pilot in command. But that individual makes enormous decisions based on information he or she receives from several sources. The air traffic controller makes enormous decisions, based on information he or she receives from several sources. But the pilot in command does not have the real picture. And the air traffic controller is missing several key pieces to the puzzle.

The aircraft dispatcher has the entire puzzle right in front of him. As various bits of information flow in, new pieces are put together and the puzzle becomes more and more complete. Due to the foresight of a few individual who preceded us, the dispatcher has instant communication ability with the pilot in command. This ability to communicate, combined with the availability of information, combined with federal regulations written under the auspices of an Act of Congress, make the aircraft dispatcher the only individual with the skills to intervene, the authority to intervene, and the accountability after the fact.

Dispatchers used to carry side arms, to protect the US Mail. Now we carry our wits, to protect the US Public. And the US Mail. We gave up side arms, but we got ITWS, and the internet and ACARS and ASD and satellite photos and meteorologists and Air Traffic Management Units and Air Traffic Control Systems Command Center....

One last analogy... you are employed by a security service, and your job is to monitor all the security cameras at all the businesses that contract with your company. Late one night, you see a man with a gun pointed at the head of a clerk in a store. You pick up the phone and call the store. The clerk answers. You tell her; "There's a man with a gun pointed at your head!" The clerk says; "I know. I see him. I see the gun. What I need to know from you is, what is going to happen next."

That's the dispatcher's job. To tell the pilot in command what is going to happen next. And to have planned for it when it happens. Simple enough. The tricky part is that the aircraft dispatcher also plans for things that may, but don't happen. And plans for things that

never happen, but just might. And plans for things that other people don't even think about. So that when the weather goes bad, and the machine goes bad, and the system goes bad, your flight still lands safely. Maybe late. Maybe not at the place you bought a ticket to. But it lands safely.

Leaving you free to write a complaint to your Congressman about the lousy service. With maybe a PS at the bottom thanking the dispatcher, and the pilot, and the air traffic controller, for at least getting you back on the ground safely. If you have never watched a dispatcher work, you will be both fascinated and amused by the process. You would become much better acquainted with how the system is supposed to work, and how it actually does work.

- Giles O'Keeffe

(Opinions expressed do not necessarily represent those of ADF)



(continued from page 2—Changes to FAR 121.99)

ONLY cockpit-to-dispatch link that provides the One Level of Safety necessary to support the final decision-making process between Dispatch and Captain is the VOICE link. While datalink is good at providing routine AOC information, every 121 crewmember with whom we have spoken positively confirms that they can not and will not fly with their heads "down and locked" to à data panel for some sort of interactive e-mail discussion while holding over the outer marker in IFR conditions with one engine out. But, rather, they EXPECT to have available a reliable voice link with Dispatch during these critical times in order to resolve essential and time- sensitive operational control issues. This issue is of even greater significance if you factor in the lower level of overall piloting/FAR 121 experienced crewmembers now assuming flight deck duties on large, potentially lethal, aircraft. They will need and expect lots of hand holding; and the FAA's POI's should know this. Additionally, discussions surrounding the most recent incident involving an MD-80 at LIT indicate that a lack of VOICE communications with Dispatch (data link only) may have played a significant role in the loss of the aircraft and passengers. We suggest that by the FAA's removing the AOC Voice requirement, the number of incidents, accidents, violations and will increase dramatically as pilots struggle to make decisions on their own without the timely assistance of a calm, and experienced human ground-based voice providing essential Dispatch and Maintenance information.

The fact is that the FAA, the FCC, the VHF Coordinator and Government Spectrum Managers have been remiss by not providing MORE AOC voice channels rather than less and the FAA has had a remarkable record of NOT uniformly requiring compliance with this regulation within the scheduled domestic and flag carrier fleet until AFTER an incident occurs. [Review the Southern Airways DC-9 incident]. Additionally, with the FAA's implementation of CDM/FMS programs, AOC VOICE (as well as data) communications will play a major role. And yet we were recently advised by the VHF Coordinator that they wanted to convert even more frequencies to data only and reduce the number of available AOC voice channels to certificate holders. So it seems to me that the FAA does not fully comprehend the far reaching implications of this proposed rule change.

The fact is that the FAA is so enthralled by the "data-link" age as viewed from the GROUND, that they have overlooked significant cockpit driven issues, the most important of which is that the aircraft are still flown by HUMAN beings. And human beings, operating under stressful circumstances require human, intuitive support systems. AOC Voice radio communications, just like the telephone we use in business, must remain available as a required element of airline safety. Frankly, for the FAA to delete this safety requirement would be a sever dereliction of duty to the passenger community. We hope you will rescind this proposal immediately.— Alan Werner

(Opinions expressed do not necessarily represent those of ADF)

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ADF Press Release 99-16 October 20, 1999

Updated: 10/21/99 08:49 PM

ADF AGAIN CALLS FOR A REVIEW OF ALTERNATE MINIMUM REQUIREMENTS.

Background: Aircraft operated under FAR121 Domestic/Flag regulations are required to carry sufficient fuel to allow for a diversion to an alternate airport, when the weather forecast at the flight's intended destination is forecasted to consist of cloud ceilings less than 2000 feet and horizontal visibility of less than 3 miles.

The regulatory reference for this requirement is as follows...

Sec. 121.619 alternate airport for destination: IFR or over-the-top: Domestic operations.

- (a) No person may dispatch an airplane under IFR or over-the-top unless he lists at least one alternate airport for each destination airport in the dispatch release. When the weather conditions forecast for the destination and first alternate airport are marginal at least one additional alternate must be designated. However, no alternate airport is required if for at least 1 hour before and 1 hour after the estimated time of arrival at the destination airport the appropriate weather reports or forecasts, or any combination of them, indicate--
 - (1) The ceiling will be at least 2,000 feet above the airport elevation; and
 - (2) Visibility will be at least 3 miles.
 - (b) For the purposes of paragraph (a) of this section, the weather conditions at the alternate airport must meet the requirements of Sec 121.625
 - (c) No person may dispatch a flight unless he lists each required alternate airport in the dispatch release.

While ADF is a professional organization dedicated to safety, we are also proponents of operating efficiencies on behalf of our member's employers and endorse concepts which preserve and ration the use of our planet's limited natural resources such as fossil fuels. FAR 121.619, commonly known as the 1-2-3 rule, only allows dispatch to a destination airport without an alternate if the forecasted destination weather will be at a ceiling of 2000 feet or greater and visibility of 3 miles or greater for the period one hour before to one hour after the estimated time of arrival. Otherwise, additional fuel must be carried.

ADF believes that airlines waste millions of pounds of fuel each year complying with the above regulation in weather conditions that pose no threat to safety. For example, it is very common in the colder months for prolonged periods of broken to overcast clouds to form and persist between 1500 and 2000 feet. Visibility under these clouds is often very good. These weather conditions pose no flight hazard, especially in a day and time when aeronautical science has progressed to the point of automatic landings on many aircraft. Dispatcher's, who are required by regulation to calculate the fuel requirements for flight, will determine the implications of such weather conditions in their fuel calculations and will fuel their flights accordingly. The extra fuel required to be carried so as to provide alternate range is in addition to that amount which a dispatcher deems required for safe completion of mission.

Most of today's transport aircraft can safely shoot approaches to airports with low ceilings of just a few hundred feet and horizontal visibilities as low as a half-mile while many other aircraft can land with just 600 feet of horizontal visibility. Some aircraft can even land with just 300 feet of horizontal visibility at certain airports.



ADF believes that, in certain cases, lowering the ceiling and visibility requirements for an alternate airport as defined in 121.619 will offer operations as safe as the current regulations do. ADF does not see any negative safety implications of lowering alternate minimums for selected airports. Specifically, while we believe that lowering these minimums may make sense for CAT III airports like Seattle and Los Angeles, ADF does not endorse a blanket change to this regulation. For example, the current rule doesn't even make sense at a airport like Butte, Montana when the LDA may be out of service and the only approach available might be the "VOR DME or GPS A" approach. If this were the case, that approach has a decision height that is 2995 feet above the airport. FAR 121.619 would allow an aircraft to be released to Butte with no alternate but with no way to complete an approach to the airport if it has a 2000-foot ceiling.

Exactly one year ago this week, ADF called upon the FAA, the ATA and others groups to review this regulation for currency and applicability in today's environment. As part of its evaluation of this question, ADF conducted a panel discussion at its 1998 Symposium in Washington, D.C. on this topic. Among the questions asked at this event were; in the era of CAT III and RNP, is this rule, as it is presently written, realistic? In the CAT III world, do we need a 2000 feet ceiling before we don't need an alternate when many our aircraft can auto-land with a ceiling of zero and a RVR of 300 feet? How much added operating expense is borne by our employers when one of their hubs features an 1800-foot ceiling for days at a time in the winter months? Would it be unsafe to dispatch to ORD with an 1800-foot ceiling without an alternate in 1998?

The distinguished aerospace professionals who participated in the ADF's panel discussion at the October 1998 Symposium were:

David Catey - Special Assistant - AFS-200 - FAA.

William A. Cranor - Airline Operations Coordinator - Air Transport Association.

Myron Clark - Flight Standards National Resource Specialist for Aviation Weather - FAA.

Terry Clark - Alaska Airlines Director of Safety.

Jim Gardner - Aviation Safety Inspector - Air Carrier Operations - FAA.

Jim King - Inspector - Operational Control - Flight Watch - Dispatch Transport Canada.

Giles O'Keeffe - Aircraft Dispatcher - Northwest Airlines.

Kent Stephens - Manager - Air Carrier Operations - AFS-220 - FAA

Speaking at this year's ADF Symposium'99 in Daytona Beach, Florida, ADF's president, Mr. Steve Caisse, made the following observations. "Last October, at the ADF's 1998 Symposium in Washington, D.C., ADF organized and conducted a highly visible, widely attended and diversely staffed panel discussion on alternate minimums. Consensus was reached at that event that FAR 121.619 should be reviewed for its relevancy in today's operating environment. Today, on the one-year anniversary of the ADF's landmark industry summit on this topic, we are again calling for an industry review of FAR 121.619. At last year's symposium, I heard widespread agreement from the participants that this regulation was indeed outdated and in need of review and revision. Unfortunately, a year later, we have seen no initiatives aimed at reviewing this regulation. Given the significant potential fuel savings for our member's employers, ADF would expect that the airlines, through their respective representatives, would be perusing this agenda".

The solution for 121.619 may be a regulation that is applied like C55 of the automated ops spec for alternate minimums which features a formula-based approach to figuring alternate minimums for a destination with a ceiling requirement

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calculated from a set heights above approach minimums. This could allow the lowering of requirements at SEA and LAX and assure a more consistent level of safety at airports with significant terrain hazards, minimal instrument approach capabilities or other mitigating circumstances, with the minimums derived from the available approaches on a given day.

Aircraft Dispatchers are the folks who make the determination as to whether additional fuel will be added for an alternate airport based on forecasted weather conditions at the destination. As such, dispatchers have a very good handle on the real-world applicability and necessity of FAR 121.619. ADF's membership has consistently voiced the opinion that reductions in alternate minimums would not jeopardize safety. ADF's membership is also aware of the potential fuel savings that might be afforded following a revision of FAR 121.619. As an example of the potential savings this change could yield, consider an L1011 operating between LAX and JFK with JFK's weather forecasted to be a broken cloud deck at 1800 feet and a visibility of 10 miles. Given these conditions, this flight would be required to carry enough fuel to proceed to its alternate if required. In this example, PHL will be used as the alternate airport. The requirement to assign the alternate on this flight would result in an additional fuel burn of approximately 2000 pounds of fuel enroute from LAX to JFK. In additional, the flight would be carrying an additional 7800 pounds of fuel for the alternate fuel burn. This added weight potentially could bump revenue payload on performance challenged flights.

In summary, ADF is once again calling upon the aerospace community to review the pertinence of FAR 121.619 in the context of today's level of technology and aircraft sophistication. This regulation is more than 50 years old and while its applicability in the DC-3 era was no doubt a significant contributor to aviation safety, we believe that as we approach the year 2000, the regulation is more of an economic burden than a safety benchmark and a level of safe operations that is as safe as our present standard would be maintained if this regulation were to be modified to some lower parameter.

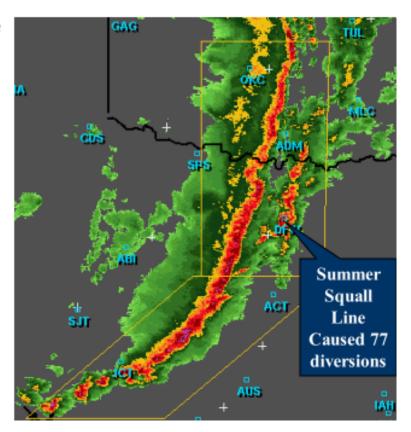
Detailed on this page, meml are functions that ADF's offi bottom this page. Last updated: 09/09/99 10:2: 9919	icers believe need to be	coming meetings of interest to the Dispatch profession. Dates attended by representatives of the organization. If you are ab	Meeting Central	overview of each meeting is pro se meetings on behalf of ADF, pi	rided. Meetings listed here ease complete the form at th
DATE	LOCATION	NARRATIVE	MEETING NUMBER	VOLUNTEERS STILL NEEDED TO ATTEND	MEMBERS CURRENTLY COMMITTED
16Sep99	Washington, D.C.	FAA: Office of Associate Administrator of Regulation and Certification Meeting	9914	NONE	Caisse, Harkin, Duquette,Joseph
16Sep99	Washington, D.C.	FAA: Office of Associate Administrator for Air Traffic Services Meeting	9915	NONE	Caisse, Harkin, Duquette, Joseph
20-22Sep99	MITRE/CAASD McLean, VA	FAA SAFE FLIGHT 21 PROGRAM CONFERENCE	9916	Any Director Level or higher who is interested	ТВА
OCT 99 (TBA)	Washington, D.C.	ATPAC-Air Traffic Procedures Advisory Committee Meeting	9916	NONE	Hashek
OCT 18-20 1999	Daytona Beach, FL	8TH Annual ADF Symposium Sponsored by Embry Riddle University	9917	All Delegates, Directors and memi	
10Nov99	Washington, D.C.	ARAC Executive Committee Meeting	9918	NONE	Joseph
10Jan00- 13Jan00	Pensacola, Fla.	ATPAC-Air Traffic Procedures Advisory Committee Meeting	0001	NONE	Hashek
MAY 14, 15, 16TH, 2000	Chicago. Ill.	Chicago ' 2000 Worldwide Dispatchers Summit	0002	All Delegates, Directors and mem	

ADF maintained an online calendar of all the organization's meetings around the world, who planned to attend these meetings and other pertinent information. This methodology was a vital aspect of coordinating the activities of volunteers. Shown here on the Meeting Central page of the ADF website, is a busy fall schedule in 1999.



Thunderstorms

- Thunderstorms are the single most significant weather concern for dispatchers.
- They cause more disruption to the dispatcher's world than any other factor.
- Thunderstorms are also the most dangerous aviation weather hazard.
- Dispatchers go to great lengths to file aircraft away from thunderstorms



ADF invested a great deal of energy providing educational presentations to our partners in aviation about the role of the aircraft dispatcher. This is a slide from a Caisse presentation which took the audience through a significant diversion event at DFW.



The ADF News

September, 1999



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Meetings

World's First Practical Indi-

Symposium Session for New 20 and Soon-To-Be Dispatchers

ADF's Fall Symposium '99, "Airline Operation Control in the Next Millennium" Right Around the Corner

oin us in Daytona Beach with Embry Riddle Aeronautical University as Operational Control professionals from around the world unite to examine the realities of operational control today, the research efforts that are ongoing and the future that we are in the process of creating for the next millennium.

Representatives from all arenas of aviation will be discussing the dispatcher's role in Operational Control. Be a part of the team that will help determine the future state of MISSION CONTROL as we prepare to enter the next millennium.

Featured Speakers from, the FAA, NASA, ATA, Academia & the airlines will meet at the 1999 ADF SYMPOSIUM to discuss and debate policy, procedures, infrastructure, and recommendations for the next century. Attending this event well worth your time!

The 1999 SYMPOSIUM Presentations and Discussions will feature:

- Lively Panel Discussion examining ATC Delays During the Summer of '99
- The FAA's, Airline, Industry, Government and Institutional Viewpoints on Operational Control



The Adam's Mark Daytona Beach Resort

- * Several Workshops to enhance the skills of the novice or the old timer.
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The Symposium will be held at the Adam's Mark Hotel, located on the beach. Ask for the Airline Dispatchers Federation rate of \$75 per night. All meetings will be held at the hotel unless otherwise stated.

Call the hotel direct at 904-254-8200 for reser-(Continued on page 2)

Some Thoughts on the "Summer of '99" - Glies O'Keeffe

t has certainly been an interesting summer for dispatchers in the USA. One of the more difficult tasks that many of you have faced is the problem of route selection for your flights. Due to the apparent, and rather sudden, lack of airspace over the USA this year, it has been getting more complicated for dispatchers to figure out what

route to fly. Once we do figure it out, then we have to decide what, if any, remark should be added to the ATC strip: NRP, WX AVOID ZXX, or whatever. It would be nice if we could file it, and add the remark: because the dispatcher says so! In effect, that is really what every flight plan we file does say; it is the route the dispatcher wants.

NOBODY has the right to change that route, unless the dispatcher agrees, in advance, to accept the change. Remember, the dispatcher has legal responsibility for the accuracy and the safety of that route. The FAA has told us on several occasions that the dispatcher is responsible for all the safety-related stuff (Continued on page 2)



The ADEN November 1888 63 Airline Dispatchers Federation

ADF Legislative Team Braves Hurricane "Floyd" - Michelle Duquette

he ADF Legislative team once again headed to our nation's capitol in September to fulfill prearranged commitments with the FAA.

(see related article from Mike Harkin).

This should have been a business trip like any other. As they rushed to catch oversold flights to IAD and DCA, and were whisked through the city by impatient cab drivers to reach the hotel, one significant difference weighed heavily on their minds: There was a hurricane in progress.

Hurricane Floyd was headed towards the east coast as our Legislative Team raced through the skies in an effort to reach their destination first. By 3 a.m. that morning, as had been expected and dreaded by this team of airline dispatchers, Floyd reached landfall at Cape Fear, North Carolina, just over 200 miles south of their location.

By first light, every television station in the area was broadcasting closed facilities due to the pending hurricane headed towards them. Colleges, school districts, local and regional government of-

fices, and yes, the federal government as well. After a few quick calls to key individuals in Washington, the Legislative Team was astonished to find that those individuals scheduled to meet with the ADF planned on keeping the appointments in the face of Hurricane Floyd!

As the team hailed a cab for their first meeting, winds were gusting in excess of 100 mph just miles away...All air traffic had been cancelled for the remainder of the day and night in and out of Washington's Regan National Airport. The Portsmouth, VA water supply system had shut down. Approximately 1 million people lost power to their homes. Rescue efforts were underway as reports of people trapped on top of houses and cars due to floodwaters poured into FEMA (Federal **Emergency Management** Agency).

The streets of the capitol were strangely free of traffic as the cab whisked along. The most hazardous moment encountered by our dispatchers happened as one of our team attempted to open the cab door, only to have it violently slammed shut by the winds. A second attempt proved more

successful, and a watchful eye was kept on the smallest member of the team as her raincoat filled with wind as Floyd attempted to recreate "The Flying Nun" (as it was so noted). By 15:00 that afternoon, Floyd had tired of his battle with our Legislative Team and moved on, leaving only moderate winds and light rains. By 17:00, winds had fallen to 29 knots, and the ADF had survived another trip to Washington, D.C.

By first light, every television station in the area was broadcasting closed facilities due to the pending hurricane headed towards them, and yes, the federal government closed as well.

(Continued from page I) that the printer spits out for the pilot in command as part of the release paperwork. So, we must check each route we file, before we file it, to make sure it is safe, accurate and legal. That means we have to check en route NOTAMS, weather, navigation charts, SIDS, STARS... It is illegal for any person to dispatch a flight unless that person is thoroughly familiar with the conditions on the route to be flown. So, why does the FAA permit their employees, the air traffic controllers and air traffic management, to continually risk violating the FAR's by assigning SWAP routes to flights at departure time? Does the controller know whether all the required navaids on the new route are operational? Does the controller know the status of the nav receivers on the aircraft or the fuel capability of that flight? Does the controller know the weather and potential weather on the new route or if the aircraft radar is operational? The answer to each of those questions is no. So, the biggest question of all is this: why do pilots accept reroutes that are based on ignorance and illegality? - I don't know.

(Continued from page 1)

Call the hotel direct at 904-254-8200 for reservations.

If you are interested in exhibiting, please contact us at adf@aluweb.com

Updates and details concerning the Symposium can be found on the ADF web site at www. dispatcher.org

October 18, 1999 - Monday

ADF Business Meeting & Elec-

Welcome and Registration Reception - Held at Embry Riddle Aeronautical University

Topics to be Discussed October 19 & 20th Tuesday -

"Challenge of the Future: Collaborative Decision Making" – Always an Entertaining Discussion with Mr. Mike Wambsganns - VP Supreme -

- YZK: The Status of International ATC Systems Worldwide
- Operational Control and the Challenger Launch"

- Panel Discussion on 1999 ATC Delays
- **CDM Collaborative Routing** IS Free Flight
- ETMS/ASD Tools for Dispatchers
- New CDM Tools for SWAP Season 2000
- ATCSCC Presentation Air Traffic Control in the Next Millennium
- Dispatchers are the Quarterhacks of the

- Airline TWA VP Mr. Tom Irwin
- Free Flight Update and
- Interpretation of Internet Weather Tools for Dispatchers - Prediction tools for: Fog-Thunderstorms-Icing-Turbulence
- ITWS Update We Want More! An Update
- Aircraft Penetrating Thunderstorms in the Terminal

(Continued on page 3)



IneADFNews_Volume9. Issues ... Airline Dispatchers Federation

Legislative and Media Initiatives Continue—Jeny Elder



he year 1999 has proven to be a very exciting time for ADF. We have enjoyed unprecedented access to elected government officials and media exposure. The ADF governmental team has visited with the Chairman of the House Aviation sub-committee, the majority leader of the Senate, various FAA officials, and NTSB officials. By all measures, we have succeeded in placing the ADF in a respected position within the industry and as a group whose viewpoints are sought

on a variety of issues.

Additionally, ADF President Steve Caisse testified before the House Aviation sub-committee this summer on a host of issues that further solidified the ADF as a leader in the aviation community.

The ADF continues to work with members of the media on a variety of topics. We expect articles in the near future that will not only highlight our profession, but will explain in detail our role within the nations' airways.

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Crew on 737-200 Accident Aircraft Did Not Lower Flaps

rash investigators in Argentina are focusing on lack of flap deployment before the takeoff roll and slow pilot reaction to alarms that alerted them to the problem involving the Aug. 31, 1999 crash of a LAPA 737 in Buenos Aires. Argentinean investigators quoted in the Buenos Aires daily Clarin say the flight data recorder clearly shows that flaps were not deployed.

Alarms sounded at the start of takeoff, and the pilots did not abort until 46 seconds later, well after rotation speed and after they could stop the aircraft. After the Captain questioned whether the 737's trim was correct, the co-pilot called out the V1 and V2 decision speeds, which indicate the aircraft was at the calculated lift-off speed.

But the 737 did not lift off, possibly because of lack of flap deployment. Afterward, the engines were throttled back and the cockpit voice recorder reveals sounds of impact as the 737 left the end of the runway. Investigators say there is no evidence of engine failure noted so far in the investigation which is continuing.

Popular ADDS Meteorological Web Site Updated

DDS - Aviation Digital Data Service (adds. awc-kc.noaa.gov) Development continued over the summer on the very popular and useful ADDS web site.

Most of the development team's work has centered on designing and creating a Java applet that allows a user to click a series of points on a map and obtain a "cross-section" of data for the chosen flight route. Data to be viewed include temperature, humidity, and winds as well as the latest products (funded by the FAA's Aviation Weather Research program) of loing

and Turbulence. This Java applet and other enhancements will be demonstrated at the ADF's Annual Symposium in Daytona Beach, Florida this coming October.

The ADDS team has deployed a prototype to their Beta testers now and expect to have it fully available to all by the end of this month and advertised from the ADDS front page. "We'll give a nice tutorial to those interested next month in DAB," said Mr. Greg Thompson, Webmaster of the ADDS eithe

(Continued from page 2)

Area

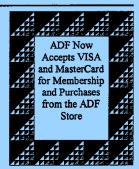
- Dispatcher's Weather Training in the Next Milennium" Comet - UCAR Presentation
- The ADFs 1999 Awards Luncheon
- Lifetime Achievement

Award

- -National Aviation Safety Award
- Memories of Dispatch from The Good Old Days"
- Dispatch Training Workshop: Training Issues, The Go- NO Go Decisions & the intent of the Regulations.
- Dispatchers' Driftdown

Workshop

- Chicago '2000 International Dispatcher Symposium in May 2000
- TOURS
 Cape Canaveral Kennedy
 Space Center, "America's
 Gateway to the Universe."
- Embry Riddle Aeronautical University





The ADF News-Volume 9, Issue 3

Arline Disparches Federation

Aviation Rulemaking Advisory Committee Update by Norm Joseph

one of the ARAC Issues Committees of primary interest to ADF members has met in the last six months. The August meeting of the ARAC Executive Board was cancelled due to lack of agenda, as was the May meeting. Hopefully we will get to meet the new Director of the FAA Office of Rulemaking at the November 1999 meeting. While many operational type issues are currently being addressed by other FAA advisory groups or internally by the FAA, ARAC remains active in the manufacturing and certification issues areas.

The new Dispatcher Certification Rule continues to wind its way through the maze at 800 Independence Avenue. Cur-rently the FAA hopes to have the final rule published in December 1999 or early in the year 2000. The Fuel Planning and Management Advisory Circular has once again been bumped out of the list of current priorities and is again on hold as FAA resources are devoted to other priorities.

Other items of interest reportedly being discussed at the

FAA include...... A 1977 FAA Legal Interpretation on the requirement for rapid and reliable communications requires just that... Direct pilot dispatcher communication in four minutes or less. A 1964 FAA Legal Interpretation on the issue of rapid and reliable communications that indicates that the rule is based on "normal conditions" but not an absolute rule applying to every (emergency) condition.

The Interpretation does indicate that the current state of the art in available communications must be a determining factor in the application of this FAR. The FAA Draft Policy for approval of service providers of internet weather for aviation use including air carrier operations has been completed. Discursion indicates that after final policy ap-proval, providers would be certified as an approved source using the policy and then each carrier POI would include authorization of specific approved providers in the carriers operations specifications upon application by the carrier. As always, this is not official until its final.....if then.

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MD-11 Crash Details Released by Hong Kong's CAD

the Taiwan jetliner that crashed in Hong Kong last month attempted to land in crosswind gusts that exceeded the airline's flight manual limits and challenged the aircraft's limits, a crash report said on Friday.

Hong Kong's Civil Aviation Department said in its preliminary report on the August 22 crash of the China Airlines MD-11 that cross-winds whipped up by Typhoon Sam were blowing at 28 knots, gusting up to 36 knots on the plane's landing approach.

"The crew advised 'runway in sight' at around 700 feet above touchdown and were given a further wind check of 320 degrees at 28 knots, gusting to 36 knots," the Civil Aviation Department said in the report.

The maximum crosswind limit when landing on a wet runway noted in China Airlines Flight Operations Manual is 24 knots...The MD-11 Aircraft Flight Manual gives a maximum demonstrated crosswind limit of 35 knots," it said.

The fiery crash that followed killed three people, but the rest of the 315 people on board miraculously survived. The report said, the McDonnell Douglas MD-11's right engine struck the runway as the plane made a hard landing on its right main wheels. Fire immediately flared and the right wing broke off as the jetliner rolled over and ended up in an inverted position adjacent to the runway, it said. The report did not contain information about the pilots' cockpit conversations during

the incident.

The civil aviation authority said it found no evidence of wind shear at the time of the accident.

"The Hong Kong Observatory's Windshear and Turbulence Warning System gave warnings of moderate turbulence but no wind shear alerts at the time of the accident, and there was no reports of wind shear from the pilots flying into or out of Hong Kong on that day," it said.

During the two hours before the accident, there were four missed approaches and five diversions because of the weather, while 12 aircraft landed successfully, it said. A final report on the incident was expected to be completed within two years, the Civil Aviation Department said

The flight data recorder and cockpit voice recorder had been analyzed by Britain's Air Accidents Investigation Branch, while some of the plane's wreckage, crucial to the investigation, had been sent to Boeing and the NTSB for detailed examination, the civil aviation authority said.

UCAR/COMET Aviation Safety & Airspace Performance Training; A Major Step Toward Safer Skies — Lawrence Astor

CAR/COMET **COMET Aviation Train-**Alliance was formed to support the safety improvement goals of the NASA/FAA Aviation Safety Program. This program targets the national goal established by President Clinton in February 1997 of "reducing the fatal aircraft accident rate by 80% in ten years." In this regard, the COMET Alliance's training goal is " to produce innovative, impact-oriented, multi-media training environments targeted at pilots, controllers, and dispatchers".

The Alliance is currently developing unique, multimedia training prototypes as the first

step toward realizing a national training program. The initial goal is to evaluate the effectiveness of aviation weather/decision making training for regional airline pilots and dispatchers and for the general aviation community. This paper discusses this training initiative and pivotal project to improve pllot and dispatcher understanding and judgement. It describes the multimedia training architecture, initial weather content, and decision making scenarios being developed for evaluation. A recently completed training prototype will be demonstrated at the ADF Symposium in Daytona Beach, Florida.

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The Morse Letter Concerning Acceptance of SWAP Routes



A very significant ruling was issued by the FAA in December, 1990 concerning the acceptance of SWAP routes by flight crews without the approval and concurrence of the aircraft dispatcher. This ruling, reproduced herein is especially relevant in the current ATC environment in which we are operating. This is the document reference herein in the Article by Col. Chuck Lewis. —ed.

U.S. Department of Transportation - Federal Aviation Administration

December 24, 1990 Mr. Glenn Morse

Air Transport Association of America

Eastern Regional Office

181 South Franklin Avenue, Room 601

Valley Stream, New York 11581-1190

Dear Mr. Morse,

This is in response to issue E13, Implementation of the Severe Weather Avoidance Plans, which is contained in the Northeast Corridor System Safety and Efficiency Review, Volume 1: On-Site Reviews dated June 12, 1989. The Office of Aviation Safety of the Federal Aviation Administration (FAA) advised our office that "The FAA General Counsel should provide the Air Transport Association with in interpretation of Federal Aviation Regulation 121.663 as it pertains to this issue [Issue E13]."

Section 121.663 provides:

Each domestic and flag air carrier shall prepare a dispatch release for each flight between specific points, based on information furnished by an authorized aircraft dispatcher. The pilot in command and an authorized aircraft dispatcher shall sign the release only if they both believe that the flight can be made with safety. The aircraft dispatcher may delegate authority to sign a release for a particular flight, but he may not delegate his authority to dispatch.

The members of the flight standards team state, in Volume I of the Northeast System Safety and Efficiency Review, that issue E13, in pertinent part, is:

The Air Transport Association (ATA) also voiced concerns about [the] SWAP program implementation that results in an air carrier pilot being issued a new routing which calls for immediate departure when the aircraft is still at the gate. There appears to be a conflict with the Federal Aviation Regulations (FAR) which requires the air carrier's dispatcher to be included in the rerouting discussion.

Additionally, in your supplemental letter dated April 24, 1990, you state:

In order to keep traffic moving, a revised routing is issued to the pilot. This may occur while he is number one for takeoff or at some other time during taxi to the runway.

The basic question is: During SWAP, may Air Traffic Control issue, and the pilot accept without flight dis-

patcher concurrence, a revised clearance with a new flight plan route in order to minimize delay and expedite the flow of traffic?

We have researched the history of FAR 121.663, but that research did not reveal any preamble language that assists in explaining the provisions in FAR 121.663. Therefore, the language of FAR 121.663 must be interpreted using the techniques of statutory construction.

A fundamental rule of statutory constructions is that regulatory language should be given its plain and ordinary meaning. The language in FAR 121.663 is clear in charging both the aircraft dispatcher and the pilot in command with the responsibility of mutually agreeing that the flight can be conducted safely. The implied intent of the regulation is to minimize judgmental errors by imposing dual responsibility for determining, at the time of dispatch, that the flight as planned in be conducted safely. Another fundamental rule of statutory construction is that a particular section of regulation should be read with other pertinent parts of that regulation and interpreted as a whole. Section 121.663 should be read in relationship with other pertinent sections in the FAR, and many of those pertinent sections are listed in your letter as "relevant FAR 121 regulations". Those pertinent sec-



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tions would necessarily include weather conditions (e.g. FAR 121.599, Familiarity with weather conditions). (Flight Standards Service advises us that the weather conditions impacting the Northeast corridor that prompt implementation of SWAP are normally frontal in nature and, thereby, can be anticipated and predicted reliably.") Also, other pertinent sections that necessarily would be considered (many are listed in your letter in the specific sections discuss in this letter are not exhaustive) include fuel requirements in FAR 121.639 for domestic air carriers and in FAR 121.645 for flag and supplemental air carriers, as well as the additional factors for computing the required fuel in FAR 121.647.

Section 121.647 requires that "(d) Any other conditions that may delay landing of the aircraft" be considered in computing fuel requirements. You state in your letter that "The various FAA facilities do make SWAP routes available to the airlines. However the routes are provided with the understanding that the airlines will not file them". Therefore, with knowledge of the SWAP routes, the dispatcher and pilot in command in calculating fuel requirements would consider, among other things, reported and forecast weather and anticipated delays (i.e., diversions to SWAP routes). Therefore, if the dispatcher and pilot in command have considered the SWAP routes during their flight planning, and, if both the dispatcher and pilot in command agree that the flight can be conducted safely, and if the fuel and all other pertinent requirements of the FAR are met, then the pilot may accept a new flight plan route. However, if the SWAP routes are not considered in the flight planning, then the pilot in command must refuse the ATC. clearance, appraise the dispatcher of the new routing, analyze and discuss the new route with the dispatcher, and reach a joint agreement with the dispatcher that the flight may be conducted safely.

We trust this satisfactorily answers your inquiry.

Sincerely,
Donald P. Byrne
Assistant Chief Council
Regulations and Enforcement Division



Calendar of Events of Interest to Dispatchers

OCT. 5-7 - Cargo Facts, 5th Annual Freighter Aircraft Symposium, Sheraton Hotel and Towers, Seattle, Washington, 206-587-6537, 206-587-6540, e-mail acmg@wolfenet.com

OCT. 10-11 - International Air Transport Association, Passenger Services '99 Conference and Exhibition, Central Grand Plaza Hotel, Bangkok, 44-01-81-572-4934, fax 44-01-81-572-5463, web site lata.org/events

OCT. 12-13 - Air Transport Association/International Air Transport Association, Dangerous Goods/HAZMAT/COMAT Conference, DoubleTree Hotel, Washington National Airport, Arlington, Va., 202-626-4249/514-874-0202 ext. 3532

OCT. 13-15 - RTCA, Annual Symposium and Exhibition, Sheraton Premiere Hotel, Tysons Corner, Va., 202-833-9339, fax 202-833-9434, e-mail dclarke@rtca.org

OCT. 14-17 - United States Pilots Association, Fall Meeting, Branson, Mo., 417-338-2225, fax 417-338-8626

OCT. 20 - National Transportation Safety Board Bar Association, Annual Aviation Safety Enforcement Law Seminar and Reception, Capitol Holiday Inn, Washington, D.C., 202-331-1955, fax 202-293-2309

OCT. 21-23 - AOPA, Expo '99, Atlantic City Convention Center, Atlantic City, N.J., 301-695-2000, fax 301-695-2375, web site http://www.aopa.org/expo/menu.html

OCT. 25-28 -American Helicopter Society International, Propulsion Specialists' Meeting, Radisson Fort Magruder Inn, Williamsburg, Va., 800-333-3333, hotel registration 757-220-2250, fax 757-221-6982



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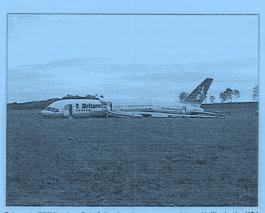
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Britannia Airlines 757 Overruns at Spanish Airport

pproximately 70 people were injured when a Britannia Airlines 757-200 overran while landing at Gerona, Spain in heavy rain at the northeastern Spain city on September 14, 1999.

The charter flight carrying 236 passengers and nine crew from Cardiff, Wales skidded into a field at Gerona airport just before midnight local time.

The Costa Brava Tourist Board said in a statement 68 people from the plane were taken to hospitals for treatment, although most had only minor injuries. Five were kept in hospitals under observation. The pilot was unable to stop on the slippery runway and was reported to have made two passes before trying to land. An official at Britannia in London said it was too early to determine the causes of the accident. The airport director said conditions contributed to the accident but it was too early to know the exact cause. "We'll have to make a complex investigation, but with the weather conditions as they were at that moment, then possibly that's something to do with it," he said.



Britannia 757 lies in a field following the overrun accident. Unlike in the USA, British airlines do not use Dispatchers and the captain's authority is absolute.

In-Flight Medical Conferencing—One Dispatcher's Thoughts

Name Withheld by Request

ecently, some airlines have been scrutinizing all of their operating costs in order to remain competitive. One of the areas of focus has been the cost of enroute diversions due to medical emergencies. In these instances, the crew would radio in to dispatch, confer about the passenger's medical problem, and jointly, the Pilot in command and the dispatcher would decide on a further course of action. Often times the most prudent option would be to land at the nearest suitable airport in order to provide the earliest medical attention possible. On occasion, it would be discovered that due to limited medical knowledge, aircraft had been diverted prematurely, or unnecessarily for non-life threatening, or minor medical problems. Many of the airlines have contracted with medical consultant firms to have the ability to conference with a Doctor during a radio patch, in order to bring a qualified practitioner into the decision making process.

Dispatchers, have been told that this reduces the total number of off-landings and unnecessary costs to the airlines, and reduces the number disruptions of flight to our passengers. This also happens to lay off some of the liability to the consultant firm for a "continued" flight. Up until now, the final decision was still left up to the Pilot in Command and the Dispatcher. Recent changes in one Major Carrier's policy, have led to a question of who is actually making the Go, No-Go decision. Flight Attendants have now been given the ability to call directly to the medical consultant using the aircraft's onboard Airphone to communicate directly with the doctor. The intent of this is "to simplify communication during medical situations and reduce cockpit workload."

If, during this process, the Medical Consulting firm recommends a diversion, the Flight Attendant will notify the Captain immediately. The dispatcher has been taken out of the communication/

decision making process, until such time as the Captain notifies him of a diversion. At that time, it is indicated that the dispatcher will then coordinate diversion operations. The intent of better, simplified communications is commendable. Unfortunately, neither the Doctor not the Flight 4th.

the Doctor nor the Flight Attendant have enough total information, nor the authority to make a final decision as to whether or not to continue the flight, or divert, nor knowledge of where, operationally, the aircraft is. The determining factors such as; exact location/altitude, location in relationship to nearest suitable airports, (and in this case the availability of "suitable medical facilities" comes into the equation), weather at departure, enroute, and destination airports, factors affecting the ability to land at any given airport, such as, NOTAMS, weather, weather minimums, Turbulence/Windshear, aircraft capabilities, MEL limitations, Crew qualifications or ATC constraints. Without this

information, the doctor might recommend a continuation of flight, while being led to believe by the flight attendant that they are "due" into XYZ airport in 15 minutes. In reality the weather is now below landing minimums, there are 30 aircraft holding, and the autopilot has failed. The aircraft may not realistically land for another hour and one half. This might be critical information to the decision making process, yet the only information that the Captain might receive would be "continue on...no problem." Aside from the Dispatcher/Captain authority, is this really in the passenger's best interest?

The dispatcher should be a part of all Air-Ground communications involving his/her flight. Some of these, involving crew reroute, drug test notifications, and even many of the minor medical problems which occur on board, may seem mundane and not worth monitoring, but when it comes to discussions involving alteration of the line of flight, the Captain and Dispatcher need to be a part of that. They are the only two licensed Airmen who have the authority to change any part of the planned flight.



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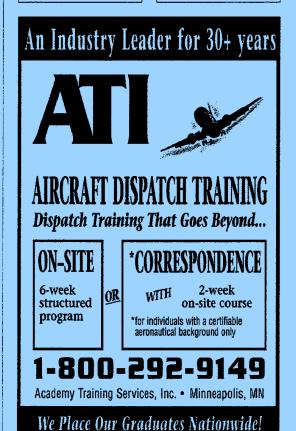
Hazardous Material and Dangerous Goods: Should the dispatcher know? - J.C. Creighton

icture This: A scheduled passenger flight from Europe to the U.S. loses communications on the North Atlantic (it happens!), turns toward the Canadian Maritimes and may make an emergency landing. You are unable to contact the flight and find out from Gander that the flight is squawking 7700. You receive a call from the Maritime airport CFR asking if the flight has any type of hazardous material or goods on board (HAZMAT), and if so, what is it and where is it, and how much of it. What do you tell them if it's your flight at your airline? I'd venture to say that most of us passenger haulers would do a couple of "aw wahs" and finally tell the truth. "I don't know." Should you know? Most of the box haulers that use a dispatch system and licensed aircraft dispatchers have procedures in place that require the dispatcher to be notified when hazardous material is on a flight. In fact, their dispatchers have access to the computer load information telling them where the HAZMAT is located, what it is, how much of it, and in some cases, whether it will mix. Imagine small, legal quantities of the stuff in a cargo hold that gets well shaken in a gear up landing. Now maybe the mix doesn't tolerate water or foam being sprayed on it and causes a reaction that may be worse than the landing. There was a case of a scheduled cargo flight at a northeastern airport a few years back that burned to the axles. The first call on the dispatcher's emergency checklist was about HAZMAT on the aircraft (there was some). If this happens to your flight, you may be able to call your air freight department and get the information, provided they are open. If it's during normal business hours there should

be someone in the company to call about whether HAZMAT was shipped on your flight. Problem is, by the time you find them and get the information, the need may be over. How about our flight diverting into the Maritimes? Guess what? The station air freight office in Europe closed and went home after your flight departed. I guess my position is that a dispatcher should know when hazardous materials or goods are on board one of his/her flights. And it further should be a part of the dispatch release. Something as simple as REMARKS: HAZMAT O HAZMAT ON BOARD." Imagine the captain when he looks at that state ment on the release and finds he has no Form 917, Manifest of Dangerous Goods. Knowing the HAZMAT in on board now provides another check and balance between the dispatcher and captain. In addition, the dispatcher should have computer access to the aircraft loading information on where, what, and how much. We don't package it and we don't load it, but by knowing when it's on board, we increase the safety of flight in an emergency and provide a check for the captain by putting HAZMAT information on the dispatch release. So now you know when the stuff in onboard. How do you get information about it? The last thing you want is to have the 50-pound HAZMAT manual to dig in! There's a company in Arlington, Virginia called CHEMTREC that is an information clearing house for transporting, packaging, labeling, storing, and cleaning up HAZMAT spills or accidents. CHEMTREC is a free service provided by the chemical manufacturers. If you have a problem, they're an 800 phone call away. 24hours a day. They have practically every chemical compound known in their database and everything you need to know about shipping, packaging, etc. There is some indication that Canada may require that HAZMAT information be given to the dispatcher of flights that operate into Canadian airspace. They've had their own problems with this lack of information. Their position is that some central information point should know whether the stuff is on an airplane and that point is the aircraft dispatcher. I encourage the ADF Board to adopt the position that dispatchers should know when hazardous materials and dangerous goods are on board a flight. Since many ondemand freight charterers do not use dispatchers, it would be good ammunition for our position on single level of safety.

All dispatchers should have access to CHEMTREC. They can be reached by telephone 24-hours daily at 800-424-9300.

"This makes good safety sense".—J.C. Creighton





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JetBlue Airways Receives 75 Slots at JFK

etBlue Airways, the nation's most heavily-capitalized start-up airline applicant, was today granted exemptions from slot limitations at John F Kennedy International Airport to operate 75 take-offs or landings, to be phased in over three years.

JetBlue, which received its Department of Transportation certification on August 31, plans to commence operations in early 2000 and serve up to a dozen cities with 10 aircraft by the end of its first year of operations. JetBlue promises to offer safe, reliable, and comfortable service - with new jets, leather seats, and satellite television monitors at every seat.

The company's fleet will comprise up to 82 new Airbus A320 aircraft valued at more than \$4 billion. JetBlue's new aircraft will seat 162 passengers in a single coach cabin. The company has not yet announced its final route structure but is considering service to 44 cities: Atlanta; Boston; Buffalo; Burlington, VT; Cantal Company of the company of

Heard in the breakroom: "Can you say -JFK Ground Delay Program"

ton/Akron; Charleston, SC; Charleston, WV; Charlotte; Chicago; Cincinnati; Cleveland; Columbia, SC; Columbus, OH; Dallas/Fort Worth; Dayton; Denver; Flint; Ft. Lauderdale; Ft. Myers; Grand Rapids, MI; Greensboro, SC; Greenville/Spartanburg; Houston; Indianapolis; Jacksonville, FL; Louisville; Memphis; Milwaukee; Minneapolis/St Paul; Nashville; New Orleans; Norfolk; Orlando; Pittsburgh; Portland, ME; Raleigh/Durham; Richmond; Rochester, NY; Salt Lake City; Savannah; Syracuse; Tampa;

Washington, DC; and, West Palm Beach.

The United States Department of Transportation has certified that JetBlue Airways Corporation's management is fit, willing and able to provide scheduled air service and it has issued the company a Certificate of Public Convenience and Necessity. This certificate will become effective when JetBlue Airways completes its Federal Aviation Administration certification process, which is currently underway.

Controllers Blame ATC Delays on the Airlines in NATCA Press Release

n the war to be the most profitable air carrier, passengers are held hostage - captives at the gate, waiting for a crack in airline's inefficient scheduling system. Their own hub and spoke system is a major source of delays. With dozens of planes simultaneously taxiing for takeoff or queuing above a metropolitan airport's finite amount of airspace and number of runways, the laws of physics kick in. Only a handful will be able to depart or arrive

at any given time.

What happens to the rest? They sit and wait.

However, other airlinegenerated factors contribute to delays as well. Padding schedules is another trick big carriers use to dupe passengers into belleving their trip is progressing. Knowing the terminal areas will be jammed with planes at peak times, airlines often build a buffer into schedules, so overbooking won't be reflected in their on-time percentages. For example, a flight from Washington to Atlanta only takes about an hour instead of the scheduled two hours.

Competition among airlines makes the problem even worse. When one airline offers a profitable flight, then the others counter with the same times. One commercial carrier claimed a loss in excess of \$1 million by scheduling a departure at 12:05 p. m., rather than exactly matchine to time of a competitor's noon flight. The airlines would

rather have passengers sit on the tarmac with no space to take off safely than lose money.

Airlines not only create congestion in terminal airspace and on the runways, but they also overbook the gates where planes dock. Often aircraft taxi around the concrete to deceive passengers into thinking they're going somewhere, rather than waiting for the previous flight to clear out. Once a plane lands, (Continued on page 11)

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FAA Extends Boeing Next-Generation 737 ETOPS From 120 to 180 Minutes

Boeing Generation 737 family of airplanes recently received approval for 180minute extended-range twinengine operations (ETOPS) from the U.S. Federal Aviation Administration (FAA).

ETOPS provides the most direct routing between cities. With this approval, the Next-Generation 737 models are authorized to fly routes that are within three hours of adequate airports.

`By allowing airlines the ability to offer economical pointto-point service, long-range twinjets provide passengers more direct routes and shorter travel times," said John Hayhurst, 737 Programs vice president and general manager.

These direct routes and shorter travel time can allow airlines to avoid large hub airports and route flying passengers more conveniently to their final destinations. To air travelers, it means more service options, greater choice in departure and arrival times, and more direct routings.

ETOPS is nothing new to the Boeing 737 family. The 737-200 model was approved for 120-minute ETOPS in 1985, the 737-300/-400/-500 in 1990 and the 737/-600/-700/-800 received 120-minute ETOPS approval late last year. In fact, 737 models have performed over 100,000 ETOPS flights to

Substantial testing was done during the development and flight-test phases of the Next-Generation 737 program, paving the way for 120minute ETOPS approval in 1998. The airplanes entered service in early 1998.

`The Next-Generation 737 airplanes are derivatives of the Classic 737s, and are powered by derivatives of the highly reliable CFM56 engines," said Hayhurst. `The increase from 120- to 180-

(Paid Advertisement)

minutes reflects the Next-Generation 737's high dispatch reliability, a fleet service history of 500,000 inflight hours in just 20 months and high engine reliability

Design improvements in the Next-Generation 737, such as new engines, a new auxiliary power unit (APU), and a new electrical system led to greater reliability and paved the way for granting 180 minute ETOPS certification.

The CFM56-7 engine type, which exclusively powers the Boeing Next-Generation 737-600/-700/-800/-900 and Boeing Business Jet models, has an engine reliability rate significantly better than required for 180-minute ETOPS. Sixty-two customers worldwide have ordered 1,198 Next-Generation 737s, with more than 300 currently in service worldwide.

(Boeing Press Release)



(Continued from page 10) it commonly doesn't have anywhere to go.

"Instead of fixing their problems, airline spokespeople point their fingers at air traffic control," said Randy Schwitz, National Air Traffic Controllers Association executive vice president. "Even if we have the most modern ATC equipment available, without airlines restructuring their scheduling procedures delays won't be eliminated. We'll just be able to keep better track of them.'

"New equipment is a necessary step for ensuring safe, efficient travel in the future and will help alleviate the 3 percent of delays created by failures and upgrades," Schwitz said. "The airlines' decisions are motivated by money. But controllers direct planes carrying 1 million passengers each day. Getting those people to their destination safely is our top priority."

David R. Bornemann Associates, Inc.

8133 Leesburg Pike, #500 Vienna, Virginia USA 22182 Phone (703)821-6848 Fax (703)821-3523

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Symposium Panel will **Explore ATC Delays:**

A highlight of this year's ADF symposium will be a lively panel discuss on the topic of Excessive ATC delays during 1999. The panel will feature dispatchers, pilots, controllers, airline management, ATA representatives, FAA officials, TMU Management and ATCSCC personnel. Join us for a guaranteed lively and informative discussion.



Airline Dispatchers Federation

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ATA Calls on Government to Reduce ATC Delays

he Air Transport Association (ATA) today called on the federal government to `do its part' to improve air travel by reducing air traffic control delays. The ATA request came after major carriers provided new customer service plans with the Department of Transportation (DOT) as part of their industry-wide Customers First program.

Under an agreement reached with key members of Congress and with guidance from the Administration, airlines are undertaking a twelvepoint program to improve customer service. The agreement includes two key dates: September 15, 1999, when plans were required to be filed with the DOT; and December 15. 1999, when the plans must be fully implemented. The lead time between the filing and implementation dates provides the opportunity for airline staff to receive training and address logistical details.

The plan, Customers First, will improve the availability of fare and delay information to airline passengers; calls for an increases in liability for lost luggage; will address emergency situations involving long delays; and provides standards for responsiveness to customer complaints.

Improving the air travel experience for passengers is a joint effort and airlines have stepped up to the plate," said Carol Hallett, ATA president and CEO. "It's time for the government to do its part to reduce the massive air traffic control delays that are frustrating passengers nationwide. The present system was better suited to the traffic levels of the 1970s and cannot handle today's demand, let alone meet the needs of the new century. As we approach the new millennium, we must have a state-of-theart air traffic control system."

Research conducted by ATA clearly shows that delays are the top issue of concern to passengers unhappy with the travel experience. Over the past few months, air traffic control delays have increased dramatically, up 81% over 1997. ATA estimates that the cost of air traffic control delays is \$4.1 billion annually.

The government's air traffic control system is safe, but unable to efficiently move airplanes through the sky and this results in teeth-gritting delays," continued Hallett. Anyone who has flown this summer knows that delays are up dramatically. This situation has to improve before customers will be satisfied with the flying experience. Airlines are working to upgrade their customer service and it's time for the government to do its part by modernizing its air traffic control system."

Although much work remains to be done in modernizing the

air traffic control system, the Administrator of the FAA, Jane Garvey, recently made several changes that could help to improve the system.

"Changes such as improving the chain of command are steps in the right direction," said Hallett. "A steady, adequate source of funding is essential to modernize the air traffic control system," concluded Hallett. "There is a bill now in Congress that will unlock the Aviation Trust Fund and provide the FAA with the money they need to fix a host of problems. The U. S. airline industry calls on Congress to quickly pass Air-21 and begin the process of fixing the delay problem."



Congressional Sub-Committee Briefed on Wiring Issues with Older Aircraft

Il aircraft wiring ages with time and it is not uncommon to find five to 10 insulation cracks per 1,000 feet of wire in active aircraft, a congressional subcommittee heard Wednesday.

An engineer who heads a company that has done testing for the National Transportation Safety Board, said the plastics insulating wire all aged, leading to problems ranging from minor troubles with instruments to fires and sometimes deaths.

Wiring is becoming one of

aviation's hottest safety topics, with a suspected role in two high-profile crashes in the last four years. There has also been increased research into the problem.

A Federal Aviation Administration official told a hearing of the House Transportation subcommittee that the so-called aging aircraft fleet would soon include heavily electronics-reliant aircraft of the 1980s such as the Boeing 757 and 767 and the Airbus

ADF's Airline Delegates Are Becoming Increasingly Involved in Federation's Nationwide Activities

everal months ago, ADF's President announced a four-point plan to increase the involvement of ADF's over 100 airline delegates in the organization's activities. One of the points of this plan was to conduct an Officer-Delegate Breakfast at each of the ADF's 4 yearly business meetings. In holding these exclusive delegate-officer breakfasts, ADF's leadership will have the opportunity to spend 90 minutes of uninterrupted time with the delegates to discuss individually with

them, questions, comments or items of concern. ADF conducted the first Officer-Delegate breakfast in Seattle last August. During the breakfast meeting, ADF's leadership received excellent feedback from the delegates. Addressing the meeting, President Caisse commented "Our delegates know the needs of the membership better than anyone does. By listening more closely to their guidance, ADF's leadership will be better postured to act on issues of concern to dispatchers across the country"



Alline Disparches Federation

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Acceptance of SWAP Routes—The Legal Bottom Line— col. Churck Lewis

erhaps one of the most controversial matters facing Airline Dispatchers in the performance of their duties is that of the Severe Weather Avoidance Plans (SWAP) conducted by the Air Traffic Control Central Flow Control Center, Much has been said about SWAP routes over recent years has left a lingering question in the minds of Dispatchers, "During SWAP, may Air Traffic Control issue, and the pilot accept without flight dispatcher concurrence, a revised clearance with a new flight plan route in order to minimize delay and expedite the flow of traffic? To find the answer to this question we need look no further than the interpretation of 121.663, by Mr. Donald P. Byrne, FAA Asst. Chief Counsel, provided to Mr. Glenn Morse, ATA Eastern regional Office, Dated December 24, 1990.

After thorough research, Mr. Byrne very aptly and clearly addressed this issue and other relevant supportive issues. In his findings, Mr. Byrne pointed out: 1) The need for consideration of not only the section of 14 CFR in question, but of other pertinent sections of 14 CFR and to interpret them as a whole. This is a requisite to understand and properly interpret any section of 14 CFR. 2) 14 CFR 121.663 is clear in charging the PIC and Dispatcher with the "joint responsibility" of the operational control over the flight. "Operational Control" is defined in 14 CFR 1.1 as: the exercise of authority over initiating, conducting or terminating a flight. The exercise of which necessarily includes consideration of reported, forecast or anticipated weather conditions, fuel requirements, aircraft airworthiness, known and or anticipated ATC delays (i.e., diver-

sions to SWAP routes), etc. 3) If the PIC and Dispatcher considered the SWAP Routes in addition to all other required factors during their flight planning, and they mutually agree that the flight can be conducted safely, then the PIC may accept the SWAP Route. However, if the SWAP Routes are not considered in the flight planning, then the PIC MUST refuse the ATC clearance, appraise the Dispatcher of the new routing, analyze and discuss the new route with the dispatcher and seek his concurrence that the along that route, may be conducted safely and in compliance with all sections of 14 CFR. If in the opinion of either the PIC or Dispatcher, the flight cannot be conducted safely along the proposed SWAP Route, the PIC and Dispatcher MUST refuse the ATC clearance.

In reviewing Mr. Byrne's interpretation, the answer to the question is very clearly, "NO," emphasis added. Dispatcher concurrence is required prior to acceptance of an ATC SWAP Route. To expand on this matter further, I offer a more common problem occurring of late. That being an ATC Reroute while the flight is enroute (airborne). The question then becomes: May the PIC, without the Dispatcher's concurrence, accept a route different from the planned and filed routing on which the flight was originally released? Before I attempt to answer this question, I would like to say a few lines of relative importance to provide a clearer understanding of the "Flight Operation / ATC System. Speaking as an experienced Air Traffic Controller, Commercial Pilot and Aircraft Dispatcher, I must say that, just as with Pilots and Dispatchers, Controllers need a certain degree of latitude in performing their duties. The ATC

system cannot become locked into specific routings whereby it is impossible to maintain aircraft separation standards and operating efficiency. That is why the filing of a flight plan with ATC is merely a request for a specific route and altitude. Although, dependent on a number of factors, ATC will do all possible to accommodate the requested route, there are no guarantees that your flight will receive a clearance over the filed routing. Further, in operating the aircraft, the PIC also exercises his latitude in maneuvering the aircraft in the best interest of safety. The PIC cannot be expected to continuously request the concurrence of the Dispatcher for every change in heading, altitude or airspeed. There simply would not be

Dispatcher concurrence is required prior to acceptance of an ATC SWAP Route.

enough time to do so while blazing a trail through the skies at speeds of M.82 (460 KTS).

As you know, the Dispatcher exercises his latitude in determining the best route of flight, based on the aforementioned factors and cannot legally file and release a flight into known, forecast, or reasonably anticipated severe weather conditions, no matter how much the other parties may want it. Contrary to a misconception between Pilot

and ATC groups, the PIC / Dispatcher "joint authority, joint responsibility" does not stop after push-back. Rather, it is continuous from preflight planning to block-in inclusive. The Dispatcher must monitor the flight while enroute and take any actions necessary in the interest of safety.

Let's now turn to answer the question at hand. May the PIC, without the Dispatcher's concurrence, accept a route different from the planned and filed routing on which the flight was originally released? The answer is necessarily dependent on the factors involved in that particular flight operation at the time. Following a properly fueled dispatch and take off, the requirement to maintain adequate enroute reserves of fuel is imposed upon the pilot-in-command and the dispatcher, by the provisions of sections 121.627(a) and 121.557. Under the provisions of section 121.627(a), the pilot in command may not allow a flight to continue to an airport to which it is dispatched if, in the opinion of the pilot in command or dispatcher, the flight cannot be completed safely. 121.557(a) authorizes the PIC to deviate from the conditions of the dispatch release to the extent necessary for safety in an emergency. When the PIC exercises this authority, FAR 121.557(c) requires that the PIC keep both ATC and the aircraft dispatcher fully in-formed of the progress of the flight. In that event, continuation of flight would be considered use of "emergency authority" under 121.557. FAR 121.557(c) requires that when emergency authority is exercised, a written report be forwarded to the administrator (POI), through the director of operations, within 10 working days.

(Continued on page 14)



Airline Dispatchers Federation

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CDM — Dispatchers Helping to Shape the Future NAS-Mike Baker



reetings! ADF members!

I would like to take a minute and tell everyone about CDM and some of its programs. But first I encourage everyone to find out about CDM and how to participate. CDM is open to all airlines and you participation is welcome and needed.

The date for the next general meeting is October 13 and 14th at TRW FairLakes in Northern Virginia near Dulles airport. How do you participate? Simple, start showing up and become involved in the process.

CDM is a unique program as it is allows AOC types (real dispatchers) to help shape the future of Free Flight by working in concert with the FAA and DOT to find solutions for today and tomorrow's traffic flow management problems. Sound exciting? CDM needs your help and participation in shaping the future.

CDM is comprised of three core technologies, GDP-E, CR-Collaborative Routing and NAS status

Ground Delay Enhancements

GPD-E Enhanced Ground Delay Programs are based on information sharing that gives FAA traffic managers and participating airlines a dynamic picture of air traffic in order to more efficiently manage constrained airport resources and reduce delays.

GDP-E is currently in prototype operations and is scheduled to go into full production on January 1.

Collaborative Routing

CR Collaborative Routing is

about shared decisionmaking and distributed airspace planning. This process will enhance safety and make efficient use of constrained enroute airspace resources. AOCs will help manage airspace constrains due to traffic congestion and severe weather events.

NAS Status Information

CDM has identified data elements that are critical to the safety of flight. Some of the items include weather data, braking action, field conditions just to name a few. Currently this information resides in many different locations and NAS Status's goal is to identify and compile this information resource so it can be made available to the AOC's and FAA in real time through a central data repository.

In conclusion, CDM is about applied technologies, scientific research, and problem solving to find new ways to help solve traffic flow management problems.

Let's face it, more and more aircraft are being deployed and the skies are becoming increasingly congested. This is your opportunity to be part of the solution.

ADF has been actively involved in all phases of CDM development, however we need more participants as the vital program continues to grow and mature.

Please visit the CDM web page:

http://www.metsci.com/cdm/

for more information.

Mike Baker Southwest Airlines CDM-Industry co-chair CDM is a unique program as it is allows AOC types (real dispatchers) to help shape the future of Free Flight by working in concert with the FAA and DOT to find solutions for today and tomorrow's traffic flow management problems.



ADF E-NEWS

The September issue of ADF's monthly electronic newsletter, ADF E-NEWS is a special "CDM" Issue.

Check out all the specifics on CDM in our expanded coverage of this very important topic to dispatchers.

Visit the ADF web site at www.dispatcher.org to access E-NEWS every month.

(Continued from page 13)

Therefore, absent an "emergency" condition, if the new routing issued by ATC would result in a fuel burn higher than originally planned, or the proposed route would require the flight to penetrate areas of known, forecast or reasonably anticipated severe weather, the PIC MUST inform the dispatcher of the changed routing and seek his concurrence that the flight along that new route can be conducted safely, in accordance with all parts of 14 CFR, and receive from the dispatcher appropriate amendment(s) to the Dispatch Release.

When heavy payloads are carried aboard an aircraft, the

fuel load may have to be limited. In addition, the weight at which an aircraft can be released is limited by takeoff, enroute terrain clearance. and landing performance limitations. If due to such reasons, the flight is fuel critical and cannot accept any deviation from the planned route of flight, the Dispatcher should make an applicable notation in the remarks section of the Dispatch Release to include the need for immediate notification should ATC change the routing. If the situation would allow additional fuel to be carried aboard the aircraft (Contingency Fuel) to address anticipated ATC reroutes, then the flight should be planned and fueled accordingly."



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"Show Us the Accidents!"

DF continues to work with various government agencies to move quickly to require all United States based charter and supplemental airlines utilizing passenger aircraft with 10 seats or more and all United States based cargo airlines flying aircraft with maximum gross weights over 20,000 pounds to fully comply with the principles of the "Single Level of Safety" pro-gram and as defined in FAR Part 121, including the requirement for positive operational control under the authority of licensed aircraft dispatchers. As ADF participates in meeting concerning the need to apply the Regula tions of FAR Part 121 Domestic/Flag to Supplemental Operators, we are often told to; "Show us the accidents that indicate this regulation additional regulation is necessary." With numerous regulatory issue under consideration, the FAA must evaluate the relative need of each action and decide which rules need to be enacted. It was a string of commuter aircraft accidents in the early and mid 1990's which lead to the application of the "Single Level of Safety" to the Part 135 operators. The public outcry following these accidents forced the FAA to act swiftly. ADF believes that the questions being asked are indeed valid. Sadly, there have been a string of accidents that ADF believes do demonstrate the need for positive operational control in the Supplemental world. In response to the "Show us the Accidents' request, "ADF will begin to examine notable air carrier accidents where we feel that a system of positive operational control and joint responsibility could would have made a difference. While some of the accidents we will examine may involved individuals functioning in

flight following/dispatch roles, none of the accidents involved the true joint responsibility and accountable of the Dispatcher/Pilot In Command relationship as it exists in the FAR Part 121 world.

On March 31, 1993, an Evergreen International Boeing 747-121 was cleared for takeoff from the Anchorage International Airport. In issuing the takeoff clearance, the tower stated; "Previous departure reported SEVERE turbulence on climb out..." Shortly after takeoff from anchorage, the airplane flew into an area of severe turbulence, while climbing through an altitude of about 2000 feet. The number 2 engine and engine pylon separated from the airplane. The flight crew declared an emergency and the flight return to anchorage, where an uneventful landing was accomplished. The investigation revealed that a strong easterly wind interacted with mountains east of anchorage, which produced mountain wave activity. The aircraft encountered severe or possibly extreme turbulence. There was evidence that this resulted in dynamic multi-axis lateral loadings that exceeded the ultimate lateral load-carrying capability of the number 2 engine pylon, which had already been reduced by the presence of a fatigue crack near the forward end of the pylon's forward firewall web.

NTSB Probable cause

The lateral separation of the no. 2 engine pylon due to an encounter with severe or possibly extreme turbulence that resulted in dynamic multi-axis lateral loadings that exceeded the ultimate lateral load-carrying capability of the pylon, which was already reduced by the presence of the fatigue crack near the forward end of the pylon's for-

ward firewall web".

While the NTSB seemed to miss the point, dispatchers will recognize that commencing takeoff with reported severe turbulence on climb out is a situation of non-compliance with several FAR's. Everyday, dispatchers delay, divert or cancel flights to avoid severe turbulence.

No doubt in this example, a system of positive operational control would have stopped this departure from ever occurring. Time and time again, it has been shown that the team of pilot and dispatcher make the best decisions, in this case, the captain, acting alone, obviously did not make the best or safest decision based on the outcome.



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ADF Team Meets with Senior FAA Officials in Washington, D.C.—Mike Harkin

President Steve Caisse along with Mike Harkin, Michelle Duquette, and Norm Joseph, attended meetings with FAA senior management, to address some long standing issues important to the ADF and the Dispatch profession. The first meeting was with Acting Associate Administrator for Air Traffic Services Steve Brown (Acting ATS1), and Peter Challan, Acting Deputy Associate Administrator for Air Traffic Services (Acting ATS2). The ADF suggested this meeting to introduce us to the new leadership of Air Traffic Services and to offer the ADF's expertise as the FAA looks for ways to resolve the current airspace difficulties. While the current airspace problems are obvious to even the least informed consumer, solutions to the problems would require experience and creativeness that go beyond the obvious. The facts are that passenger traffic and aircraft acquisitions are going to continue to rise. The introduction of regional jets has changed the dynamics of higher altitude traffic management. New ATC technologies will have foreseeable long-term benefits but will have short-term transitional pains. While these factors add additional burdens to an already taxed system there are no real shortterm prospects that will increase airport capacity. New airports or additional runways at existing airports cannot be built fast enough to solve these capacity issues. While the ADF team expressed its unwavering support for the goals and efforts to achieve the goals of Collaborative Decision Making, Collaborative Routing, and NAS status working groups, it is apparent that these efforts alone will not go far or fast enough to fully address the probable

delays and schedule disruptions we all expect this coming winter and next year. If the summer of 1999 is any indication, unless an immovable high-pressure system covers the U.S. for the next 12 months, delays will continue to reach record highs. What was communicated to the senior management of Air Traffic Services was a simple first step to very complex task. People need to communicate and work together. The front line Dispatchers and air carrier ATC coordinators (at those carriers utilizing that position), need to ensure a better understanding of their operational needs, roles, and regulatory responsibilities by Air Traffic Controllers, and Traffic Managers. Air Traffic Controllers need to ensure a better understanding of their operational needs, roles, and regulatory responsibilities by Dispatchers and Traffic Managers, and so on. Then we need to combine our efforts on short-term solutions and even experiment with new ideas on the daily operational levels as long as safety is never compromised. All members of this air traffic systems control "triad" search for solutions on a daily basis to benefit their carrier, sector flow, or terminal arrival/departure rate, but these efforts have never been discussed formally amongst representa tives from the front lines. We recommended to Mr. Brown and Mr. Challan that a working meeting with members of the ADF, NATCA, and Traffic Management, supported by the FAA and ATA would open a much needed dialog and problem solving effort. This effort would be towards tactical solutions and not in conflict with the strategic efforts in place now. If nothing workable comes from this effort except a new regard for each parties roles, it would be an effort well worth making. The

next meeting attended that day was with Margaret Gilligan, Deputy Associate Administrator of Regulation and Certification (AVR2) and Nick Lacy, Director of Flight Standards (AFS10). This meeting was held at the request of Administrator Jane Garvey in response to an ADF request to discuss the status of our current focus issues. One of these being the FAA to mandate FAR 121 Domestic and/ or Flag rules compliance by All-Cargo and On Demand charter operators, also commonly referred to as "Single Level of Safety". The second item was the establishment within the FAA of the positions of Principle Dispatch Inspectors. Both of these items had been discussed with others within the Administration and also Congress so Mrs. Gilligan and Mr. Lacy were familiar with the issues and our position, but this gave both sides the opportunity to discuss then in-depth. With regards to "Single Level of Safety" the FAA's position is one of priorities. Any rule change initiated by the FAA requires a resource commitment that draws from other endeavors. They presently have other initiatives that at this time they feel have a higher priority. That does not mean that our position on the issue doesn't have merit or will never be considered. What this does mean is that it is incumbent upon the ADF or other party to prove to the FAA that "Single Level of Safety" will have a more positive impact on aviation safety than others on a long list of initiatives, as to warrant the utilization of limited resources. They may also have to research the issue if the Congress eventually passes an FAA re-authorization bill which so far includes language which calls upon the FAA to study the role of the Aircraft Dispatcher and those

carriers not presently required to have them under FAR Supplemental rules. The issue of dedicated Dispatch inspectors is one of philosophy and best use of assets. It is the opinion of the FAA that additional training of POI and air carrier inspector personnel through Dispatch licensing and training will benefit Dispatch, AOC, and certification best. The ADF's position is that experienced Aircraft Dispatchers in eight regional offices and one at FAA HO can better serve the FAA and the air carriers safety interests by taking the burden of Dispatch inspection off the POI's shoulders. This will provide a greater consistency on the national level by having regional inspectors share information, develop certification standards and criteria, and giving experienced direction to air carriers which will elevate their professional standards through education. In the long run it would also reflect sound fiscal common sense by not requiring training for numerous individuals in order to support a system in which one experienced individual can accomplish more than five minimally qualified people and produce better results on behalf of aviation safety. The ADF's legislative and FAA policy focus is an ongoing process in which we learn as much as the education we provide. It is our hope that these efforts will bring the role of the Aircraft Dispatcher and the benefits of Positive Operational Control to those in a position to directly effect our profession. It is also our desire leave all the people we meet with a sense that the ADF is truly an organization with one agenda and one agenda only, AVIA-TION SAFETY. We are pleased to say that we were successful in that pursuit.



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 applicants." - R.L., Bensalem PA applicants."
- "When I first decided to go to Sheffield I kad no idea of your commitment to quality or to your graduates. . . I continue to be most grateful!" - D.T., Indianapolis IN
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1999 ADF Annual Symposium Daytona Beach, Florida October 18-20, 1999

ADF Business Meeting and Receptions this year will be hosted by **Embry Riddle Aeronautical** University.

The Symposium "base hotel" will be the Adam's Mark Hotel, located directly on the beach. ADF has negotiated a special rate of \$75 per night. Ask for the ADF Rate when you call. Call the hotel direct at 904-254-8200 for reservations.

More details concerning the Symposium will be forthcoming throughout the year on the ADF web site. (www.dispatcher.org)

> If you are interested in speaking, attending or being a sponsor, please contact us at: ADF@valuweb.com



Airline Dispatchers Federation

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ADF Participates in ATPAC Meetings - Frank Hashek

The Air Traffic Advisory Committee (ATPAC) is sponsored by the FAA and has been meeting quarterly since 1975. As such, it is the FAA's longest running advisory committee. ATPAC is composed of representatives of the FAA and delegates from member organizations. There are presently nearly 20

member organizations representing various sectors of the aviation community. This includes ATC union and management organizations, Pilot unions, user groups (AOPA, NBAA and others), NASA and the military.

Up until recently, there had been no representation for Dispatchers on this committee.

ATPAC was chartered with the following responsibilities:

- 1) Review present air traffic control procedures and practices
- 2) Analyze new or significantly revised procedures
- 3) Review the adequacy of charts, diagrams and illustrations and their relevance to current, revised, or proposed procedures and concepts
- Identify FARs that have an impact on present, new or significantly revised air traffic control procedures

ATPAC meetings are held quarterly for 4 days. On an alternating basis, two meetings annually are held at FAA headquarters in Washington, DC and two are held in the field.

ATPAC members may submit Areas of Concern (AOCs). ATPAC discusses the AOCs and if deemed appropriate makes recommendations for standardizing, clarifying and upgrading terminology and procedures. ATPAC is chartered to act in a solely advisory capacity to the

The FAA then acts on the suggestion, either giving reasoning for maintaining the status quo or presenting a Document Change Proposal (DCP).

AOCs designated as Safety Items are given priority.

All AOCs are reviewed at each meeting and the status is updated as one of the following:

1) Action completed 2) Deferred, pend-

ing continuing work either through ATPAC or another Working Group Withdrawn

The Executive Director of AT-PAC is Eric Harrell, FAA Manager of En Route/Terminal Operations and Procedures Division. He has additional support staff from other areas

in the FAA. The Chairperson is elected by the ATPAC members and presently is the AOPA delegate.

There were over 30 existing AOCs, and 3 new AOCs on the agenda at the July meeting. Some of the items discussed included: LAHSO, the International Automation Interface, Local NOTAM dissemination and availability, RVR reporting on METARs, a military request for an unlimited exemption for night time no-lights operation in MOAs, runway incursions and numerous other topics.

The ADF has an opportunity for input into the ATPAC process through membership on the committee. We can bring concerns to the committee for action. We have the opportunity to work and network with other leaders of the aviation community to support the concerns of Dispatchers.

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Unveiled: World's First Practical Individual Vertical Take-Off and Landing Aircraft

ANTA CLARA, CALIF. – For thousands of years, people have dreamed of flying free like a bird with the wind in one's face. Now Millennium Jet, Inc. aerospace company is making this dream a reality, by developing the world's first practical open-air individual vertical take-off and landing (VTOL) aircraft. Serious applications exist for commercial, consumer, military, and paramilitary uses.

Named SoloTrek™ Exo-Skeletor Flying Vehicle (XFV)

™, it will transport an individual in a standing position for up to one and a half hours before refueling. Running on ordinary automobile gasoline, this aircraft will travel efficiently and quietly up to 80 miles per hour. SoloTrek XFV will also easily operate out of extremely confined spaces. Preliminary flight testing is scheduled for the second half of 1999.

"SoloTrek XFV will become an essential tool in a variety of fields," explains Michael Moshier, founder and CEO of Millennium Jet. Previously recognized for earlier VTOL aircraft designs, Moshier is a former Navy jet air-craft combat pilot who brings over a decade of corporate leadership experience. "Planet-wide applications are vast, including uses in search and rescue, police departments, disaster response, recreation, commuting, developing countries, and more."

Incorporated in Santa Clara, California in 1996, Millennium Jet is a privately held and funded company. It designs and develops small manned and unmanned VTOL aircraft.

To learn more about SoloTrek XFV, visit www.solotrek.com.

This web site explains the technology, significance, history, executive biographies, frequently asked questions, employment opportunities, and more related to SoloTrek XFV.

This aircraft will travel efficiently up to 80 miles per hour running on ordinary automobile gasoline.



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Did you know that on average, an aircraft dispatcher will be responsible for more passengers and operate more flights in 4 years, than an average airline pilot will during an entire 30-year career?

Would <u>YOU</u> Like to be More Active in the **Airline Dispatchers Federation?**

Elections for Officers will be held again this year at the Symposium at Daytona Beach in October. If you, or someone you know that is a member of ADF would like to be considered for one of the open executive positions simply tell your delegate or notify ADF yourself. The following positions will be up for election this year.

President Vice President Operations Treasurer Vice President Administration



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The Airline Dispatchers Federation (ADF), the European Federation of Airline Dispatchers' Associations (EUFALDA) and the International Federation of Air Line Dispatchers' Associations (including IFALDA-Latin America) (IFALDA) announce that the world's first joint meeting of the three professional associations representing the world's dispatch and operational control professionals will be held in Chicago, Illinois, USA on May 14, 15, 16, 2000. The event has been titled "Worldwide Dispatch Summit 2000". Make plans now to attend this once in a lifetime opportunity to meet with your fellow operational control professionals from around the world. Check the ADF web site for more information coming soon.

ADF Introduces a new Symposium Session for New and Soon-To-Be Dispatchers

his year's Symposium in Daytona Beach, Florida will offer many levels of technology, concept and theory to our highly professional membership. And with the aviation volume expanding at the forecasted rate of 2-3% per year, the ADF is sensitive to the fact that there will be many new dispatchers evolving in our midst, as well as those curious about this critical role as they, for a myriad of reasons, join the civilian aviation world looking for positions other than that of pilot or me-

To address this growing interest, the Airline Dispatcher's Federation will provide a new type of session at this year's Symposium being held at the Adam's Mark Resort on October 18th-20th: "Operational Control - The role of the Aircraft Dispatcher".

This particular session will be geared towards those individuals just entering the profession who as of yet have only basic knowledge of their vital role as they exercise Operational Control for their airline, it will also be addressing those interested individuals who are looking to expand their careers as aircraft disnatchers.

The format will be very informal, with a brief presentation to begin the session followed by a question and answer forum. If you are thinking of attending the Symposium but were concerned because ei-

ADF's MISSION

To foster a global understanding of the nature and benefits of Positive Operational Control.

To advance aviation safety and efficiency by enhancing the professional standards of individual Dispatchers and the organizations within which they exercise Operational Control.

VISIT THE ADF WEB SITE AT WWW.DISPATCHER.ORG

ther you just became certificated (congratulations!) or you aren't yet an aircraft dispatcher but would like to know more about the possibility, here is your invitation to attend a session that is just for you!

Let this year's Symposium be the one that allows you to take that first step towards becoming a true professional within the world of Aircraft Dispatching. Come join us in Daytona Beach, meet others who share your interests and concerns, expose yourself to the possibilities of your future, and interact with consummate professionals who form the elite top of class within the profession. Don't hesitate!

Take that first step towards one of the most rewarding careers in Aviation, and do it with the knowledge that we at the ADF are always there to answer any questions, provide guidance and support, and insure the role of the Aircraft Dispatcher maintains the integrity the profession demands.

There will be a sign up list at the registration tables for all sessions, or to secure a seat for this session now, email Michelle at michelle@aelle.com.

Keep in mind there may be limited seating, so the best time to act is NOW! Hope to see you there!

- Michelle Duquette







A Delta Air Lines MD 88 rotates on departure in 1999



ADF Web Site



www.dispatcher.org

- Nearly 500,000 "Hits" per Month
- Over 645 Individual Pages
- 100 Megabytes of Data
- Communication
- ***** Education
- Feedback



Talle Rederation

irline Dispatch

The ADF web site record traffic in 1999 as the resource expanded to contain even more dispatcher specific content and tools.

Hurricane Irene threatened to disrupt the 1999 ADF Symposium, however precise planning and coordination between leadership allowed the event to take place as scheduled.





The Airline Dispatchers Federation 39th Business Meeting 18OCT99-Adam's Mark Hotel, Daytona Beach FL

Steve Caisse called meeting to order at 12:15PM

- Due to Hurricane Irene disrupting transportation and services in the area, several key members are missing however sufficient members are in attendance to conduct the business at hand.
- Due to a Family emergency, Exec VP JC Creighton will not be in attendance today, and the President has appointed Mike Harkin Exec VP pro-tem in Creighton's absence. (The emergency was resolved before the conclusion of the meeting and Creighton rejoined the meeting at the halfway mark.)
- 1. Review, Discussion, and Approval of Minutes from SEA Business Meeting. (Tom Lynch Secretary was delayed due to transportation problems. Approval of the minutes will be delayed until next time.)
- 2. Treasurer's Financial Report (Konstas) *Overall positive results. **Board approved pre-payments to be made to secure services for the Dispatch 2000 meeting in Chicago. Payments to be made by year end 1999. Jack and Tracy to coordinate sponsorship @ Chicago.
- 3. Vice Pres Reassignment of responsibilities Jerry Elder, VP Gov/Leg/Media affairs transferred by the President to VP Admin. VP Gov/Leg/Media now open for election.
- 4. Nominations and elections The nominees were announced as follows: President Giles O'Keefe; VP Gov/Leg/Media Mike Harkin; Operations Michelle Duquette; Treasurer Mike Tempe. All nominees are running unopposed. After a vote by the delegates present, the following were elected unanimously: President Giles O'Keefe; VP Gov/Leg/Media Mike Harkin; Operations Michelle Duquette; Treas Mike Tempe. The ADF Executive Board in 2000 will consist of: President Giles O'Keefe; JC Creighton Exec VP; VP Gov/Leg/Media Mike Harkin; Operations Michelle Duquette; Treas Mike Tempe; VP Admin Jerry Elder; VP Membership Brian Schultz; Secy Tom Lynch.
- 5. Meeting in progress (Mike Harkin) NOV *Summit on Global Aviation Infrastructure Nov 1-3 hosted by George Washington Univ (DCA). Expect global attendance. Topics to range from NAS to Airport construction. **ADF to meet with NATCA to synchronize efforts towards a possible ATC summit in the future. ***NTSB meeting (TBA) NTSB has vocalized support for single level of safety and Principal Dispatch Inspectors. ADF to reinforce the Dispatchers' role during NTSB investigations. DEC No items to date however still exploring.
- 6. Clarification of expenses covered by ADF at the 1999 Symposium (Konstas) ADF will reimburse ADF Directors for lodging only. Meals, comms, services, laundry will not be covered by ADF.
- 7. ADF Annual report Caisse to build annual report for presentation to membership, industry, government, and legislative parties. Professionally produced publication to include:

Accomplishments; sponsors; events; expose the profession and organization. Samples of other non-profit annual reports to be reviewed, and cost out production printing and mailing approximate expense of 20 page publication (Sotenberg). Summarize financial statement in pie charts with expenses, income, and gifts-in-kind (i.e.: What is the value of the server space Seagull Tech provides for the ADF web site)



December, 1999





The ADF NEWS

"Keeping the Dispatch Profession Informed"

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Farewell as 2-Year Term Ends

Leadership Team for 2000 Elected at Symposium

n a traditional ritual of Fall, ADF has elected new leadership which will guide the organization into the next century. Long time ADF member and veteran dispatcher, Mr. Giles O'Keeffe of NW has been unanimously elected to the position of ADF President. Giles term will run from January 1, 2000 through December 31, 2001. President Caisse praised O'Keeffe as a visionary in the profession "who's vernacular, insight and wisdom will serve the profession well for the next two years". ADF's current Vice President - Operations Ms. Michelle Duquette of FEDEX was up for reelection this year and was unanimously reelected to a second term. Caisse praised Duquette following her reelection for "her outstanding work on ADF's E-NEWS, our Washington efforts and her contributions to the ADF web site". FEDEX Dispatcher and ADF's current Director of Government Affairs, Mr. Mike Harkin was unanimously elected to the position of Vice President - Government / Legislative and Media Affairs. In that role, Harkin will guide ADF's policy with respect to all Washington activities and will also be charged with promoting the organization within the industry's media outlets. Also elected to an officer position was Horizon Dispatcher, Mr. Mike Timpe. Mike will fill the shoes of retiring ADF Treasurer, Mr. Andy Konstas of United Airlines who Caisse described as the "an ex-(Continued on page 11)

Dispatch Profession Featured on the Weather Channel

ver the busy holiday travel period, ADF President Steve Caisse provided viewers of the Weather Channel with live updates of airline operations around the country. Over the course of November 22 and 23, Caisse provided six live updates during the dinner hour to Weather Channel audiences. In addition, a previously filmed segment on the

Dispatch profession aired a total of 16 times between November 22 and November 29 on the Weather Channel. In commenting on this media exposure, Caisse said, "What is especially gratifying to me about this event is the fact that airline passengers around the country were shown that it is the aircraft dispatcher who can be the (Continued on page 3)

ADF Calls For Improved Certification Training

he Airline Dispatchers Federation (ADF) has challenged dispatch schools and the Federal Aviation Administration to work together to raise the quality and proficiency of newly certified aircraft dispatchers. In recent months ADF has been made aware of concerns regarding the ability and knowledge of some newly certificated aircraft dispatchers and dispatcher certificate candidates. Those at airlines who conduct dispatcher interviews and initial training, dispatch examiners, current dispatchers and even some students themselves have brought this information to the ADF. While it is true that proficiency improves with time as a new dispatcher acquires experience, it is also true that even a newly certificated aircraft dispatcher MUST have the basic knowledge and proficiency intended by the Federal Air Regulations for those who are charged with joint operational control and safety in air carrier operations. The ADF recommends only FAA Inspectors who are certificated aircraft dispatchers determine what, if any, previous training or experience would qualify to allow a person to take the FAA dispatchers examination in lieu of an FAA approved dispatcher school course. The ADF also recommends that only FAA inspectors who are certificated dispatchers determine (Continued on page 2)



Airline Dispatchers Federation

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ARAC Update—Norm Joseph

RAC Aviation Rulemaking Advisory Committee The ARAC Air Traffic Issues Committee met in Washington on October 13. The only active task Special Visual Flight Rules task concerning SVFR clearances when no weather is reported at a non tower airport that is located directly under controlled airspace. When the weather at the tower controlling the airspace is less than VFR, Part 91 pilots have expressed concern about obtaining takeoff clearances. ARAC recommends the FAA issue a direct final rule allowing Part 91 pllots at airports where weather reports are not available to determine flight visibility from the cockpit of an aircraft in takeoff position. The ARAC Air Carrier Operations Issues Committee met at FAA Headquarters in Washington on October 27. The All Weather Operations Harmonization Working Group reported that AC 120-28D concerning Low Visibility Takeoff and Category III Landings has been published by the FAA. AC129-29A, concerning Category I and II Operations is being reviewed following public comments and should be issued next spring. The Working Group was given approval for an additional three years to continue its harmonization work on enroute issues and supporting navigation systems (HUD/GLS/EVS/RNAV/RNP/ etc.) The Airplane Performance Harmonization Working Group requested to remove consideration of applying the newly enacted worn brake requirements retroactively and RTO (rejected takeoff) time delay from the groups tasks as they were not harmonization issues. The Issues Committee agreed. I was able to generate considerable discussion concerning current problems with the determination of type and amount and reporting of runway contami-

nation. The Working Group Chairman understands the problem and it will be addressed in the Working Groups recommendations. The ARAC Executive Committee met November 10 at FAA Headquarters in Washington D.C. Several other FAA/DOT meetings were scheduled for the same day resulting in a rather small meeting group. In the absence of both the Chairman and Vice-Chairman, former Chairman Walt Coleman chaired the meeting. The newly appointed FAA Director of Rulemaking, Tony Fazio, presided over his first ARAC meeting as Executive Director. After introductions of those present, Mr. Fazio presented a brief overview of FAA Rulemaking activities and his view of future develop-ment and change. Most of the discussion centered on available resources and priorities. Of interest is the current requirement for 21 procedural reviews for each rule making activity, versus 5 in 1958. An extended discussion of several ARAC procedures served as a basis for proposed changes in ARAC focus & procedures that will be discussed at the next meeting. Many of the recently assigned ARAC tasks, as well as the six cabin safety related tasks assigned at this meeting, are directly related to the harmonization effort. Currently, only the tasks active in the Air Carrier Operations Issues Group relate to aircraft dispatchers & operational control. A proposal to disband the Emergency Evacuations Issues Group and merge their tasks into the Transport Airplane and Engine Issues Group was withdrawn after discussion. Many of the operations related EEIG members were concerned that their input would be lost among the members of the larger and more powerful The FAA has an-TAEIG. nounced that it will combine

AFS 200 & AFS 300 into a one Flight Standards Group. The combined division will be headed by Angela Eigee from the air transportation maintenance division. Nick Lacey (AFS 1) has indicated he plans to establish a new international division. Quentin Smith, formerly head of AFS 200 has been assigned to the flight & duty time effort.

-- Norm Joseph is a Delta Air Lines Flight Superintendent and has been ADFs ARAC representative for many years

Final Rule on Dispatcher Certification Issued

The FAA issued the final rule updating Part 65 concerning aircraft dispatcher eligibility and certification in the December 8 Federal Register. The rule takes effect April 6,2000.

This rule change resulted from an Aviation Rulemaking Advisory Committee effort that began in 1993. Several ADF members served on the working group which was chaired by ADF members Tim Antolovic and Al Krauter. ADF also appreciates the work of Harold Johnson, the FAA liaison to the working group.

The new version of the rule attempts to modernize the requirements in a manor that will allow them to remain timely in the face of technological change.

The rule and a related FAA Policy Statement will standardize the way various FAA offices, schools and designated examiners interpret the rule. ADF believes the new rule will lead to more competent and qualified aircraft dispatcher graduates.

(Continued from page 1) **Training**

the appropriate credit for reduced hours or subject matter the school may provide based on that students previous experience or training. Until the FAA establishes a system of primary dispatch inspectors, those FAA Inspectors making the above determinations should coordinate with AFS200 at FAA Head-

"Simply teaching memorized answers is a completely unacceptable curriculum in any dispatch course".

quarters. This will serve to insure that the previous training and experience properly and consistently provides the level of performance required by Part 65 and Part 121. The ADF recommends that each FAA approved school ensure that students are not only able to pass the required examinations but that they achieve at least a basic level of proficiency and overall understanding of the role of the aircraft dispatcher. Simply teaching a potential candidate the memorized answers needed to pass the practical examination is a completely unacceptable curriculum in any dispatch course. While some students may request credit for various types of previous experience, we encourage schools to make the entire training course the basic requirement, allowing credit only on a limited basis for training or experience that clearly provide Part 121 dispatch and operational control knowledge and background. Merely working for a Part 121 carrier in ground or ramp operations is not acceptable. Highly trained and qualified aircraft dispatchers are required to maintain the highest possible level of safety.



Airline Dispatchers Federation

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Red Book Team Hailed at Symposium '99

n the early 1970's, a small group of dispatchers banded together to counter a significant threat against the continue viability of the dispatch profession in an effort which has come to be known as the "Red Book Project". Prompting this aggressive response was an attempted FAR change to delete the FAR Part 121 regulations covering dispatch, operational control and joint responsibility. Major airlines were proposing to replace the Dispatch specific regulations in FAR Part 121 with a system equivalent to the current regulations covering supplemental operations whereby the responsibility for operational control would rest with a single individual who would delegate his authority to those employees performing "dispatch-type" functions. Had this rule change come to pass, the dispatch certificate would have vanished from and our profession would today be a ghost of what it had been since its inception. The main weapon used to counter the contention to disband dispatch was a comprehensive investigation examining the safety role played by dispatchers over the years. The Red Books are an argument chronicling the safety contributions made by aircraft dispatchers" according to Lew

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Rezsonya, a Red Book Team member. Over a three year period, in a time without word processors, computers or other modern tools, the Red Book Team assembled over 400 pages of safety data in a two-volume work which was presented to the FAA and NTSB in support of continued Dispatch specific regulations and to counter the attempts to remove dispatchers from the regulations. So strong was the argument, that following the team's presentations to the FAA and NTSB, attempts to disband the profession quickly vanished. This effort and the team responsible for its development were cited as the recipients of ADF's prestigious National Aviation Safety Award for 1999 at Symposium '99. A plaque commemorating this effort was produced by ADF and will be rotated among the surviving members of the Red Book Team. First to gain possession of the award will be the person universally credited with spearheading the effort, Delta Air Lines dispatcher, Rezsonya. When asked why he spent so much of his personal time on the project, Rezsonya replied without hesitation,

"It's worth saving, the dispatch profession is vital to aviation safety and is worth fighting to preserve."

An impressive plaque commemorating this effort reads:

In Recognition Of The Development And Production Of The Landmark Document Known As The "Red Books"

The Airline Dispatchers Federation National Aviation Safety Award For 1999 is Proudly **Presented To**

The Red Book Team

Mr. Lew Rezsonya, Mr. Gene Downey, Mr. Joe Madison, Mr. Frank O'Connell, Mr. Bill Lindner, Mr. Bob Neff , Mr. Algie Giles, Mr. Joe Hagen.

On behalf of dispatchers everywhere, ADF was pleased to recognize and thank these dedicated dispatchers for saving the profession from possible extinction, and in doing so, making a monumental

(Continued from page 1) Weather Channel

central source of information concerning weather, airport delays and other critical information. "So often, the dispatcher's role is confused with others' in the aviation community. Hopefully our exposure on the Weather Channel clarified our importance to the traveling public in the minds of many view-

Although the weather was exceptionally quiet during this Thanksgiving's peak travel periods, Caisse provided travelers with early notifications of airport closures at Islip, NY and San Diego due to aircraft mishaps. Producers noted that Weather Channel was the first news outlet in the nation to air information on these stories thanks to the live "feeds" from Caisse who was on duty at the Delta Air Lines' Operations Control Center in Atlanta during the phone interviews. ADF is discussing the possibility of pro-viding this service to the Weather Channel again over the Christmas holiday period. In addition, early discussions are underway for the Weather Channel to spend a "day with a dispatcher" during the spring severe weather sea-



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Lifetime Achievement Award to NASA Mission Control

DF has presented its 1999 Lifetime Achievement to Mr. Leon Jansen, Eastern Airlines retired dispatcher and former ALDA Director of Safety. Jansen was selected for this year's award by a panel of ADF Officers. Commenting on Jansen's selection, ADF's Executive Director of Administration, Carla Beck noted that a review of ALDA newsletters from the 1960's and 1970's revealed just how active and involved Jansen was on behalf of the profession. "Leon was mentioned in almost every issue of the ALDA newsletter we reviewed and was on the road many weeks each month crusading for the profession", she said. Leon was presented with a handsome plaque by ADF's President commemorating the award which reads:

In Recognition And **Appreciation Of Your Many** Years Of Tireless Work On Behalf Of The Dispatch Profession, The Airline Dispatchers Federation Lifetime Achievement Award For 1999 Is Proudly Presented To Mr. Leon Jansen

Jansen Awarded ADF's 1999 Dispatchers Role Compared

October, "Operational Issues During the Challenger Launch" was the topic of the Keynote speech presented to attendees at the ADF Symposium by Mr. Ed O'Connor Executive Director of Spaceport Florida Authority.

O'Connor provided attendees with a fascinating, behind-thescenes view of the events occurring at NASA Mission Control which lead up to the decision to launch the Challenger mission.

Throughout his speech, O'Connor drew parallels between the work of dispatcher and the role of Mission Specialists at NASA. Of significant interest to those dispatchers in the audience was O'Connor's description of how "the operational experts" at Mission Control had recommended against the launch of the Challenger, only to be overruled by NASA management

O'Connor stressed to the audience that no factor or external pressure can ever take precedent over safety, either in airline operations or space flight

O'Connor also provided the group with an interesting look at the future of space flight and predicted that dispatchers will someday be involved in orbital flight planning.

He encouraged all in attendance to stay current with emerging technologies and predicted that space flight for the masses may become a reality in our lifetimes.

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EWR NOTAM—Were You LEGAL to Land? Joel Cziok

A recent incident and ensuing discussion brought forth some interesting views, which in our profession could lead an Aircraft Dispatcher into a possible violation.

The scenario was as follows:

EWR 220237 SPECI 220235Z 15003KT ¼SM R04R/1800V2400FT FG W001 12/12 A3026 RMK A02

NOTAM EWR 10/035 4R/22L NE 1000 RCLL OTS

Visibility continued to degrade to less than ¼-SM and the RVR on Runway 4R to 1100RVR. A phone inquiry to ATC brought news that Cat II and Cat III approaches to RWY 4R were currently being offered.

In my office, some of the Aircraft Dispatchers working EWR were not sure if by definition the RCLL were considered OTS for the approach, since a portion of them was by NOTAM, out of service, and the total RWY 4R length 9980-feet. Discussion with a company Duty Pilot brought out a common sense definition that landing as Cat II or III and ability to bring the aircraft to a stop was a non-issue, and "if ATC offered it must be all right". By Operations Specifications, RCLL are required for Cat II and Cat III operations, and if RCLL OTS, further additions to Cat I approach require RVR 2400 or 1/2 mile. But more information adds to the confusion.

Aircraft Circular 150/5340-26 on Airport Lighting, is used by ATC in determining the tolerance limit for centerline lights. Standard RCLL is all on, and the operating limit is 95% on. So it appears that by their own definition, ATC should have noted RCLL OTS. because 1000-ft of RCLL was OTS and was in excess of 5% of the total runway length. Cat II and Cat III should not have been offered, and degraded Cat I on the ILS 4R should have been the lowest available minimum.

The following day, EWR canceled the NOTAM EWR 10/035 and added this new NOTAM: EWR 11/221 4R/22L N 1000 CLSD LDG

By NOTAM, this closure of the last 1000-ft for landing made Runway AR suitable for all Category operations. The reduced runway landing length available and the lighting included for the open runway length dictates whether the requirement has been met. The only difference was the wording of the NOTAM.

As an Aircraft Dispatcher, the conflict of what ATC may offer, and what is legal for minimum may go beyond the scope of operations specifications and into interpretations from your POI. ATC may not be responsible for a violation even though they led you to believe a falsehood. In this scenario, it was determined that the RCLL were OTS, and Cat I with RCLL inoperative was the proper call. NASA forms were filed by the Aircraft Dispatchers and the Pilots whose flights landed during these conditions lower than 2400-RVR.

Bottom line, you may need to use all your available resources to determine correct procedures, and when there is some doubt, the best action is followed up with the NASA report form.

http://olias.arc.nasa.gov/ ASRS/Forms

Storms of the Century?

he folks at the Weather are running an interesting survey on their web site this month (http://www.weather.com). Visitors are being asked to vote on the 5 most significant storms of the 1900's. Since weather is such a significant influence on the work of the aircraft dispatcher, ADF felt our readers might like to see how the voting was progressing so far this month. Here is the Weather Channel's press release on this event from their web site.

The 20th Century has left us with powerful memories and unforgettable milestones. It has also been a century filled with fascinating weather.

Throughout the past 100 years there have been many notable storms. Tornadoes that wiped out entire towns; blizzards that immobilized major metropolitan areas; hurricanes that left homes

and businesses underwater. The Severe Weather Experts at The Weather Channel have analyzed the greatest storms to strike the United States in the past 100 years and have arrived at a final list.

Beginning December 21st, weather.com will present a multimedia countdown of their choices for the Top 10 "Storms of the Century," featuring the sights, sounds and survivor's stories that will bring each storm to life in vivid detail.

Now, we ask you to pick your own "Storms of the Century" in our survey. Throughout the month of December, The Weather Channel and weather.com will present your choices. Check back every day to see what will be as chosen the ultimate "Storm of the Century."

Here are the leading contenders so far:

Current Ranking of Tops Storms

1969 Hurricane Camille	42.04%	ľ
4000 Ochuselan Huminana	30.87%	2
1900 Galveston Humoane 1989 Hurricane Hugo 1992 Hurricane Andrew 1993 March 12-15 Superstorm 1996 Blizzard of '98 1957 Hurricane Audrey 1974 April 3-4 Tornado Outbreak 1978 New England Blizzard '78 1999 Hurricane Floyd Floods 1930-41 Drought / "Dust Bowi" 1993 Mississippi River Flood 1972 Tropical Storm Agnes Floods	30.64%	
1992 Hurricane Andrew	29.66%	Ž
1993 March 12-15 Superstorm	20.61%	
1996 Blizzard of '96	19.75%	3
1957 Hurricane Audrey	17.31%	
1974 April 3-4 Tornado Outbreak	16.57%	5
1978 New England Blizzard '78	15.41%	
1999 Hurricane Floyd Floods	15.41%	E
1930-41 Drought / "Dust Bowl"	14.93%	
1993 Mississippi River Flood	14.48%	
1972 Tropical Storm Agnes Floods	13.76%	
1999 May 3rd Tornado Outbreak	11.42%	Í
1991 Halloween ("Perfect") Storm	10.22%	5
1925 Tri-State Tornado	9.48%	
1967 Chicago Blizzard	9.24%	3



Airline Dispatchers Federation

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FAA Reduces Number Of Air Traffic Control Supervisors

AA and NATCA officials signed a Principal Memorandum of Agreement on July 9, 1998, which became part of the overall collective bargaining agreement ratified on August 27, 1998

FAA and NATCA agreed to establish the number of bargaining unit controllers at 15,000 for 3 years, beginning in FY 1999. As part of the agreement, FAA agreed to move toward a controller-to-supervisor ratio of 10 to 1. As of June 30, 1998, the controller-to-supervisor ratio was 7 to 1, based on 14,276 controllers and 2,097 supervisors. Consequently, FAA faces a reduction of approximately 600 supervisors.

There are several reasons why FAA agreed to move toward a controller-in-charge ratio of 10 to 1. Under the provisions of the new collective bargaining agreement, FAA agreed to increase the duties of controllers to in-

clude training and quality assurance functions previously performed by supervisors (controllers-in-charge would be paid additional pay for these duties). It would also put the agency in compliance with the administration's goal to increase the employee to supervisor ratio. Lastly. FAA has identified the reduction in the number of supervisors as a productivity gain that will offset some of the \$866 million estimated costs of the new compensation system for controllers over the next 5



"Old Timers" Forum a Tremendous Success

In a presentation which will no doubt linger in the minds of all who witnessed it, "Memories of Dispatch from The Good Old Days' " went a long way towards reminding those in attendance at the ADF Symposium of the tradition and pride associated with the dispatcher certificate.

With an estimated experience spanning more than 135 years, panelists: Mr. Gene Downey American Airlines (retired) Former President TWU 540; Mr. Joe Hagan - Delta Air Lines (retired) and Mr. Leon Jansen - Eastern Airlines (retired) Former Director Air Safety - ALDA shared their memories of the profession from many years ago with the audience.

Facilitators Michael Harkin and Steve Caisse lead a nostalgic one hour look back at dispatch in the days of the "WhizWheel" and paper and pencil flight planning. Among the themes which surfaced

during the event were the facts that no dispatcher should allow anyone to interfere with their decision making and exercise of operational control. Dispatchers should never stop learning. The dispatcher watch turnover is a vital part of a dispatcher's briefing and needs more attention among today's dispatchers. Dispatchers need to place less emphasis on the creation of flight plans and place more emphasis on enroute flight following responsibilities.

The three panel attendees where presented with commemorative ADF Polo shirts following their panel and enjoyed celebrity status for the remainder of the Symposium as dispatchers in attendance clamored for some face to face time with the veterans. Following the event, ADF President Caisse had special thanks for Delta Dispatcher Mark Hopkins who coordinated this event.

TWA Vice President Irwin Praises ADF and the Dispatch Profession

DF was honored by the presence Thomas C. Irwin - Vice President - Flight Operations-TWA at the ADF Symposium last week. As a senior executive from a major airline, Irwin's extensive praise of the value and benefit of dispatchers to the aerospace community were welcomed by all in attendance. Irwin described dispatchers as the "quarterbacks" of the airlines, extolling the dispatcher's role in aviation safety and airline operating efficiencies. He further reminded all dispatchers to continue to exercise the privilege of their certificates

with the highest degree of care and caution, stressing the need to prioritize safety above all else. ADF was especially grateful to Irwin for honoring his commitment as Keynote Speaker at the Symposium in spite of an afternoon meeting in Washington, D.C. Irwin departed for the nation's capitol immediately following his speech.

Dispatchers in attendance were justifiably humbled by Irwin's kind words and complimentary perception of dispatch profession and warmly applauded his compliments at the conclusion of his address.

DF's long time Director of Administration, Carla Beck, was presented with the Organization's Membership Appreciation Award for 1999 at the ADF's Symposium last October. In bestowing this high honor, ADF President Caisse praised Beck for her many years of service to ADF commenting that "In an all-volunteer organization such as ADF, it is the loyal work of our dedicated volunteers that are the key to our successes. In consulting with past Presidents, Leber, Nadon and Cranor, there was unanimous consent that no one in the organization has worked harder, for a longer period of time that has Carla Beck. Without Carla's efforts on behalf of the dispatch profession, ADF would not enjoy the level of respect, stature and success that have characterized our achievements recently." Beck was presented an plaque by ADF in acknowledgment of this award which reads

"Presented In Recognition Of Your Tireless Efforts, Loyal Dedication, Positive Attitude And Unwavering Support Of ADF's Activities Over Countless Hours On Behalf Of The Dispatch Profession."

Carla received a standing ovation from all in attendance as she walked to the podium to accept the award and in doing so, thanked the audience for the opportunity to not only associate with, but also learn from some of the best in the business.



Airline Dispatchers Federation

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Collaborative Decision Making Seeks New Participants

n the past year airlines participating in the government/industry partner ship Collaborative Decision Making (CDM) have saved over three million minutes of delay that would normally have been put on their operations during ground delay programs. How? In an effort to improve aviation safety and efficiency, CDM participants have put into practice new ways of doing business that require increased data sharing and collaboration between the FAA and the aviation community. CDM is one of five core technologies in Free Flight Phase 1, working on near-term procedures that will enhance safety and efficiency in the National Airspace System.

Several interesting components in the CDM philosophy are currently being used in the program's Ground Delay Enhancements efforts. During ground delay programs, CDM participants are able to interact with the FAA before the program is actually enacted and they receive better and more current NAS Status information.

Data exchange is the most important element in the collaborative process. The CDMNet, an intranet link which allows participants twoway exchange of real-time information, is used to exchange current airline operational and NAS status information. This information is fed to Flight Schedule Monitor, the software used by CDM airlines, the FAA Air Traffic Control System Command Center and several field facilities to monitor airport capacity and demand and enact air traffic programs. Users view where they fit in the traffic flow and plan operations accordingly.

GDP advisories under CDM are distributed far enough in advance of a GDP to include a cut-off time (the time when the program will actually be (Continued on page 9)

President Details Plans for ADF Annual Report

DF President Caisse has announced plans Lto develop ADF's first ever "Annual Report". This document, which will become available shortly after the first of the year, will chronicle ADF's accomplishments in 1999, detail ADF's financial position, introduce others to the dispatch profession and list ADF's officers, constituency, sponsors and scholastic partners. "The Annual Report will be used to introduce the profession and the organization to the rest of the aerospace community and will hopefully result in wider recognition of and appreciate for

the dispatch profession. The document will be produced in full color and its quality and appearance "will rival that of any Fortune 500 company, according to Caisse. Mr. Vic Sotenberg, the organization's new Director - Industry Marketing, will share production responsibilities for the Annual Report with Caisse. ADF plans to print approximately 2000 copies of the Annual Report. A copy will be distributed to each ADF member. ADF also plans to use the Annual Report as a marketing tool to attract new corporate sponsors for the organization.

Pilots Union Blasts Fuel Policy and Dispatch Notification Rule

n a startling move, union leaders from a major carrier's pilots organization last month told FAA Administrator Jane Garvey and Rep. John Duncan, chairman of a House Aviation Subcommittee, that they are being challenged on issues of safety by the carrier's management. This is particularly true on pilot actions related to weather and maintenance problems", according to one of the officials quoted by Aviation Daily. The union leaders also expressed the dismay about a company order that went into effect recently requiring pilots to contact their dispatchers or get permission before taking on extra fuel. They said it had been routine on certain flights to add extra fuel due to the likelihood of ATC delays and that the fuel allotted by dispatchers had never taken such delays into account". Dispatchers were concerned about the charge being made to the FAA administrator that dispatchers do not take ATC delays into account when determining fuel loads. According to this airline's dispatchers, the average hold fuel allocation at one of their major hubs is 59 minutes versus a system average of about 30 minutes. Clearly, this statistic indicates additional fuel is being carried by dispatchers when needed for ATC delays. Dispatchers want to set the record straight regarding the regulatory responsibilities of dispatchers and captains for pre-flight planning phase, including determination of fuel loads.

121.395 ... Each certificate holder conducting domestic or flag operations shall provide enough qualified aircraft dispatchers at each dispatch center to ensure proper operational control of each flight.

"Operational control", with respect to a flight, means the exercise of authority over initiating, conducting or terminating a flight.

121.533 (b) The pilot in command and the aircraft dispatcher are

iointly 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; and (3) Canceling 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 on joint responsibility.

How can a dispatcher have full situational awareness if he or she does not know how much fuel is on board? There are numerous safety-related implications when fuel is added to flights without the dispatcher's knowledge. More fuel is not always the best plan of action, since more fuel equals more weight. More weight will impact an aircraft's performance in many ways. THE FAA GC has ruled: Section 121.639 provides that no person may dispatch or take off an airplane in domestic air carrier service unless that airplane has enough fuel to fly to its dispatch destination airport, fly to and land at the most distant dispatch alternate airport (if required), and thereafter fly for 45 minutes. The language applies to the joint preflight planning required of airline dispatchers and pilots-incommand prior to departure. Section 121,639 must be read in conjunction with section 121.647 which cites the factors which must be considered in computing the fuel required to comply with section 121.639. Under Sec. 121.647, the dispatcher and the pilot-incommand must consider weather forecasts, anticipated traffic delays, one instrument approach and possible missed approach at destination, and any other conditions that may delay landing of the aircraft when computing the fuel supply required in order to comply with Sec. 121.639. In addition section 121.663 states that a flight

(Continued on page 18)



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Dispatcher Makes Industry Safety Proposal

Dispatch Flight Safety Proposal.—Steve Mineck/UAL—ed.

his is an open ended invitation to create a user group of dispatch flight safety representatives. From my after hours discussions with many of you, there is an obvious commonality to the problems we face. I've been trying to get this started for months, and it is a testament to the safety profession that there is never a shortage of work. What I want to discover is the following

- Is there sufficient interest in this subject to generate a group mailing?
- 2) is it being done already? If so, can someone please give me the contact so I'm not reinventing the wheel?
- 3) If the answer to number 2 is no, I would like the ADF members interested in signing up to send me a note.
- 4) What common issues do we face?
- 5) What is your relationship with safety representatives of other departments?
- 6) What interdepartmental safety programs do you have in place, and how well do they work? My hat is off to AAL for their pioneering efforts with the ASAP Program which I understand is going industrywide.
- 7) What is your role as the flight safety representative at your carrier? What would you like it to be? I want to bring up some projects ongoing at United that I am involved with that may be of interest to others (for example, the formation of a flight safety investigation debriefing team with a dispatch representative. This is similar to the debriefing technique employed by ALPA at many carriers.)

Currently at United, work is in progress for the formation of a professional standards committee within the dispatch group, with a similar structure to that used by ALPA. UAL is going to join the growing list of airlines who are setting up internal inspections with the assistance of the FAA. This internal inspection is part of ATOS. (information is available from www.faa.gov, then search for ATOS). This is going to commence in mid-December and is a collaborative effort between the FAA and various UAL departments and it is going to be a major education for all involved.

Since all of the majors are going to be inspected using this new technique (a replacement for the standard NASIP inspection), I will try to let you know what evolves. It is apparent that the scope of the inspection will vary considerably with the local jurisdiction and the structure of the SOC. In this age of nebulous relationships, it should also be known that the alliance carriers must meet ATOS criteria.

Of course there is a lot more to talk about, but this should get the ball rolling. Anyone with answers to the above questions or a desire to be involved is urged to contact me.

Steve Mineck/UAL Flight Safety Committee

Adf@valuweb.com or s m i n e c k @ y a h o o . c o m steve.mineck@uai.com

 Individuals with information on their corporate safety structures or a willingness to participate can contact Steve at the addresses shown.

ALPA Supports Dispatcher's Right to Occupy Cockpit Jumpseat

ver the past several weeks, ADF received information from several members that ALPA was possibly contemplating a statement regarding the use of cockpit jumpseats by individuals other than pilots. Given the dispatcher's FAR mandated requirement to take yearly familiarization rides in the jumpseat and also the tremendous learning opportunity provided by cockpit line flying, ADF investigated these rumors on behalf of the profession.

ADF is pleased to report that during recent discussions between ALPA's President, Capt. Duane Woerth and ADF President Steve Caisse regarding jumpseat Issues, Capt. Woerth provided ADF with the following information: 1) Capt. Woerth is not aware of any initiative at ALPA Headquarters which promotes, supports or condones the exclusion of aircraft dispatchers from cockpit jumpseat access.

2) Capt. Woerth appreciates and understands the Dispatcher's FAR requirement to ride in the cockpit jumpseat. 3) National ALPA does not intend to make any kind of statement which proposes to restrict the use of the cockpit jumpseat to pilots exclusively. It appears that the information we received on this issue originated from a local MEC meeting where this concept was briefly discussed at a meeting. Rumors that Na-tional ALPA was embarking on a campaign to promote this concept were clearly just that, rumors. ADF believes that most pilots consider dispatchers to be welcome in the cockpit and appreciate the value of such an experience to dispatchers.

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edia Update

One of ADF's roles is to promote the value and benefit of the dispatch profession with respect to safety, operating efficiencies and passenger service. Over the past 24 months, ADF or the dispatch profession have been covered by the following media outlets. media sources have helped ADF get that message out. ADF continues to work with various media sources to increase the exposure received by the profession.

- CNN
- USA Today
- Smithsonian Magazine
- The Weather Channel
- The Seattle Times
- Inside FAA
- Aviation Daily
- Aviation Week and Space Technology

And others...

Before the end of the year, ADF will meet with ABC Television concerning a possible feature on the profession. Work on this front will continue into 2000.



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FAA Issues Order for Boeing 777 Backup Engine Generators

ASHINGTON - The Federal Aviation Administration (FAA) recently ordered operators of Boeing 777-200 and -300 airplanes, regardless of engine model, to inspect backup generators and replace any found with sheared shafts within 14 days. The FAA's immediately adopted Airworthiness Directive (AD) affects Boeing 777-200 and -300 airplanes with PW4000, GE90 and Rolls Royce Trent 800 engines. The AD is prompted by two recent reports of inflight engine shutdowns caused by a failed engine backup generator. The FAA is still investigating the exact cause of the failures including maintenance practices. The AD requires the following actions within 14 days: Operators must revise their airplane flight manuals to prohibit 777 airplanes with sheared shafts from flying. Operators must inspect all backup generators and replace any with a sheared shaft. If both left and right backup generators are replaced at the same time, the operator must perform a non-ETOPS flight before resuming ETOPS operations. Operators must prohibit servicing of both left and right backup generators by the same person. Boeing 777 airplanes are qualified for ETOPS, a special FAA certification that allows a two-engine airplane to fly over water for up to 180 minutes from the nearest airport. Boeing 777 airplanes are designed to operate safely in the event of an engine shutdown. There are 233 airplanes in the worldwide fleet affected by this AD, 61 of which are registered in the United States. Operators include American Airlines, Continental Airlines, Delta Air Lines, and United Airlines. The estimated cost to revise the airplane flight manual is \$60 per airplane. Backup generator inspections for sheared shafts are estimated at \$60 per airplane. Replacement and servicing costs vary depending on the condition of the backup generator.

Dispatchers
are the
"Quarterbacks" of
the airlines
- Tom Irwin
TWA Vice President
1999
ADF Symposium

(Continued from page 7) CDM

run). The NAS users have until the cut-off time to reschedule, cancel or delay flights and send in the new operational schedule via the CDMNet. This way demand could conceivably be reduced sufficiently to either delay the start of the GDP, or eliminate the need for the program altogether.

In the previous traffic management system, if an airline reported flight cancellations before a GDP was implemented, those flights were simply dropped from the FAA database. The airline was not able to use the assigned arrivai slots for substitution, if an airline reported a mechanical delay on a flight, the system would re-project its arrival time. If a GDP were run at that time, that flight would likely receive an additional delay on top of its mechanical delay. These effects have become known as the "Double Penalty" issue that represented a barrier to implementing open data exchange. Airlines had no incentive to send in updated schedule information that would produce clear adverse economi-(Continued on page 10)

A United Captain Remembers

Written in 1983 by Captain GL Stanon, who flew for UAL for 42 years and retired as #21 on the seniority list

I've been around so long I remember...

-the putty knife that was standard equipment on a DC-3's for cutting ice off the windshield inflight...

-as a navigator, telling the Captain, "Don't bug me, I've been lost out here before..." -the nose pit in the Boeing 247's......

-nameplates on the cockpit door including 2 pilots and 1 stewardess...

-driving our old '37 Chevy panel truck down the runway in Elko to make sure it was clear of horses and cattle before a trip could land or take off...

-when a fast flight to HNL was 9 hours...

-when stews loved the pilots...

- flying the Ford Tri-Motor.

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Update from the Hill — Mike Harkin

ADF's Membership stood at approximately 1190 individuals at the end of 1999.

(Continued from page 9) CDM

cal consequences. RBS removes this disincentive. The concept of RBS is very simple. When arrival capacity is reduced, the limited arrival resources must be rationed. For scheduled carriers, the rationing should be based upon the original schedule, and not the current projections of demand. Compression, also known as bridging substitutions, is a process whereby unusable arrival slots are shifted in time so the owner can again use that slot. Say, for example, an airline has 2 flights scheduled to arrive in EWR; flight 1 at 1300 and flight 2 at 1500. After a GDP is run, flight 1 is assigned a 1400 arrival slot and flight 2 receives a 1700 arrival slot. If flight 1 is canceled, flight 2 can't make use of the 1400 arrival slot because it occurs before its scheduled arrival time of 1500. Compression will allow the vacated slot to move down to where flight 2 can make use of it. CDM's benefits increase with the number of participants involved. CDM is currently exploring the challenges of collaborative flight routing, with quarterly workshops open to the aviation community. If you would like to learn more about CDM or become a participant, visit their web site at www.metsci.com/cdm. CDM's training web site covers all the basics of CDM with an interactive, multimedia presentation at www.metsci. com/cdm/newmember.html.

gotiations on FAA reauthorization broke down mid November eliminating the possibility of an agreement this year on a bill to approve more than 50 billion dollars for the FAA in the years 2001-2004. The negotiations stalled at an expected point. That point is House Transportation Committee Chairman Bud Shuster's (R.PA) insistence that the estimated 10 billion dollars annually taken in by the Aviation Trust Fund, be "off budget". Off budget means it is used exclusively for aviation improvements and not for general budget programs. Shuster would accept certain budget committee oversight but only if there are spending guarantees on money from the general fund which would account for 25 percent of the FAA's total budget. Those conditions were not acceptable to the Senate or the Administration. Other stumbling blocks are Shusters' requirement that airports be allowed to double the passenger facility charges to \$6. The Administration may recommend increasing the PFC's from \$3 to \$5, and the Senate leadership, headed by Senate Commerce Committee Chairman John McCain (R.AZ.), offered to limit the fee increase to first-class or business class tickets. This further delay on FAA funding measures will most likely postpone many needed safety upgrades and other vital programs geared towards improving the ATC system and airport capacity. The Senate has passed, by voice vote, a six month extension of the Airport Improvement Plan worth about 1.2 billion doilars but House Chairman Shuster says he opposes this measure. The House can include approval to the Senate's extension without Chairman Shusters' approval through inclusion of the Senates AIP in other legislation on the House floor.

Aviation Calendar Featuring Events of Interest to Dispatchers

- JAN. 17-18, 2000 Embry-Riddle Aeronautical University, Aviation Law/Insurance Symposium, Adams Mark Resort, Daytona Beach, Fla., 800-359-4550, 904-226-6186, fax 904-226-7630
- JAN. 31 ABA Forum on Air and Space Law 2000 Annual Update Conference, Ritz-Carlton Hotel, Pentagon City, Arlington, VA, 202-383-5201.
- FEB 1-4 National Business Aviation Association, Schedulers & Dispatchers Conference, MGM Grand Hotel, Las Vegas, 702-891-1111, fax 202-862-5552, web site http://www.nbaa.org
- FEB. 9-11 Council on Aviation Accreditation, Winter Meeting, Florida Institute of Technology, Melbourne, Fla., 334-844-2431, fax 334-844-2432, e-mail caamail@auburn.campuscwix.net.
- FEB. 14-16 University of California, Technology Transfer Program, Year 2000 International Airport Noise Symposium, Paradise Point Resort, San Diego, 510-231-9447, fax 510-231-9591.
- FEB. 16-19 Alaska Air Carriers Association, 34th Annual Convention and Trade Show, Hotel Captain Cook, Anchorage, 907-277-0071, fax 907-277-0072, web site http://www.alaska aircarriers.org
- February 27-28—ADF Business Meeting Houston, TX see page 26 this newsletter or www. dispatcher.org



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Top Ten Travel Tips for Holiday Flights from the FAA

ASHINGTON.-December holidays, traditionally the busiest times of the year for the nation's airlines and airports, are fast approaching. To help travelers minimize delays during the busy holiday season, the FAA today issued some simple suggestions. 1. Arrive early. Holiday crowds coupled with current security measures may increase the time you need to check in. Build even more time into your schedule if you need help with infants, young children, elderly or disabled passengers, or passengers with medical conditions. 2. Parking lots may be full, so consider using public transportation or having a friend drop you off. If you are driving, add extra time to your schedule. 3. Don't leave your car unattended in front of the terminal and be sure to observe all parking restrictions. Because of increased security, local parking rules are being strictly enforced. 4. Keep your photo identification handy. Some airlines require you to have proper identification to fly. If you do not have a photo identification card, make sure you have two pieces of identification, one of which must be issued by a government authority. Minors are not required to have identification. Failure to have proper identification may result in additional security scrutiny. 5. For international flights, airlines are required to collect your full name and ask you for a contact name and phone number. The Department of Transportation recommends

that you provide the information. 6. Keep your eyes open for unattended packages and bags, and report them to authorities. Watch your bags and don't accept packages from strangers. 7. Be prepared to answer questions about who packed your bags and whether you might have left them unattended at any time. Think carefully and enswer honestly-history has shown that criminals and terrorists use unwitting passengers to carry bombs or other dangerous items on board aircraft, either by tricking passengers into carrying packages or by simply slipping items into unwatched bags. Answering "yes" to either question will only lead to a little extra scrutiny of the bag. 8. Do not joke about having a bomb or firearm in your possession. Security personnel can include the possibility of time in prison and/or fines. 9. Both carry-on and checked bags are subject to being hand-searched, so it's a good idea to leave gifts unwrapped until after you arrive at your destination. If airline security personnel cannot determine by X-ray the contents of a package, they can and will open it, or ask you to open it, for inspection. 10. Leave your firearms at home, and do not pack fireworks, flammable materials, household cleaners, or pressurized containers. Remember that violators of hazardous materials regulations are subject to civil penalties of up to \$27,500 per violation, as

(Continued from page 1) Symposium—Elections

tremely cautious, meticulous and detail oriented person - the perfect person to watch over ADF's funds. Andy has done great work for us, has been a pleasure to work with and will be missed tremendously."

alsse went on to recognize the newly elected Treasurer, praising Tempe as "a long time, dedicated ADF member who will also do a great job for us. I appreciate Mike taking on this important role for the Organization".

rior to nominations and the election at the Fall Business meeting, ADF's President Steve Caisse announced a realignment of responsibilities at the Vice Presidential level within ADF. It was announced that Mr. Jerry Elder, ADF's current Vice President of Government/ Legislative and Media Affairs will be reassigned to fill the vacant position of Vice President - Administration created by the retirement of long time ADF Officer Mr. Darryl Oberg. effective January 1, 2000. In announcing this change, Caisse commented that

"Jerry's strong background at Delta in Administrative matters makes him the perfect choice within the organization to oversee ADF's Administrative objectives and responsibilities.

alsse also complimented the retiring Oberg whom he described as "a tireless worker for ADF, active on behalf of the profession from day one. Darryl's efforts in producing the ADF Newsletter for almost 10 years made monumental contributions to the organization's stature and perception within the industry".

The elections followed and were conducted in accordance with ADF's bylaws with ADF member, Mr. Norm Joseph, Director of Rulemaking, ensuring compliance with all the organization's statutes

t the request of President-Elect O'Keeffe, Steve Caisse will continue to serve ADF as Past President - Emeritus and in the newly created role of Director - Information Technologies, reporting to Jerry Elder. Caisse will continue to have primary responsibility for the development, maintenance

and promotion of the ADF web site which he created and has maintained since its inception in 1996.

urnout at the Business Meeting was generous considering the airline service interruptions from recent Hurricane Irene. The 20 or so Officers and Delegates present at this quarter's business meeting were tasked with, among other responsibilities, the nominations and elections of new ADF Officers, and as such, their efforts to be present at the meeting in the face of adversity were greatly appreciated by ADF's Executive Board.

ADF's Treasurer, Andy Konstas, reported that the organization is in excellent financial shape. The board authorized monthly expenses for 2000 to be paid in advance with funds from this year's budget. The group discussed "accelerated dispatch courses" being offered by some schools. (see more in this newsletter).

he Board agreed to establish a CDM Advisory Council which will report to the newly created position of Director - Collaborative Decision Making. This council will consist of ADF

ADF Business
Meetings for 2000

-February 27-28—Houston -May 4-16—Chicago -August TBD—St. Louis -October 17-18-19 (tentative)

(tentative)

ADF Symposium

Washington, D.C.

members who are also aviation experts from all backgrounds and are involved in CDM and Free Flight.

n a remarkable revelation, ADFs former President, Bill Leber, reported to the meeting that there are three Ph. D. candidates that he knows of who are working on their Doctoral Thesis with ADF's evolution and successes as their themes. It seems our reputation as a volunteer organization representing the voice of the Aircraft Dispatcher and striving for the greater safety of the industry has reached some well educated ears and neaked their interests with respect to our success in spite of our volunteer status and limited budget. We are honored by this unexpected attention and will provide assistance as we are.



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ADF Leadership Team for 2000

Giles O'Keeffe-President	J.C. Creighton-Executive Vice President
(Northwest Airlines - MSP)	(Trans World Airlines - STL)
Mike Timpe-Treasurer	Tom Lynch-Secretary
(Horizon Air - PDX)	(Alaska Airlines - SEA)
Brian Schultz - VP Membership	Jerry Elder - VP Administration
(Trans World Airlines - STL)	(Delta Air Lines - ATL)
Mike Harkin - VP Government/Legislative/Media Affairs	Michelle Duquette - VP Operations
(FEDEX - MEM)	(FEDEX - MEM)
Allan Rossmore: Chief Legal Counsel	Carla Beck: Senior Executive Director - Administration
(Eastern Airlines (retired) - MIA)	(Southwest Airlines - DAL)
Trevor Wood: Director - Government Affairs (Trans World Airlines - STL)	William Leber: Director - Strategic Planning (Northwest Airlines - MSP)
Vic Sotenberg: Director - Industry Marketing (ORBIS International - JFK)	Director - Collaborative Decision Making (TBA) Director—Publications (TBA)
Norm Joseph: Director - Aviation Rulemaking	Gary Christensen: Director - Air Traffic Management
(Delta Air Lines - ATL)	(Delta Air Lines - ATL)
David Porter: Director - International Relations IFALDA Liaison (Delta Air Lines - ATL)	Tim Antolovic- Director of Safety and Compliance (American Airlines - DFW)
Andy Konstas: Director - International Alliances	Al Krauter: Director - Training
(United Airlines - ORD)	(Northwest Airlines - MSP)
Steve Caisse: Director - Information Technologies	Frank Hashek: Director - Membership
(Delta Air Lines - ATL)	(Chautauqua Airlines - IND)
Tracie Benson: Director - Corporate / Industry Alliances (American Airlines - DFW)	To be eligible for nomination and / or election as an ADF Officer, a member must have been practicing as a licensed aircraft dispatcher for a minimum of 1 year. In addition, the individual must be an active ADF member who has been in continuous good standing with ADF.



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How the Transition from Ground Stops to Tactical Ground Delay Programs Will Affect Airline ATC Coordinators Roger Beatty—Commentary

Tere are some thoughts on how we, at AAL, think the decrease in Ground Stops (G/S) and increase in Ground Delay Programs (GDP) will affect the life and times of the airline ATC Coordinator.

In general, since G/S's allow for no airline control and GDPs give the airlines the ability to set priorities and use selected cancellations to their advantage, GDPs are seen as conceptually better for the airline. However, GDPs are much more labor intensive for both the ATCSCC specialist and the airline ATC Coordinator. For the ATC Coordinator the Ground Stop just requires a well developed four-letter vocabulary and the ability to slam the phone on the desk from time to time. Since he/ she has no control there is really very little to do.

With a GDP the ATC Coordinator is quite busy with the following tasks: 1) Figure out what the arrival flight priorities are. 2) Determine what is an acceptable delay and cancellation plan to produce the desired results. 3) Determine the appropriate substitution (SI) messages needed to communicate the plan to the GDP at Volpe. 4) Ensure that all parts of the SI message have been accepted. 5) Communicate the new EDCT/CTAs to the appropriate airline personnel (Dispatchers, pilots, gate agents, etc.) 6) Repeat steps 1) through 5) periodically as conditions change. Most airlines have some level of automation for some of the steps above. In many cases, however, some of the steps are still manual and require a great deal of thought, effort and time. One item of automation that is often not available is the ability to reorder large numbers of flights when there are no cancellations available. To elaborate on this a bit, assume that your scheduled order of flights was A+B+C+D+E+F. It is relatively easy to change the order to A+F+C+D+E+B with a simple swap of B and F. However if the desired new order is A+F+B+C+D+E (we call this "shift and insert") it requires many messages and, if the process is not automated, it can be extremely time consuming and error prone.

There are many other problems that are created for the ATC coordinator by an increased number of GDPs. It should be easily seen that from his/her perspective this change might not be a desirable one, even though, if managed properly, it is an advantage to the airline and the traveling public. In recent weeks we have seen as many as nine simultaneous GDPs that need to be managed by a single ATC coordinator. To say that he was overwhelmed would be a gross understatement. Since the ATC Coordinators are often debriefed by ATCSCC at the end of the day, my airline feit it was important to brief each ATC coordinator personally on this change in policy and what we are going to do to manage the increased workload.

In the personal briefing we used slides from Forrest Terral's CDM presentation to stress the following points: 1) G/S often beget airborne holding which begets more G/S; 2) In comparing a 2 hour G/S to a 4-5 hour GDP, the delays among flights are more evenly distributed in the GDP; 3) Arrivals are delivered in a smoother fashion and airborne delays (and therefore diversions) are significantly reduced; 4) GDPs give the airline more predictability and allow for airline manage ment of flight arrival order and cancellation strategies.
Also contained in the briefing was our plan to manage the increased ATC desk workload.
Currently we have only one PC located at the ATC Desk that will run our slot swapping software.

Our plans call for increasing the number of positions that can perform the slot swapping function by at least two. One is a spare position that can be manned with overtime personnel as required. The other is a normally occupied position which will be given slot swapping functionality so it can provide ad hoc assistance for unforecasted conditions.

We feel it is important that our ATC Coordinators do not give conflicting opinions on behalf of the airline on the desirability of G/S verses GDPs to ATCSCC when being debriefed. To do this we need to give each coordinator insight into what is going on and not create a situation where he/she cannot cope with what we are asking them accomplish. "Plan to be spontaneous tomorrow!"

"If managed properly, a GDP is an advantage to the airline and Public."





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FAA and Aircraft Dispatchers Meet in Denver - Norm Joseph

The FAA Regional Dispatch Resource (RDR) group met together with the major carrier Dispatch inspector Resource (DIR) group at the Denver Airport November 15 through 19, 1999. ADF and other industry representatives were invited to the session on November 18. The purpose of the public session was to exchange information and viewpoints on issues of interest to either the FAA or industry participants. Fourteen FAA representatives and ten industry representatives attended the public session.

Disclaimer: The following summary attempts to accurately reflect the discussions that took place; however, individuals must realize that currently published FAA documents and individual company policy may not presently agree with the guidance discussed and summarized below. Dispatch-related decisions should be based on safety, followed by existing documents and policy.

Internet WX. The FAA plans to have a policy letter out and available to the weather service providers in January, 2000. This policy letter has been drafted to require each internet-based weather provider to apply to the FAA for approval. An FAA team will evaluate and approve specific products. Air carriers can then request POI approval to use a specific source and product that has been approved by the FAA. The FAA also plans to conduct a survey to determine what the current approved source of weather is at each air carrier.

Route Deviation. The FAA will attempt to enforce compliance with current requirements that the company manuals of each carrier show.

clearly defined their definition of "significant deviation" and limitations concerning deviation from flight plan route.

Enroute Destination Change. ADF provided information and examples to the FAA concerning the change in destination of a domestic flight while enroute. Questions concerning terminology (amended release, re-dispatch or rerelease) were discussed. FAA concurs that a domestic flight release may be amended to change the destination to another appropriate airport within the fuel range of the aircraft. However, FAA noted that destinations should not be changed for the sole purpose of circumventing ATC ground stops or ATC ground delay programs.

Filing Routes over Inop Nav Aids With the FAA Eastern and Western navigation specialists present the ADF inquired about ATC requiring air carriers to file and fly flight plans over inop navigation aids. (Typically this is a VOR OTS and ATC saying they will provide radar vectors). While each carrier's operations specifications detail the approved means of navigation, a basic nav type "A" airplane can not legally do this. The airplane must be able to fly the flight plan in the event of radio failure. Advanced 'magic' (RNAV, etc.) airplanes that can navigate without the VOR or other navaid in question can fly the route. The FAA group will communicate with the ATC folks concerning

Diversion Alternates. The FAA advised that airports routinely used as aiternates must have at least minimal passenger handling, customs, immigration, CFR, fuel and other facilities. Military airfields used as routine alternates or destinations must have current and

approved DOD documents. HBAT 99-15 provides guidance for ETOPS and other remote alternates where normal CFR and other services are being withdrawn or minimized.

Hazmat. The upcoming rewrite of Part 121 appendix will require that aircraft dispatchers have access to information concerning hazmat on each flight and that the information be available on a timely basis.

Reducing Alternate Minimums (or the 1-2-3 Alternate Rule) Discussion concerning the need for these alternate weather minimums in today's environment resulted in the conclusion that any action would required a formal petition for rule making.

Primary Dispatch Inspector (PDI). Internally the FAA Flight Standards Service has initiated the process to allow entry to the Aviation Safety Inspector (ASI) ranks as a dispatcher (pilot certificate not required). This would not be a PDI position but rather an ASI in operations with dispatcher expertise.

Single Level of Safety/ Fractional Ownership. The FAA has formed and advisory committee on fractional ownership to advise the FAA on how this expanding class of aircraft should be regulated. Discussion on the expansion of the single level safety effort produced no new information.

Dispatcher Duty Time. No changes to FARs related to this issue are expected in the near term. The FAA advises that incident investigation revealing related or unrelated violations of current rules will not be overlooked.

ATC Changes RVSM

(Reduced Vertical Seperation) in the Pacific is coming February 24, 2000 and across the USA in the 2003-2005 time frame.

Back Up Operations Mode. At the request of the FAA we discussed back up plans for various scenarios concerning loss of the primary facility, loss of data systems, loss of communications systems, etc. The reference is 121.135. The conclusion was that whatever plan is in place at a given carrier (to either continue operations or cease operations), the plan must be known, understood, documented and trained.

Rapid and Reliable Radio Communications. Based on several existing legal opinions the FAA GC defines the required "rapid and reliable radio communications" to be something less than 4 minutes. The FAA advised that ICAO document 7030 limits SAT COM to emergency nonroutine use. The FAA also indicated concern that the existing operational control radio facilities and networks will not handle the actual number of expected calls simultaneously.

Load Planning/Load Control. The FAA questioned the industry representatives on the requirement for dispatchers to be knowledgeable in the areas of weight and balance, load planning and load control since most carriers had automated systems or approved separate offices responsible for this area. The consensus was that the dispatcher should have at least sufficient knowledge for oversight in this area and requirements should be left as they are.

International Information. The FAA augusticated, thee 197



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(Continued from page 14)

dustry representatives on what, if anything, the airlines do to comply with foreign AIPs, rules, procedures and requirements, and who is ultimately responsible for any error.

Special Airports. The FAA is producing an updated Advisory Circular on Special Airports. It will reformatted and divided up by country very similar to Jeppesen's style depiction and include forms for airport reviews. After the initial issuance they intend to maintain it on a FAA web site.

Dispatcher Certification. The FAA intends to maintain a list of approved schools and designated approved dispatch examiners on the FAA Operations Specifications web site. The FAA intends to issue a guidance document at the headquarters level giving policy and procedure information concerning designated approved dispatch examiners (Designated Examiners, or DE's.) It is the FAA's policy that a maximum of two complete examinations can be given by any one examiner in any single day.

With the publication of the new Part 65 rule, the FAA intends to publish a policy letter indicating that RDR's should be the point of contact for applicants who request to take the dispatch practical exam without attending a Part 65, Appendix A approved school. The RDR will be the point of contact for applicants requesting experience credit (to meet the Part 65 experience requirements) for the practical exam, and outlining acceptable experience requirements. Only full 200hour courses will be approved under the new rule. Those schools desiring to give credit for applicants with prior knowledge and/or experience will be allowed to do so on a case-by-case basis, and will be required to document this with a record. This will provide a distinct division between FAA approved dispatch schools and non-FAA approved schools which would continue to exist and may tutor those students who otherwise would qualify for the practical exam without having to go to an approved school.

It is hoped that the above actions will create a level playing field for the schools, standardize designated approved dispatch examiner oversight and ultimately provide a more knowledgeable and capable graduate.

See news articles in this issue for theses additional topics discussed:

Jumpseat Authorization Dispatcher Certification.

The next RDR meeting is tentatively planned for the fall of 2000. If you have any questions or comments please contact me. If you have issues you would like raised.

Norm Joseph is a Senior Flight Superintendent and Aircraft Dispatcher for Delta Air Lines. Norm works in the Delta Operations Control Center in Atlanta, GA.



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Weather Minimums Reduced in Harmonization Effort

he FAA has completed the harmonization of European standards and U.S. standards to operating minima and issued a handbook bulletin and made Operations Specifications available for air carrier use.

We have the potential to adjust minima as follows: Visibility for MALS and SALS approach lights will drop from RVR 4000 and 3/4 mile visihility to RVR 3000 and 5/8 mile visibility. Credit for alternate minima based on CAT II or CAT III capability will be allowed. Alternates may remain legal down to RVR 1800. CAT II minima can now go as low as RVR 1000. CAT III minima can now go as low as RVR 600 with RVR 400 mid and rollout. Takeoff visibility may be reduced to RVR 500. If TDZ RVR is not reported or inoperative, pilots may make assessment of forward visibility and use that as the basis for takeoff.

On average, an aircraft dispatcher will make more "Go-No Go" decisions in 4 years than an average airline pilot will make during an entire 30-year career.



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Volcanic Ash Plagues South American Operations

eavy showers of ash from the Pichincha volcano which closed Ouito's international airport recently might not be an isolated instance, and emergency measures are needed for future crises, according to a report by Ecuador's Civil Aviation Administration (DAC). While the "Volcano Corridor," extending south of Quito over the high Andean plateau toward the cities of Riobamba, Banos and Cuenca is one of the world's most spectacular natural sights, some of its nine dormant, snowcapped volcanoes suddenly may become active, as did Pichincha last month, after 400 years of silence. This eruption was followed closely by Tungurahua in the southeast.

To cope with the emergency and guarantee air service throughout the country, DAC says contingency plans have not always been feasible. For example, the second largest airport, Guayaquil's Simon Bolivar, has difficulties coping when Quito's Mariscal Sucre closes down. While on certain days it can handle rerouted domestic flights, some international flights are delayed or cancelled. Another problem is insufficient ramp space, which is limited to 20 aircraft. DAC deputy director Rodrigo Loza said last week, "We monitor prevailing winds and route aircraft away from volcanic ash clouds, usually southward to the sea." In Cuenca, DAC tried another strategy by having Tame's two daily Boeing 727-200 domestic flights overnight there instead of Quito. On the Quito-Cuenca route, flights are taking 10 more minutes due to volcanic ash from Tungurahua. If pilots detect ash in the atmosphere they are instructed to change course.

Cotopaxi Airport in Latacunga, another Quito alternate, should be ready to handle additional flights in emergencies. But DAC notes that Cotopaxi is basically a cargo airport and not geared to handle passengers. During the recent crisis, freight warehouses were transformed into passenger reception areas, and there was no luggage handling equipment. In the meantime, according to Loza, Cotopaxi will continue to be an alternate airport. All domestic and international passengers have been instructed to check in two to three hours in advance.

The bottom line is that unpredictable volcanic activity is a fact of life in Ecuador, and the government, the airlines and others concerned will have to use imagination and patience to at least make it more bearable. Additional operational costs, plus ongoing inflation, means higher fares - which in early December rose for the second time this year.

Forwarded to ADF by a member in South American and written by:
Luis Zalamea@netrox.net

ADF Attends DOT Conference on Future of Aviation

ontinuing to build strong trade and aviation ' partnerships around the world, representatives of the United States and more than 60 other nations met in Chicago in early December at the U.S.-sponsored "Aviation in the 21st Century Beyond Open Skies* conference hosted by U.S. Transportation Secretary Rodney E. Slater, the city of Chicago and the Chicagoland Chamber of Commerce.

The number of participating nations exceeded the total which attended the world's first major aviation conference, also held in Chicago. More than 800 people at-ADF tended conference. President Steve Calsse and Treasurer, Andy Konstas attended the event on behalf of the dispatch profession. "In the 21st century, the airways will mean to global economic development what the interstate Highway System meant to national economic growth in this century," Secretary Slater said. "As we enter the new millennium, we must develop a common vision that will broaden our future aviation relationships and benefit all of our economies, enhance safety and security worldwide, and improve the quality of services for passengers and shippers."

The Dec. 5-7 conference explored the future of international aviation relationships, much like the first "Convention on Civil Aviation," held in Chicago in 1944. That convention, attended by 52 countries, established the basic rules which have guided world aviation for the past 55 years.

Participants with Secretary Slater included transportation ministers and civil aviation directors, the leaders of foreign and domestic airlines and manufacturers, public officials and industry experts. Keynote speakers were

American Airlines Chairman Donald J. Carty, FedEx Corporation Chairman Frederick Smith, Delta Air Lines CEO Leo Mullin and United Airlines Chairman James E. Goodwin. Other noteworthy attendees included Chicago Mayor Richard Daley, Jr., U.S. Sen. Richard J. Durbin (D-IL), Boeing Aircraft President Phillip Condit, Duane Woerth, president of the Air Line Pilots Association, Federal Aviation Administrator Jane F. Garvey, NTSB Chairman Jim Hall, NASA Administrator Dan Goldin, along with Carol Hallett, ATA president and CEO.

Also addressing the conference was L Welch Pogue, former chairman of the Civil Aeronautics Board and a participant in the 1944 Chicago Convention. Slater called Pogue, who recently cele-brated his 100th birthday, the living link between the original convention and the present era of global aviation services. ADF made some wonderful contacts at this event. President Caisse observed that "it was the largest gathering of the 'Who's Who' in aviation that the aerospace industry has witnessed in many years".

As a result of discussions between DOT's Slater and Caisse, ADF has been invited to participate in the DOT's upcoming aviation career seminar. In addition, Caisse and Slater discussed issues of importance to the dispatch profession including the issue, 'single level of safety" ATC delays, operational control and code share regulations. There was great interest among the participants in the code share issue. In fact, it appears that a strong move is afoot within the DOT to more closely regulate codeshare alliances. ADF was honored to attend this event and will continue to work with contacts made at this event to promote the profession.



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ATCSCC Web Site Offers Dispatchers a Wealth of Information

r. Jack Kles introduced the ATCSCC web site at ADF Symposium this October. Located at www.atcscc.faa.gov, this information sharing tool is available to enhance collaboration between FAA facilities and system users for strategcally planning air traffic flow.

Advisories Database Realtime advisory information as received from FAA facilities. The Advisory database system is a web based application that displays up to the minute U.S. and Canadian advisories

Operational Information System Real-time airport delay information as received from FAA facilities) The OIS system is a web based application that displays up to the minute Ground Delay, Ground Stop, Delcing, and general airport delay information.

Traffic Situation Display
This page shows links to the

files containing the latest images captured from the severe weather positions.

Collaborative Convective Forecast Product (CCFP). CCFP is a component of the CDM as it encourages and promotes collaboration among all stakeholders to share and exchange information.

it is expected that this forecast produced by collaboration will improve decision making process within the CDM framework and lead to reduction in delays, reroutes and cancellations influenced by convective events.

The AWC provides a baseline thunderstorm outlook for the current day. The CCFP is only available during severe weather season.

The ATCSCC WebSite can be accessed as a link of the ADF Dispatcher Weather Briefing Page

CDM Flight Status Monitor Training being offered by the FAA

n April 1999, the FAA AOZ and ATCSCC hosted the "CDM Open Season Training" and many users requested additional training sessions. The FAA AOZ and ATCSCC are now offering FSM training sessions for airline and other users. AFSM training class was held on December 7 and 8, 1999 at the ATCSCC. The FAA and ATCSCC plan to have additional training sessions in January, April, July, and October 2000. The exact dates for the year 2000 sessions will be an-nounced later. There are still a few slots available and you can access the web sign-up sheet via CDM web site (the first item in New This Week section or http://www.metsci.com/ cdm/fsm-dec.html.) The course outline is provided in the web sign-up sheet.

CDM Training Website Now Available

The CDM GDP Training website is now available. On this site you will find entertaining yet informative animated tutorials on your favorite CDM topics such as data exchange, RBS, compression, data quality, and compliance.

You can access the website at http://www.metsci.com/cdm/newmember.html (CDM Training Website link). No password is required. System Requirements:

To access the website via the internet you will need

- A web browser (Internet Explorer 5.0 or Netscape 4.0 or higher).
- 2. A 56K or faster modem.
- A screen resolution of 1024 X 768 or higher.
- The Shockwave plug in from Macromedia.

To use the website you will need to download the Shockwave plug-in . When the webpage loads you will receive a message asking if you want to download the plug in. Say yes and follow the directions provided

Alternatively you may download the plug-in by clicking on the link provided on the training webpage.

If you have a modem slower than 56K or do not have access to the Internet you may request the training webpage on CD.

Please send all requests for CDs to asche@metsci.com.

Please feel free to call or email with questions or suggestions at 703-684-2057 or asche@metsci.com.

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Editorial—FAR 121.99 Rapid and Reliable Communication

n the handout to the "Dispatcher/ POI's -Dispatch Systems & FAR 121 Operational Functions" one of the bullets in the Paragraph COMMUNICATIONS states: "Ensure that backup communication links are available in case of a failure of the primary communication links." Operating in Europe and the Middle East this requirement can be met by setting up the correct Procedures with Stockholm Radio.

We are serving a large number of airlines within this sector - and beyond - and our goal and ambition is to provide them with rapid and reliable communications. Pre flight check lists say that the HF radios and SELCAL needs

to be checked. Therefore crews of many US carriers call us to perform such checks and that's fine. However, we get a bit frustrated - and disappointed - when we frequently, some time after such checks, get calls from Dispatchers requesting to be connected with his/her flight - and we get no reply from the flight.

The reason for that is not poor HF coverage. It is more likely because the radios have been switched to other frequencies. I'm sure that many of you Dispatchers would agree with us when we say that those checks should not only be a functional check of the radios, but should also be considered as the first

step in setting up the backup link to ACARS. We have a feeling that this matter may have been considered too minute to really be addressed and decided whether or not to become Standard Procedure.

Another aspect of this reasoning is that the pilots who get into a situation where they quickly need to talk to the Dispatcher or to Maintenance should not need to give the question of where and how to establish contact a second thought. They would already be on the right frequency and need just to push the button on the mike to get someone to help them out. —

Oakie Schroder/STO radio

(Continued from page 7) Fuel can only be dispatched if the pilotin-command and dispatcher sign a dispatch release indicating their belief that the planned flight can be made with safety as jointly planned. After the required fuel supply has been computed pursuant to sections 121.639 and 121.647, the required fuel has been loaded upon the aircraft, and the pilot in command and dispatcher sign the dispatch release, the aircraft may take off in full compliance with the fuel supply provisions of section 121.639.

**Why would the pilot sign the release in agreement with the dispatcher that the flight could be made safely and then add additional fuel? **

The preceding would be incomplete without a discussion of sections 121.627(a) and 121.557 of the FARs. Under the provisions of section 121.627(a), the pilot in command may not allow a flight to continue to an airport to which it is dispatched if, in the opinion of the pilot in command or dispatcher, the flight cannot be completed safely. This determination must be made by the pilot-incommand and/or dispatcher after an evaluation of the facts and circumstances of the particular flight. It is clear that the intent of the regulations is that those responsible for the safety of that flight must know how much fuel is on the aircraft so that both parties can make safe, knowledgeable decisions together, jointly exercising operational control.

Additional Web Based CDM Tools for Dispatchers

Severe Weather Re-route Database Preferred Routes Database Location ID Dictionary http://216.111.120.229:8080/CodedSwap http://216.111.120.229:8080/PrefRoutes http://216.111.120.229:8080/LocID

These databases are being built by the individual centers and are updated weekly. If a particular city is not available, check back for new entries. Please note that these databases shall NOT be used for operational purposes yet. They should be used only for the evaluation purpose. If you are a Netscape user, you can access these database via CDM web page. If you are a Explore user, you need to provide the address provided above.



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NEW SATELLITE TOOLS FOR THE DETECTION OF FOG

Useful Links:

Naval Research Laboratory (Tom Lee)
Satellite Pictures for Marine/Coastal Areas:
Includes stratus/fog, tropical cyclones, cloud tops.
http://www.nrlmry.navy.mil/projects/sat_products.html

NOAA-NESDIS (Gary Ellrod)
Satellite products page, including "fog/low clouds"
http://orbit-net.nesdis.noaa.gov/arad/fpdt/

Wisconsin CIMSS Numerical Model Predictions Clouds that "look like" satellite pictures http://cimss.ssec.wisc.edu/model/daily/daily.html

NCAR RAP Site (Greg Thompson)
GOES Satellite page for CONUS
http://www.rap.ucar.edu/weather/satellite.html

CIRA RAMSDIS Page:

Loops, Reflectivity Product (Stratus/fog over Snow)
http://www.cira.colostate.edu/RAMM/Rmsdsol/main.html

 Note: These sites may all be accessed from the ADF Weather Briefing Page on the ADF Website at http://www.dispatcher.org/brief/adfbrief.html

Dispatch & Mission Control

"If it could happen at NASA, where we have the best of the best...the best in the world, then it could happen at your airline.

Make sure there is an avenue for even the "partial failures" to make it to the decision makers, to the top.

—Mr. Ed O'Connor at the 1999 ADF Symposium Directed, for NASA, the Search, Recovery, and Reconstruction Team supporting the Presidential Commission investigating the Challenger accident

Would <u>YOU</u> Like to be More Active in the **Airline Dispatchers Federation?**

ADF is an all-volunteer organization. The Organization will find itself with several vacant positions at the end of the year. If you, or someone you know that is a member of ADF would like to be considered for one of the open positions simply tell your delegate or notify ADF yourself. The following positions will become effective on January 1, 2000. Final selections will be made by the ADF Executive Board. Please consider assisting ADF in its vital work.

- Mailout and Information Services Coordinator.
- Director of the Scholastic Affiliations
- Symposium and/or Meeting Coordinator
- Administrative Assistant to Coordinate Billing
- Editor of Newsletter
- Director of Advertising

For all practical purposes, ADF is a large business, being run by dispatch volunteers who can always use your HELP. Thank You!



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Amid Alphabet Soup, ADF Helps Make CDM A Winner

By Charles E. Keegan

Charlie Keegan is director of Free Flight Phase 1 at the FAA. He addressed the 1999 Safety Symposium at Daytona Beach on October 18.

Acronyms and the government are inseparable. History doesn't tell us, but if the Declaration of Independence was signed at 10:15 a.m. back in 1776, I'll bet the newspapers proclaimed "USA is Born" in the afternoon edition

Funny thing about acronyms, though, is that sometimes the letters don't say it all. Take CDM. Most people in our business will tell you that the 'C' is for collaborative, as in collaborative decision making.

In my view, the 'C' stands for much more. In my view, that 'C' translates to the Airline Dispatchers Federation, plain and simple. The controllers, the airlines, the pilots, the technicians, they all play a hand. But the ADF is a lynch-pin for success in the mix of CDM. No question about it. The collaboration of the dispatcher is crucial to making CDM a reality.

Free Flight Phase 1 was borne of just such collaboration. The RTCA helped pull together industry recommendations, which the FAA accepted without hesitation. The recommendations followed a deliberate path of inclusion, in which the industry and the government sat down and chose a path. As a result, this consensus spurred FFP1, which will deploy and use operational capabilities at selected sites by the end of 2002. The intent of the industry recommendation was to introduce known capabilities to the National Airspace System that would provide additional efficiencies sooner rather than later.

And FFP1 is doing just that. We've launched the surface movement advisor already. This tool puts real-time aircraft location into the hands of the airlines. Planes move from approach to touchdown to the gate — and back — with much more precision. In a day and age where government is criticized for being a day late and a dollar short, SMA was deployed early. Ahead of schedule.

Regrettably, "gridlock" is the word most often used to describe the system today. Our intent is to bring the Free Flight Phase 1 capabilities into the system before we actually reach gridlock. Despite the obvious obstacles, nothing will hamper our will to continue pressing forward to

"Who Needs an Auto Pilot?" (Then vs. Now)

aptain Hal was an original Southwest Airlines employee who flew for the company on the first day of service. He served as captain until reaching the mandatory retirement age of 60.

However, rather than leave the profession and company he loved, he went to work as a Southwest Airlines dispatcher in Dallas, Texas. Of course, having flown the 737-200 exclusively for Southwest for several years, this gentleman was an expert on the airplane and on the Southwest route system (Texas). In a word, there was "nothing" Hal had not seen over the years. Of note is the fact that prior to serving for Southwest, Hal had actually been a pilot in World War II and had seen service in the Pacific campaign while a young man in his early 20's.

While working the west Texas desk in dispatch, the now crusty old dispatcher and former senior Captain received a call from a new 737 captain who was refusing to accept a 737 for an inoperative auto pilot. The dispatcher's reply?

"If I made it through World War II without an auto pilot I think you can make it from here to Amarillo without one!"

If you have stories like these you'd like to share (we all do) forward them to adf@valuweb.com!

deploy these capabilities - whose sole purpose is to increase air traffic control efficiency and NAS capacity.

We're having equal success with CDM. This tool as a process has been fundamental in providing new efficiencies to the NAS for some time. It has broken new ground in the way the airspace is managed and utilized.

As a program, CDM has deployed capabilities whose return on investment has been staggering. Since September 8, 1998, just about 4 million minutes of delay have been avoided as a result of the use of compression techniques. At \$40 per minute, the savings are impressive in monetary terms alone. As bad as the delays have been over the past year, it is hard to imagine what they would have been like without CDM tools and processes helping to manage the system.

Today's demonstrated efficiency benefits of CDM are only the beginning. From what we've seen so far and from the benefits that we have been able to measure, we believe that CDM is a key to efficiency, and very probably, a gold mine for safety.

VISIT THE NEW ATCSCC WEB SITE AT: http://www.atcscc.faa.gov/



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FAA's Move To Require TCAS For Supp's Validated Again

nder dark skies, on November 7, 1999, about 2120 hours Hawalian standard time, Gemini Air Cargo Flight GC7580, a Boeing DC-10-30F, N602GC, sustained substantial damage to both elevators after responding to a Traffic Collision Avoidance System (TCAS) alert 5 minutes after departure from the international airport at Hono-Iulu, Hawaii. Gemini Air Cargo of Dulles, Virginia operated the nonscheduled international cargo flight under the provisions of 14 CFR Part 121. The airline transport pilot (ATP) captain and 4 crewmembers were not injured. Visual meteorological conditions prevailed and an IFR flight plan was filed. The flight originated in Los Angeles, California, made an en route fuel stop at Honolulu, and was continuing to Fiji with an ultimate destination of Sydney, Australia. The captain stated in his irregularity report that the airplane departed

runway OSR on the OPIHI Two Departure with the CARRP Transition, After departure, he was turning right to a heading of 155 degrees and passing through 1,500 feet mean sea level (msl), when air traffic control (ATC) instructed him to turn left to 140 degrees for traffic. The traffic was pointed out at the 10 o'clock position at 5,000 feet. The captain acknowledged the traffic in sight and was instructed to maintain visual separation as they were climbing through 3,000 feet at a rate of 500 to 800 feet per minute. The first officer advised the captain to shallow the climb to maintain separation. The other airplane (subsequently identified as a Hawaiian Air DC-9) appeared to still be descending at the 10 o'clock position. According to the crew, the TCAS in the DC-10 alerted "traffic, traffic" followed shortly by the alert "climb, climb, climb." The TCAS indicated a resolution advisory of 1,200 feet per minute rate of

climb in the red on the vertical speed indicator. The airplane was climbing through 3,800 feet as the captain pitched up to attain 1,200 to 1,500 feet per minute rate of climb. Passing 4,000 feet the TCAS reported "clear of conflict" and the captain resumed his normal climb profile. After passing through 10,000 feet, the captain passed control of the airplane to the first officer, and contacted departure control to discuss the close encounter, but he did not file a near midair collision report. Departure control informed him they did not know if the DC-9 received a TCAS alert. The safety officer for Hawaiian Air stated his crew did receive a TCAS alert descending through 4,500 feet. The TCAS recommended a descent rate of 3,000 to 6,000 feet per minute for conflict resolution. The captain selected 3,000 feet per minute because he was at a low altitude, over water, on a dark night, and for passenger comfort. He estimated his airplane passed about 500 feet below the DC-10. The DC-10 proceeded to its destination of Nandi, Fiji, for a fuel stop and scheduled crew change. Both crews inspected the airplane (0300 local time) prior to its departure for Sydney, Australia. During a walk around inspection at Sydney during daylight, both eleva tors were observed to be damaged. An Australian airworthiness inspector noted the outboard lower skins of the elevators were severely bent. He stated the horizontal stabilizer fairings were indented from contact with the elevator balance weights. The upper skins had more damage than the lower skins, and many rivets were pulled through the skin. Neither crew of the DC-10 reported any adverse handling characteristics or vibrations. The Flight Data Recorder is being retrieved by the Safety Board's laboratory. - NTSB Release

Retiring AA Vice President Praises Dispatch

— Here's an excerpt from an article by Capt. Cecil Ewell, Vice President of Flight Operations at American Airlines which contains a "message to the troops" on the occasion of his retirement.

uckily, our company ensures that we are well trained and provided with the best tools available in the airline business. The record of our maintenance department is the envy of the industry. Every jet we strap on is a product of the best maintenance programs available. The flight plans. TPS, weather, NOTAMs, etc., are likewise the product of the best flight operations and computer flight, planning system in the world. Think of this, when was the last time you had

to call Dispatch to make a change in the flight plan? The rarity with which we call SOC is a testament to the superb job our dispatchers do in helping us get ready to fly.

On top of that, how often do you recover a message in the cockpit advising of adverse weather, delays at destination, etc.? I'd like to have a nickel for every time I've had to "PLEASE ACKNOWLEDGE MSG..."

"We are never alone when we're airborne. The full muscle of the best airline in the world is available in an instant with a call to Dispatch."

Historical Observations of Veteran Dispatchers (War Stories)

recently had a very interesting conversation with veteran dispatchers, Carl Banskton and Al Trigg of Delta Air Lines. Both Al and Carl worked for National Airlines in the early 1960's. Then later worked for Pan Am and eventually came to Delta with the Delta-Pan Am deal in the early 1990's.

As our conversation evolved, some interesting historical recollections surfaced.

For example, the guys reminisced about an operation National ran using a leased Airlift International DC-8-54F "Quick Change" aircraft one season from New York to Florida. According to Carl, the aircraft would operate an overnight round trip for Airlift from JFK to South America hauling cattle and livestock. The aircraft would arrive back in New York at sunrise where National crews would try to clean the aircraft, then install the passenger seats and the aircraft for a 9:00AM departure to MIA. The chock-full load of cattle left their "mark" on the aircraft in more ways than one (Continued on page 31)



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ADF Participating on CAST JSAT

for Turbulence - Barry Turkel

DF has been asked to participate in the JSAT for Turbulence. This is one branch of the Commercial Aviation Safety Team (CAST) that is a directive of Vice President Gore's emphasis on aviation safety. In addition to dispatchers, the thirty members of this team represent FAA, NASA, airlines, pilots, flight attendants, meteorologists, air traffic control and aircraft manufacturers, others. among

The goal is to evaluate incidents where passengers and/ or flight attendants have been injured. For a given incident, any data that has been compiled or was available at the time is to be examined. The end result of analyzing incident data is to determine how, why, when and where people are being injured by turbulence and to identify solutions to minimize these events. The first meeting was held October 20-21, 1999 in Washington, D.C. The members were able to meet and discuss data acquisition requirements and analysis strategies. Meetings are scheduled every six weeks to complete the process by August, 2000. As your delegate, I have worked as an aviation meteorologist and aircraft dispatcher. If anyone has access to reports and/or data concerning turbulence injury events, they will be welcomed by the committee and treated confidentially.



The December issue of ADF's monthly electronic newsletter, ADF E-NEWS is now on-line.

Visit the ADF
web site at
dispatcher.org to
access
E-NEWS every
month.

ADF President Steve Caisse is noted for providing long detailed crew briefings on his flight plans. The following is an actual message received from a flight Caisse was recently working. — Ed.

DDLXCXA 262338 A80 FI DL163/AN N640DL DT DDL SFO 262338 M05A - 3401/26 KSFO/ KATL .N640DL

FROM COPILOT -- MAY TAKE DELAY DUE CAPT STILL READING BRIEFING FM DIS-PATCHER—SMILE

AVWEB Seeking Feedback on FAA Budget

his month, the internet website, AVWeb, would like to hear your views on the budget of the Federal Aviation Administration.

Where do you think increased FAA funding is needed most urgently: ATC, FSS, oversight and enforcement, certification, major air-carrier airports, or small reliever airports?

Where do you think decreased FAA funding would do the least harm?

To register your response to this Question Of The Week, and to see how other readers have responded, go to http://www.avweb.com/qotw

Allow Non-121 Foreign Carriers to Operate for US Carriers?

Air Foyle Chairman Christopher Foyle, who also is chairman of the British Cargo Airline Alliance, told the London Aviation Club that the potential growth of his airline is being curtailed severely by US rules that prohibit non-American carriers from doing what US carriers already are doing successfully around the world.

"At any European airport you would see wet-leased, Us-registered freighters operating on behalf of European airlines," he said. "But this was a one-way business- the US does not allow any non-American carrier to wet-lease its aircraft and crew to US airlines," he said.

A Dispatcher who prevents two wide-body diversions from occurring has covered his yearly salary expense for his employer.

Embry-Riddle Wins FAA Award

DF Sponsor and host site for Symposium '99, Embry-Riddle' Aeronautical University is this year's winner of the FAA's Excellence in Aviation Award for its contributions in aviation research and education.

The world's only fully-accredited aviation-oriented university, Embry-Riddle enrolls 22,000 full- and part-time students from 50 states and more than 100 countries on its two U.S. campuses, at more than 100 teaching sites in the United States and Europe, and through distance

learning technology, such as the internet.

The university offers more than 30 degrees in aeronautical science, aviation maintenance, business, computer science, engineering and human factors.

The facility offers FAAapproved certification programs in flight instruction (private, commercial, instrument, multi-engine, flight instructor, and instrument flight instructor ratings), flight dispatch and maintenance technology (airframe and powerplant).



Airline Dispatchers Federation

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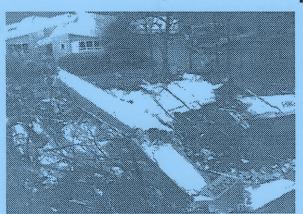
"Show Us the Accidents!"

In January, an auspicious anniversary will be observed. It will have been 10 years since the crash of AVIANCA flight 052. This crash has become the classic example of what can happen when flights are operated in marginal weather and in an environment of ATC delays without the benefit of operational control and the guidance of an aircraft dispatcher. It was this accident which served as one of the primary motivating factors for those who formed ADF.

Date: January 25, 1990
Type: Boeing 707-321B
Registration: HK 2016
Operator: Avianca, the Airline
of Columbia
Where: Cove Neck, New York

Where: Cove Neck, New York Report No. NTSB/AAR-91/04 Report Date: April 30, 1991

n January 25. 1990, at approximately 2134 eastern standard time, Avianca Airlines flight 052, a Boeing 707-321B with Colombian registration HK 2016, crashed in a wooded residential area in Cove Neck, Long Island, New York. AVA052 was a scheduled international passenger flight from Bogota, Colombia, to John F. Kennedy International airport, New York, with an intermediate stop at Jose Maria Cordova Airport, near Medellin, Colombia. Of the 158 persons aboard, 73 were fatally injured. Because of poor weather conditions in the northeastern part of the United States, the flightcrew was placed in holding three times by air traffic control for a total of about 1 hour and 17 minutes. During the third period of holding, the flightcrew reported that the airplane could not hold longer than 5 minutes, that it was running out of fuel, and that it could not reach its alternate airport, Boston-Logan International. Subsequently, the flightcrew executed a missed approach to John F. Kennedy International Airport While trying to return to the airport, the airplane experienced a loss of power to all four engines and crashed approximately 16 miles from the airport. The National Transportation Safety Board determines that the probable cause of this accident was the failure of the flight crew to adequately manage the airplane's fuel load, and their failure to communicate an emergency fuel situation to air traffic control before fuel exhaustion occurred. Contributing to the accident was the flightcrew's failure to use an airline operation control dispatch system to assist them during the international flight into a high-density airport in poor weather. Also contributing to the accident was inadequate traffic flow management by the Federal Aviation Administration and the lack of standardized understandable terminology for pilots and controllers for minimum and emergency fuel states. The Safety board also determines that windshear, crew fatigue and stress were factors that lead to the unsuccessful completion of the first approach and thus contributed to the accident. The safety issues raised in this report include: 1. Pilot responsibilities and dispatch responsibilities regarding planning, fuel requirements, and flight following during international flights. 2. Pilot to controller communications regarding the terminology to be used to convey fuel status and the need for special handling. 3. ATC flow control procedures and responsibilities to accommodate aircraft with low fuel states. 4. Flightcrew coordination and English language proficiency of foreign crews.





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"Show Us the Accidents—Part 2"

The following are examples of how dispatchers make a difference given tools, training & support. The NTSB report is noted with the dispatcher comments italicized.

On January 23, 1982, a McDonnell Douglas DC-10-30, was a regularly scheduled passenger flight from Oakland, California, to Boston, Massachusetts, with an en route stop at Newark, New Jersey. Following a non-precision instrument approach to runway 15R at Boston-Logan International Airport, the airplane touched down about 2.500 feet beyond the displaced threshold of the runway, leaving 6,691 feet remaining on which to stop. About 1936:40, the airplane veered to avoid the approach light pier at the departure end of the runway and slid into the shallow water of Boston Harbor, The nose section separated from the forward fuselage after the airplane dropped onto the shore embankment. Of the 212 persons on board, 2 are missing and presumed dead. The others evacuated the airplane safely, but with some injuries. The reported weather was a measured 800-foot overcast, 2 1/2-mile visibility, temperature of 35F, light rain and fog. The wet runway was covered with hard-packed snow and a coating of rain and/or glazed ice.

"I was working the BOS hub when they got hit with the worst snowstorm of the season. During the day shift, I cancelled or delayed most of the BOS operation. By the time I was relieved in the afternoon, there was little left of the BOS operation, and the ones that were left were delayed or set up for a possible cancel.

After I was relieved from my shift, a DC-10, sild off the runway in BOS. There were two fatalities, a lot of injuries, and hundreds of thousands of dollars of loss to the air-line. There were passengers on board the flight that had re-booked from at least one flight canceled by my airline."

Dispatcher from another airline..."The weather led to runways with braking action poor to NIL. The dispatcher working that sector decided the runways would be unacceptable at arrival time and cancelled DEN-BOS DC1.0. The Captain, VP Flight Ops, Sr. VP Customer Service all called and threatened him. When he would not reinstate the flight, the dispatcher was told to be back in the office at 8AM with all of his company materials and they were going to address his lack of cooperation etc. (i.e. you are going to be fired). At 8AM, he walked in with his ops manual, ID and a copy of the headlines of the crash in the moming newspaper. The meeting was cancelled and he was not terminated because an aircraft had gone off the runway at the time his flight would have arrived."

At the time of the accident, this carrier had been issued a wavier to operate without dispatchers.

On December 28, 1997, at 2310 Japanese Standard Time (1410 UTC), a Boeing 747-122, experienced an episode of severe turbulence about 950 miles east southeast of New Tokyo International Airport, Narita, Japan. The airplane was in VFR conditions at the time of the accident and was bound for Honolulu, Hawaii. 374 passengers including 5 infants and 19 crewmembers were

on board. Twelve passengers and one flight attendant received serious injuries and one passenger was one fatality. An unknown number of minor injuries were sustained by flight attendants and passengers. Foilowing the turbulence, the airplane returned to New Tokyo Airport for an uneventful landing.

Another flight was approximately 10 minutes behind this 747 and at a lower altitude. The dispatcher had briefed the pilot in command on the probability of severe turbulence at that altitude based on a company turbulence chart and ensured that the payload was sufficiently restricted to accommodate the additional fuel required to fly at the lower altitude.

"I just sat down to work the afternoon shift. I received a call from one of our captains who stated, "I needed full left and right rudder deflection just to keep the airpiane on the localizer, I encountered MODT turbulence on the approach with +/- 15 kts. of airspeed fluctuation. I just had the approach lights in sight at minimums...."

By looking at the actual, foreoast weather and prog charts, i decided it wasn't a good operation. I diverted three enroute aircraft and delayed my scheduled departures for the next 2 hours until the conditions stabilized. About an hour and a half later, the airport was shut due to a disabled aircraft at the field." XXX Dispatcher

OCT-19-96 at Flushing NY LGA MD-88 - Injuries: 3 minor, 60 Uninjured.

An airplane had struck the approach light structure and the end of the runway deck during the approach.

Åpril 1992 - A 100-seat twinjet departed EWR for DTW. About 40 minutes into the flight, the crew contacted dispatch requesting contact with maintenance control to discuss an apparent gear problem. During the conversation between the flight, maintenance and the dis patcher, the fuel state of the aircraft was questioned. The orew indicated that they had 2.500 pounds (25 minutes) of fuel remaining on the aircraft. The dispatcher realized that this meant the aircraft was seriously over-burning and would be unable to reach the intended destination of DTW. A quick conversation between the crew and the dispatcher determined that the closest airport was London, Ontario (YXU) and the dispatcher told the crew to proceed to YXU immediately. The crew protested that YXU was not an "authorized" airport in the air carrier's Ops Specs, and the dispatcher responded, "It is now. I just declared an emergency."

The aircraft landed at YXU with 400 pounds of fuel remaining, on an aircraft that burns 100 pounds per minute. Later investigation raised questions the pilot in command's handling of a maintenance irregularity that could have led to the loss of the aircraft. The dispatcher was commended for her actions

Incident in Bozeman, MT, on November 17, 1994 at 12:26 local time a commercial air carrier flying a DC-9-31 landed long downwind on an icy runway and ran 90 feet of the end of the overrun area.

On Nov 17, I was working (Continued on page 32)



Airline Dispatchers Federation

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FlightView Flight Tracking Software Helps Dispatchers Promote Efficiency, Safety and Customer Satisfaction

Boston, MA, is a popular, radar-based flight tracking system for operation control professionals that features up-to-the-minute ASDI data, integrated radar weather and a complete set of tools for analyzing flight information. Designed to facilitate on-the-job decision making, FlightView helps aircraft dispatchers promote efficiency, safety and customer satisfaction.

FlightView includes a database and a software application that allows data to be viewed and analyzed. Flight data with integrated radar weather from Kavouras or WSI are delivered electronically via satellite or Internet to Flight-View customers. The ability to see air traffic and weather patterns simultaneously enables aircraft dispatchers to make well-informed decisions when selecting flight routes — routes that provide smoother rides for passengers, reduced fuel costs and aircraft wear for the airline, and reliable departure and arrival times for everyone.

Air Wisconsin Airlines Corporation has been using FlightView for the past two years. Larry Gauerke, System Operations Manager at Air Wisconsin says FlightView is a powerful tool for operational control professionals. "FlightView lets us know where an aircraft is at any given time," he says. "It tells us when there are weather conditions that we need to avoid and enables us to direct our aircraft around bad weather."

Gauerke says FlightView facilitates communication between dispatchers and pilots as well. "When we need to contact our aircraft, we know exactly where they are. We don't have to guess."

FlightView supports CDM (Collaborative Decision Making) through RLMnet, a communication pathway for the exchange of CDM information between the airlines and the FAA's CDM system. RLMNet allows FlightView users to fully participate in CDM using the FAAs FSM programs.

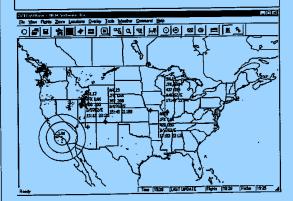
FlightView can also be enhanced with FlightView Reporter, a tool that allows users to create landing reports on demand to analyze air traffic activity. Users can create reports based on flight data such as tail number, arrival airport, or aircraft type, as well as define the time period covered by each report (i.e., daily, weekly, monthly). Report data can then be viewed on screen, printed or exported to standard third-party software packages such as Microsoft Excel or Microsoft Access.

For more information on FlightView, visit rimsoftware.com, call RLM Software at (617) 787-4200 or send electronic mail to sales@rlmsoftware. com.

About RLM Software:

Founded in 1981, RLM Software is a Boston-based company with over 14 years of experience developing software to utilize ASDI (Aircraft Situation Display for Industry) data and improve air traffic management. Specializing in the development of real-time transportation applications for private industry and the Federal Government, RLM Software has built a reputation for delivering high quality software products and services.

(paid advertisement)





Airline Dispatchers Federation

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FAA Administrator Will Take to the Skies on New Year's Eve

The Federal Aviation Administration's (FAA) top official will brief reporters on her New Year's Eve flight and other FAA Y2K activities at a press conference at Ronald Reagan Washington National Airport on Dec. 31, 1999, at 3 p.m. Administrator Jane F. Garvey is flying from Washington, D. C. to San Francisco via Dallas/Ft. Worth during the Year 2000 rollover as an expression of confidence in the safety of the nation's airspace system. FAA Y2K media coverage is expected to center on two main events - Garvey's coast-to-coast flight and the monitoring of the airspace system from the FAA Air Traffic Control System Command

Center in Herndon, Va. Media events are scheduled as folbriefing - A detailed media briefing on the agency's Y2K efforts provide all reporters covering

any of the events with factual background information on the Y2K program in advance of the events. The briefing was conducted by Mary Powers-King, FAA Y2K program office director, at FAA headquarters in room 9AB. Monte Belger, acting deputy administrator, and Powers-King will be at the Command Center. There will be regularly scheduled briefings starting the evening of Dec. 31. A phone bridge will be available for reporters not present. Reagan National - Garvey will start her coast-to-coast trip with

a media briefing at Reagan Na-

tional in the Terminal B confer-

ence room (new terminal,

lows: December 16 Background

was held on Dec. 16 at 3 pm.

The purpose of the briefing is to

above Delta Airlines) at 3 p.m. Garvey's plane arrives in Dallas. The event will take place outside of the arrival gate. Clyde DeHart, Southwest Regional Administrator, will introduce the administrator. San Francisco -Another public ceremony takes place outside the arrival gate when Garvey lands at San Francisco International Airport, Boarding Area E, American Airlines security checkpoint. Bill Withycombe, Western-Pacific Regional Administrator, various dignitaries from San Francisco, and airport and airline officials

To Send E-mail to the ADF Executive Board, use the following Email Address:

will be present

ADF@valuweb.com

FAA Posts News Tips on its Web Site

ASHINGTON - The Federal Aviation Administration (FAA) has added a new feature to the Public Affairs web site. Called "FAA News Tips," the new site contains information on FAA programs and/ or issues. Reporters who wish to pursue stories on any of the issues contained on this site should call the public affairs officer listed for each brief for more information and/or interviews. The site address is www.faa.gov/apa/ tips.htm Currently, the site contains information on the following issues: The FAA's Quality Assurance Division has received the ISO 9002 certification of compliance. This standard is best described as a model for sound business practices, quality products and continuous process improvement. Aviation decision-makers can get accurate and timely weather information directly over the Internet. Using the Aviation Digital Data Service pilots; airline dispatchers, air traffic controllers and others can get weather observations, warnings and forecasts. The FAA's Weather Support to Deicing Decision-Making (WSDDM) System has been selected as a model of excellence in government information technology. Government Executive magazine selected WSDDM as a winner in the 1999 Government Technology Leadership Award. The FAA proposes changes to its internal procedures for considering the environmental impacts of proposed agency actions and published new proposed procedures on Oct. 13 in the Federal Register. These items range from licensing commercial space launch operations, siting radar systems, and changing air traffic patterns, to approving grants for airport development

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Price for this year meeting will be based on the following:

Arrival on Saturday May 13th, Departure on Tuesday May 16th

Three nights lodging, Breakfasts each morning and cocktails each evening

Welcome reception on evening of 13th

Two lunches and snacks at the meetings

One Gala Dinner/Cocktail Cruise on Lake Michigan

Transportation to/from hotel to Navy Pier

Delegates and Guests may arrive up to two days prior and stay two-days after the meeting at the rate on \$ 89.00 per night plus tax. Chicago is one of the most exciting cities in the world and there is so much to do there's not enough space here to list everything. We plan to get tickets for Oprah Winfrey and the Jerry Springer shows for those spouses and guests not attending the meetings, in addition we will be planning an evening at Navy Pier.

We will have several itineraries available for those guests that would like to go downtown on their own. Including directions and recommendations to attractions and restaurants.

More information on Chicago can be viewed on the web: http://www.Chicago.com and http://www.NavyPier.com



Airline Dispatchers Federation

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CDM Effort Continues to Reduce **Delays** in the System

nited States Airlines hit the 4 million minutes saved mark due to compression this past October 14th. As of the end of October industry has saved 4,067,622 minutes since the start of prototype ops and 3,735,427 minutes since the start of all airports.

Congratulations everyone! Look for updated compression benefits reports on the CDM web site next week.

ADF has been an active participant in the Collaborative Decision Making Process for many years. ADF members head several important Working Groups within the CDM community. ADF continues to champion the value and benefit of the collaborative process to the industry and the travelling public. IF your airline is not yet involved in the CDM process, contact ADF for information on how you can get onboard.

ately, ADF's activities and Industry positions have been frequently quoted topics over the past six months in the widely read Washington publication, Inside FAA. In a recent issue, ADF's recent Congressional testimony and the organizations call for a review of alternate minimums are discussed at length. "Credit for ADF's increased visibility and exposure in the media has to be given to Mike Harkin" according to ADF's President. "Mike and his team have established regular calling schedules and an intricate distribution system for ADF press releases and position papers and these efforts are obviously paying off". This increased exposure of ADF's issues of importance aid the organization in gaining wider understanding and appreciate for issues of importance to dispatchers.

(Continued from page 21)

Historical

and in spite of the cleaning and deodorizing efforts, there was no hiding the smell. Apparently, the free Champaign which National offered to passengers on this flight made up for the foul aroma which persisted all day.

Another interesting tidbit involved the 727-35's National got in 1964. Apparently for almost a year, National never operated the aircraft at altitudes above FL250. We speculated as to the reasons for this as there appear to be many, but the most likely seems to be that most crews on the new jet were coming off piston aircraft and were just "used to" flying in the 20's and chose to stay there.

It was also interesting to hear of a rumored practice whereby certain executives of the airline would take a 727 out of service and fly over to a remote Bahamian Island for a weekend of celebration, occasionally flying back to Miami to pick up more ice for the group. How times have changed!

If you have any memories of dispatch from days gone by, contact ADF to share these with your fellow dispatchers.

Dispatch **Profession Cited** in Aviation Daily

n a recent article, Aviation Daily reported on the FAA's completed rule change for aircraft dispatchers, writing "a task that has been underway since FAA requested the Aviation Rulemaking Advisory Committee in 1993 to review dispatcher training and certification. FAA said an industry task force found that technology had outpaced the current regulations. "The task force also found that various designated examiners and FAA regional offices were interpreting several of the regulations in a manner inconsistent with each other and FAA headquarters," the agency said. Under the updated rule, for example, FAA set a minimum age of 21 to be eligible to take the knowledge test. The minimum age to get a dispatcher certificate still is 23". ADF is always pleased to see the profession mentioned in Aviation Daily.



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ADF President Steve Caisse Of Delta bids Farewell as 2 Year Term Ends

hen I think about all of the strong, wonderful people who have made ADF the great organization it is today, I feel immense pride. I am humbled to be a part of this wonderful organization. And I'm proud to be a part of the leadership team that has guided ADF over the past two years.

The greatness of ADF is that it brings together wonderful, dedicated people who might never have had the chance to work together, succeed together, or see their dreams become reality together. And it teaches us that we have the same challenges, the same interests, and the same values. And that together, we can build something far better and more lasting than any

one of us could build by ourselves.

it has been an extremely rewarding and satisfying two years for me, serving as your President. Although at times, the challenges seemed insurmountable and the resources limited, I am very proud of the accomplishments of this organization. Others have proudly observed that ADF has risen to a new plateau. I like to observe that it is the dispatch profession which has reached new heights. ADF has become a widely recognized and highly respected voice in the aerospace industry. This is not a small accomplishment for an all-volunteer and modestly funded organization.

As I depart, ADF's ship is

VISIT THE ADF WEB SITE AT WWW.DISPATCHER.ORG

steaming ahead on course, with strong momentum and a clear sense of direction.

The new leadership team to be headed by Giles O'Keeffe has the diverse experience, determination and wisdom to guarantee ADF's continued success. Aiready, as new challenges are coming into view, ADF's "Leadership Team "2000" is formulating strategies for the challenges ahead. From this moment on, we reach higher. We will touch the sky. Thank you for your support over the course of my administration, I believe in this profession. I believe in this organization and I have tremendously high hopes for the future of the dispatch profession and for the Airline Dispatchers Federation.

(Continued from page 24)
ACCIDENTS

Bozeman, MT. The only avaliable approach was the ILS to 12. I held my flight at the gate in SLC due to the fact that I considered landing on a slippery runway, with a 10-knot tall wind in a snowstorm at an airport surrounded by mountainous terrain as an unsafe operation. We were right at wind limitations for the aircraft for a dry runway.

"You have to be aware of how many hazards you "stack" on a flight" observed a Dispatcher from another airline.

MINUTES FROM THE ADF FALL BUSINESS MEETING ARE NOW AVAILABLE. FOR A COPY, CONTACT ADF@VALUWEB. COM

Thank You Darryl

The Airline Dispatchers Federation wishes to thank long member, Mr. Darryl Oberg for his years of dedication to the profession and the organization. Darryl has severed as the editor of the ADF Newsletter since day one in 1990 and only recently retired from that post. The Newsletter is no small task as Carla Beck and I discovered during the production of the last two products of 1999. I am truly grateful to Darryl for the many years he spearheaded newsletter production and have a new found appreciate for the difficult task which he completed so eloquently and effectively each quarter. The profession is indebted to Darryl for this time, efforts and energy. Today's newsletter is tomorrow's historical chronicle of the profession. Generations of dispatchers to come will thank Darryl for his work. - Steve Caisse

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To advance aviation safety and efficiency by enhancing the professional standards of individual Dispatchers and the organizations within which they exercise Operational Control.



The ADF News-Volume 9, Issue 4 Airline Dispatchers Federation

Red Book Team Hailed at Symposium '99

n the early 1970's, a small group of dispatchers banded together to counter a significant threat against the continue viability of the dispatch profession in an effort which has come to be known as the "Red Book Project". Prompting this aggressive response was an attempted FAR change to delete the FAR Part 121 regulations covering dispatch, operational control and joint responsibility. Major airlines were proposing to replace the Dispatch specific regulations in FAR Part 121 with a system equivalent to the current regulations covering supplemental operations whereby the responsibility for operational control would rest with a single individual who would delegate his authority to those employees performing "dispatch-type" functions. Had this rule change come to pass, the dispatch certificate would have vanished from and our profession would today be a ghost of what it had been since its inception. The main weapon used to counter the contention to disband dispatch was a comprehensive investigation examining the safety role played by dispatchers over the years. The Red Books are an argument chronicling the safety contributions made by aircraft dispatchers' according to Lew

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Rezsonya, a Red Book Team member. Over a three year period, in a time without word processors, computers or other modern tools, the Red Book Team assembled over 400 pages of safety data in a two-volume work which was presented to the FAA and NTSB in support of continued Dispatch specific regulations and to counter the attempts to remove dispatchers from the regulations. So strong was the argument, that following the team's presentations to the FAA and NTSB, attempts to disband the profession quickly vanished. This effort and the team responsible for its development were cited as the recipients of ADF's prestigious National Aviation Safety Award for 1999 at Symposium '99. A plaque commemorating this effort was produced by ADF and will be rotated among the surviving members of the Red Book Team. First to gain possession of the award will be the person universally credited with spearheading the effort, Delta Air Lines dispatcher, Rezsonya. When asked why he spent so much of his personal time on the project. Rezsonya replied without hesitation,

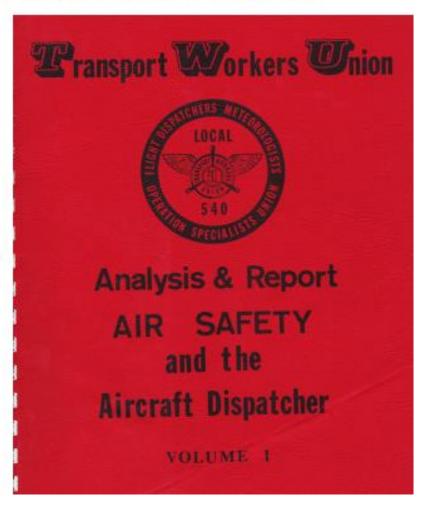
"It's worth saving, the dispatch profession is vital to aviation safety and is worth fighting to preserve."



Honoring The Red Book Team

Early 1970's,
Dispatchers respond
by offering extensive
data on accidents
and incidents
prevented through
effective dispatching.

This lead to the FAA reaffirming the need for dispatchers.







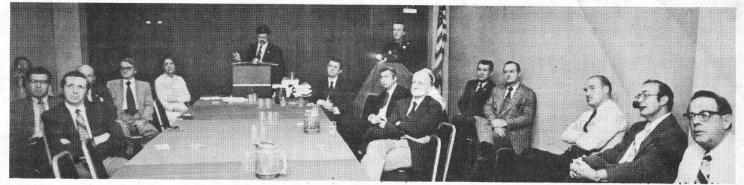
The Red Books

- Along comes the ATA and says, "We're going to get rid of you guys."
- I go, "The hell you are!"
- "Over my dead body you will!"
 - Lew Rezsonya



JANUARY, 1975

TWU EXPRESS



TWU FLIGHT DISPATCHERS MAKE THEIR SAFETY CASE BEFORE THE FAA — This was the scene in Washington on Dec. 8 when TWU's Air Transport Division and its Local 540 made a forceful presentation on the vital need of Flight Dispatchers for airline safety before members and staff of the Federal Aviation Agency. The Union also made the presentation before the National Transportation Safety Board. Western Airlines Chairman Lew Rezsonya who served as commentator is at the microphone. ATD Director William Lindner is third from right, Local 540 Eugene Downey (fifth from right) and TWU Legislative Representative Francis O'Connell, at right.

TWU Dispatchers Document and Present Their Case on Airline Safety to U.S. Agencies



WEATHER WEB SITES

A search will show that weather is one of the more popular topics for Web sites. Here are some sites to get weather information or more on the IBM research mentioned in the story:

ACCUWEATHER:

www.accuweather.com/wx/

IBM WEATHER RESEARCH:

www.research.ibm.com/weather

NATIONAL HURRICANE CENTER:

www.nhc.noaa.gov/

NATIONAL OCEANIC AND ATMOSPHERIC ADMINISTRATION:

www.noaa.gov

NATIONAL WEATHER SERVICE:

www.nws.noaa.gov/

ST. PETERSBURG TIMES:

www.sptimes.com

USA WEATHER CAMS PAGE:

www.iinet.net.au/jacob/ camera.html

WEATHERCAST.COM SUPER SITE:

www.tvweather.com/

WEATHER CHANNEL:

www.weather.com/twc/ homepage.twc

AIRLINE DISPATCHER

FEDERATION: www.dispatcher. org/brief/adfbrief.html

In 1999, the "ADF Weather Page" was awarded a top pick by the Tampa, Florida Times, in their list of best "Weather Websites"

-TECH TIMES

Storm num Page 11

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A new weather forecasting tool

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WEATHER WEB SITES

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NATIONAL OCEANIC AND ATMOSPHERIC ADMINISTRATION

BIATIONAL WEATHER SERVICE:

ST. PETERSOUNG TIMES USA WEATHER CAMS PAGE

WEATHERCAST COM SUPER SITE.

WEATHER CHANNEL

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Protecting against summer storms

14, TIMES MONDAY JUNEA 1000



Key Meeting with AFS-1

- Mr. Nicholas Lacey, Director, AFS-1, FAA
 Flight Standards Service
 - Nick had oversight responsibility for 4,500 inspectors and other aviation-safety workers as the FAA's flight-standards director.
- Margaret Gilligan, Deputy Associate
 Administrator of Regulation and
 Certification



FAA Headquarters Washington, D.C. September 16, 1999





Representative ADF Business Card from 1999. All ADF officers and directors were provided with business cards and distributed these generously at various meetings where ADF participated.



MEMBERSHIP:

Longtime Director of Administration, Carla Beck was presented with the Organization's Membership Appreciation Award for 1999 at the ADF's Symposium October. In bestowing this high honor, ADF President praised Beck for her many years of service to ADF commenting that "In an all-volunteer organization such as ADF, it is the loyal work of our resolute volunteers that are the key to our successes. In consulting with past Presidents, Leber, Nadon and Cranor, there was unanimous consent that no one in the organization has worked harder, for a longer period of time, than has Carla Beck. Without Carla's efforts on behalf of the dispatch profession, ADF would not enjoy the level of respect, stature and success that have characterized our achievements recently. "Carla was presented a plaque by ADF in acknowledgment of this award which reads 'Presented In Recognition Of Your Tireless Effort, Loyal Dedication, Positive Attitude And Unwavering Support Of ADFs Activities Over Countless Hours On Behalf Of The Dispatch Profession.'

Carla received a standing ovation from all in attendance as she walked to the podium to accept the award and in doing so, thanked the audience for the opportunity to not only associate with, but also learn from some of the best in the business.

ADF announced a four-part program to improve the delegates access to ADF's leadership, our activities and the organization's news and information." The new Delegate Involvement Plan became effective August 1, 1999. Monthly conference calls were initiated and have become a valuable tool for ADF as the organization conducts its activities. Each month, ADF's Executive Board and 12 Directors participate in a conference call where the Organization's business is conducted.

ADF conducted a forum, "Memories of Dispatch from 'The Good Old Days". ADF presented its 1999 LIFETIME ACHIEVEMENT AWARD to Mr. Leon Jansen, Eastern Airlines retired dispatcher and former ALDA Director of Safety. The 1999 MEMBERSHIP APPRECIATION AWARD was presented to long time Director of Administration, Carla Beck. ADF recognized the achievements of the "RED BOOK TEAM" with its "1999 SAFETY AWARD" for their work in the early 1970's.

ADF's Internet Weather Briefing Page was enhanced to include additional links of importance to aircraft dispatchers and became the most widely visited page on the website averaging 100,000 hits per month. Total hits on the ADF website approached 500, 000 total hits per month in April 1999. Throughout 1999, ADF conducted an aggressive "Roadshow" tour at a large number of airline Operations Control Centers answering questions about the dispatch profession and the organization. ADF's President embarked on visits to a number of airline dispatch offices at ADF member airlines. including personal visits to the dispatch offices of FEDEX, Alaska Airlines, Northwest Airlines, Southwest Airlines United, American, America West and US Airways.

ADF continued to support and aid Dispatch Schools and Training programs on Standards & Qualifications topics. ADF leaders made a number of Evaluation Trips to various schools to discuss Standards, to provide Assistance in Training Syllabus. ADF also provided schools with Student Referrals, Student Placement and Officer Presentations. ADF conducted a session at the ADF Symposium targeting new dispatchers and those contemplating a career in dispatch that featured basic Operational Control concepts. ADF conducted a number of videotaped interviews with retiring dispatchers to capture some of the historical flavor of the profession.

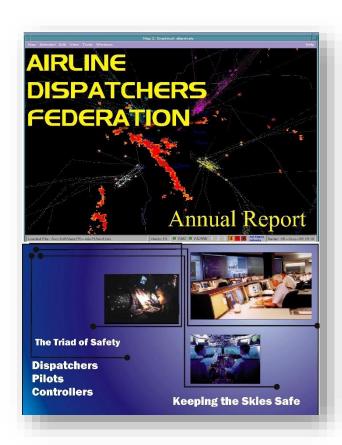


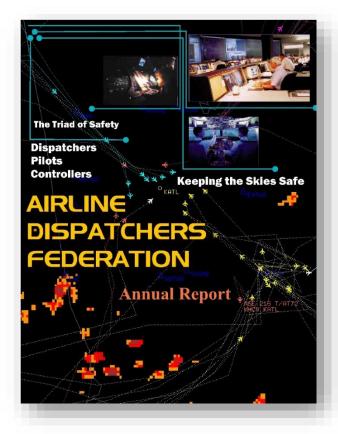
Special Feature

The ADF 1999 Annual Report

At the October 1999 in Daytona Beach, Florida, ADF President Caisse proposed the creation of an Annual Report for ADF. The impetus behind this concept was originated during the ADF Washington blitz of 1999. ADF leadership was asked repeatedly by Congressional staff if the organization has such a document. The project was to be completely funded by ADF's corporate sponsors. Caisse accepted responsibility to write content for the publication and to select the photography. The document was created for presentation to membership, industry, government, and legislative parties. Goals established by the ADF Board wore for a professionally produced publication to include:

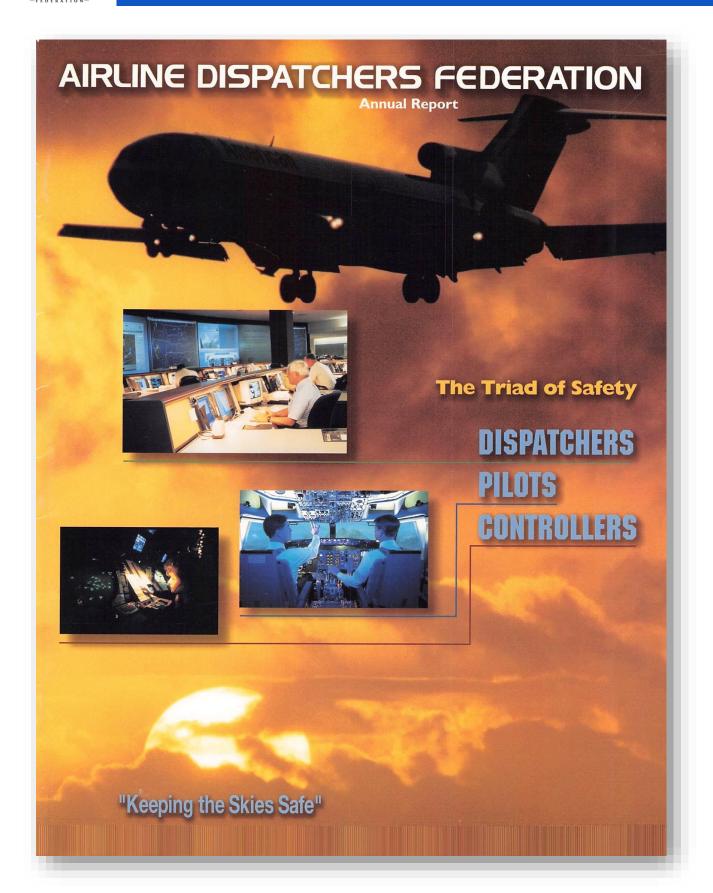
Accomplishments; sponsors; events; expose the profession and organization. Samples of other non-profit annual reports to be reviewed and cost out production printing and mailing approximate expense of 20-page publication. Summarize financial statement in pie charts with expenses, income, and gifts-in-kind (i.e.: What is the value of the server space Seagull Tech provides for the ADF web site)



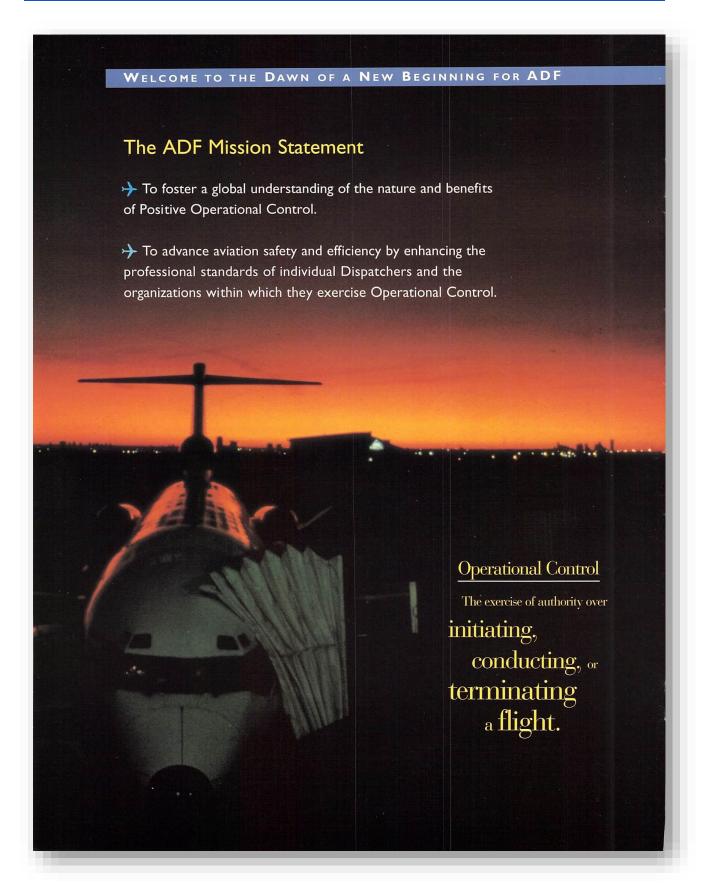














PRESIDENT'S MESSAGE

// hen I think about all of the

strong, capable people who have made ADF the great association it is today, I feel immense pride. I am humbled to be a part of this wonderful organization. And I'm proud to be a part of the leadership team that has guided ADF over the past two years.

All of us hold our dispatch heritage in trust for future generations. The dispatch profes-

sion has long been comprised of people who relish their indispensable roles and responsibilities in contributing to safer skies, preventing accidents and prudently managing their employer's resources, dispatchers who work diligently to move the profession forward and who provide a unique and vital service to airline customers. The perennial challenge for our predecessors has been one of educating others as to the importance, value and benefit of our essential work. Today, that task remains ADF's primary objective.

The future of ADF is being built on a foundation of core values and traditions we've inherited from strong willed, hard working people who have endeavored to promote the dispatch profession, both within ADF and our ancestor organizations. All of us in this profession today share the responsibility for continuing this crusade and working towards our profession's future success and prosperity.

But each of us within ADF has a special charge as well. We have the power to mold our profession's destiny. We are the stewards of our traditions, but more importantly the builders of our future.

Welcome to ADF's 1999-2000 Annual Report. We have assembled The momentum, industry-wide respect and prestige

we now enjoy are
unprecedented in our
profession's history.

this document because we wanted to talk about the past, present and future of ADF. Inside these pages, we will look at many of the good things going on in our organization, talk about our strategy for the future and focus on the challenges that face us as a profession.

In October 1999, at the ADF
Symposium in Daytona Beach, Florida,
I reported to our membership what
ADF people have accomplished over
the term of my administration. New
initiatives like E-NEWS on the ADF
web site, frequent presentations to
Congress and increased exposure within
the media have significantly raised our
profile within the industry. The momentum, industry-wide respect and prestige
we now enjoy are unprecedented in
our profession's history. The dispatch
profession is now recognized and
respected like never before.

The salary, benefits and other labor interests of some of ADF's membership are protected by the various labor organizations that represent dispatchers in the United States. ADF's role is to educate the public about the dispatch profession and to promote the value of the work dispatchers perform. Throughout its history, ADF has never engaged in any labor

related issue. ADF will continue to stay that course and will not comment on or become involved in any labor related issues. This mandate is so important to our organization, the very first words in our by-laws read as follows: PREAMBLE: THE AIRLINE DISPATCHERS FEDERATION (ADF) WILL NOT BE INVOLVED IN LABOR DISPUTES OR ACT AS REPRESENTATIVES OR ON BEHALF OF ANY CARRIER/ORGANIZATION/MEMBER IN LABOR NEGOTIATIONS OR REPRESENTATIONS.

The success of ADF's initiatives over the past few years is due to the hard working, all-volunteer team of dispatchers giving unselfishly of themselves to the profession through ADF's initiatives. Congratulations and thank you to all whom have molded ADF. I am proud of what you have accomplished.

I believe in this profession. I believe in this organization and I have tremendously high hopes for the future of the dispatch profession and for the Airline Dispatchers Federation.

Steve Caisse National President 1998–1999 Airline Dispatchers Federation

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WHO WE ARE

Understanding Leadership Innovation



he Airline Dispatchers Federation is an all-volunteer, professional organization that promotes the value and benefit derived from air transportation operated under positive operational control, made possible by the joint responsibility of the aircraft dispatcher and the pilot in command as defined in the Federal Aviation Regulations. ADF believes that this system of shared responsibility provides the highest level of safety and reliability afforded anywhere in the world to the traveling public and is the best way to protect a "passenger's rights." The premise behind our association is to fill a long-standing need within the airline industry to have a truly effective organization that keeps members of the Dispatch and Operational Control professions informed of the latest developments in areas of safety, meteorology, industry trends, regulatory affairs, FAA and NTSB proceedings, technological developments, and other areas of importance as well as serving as an educational outlet to acquaint others with the dispatch profession. The safe transport of our passengers and cargo is the number

one goal of all aircraft dispatchers and a primary focus of ADF's efforts nation-wide. While our members strive on the behalf of their employers to provide on-time, reliable, and efficient air service to the public in compliance with the existing Federal Aviation Regulations, the aircraft dispatcher's primary concern will always be safety.

The Airline Dispatchers Federation is the only national organization representing the professional interests of the aircraft dispatch profession. ADF's constituency is comprised of licensed aircraft dispatchers and operational control professionals from 103 aerospace companies including every major U.S. airline. ADF's membership at the end of 1999 stood at 1100 members. It has been estimated that approximately 92% of commercial airline passengers and cargo traveling each day across the United States, does so under the watchful eyes of ADF member dispatchers.

DAL 72 H/B767 KJFK LTBA 18:17/03:12 FL340/529 20:18 ACARS FOB: 92.4 MACH: 0.808 N49.81/W54.69 YIF -50.0°C/-21.0°C/254/59 ADF is about understanding, leadership and innovation. We make every effort to provide our aerospace contemporaries with a solid understanding of the value and benefit of the dispatch profession. We endeavor to take a leadership role in promoting our profession whenever and wherever possible and strive to kindle the inspiration which will get others excited about ADF's efforts. ADF will continue to seek out innovative ways to provide our membership with quality services and representation as we promote the professional interests of all dispatchers.

Annual dues for
ADF members
have not been increased
since 1991 and remain
at \$40.00 per year for
regular members.



DISPATCHER ROLES AND RESPONSIBILITIES

The Aircraft Dispatcher is a licensed airman certificated by the Federal Aviation Administration.

- ◆ The Dispatcher has joint responsibility with the pilot in command for the safety and operational control of flights under his/her guidance.
- ◆ The Dispatcher authorizes, regulates and controls commercial airline flights according to government and company regulations to ensure safety of flight.
- ◆ The Dispatcher is responsible for the economics, passenger service and operational control of his/her employee's day to day flight operations.
- ◆ The Dispatcher analyzes and evaluates meteorological information to determine potential hazards to safety of flight and to select the most desirable and economic route of flight.
- ◆ The Dispatcher computes the amount of fuel required for the safe completion of flight according to type of aircraft, distance of flight, maintenance limitations, weather conditions and minimum fuel requirements prescribed by federal aviation regulations.
- ◆ The Dispatcher prepares flight plans containing information such as maximum allowable takeoff and landing weights, weather reports, field conditions, NOTAMS and many other informational components required for the safe completion of flight.
- ◆ The Dispatcher prepares and signs the dispatch release which is the legal document providing authorization for a flight to depart.
- ◆ The Dispatcher delays, diverts or cancels flights if unsafe conditions threaten the safety of his/her aircraft, passengers or cargo.
- ◆ The Dispatcher monitors weather conditions, aircraft position reports, and aeronautical navigation charts to evaluate the progress of flight.
- ◆ The Dispatcher updates the pilot in command of significant changes to weather or flight plan and recommends flight plan amendments, such as changing course, altitude and, if required, enroute landings in the interest of safety and economy.
- ◆ The Dispatcher originates and disseminates flight information to others in his/her company including stations and reservations. This is the source of information provided to the traveling public.
- ◆ The Dispatcher has undergone extensive training to have earned the coveted Aircraft Dispatcher's certificate having taken and passed both an extensive oral examination and a comprehensive written test, administered by the Federal Aviation Administration. These tests are equivalent to the Airline Transport Pilot (ATP) written and oral examinations that a pilot in command must successfully complete.
- ◆ The Dispatcher participates in frequent and detailed recurrent training courses covering aircraft systems, company operations policy, meteorology and Federal Aviation Regulations as required by the FAA.

On average, an aircraft
dispatcher will be
responsible for
more passengers
and operate more
flights in 5 years,
than an airline
pilot will during

THE DISPATCHER'S CREED:

Upon my honor I pledge that I shall conscientiously exercise the rights and duties conferred upon me as a certificated aircraft dispatcher with primary concern for the safety of the lives and preservation of the property affected by my decisions. In the performance of my duties I shall never approve the operation of a flight which in my considered opinion is hazardous.

I pledge, also, to follow with unremitting attention the progress of each flight under my control. I shall be alert to warn the captain of unforeseen meteorological developments, unexpected losses of navigational aids or sudden changes in traffic and field conditions which might adversely affect the successful completion of his trip. In addition, I shall be prepared to offer, unsolicited, an alternative plan of action to him when the original plan cannot be followed. In an emergency, I shall be prepared to make full and immediate use of the facilities available to me to aid the stricken flight.

I pledge, finally, to keep pace with the latest advances in the science of aeronautics and supplementary fields of study relevant to my responsibility so that my competency as a dispatcher which depends upon knowledge of such subjects will be maintained.



WEB SITE / www.dispatcher.org



he Airline Dispatchers Federation has maintained a web site on the Internet since 1995 under the registered domain name "dispatcher.org" and hosted on the servers of ADF corporate sponsor, Seagull Technologies. Our web site, ADF's voice to the world and primary communications tool, contains a wide variety of information of interest to the dispatch profession including: press releases, position papers, training information, operational tools, human factors studies, organizational charts, point of contact list for ADF's officers and much more. ADF offers limited advertising opportunities to our sponsors on the web site via Internet standard banner advertising. ADF also uses the web site for online membership application processing and for the sale of promotional material through our online store.

A commonly used measurement of web site traffic is to count "hits" reported by the server. ADF uses sophisticated tracking software to monitor web site activity. Average hits for 1999 were approximately 390,000 "hits" on the entire site per month. The most

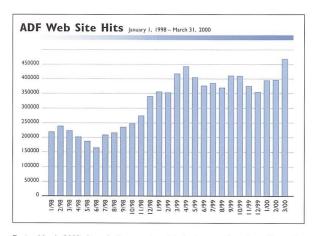


requested pages were those containing weather information. The ADF Schools link also showed strong appeal to prospective dispatchers, being among the most requested pages on the web site.

Dispatchers at major airlines continue to be the most active users of the site with top ranked user domains in terms of total page views being: Southwest Airlines, Delta Air Lines, United Airlines, TWA, Northwest Airlines, America Online members, Alaska Airlines, FedEx, Midwest Express and Emery Worldwide. A number of visitors from outside of the USA also visit the site with Canada, the

All ADF's position
papers, press
releases and minutes
from ADF's past
business meetings
are available
on the ADF web site.

United Kingdom, Germany, Australia, Sweden, Netherlands, Japan, Spain, Singapore, France, New Zealand, Portugal, and Chile among the top 14 foreign nations visiting the site in 1999.



During March, 2000, the web site experienced its busiest month to date with nearly half a million hits recorded. At the close of 1999, the site consisted of 130 megabytes of data comprised of 1700 files and 120 unique subject folders.



OUR CONSTITUENCY 1999-2000

ADF membership consists of representatives from the following aerospace companies and organizations. We are proud of our membership and thank them for their pride in the dispatch profession and their continuing support of ADF's efforts.

AAI/Systems Management Incorporated

ACA American Express
Academy Education Center, Inc.
Advanced Training Associates

Air Midwest
Air Shannon Inc.
Air Vegas Airlines
Air Wisconsin
Airborne Express

Aircraft Service Group Int'l Airline Dispatch Association Airline Dispatch Consultants

Airline Flight Dispatcher Training Center

Airline Service Manino's S.A.

Airtran Airways Aloha Airlines Alaska Airlines Allegheny Airlines All Nippon Airways America West Airlines American Airlines

Amoco Ansett Airlines Atlantic Coast Airlines Airtran Airlines

Atlantic Southeast Airlines (ASA)

AOC Services

American International Airways

ATA Atlas

Aviation Training, Inc.

Avtec

Aviation Management Assc. Inc.

BaseOps International

Big Sky BLR Group

Bornemann Associates, Inc.

Business Air CAASD Canadian Airlines

Capital Cargo Int'l Casino Airline Colgan ComAir Commute Air Continental Airlines

Corporate Air

Delta Air Lines DHL Airways

Eastern Airlines Retirees

Express One Emery Worldwide

FAA

Federal Express
First Union Corp.
Flight Safety International

Freedom Air Frontier Airlines Gemini Air GFB & Associates

Green River Community College

Great Lakes
Hawaiian
Honeywell Corp.
Horizon

Independent Pilots Association

Island Air

Jeppesen Sandersen, Inc.

Kavouras Legend Airlines Lifeguard Air Ambulance Lockheed Martin LOT Polish Airlines S.A. Maverick

METRON, Inc.
Mesa
Mesaba
Miami Air
Miami-Dade College
Midway Airlines
Midwest Express
MITRE, Corp.
MBNA Flight
Mountain Air Express

NASA Northwest Airlines

Northwest Aero
Associates, Inc.
Ohio State University
Orbis International

Peninsula Airways Piedmont/USAir Express

PSA/US Airways

ProAir PROS

RLM Software
SAS Computer
Saudi Arabian Airlines
Scheduling Systems Inc.
Seagull Technologies

Sheffield School of Aeronautics Sierra Academy of Aeronautics, Inc.

Skysource Singapore Airlines Skyway Enterprise Skyways Skywest Airlines Sonalysts, Inc. Southwest Airlines

State Farm Insurance Stockholm Radio Sun Country Airlines

Technical Aviation Services, Inc.

Tower Air Trans Meridian Airlines Trans States

TIMCO-Lake City

Trans World Airlines
Transport Canada

UFS Inc. Unysis United Parcel Service United Airlines USAir Ways World Airways Winair



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SPONSORSHIP OPPORTUNITIES AND MEMBERSHIP

s an all-volunteer and "Not-for-Profit" organization, ADF depends on the support of our industry partners to assist us in serving our membership. ADF is most grateful to the companies which continue to recognize the importance of ADF's efforts through their financial support. Without the significant assistance ADF has received from our sponsors, much of the work we as an organization have accomplished in the past would not be possible. If you or your organization would like to become a corporate sponsor of the Airline Dispatcher's Federation, please contact ADF for more information.

ADF provides subject-matter expertise to our corporate sponsors assisting in the development, refinement and deployment of dispatch-related and airline operational control specific products and services throughout the year. In addition, ADF's corporate sponsors are invited to the ADF's yearly symposium to showcase their products and services in front of aviation professionals from around the world.

Join the ranks of your fellow dispatchers!

ADF serves as the ONLY national voice of the Operational Control Professionals practicing in today's airline industry. By joining ADF, members support our Organization's efforts to promote the activities, standards and interests of the Aircraft Dispatcher. In addition, members join fellow aviation specialists in a unified voice that is heard throughout the nation in support of our vocation. Please join us as we continue to serve the Professional interests of the nation's Aircraft Dispatchers. Your voice is needed and your participation is invaluable as we move ahead. Thirty-five percent of ADF's operating revenues come from the collective funding of individual members of ADF. Visit the ADF web site for ourline membership applications, credit cards accounted

The primary reason companies choose to sponsor ADF is their firm believe that ADF's activities promote aviation safety and help improve the operation of the National Airspace System. ADF recognizes that in today's competitive business environment, companies must also be able to demonstrate value to their shareholders for monies spent. With this in mind, each of ADF's sponsorship carries with it, certain privileges and exposure levels.

As an example of the value-added benefits which accompany these levels, the following privileges apply to the DIAMOND CORPORATE SPONSORSHIP level:

- Display space at the ADF's Annual Symposium for company's products and services.
- A 60 Minute Presentation time block at the ADF Annual Symposium to educate ADF's members and guests about product and services.
- Display space at the ADF's Quarterly Meetings for company's products and services.
- A 2000-word article in the ADF Quarterly Newsletter which describes how product and services solves problems for the Operational Control Profession.
- A full page advertisement in each of ADF's printed Quarterly Newsletters.
- The placement of a banner advertisement on the ADF Quick Brief Weather Briefing page for a twelve-month period.
- ◆ A descriptive paragraph about the company's products and/or services on the ADF Sponsor page on the Internet including company name hyperlinked to company homepage, along with banner advertisement or logo.

ADF CORPORATE SPONSORSHIP LEVELS

- ◆ Silver Corporate Sponsorship—\$1000.
- ◆ Gold Corporate Sponsorship—\$2500.
- ◆ Platinum Corporate Sponsorship—\$5000.
- ◆ Emerald Corporate Sponsorship—\$10,000.
- ◆ Diamond Corporate Sponsorship—\$20,000.

The International Federation of Airline Dispatchers Associations (IFALDA) chartered the Airline Dispatchers Federation when ADF was founded in 1990. IFALDA is an international organization, comprised of the various Aircraft Dispatcher / Flight Operations Officer associations that have formed throughout the world. ADF collects \$10.00 on behalf of IFALDA for each member enrolled in ADF, providing membership in IFALDA for all ADF regular members. For example, ADF assesses annual dues of \$40.00 for regular members. Of that amount, ADF actual dues are \$30.00 and IFALDA dues are \$10.00.



Sponsors, Donors and Scholastic Partners

ADF is grateful to our 1998-1999 Corporate and Scholastic Partners without whose financial support, ADF could not have enjoyed the great success of recent years.

Metron, Inc.

BLR Group of America, Inc.

Seagull Technology Inc.

Avtec

Delta Air Lines

David R. Bornemann and Associates

Dimensions International, Inc.

Jeppesen Sanderson Inc.

GTE Service Corporation

Scheduling Systems Inc.

Skysource/CDMS Services

Automated Systems in Aircraft

Performance Inc.

Kavouras, Inc.

Lockheed Martin

Northwest Aero Associates, Inc.

Navtech Systems Support Inc.

PASSUR/Megadata

RLM Software, Inc.

Stockholm Radio

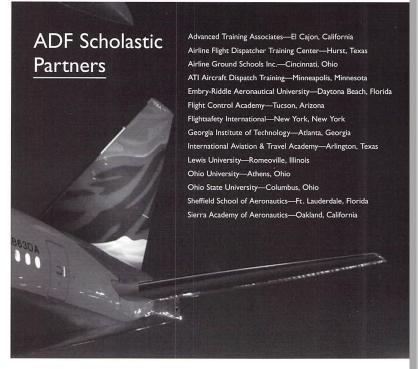
Surface Systems, Inc.

Systems Atlanta, Inc.

Systems Management Inc.

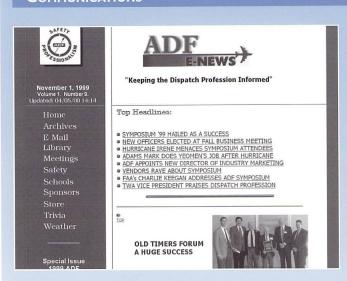
Unisys Weather Information Services







COMMUNICATIONS



DF debuted our monthly electronic Newsletter, E-NEWS, on the Internet in March, 1999. The ADF **E-NEWS** is not intended to replace the printed newsletter, but to supplement it with more concise and time-critical news items, specifically tailored to meet the needs of the professional aircraft dispatcher. ADF E-NEWS is intended to be a short read consisting of brief news capsules of concise aeronautical information of importance to Aircraft Dispatchers, the dispatch profession and internal to ADF itself. On balance, the ADF News is a comprehensive, detailed and professionally produced printed newsletter which is produced four times each year. Averaging 25 pages, the

printed newsletter contains detailed and comprehensive articles of importance to dispatchers. Advertising opportunities exist for ADF's industry partners in both of our newsletters.

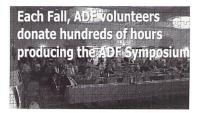
ADF recognizes that the Internet provides an unparalleled opportunity to communicate with every conceivable

target market in any geographic location worldwide. Therefore, early in 2000, ADF signed a contract with Business Wire, Inc. to distribute ADF press releases over the newswires of the world via the Internet.

Communicating information about the dispatch profession with our membership and industry contemporaries remains a key objective of ADF. To that end, ADF utilizes ADF's <u>E-NEWS</u>, our monthly electronic newsletter and the <u>ADF NEWS</u>, our quarterly printed newsletter.







ADF's Annual Symposium is the "big" event for the organization each year. Held in autumn, the Symposium provides an opportunity for operational control professionals from around the world to unite and discuss the latest trends in operational control, the research efforts that are ongoing and the future that we are in the process of creating.

Featured speakers from various airlines, the government and our nation's universities make attending this event a popular ritual of Fall for many dispatchers. Highlights of recent symposiums have been keynote speeches by the FAA Administrator, the Chairman of the NTSB, members of Congress, Senior Executives from many of the nation's major airlines, noted aviation historians and some of the nation's most talented dispatchers. In addition, ADF's sponsors use the event to showcase their latest products and services. Finally, ADF proudly presents our awards for outstanding achievement in the Dispatch Profession.



FINANCIALS

s a not-for-profit organization,
ADF depends on financial support
from its members and sponsors to fund
the organization's activities. Member
dues comprised nearly thirty-five percent of ADF's income in 1999. None
of ADF's Board members receives
any salary for their time and
efforts and contribute their
talents to ADF's initiatives on
a volunteer basis.

ADF will reimburse members for approved expenses incurred when conducting activities on behalf of the organization. ADF's primary expenses result from participation in industry and government sponsored meetings of importance to the dispatch profession and aviation safety. ADF attended approximately 75 of these events in 1999. Typically, ADF members attend these meetings on their off days, usually without cost to ADF. However, when travel expenses are borne by members, ADF will cover limited, industry standard per diem expenses in conjunction with these

events. The very high cost of hotel accommodations in the Washington, D.C. area is a significant expense to ADF owing to our frequent participation in meetings there. In 1999, the average cost of a hotel room in the nation's capital was over \$125.00. In 1999, approximately one-fifth of ADF's expenses went toward covering hotel accommodations for members. Occasionally, ADF also bears the expense of providing shift coverage for members who must attend functions on behalf of ADF on days when they are scheduled to work for their respective employers.

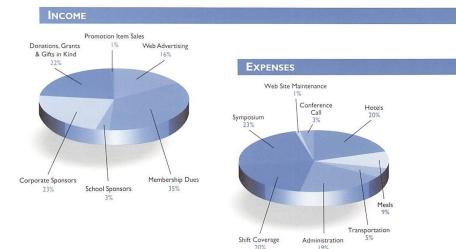
ADF conducts an annual Dispatcher's Symposium. This event historically is one of ADF's largest expenses each year. ADF also bears various administrative expenses associated with maintaining our office in Washington, D.C., our 800 toll free number, our web site, the production and mailing of our newsletters and other promotional and informative literature used by the organization (including this Annual Report).

ADF's fiscal year runs from January I to December 31.

ADF's spending is strictly controlled by the organization's cash on hand. The organization does not borrow money to conduct its business and when cash on hand falls below a predefined level, ADF curtails its activities until additional sponsorship monies or member dues are received. In 1999, ADF began accepting VISA and MasterCard for membership and purchases from the ADF Store.

ADF ended 1999 with a cash on hand balance close to zero as is appropriate for a not for profit organization. ADF is continually seeking additional corporate sponsorship support which would allow the organization to explore additional avenues of exposure for our initiatives.

ADF's leadership is confident that continued enthusiastic financial support from our members and sponsors will provide sufficient future funding to allow the leadership to effectively conduct ADF's business.





WHERE WE ARE HEADED

e must never forget that the success of tomorrow is built on the foundation of the past. We must remember the contributions of those who have campaigned on behalf of our profession before us. In years past, many in our profession gave everything, risked everything, and did everything to save our profession from external challenges. Our success today is not an inheritance. It is a mission passed along from generation to generation. ADF will continue to work diligently to preserve the success of those before us and to provide a solid foundation for those who follow. To those who work so hard, we owe thanks.

The new millennium finds ADF on a decisive threshold. For the past few years, our strategy was to streamline the organization of ADF's leadership and to shore up our financial foundations. As we move forward, we must continue to earn solid financial support from our sponsors. We must offer distinctive value and benefit to our membership. We must strengthen our ties to ADF's constituents and our members' employers, as well as industry and government. And we must do all these things in concert.

This balancing of the needs of our membership, government and industry counterparts is central to our strategy for the future. It is a balanced strategy designed to keep those three considerations—our membership's needs, our industry relationships and our involvement with the FAA and Congress—in equilibrium.

How well ADF executes this strategy depends in large part on the generous,



volunteer support of ADF's member dispatchers across the country. The measure of ADF's success will be dependent on the level of support we receive from our all-volunteer human resources, the leaders of ADF. And take note-in speaking of leaders, I am not just talking about ADF's officers, I am speaking of ADF members everywhere. Each of ADF's members must take a leadership role in promoting the value and benefit of the dispatch profession every day.

But this report is only the beginning of a conversation about the future of ADF, a starting point for a new way of doing business for ADF in the new millennium. ADF wants to hear from you, our members to find out what's on your mind. I encourage your feedback to ADF's leadership after you read this document. Your can send an email to the entire ADF Executive Board by writing to adf@valuweb.com. We need

to hear from all of you. More importantly, please consider giving some of your time and energies to the organization that serves as the collective voice for the professional, non-labor interests of dispatchers everywhere.

ADF is all volunteer and our continued success depends on the unselfish support of dispatchers everywhere.

The greatness of ADF is that it brings together wonderful, dedicated people who might never have had the chance to work together, succeed together, or see their dreams become reality together.

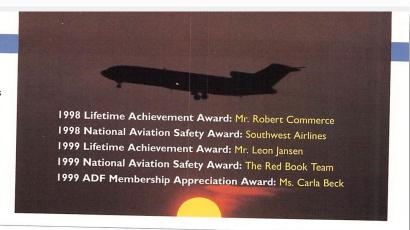
And it teaches us that we have the same challenges, the same interests, and the same values. And that together, we can build and preserve something far better and more lasting than any one of us could build by ourselves.

Steve Caisse December 31, 1999



MILESTONES

ach year, at our Symposium, ADF presents our most prestigious awards to deserving aviation professionals in the dispatch field. These awards convey ADF's highest honor and recognition upon those who have contributed significantly to aviation safety through their involvement in dispatch.



Recent ADF efforts
have yielded
significant success
in Washington, D.C.
with high level
recognition and
appreciation of the
importance, value
and benefit of the work
of aircraft dispatchers.

On June 15th, 1999 House Resolution (H.R.1000) a.k.a. Aviation Investment and Reform Act for the 21st century (AIR21) passed the U.S. House of Representatives. Language of importance to the dispatch profession contained in this bill as a result of ADF's grass-roots efforts in Washington is as follows:

A. Study.—The FAA Administrator shall conduct a study of the role of aircraft dispatchers in enhancing aviation safety. The study shall include an assessment of whether or not aircraft dispatchers should be required for those operations not presently requiring aircraft dispatcher assistance, operational control issues related to the aircraft dispatching functions, and whether or not designation of positions within the Federal Aviation Administration for oversight of dispatchers would enhance aviation safety.

B. Report.—Not later than I year after the date of the enactment of this Act, the Administrator shall transmit to Congress a report on the results of the study conducted under this section.

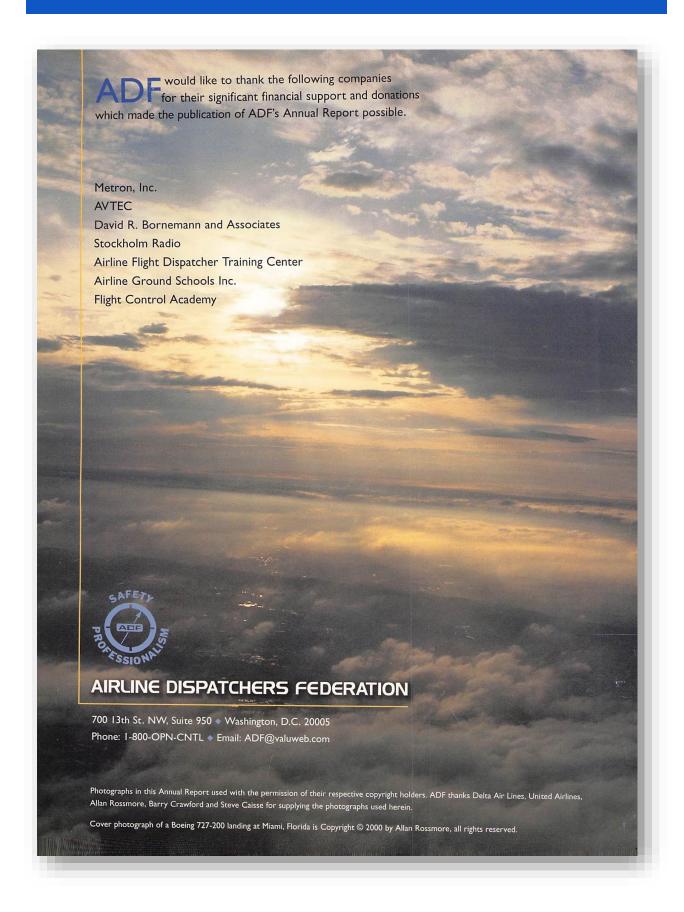
ADF PARTICIPATES AT WHITE HOUSE ANNOUNCEMENT

In March, 2000, the Airline Dispatchers Federation was pleased to participate at President Clinton's announcement of the Spring 2000 initiative aimed at reducing air traffic delays. Although the program was the product of intense efforts by various members of the aviation community, aircraft dispatchers from ADF's membership ranks were key participants on committees which led to this landmark program. While the importance of this single initiative cannot be understated, what is of even greater significance is the inclusion and recognition, by the highest levels of government,



of the Dispatch profession. The White House invitation highlighted the roles of Dispatcher, Pilot, and Air Traffic Controller by having a representative of these groups join the leaders of three major airlines along with the Administration and Senate leaders, at a cabinet room meeting with President Clinton. In the photo above, President Bill Clinton speaks about Federal Aviation Administration attempt to reduce weather related flight delays, in the Roosevelt Room, the White House, March 10, 2000. The President announced steps to reduce flight delays by centralizing air traffic control planning and working more closely with airlines. At the press conference, ADF Executive Vice President Mike Harkin was privileged to participate in a prepress conference meeting with President Clinton, Senator John D. Rockefeller, Secretary of Transportation Rodney Slater, Administrator Jane Garvey, Deputy Secretary Mortimor Downey, Deputy Administrator Monte Belger, Don Carty, CEO of AMR Corp., Leo Mullin, CEO of Delta Air Lines, John Dasburg, CEO of Northwest Airlines, Mike McNally, President of NATCA, and Duane Worth, President of ALPA.







Giles O'Keeffe-President

(Northwest Airlines)

Jim Creighton-Executive Vice President (TWA)

Michelle Duquette VP Operations (Fedex)
Brian Schultz VP Membership (TWA)

Jerry Elder VP Administration (DAL)

Mike Harkin VP Gov/Legislative/Media Affairs (Fedex)

Mike Timpe Treasurer (Horizon)
Tom Lynch Secretary (Alaska)

Symposium – Washington, D.C.

October 8-10, 2000

"Airline Operational Control and Effective Information

Management"

Keynote Speakers:

U.S. Representative James Oberstar.

Ranking Minority & Chairman Emeritus of the House

Committee on Transportation & Infrastructure.

Captain Duane Woerth -

President – ALPA

John Carr

President – NATCA

Randy Schwitz -

Executive Vice President - NATCA

Steve Caisse Director of Information Technologies

Tim Antolovic Director of Safety

Norm Joseph-Director of Aviation Rulemaking

Al Krauter-Director of Training

Bill Leber-Director of Strategic Planning

David Porter-Director of International Affairs

Andy Konstas Director of International Alliances

Brad Irwin-Director of Publications

Gary Christensen-Director-Air Traffic Management

Frank Hashek-Director of Membership

Allan Rossmore-Director/Chief Legal Counsel

Vic Sotenburg Director of Industry Marketing

Tracie Benson Director of Corporate & Industry Alliances

Loraine Sandusky Director of CDM Training

Trevor Woods Director of Government Affairs

Carla Beck Director of Administration

MEMORABLE MOMENT

The ADF's 2000 Membership Appreciation Award Presentation to Mr. James Wetherly – Manager, System Engineering at the Federal Aviation Administration for his proactive support of the dispatch profession.



CLASSIC QUOTE

"In a day when Dispatchers can communicate with flights halfway around the world, the aviation community, the FAA, and the Congress needs to give Dispatchers the respect, understanding, appreciation, and tools to do your Job. Dispatchers are the voice and conscience of safety.

Congressman James Oberstar 2000 ADF Symposium"

Generally Acceptable Reroute Parameters



- Not More than 100 NM lateral deviation from the planned route
- Not More than 4000 feet from the planned altitude
- Any change which changes the ETA by not more than 15 minutes
 - Dispatcher Concurrence is Always Preferred
 - Source: The Airline Dispatchers Federation

The above criteria will not apply to all flight operations



developed these guidelines which the organization believed constituted a reasonable boundary for ATC reroutes. ADF believed that any reroute which exceeded any of the parameters above, required dialogue and concurrence between the captain and dispatcher. This slide was part of a presentation delivered by Steve Caisse made to the FAA in 2000.

ADF





NEWSLETTERS

MEETING MINUTES

PRESS RELEASES

High Profile Visibility







Volunteer Spotlight

MIKE HARKIN



Mike was a steady volunteer for ADF and a dedicated advocate who enthusiastically touted the value and benefit of the roles of the aircraft dispatcher. Mike was considered to be an "expert of the Hill" with various contacts in governmental circles.



Serving as the ADF Director of Government Affairs during Steve Caisse's administration, Mike became ADF's expert when the organization was lobbying in Washington. President Caisse recalled that Mike accompanied him to

KDCA on numerous occasions, meeting with various Congressional staffers and members of the House Aviation Subcommittee to repeatedly explain the need for qualified federal examiners for the dispatch profession, to include specifically trained ASI-Dispatch Safety Inspectors who were also certificated aircraft dispatchers with actual operational control experience.

Most active participants at ADF in the 1990's and early 2000's had the pleasure of working with Mike on safety projects involving Congressional initiatives. Many remember enthusiastic visits with Mike to the U.S. Capital as ADF endeavored to establish long term working relationships with Senate and House members and staff who were responsible for aviation issues, oversight and safety policies. A particularly proud moment came for Mike and the entire Dispatch profession when, on March 10, 2000, President Bill Clinton announced his strategy to reduce flight delays. ADF had been a collaborative partner during research for this initiative. ADF was privileged to participate in a pre-press conference meeting with President Clinton during the unveiling of the plan. At the time, Mike was ADF Executive Vice President and he stood on behalf of all dispatchers, an equal partner with other industry leaders in support of the collaborative effort. ADF – President Emeritus, Mr. Giles O'Keeffe put it very well when he observed, "Every dispatcher in the US owes

"...on to the Hill!"

-Mike Harkin's encouragement as ADF's Legislative team arrived at KDCA to blitz our nation's capital in 1999. Mike a debt of gratitude for the work he did through ADF, representing the profession, all the way to the White House!"

As a second generation dispatcher, and "a carbon copy of his dad", according to Jim King (Transport Canada, retired), Mike has left behind a strong legacy of dispatch loyalty and advocacy. Today's airline dispatcher works in a safer environment, has more respect, and is better known and appreciated thanks to the numerous initiatives Mike voluntarily worked on through

ADF and in other Industry arenas. His calm collected approach and his respectful treatment of everyone he encountered stood out: you never heard a disparaging word from Mike! ADFers will always remember how proud Mike was of his family; he would often share pictures and family stories, which we loved hearing. Mike had worked for Braniff Airlines, Florida Express Airlines, & Pan American World Airways, having been a dispatcher since 1981. He also served at MITRE Corp. as Senior Systems Development Engineer / Airline



Operations SME. By the end of his dispatch career, Mike had worked at Federal Express as a GOC specialist. For a change of pace, Mike accepted an assignment to participate in the dispatch of military aircraft flight operations along with former FedEx dispatcher and ADF veteran, Ms. Michelle Duquette. Michelle, a close friend to Mike, had established and selected the first Women in Aviation Aircraft Dispatcher Scholarships for

ADF and was no stranger to wearing multiple hats as she represented the profession.



Michelle and Mike teamed up to bring the Aircraft Dispatch culture and philosophy to USAF Air Mobility Command's Tanker Airlift Command Center (AMC TACC), where they established a true dispatch program with flight planning requirements and an FAA relationship through Collaborative Decision Making (CDM). Michelle recalled that Mike held everyone at ADF to the high bar he set for himself as a dispatch professional. Mike was a walking FAR encyclopedia,

so anyone talking to him about dispatch needed to be certain they were on solid footing with respect to regulatory language.

Mike passed away in 2019 after a short illness. All of us who knew him remember Mike's willingness to go wherever the opportunity presented itself to support the dispatch cause and arguing passionately to convey the seriousness of the challenges faced by the profession.



The Ballas Morning News

Letters to the Editor

SECTIONS The Front Page CO

QUICK READ NEWS TICKER CLASSIFIEDS DFW DIRECTORY

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National forum

Feedback

Thoughts? Suggestions? Tell us what you think.

Cyberletters for Saturday

01/22/2000

Article misunderstands role of dispatcher

Re: "Dispatcher urged jet to try to outrun storms," Jan. 12.

I am distressed by your article concerning the tragic accident of Flight 1420 in Little Rock. Your article took small amounts of fact out of context and developed speculation as to its meaning.

I am an aircraft dispatcher. The purpose of the profession is not to apply pressure to the pilot-in-command of a flight. We formulate the operating flight plan with the captain's concurrence. Our responsibilities then include keeping the flight crew updated on weather and operational information while the flight is airborne. This fact is illustrated best by federal regulation and industry practice.

To suggest another purpose without even attempting to understand the occupation isn't proper. Developing an article based on conjecture is poor reporting at best and borders on being a disservice to your readers.

WILLIAM SZENDREY, Grapevine, Texas

ADF member and American Airlines' Dispatcher, Mr. Bill Szendrey pointed out poor reporting and championed the role of dispatchers in this letter to the editor in 2000.



Minutes of the 40 th ADF Business Meeting

February 27, 28, 2000 Marriott Greenspoint North Houston, TX.

Minutes transcribed by Mark Hopkins

Giles O'Keeffe called the meeting to order at 1000AM

Financial Report given by Mike Timpe, Treasurer. Estimated balance of \$15,000. Website Credit Card account balance approximately \$7,100. Steve Caisse reports \$60,000 in corporate sponsorship for CY1999.

Introductions around the room.

Mike Harkin, VP Govt/Leg/Media gave Symposium 2000 update. Dates 10/8,9,10, 2000 at Crystal City Marriott, Alexandria, VA. Rate \$109.00 per night. Will targetr Garvey, Slater, Shuster, Oberstar. Possible Golf Tournament day prior. Change in vendor location to entry/exit area with partition to reduce noise but still allow access.

Steve Caisse, Director-Website reported for Gerry Elder. 3/15/00 set for submission of articles for April issue. Solicited editorial assisitance. Brad Irwin, CO, subsequently volunteered. ADF annual report to be issued late March.

Michelle Duquette, VP-Operations updated E-News and solicited articles for upcoming issue. Noted wide readership in FAA, Airline Management, etc. Group discussion regarding advertisements on E-News. Recommendation for continuation of single header banner and addition of secondary advertisements in currently blank left margin.

Break from 10:40 to 11:00

Discussion resumed regarding corporate sponsorships and reconciliation of listing and placement protocol on website. Discussed partial payments. Discussed Summitt sponsorships and difference between summitt and event sponsorships.



Giles O'Keeffe offered comments on Summitt 2000 and relationships with EUFALDA and IFALDA. Discussed speakers from Europe, Asia, and Canada. Based on cost concerns, suggestion made to itemize attendance cost and realign options on website. Attendees encouraged to solicit sponsorship from respective companies to defray cost where possible.

John Johnson, member, UA, addressed regarding jump seat issues and volunteered to coordinate information for ADF. Concerns voiced over separation on labor and professional issues. Encouragement for concept of establishing clearinghouse for published jump seat policies and procedures at each airline.

Lunch Break

Mike Baker,SW, offered CDM presentation. Reviewed elements, accomplishments and upcoming enhancements and programs including overview of the Spring 2000 initiative. Reviewed NAASI accomplishments GDPE compression benefits.

Tim Antolovic, Director of Safety, AA, discussed ASAP program at AA. Highly successful program based on specific feedback and confidentiality. Event Review Team meets once a week to review data and issue findings.

Amar Murty, BLR Group, offered overview of CPDLC. Tactical clearances in terminal area only. Goal to reduce voice communication thereby increasing controller workload. Will not circumvent dispatcher.

ATPAC update. Discussed distribution of local notams and future conversion to single source for local, D notams, and pireps. Discussed LAHSO concerns regarding full length availability. Further discussion on workload issues regarding performance considerations.

Adjourned for day at 3:00PM

Monday 2/28/00

Jay Salter, VP, CO SOCC made keynote speech and commented on status of NAS, ATC issues, and lack of significant improvement until technology is updated in these areas.



Jack O'Sullivan, AA, updated status of Summit 2000. Suggestion made to solicit invitations form alliance partners of major airlines.

Steve Caisse, updated status of the ADF annual reported and as previously reported it should be available for distribution in late March. Also reported that website hits were trending positively year over year and that SWA was still number 1 in hits.

Also discussed website turnover checklist and concerns over possible liability.

Mike Harkin reviewed directors roles and responsibilities and updated lines of communication. Further reviewed list of contacts for questions and problem solving. Discussion to ensure direction of organization is correct and providing for the membership. Also discussed enhanced recruitment of commuter airline dispatchers.

Norm Joseph, Director ARAC, reviewed FAA request for data on dispatchers and distributed a draft of the solicitation of that data from the airlines. Benefits would include enhanced dispatcher information for the ADF database. Reviewed ACOG activity regarding performance planning harmonization. Also reviewed involvement in formulating course requirements for ASI to inspect dispatch offices. Announced that David Smith, DL, had accepted the position of alternate ARAC designee. Mike Harkin added an updated on the rewrite of the 1-2-3- rule and stated that at this time other items at FAA were taking priority.

Mark Hopkins reported no old business form previous meeting.

New Business

A group discussion was conducted regarding Part 91 ferry operations and policies. Information provided regarding these operations and liability of dispatcher for violation by FAA.

A press release will be issued by Giles O'Keeffe regarding the fractional ownership issue.

Steve Caisse requested and received approval to maintain his seat ont eh NCAR steering committee and attend meeting at ADF expense.



The ADF News Volume IO, Issue I

May, 2000



Inside this issue:

"Keeping the Dispatch Profession Informed"

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Spring 2000 -ADF Visits White House

Washington, D.C. - At a White House press conference on Friday, March 10, 2000, President Clinton announced that the Federal Aviation Administration (FAA) and the aviation industry have launched a new effort to reduce delays and enhance the flow of air traffic, especially during severe weather periods. The President is quoted as saying, "After last summer's record delays, the Federal Aviation Administration has put together an extraordinary partnership with the airline industry, the pilots and workers who keep the planes in the air, and the air traffic controllers who bring

them safely home" This initiative which we are all becoming familiar with as the Spring2000 initiative, while garnering wonderful recognition lately, is the result of years of hard work by dedicated individuals from various working groups. Participants of the Collaborative Decision Making subgroups of Collaborative Routing, NAS Status, and the CDM leadership who are airline and FAA representatives have contributed many hours to developing these concepts with our customers, both internal (pilots), and external (the traveling public), being the benefici-(Continued on page 3)



World Dispatch Summit

n a joint press release, issued on May 15, 1999, the Presidents of the Airline Dispatchers Federation (ADF), the European Federation of Airline Dispatchers' Associations (EUFALDA) and the International Federation of Air Line Dispatchers' Associations (including IFALDA-Latin America) (IFALDA) announced that the world's first joint meeting of the three professional associations representing the world's dispatch and operational control professionals will be held in Chicago, Illinois, USA on May 14, 15 and 16, 2000. The event has been titled "Worldwide Dispatch Summit 2000". This event will provide the first ever opportunity for dispatchers from around the world to meet and discuss topics of importance to the profession. Make your plans to attend now. If you are a dispatcher, or are interested in marketing your product (Continued on page 5)

President Bill Clinton speaks about Federal Aviation Administration attempt to reduce weather related flight delays, in the Roosevelt Room, the White House March 10, 2000. The President announced steps to reduce flight delays by centralizing air traffic control planning and working more closely with airlines.



Airline Dispatchers Federation

Page 4

Airline Dispatchers Federation Plays Prominent Part in Presidential Announcement

At the White House on March 2000, President Bill Clinton announced the new plans to reduce air traffic delays during the upcoming months. Standing close by President Clinton was ADF Vice President Michael Harkin, who is a dispatcher for Federal Express. Mr. Harkin played a part in the

construction of the Spring 2000 plan by attending the meetings and providing vital input with regard to the legalities and the logistics required to reduce delays, and by consistently iterating the need to maintain the highest level of safety in all operations. Mr. Harkin shared the spotlight with some airline

CEO's and the leaders of several other organizations that participated in the hard work over the past few months. ADF would particularly like to commend the excellent efforts of Mr. Lorne Cass, Director of Dispatch at Northwest Airlines, who was a guiding force throughout the process. "This will not eliminate delays," stated Mr. Harkin, "but it is the first necessary step towards a significant reduction in unpredictability within the National Airspace System." Airline dispatchers understand delays, and understand that delay can sometimes be the safest option. But delay that leads to additional delay, with no predictable end in sight, undermines the foundation of airline operations, and is a dis-service to our cus-(Continued on page 11)

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MAY 14, 15, 16 2000. Check the ADF web site for the latest information

The Chicago 2000

World Dispatch

Make your plans to attend now. If you are a dispatcher, or are interested in marketing your product or service to members of the operational control community, this is an event you won't want to miss.

Annual Report Coming Soon

roduction work continues on the 1999 ADF Annual Report advises former ADF President, Steve Caisse of Delta Air Lines. It is expected that the finished product will be shipped from the printer during the latter part of May, 2000. The document is being

prepared by the Madison Avenue advertising agency, Curran & Connors. Development duties for the project have been shared by Caisse and ADF's Director of Industry Marketing, Mr. Vic Sotenberg of Orbis International in New York.



Airline Dispatchers Federation

Page 8

THE COCKPIT JUMPSEAT

John Johnson - United Airlines

o those of you who are reading this article and are not Pilots or Flight Dispatchers, you may have always wondered while sitting comfortably in the cabin, "Who are those people sitting in the cockpit with the crew and yet not wearing a uniform?" It may be an FAA Inspector or a Secret Service Agent, but most often it is a Pilot either performing a line check of the crew or just trying to catch a ride home on a full flight. It may also be a Flight Dispatcher. The FAA authorizes admission to the flight deck and cockpit jumpseat for certain personnel in Federal Air Regulations (FAR) section 121.547. Individually, the Airlines further address in their Flight Operations Manuals those persons authorized access to the jumpseat.

Airline Flight Dispatchers are one group that travels frequently in the cockpit jumpseats. They enjoy many of the same privileges of the Pilots. This is made possible through the reciprocal jumpseat agreements many Airlines have established with other carriers. Therefore, Pilots and Dispatchers of one Airline can ride the cockpit jumpseat of another Airline.

Many people are unaware that, in addition to our annual Dispatch recurrent training, Dispatchers are also annually required by the Federal Air Regulations (FAR 121.463) to observe

flight deck operations for at least five hours along the routes and to the stations, including international destinations, to which we release flights.

Just as the Airline Pilots Association (ALPA) has a national jumpseat coordinator and a Pilot jumpseat coordinator representing his or her respective Airline, sharing and coordinating information and facilitating the jumpseat process, so too would the Airline Dispatcher Federation like to organize an ADF member jumpseat committee. Ideally, each committee member would have a strong working relationship with the Pilot representative at his or her Airline to address Dispatcher jumpseat issues and show the benefits that can be gained by having a Dispatcher observing firsthand the communication problems that may exist at times, the fatigue factors, navigating around en route weather and the CATIII instrument approach landing at the destination. This really comes into play when you look at FAR 121.533b which states the Pilot in Command and the Aircraft Dispatcher are jointly responsible for the planning and safe operation of the flight. A greater awareness of their respective responsibilities is gained.

A goal of ours would be show to the industry that having Dispatchers in the jumpseat is a good thing and the Pilots and Dispatchers can mutually benefit from the experience. We would hope to maintain and expand our FAA Dispatcher certificate privileges and ensure that Dispatchers will always be welcome on the flight decks of the Airline industry.

If you are an ADF member and would be interested in volunteering as a jumpseat coordinator for your Airline dispatch office/SOC, please let me know. would suggest that if your office has union representation that you coordinate with them. This committee would not get involved in union issues involving the jumpseat that may be contractual but could act as a resource for information and possible contacts.

John Johnson
United Airlines Dispatcher
With
Dave Smith
Delta Air Lines Dispatcher

"A goal of ours would be show to the industry that having Dispatchers in the jumpseat is a good thing "

Turbulence Continues to Menace Flights

On April 2, 2000, about 2232 central daylight time, a Boeing 757-2G7, encountered turbulence while cruising at flight level 310 near Abilene, Texas. The airplane was undamaged; however, three flight attendants, who were located in the aft galley, sustained injuries (one serious and two minor), and one flight attendant was not injured. Neither of the two pilots nor the 190 passengers were injured. The flight originated at 2037 eastern daylight time from Orlando, Florida, and it landed without further mishap at 2231 Pacific daylight time in Las Vegas, Nevada. In a written statement received from the captain, he indicated that 5 or 6 minutes prior to experiencing "two strong jolts of turbulence," he had anticipated encountering the turbulence because of the presence of a line of thunderstorms. The captain reported that he advised the flight attendants to suspend service and stow the carts. The fasten seatbelt signs were turned on. Regarding the en route weather conditions, the captain indicated that over eastern Texas he observed a line of cells on the radar. It was a dark night, and the airplane was flying inand-out of clouds. There was no visible lightning in the immediate area, and no precipitation was observed.



Airline Dispatchers Federation

Page 9

What's new on ADDS?

Greg Thompson

DDS is determined to stay on top of today's leading technologies to provide the most useful and timely weather data possible.

One new feature is already available for users who own a 3Com Palm Pilot. ADDS provides a mechanism to get current weather conditions (METARs) by retrieving up to 10 of the closest stations wherever you are. Or, use "Grafiti" to request specific 4-letter ICAO stations and/or the @CA syntax for all METARs within a US state. With a simple download of the ADDS Palm Application via palm.net's web site or the ADDS site, you can wirelessly retrieve weather data to a device that fits the palm of your hand! Visit www.palm.com for more information on Palm Pilots and service plans.] METARs are available now whereas TAFs will be available soon. The ADDS team is also planning to transfer this technology to other handheld devices such as cell phones and Microsoft Windows CE enabled devices.

The second new feature will be available very soon and is something many users have requested. Prognosis charts will depict analyzed and forecast frontal locations as well as high and low pressure centers. These features will be shown on a map containing predicted precipitation colored by amount and type including rain, snow, freezing rain, and mixed precipitation. A new graphical analysis will be produced every 3 hours and 12 and 24-hour forecasts will be produced 4 times per day. We anticipate adding 36 and 48-hour forecasts created twice per day shortly thereafter. Some have said the addition of prog charts will truly make ADDS a "onestop shopping source for aviation weather." A sample plot of the upcoming prog chart product is shown here.

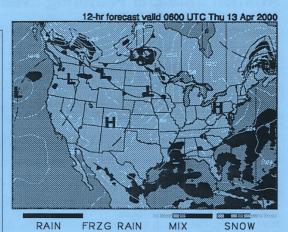
As always, we value your feedback so please feel free to email us at:

webadds@awc.kc.noaa.gov to let us know what you think!

Aviation Digital Data Service http://adds.awc-kc.noaa.gov

are the
"Quarterbacks" of
the airlines
-Tom Irwin
TWA Vice President
1999 ADF Symposium

ADF Now Accepts VISA and MasterCard for Membership and Purchases from the ADF Store



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Airline Dispatchers Federation

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Update From The Hill - Mike Harkin

Washington D.C. - House and Senate Conferees reached an agreement on a new three-year, \$40 billion aviation funding bill. Approximately \$33.3 billion of which comes from the release of the Aviation Trust Fund. The remaining funding will be \$6.7 billion from the general fund. The last major hurdle was cleared by both parties compromising on a \$1.50 increase of the Passenger Facilities Charge (PFC's). The increase will bring the PFC's to \$4.50. The bill has been caught in a tug-o-war between House Transportation and Infrastructure Committee Chairman Bud Shuster (R.PA.) and Senate Committee Chairs John McCain (R AZ) and Pete Domenici (R.NM.). The current funding system allowed for aviation tax revenues to be sent into the Aviation Trust Fund but then to also be included in the General Fund Budget, Rep. Shuster insisted the Trust Fund be used for aviation improvement programs only, and also receive general funding for the FAA. The Senate would only authorize Trust Fund money to the FAA. It appears the dedication of the Trust Fund towards aviation improvement, \$6.7 billion from the General Fund

and an increase in the PFC's is a compromise agreement in which both House and Senate leaders can claim success. The joint bill will have to be drafted before voted on by both houses of Congress and sent to the President

On a side note, the ADF would like to extend a heartfelt "Job Well Done." to the House and Senate Committee staffers, especially Michael Reynolds, Sam Whitehorn of the Senate Commerce Committee and Stacie Soumbeniotis, Tricia Loveland, David Schaffer of the House Aviation Sub-Committee, for their tireless efforts on this legislation, their sincere desire to enhance aviation safety, and their graciousness while hearing our issues.

House and Senate conference committee reached agreement on a three year, 40 billion dollar, FAA funding bill. The bill, which we reported on in E-NEWS, was passed on the Senate floor by a resounding vote of 82-17. It's expected to go to the House floor this week with passage fully anticipated and a Presidential signature soon to follow.

(Continued from page 4) ADF Plays Part in Presidential Announcement tomers. "Maintaining safety is our highest priority," said Mr. Giles OKeeffe, President of ADF. "Aviation safety rests upon a three-legged stool, with the Pilot in command. the Air traffic controller, and the Dispatcher forming the legs. This year, all three legs will be involved in a communications loop that should provide the best and the quickest solutions to constraints in the NAS. "We look forward to participating in this terrific new way of doing business with the Air Traffic Control facilities throughout the country, under the guidance of ATC Systems Command in Herndon, Virginia."

Mr. Harkin summed it all up with a litany of compliments for the Honorable Rodney Slater, Secretary of Transportation, Madame Jane Garvey, FAA Administrator, the other members of the working group that met each week for three months to hammer out the details, and so many other hard-working individuals that they cannot all be mentioned here. Some of the

details are available on the ADF website. ADF is proud of its first invitation to the White House, but even prouder to have participated in an historic new way of doing business between a government agency and private commerce.

The members of ADF look forward to the challenges ahead, and assure the traveling public that on-time or delayed, you are in safe hands when your flight is under the professional care of a certificated aircraft dispatcher.



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ADF Leadership Team for 2000

Giles OKeeffe-President	Mike Harkin -Executive Vice President
(Northwest Airlines - MSP)	(FEDEX - MEM)
Mike Timpe-Treasurer	Tom Lynch-Secretary
(Horizon Air - PDX)	(Alaska Airlines - SEA)
Brian Schultz - VP Membership	Brad Irwin - VP Administration
(Trans World Airlines - STL)	(Continental Airlines - IAH)
VP Government/Legislative/Media Affairs	Michelle Duquette - VP Operations
Election to be held in Chicago – May 2000.	(FEDEX - MEM)
Allan Rossmore: Chief Legal Counsel	Carla Beck: Executive Director - Administration
(Eastern Airlines (retired) - MIA)	(Southwest Airlines - DAL)
Trevor Wood: Director - Government Affairs	William Leber: Director - Strategic Planning
(Trans World Airlines - STL)	(Northwest Airlines - MSP)
Vic Sotenberg: Director - Industry Marketing	Loraine Sandusky: Director - Collaborative Decision Making
(ORBIS International - JFK)	(Continental Airlines—IAH)
Norm Joseph: Director - Aviation Rulemaking	Gary Christensen: Director - Air Traffic Management
(Delta Air Lines - ATL)	(Delta Air Lines - ATL)
David Porter: Director - International Relations IFALDA Liaison (Delta Air Lines - ATL)	Tim Antolovic- Director of Safety and Compliance (American Airlines - DFW)
Tracie Benson: Director - Corporate / Industry Alliances (American Airlines - DFW)	Al Krauter: Director - Training (Northwest Airlines - MSP)
Steve Caisse: Director - Information Technologies	Frank Hashek: Director - Membership
(Delta Air Lines - ATL)	(Chautauqua Airlines - IND)
	Diana Gaeta Director—Publications (Continental Airlines - IAH)
	To be eligible for nomination and / or election as an ADF Officer, a member must have been practicing as a licensed aircraft dispatcher for a minimum of 1 year. In addition, the individual must be an active ADF member who has been in continuous good standing with ADF



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Allied Pilots Association Urges Postponement of ETOPS 207 Minute Rule

WASHINGTON, D.C.,

he union representing the 10,500 pilots of American Airlines urged the Federal Aviation Administration this week to postpone implementation of a new, longer time limit for extended- range twinengine flight operations (ETOPS).

There is no demonstrable need for change," the Allied Pilots Association said in a formal response to the FAA on its proposal to permit 207-minute extended-range operations. The proposal would increase ETOPS limits in certain conditions from the current requirement that flights be routed so that a twin-engine aircraft is never further than three hours from the nearest airport.

Last April, the FAA proposed extending the current ETOPS diversion limit from three hours to three hours and 27 minutes. The change was requested by Boeing Corp. to enhance the marketability of its 777 jetliner and by the Air Transport Association to save time and fuel.

"Our concern is that the next step will be increasing this limit to four hours and, then, eliminating the diversion limit altogether," said Captain Rich LaVoy, APA President. "In our view,

extending ETOPS limits further would place an additional risk on the traveling public."

The APA and other parties opposing increased ETOPS diversion times successfully convinced the FAA to narrow the scope of the proposed time extension. The current proposal would allow a Boeing 777 to be within three hours and 27 minutes of an

airport with suitable alternate weather. However, the exception would apply only to Boeing 777 flights over the North Pacific, only when dispatch is not possible within the current limit, and would still require the flight to be within three hours of an alternate airport. APA also objected to basing these limits on no forecast wind aloft.

The Coalition of Airline Pilot Associations (CAPA) and APA also petitioned the FAA for improved approach aids at diversion airports, minimum equipment list and training enhancements, improved weather reporting and forecasting and the use of satellite

technology to optimize tracks in response to updated weather reports.

It also called for a cooperative effort among international regulatory agencies to develop uniform standards for ETOPS and asked the FAA to convene an Aviation Rule Making Advisory Committee (ARAC) to develop these measures.

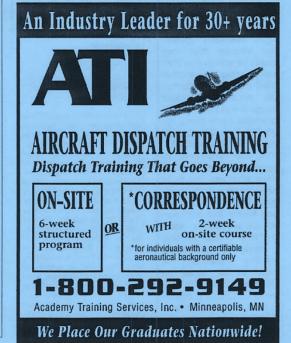
These changes would benefit all ETOPS operators, not just those flying 777s," the CAPA and APA filing said. CAPA and APA also will file a petition asking the FAA to develop a Federal Aviation Regulation (FAR) governing ETOPS to replace the existing, less rigorous advisory circular and policy letters.

1996, ADF's leadership concluded that the proposed policy letter change to increase the ETOPS limits from 180 minutes to 207-minutes will require careful consideration to insure that safety of flight is not degraded. ADF supports the 207-minute ETOPS concept, but only if proper additional precautions and new operational requirements are observed and only on an excep-

tion basis as outlined in the Federal Register.

The proposal, as currently presented, would only allow the 207-minute limit to be authorized as needed on an "exception" basis, if and only if, normally available diversion airports, required for 180-minute operations are not available and there is another suitable alternate airport within the 207-minute radius. As de-

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ARAC Executive Meeting SummaryNorm Joseph

Washington, D.C. - The Aviation Rulemaking Advisory Committee (ARAC) **Executive Committee** (EXCOM) met February 9. 2000 at DOT Headquarters in Washington DC. The meeting began with introduction of those present and the reading of the required Federal Advisory Committee Act statement by FAA Director of Rulemaking Tony Fazio who is the designated Federal Official in charge. The meeting was conducted by Chairman Bill Edmunds. After approval of the previous meeting minutes, an extended discussion of the FAA proposal to ban proxy voting at the ARAC Issues and EXCOM meeting levels was undertaken. Some of the smaller ARAC member groups with less resources, particularly the flight attendant groups, feel strongly that they should be able to give their voting proxy to another ARAC member representative since the smaller groups are at times unable to attend some meetings. The FAA feels that votes at the Issues Group and EX-COM level concerning assigned tasks are based on information required to be available prior to the meetings. The FAA will allow mail ballots and participation by telecom or videocom in the actual meeting. If, during the course of the meeting discussion, the issue to be voted on changes substantially then the chair should postpone vote the The FAA will rewrite the

proxy policy as it applies to ARAC and present the new policy at the next meeting. The various Assistant Chairs reported on activities within their Issues Groups. The only active dispatch related tasks are the Fuel Planning and Management Advisory Circular which is still collecting dust within the FAA and the Aircraft Performance Working Group which continues its work to update and harmonize takeoff and landing performance criteria. In closing Walt Coleman, ARAC Training and Qualifications Issues Assistant Chairman, former ARAC Chairman and President of the Regional Airline Association announced his retirement effective March 2000. Those of us who know Walt wish him well but still have trouble picturing him in the full retirement mode.

ADF President Thanks Those From FADE - Giles OKeeffe

here is a fundamental change about to take place in the way dispatchers do business. For the first time, a collaborative effort will be the rule of business between Air Traffic Control System Command Center (ATCSCC) and the users of the National Airspace System (NAS). The ADF applauds this effort, and recognizes it as the natural consequence of the Collaborative Decision Making process (CDM). The ADF wishes to thank the true visionaries who originally formed and worked the FAA-Airline Data Exchange (FADE) group, and the others who came even earlier than FADE. You know who you are. You will not get much public recognition, and

you will not get much official gratitude. But you changed the way aviation works in the United States, and you paved the way for a safer and more efficient system today, tomorrow and forever. Since dispatchers are the individuals responsible for monitoring the safe progress of each flight through the NAS. the ADF thanks you for increasing the predictability of the system, allowing us to maintain the highest level of safety.

Now, if we could only get those NAS Status Items....

Giles OKeeffe ADF President

(Continued from page 13) 207 ETOPS

fined in the Federal Register, this exemption has been requested because the 180 minute limit has been shown to present certain obstacles to reliable air carrier operations in the North Pacific, At times North Pecific alternate airports may be unavailable in the planning phase or during flight as a result of airport suitability considerations due to higher weather minimums at dispatch, enroute weather, volcanic eruptions, political concerns, or other tempo-rary closures, Extending the alternate requirements to a distant of 207-minutes, on a flight by flight exception basis may allow continued planning and dispatch on an operator's minimum time/ cost route, when this route would be otherwise not available due to non-availability of alternate airports within 180 minutes of the

flight's intended route. Allowing 207-minute ETOPS extension is not intended to encourage or support further closure of enroute alternate aliports. There also is a mechanism for FAA and industry review in order to keep the use of the exception to an acceptable minimum.

An ADF blue-ribbon panel was convened to study requests which ADF received from industry and government to comment on this issue. That panel, comprised of ETOPS experienced dispatchers from a half dozen major U.S. sirlines, has concluded that the following requirements must be a part of any 207-minute ETOPS operation.

Enroute alternate requirements: 1000 feet and 1 mile greater than the minimums for approach expected to be used at such alternate. Enroute Communications: All H.F. and other longrange communications systems must be opperative with at least one redundant system operative. Failure of
any primary long range communication system enroute immediately
cancels the 207minute ETOPS dispatch release and
requires redispatch via
a non 207-minute
route with the following exception: With the
failure of 1 H.F. communications system on
an aircraft equipped
with two and the addition of an operative
SATCOM link and
ACARS, ADF would
allow a continuation of
flight on the 207-

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FAA ASI Training For Dispatch Inspectors

The FAA is developing a course to train Aviation Safety Inspectors (ASI) on how to inspect and oversee air carrier dispatch offices and aircraft dispatcher schools. At the request of the FAA, ADF arranged for participation by 3 experienced dispatchers to assist FAA Flight Standards, FAA Training Development and 2 program development contractors in this effort, Representing the profession are Dave Porter/DAL, Al Krauter/NWA and Norm Joseph.

The initial session was held in Washington on February 1,2 and 3. The meeting broke into 2 groups. One group addressed air carrier dispatcher operations and the other addressed dispatcher training schools. Both groups attempted to identify the tasks involved with the respective processes. The tasks were then prioritized and finally categorized into tasks and subtasks. The next step was to identify known knowledge and skill requirements with the task other references were also

steps. Relevant FAR and be developed. The final step in this group's effort was to suggest skill and knowledge requirements needed by the FAA ASI to perform the inspection or oversight. In this respect the group strongly recommended that a pre or co-requisite for this course would be a requirement that the FAA ASI obtain an aircraft dispatcher certificate.

The contractors have formatted our discussions into a draft document for the group members to comment on. Pending funding and FAA availability another session may be held in the near future to complete this groups sug-During the course of this

meeting several issues were discussed that air carriers may want to address. Those issues included:



(Continued from page 14) 207 ETOPS

minute route.
Fire Suppression: All cargo holds on the aircraft

will be have operative fire detection and fire suppression systems approved by the FAA Additional fire suppression devices must be available in the cockpit and passenger cabin, which are suitable for both electrical fire. both electrical fires and chemical fires. Enroute Winds: For the 207-minute distance calcu-

lation the actual winds along the most critical path to be flown will be used for flight planning calculations, except

tance is greater.
mission: A commission
of non-industry academics should be tasked to assess the additional risks associated with dual engine and critical aircraft

- ☐ Emergency situation identification and procedures, including code words, level of threat or intervention desired, documentation, notifications and contacts including SAR.
- Dispatcher awareness of hazmat procedures, including general knowledge, access to flight specific hazmat loading in real time and means to determine risk and appropriate response in the event of an incident.
- ☐ Flight release, re-release and release amendment terminology and procedures.
- ☐ Initial and recurrent training for pilots, flight attendants, station operations, ground operations, outside contractor and air carrier management as to dispatcher responsibility and authority according to FAR and company policy.

Please contact ADF Director of Aviation Rulemaking if you would like to discuss any of the above issues.

> system failure and the 207-minute ETOPS plan. This commission should report the addi-tional risk if any and mandate the type and kind of fire suppres

Additional requirements are listed in the Federal Register for 207 minute ETOPS operations. ADF strongly supports these additional requirements as previously defined by industry experts:

- The Dispatcher will review enroute alternates and advise crew of suitable enroute alternates with 207-minutes of the planned route prior to extended range entry point
- must have single en-gine automated capa-bility and all components of these systems must be operative for dispatch.
- The operation and the subject aircraft must comply with all of the

currently existing 180 minute Minimum Equipment List (MEL) requirements plus following items must be operative prior to dispatch, fuel quantity indicating system, APU including electrical and pneumatic supply and Autotrrottles.

The aircraft must re main within 207-minutes of a CAT 7 RFFS adequate airport

ADF believes that the experience censed airmen, dispatchers and captains, who will operate flights under these new rules will ensure that these new standards are handled safely and prudently and that operational safety will not be that operations savely win not be compromised as a consequence. The ADF membership based on their knowledge and experience believe the above requirements when met will insure 207-minute ETOPS operations by US FAR 121 Flag carriers will still insure the highest level of safety to the pub-



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ADF President Comments On ASAP ProgramGiles OKeeffe, President of ADF

ADFThe notes the FAA's Aviation Safety Action Program (ASAP) that was announced in January by President Clinton. This ASAP program was actually conceived in 1995 and introduced by Advisory Circular 120-66 in January 9 9 ADF is hopeful that the ASAP program

will produce more results than the Advisory Circular did. In the final analysis, self-disclosure programs are only as good as the willingness of the participants to commit resources, human and monetary. History shows that, without regulatory requirements, that commitment can be tepid. If this Administration is truly interested in

Safer Skies and the promotion of aviation safety, ADF suggests that enhanced oversight of airline operational control offices, through the use of properly trained Principal Dispatch Inspectors (PDI), will provide more tangible results than a rehash of an existing Advisory Circular.

Giles OKeeffe ADF President





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issue of ADF's
monthly electronic
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The Aircraft Dispatcher by Capt. Bob Norris

ne of the key people you will be interacting with during your career, as an airline pilot, is the aircraft dispatcher. The aircraft dispatcher is known by many names. At some carriers they are known as flight dispatchers, or flight superintendents, or even flight controllers (not to be confused with air traffic controllers). While you may have ultimate pilot-in-command responsibilities the aircraft dispatcher is a licensed airman certificated by the Federal Aviation Administration. The dispatcher has joint responsibility with the captain for the safety and operational control of flights under their guidance, authorizes, regulates and controls commercial airline flights according to government and company regulations to expedite and ensure safety of flight. The dispatcher analyzes and evaluates meteorological information to determine potential hazards to safety of flight and to select the most desir-

The dispatcher has joint responsibility with the captain for the safety and operational control of flights under their guidance

able and economic route of flight. The dispatcher is required to compute the amount of fuel required for the safe completion of flight according to type of aircraft, distance of flight, maintenance limitations, weather conditions and minimum fuel requirements prescribed by federal aviation regulations. Additionally, prepares flight plans (that are filed with ATC), containing information such as maximum allowable takeoff and landing weights, weather reports, field conditions, NOTAMS, prepares and signs the dispatch release which is the legal document providing authorization for a flight to depart. The dispatcher is authorized to delay or cancel flights if unsafe conditions threaten the safety of the aircraft or passengers. The dispatcher is required to monitor weather conditions, aircraft position reports, and aeronautical navigation charts to evaluate the progress of the flight. To update the pilot in command of significant changes to weather or flight plan and recommends flight plan alternates, such as changing course, altitude and, if required, enroute landings in the interest of safety and economy. Medical emergencies, mechanicals and potential low fuel situations are just a few of the interruptions the dispatcher has to deal with. Finally the dispatcher originates and disseminates flight information to others in his or her company including stations and reservations. For all this responsibility the dispatcher gets paid after ten years of service \$90,000 if working for a major airline, and the dispatcher doesn't have an office in the The profession of Flight Dispatcher has evolved with the many changes that the aviation industry ADF is pleased to present this feature article by Captain Bob Norris of United Airlines. This article was first published in Airline Pilot Careers Magazine and is intended to give airman a better idea of the dispatcher's role, responsibilities and capabilities. –Ed.

has undergone. In the early years of aviation, it was standard practice for pilots of commercial airlines to load the mail, passengers, and cargo get into their airplanes and fly from point A to point B. They had no preplanned flight plan, little if any weather information, nor any firm plan of action in case conditions changed enroute. The pilots, in those days, would take off and head in the general direction of their planned destination, with no more than a compass and known landmarks to help them along the way. If weather, mountains, trees, or even power lines didn't get in their way they were able to find their destination. In the early days aircraft had very little navigation equipment, no usable communication equipment, nor did the airlines have any reliable method of tracking flight progress from the ground. After years of increasing accidents which were growing more costly in terms of equipment and lost lives the state and federal authorities sought to put the fledgling industry on safer ground through regulation. The Airline Dispatchers Federation, a volunteer organization who provides the organized voice for the airline dispatchers provided the following letter from one airline captain to another after an aircraft accident involving a Boeing 247 aircraft. We left Chicago at 5:00 PM on May 29, 1934 and I headed for our first stop at Cleveland. We were supposed to go on to Newark but the weather there was lousy and had been all day. Since it was the copilots duty to check the gas before departure (stick the tanks) and thinking we might need all the gas we could get, filled the tanks ran them over - to be sure they were full (268 gals). Night had fallen by the time we left Cleveland. was at the controls and Johnny, the other pilot, requested clearance to Albany, N.Y. for better train connections for the passengers to New York. I headed for the Cleveland to Albany airway over to my left to follow the (airway) beacon lights to Albany. Johnny went back in the cabin and stayed quite a while taking to the passengers. At a point up the line to Albany, Johnny came up to listen to the weather broadcast. We were near the north-south airway that crossed our route about 50 miles northwest of Newark. The weather at Newark on that broadcast was better than planned, 600 - 1/2. Johnny signaled me to head for Newark. When we got down to the Newark range marker, Johnny reported our position over that range. That surprised everyone at air traffic, for at that time we should have been nearing Albany. Johnny took the airplane and as we approached Newark, the weather was down again. Newark had centerline runway fights and I think they were 200 feet apart. Johnny did a good job on each approach. He would let her right down to the ground but on each try was off to the left side of the lights because of the strong winds that were blowing that night. I had my head out the

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"I have generally found over the 30 years spent as a pilot for United airlines that the role of the dispatcher was not appreciated to the extent it should have been as a partner to the captain and a valuable resource. That is why I wanted to write this article for my fellow pilots" —Capt. Bob Norris

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side window and could see only one light dimly - at a time. Also we could not stay down there too long because hangars were close to each side of the runway and at the other end. On each pullout, the red hazard lights on our hangar showed up much too close right off my wing tip. After the fourth attempt, we had to give up and go back up on top. The tops were 1200 ft, clear above with stars and the moon were out. The Empire State building was sticking out like a sore thumb. It was beautiful up there. We were now on our last tank of gas with 36 gallons left. i had pumped the other two tanks dry. As I remember, those engines used about a gallon a minute, (Boeing 247, NC13334) so we had 36 minutes to do something. At about the 15-gallon mark Johnny started letting down slowly, hoping to get underneath. He looked for a flat area -apple orchard or corn field- we couldn't be fussy about an airport. I had my head out my side window, looking for breaks or a field or anything, when I noticed what appeared to be "white caps" behind the prop on my side! I thought we were out over the Atlantic, running out of gas, and I couldn't swim. I checked the altimeters and they showed 900ft. It then dawned on me that the "whitecaps" were the undersides of tree leaves. I horsed back on the wheel and we busted out on top again at 1200 feet. That was a narrow escape - but we had more coming. I then suggested to Johnny that we turn 90 degrees to the coast and maybe we would run off (the edge of) the overcast and find an open field. We headed northwest but as far as we could see it was overcast. Now we were down to 4-5 gallons. Johnny started letting down slowly again - we didn't how what the hell was under us. Finally, I saw lights below under the clouds. - We were over a town. Johnny took a quick look and told me to kick out a flare. In just seconds the flare landed among a lot of houses. We went ahead for a minute and Johnny asked for the other flare. It wouldn't release. We had hit something that had partially closed the tube the flare slides out through. (We found out later we dammed near knocked over a church steeple in this little town- which was Bethel, Conn.-70 miles northeast of Newark). By then we were down to I or 2 gallons of gas - nothing to do but level off - go straight ahead and get away from this town. Finally, after just a few seconds, the fuel pressure lights came on. I pulled my head back in -"might as well hang on to it as long as possible", I thought. We said so long to each other - Johnny slowed her down as much as possible and the last thing I remember was seeing tree branches going by the right landing fight which was turned on. When I "came to" it seemed as quiet as a vacuum. My first thought was, This trip is over". We had crashed 18 minutes after midnight, May 30, 1934. The tail section broke off behind the cabin door. It had whipped around and turned upside down. The end of the stabilizer leaned right up to the cabin door, so the passengers could slide right down it to the ground. We woke up this little town and a lot of people came over to the wreck and hauled the people over to Danbury,

Conn. Hospital was 3 or 4 miles away. That wreck, I think germinated a few ideas - like having an alternate before takeoff - reserve fuel - to get there, landing minimums and dispatchers to watch out for us. When landing back then, if I remember correctly, we had no minimums - if you could get in with 0-0 weather conditions-fine, there were no questions. Also I think that might have been the beginning of thinking about approach lights, etc. I don't believe we had any of those things in' 34. In 1938, the Congress of the United States passed the Civil Aeronautics Act. One result of this regulatory action was the creation of a new Airman Certificate, "The Aircraft Dispatcher " was created. The dispatcher must have taken and passed both an extensive oral examination and the comprehensive Dispatch ADX test, administered by the Federal Aviation Administration. These tests are equivalent to the same Air Transport Pilot (ATP) written and oral examinations that an airline captain must successfully complete but concentrates more heavily on meteorology. Like airline pilots the dispatcher participates in frequent and detailed recurrent training courses covering aircraft systems, company operations policy, meteorology and Federal Air Regulations as required by the FAA. Additionally, the dispatcher is required to jump seat to observe line operations once a year, for a minimum of five hours. There is a need for the aircraft dispatcher to coordinate with air traffic control centers to anticipate and plan for the daily traffic flow within the National Airspace System. Although the airline may consider this more of an economic issue than a safety concern, ATC flow control is a built-in safety net for the nation's increasingly congested airways. Lets review of a few recent incidents where effective dispatch was not available: New York-In January, 1990, Avianca Flight 52 ran out of fuel while approaching JFK and crashed. Primary among the contributing factors is believed to have been the almost total lack of positive operational control on the part of the B-707's ground staff in Bogota. The flight crew was not in contact with its company to obtain accurate weather observations and forecasts, alternate airport conditions, anticipated fuel burn, ATC updates or other critical information that was not easily accessible. Another example was last year's crash of a Fine Air DC-8 cargo flight in Miami. The aircraft was improperly loaded and had a center of gravity at the aft limit or slightly beyond the limit, coupled with an incorrect elevator trim setting that led to the loss of control of the aircraft. Because Fine Air is a supplemental cargo carrier, it didn't have aircraft dispatchers, just flight followers. Everyone knows the potential for tragedy when undeclared hazardous materials are aboard an airliner, which was underscored by the 1996 ValuJet By the same token, dispatchers have to be accident. aware of onboard hazardous materials so that they can inform flight crews and make operational decisions based on that knowledge. With the advent of free flight, the dispatcher role will become even more critical. It is widely assumed that free flight will require more diligence by pi-

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lots and air traffic controllers, but the role of dispatchers will be equally important, especially in the flight's planning stages. To pilots, a direct course might seem the best way to proceed. However, to the dispatcher, the considerations of winds aloft, weather, fuel, and air traffic control may alter the point-to-point route of flight. Similarly, upper level waves and jetstream intensities may alter the altitudes of the flights as well. "Higher" may not always provide the best fuel economy. In addition, the amount of technology and information at the pilots and dispatcher disposal continues to increase, as is the pressure to keep airliners on time. This reliance on automation has a downside. The system is rapidly becoming depersonalized. In fact NTSB Chairman, Jim Hall, says one thing which has changed since the 1960's is that today's airline pilots seldom get to meet in person with the flight dispatcher who are responsible for many of the operational decisions. Pilots are often handed a printed copy of the flight plan, weather data, and other flight information without ever

. "Higher" may not always provide the best fuel economy.

seeing a dispatcher. This lack of direct communication seems to be a weak link in the system, Direct communication ensures that the pilot has been apprised of any problems that the dispatcher sees and ensures that the pilot understands why the dispatcher made the decisions he or she did. It also gives the flight crew some assurance that the dispatcher is aware of their problems. Fortunately, some communication links have been improved. Ground to air communications via VHF radio have been enhanced by satellite communication systems, greatly improving an airline's ability to contact a flight. For example, a Boeing 777 recently lost pressurization and needed to descend. Although the aircraft lost contact with ATC, the airline's dispatch facility never lost contact with the plane. Collaborative Decision-Making (CDM) provides a forum for the industry and FAA to focus on coordination within the aviation industry to improve safety and system efficiency. CRM has the potential to save the airlines and other air space users billions of dollars over the next ten years in reduced delays and their associated costs. Commercial air carriers still suffer accidents and hull loss due to low level wind shear, icy runways, thunderstorms and other aviation hazards. The CDM provides the ability to move information necessary for safe operations from those who currently have it to those who need it in a more reliable and rapid manner. Many items of information that are needed by someone in the system to insure safety is known someplace but not currently communicated. A simple example is Local NO-TAMS. Currently local NOTAMS are not disseminated on the weather circuits or through the US NOTAM office. Local NOTAMS are currently tribal knowledge only known in the area of the airport or facility. The Air Carrier Inspectors manual discusses this problem and gives the example of a Part 121 Domestic flight whose dispatch to an airport was predicated on the use of an ILS that was inoperative. Neither the dispatcher nor captain knew it was out of service because only a local NOTAM was issued. The CDM group is working with airport operators, airlines, FAA, and others to solve this problem and others to insure that critical safety information is available to all who need it in a timely manner. On the subject of safety information the state of the weather-reporting infrastructure in this country is of some concern. Aviation weather services that provide accurate and timely reports and forecasts are crucial to air career safety. Dispatchers, pilots, and air traffic controllers have all expressed serious concerns about ASOS as an aviation weather reporting system. Foreign carriers in Macedonia and the People's Republic of China have had fatal crashes when flights diverted to alternates, which were below landing minimums. In those cases the inadequate weather-reporting infrastructure was a contributing factor. The FAA and NWS must fund weather reporting and forecasting services that insure the safety of our flights, even if it means requiring weather observers at all commercial airports. Today, by regulation all United States scheduled airlines operating aircraft having more than nine seats are required to maintain an appropriate number of dispatch centers staffed by FAA licensed Aircraft Dispatchers. Most airlines divide the workload in a geographic fashion, whether it is domestic or international, with subdivisions at the busier hubs. At least two large carriers - TWA and USAir - employ a different method: dispatchers work equipment desks rather than regional desks. The disadvantages of each system are apparent: the trade-off of concentrating on one aircraft type, with all of its capacities and restrictions, means that the dispatcher is required to study a much broader range of weather and wind patterns. Either way, it is easy to become saturated. USAir has tried to combat the problem by instituting a system that gives credit to a dispatcher for each landing, operation at a high-density airport and similar considerations. National and charter carriers often present daunting challenges for their dispatchers. A lone employee could be charged with flight watching aircraft over four or five separate continents simultaneously, an intimidating task for a major carrier dispatcher. In the aftermath of the Persian Gulf hostilities, dispatchers who participated in the CRAF program have many stories of landing wide bodies on Middle East highways. In this manner, Dispatch Services in Miami handles many Central American and South American airlines. For some downline dispatching offices, the workload is heavier with outside carriers than with there own flight activity. Many foreign carriers that maintain dispatching offices in the US divide the world into separate flight watch sectors. SAS dispatchers in New York, for example,

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Airline Dispatchers Federation

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are responsible for all aircraft west of 30W; similarly, African and South American airlines often use the Equator as a benchmark. Like SAS, KIM maintains worldwide dispatching centers but regulations can differ depending on the location. Within the crowded skies of Europe, for example, the captain often has much greater authority to select his own prepared routing. The interpersonal side of dispatching has changed in recent years with the advent of centralized facilities, which often are removed from flight operations areas. Deltas 180 dispatchers including those assumed under the Western Airlines, Northeast Airlines and Pan Am mergers - are located in Atlanta. USAirway's only office is in Pittsburgh. Northwest maintains a bureau in Tokyo to assist its 105 dispatchers in Minneapolis, while TWA uses a Paris facility as a single annex to its 43-person dispatch center at JFK. United, Continental and America West operate similar mega-facilities. The proliferation of consolidated dispatching offices eventually translates into less and less contact between dispatchers and pilots. Younger pilots are sometimes unfamiliar with a dispatcher's role because there is less face-to-face contact. Ultimately, this loss of proximity serves to widen the breach that sometimes exists between dispatchers and flight crewmembers occasionally, that breach is fatal. An airline's pilots will function more smoothly with its dispatchers if they have greater opportunities to work together, making it easier for the two to talk during a flight. Changes in FAA regulations in Dec. 1996 now require the FAR Part 135 Commuter Airlines to have licensed Aircraft Dispatchers in lieu of flight followers, in Flight Operations. There are 125 commuter airlines in the U.S. not to mention the regional, Flag, and national Part 121 jet carriers which total over 75. As the airlines continue to expand their routes and add aircraft, the demand for new dispatchers will continue for the next several years. American Eagle in Dallas now has over 100 dispatchers. Executive Jet in Columbus is training their 50 flight followers for the dispatcher license. Comair in Cincinnati has 45 dispatchers. All are hiring qualified candidates. United Airlines in Chicago employs 200 dispatchers. These are just a few examples. The more you understand the complex system you are operating in the greater probability you will complete your career with an unblemished record. As an airline pilot, if you are not interacting with your aircraft dispatcher you are not utilizing one of your greatest resources that can significantly enhance the efficiency and safety of your overall operation.

The Airline Dispatchers Federation was most helpful in developing this article by providing their perspective to insure that by working together as a team, we can maintain and improve the level of flight safety that the customers want and expect.

FAA Asks RTCA To Proceed With Certification Overhaul

AΑ Administrator Jane Garvey asked the private, nonprofit RTCA to assist in overhauling the certification process by helping implement 15 recommendations to make it less lengthy, less costly and more user- friendly. Recommendations issued earlier this year came from the RTCA Certification Task Force co-chaired by Anthony Broderick, former FAA associate administrator for regulation and certification, and Ed Stimpson, vice chairman of the General Aviation Manufacturers Association.

RTCA now will organize a government and industry group to push the proposal forward and achieve the objectives. The group will be led by Clay Jones, president of Rockwell Collins, and Tom McSweeny, FAA associate administrator for regulation and certification. In most cases, the recommendations call for an earlier and better exchange of information. While changes for the most part are the domain of national authorities, the industry also has a recognized and important role in improving the certification process, the report said.

The task force report con-

firmed that the CNS/ATM capabilities of current aircraft are not being used and this in turn has affected operational efficiency, capacity and/or safety benefits. "Aircraft operators are reluctant to continue investing in new, more advanced systems because existing systems. such as flight management systems that could provide major operational advantages, are not being used to their full operational capability," the task force reported.

Authorities generally do not issue material in a timely manner and when it is issued, it is often difficult to find, especially for those new to the certification process, it said. Material is frequently subject to differing interpretations by various authorities. The first recommendation by the task force is to establish a "focal point" to provide "one-stop service to users, industry and other governments in all matters related to advanced ground electronics and airborne avionics systems and related procedures."

The average dispatcher's workload, while varying greatly, involves exercising operational control over approximately 60 flights during an average eight-hour shift.



Airline Dispatchers Federation

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"Safety - Professionalism"

"Keeping the Dispatch Profession Informed" DF recently contracted with the internet news service Business Wire, Inc. to distribute ADF press releases and other newsworthy items via the internet. Last month, the ADF press release issued in conjunction with President Clinton's Spring 2000 announcement was prominently displayed on the front page of the internet portal, YAHOO.

Air Transportation Oversight System (ATOS)

he Air Transportation
Oversight System
(ATOS) is an improved way of doing business for the FAA. The goal
is to foster a higher level of
air carrier safety using a
systematic, data-driven
approach to identify safety
trends and prevent accidents.

Air carriers are responsible for operating at the highest level of safety and FAA inspectors ensure that they comply with federal regulations. ATOS ensures that air carriers have safety built into their operations systems and changes the way the FAA oversees air carrier safety. ATOS is a proactive approach that goes beyond just ensuring compliance with regulations. The FAA is asking its workforce to think in a system safety and risk management mode, rather than a strict compliance mode only. Inspectors look at the airline as a whole and how systems interact to maintain safety rather than just compliance with rules. This includes looking at an air carrier's management, corporate safety culture, its experience, as well as its systems.

FAA inspectors began using ATOS October 1998, focusing on the 10 major passenger air carriers (Alaska, America West, American, Continental, Delta, Northwest, Southwest, TWA, United and US Airways) as well as any new entrant certificated by the FAA's Certification. Standardization and Evaluation Team (CSET). The CSET is a new national team of inspectors who help local FAA Flight Standards district offices process new air carrier certificates and monitor operators as they grow.

ATOS specifics:

ATOS analyzes air carrier safety systems. It identifies risks by integrating the work of the agency's inspector workforce with

hard data.

The FAA will use new data to monitor an air carrier's performance by looking at the carrier's systems to identify trends and high-risk areas.

A Certificate Management Team (CMT) is assigned to each air carrier. Local and geographic inspectors receive training on their assigned carrier's policies and procedures.

The regular surveillance work program and National Aviation Safety Inspection Program (NASIP) inspections are replaced with a more flexible, focused program outlined by the CMT using new data analysis tools.

In addition to the CMT, a System Analysis Team (SAT) may be used to address a specific problem with an air carrier's safety system.

Based on feedback from FAA inspectors and air carriers, the ATOS process is continually evolving. The FAA is making adjustments prior to expanding the program to other carriers. An ATOS continuous improve-

ment team is headquartered at FAA's Dulles facilities, near Washington, DC.

Under ATOS, air carriers are adapting the safety elements of the job aids to their internal audit process and tailoring them to meet their specific needs. This has resulted in a more insightful in-house audit process for the carriers. Air carriers are adding new programs or processes by looking at the ATOS model and tailoring it to the rest of their business to ensure a system safety approach.

Prior to ATOS, air carriers received mandatory. scheduled inspections specified in an annual work program based on the carrier's level of operations. Additional inspections were conducted at the discretion of the carrier's principal FAA inspectors assigned. This "expertbased," non-systematic approach relied on the expertise of the inspectors assigned to an air carrier. Today, ATOS uses a datadriven system to identify safety trends.

Visit the FAA's ATOS Web site at: www.faa.gov/avr/afs/atos.





Dear ADF,

When an Air Traffic Controller issues a reroute to an FAR Part 121 flight that has been previously authorized to operate under the requirements of Operational Control through the joint concurrence of the Pilot In Command and Aircraft Dispatcher, and that reroute takes the aircraft through adverse enroute weather or that route requires more fuel that the aircraft is carrying, IS THAT CONTROLLER VIOLATING THE FAR's?

I invite your membership to consider the following Federal Aviation Regulations and to decide for yourself.

Let's start with the basics:

FAR 1-8 DEFINITIONS:

"Operate with respect to aircraft means use, to cause to use **or authorize to use** aircraft, for the purpose (except as provided in FAR 91.13) of air navigation including the piloting of aircraft...

FAR 91.13 CARELESS AND RECKLESS OPERATION

(a) Aircraft Operations for the purpose of air navigation

No person may operate an aircraft in a careless or reckless manner so as to endanger the life and property of another.

FAR 121.101 WEATHER REPORTING FACILITIES

(d) Each certificate holder conducting domestic or flag operations shall adopt and put into use an approved system for obtaining forecasts and reports of adverse weather phenomena, such as clear air turbulence, thunderstorms and low altitude wind shear, that may affect safety of flight on each route to be flown and at each airport to be used.

FAR 121.639 FUEL SUPPLY: ALL DOMESTIC OPERATIONS

No person may dispatch or takeoff an airplane unless it has enough fuel -

By the year 2000, ADF leadership was becoming increasing aware of encroachments upon a dispatcher's traditional flight planning and flight following responsibilities. ADF instituted an educational campaign to refresh ATC personnel's awareness of pertinent dispatch FAR's. Steve Caisse sent this letter to the editor to ADF's membership and other aviation publications to highlight these concerns.



(a) To fly to the airport to which it is dispatched;

FAR 121.647 FACTORS REQUIRED FOR COMPUTING FUEL REQUIRED

Each person computing fuel for the required purpose of this subpart shall consider the following:

- (a) Wind and other weather conditions forecast.
- (b)
- (c)
- (d) Any other conditions that may delay landing of the aircraft.

So, let's examine the following concepts:

- Is it a violation of the FAR's to operate an aircraft on a route for which it has insufficient fuel? Clearly it is.
- Is it a violation of the FAR's to operate an aircraft on a route without consideration of wind and weather conditions? Clearly it is.
- Are thunderstorms or clear air turbulence considered to be adverse weather phenomena? FAR 121.101 clearly states they are.
- Does operating an aircraft through thunderstorms endanger life and property? See the Southern Airways flight 242 NTSB Aircraft Accident Report.
- Does operating an aircraft through severe turbulence endanger life and property? Turbulence injures more passengers each year than any other factor.
- Is the individual who <u>authorizes an aircraft to operate</u> through adverse weather phenomena or who <u>authorizes an aircraft to operate</u> on a route for which it has insufficient fuel <u>operating</u> that aircraft for the purpose of air navigation in a <u>careless or reckless</u> manner?



When an air traffic controller initiates an action that removes an aircraft operating under FAR Part 121 from the route it was planned to fly and places it on another route, is that air traffic controller "authorizing that aircraft to use" the new route? Remember, FAR 1-8 defines operate as "authorize to use an aircraft"...

Therefore,

When an Air Traffic Controller assigns a reroute to an FAR Part 121 flight that has been previously authorized to operate under the requirements of Operational Control through the joint concurrence of the Pilot In Command and Aircraft Dispatcher, and that reroute takes the aircraft through adverse enroute weather or that route requires more fuel that the aircraft is carrying, ISN'T THAT CONTROLLER VIOLATING THE LAW?

Even if the pilot in command or aircraft dispatcher refuse the route due to unsafe conditions, didn't the controller's initial action constitute violations of the FAR's?

If a terrorist attempts to hijack the aircraft, but is subdued and then apprehended prior to committing the act, isn't that person still prosecuted for the crime, even though the aircraft was not actually commandeered?

The inability of the Federal Government of the United States to handle the demands of Air Traffic Services in this country during severe weather events is NO EXCUSE for anyone to ignore or violate the law of the land. How can this blatant and flagrant breach of the law be allowed to continue?

What do you think?

Steve Caisse



July, 2000

Airline Dispatchers Recleration Professionalism The ADF NEWS

"Keeping the Dispatch Profession Informed"

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Top 10 Dispatch

Chicago 2000 Declared As An Overwhelming Success

Aircraft Dispatchers traveled from all over the globe to attend the Chicago 2000 World Dispatcher's Summit. The opportunities to interact with our international brethren was a first for many attendees. The following comments were either retrieved from presentations or post business day conversations.

"It was very interesting! I found the professionalism and the intention of the three organizations to act in the real interests of the aviation industry very impressive. For me, it was an example of CDM (Collaborative Decision Making)! The information I obtained as a member of the regulatory side of the three-legged stool (Pilot, Air traffic & Dispatcher) was invaluable regarding the valid concerns and enormous potential of the dispatch community. Finally, I found the presentations and the industry exhibitors very valuable to me also to see the practical applications of CDM, like the National "Playbook and POET, tools which I believe may be of help in the European environment. - Brian Flynn, Head of IFPU2 CFMU -Eurocontrol [Initial Flight Planning Unit group 2, Central Flow Management Unit]

"Everything was perfect! I realized that other airlines in different countries have the same difficulties all over the world. Having all three organizations (EUFALDA, IFALDA, ADF) together gives all the chance to learn

(Continued on page 2)

ADF Welcomes Premiere IFALDA Report

FALDA (International Federation of Airline Dispatchers' Associations) is an international organization, founded in 1961, comprised of various Aircraft Dispatcher / Flight Operations Officer associations that have formed throughout the world. The organization was formed to coordinate professional efforts and to represent the professional interests of member associations on a global level.

Current membership, at 1605, is the highest since the organization was formed. IFALDA is the organization that ADF was chartered under and as a member of ADF you are also a member of IFALDA. ADF (Airline Dispatchers Federation), EUFALDA (European Federation of Airline Dispatchers' Associations), and IFALDA-Latin America, all serve as regional associations of IFALDA.

Most Canadians are represented by CALDA (Canadian Airline Dispatchers Association).

IFALDA's agenda has historically focused on harmonization and crew licensing issues, but the membership is represented at numerous industry meetings including: Russian American Coordinating Group for Air Traffic (Committee) RVSM Task Force International Oceanic Aviation Conference Harmonization Working Group IFALDA's current "work in progress" list includes an education/lobbing effort with the MEP (Member of European Parliament) and DG-7 (Director General for Transportation)

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what is happening with the others. Some people can only afford one meeting per year, so I hope they come together again every year from now on." - Eda Baykal, Turkish Airlines Dispatcher and Chemical Engineer

"It is of my opinion now that the depth of research might be higher in Europe, but the application is higher in the U. S.. I was surprised to find that Europe will see ASD by next year. I was also surprised at the U.S. communication structure. We need this in Europe, as sometimes we do not know who to contact for our difficulties. The U.S. is an old nation, and Europe is a young nation in this respect.

I am overwhelmed by the turnout of individuals here. This has been the best meeting we ever had in a long row of meetings, and it gives me a lot of hope and encouragement to keep the spirit advancing forward." - Albert Reiger, President EUFALDA, Austrian Airlines Dispatcher

"Great forum for exchange of ideas! The chance to meet dispatchers with such varied companies and backgrounds was well worth the trip to Chicago. The free and open discussion between companies that normally are in competition was an eye opener. We are all facing the same problems and all have the same concerns. In this type of forum I felt like we were all on common ground with people who understand each other. It was very well organized - Great Job. Although many issues brought up regarding ATC issues may not have applied to us Canadians, it did give me a chance to see what problems and concerns the U.S. Dispatchers have. Canada will eventually start to see the same things and therefore it was an excellent chance to see how others are handling the problems Canada will be facing in the future." Shane Harvey, WestJet Airlines Dispatcher, Calgary, Canada

The ADF Summer Business Meeting

Sponsored by US Airways

August 6, 7 2000.
Pittsburgh Airport Marriott
Hotel reservations 1-800-328-9297
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See the ADF web site for details.

"Dispatch is the heart, in my mind, of the airline" -Hank Krakowski, Director Flight Operations -United Airlines

"Calling Dispatch enroute is like having a lifeline."
"Dispatch should be a part of Flight Operations. I like to relate it to the human body, where you need both the stomach muscles and back muscles in order to stand up straight. Without either one, you fall either forward or back." ... "I sincerely appreciate our dispatchers as well as the entire profession! " - Steve Forte, Senior Vice President, Flight Operations - United Airlines

ADF would like to extend a special "Thank You" to both Mr. Krakowski and Mr. Forte not only for taking time out of their busy schedules to join us, but also for sponsoring a luncheon for the entire group.

- " As being part of only a flight following system as opposed to a dispatch office, I felt overwhelmed by the presence of the organizations. The entire Summit has been eye opening to the world of dispatching from each airline's point of view. It has brought light to why our office has been told to make sure we are all licensed by the end of the year. The contacts made throughout the Summit will benefit our company and dispatch office greatly into turning from a "flight following" office to a dispatch office. I hope to make ADF a viable part in making my dispatch office more recognized as an important part of our company...
- " Also as being mainly a domestic carrier it was very educational to hear the problems and concerns around the world among other dispatchers. Everyone at the ADF has been extremely helpful and made me feel welcome as a new member. I look forward to many more meetings!" Michelle Dzielski, Chief Flight Following/ Training USA Jet Airlines
- " It's an excellent idea to have all three groups together. It really is the way to go as we all have to work together. This forum allowed the vendors to reach the global market and get in touch with the people we wouldn't normally have access to." Lyssa Nielsen, Marketing Coordinator NavTech

The Summit was very good - No flaws! The people who have organized the Summit did a very good job. The presentations made were very educational and portrayed many interesting issues pertaining to flight dispatch. Of particular interest was European issues regarding the Dispatcher license, as the African Dispatchers are having the same problems and we have taken our cue from these discussions. Now we know we need to persevere and become as comparable to FAA licensed education as possible. There's a need for compatibility around the world. There should be ONE standard, and we all should be licensed.* - Charles Anson, Vice President of the Ghana Dispatchers Association, Manager Crew Scheduling and Dispatch - Ghana Airlines



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New Generation Runway Visual Range (NGRVR) To be on the Web

Alaska Airlines said that RVR data had been available to the airline at Seattle-Tacoma Airport up until a couple of years ago. The data had been updated once a minute, and it was about a minute old when an update was received. He stressed that this data had been "extremely valuable." He looked forward to again having access to RVR data.

Real-time RVR measurements are used by air traffic controllers in towers and TRACONs, but in most case are not available to other FAA facilities or to air carriers.

The goal of this work is to make this real-time RVR data available to other FAA facilities (such as ATCSCC) and air carriers.

As part of the CDM capabilities, a data distribution infrastructure, known as CDMNET, has been developed for exchanging data between certain airline operating centers (AOC's) and the FAA. The CDM data distribution system has a hub and spoke architecture, with the hub at the Volpe National Transportation System Center (Volpe).

AOC's connect to the CDM hub using communications capabilities provided by third party vendors. The CDM infrastructure will be used to make the RVR data available to the users.

In previous meetings, the ATA, airlines, FAA, and others have joined Rick Oiesen of Volpe, to develop the Specifications for the RVR data. The data will be made available to the airlines in two forms, a digital stream of data and tables and graphs on the Volpe web site.

The web site would show the current RVR values as well as a graph showing the values for the previous hour. The airline participants stated that, initially, a 60 second update rate would be what was desired, though in the future a faster update rate might well be needed.

Volpe will acquire RVR data from roughly fifty-three airports that have the new generation RVR and that feed the thirty-one TRACONs that are Enhanced Traffic Management System (ETMS) remote sites. These TRACONs are chosen because communications lines already exist between these TRACONs and the ETMS Hubsite, which is at the Volpe Center.

From the ETIMS Hubsite at Volpe, the data will be sent on to the end users at FAA facilities and at air carriers. The expected dates are:

January 2001: RVR data available from test sites BOS and MEM.

Spring 2001: RVR data available from roughly 53 airports.

For more information, visit: www.metsci com/cdm/members/ nasdocs.html

On the ADF Web Site

Check out the ADF Library for the following Dispatch references:

(Great for Training)

FAA General Council Rulings

- Swap Routes—1990
- Burning Reserve Fuel—1979
- Legal to Launch with a questionable Forecast— 1989
- Alternates— 1974
- Interpretation on 121.613— 1990
- MEL on Pushback— 1997
- Dispatch Duty Time—1991
- FAA/DOT Ruling on Compliance with Flight Radio Communications in Mexico (FAR 121.99)

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Airline Participation on SPT TELCONS

There seems to be increasing frustration with the level of communication regarding the SPT Telcons. From a dispatcher's perspective, what is initially planned does not always seem to be what is executed.

Changes are happening at the last minute, causing dispatchers to recalculate either portions of routes or completely new routes for all of their aircraft involved. Enroute conditions (icing, terrain levels), driftdown, dissimilar fuel burns, approach weights and landing performance are but a fraction of the functions a dispatcher must perform for each leg of flight.

When routes are changed from plan at departure time, the pressure to ensure all effected flights receive the necessary attention to these critical "safety of flight" functions, make required release amendments and/or fuel adjustments, and still have an on time departure becomes incredible.

Mark Libby ATCSCC responds, "I know that a change in the SPO causes problems, but unfortunately, it happens. We try to keep changes to a minimum. Weather moves and sector volume changes and these variables can, at times, necessitate a change in the plan."

One area that we, as dispatchers or ATC Coordinators, can begin to make changes to this is by utilizing the Telcons to our fullest advantage. In

theory, ATCSCC holds these Telcons for user input. They realized the users carry unique perspective and expertise, and through CDM, devised a method to extract that expertise in a collaborative fashion.

What this enables the airlines to do is voice their strategies to their peers on the Telcon, corrifer with the affected facilities (if we're saturating this sector, can that facility handle more flights over there?), and come up with a Strategic Plan of Operation that suffices for all.

In reality, ATC does NOT want to plan our flights for us! They have quite enough to do managing the flows from sector to sector and rely on the airlines to create usable plans for flights.

The more information received from the airlines on the Telcons, the clearer the "big picture" becomes for the controllers. Encourage your peers representing your AOC on the Telcons to speak professionally and precisely about what their objectives are, what they foresee, and how they would like the SPO to turn out.

By giving the controllers a plain view of how the majority of the users intend to operate, it may give them the foundation they need to manage the NAS flow a little bit more in tune with our requests.

Additional Comments from the Collaborative

Routing Co-Chair, Michael Nadon

"Airlines need to push harder. Some of the issues with agreement vs. performance will require the cooperation of the ATA Spring 2000 group to resolve.

Some issues will require hammering and others require patience as we learn together.
The Collaborative Rout-

The Collaborative Routing meeting will be one forum for working out approaches. Some issues are internal to the FAA.

My view is that if we step back to "regroup" we will lose the ground we have gained.

I see the problems and the opportunities for our carriers, I fear if we relent we will keep the problems and lose the opportunities.

ATA Member Telcons

The ATA CDM Working Group will conduct "Airline Only" Telcons to discuss issues concerning the operation of the NAS system. The ATA rep will take a summary of these concerns to ATCSCC SPT team for discussion before next SPT Telcon. Input and participation is necessary by all Airlines for this to be a successful medium

The Telcon's will be held on a daily basis with the first beginning at 1230Z (0730 local EDT). The ATA representative will host the TELCON Monday through Friday, and Saturday and Sunday will be hosted by the hosting Airline.

For the month of July, American Airlines will be the host airline. TWA will be the host airline during August and NWA during September.

The afternoon Telcons will be decided at the morning ATA TELCON on a day-by-day basis (dependent on Weather, etc.) and announced each day that it is to be held



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"Want to Know What Actually Happened to Your Flights When They Left the Ground?" Even Two weeks later?

Poet is Now On-Line! Wonder why the same flight goes into holding everyday? Or why a particular flight seems to arrive early? Or just want to operative more efficiently in the NAS (National Air Space)? Now it's possible! Under the FAA's CDM program, POET is a prototype analysis system with a focus on supporting analysis of collaborative routing problems. These include identifying areas of NAS congestion or inefficiency. It allows ATC and Airlines to explore how the NAS functions using a variety of performance metrics including departure, en route, and arrival delays and filed versus ACTUALLY flown flight tracks.

With the new Post Operations Evaluation Tool (POET), users can easily access, filter, and visualize the flight information contained in the ETMS data archive using a variety of interactive charts, tables, and geographic displays. Analysis results can be aggregated into a variety of bins including grouping by departure and/or arrival airports, filed arrival fixes, departure/arrival times, NRP/non-NRP, departure and/or arrival centers, user class, and many more.

So what do you need to get hooked up? Well you need a computer (the faster the better) that runs windows (any flavor from Win95/NT on up), a connection to the Internet, and a username and password. You will also need to download the latest POET software and Training Guide. The good news is that after you install the new software, POET will automatically check for updated files each time you start it up, and keep itself up-to-date.

ADF Discussion Board

Check out the new ADF Discussion Board on the Internet!

We've designed this area of our website to accommodate open discussions where answers can now be posted to questions, topics can be threaded, and information can be referenced at later dates without too much scrolling through singular entries. We hope you find it useful!

Michelle A. Duquette ADF VP Operations

ADF Welcomes IFALDA Report (continued) ditionally, IFALDA is building a international weather/NOTAM page for the IFALDA web site and will follow up with an announcement in this publication when completed. With that said, if anyone has recommendations for web site content we would enjoy hearing from you.

The success of any organization is limited by the number of members willing to be actively involved, and this is an area where all of you can make a meaningful contribution.

editors note: James Ford is the President of IFALDA and can be reached via email at james. ford@delta-air.com.

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NOTAMS In Review

Fergus Flanagan- United Airlines

We here in the USA often take our electronic Notam system for granted; usually what is in the computer is the very latest data known to man or beast! In the article below I hope to give you a brief overview of the Notam System. There are three main types of Domestic NOTAMS, Notam-D, Notam-L and FDC NOTAMS. A forth type of Notam duplicates most of the FDC data for distribution internationally and is based on the ICAO format.

Domestic Notam Overview:

(NOTAM - D) These are NOTAMS concerning the establishment, condition, or change in any aeronautical facility, service, procedure, or hazard, the timely knowledge of which is essential to personnel concerned with flight operations. These NOTAMS are labeled 00 through 12 and are entered by the FSS stations or by the US Notam Office. These NOTAMS utilize various means of data transmission and are collected by the Consolidated Notam System (CNS) located at the Air Traffic Control System Command Center (ATCSCC) in Herndon VA. After being collected by the CNS, the NOTAMS are passed to the Weather Message Switching Center Replacement (WMSCR) for distribution to users. These NOTAMS are sometimes referred to as NOSUM "Notam Summary NOTAMS" because a Notam summary containing all Notam-D's is delivered en-mass four times daily via (WMSCR). Examples of these types of NOTAMS are runway closures ILS, VOR and NDB out of service and more recently cell phone tower obstacle NOTAMS. As a general rule Notam-D data is critical flight information needed to make a go or no go decision on operating a flight. The information contained within Notam-D's is gathered from various sources such as the airport authority, the FAA Airways Facilities, FAA Flight Check, Flight Service Stations and others. They inform the responsible Flight Service Station who in turn input the data for distribution via the WMSCR Notam distribution system. Times are always represented in Zulu time. (Coordinated Universal time).

!CLE 01/130 CLE 28 ILS MM DCMSND=
!CLE 01/318 3DB TOWER 690 (270 AGL) 2 NE LGTS OTS=
!ORD 6/031 ORD 22R MM OTS=
!ORD 6/145 ORD 91 TDZ LGT OTS =
!ORD 7/26 ORD 22L ILS MM DCMSN =
!ORD 7/34 ORD 92L/27R RCLL OTS WEF 0007060300-0009251100=
!IKK 04/068 3MY CD OTS WEF 0004200901=
!IKK 07/031 DKB TOWER 872 (122 AGL) 1.67 W LGTS OTS TIL 0007202000=

!ORD 7/35 ORD 27R TDZ LGT OTS WEF 0007060300-0009251100= (Notam number 35 issued in July: Runway 27R touchdown lights out of service with immediate effect from 06july at 0300z through 25September at 1100z).

The Notam-D system uses Flight Service Stations (FSS) as hub from which each FSS is responsible for a certain number of tie-in stations. In the case of Kankakee Flight Service station (IKK), it is responsible for approximately one third of the state of Illinois. Generally if a station reports weather, it will have it's own Notam file, if the station is small and does not report weather it's NOTAMS may be assigned to another reporting station or FSS. Thus Cleveland (CLE) is accountable for the station NOTAMS of 3D8 and Kankakee (IKK) is accountable for De Kalb (DKB) NOTAMS.

The following NOTAMS GPS, USD and UAR are relative new comers to the NOTAMS system. Each type of Notam is grouped by a pseudo accountability, thus allowing an easy search by type of notam. The contents of the Notam will also appear in the regular station NOTAMS file when displayed and or requested from the Notam system.

GPS NOTAMS may be found under the GPS accountability heading. IGPS 07/019 GPS PRN 9 OTS WEF 0007191630-0007200430=

US Arrival (UAR) "STAR" procedures may be found under the (UAR) accountability heading. The actual station is Pittsburgh, PA and this notam is stored both by the accountability of (UAR) and by the station location code (PIT).

!UAR 02/002 PIT GRACE ONE ARRIVAL CLARION TRANSITION: FROM CIP TO GRACE INT THE MEA IS 1004. =

US Departure "SID" procedures may be found under the (USD) heading, in this case the procedure is for Oakland, CA.
!USD 03/011 OAK MARINA FOUR DEPARTURE ..TAKE-OFF RUNWAY 9L REQUIRES TAKEOFF MINIMUMS OF 300-1. TEMPORARY CRANE
105 AGL 924 FT EAST OF RWY 27R THRESHOLD 924 FT NORTH OF RWY CENTERLINE . =

FDC (Flight Data Center) These NOTAMS are regulatory in nature and generally affect procedures. FDC NOTAMS are written for civil aviation and are based upon the Government NOAA charts. The contents of these NOTAMS must be interpreted against your companies OPS SPECS. Because these NOTAMS are based upon the NOAA charts, certain minor differences exist in the presentation of this data on Jeppesen charts. FDC Notam numbers are issued sequentially, increasing as each new Notam or Notam cancellation is issued. Example: ORD 0/6259, the next FDC Notam issued could be for DFW or ATL.

The Aviation System Standards National Field Office (AVN) and Flight Inspection Area Office (FIAO) personnel, along with Flight Standards personnel, identify conditions involving safety of flights which require the issuance of FDC NOTAM's. The FDC NOTAM's are normally issued by the FIAO and include revisions to airways structures and instrument procedures. Other NOTAM's normally issued by the FIAO or National Flight Procedures Office (NFPO) may include restrictive NOTAM's concerning radio aids to navigation, Departure Procedures (DP's) and Standard Terminal Arrival Routes (STAR's).



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ATIS - Winds Magnetic or True?

As dispatchers know, wind directions provided to flight crews by air traffic controllers are given with the magnetic corrections applied whereas the winds reported on weather sequences are reported in true directions. In the "old days", when ATIS information was recorded by air traffic controllers, generally those working in the tower cab, the wind direction given on ATIS broadcasts was always given with the magnetic variation applied, i.e. the magnetic winds.

What about the wind directions given on the new digitized ATIS broadcasts?

Question: Are they magnetic or true???

One would think that for consistency's sake, they would also be given with the magnetic variations applied as had been the case with the recorded ATIS of old. An informal poll of a number of veteran dispatchers confirmed that many dispatchers believe this to be the case. After spot-checking a number of digital ATIS broadcasts and comparing them with the hourly observations, it is obvious that there is an inconsistency in how the winds are being presented by the new ATIS units

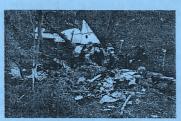
Following some investi-

gation, ADF was informed by Miro Lehky of the Air Transport Association that the problem is not with the ASOS. but with a software bud in the Tower Data Link System (TDLS) which provides the ASOS wind to the Automated ATIS system that is installed at 57 airports. This problem does not affect the wind in METAR, the ASOS voice dial-up, or winds verbally provided by controllers. It only affects the wind on the Automated ATIS. This past winter TDLS received the funding to complete a fix to this problem, in addition to many others. The latest information we have received from FAA indicated that the fix would be installed sometime this summer. The Air Transport Association has advised ADF that the Digital-Airport Terminal Information Service conversion of true wind north to magnetic wind is contained in **TDLS Software Mainte**nance Release II that ARINC was initially deployed on June 1, 2000. All 57 TDLS sites should have this new software by August 31, 2000

Dispatchers should use caution when using Digital ATIS data until this software fix is completed.

NTSB Investigation of Jetstream Crash at AVP Continuing—Fuel Exhaustion Possible

"Further work regarding actual flight times safuel burn rates will be necessary"



NTSB Investigators Examine the Jetstream 31

The NTSB developed the following factual information in connection with its investigation into the May 21, 2000, crash of an Executive Airlines aircraft near Wilkes-Barre, Pa., in which 19 people perished:

Under the control and supervision of NTSB investigators, "teardowns" of the aircraft propellers and engines conducted at the manufacturers' facilities (Dowty and Honeywell, respectively).

Detailed examinations during the engine and propeller tear-downs revealed indications of rotation on the left engine at the time of impact; however, power output has not been determined. The right engine and propellers exhibited little to no rotation at the time of impact. NTSB investigators continue to examine the engine and propeller assemblies. No conclusion has been made yet regarding power loss or interruption on either engine.

NTSB investigators continue looking into several fuel-related aspects of the accident. Although fueling records for the airplane in the days leading up to the accident have been compiled, further work regarding actual flight times and fuel burn rates will be necessary before more accurate fuel loads can be established. Analysis of a fuel sample taken from the truck that fueled the airplane when it last received fuel at Farmingdale, N. Y., on the day of the accident revealed no anomalies. The NTSB retained several components of the fuel system for further analysis.

Additional analysis of the air traffic control (ATC) radar data will be conducted to reconstruct the airplane's path and performance during its approaches into the Wilkes-Barre airport. The ATC audio tapes of radio transmissions and a recording of radio transmissions made by a private citizen are still being analyzed by engineers in the cockpit voice recorder (CVR) laboratory at NTSB headquarters in Washington, D.C. The engineers will attempt to extract any useful information, including that related to engine

The airplane's Cockpit Voice Recorder (CVR) had no audio information associated with the accident flight on it when it was examined at NTSB after the accident. The accident aircraft's CVR was subsequently taken to the recorder manufacturer for analysis. The recorder was found to operate properly. Further investigation into the CVR failure is being conducted by NTSB CVR specialists.

NTSB investigators returned to Wilkes-Barre this week to conduct additional documentation of the wreckage and certain components. FAA regulations did not require Executive Airlines to operate this flight under a dispatch system.



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SPRING 2000 UPDATE

The Spring 2000 working group have been meeting every other Tuesday for a number of months now. While we see progress in a number of areas, we also continue to see areas that need great improvement.

- The FAA is continuing negotiations with Nav Canada for airspace use during severe weather and peak traffic periods.
- ATC is close to reaching an agreement with the military for east coast airspace and will also be negotiating along with the FAA for gulf routes.
- ATCSCC will be putting up a web site for diversion recovery flights which will get it's data from field 11 and will allow carriers to prioritize it's diverted flights.
- DSP statistics are now being analyzed for choke points and VFR/IFR comparison.

While the consensual feeling is favorable regarding long term gains through greater predictability and collaboration, the group is keenly aware that there will be growing pains as this process matures. Everyone can cite problems in communication, procedures, or where the line between strategic and tactical plans is drawn.

Each group from Controllers, Traffic Managers, Command Center personnel, carrier ATC Coordinators, Pilots, and Dispatchers can show, and have shown, examples of disconnect.

We've seen examples of how a plan was put in place but implementation fell apart through failure of one part of the team not communicating or worse yet, operating independently.

We as a group have recognized that no singular association is immune from responsibility to the National Airspace System. We also recognize that each have a responsibility to their role or professional duties.

The Dispatcher's primary responsibility is joint responsibility for the safe conduct of each flight under his/her charge. If a traffic management initiative is in conflict with that responsibility due to some extraneous circumstance, then safety must always be protected.

The Dispatcher does, however, have the responsibility to communicate concerns proactively about initiatives to their ATC Coordinator so that any strategic or tactical plans reflect accurate operational considerations.

For more information on ADF's Position on this issue, see the October 1999 Press Release (99-15)

"ADF Testimony to the US House of Representatives-Aviation Sub-Committee Regarding ATC Delays" Located in the ADF Web Library @ http://www.dispatchcr.org/library/PR9915.html NOTAMS (continued from page 7)

(continued

ORD FDC 0/6259. FI/P

ILS RWY 4R, AMDT 6C. DELETE NOTE: SIMULTANEOUS APCH AUTH WITH RWY 4L. THIS IS ILS RWY R4, AMDT 6D.

ORD FDC 0/5047, FI/T

ILS RWY 32R, AMDT 21A. DME MIN-IMA S-LOC 32R: MDA 1100/HAT 447 ALL CATS, VIS CAT C 4000, CAT D 5000. TEMPORARY CRANE 836 FT MSL 1.8 NM OF RWY 32R.

After the Notam number is an indicator which informs you if the changes are permanent (Flight Information of a Permanent nature) or temporary nature. Next is the name of the procedure being changed and the last amendment number made to that procedure. This amendment number is located at the bottom of the Jeppesen approach charts. The main body of the text follows. Lastly but not always is statement that the above changes are now amendment 6D. If you are reviewing NOTAMS for a joint-use airport; e.g., CHS, both civil (CHS) and military (KCHS), you must retrieve both the FDC and Military (ICAO) type NOTAMS in order to get the full Notam picture.

Not to be forgotten are FDC NOTAMS which deal with the enroute environment. CENTER AREA NOTAM (CAN). CAN's are NOTAM's issued on airway changes, Domestically these are part of the FDC system and are usually associated with an ARTC facility or KFDC and outline changes to the NAS. Example: J78 has been realigned, MEA changes etc.

A note to remember: NOTAMS will not be issued for information that has already been published within the Notices to Airmen publication. (NTAP) which is published approximately every 28 days. Should you have difficulty with the data contained within an FDC Notam it's best to contact: Flight Standards Procedures Group. AVN 100: at http://www.mmac.jccbi.gov/avrv/home/nfpo/index.html Flight Standards District Office (FSDO) http://www.faa.gov/avr/afs//sdo/fsdomaphome.htm

Notam-L (Local NOTAMS) Local NOTAMS as you may know are not broadcast beyond the local FSS region. The lack of a delivery system for Local NOTAMS is of concern with both AOPA and the ATA. Several major airports now issue their own local Notam briefings via FAX or Arinc telemeter distribution on a requested basis. Most Local NOTAMS do not possess start or completion times, making it difficult to track their affect on the operation. At some carriers the function of gathering Notam-L data is performed by station operations that may receive the data from the airport city operations authority. There are hopes that the new FAA Notam system will carry "Local NOTAMS" when the FAA upgrades their Notam and distribution system to ICAO standards in the next few years. Examples of Notam-L data are Taxiway closures, ramp construction, parking gate information etc.

International NOTAMS Notams distributed by ICAO affiliated countries are produced in accordance with ICAO standards. There are two main types of NOTAMS, airport and enroute F.I.R./
NOTAMS (CONTINUED)

U.I.R. (Flight Information Regions and Upper Information Regions). Several countries have divided their NOTAMS into different Notam Series. Series-A, Series-B depending on the type of operations affected. Example: Series-A for International operations, Series-J for parachute jumping Series-M for military NOTAMS etc. Each part of an ICAO Notam has a specific meaning and can be automatically read and canceled by computer, thereby facilitating a narrow path approach to NOTAMS on a crew briefing. Its unique Notam number identifies each NOTAMS, the year, the airport or Flight Information Region and the originating agency. In most cases a simple five-letter code (Q-Code) is attached which identifies the scope and nature of the actual Notam. If the Notam is entered correctly, this Q-Code clearly identifies the content of the Notam. The



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The Dispatcher and Operational Control in Mexico Raul Max Aguirre Hughes, Aeromexico Flight Dispatch

In Mexico the requirement of a dispatcher is specified in the Mexican ROAC law (Reglamento de Operacion de Aeronaves Civiles), which translates literally to rules for the operation of civil aircraft. This is the Mexican equivalent of the US FAR. The dispatcher licenses are issued by the DGAC (Direccion General de Aeronautica Civil) literally translated is general direction of civil aeronautics, and is equivalent to the FAA in the US. To obtain a license there are two forms. The most common one is to go to an approved school and study a nine month course passing all assignments with a minimum grade of 80 or take a written and oral exam before the proper authorities and be sponsored by a licensed dispatcher. The license must be renewed every two years and the requirements for this are: a medical exam, performed by an approved doctor, consisting of the following tests: examination by a doctor of the general health conditions; laboratory test of urine and blood; X-ray examination of the chest; Electrocardiogram; Dental exam; Psychological tests; Eye examination; and Hearing condition test. You must be within normal limits to obtain the certificate This includes a maximum weight limit of standard weight plus 20% overweight. You must present the results of this exam to the license department when requesting the renewal of the license along with a letter from the company or entity where you work certifying that you are in active duty as a dispatcher there. Refresher training and one cockpit route check are also required on a yearly basis.

The Mexican law states that all flights should not be initiated unless three persons agree that it can be done safely and legally. I must note here there is no difference between the type of flight as there is in the US FAR that defines this differences in part 121 and 135. The persons in question are: 1) The pilot in command. 2) The dispatcher 3) The airport authority, whose title translated literally is Airport Commander. The

pilot and the dispatcher agree that the weather and the condition of the airplane are suitable to perform a safe flight and that flight plan is properly made including fuel for an alternate airport plus the legal reserves. The airport authority checks that all permits for operating the aircraft and the licenses of the pilot and dispatcher are valid; he also checks that all landing fees and permits have been paid for. When all this is done the three people sign the official flight plan. This plan is adapted from the ICAO flight plan. The only difference is that it has an additional space at the bottom for the signatures. The larger operators can request a waiver, as to not need the signature of the airport authority on each flight, but a copy of the repetitive flight plan must be sent to them instead. Still the pilot and the dispatcher must sign the company or internal flight plan.

You may ask, how can a general aviation pilot get a dispatcher to sign his flight plan? The government has public dispatch offices in most of the airports, there the pilot can file his flight plan, get weather and NOTAM information, have his departure time forwarded to the destination dispatch office for flight watch purposes. All this for a fee that is paid to the government; some of the corporate operators do this by the means of an FBO where they also might have their own dispatchers giving the valued added service of computer flight plans and tailored weather/NOTAM packages. The larger corporate operations have their own dispatch departments similar to those of a commercial airline that work their flights in domestic and international routes that some times include places as far away as Europe, South America and Asia.

The larger commercial airlines have a centralized dispatch system similar to the US system that were inspired by the influence of the association that they had with US carriers in the past, where a dispatcher in a central office is responsible for releasing flights on system wide basis, briefing the pilots mostly on a face to face way in the main base or by TTY

message or phone on other stations. Since ACARS is not in common use except by few of the newer aircraft, some long range aircraft carry HF and maintain communications with the company by this means or a phone patch through ARINC. Some of the smaller and commuter airlines have a de-centralized system, in which the station dispatcher is responsible for releasing the flight to the next destination, where it is taken over by that station's dispatcher for the next leg. This system is not widely used, but it is said that it has economic benefits for the smaller carriers in that the dispatcher can be used for other purposes beside dispatch work, and allowing for the need of less personnel, by using contract dispatching at some stations

The tools of the trade in the larger companies include computerized weather and flight planning systems leased from the large information technology US companies such as EDS or Jeppesen, and some of the smaller ones use Canadian systems such as Skyplan, the larger companies have computers that help in the task of watching the flights and also generate statistical reports for the directors. Recently ASD has been incorporated as a flight watch tool (only for US flights, it is not available in Mexico yet), since its availability on the internet, which is also new to us.

The dispatch offices of the larger airlines also offer contract dispatch and assistance services to foreign carriers and small domestic airlines; in this case training and manuals must be provided to the contract company to get approval to provide service, by the Mexican authority.

Another field in which dispatchers work

is ground operations. Mexican law states that the weight and balance sheet of an aircraft must be filled out by a licensed dispatcher. This is also a difference with the US FAR that should be noted, all ramp service companies hire dispatchers to do the load sheet and organize the ground handling of the aircraft. There is an interesting note about the ramp service companies. Years ago when the major airlines were privatized it was decided that it would bring more economic benefits if the ground operations depart-ments of the airlines be merged into a ramp service company and have the airlines sign a service contract with this company for ground handling. This caused many of the older colleagues that worked there to be retired and at the beginning there were problems at some stations due to personnel shortages. This handling company also provides ground service to foreign airlines. Usually the (Continued on page 11)



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FAA Launches First Oceanic Data Link Services Over Atlantic

WASHINGTON - In a move that increases the safety and efficiency of oceanic air travel, the Federal Aviation Administration (FAA) has initiated use of electronic air/ground communication services for aircraft operating over the Atlantic Ocean. The same system has been operating for aircraft flying over Pacific Ocean airspace for more than a year.

The FAA's New York Air Traffic Control Center began initial operations in March of the Multi-Sector Oceanic Data Link System, which provides a means for air traffic controllers to have two-way electronic communications with aircraft equipped with data link.

This technology is designed to eliminate the need for voice communication between data link-

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ADF's latest business meeting in
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obtained by
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ADF@valuweb.
com via email.



equipped aircraft and air traffic controllers, improving the reliability and timeliness of message delivery.

In conjunction with aircraft equipped with the Future Air Navigation System (FANS — an international standard for avionics that are compliant with Oceanic Data Link), the Oceanic Data Link system provides a means to automatically check pending clearances for conflicts, while allowing the flight crews to automatically load flight clearances they have received into the aircraft's Flight Management System. The Oceanic Data Link

system also provides the controllers with an integrated interface to the flight data processor and addresses the existing high frequency communications problems with aircraft, such as frequency congestion, transcription errors, and lack of timeliness.

Oceanic controllers began using the system in limited operations at a single sector in March 2000. As controllers become more familiar with Oceanic Data Link, operations will expand to include full system capabilities. Full operations are planned at all Caribbean sectors later this year. Once full operations in the Caribbean are in effect, operation of the system will transition to New York's North Atlantic sectors.

Other North Atlantic air traffic service providers are planning the initiation of FANS-based data link trials later this year. New York's early lead in those efforts will be important in the realization of the goal of a seamless data link operation in Atlantic airspace.

(Continued from page 10) Operational Control in Mexico

dispatchers that work as ramp agents are not as proficient in weather, ATC and flight planning as the ones that work in the dispatch offices, but they still should have the basic knowledge that they acquired at school and that helps for a good communication between the two. The smaller airlines still keep their own ground operations departments in most cases.

Foreign airlines that operate in Mexico, when not contracting a handling company, also hire dispatchers to cover the requirement that the flight plan be signed by a holder of a Mexico license. They work as ramp agents but in some occasions also cover shifts on the passenger counter when they have multijob training.

Raul Max Aguirre Hughes Aeromexico Flight Dispatch Shift Manager. Mexico, D.F. June 05/2000.

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NOTAMS (continued from page 9)

US Notam (Office (USNOF) does an especially good job of warehousing most intercontinued page 12) national Notams and if the notam was received in either French or Spanish the Notam will be automatically translated to English. Computer access to the Consolidated Notam System (CNS) is via AFTN (Aeronautical Fixed Telecommunication Network). The access format is a little tricky and I suggest you get yourself the latest copy of DOT Publication 7930. (See the link below). For easier access the US Military has an excellent Internet site which not only stores the original raw data Notam but also translates the Notams from Spanish into English. Unfortunately not all-international cities are kept on file by this site.

A0123/00 NOTAMR A0122/00 Q) EISN/QCTAU/I /NBO/A /000/999/

(Notam Series-A 0428/00 replacing Notam A0278/00, distributed by EISN Shannon AIS, with Q-code of Q-CTAU meaning the TAR is not available) A0959/00 NOTAMN
A) KORD B) WIE C) UFN
E) ORD ILS RWY 32R, AMDT 21A... DME MINIMA S-LOC 32R: MDA 1100/HAT 447 ALL CATS, VIS CAT
C 4000, CAT D 5000. TEMPORARY CRANE 836 FT MSL 1.8 NM SE OF RWY 32R.

In the next few years the US Notam system is scheduled to undergo some major changes. With the full adoption of ICAO standards the biggest question is how to handle the current Notam-D Notams? Will local Notams be included? So what's the big significant improvement? Simply, if the system is adopted in full, Notam users will be able to display Notams in hierarchical manner. With the inclusion of date time groups, most flight planning systems will be able to ingest the material, determine the level of importance from the Q-code and instruct the flight planning and crew briefing systems whether to utilize the data. At present not all DOD entered Notams contain the Q-code line.

The following are some resources, which may assist you in your Notam travels.

http://www.notams.jcs.mil/ http://www.notams.homepage.com http://www.faa.gov/ntap/

United States NOTAM Office All things Notam

Notices to Airmen (NTAP)

Notices to Airmen (NOTAM'S) 7930.2G Manual http://www.faa.gov/ATPubs/NTM/

(Special Thanks to Miro Lehky-ATA for suggestions to this article).

ADF Leadership Team for 2000

Giles OKeeffe-President	Mike Harkin -Executive Vice President
(Northwest Airlines - MSP)	(FEDEX - MEM)
Mike Timpe-Treasurer	Tom Lynch-Secretary
(Horizon Air - PDX)	(Alaska Airlines - SEA)
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(Trans World Airlines - STL)	(Continental Airlines - IAH)
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Allan Rossmore: Chief Legal Counsel	Carla Beck: Executive Director - Administration
(Eastern Airlines (retired) - MIA)	(Southwest Airlines - DAL)
Trevor Wood: Director - Government Affairs	William Leber: Director - Strategic Planning
(Trans World Airlines - STL)	(Northwest Airlines - MSP)
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Norm Joseph: Director - Aviation Rulemaking	Gary Christensen: Director - Air Traffic Management
(Delta Air Lines - ATL)	(Delta Air Lines - ATL)
David Porter: Director - International Relations IFALDA Liaison (Delta Air Lines - ATL)	Tim Antolovic- Director of Safety and Compliance (American Airlines - DFW)
Tracie Benson: DirectorCorporate /Industry Alliances (American Airlines - DFW)	Al Krauter: Director - Training (Northwest Airlines - MSP)
Steve Caisse: Director - Information Technologies	Frank Hashek: Director - Membership
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VOLCANIC ASH HAZARDS TO AVIATION SAFETY "USER NEEDS ANALYSIS TEAM" Leonard J. Salinas

Volcanic ash clouds pose a real threat to aircraft safety. The ash is abrasive and capable of causing serious damage to aircraft engines, control surfaces, windshields, and landing lights. In addition, ash can clog the pitot-static systems, which determine wind speed and altitude, and damage sensors, all used to control the aircraft. To ensure aviation safety, a warning system should be capable of a 5-minute response time once an eruption has been detected. Pilots are the last link in the chain of safety actions to avoid or mitigate encounters with volcanic ash. For the safety function (composed of the pilots, dispatchers, and ATC) to be effective, the warning system must meet their needs. The ability to issue accurate and timely warnings, advisories and forecasts requires a rapid means to detect and continually track the ash cloud and smooth coordination between many agencies.

The hazard to aircraft, with their passengers and cargo, of encounters with airborne volcanic ash has been amply demonstrated over the past 20 years (Casadevall 1991, 1994). Several aircraft have had life threatening encounters, and the resulting extensive damage to equipment has

required expensive repairs and even replacement. Estimates of cumulative damage to transport aircraft by encounters with volcanic ash plumes are in the range of \$250 million (Campbell, 1991; Casadevall 1991, 1994). The hazard is compounded by the fact that volcanic ash clouds are not detectable by the present generation of radar instrumentation carried onboard the aircraft. Complete avoidance of the ash is the only procedure that guarantees flight safety (Campbell 1991; Pieri and Cutts 1995). The pilot, as the last link in the chain of safety actions, must have immediate warnings (from ATC and/or Dispatch) and information to avoid or mitigate encounters with volcanic ash.

At present, information and forecasts issued by the NWS are disseminated through a number of communications systems. This includes the National Weather Service (NWS) telecommunications gateway, National Oceanic and Atmospheric Administration (NOAA) Weather Wire, NOAA Weather Radio, and high frequency (HF) and very high frequency (VHF) radios. In addition, telephone, facsimile, and the Internet are used. Very rapid, reliable communications are essential.

The Aviation Weather Directorate (ARW) was established April 1, 1996 to represent not only requirements for weather, but to act as the US Federal Government's focal point for aviation weather needs. requirements, policy, standards, and plans on behalf of pilots and dispatchers whose need may be at variance with Air Traffic Control needs. In order to do that, the Aviation Weather Directorate must sometimes take on the role of the customer, representing, for example, industry or other government agencies. They must champion aviation weather service improvements for all users in order to reduce accidents and incidents and increase operating efficiencies for the government and carriers.

(Continued on page 14)

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Airline Dispatchers Federation

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(Continued from page 13)
Volcanic Ash Hazards

The Aviation Weather Directorate determined a User Needs Analysis Team must be assembled, combining the many different agencies required to adequately address the concern of volcanic ash and its impacts on aviation safety.

The User Needs Analysis Team came into being on May 16, 2000 in Washington, D.C., at the Aviation Weather Directorate conference room. The team consists of members representing: Airline Dispatchers Federation (ADF), Air Traffic Control System Command Center (ATCSCC), Federal Aviation Administration (FAA), Airline Transport Association (ATA), CygnaCom Solutions, National Oceanic and Atmospheric Administration/ National Environmental Satellite Data & Information Service (NOAA/NESDIS), Airline Pilots Association (ALPA), National Weather Service (NWS), Aviation Weather Directorate (ARW), Air Transport Pilots (ATP), National Air Traffic Controllers Association (NATCA), and American Association of Airport Executives (AAAE).

Although the principal mission for this UNA Team is to focus on the issues pertaining to volcanic ash, it was understood that many of the problems and issues for volcanic ash are generic to other airborne hazards such as toxic chemical or accidental release of radioactive material into the atmosphere.

Therefore, as the team conducts its business of documenting the needs for volcanic ash, it should maintain an open mind on the

needs and requirements for other airborne Hazardous materials. Also noted was the fact that other agencies that deal with volcanic issues are not participating on the team. The FAA has limited contact with these other agencies and depends on NOAA to maintain a dialog with them as required to support FAA requirements. Other Federal agencies that could possibly be involved with providing support services to the National Airspace System include the Department of Energy, the Department of Defense, the Federal Emergency Management Agency and the United States Geological Survey.

The User Needs Analysis (UNA) Team identifies areas of improvement in forecasting and tracking airborne hazardous materials between the current operational concept and future capabilities. The UNA identifies decision-maker requirements for volcanic ash products and service with the aim of identifying the shortfalls between the current operations and future or planned capabilities.

The process that will be followed is:

- -Document the users needs -Document current concept of operations
- -Document concept of future operations
- -Review global controls
- -Validate needs and establish requirements

The main responsibilities regarding Operational Capabilities are as follows:

 Validate the decisionmakers: AOC, Flight Crews, Airport Managers, and ATC Validate the operational decisions made as expressed in feedback

-Describe effect on safety and capacity

-Identify what information is presently utilized

-Identify present level of training
 -Determine utility of current products

-Review how volcanic ash information is presented

What can Dispatchers do to Reduce the Hazards of a Volcano?

The purpose of this paper is to inform the membership and seek information that is essential to the future operational capabilities and developing potential operational capabilities. As your ADF Representative, I am seeking any comments you may have on the following:

-Validate the potential decision makers and their operational decisions

-Describe how these decisions effect Safety and Capacity

-Identify what volcanic ash (and other hazard) information should be provided

-Identify additional training needs -Determine difference between current and needed volcanic ash information needs

-Review how volcanic ash information should be presented

Please send your comments to: Leonard J. Salinas United Airlines Aircraft Dispatcher - UALCHIDD P.O. Box 66100 Chicago, IL 60666

leonard.salinas@ual.com 1-847-700-3023 - Office 1-847-700-7001 - FAX



Airline Dispatchers Federation

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ADF Again Calls Upon the FAA to Accelerate Push Towards "One Level of Safety" for Charter, Cargo, and Fractional Ownership Operations

Executive Summary:

The Airline Dispatcher Federation is once again encouraging the FAA to move quickly to require all United States based charter and supplemental airlines utilizing passenger aircraft with 10 seats or more and all United States based cargo airlines flying aircraft with maximum gross weights over 20,000 pounds to fully comply with the principles of the "Single Level of Safety" program as defined in FAR Part 121, including the requirement for positive operational control under the authority of licensed aircraft dispatchers.

NARRATIVE:

During the mid 1990's, a number of high-profile aircraft accidents riveted public and media attention to questions of aviation safety. In response to public outcry, the Clinton Administration overcame FAA resistance and helped drive the Administration toward a regulatory system for commercial aviation with a "Single Level of Safety". This standard, applicable to large airlines, regional airlines and the commuters has become one of the FAA's primary regulatory principles since that time and has been a widely heralded success for the Administration.

In January 1995, former DOT Secretary Federico Pena convened an unprecedented aviation safety summit that called together over 1,000 officials from government, airlines, airline labor, and other segments of the industry to establish joint priorities and strategies for enhancing aviation safety. The Airline Dispatchers Federation proudly and actively participated in this historic event and made a convincing presentation demonstrating the benefits to aviation safety afforded by posi-

tive operational control and the joint decision making team of pilot in command and aircraft dispatcher. Also in 1995, a study on commuter airline safety the National Transportation Safety Board (NTSB) asked the FAA to consider the operational benefits of dispatch services for Part 135 operators.

These events led to the landmark FAA ruling on the "Single Level of Safety" ("Commuter Rule"). The "Commuter Rule" required all 14 CFR Part 135 operators to transition to 14 CFR Part 121 by March 20, 1997. As an outcome of these efforts to establish a "Single Level of Safety" for commercial air passenger transportation, the FAA is now requiring most (but not all) operators of aircraft with more than 10 passenger seats to operate in accordance with FAR Part 121. Previously regional carriers operating smaller aircraft were governed by less stringent rules than were major air carriers.

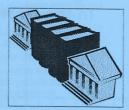
The most powerful proof of concept for this program is the fact that there has not been a fatal aircraft accident involving a flight operating under these new regulations since their enactment more than three years

Sadly, a recent accident involving 19 fatalities on a chartered turboprop aircraft reminds us that there is still work to be done in areas of aviation safety. There are still a number of aircraft engaged in missions both involving transport of passengers and/or cargo which are not subject to these same Federal Aviation Regulations which now enforce the Single Level of Safety. For example, pilots operating many charter flights do not have the luxury of working with an aircraft dispatcher. If this were the case, charter pilots

would have another trained and certificated aviation professional to assist with fuel planning and fuel load management, examine weather conditions effecting the flight's safety and to evaluate the mechanical integrity and viability of aircraft operating these flights.

Time and time again, it has been proven that the system of joint responsibility affords the highest level of safety achievable. One proven method the FAA used in an effort to reduce the nation's aircraft accident rate was the establishment of the "Single Level of Safety". It seems logical and justifiable then, that the same effort be made on behalf of the flight crews of supplemental air carriers, charter operators and cargo operators and the public who live under their flight paths.

ADF is again encouraging the FAA the move quickly to require all United States based charter and supplemental airlines utilizing passenger aircraft with 10 seats or more and all United States based cargo airlines flying aircraft with maximum gross weights over 20,000 pounds to fully comply with the principles of the "Single Level of Safety" program and as defined in FAR Part 121, including the requirement for positive operational control under the authority of licensed aircraft dispatchers.





Airline Dispatchers Federation

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Update From The Hill "Single Level Of Safety"

Washington, D.C. -

ADF has notified the Administrator of the FAA of our intentions to present a compelling argument for "Single Level Of Safety" requirements for allcargo, on demand charter, and fractional ownership operations, to the U.S. Congress, by November 2000.

Existing law, under AIR21, calls upon the FAA to study the role of Aircraft Dispatchers and report to the Congress by April 2001 on why those carriers not utilizing Aircraft Dispatchers should not be required to d o S 0 .

The basis for our argument will be in accident analysis similar to that presented during the "Single Level Of Safety" initiative for commuter airlines. There exists irrefutable

evidence that air carrier safety is enhanced by positive operational control provided by Aircraft Dispatchers , under FAR part 121 domestic and/or Flag rules, and it is the ADF's hope that the FAA will adopt this view without Congressional mandate A press release restating our public position on this vital safety concern has been released and every effort will be made to secure public support for enhanced air carrier safety whether you're on a charter aircraft, under the approach path of a heavy cargo carrier, or on a partially owned 737 corporate jet.

On a related note: In a recent press release, the FedEx Pilots Association (FPA) stated that "One level of safety" is their primary legislative focus. The ADF welcomes the FPA's participation in this critical effort.



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Diversion Recovery Web Page

The Diversion Recovery Web Page (or *Diversion Score Card* as some call it) has since June 15 been accessible on the Volpe web site (Data Gate) for evaluation.

Currently, this live information is displayed at the ATCSCC even though it is still under evaluation.

The purpose of this page is to provide the FAA and the air carriers with a common situational awareness of which flights are diversion recovery flights. The thinking is that these flights have suffered enough, and they will not be assigned additional delays unless necessary.

There are currently three ways that a flight can get onto this page. First, it gets on this page if the air carrier **puts DVRSN in field 11** or the ATC RMKS section. Second, it gets on the page if the diversion detection algorithm in ETMS decides that it is a diversion recovery flight. Third, it gets on the page is a user uses the ADD FLIGHT command to manually add a flight to the page.

The User can enter comments and a priority and can sort on any of the seven fields, which are ACID, TYPE, ORIG, ETD, DEST, ETA and ACENTR.

The TCA has access to it at the Command Center, and airlines can enter comments for their flights for the TCA to see. If you have a diversion recovery flight and want to get some information about it to the TCA, enter a comment on this web page and try it out.

Planned Enhancements.
Passwording to be required of anyone who wants to add a flight or

enter a comment.
Time stamping of comments and TCA acknowledgements.
Fields to be re-ordered to match the order in an ETMS list request (ACID, TYPE, ORIG, ETD, DEST, ETA, ACENTR)
ETE to be added.

There any additional capabilities that may be useful. For example, if you could look at a historical file of diversion recovery flights and whether they eventually took off, were cancelled, or timed out and how many flights have already diverted to an airport for operational considerations.

In a few days a new version will be deployed that has a feedback button that allows you to let the Volpe Center know what changes you would like to see. This version will also let you toggle the display of the GA flights and the flights that are placed on the page by the ETMS diversion detection algorithm.

We are actively working on this page now, so now is the time to get your views heard through your CDM or ATC representative.



Free Icing Video from NASA

NASA Glenn Research Center has produced an educational video on aircraft icing. The intent of this educational video is to provide information about ice contaminated horizontal stabilizers. It is intended primarily for pilots who may encounter in-flight icing. This video presents a physical description of the tailplane icing problem, symptoms of ice contamination and suggested recovery procedures. This video was produced as a result of insights gained from the NASA/FAA Tailplane Icing Program. Run Time: 23 min

If you go to the web site, you'll see we have a second video entitled, "Icing for Regional and Corporate Pilots." This video has a wider scope of the icing issues, although it includes the tailplane icing issues as well. This training video is intended primarily for pilots of turboprop aircraft. This video discusses ice protection systems, how ice builds up on the aircraft and the symptoms thereof, the effects of ice on both the performance degradation and handling qualities, suggested recovery techniques from a roll or pitch upset and finally, the hazard of Supercooled Large Droplets (SLD). Run Time: 37 min.

These videos are available in both VHS and the European format (PAL) and are free!! Wow, your tax dollars at work!!

Order via the Internet http://icebox.lerc.nasa.gov/ Education/Videos/index.html

Or by Mail NASA Glenn Research Center M.S. 11-2 21000 Brookpark Road Cleveland, OH 44135 Tel.: (216) 433-3900 FAX: (216) 977-7469



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TANKER AIRLIFT CONTROL CENTER

(USAF Now Has the Benefit of Dispatchers) - James Ford

The decision by the USAF to move toward operational control managed by Flight Managers (dispatchers), had its origin about five years ago when a requirement was identified to manage slots with Euro Control. The Air Force recognized that each year an increasing number of flight crew and aircraft hours were consumed on the ramp waiting for slot times.

This problem was initially addressed by the Aircraft Commander requesting slot times in excess of 12 hours prior to scheduled departure time (prior to going into crew rest for the next days flying). Optimization of the flight plans was compromised since selected and filed routes were calculated with obsolete wind packages. Additionally, it did not allow for tactical re-filing when subtle changes to the filed route could result in significant reductions in departure delays.

About the same time, there was the realization that USAF-AMC aircraft would need to have navigation and communication system upgrades to comply with the requirements of GATM (Global Air Traffic Management). While there was a good understanding about the GAT (cockpit to ATC) communication / navigation system requirements, there was not a good appreciation of the M (ATC to AOC) communication and infrastructure requirements.

Approximately two years ago the USAF Tanker Airlift Control Center at Scott Air force Base contracted with Delta Air Lines, Inc., Operations Services Department for consulting services. The contract tasked Delta to develop processes, define application requirements, and provide facility design to bring the Tanker Airlift Control Center (TACC) in line with best industry practices while retaining the capability to satisfy mission requirements unique to the military.

The methodology used for this type of project is first to accomplish a comprehensive review of the client's mission. With the mission identified, current processes are reviewed and documented using a combination of interviews and observation. Recommendations for change or "To Be" (the new) process is defined and presented to the client. Only after the "To Be" process is documented in exacting detail is the technology to support the new processes identified and tested.

The TACC Mobility 2000 (M2K) project has defined the Flight Manager "To Be" process to closely parallel the responsibilities of a FAR Part 121 Dispatcher. The Flight Manager will manage mission requirements that are somewhat more complex than the commercial world including adding and removing payload (cargo and/or passengers) while enroute and working with routing constraints that are defined by diplomatic clearances. He or

she will also enjoy some flexibility the commercial world does not have, such as adding fuel to the aircraft from a point in space.

The most significant difference between FAR Part 121 Operational Control and the TACC Flight Manager centers on responsibility. Legally, per Air Force regulation, the Aircraft Commander must retain all responsibility. This relationship may be subject to review at some future date, but is one of several items that was viewed to be outside of realistic expectation for change management.

Flight plans will be generated on ACFP (Advanced Computer Flight Planning) System, a legacy flight planning system unique to the Air Force. ACFP will be significantly upgrading in the Fall of 2000 with a new route search engine (WARP), incorporating algorithms that would make the application commercially viable (if it were being marketed). Flight plans will be timed to allow electronic filing, with about one hour lead times for domestic flights and approximately four hour lead times for international flights.

Integrated Management Tool (developed specifically for the TACC) is a text based duty roster, mission planning, and flight following application. It serves as an information consolidator, querying seven legacy systems to display information in 43 fields with robust auditing/alerting capability. Alert features include weather (ceiling, visibility, and winds) set to TACC-defined thresholds, with the audits based on the more relevant of forecast or observation. Additionally, airport suitability, maximum on ground (MOG), operating hours, curfew, crew duty day, hazardous materials, and differences from plan (fuel, payload) are audited. A flight following template is incorporated into the application which compares "plan vs. actual" for time, altitude, and fuel burn. Parameters are audited on a per-segment and cumulative basis. The flight following template also incorporates plan and profile views of the proposed route to facilitate a "sanity check" prior to filing a flight plan.

Flights will be graphically depicted using an application not available commercially but with mapping and display capabilities similar to those found in most AOC's. The graphic flight following application will have an audit/alert capability that mirrors the capabilities of Integrated Management Tool.

Implementation of the prototype has slipped to mid July while consoles, clients, monitors, communications gear and lighting is installed on the Scott AFB, TACC floor. When the prototype is implemented, it will be a world class facility with the vision and resources to develop into a facility that commercial aviation may be trying to emulate in the years to come.



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ARAC Update

Norm Joseph—Delta

The ARAC (Aviation Rulemaking Advisory Committee) Executive Committee met at FAA Headquarters in Washington, D. C. on May 10, 2000. AL Prest of the ATA, the current ARAC Chairman called the meeting to order.

The new ARAC Vice Chairman, Glenn Rizner of Helicopter Association International was introduced. Glenn will follow Al Prest as Chairman at the conclusion of Al's term.

Tony Fazio, FAA Director of Rulemaking advised the Congressional Reauthorization Bill included a mandate for 10 new rule making activities, in addition to those already in progress. The net result is that some ARAC issues will be delayed due to a lack of resources within the FAA Rulemaking system. There is a continuing hiring freeze affecting both replacement and new positions. The next International Harmonization Meeting is schedule for June at Chicago. Prioritizing of harmonization tasks will again be addressed.

Ron Priddy of the National Air Carrier Association has been appointed Assistant Chairman of Training and Qualifications Issues Group. He replaces Walt Coleman who has retired.

The only Issues Group report of interest concerned a new task for the Air Carner Operations Issues concerning ETOPS. More information on this task will be published soon as it becomes available.

The ADF video "Night Approach to JFK",

A behind-the-scenes view of a day in the life of "the invisible airmen" who are FAA licensed as aircraft dispatchers. Our 20 minute presentation transports you through time...a glimpse of cur embryonic state 60 years ago, dispatching the U.S. Mail and a few passengers to the present

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ADF's 2000 Symposium

October 8, 9 10, 2000 Washington, D.C., Crystal Gateway Marriott Hotel

Join us in Washington, D.C. this fall as operational control professionals from around the work unite to examine the realities of operational control today, the research efforts that are ongoing and the future that we are in the process of creating for the next millannium.

You're invited to be among those who will be treated to a complete examination of the current and future state of Operational Control as we prepare to enter the next millennium. Aerospace professionals from all over the world will meet at the 2000 SYM-POSIUM to discuss and debate policy, procedures and infrastructure recommendations for the next century.

Featured Speakers from various airlines, the FAA, NASA, OSU, and the nation's airlines will make attending this event well worth you time and effort. Representatives from all arenas of aviation will be discussing the dispatcher's role in operational control. You need to be a part of it all at this year's Symposium!

The 2000 SYMPOSIUM Presentations and Discussions will feature:

The FAA's view on the Safety Aspects of Positive Operational Control Lively Panel Discussion examining ATC Delays During the Summer of '2000 Airline Perspective of Operational Control

Industry, Government and Institutional Viewpoints on Operational Control Historical Review of the Dispatcher's Role in Operational Control



Airline Dispatchers Federation

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ADF August, 2000 Quarterly Meeting

Please plan on attending the ADF Quarterly Meeting, hosted by US Airways in Pittsburgh.

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Guest rates \$72.00 per night.
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A Board of Directors meeting will be Sat., 05 Aug 2000 Time—TBA (Open Meeting)
General meetings will then commence Sun.-Mon., 06-07 Aug., 2000, starting at 0900 EDT

The Agenda will be Posted on the ADF web Site.

Kevin Kollman has agreed to host a happy hour after the board meeting on Saturday. Kevin will also host a barbecue at his house on Sunday after the meeting.

NYC airspace redesign enters second year

by Gordon Gilbert - Aviation International News Online May 2000

Air-traffic congestion, airport delays and noise complaints are driving an initial \$3 million, five- to sixyear FAA effort to redesign airspace in the New York/ Philadelphia metropolitan area. The program got under way last April and a through assessment has been made of the problems. FAA now will start drafting specific redesign recommendations, according to Tom Bock, FAA manager for the redesign project.

At the Noise Abatement Symposium at New York's Westchester County Airport last month, Bock said the assessment phase included 31 community meetings that resulted in 583 comments describing problems and recommending solutions.

Bock reiterated that the redesign will affect the terminal and en route airspace of dozens of large and small airports in New York, New Jersey, Connecticut, Delaware and eastern Pennsylvania-four ATC regions altogether.

Many operators will recall the changes made under the expanded East Coast plan in the mid-1980s, but they were primarily adjustments affecting high-altitude operations. Bock has described the changes coming in the redesign program as "significant." Traffic congestion, delays and the clamor to reduce aircraft noise are forcing FAA to go far beyond just a tweak

The goals of the East Coast redesign project are not only to reduce delays foremost, but also to address community noise concerns, increase operational flexibility and lower pilot/ATC workload. For example, Bock referred to a test at Philadelphia where pilots using programmed FMS approach vectors vs. normal ATC vectoring

via pilot/controller radio exchanges reduce ATC/pilot communications from seven events to just two.

Bock said the redesign will incorporate expanded use of GPS and 3D RNAV, as well as FMS and other forms of advanced technology to increase approach altitudes while at the same time shorten approach routes; employ new ATC radar that speeds aircraft position refresh rates to allow tighter lateral spacing between aircraft; employ special ATC procedures to expedite helicopter operations; and make provisions for more VFR corridors and unrestricted dimb corrid

The entire East Coast Airspace redesign project will cost many millions more than the initial \$3 million and will be phased in over five or six years, "contingent upon environmental requirements," according to Bock.



Airline Dispatchers Federation

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Are There Different Licenses in Other Countries? Letters From ADF Members

Dear ADF.

I already have a 121 dispatcher's licenses. Are there different types of licenses in different countries? Canada has one, doesn't Europe? I don't know...

Reply

The short answer to your question is yes, there are several types of licenses/certificates. What you have is a Dispatchers Certificate issued by the FAA (United States). The Canadians have a Dispatchers License issued by Transport Canada. In Europe there is no common or standard license or certificate.

Currently, several states, such as Turkey and Greece, have adopted the FAR's (U.S.) and require/issue dispatcher certificates with identical requirements as a certificate issued by the FAA.

Some states, such as Germany and Denmark, require/issue dispatcher licenses/certificates based on the Civil Aviation Authority (CAA) Regulation for that country.

Other states, such as Norway, have company issued license/ certificates while Sweden currently doesn't require a license.

One of the primary goals of IFALDA has been to promote the requirement for a minimum level of knowledge and training to be involved in the dispatching of aircraft. ICAO recommends a State Licensing system for all member states. The duties of Flight Operations Officers/Flight Dispatchers are specified in Annex 6, Part I, section 4.6. The requirements with respect to age, knowledge,

experience and skill for the licensing of Flight Operations Officers/
Flight Dispatchers are detailed in Annex 1. The qualifications required to work as a Flight Dispatcher are listed in Annex 6, Part I, Chapter 10. Minimum standards for initial and recurrent training programs can be found in the ICAO published Flight Operations Officers/Flight Dispatchers Training Manual, Doc7192-AN/857 Part D-3.

Because ICAO, under its current charter, can only make recommendations, these (minimum) standards cannot be enforced. However, if Europe chooses to follow the recommendations of ICAO as the JAA and/or EASA working with DG-7 move forward, there will be a unified license, at least within the EU member countries.

Regards
James Ford
President - IFALDA
International Federation of Airline
Dispatchers' Associations

James Ford is the President of IFALDA and can be reached via email at 'james.ford@delta-air. com'. – Ed.

IFALDA Background

IFALDA is an international organization, founded in 1961, comprised of various Aircraft Dispatcher / Flight Operations Officer associations that have formed throughout the world. The organization was formed to coordinate professional efforts and to represent the professional interests of member associations on a global

level. Current membership (at 1605) is the highest since the organization was formed.

IFALDA is the organization that ADF was chartered under and as a member of ADF you are also a member of IFALDA. ADF (Airline Dispatchers Federation), EU-FALDA (European Federation of Airline Dispatchers' Associations), and IFALDA-Latin America all serve as regional associations of IFALDA. Most Canadians are represented by CALDA (Canadian Airline Dispatchers Association).

IFALDA's agenda has historically focused on harmonization and crew licensing issues, but the membership is represented at numerous industry meetings including:

Russian American Coordinating Group for Air Traffic (Committee) RVSM Task Force International Oceanic Aviation Conference Harmonization Working Group

IFALDA's current "work in progress" list includes an education/ lobbying effort with the MEP (Member of European Parliament) and DG-7 (Director General for Transportation). Additionally, IFALDA is building an international weather/NOTAM page for the IFALDA web site and will follow up with an announcement in this publication when completed. With that said, if anyone has recommendations for web site content we would enjoy hearing from you. The number of members willing to be actively involved dictates the success of any organization, and this is an area where all of you can make a meaningful contribution.



Airline Dispatchers Federation

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Past is Prologue

Take a Train—Kris Kimmons—Continental Airlines

Just having finished replacing a fuel bladder in the wing of a Cessna 182 - a tedious task roughly akin to building a six foot long ship in a bottle - I was taking a well deserved break. It was hot so I sat down near the open door of the hangar at the little grass strip and idly started rummaging through a long forgotten box underneath the workbench. There were some faded photos, old letters, and some other items that apparently belonged to the recently deceased former owner of the

field being consumed by the humidity and the earwigs. Reaching the bottom of the box, I discovered a magazine entitled "Air Travel News",

dated August 1929. It had 24 pages of photos in Rotogravure. Cost: 25 cents. With this find it was time to take lunch and browse through some history.

Extolling the virtues of this new phenomenon of passenger air travel, the magazine made for some fascinating reading. In the article "Impressions of An Air Traveler", the author recounted his Detroit—Chicago (\$37.50) journey as a passenger on Stout Air Services, and his subsequent return to Cleveland aboard a tri-motor operated by Universal Airlines. Another article titled "The Railroads and Passenger Air Transport" by Major C. E. McCollough may well contain the very first description of a passenger airline operational control system.

Here is the chapter: "Every Safety Precaution Taken...

There must be a sound basis for instilling in the minds of prospective air travelers the fact that they can travel safely and comfortably, as well as speedily, in regularly scheduled commercial airplanes. Transcontinental Air Transport, Inc. with this view in mind, is adopting every known device to insure the safety and comfort of passengers.

Severe or unfavorable weather is perhaps the greatest problem in or-

ganizing safe air transportation. Weather cannot be regulated, but precautions can be taken to avoid unfavorable weather conditions. The route of the transcontinental rail-air service has been laid out through the country where normal conditions are most favorable to flying. The train-bynight and plane-by-day idea was adopted with the view of using rail through the country least favorable for flying. In addition to these things, a most elaborate system of weather reporting and communications has been in-

The regular United States Weather Bureau reports will, of course, be available and used, but in addition there will be a complete

installation of regular weather bureau instruments in the charge of expert meteorologists at all of the principal landing fields across the continent, namely, Columbus, Indianapolis, St. Louis, Kansas City, Waynoka, Clovis, Albuquerque, Winslow, and Los Angeles. Twice daily two hundred Weather Bureau reports will be received at these stations, and weather maps drawn and studied. These particular reports will be augmented by a mid-day report from all Transcontinental Air Transport observers. The United States Weather Bureau observations will, of course, cover the entire United States and provide general weather information, while the mid-day report will cover the territory traversed by Transcontinental Air Transport, Inc. planes, and consequently furnish more concentrated data.

Transcontinental Air Transport, Inc. observers will be stationed at seventy-two observation points, in addition to the airports and landing fields mentioned, these stations being not only on the airway across the country, about fifty miles apart, but on either side, off the route, about one hundred

miles apart, and about seventy-five miles from the line of flight. As a further evidence of the linking of rail and air transport, let it be noted that most of these observers will be rail-road operators at stations on the Pennsylvania Railroad and the Santa Fe Railroad, these operators or agents being not only equipped with the necessary instruments, but especially trained in making weather observations.

In order to provide the prompt dissemination of these weather observations and reports, as well as dispatching of planes and the necessary inter-change of general information, a very complete communications system had to be installed. Naturally, the most modern methods are necessary; hence the network of telegraph, teletype, and radio, which has been adopted.

The operators at the main fields, having automatically and instantaneously received the observers' reports will, after careful checking and study, add their own observations, and place the final reports in the hands of the pilots immediately before their departure. Any information received later, of a nature to cause a change of course, will be sent by radio.

As an additional feature, for the convenience of passengers in flight, arrangements have been made through a hook-up with the American Telephone and Telegraph Company, so that in an emergency passengers can communicate with their offices or homes, by either telephone or telegraph.

The future success, development, and progress of commercial aviation largely depends on the reliability with which operations are handled and the public informed. By this means only can we win the confidence of the public in this new form of transportation and inspire the same matter-of-factness in connection with air travel as exists for automobile and (Continued on page 23)



Airline Dispatchers Federation

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Hapag Lloyd A-310 Runs Out of Fuel and Crashes in Vienna



Damaged A-310 rest on its belly at Vienna

VIENNA, Austria (AP) - An Airbus 310 with 150 people aboard ran out of fuel on July 12, 2000 and crash-landed at Vienna's Schwechat airport, injuring approximately 30 passengers.

Though the cause of the accident is still being investigated, officials of Hapag-Lloyd said the pilot was unable to retract the landing gear after normal takeoff and so continued the flight with the gear extended, considerably increasing fuel burn. Guenther Raicher, head of the Austrian Interior Ministry commission investigating the accident, said he doubted that the pilot was at fault for not trying to land somewhere else earlier Wolfgang Hubert, a press spokesman for Hapag-Lloyd, said that when flying in Hungarian airspace the pilot decided to land in Vienna, saying, "that would have been easily possible according to the (fuel) gauge."

The plane was traveling from western Crete to Hanover, Germany, the Austria Press Agency reported. It was carrying 142 passengers and eight crew. Before the emergency landing, the pilot reported the 10-year-old plane's engines had stopped functioning, said Heinz Sommerbauer, a spokesman for air traffic control in Austria. Hubert said reaching Vienna "would have been easily possible according to the (fuel) gauge." But the plane suddenly ran out of fuel on the approach to Vienna, necessitating the emergency landing.

In an Austrian state television interview, Austrian pilot Manfred Laa praised his colleague aboard the Airbus, whose name was not released.

"It is certainly a great achievement of the colleague to land such a big aircraft without engine performance," Laa said. The emergency landing closed the airport for about 30 minutes. One runway remained closed later in the day.

Other Notable Fuel Exhaustion Accidents

Date: 02.05.1970 Time: 15.49 EST

Type: McDonnell Douglas DC- 9-

Operator:

rator: ALM - Antillean Air-

lines

Registration: N935F

Crew: 1 fatalities / 6 on board Passengers: 22 fatalities / 57 on

board

Total: 23 fatalities / 63 on board Location: St.Croix; 30mls

ENE off (USA)
Remarks:

Diverted to St.Croix after 3 missed approaches to St.Maarten; ran out of fuel; ditched. CAUSE: Fuel exhaus-

tion.

Date: 11.09.1990
Time: ca 15.30
Type: Boeing 727-247
Operator: Faucett
Registration: OB-1303

Crew: 3 fatalities / 3 on board Passengers: 15 fatalities / 15 on board

Total: 18 fatalities / 18 on board Location: Newfoundland; 180mls SE off (Canada)

Remarks:

The Boeing 727 was being ferried from Malta to Peru. The aircraft had left Keflavik for Gander.At 15.20 a distress message was received by the crew of TWA flight 851 and American 35. The Faucett crew reported they were descending through FL100 with the low fuel light on and were preparing to ditch. Nothing more was heard from the flight.

(Continued from page 22)
Past is Prologue
train travel today"

The parallels between that summer and this are striking. Then as now its the weather that causes the greatest disruptions to scheduled air travel. With much optimism, Major McCollough describes the extra special weather products and procedures that were to be implemented with great enthusiasm; his tone and description do not sound too much different from the press release issued this past spring at the White

For TAT, the promise of the "same matter-of-factness" in the reliability of air as in train travel was not to be. The weather wreaked havoc with the airline schedules. That following winter things got so bad, wags started calling TAT "Take A Train". The weather, and the stock market crash that October, sealed the fate of TAT.

Are we meeting that promise today? Then as now frustrated passengers in New York are getting rebooked on trains in Penn Station (then it was the Pennsylvania Railroad, now it's Amtrak) when the airlines' schedules are being snarled by the weather.

Maybe its time to rethink how we view the whole topic of weather analysis since its the weather that has the greatest single impact in what we do. Maybe we should admit to the fact that the standards we are being trained to are woefully outdated. The FAR governing those standards was written in 1964-a time which most airlines still employed meteorologists-and the "new" PTS does little to address the deficiencies.

Or maybe we can continue doing and thinking the way we always have and our passengers will continue to "Take A Train"

ADF E-NEWS

Visit the ADF web site at www.dispatcher.org to access E-NEWS every month.



Airline Dispatchers Federation

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Other Notable Fuel Exhaustion Accidents

Date: 18.09.1994 Time: 08.07

Type: BAC One-Eleven 515FB Operator: Oriental Airlines Registration: 5N-IMO

Crew: 4 fatalities / 7 on board Passengers: 30 fatalities / 32 on board

Total: 34 fatalities / 39 on board Location: Tamanrasset; nr (Algeria)

Remarks:

The 1-11 was chartered to fly the Nigerian football team Iwuan-wanyu from Tunis back to Lagos after a match for the Africa Cup. The aircraft circled 1 hour and 23mins and aborted 4 approaches to Tamarasset. The aircraft ran out of fuel, struck a lightpole and crashed onto the airport in bad visibility

Date: 20.10.1977
Time: 18.52 CDT
Type: Convair CV-300
Operator: L & J C

Operator: L & J Company Registration: N55VM Crew: 2 fatalities / 2 on board Passengers: 4 fatalities / 24 on board

Total: 6 fatalities / 26 on board Location: Gillsburg; 8km NE (USA Remarks:

While flying the Lynyrd Skynyrd Band from Greenville to Baton Rouge, the crew had to divert to McComb because the aircraft was low on fuel. Both engines quit before the Convair could reach McComb. A forced landing was made in a wooded area. CAUSE: Fuel exhaustion due to crew inattention of fuel supply. Factors were improper flight planning

REMEMBERING A SIGNIFICANT FUEL EXHAUSTION ACCIDENT

Avianca Flight AV052 (Bogota - Medellin - New York-JFK) took off from Medellin shortly after 15.00h with 81000lb of fuel on board. While enroute to JFK, New York, the aircraft was held by ATC three separate times. The first for 12-16 minutes over Norfolk, the second for 27 minutes over New Jersey, and the third over CAMRN for 46 minutes. Later in the flight, the Avianca crew advised ATC that they could only hold for 5 more minutes and that their alternate Boston couldn't be reached anymore due to the low state of fuel. New York TRACON (Terminal Radar Approach Control) guided AV052 to Runway 22L ILS. Due to the bad weather (300ft ceiling, 400m visibility, RVR - Runway Visual Range of 2400ft and wind shear) the crew had to carry out a missed approach. During the goaround, while 12 miles SE of JFK Airport, the 4 Pratt & Whitney JT3D-3B engines flamed out due fuel exhaustion. At 21.34h the aircraft crashed into some trees on Long Island killing 73.

Date: 11.09.1990 Time: ca 15.30 Type: Boeing 727-247

Operator: Faucett Registration: OB-1303

Crew: 3 fatalities / 3 on board Passengers: 15 fatalities / 15 on board

Total: 18 fatalities / 18 on board Location: Newfoundland; 180mls SE off (Canada)

Remarks:

The Boeing 727 was being ferried from Malta to Peru . The aircraft had left Keflavik for Gander. At 15.20 a distress message was received by the crew of TWA flight 851 and American 35. The Faucett crew reported they were descending through FL100 with the low fuel light on and were preparing to ditch. Nothing more was heard from the flight.

26.06.1991

Type: BAC One-Eleven 402AP
Operator: Okada Air
Registration: 5N-AOW

Crew: 0 fatalities / 3 on board Passengers: 3 fatalities / 52 on board

Total: 3 fatalities / 55 on board Location: Sokotu; 10km

(Nigeria)

Remarks:

Flying from Benin City to Kano, the One-Eleven had to divert to Sokoto due to heavy rainfall at Kano. While the aircraft was proceeding to its diversion point, Sokoto Airport also closed due to bad weather conditions. After circling for about one hour a forced landing had to be made due to fuel shortage.

Date: 15.11.1993 Time: 08.25

Type: Airbus A.300B2-101 Operator: Indian Airlines Registration: VT-EDV

Crew: 0 fatalities / 13 on board

Passengers: 0 fatalities / 250 on board

Total: 0 fatalities / 263 on board Location: Tirupati; nr (India)

Remarks:

After a missed approach to Hyderabad in thick fog, the crew was not able to retract the flaps. The crew decided to fly back to Madras at FL160 with flaps extended. A forced landing had to be made 186nm SE of Hyderabad due to fuel exhaustion. During the forced landing in paddy fields, the nosegear collapsed



Airline Dispatchers Federation

Harmonization Seen To Be The Future Of The Industry

The final discussion of the C2K Summit was a panel discussion consisting of the Presidents of each Dispatcher organization, IFALDA, EUFALDA, and ADF. Given the technologies witnessed, protocols discussed, regulatory and cultural differences, and the overall combined desire for change, the three presidents agreed that the only way to succeed in pacifying the discord throughout the world's air space was to do it together. These three Dispatcher organizations are all volunteer, non-labor, professional organizations that have come together for the betterment of the aviation industry as a whole. They have seen the intense need for action, and have begun to act. They have shown the true intent of collaboration, and without a fraction of the resources available to other aviation organizations, have brought together from around the world those individuals who, whether legally deemed or morally bound, retain joint Operational Control for the safety and efficiency of every flight your family travels on, ships Christmas presents, or one day awaits the transport of life-saving organs. It is imperative that each regulatory entity recognizes this action and takes advantage of this forum. There must always be a finite resolution to conflict, but there is not always the commitment to define "finite" as the solution. Here lies an opportunity. We have too much at stake to discount it.

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ADF Officer Nominations

are open for the following positions:

Executive Vice President Second Vice President (Membership) Third Vice President (Government / Legislative Affairs) Secretary

NOMINATIONS will be opened at the second meeting of the election year. ELECTIONS: will be held at the last meeting of the election year by those Delegates in attendance by secret ballot.

To be eligible for nomination and/or election as an Officer, a member must be a licensed dispatcher with minimum of 1 year airline experience and in continuous good standing with ADF

Upcoming ADF Business Meetings

-August 5-7- Summer Business Meeting, Pittsburgh, -October 17-19 — ADF Symposium Washington, D.C. -TBA - Winter Business Meeting -May 14-17 Worldwide Dispatch Summit Konstanz, Germany (Tentative)



Airline Dispatchers Federation

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Top Ten Dispatch Issues Jerry Elder

ADF and Embry-Riddle Aeronautical University are working together to identify safety and human factors issues that most affecting the dispatch profession. Embry-Riddle, through their human factors department, will assist to identify and research the issues that you determined as the most critical.

How can you help? E-mail your TOP 5 or 10 issues or areas of study and clarification to adf@valuweb.com.

Below are some of the issues dispatchers have mentioned. You can "vote" on these or choose your own. These ideas can run the gamut of dispatch related items.

-Training - Ineffective, Outdated -Information overload

- -Limited safety critical information such as NOTAMS, Icing, Turbc,

- -Communication- Air to ground.
 -Inability to use a shared view. pilot-controller-dispatcher
 -Understanding of dispatch responsibility-internal and external
- -Too little automation
- -Too much automation -Issues associated with shift work.
- -Situational Awarenes
- -Decision Making
- -Stress

- -stress
 -Recognition of the dispatch contribution.
 -Primary computer failure
 MEL issues how are books written and interpretation / application.
 -Pilot interface our only meeting is signatures on the flight plan on many occasions

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Airline Dispatchers Federation 700 13th St. NW, PMB 950 Washington D.C. 20005

Phone: 1- 800-OPN-CNTL Email:ADF@valuweb.com "Safety - Professionalism"



"Keeping the Dispatch Profession Informed"

ADF's Annual Report has Arrived

After months of preparation, the ADFs Annual Reported has been delivered from the printers and is being distributed this week. The full color report is intended to serve the organization as a tool to be used in educating others as to the value, benefit and importance of the dispatch profession. The 16-page document features a recap of ADFs recent accomplishments, a game plan for the next few years and a number of informative technical capsules intended to educate our aerospace contemporaries about the dispatch profession. The Annual Report was produced by the highly respected Madison Avenue ad agency, Curran & Connors of New York City. Cost for the production of the document was covered by sponsorship monies received from ADFs various supporters. ADF has produced 2000 copies of the report and will distribute approximately 1000 to its member airlines while retaining the other 1000 for use in promotional initiatives over the next couple of years.

Steve Caisse

Diversion Saves a Life

Dave Smith

This story was included because it is a great illustration of the wide range of situations Aircraft Dispatchers see on a daily basis. – Ed.

From press reports—DENVER— Dispatchers are quite familiar with diversions: weather, traffic demands, planned fuel stops, and medical emergencies are among the many factors that can cause a scheduled flight to go off-schedule. Recently, another type of unplanned factor reared its head: a dog.

Sometime after the departure of a transcontinental flight from the Washington, D.C., area to northern California, a UAL agent discovered that a dog had been mistakenly loaded in the improper (unheated) bin of an Airbus. That agent relayed the information to the dispatcher of the flight, who then contacted the captain. In a wonderful example of joint responsibility, these two joined forces and determined that a diversion would be required to save this creature's life. Denver was the point of diversion.

Prior to the PA announcement, the

captain sent a flight attendant to find the owner, Mr. Mike Bell of Santa Clara, Calif. The flight attendants were hesitant to say specifically what the problem was; according to published reports, Mr. Bell's laptop was running a screensaver picture of the dog. Nevertheless, the captain wanted to personally brief Mr. Bell on the situation, including the possibility that the error had been discovered too late to save the life of Dakota, a 40-pound Basenji. In any event, Dakota would not be able to survive all the way to the destination, a total of 4:45 hours ETE. After discussing the situation with Mr. Bell, the rest of the passengers were also informed of the details and the joint decision to divert. By all accounts, there was no discord about the decision to try to save Dakota.

After landing in Denver and taxiing to a gate, an awaiting ground crew hurried into the cargo hold to discover Dakota's fate. Moments later, the thumbs up signal came through the window: Dakota was alive, but very cold. The captain then escorted Mr. Bell to the tarmac so they could be reunited. After the aircraft was prepared for its second departure on this flight, the captain was able to persuade the DEN supervisor that an ex-

ception to the 'animals in the cabin' rule should be made, given the circumstances. Dakota's owner then carried him on board to warm and reassure him for the remainder of the flight. Apparently, after shivering and shaking for about 20 minutes, Dakota slept the rest of the way, in spite of children on board who came over to pet him.

Mr. Bell was grateful to the crew for their help, and his fellow passengers for not complaining about the delay. A United spokesman did not indicate if Dakota was eligible for frequent flier miles.

Of course, every airline has different rules on the carriage of animals, whether in the cabin (for instance, small animals or seeing-eye dogs) or in the cargo holds. Recent legislation passed in Washington, as well as policies that may restrict the transport of animals in extreme conditions, such as summertime, and congressionally mandated DOT disclosures on animal incidents make this an issue that will be higher profile than it may have been previously.



Minutes of the 42nd ADF Business Meeting

August 6-7 2000. Pittsburgh Airport Marriott, Pittsburgh, PA

Sunday 8/6/2000 Minutes transcribed by Mark Hopkins Giles O'Keeffe called the meeting to order at 09:00

Opening and welcome from Ted Christe (US Air Ways) and introductions around the room.

Treasurers Report - Mike Timpe (Horizon) indicated positive bank balance at this time. Detailed information available upon request. Anticipated cost to ADF for Washington Symposium \$10,000-12,000. Motion made by Giles O'Keeffe (NW) to make a donation to Independent Historian Donna Corbett in recognition of her ongoing support of the profession. \$750.00 suggested by Steve Caisse. Seconded, so moved.

Officer Reports

Mike Harkin (Exec VP, Mitre) Review of leadership vacancies and status of current officers. E-News summary and request for additional articles. Site receiving approximately 300 hits per month. Action item was accepted by Steve Caisse to develop an e-mail list that will alert members that the new edition is available of the website.

Brad Irwin (VP, Administration, COA) Update on Feb, 2001 meeting in HNL. Gave info on Hotel and costs associated with the meeting. Date set for last week in Feb, 2001 at the Ala Moana Hotel in Honolulu. Discussion of possible support from Hawaiian Air (NW Code share partner).

Update on ITWS meeting of August 1, 2000. Beta test sites available in six months. Initial implementation of additional sites in Oct, 2001. All sites available by Oct. 2003.

Update on Newsletter and suggestions for improvement. Mark Hopkins will explore cost of 2-color document.

Action item accepted to transfer responsibility for dissemination of membership packets and other mailings to Amar Murthy.

Norm Joseph (Director ARAC, DL) Reviewed current activity. Performance Harmonization Issues Group (working on runway data). ETOPS Working Group. Discussion regarding difficulty in ADF participating in ETOPS group due to the aggressive schedule and meeting venues.

Update on Airline Dispatch statistics survey. This is an effort by FAA to gather statistical data. Possible use for future FAR121 changes. Target for completion next month. Any actual changes to FAR 121 will be announced in the Federal Register as notice of proposed rulemaking change.

Summary of progress by Jim Johnson (UA) regarding the collection of airline specific jump seat data and it's placement of the website.

Amar Murthy advised the group that ADF was now a full member of ATPAC. He and Frank Haschek (ATA) are the representatives.

He offered overview of the Ultra Wide Band situation and it's effect on GPS navigation. UWB could cause disruption of areas of the world where GPS is sole source of navigation with no way to determine the source. Application for test is pending under FCC Rule 15. The goal for all GPS operations continues to be 2007.

LAHSO. Operational at ORD this week. No general aviation participation due lack of operational control. Discussion on proliferation of RJ operations. This issue is a consideration in collaboration between FAA Air Space designers and RVSM group to allocate upper level airspace as we move towards domestic RVSM.

Re-numbering of FDC NOTAMS as current system will be exhausted by mid September. Reuse starting with 0001 at that time.

Discussion of CRCT availability to AOCs and general overview.



Adjourn for Lunch

A lengthy discussion followed lunch on the Spring 2000 initiative. FAA measuring delays vs. 1999 and attributing increase to convective activity being far more prevalent year over year, especially in the Northeast. Other issues included lack of predictability, especially in terms of tactical reroutes and the resulting instances of overweight landings when routes are shortened. Inability of ATC to stick with the pre determined plan. Lack of responsiveness to user issues with excessive reroutes and ground stops/holds in conditions where restrictions do not appear to be necessary. In general, it was felt that this a long term plan, that it is better to have a plan than nothing as in the past and that **Dispatchers are in a position to make a significant contribution to determining the direction of the program.** It is imperative for the AOCs to become more assertive in how they want their airlines flights filed instead of waiting for ATC to determine a route for them. In closing the discussion, it was determined that ADF needs to clarify it's involvement in this program and offer viable recommendations regarding enhancements and changes. A position paper would be a vehicle to provide this direction.

Kevin Kollman (Metron) offered a brief overview of POET and it's use as an analytical tool to determine trends, sector optimization, and traffic management's strategies in terms of weather and actual conditions. He noted that training for the usage of this tool is a high priority due to the complexities associated with it's use.

Adjourn for day.

Monday, 8/7/00

Monday's session began with a presentation from two representatives from the PIT tower, Joe Sharek and Clint Cotrell. Their discussion centered on the use of CDRs and their application in PIT. The group bought up some of the issues facing dispatchers in regards to ATC. Excessive reroutes as dictated by advisories are soon amended or canceled once airborne, significantly shortening the filed route and leading to overweight landings in many instances. Additional issues included the problem associated with moving aircraft in forecast or actual severe weather and the ongoing problem with multiple flight pans/strips being filed on a number of flights especially in severe weather scenarios.

Capt. Pete Eichenlaub, USAirways Director of Flight Safety, discussed the importance of communication, especially in the pilot/dispatcher relationship. His challenge to the group was to utilize this vehicle of communication to make things different. USAirways commitment included the formation of an Employee Safety Advisory Group including pilots and dispatchers to facilitate safety improvements within the company.

Mike Harkin offered a detailed update on Symposium 2000. Rep Jim Oberstar (D, Min) is confirmed as a speaker. Rodney Slater, Sec'y of Transportation, has tentatively accepted the invitation to speak. ADF is actively soliciting other high profile speakers at this time, including upper management speakers form the airlines. Volunteers were requested to assist in many areas, especially the second installment of the Old Timers Panel. Mike also updated the group on the Single Level of Safety initiative. A database has been populated by Mark Hopkins and Rhonda Smith (Hawaiian) in support of statistical data. A preliminary presentation is target for the business meeting prior to the Symposium in October.

A brief discussion was held regarding criminal prosecution in aviation accidents with information provided through safety reports being used against the licensed airman. The consensus was that this was a dormant issue at this time but that it should be monitored for a possible position paper in the future.

Rick Ketchersid (SW) gave a summary of IFALDA activities including the development of a premiere website. Giles O'Keeffe recognized the efforts of IFALDA President Jim Ford (DL) and his commitment to reenergize the organization.

The Leadership discussion continued form the previous day. It was announced that Mark Hopkins had accepted the interim post of VP, Gov't/Legislative to replace Mike Harkin and that he had been nominated and accepted that nomination for election to a full term in October. Mike Harkin also accepted the nomination for a full term as Exec. VP..

A bylaws discussion was held regarding qualifications for Officers and Delegates. Any proposed changes should be submitted to Brad Irwin or Carla Beck (Sr Exec. Dir, Admin.) prior to the October Business Meeting.



Motion was made to accept minutes from the last business meeting (Chicago). Motion seconded. so moved.

At the request of Norm Joseph, a discussion regarding organizational communication issues was held. This included upgrading electronic mailing lists to three distinct groups. Officers/Directors, Delegates, and Membership. These improvements should result in better dissemination of information regarding meetings and solicitation of volunteers. It was suggested that adding categories such as" FYI" and "respond by" would facilitate better understanding as well. An action item to reorganize the lists and improve functionality was accepted by Steve Caisse and Amar Murthy.

Further discussion ensued regarding the procedures for transfer of responsibilities to new officers. The possible need, in the future, for a compensated executive director/administrator and associated job description and protocol for funding same. It was agreed by all that the Monthly conference call be reinstated as soon as possible.

Vic Sotenberg, (Dir., Industry Marketing) recommended the formation of a working group to study operational issues for US dispatchers with flights operating overseas. This could possibly include a liason with IFALDA. All agreed this was a concept that should be pursued.

Giles O'Keeffe summarized the status of the ADF Annual Report and dissemination protocol. This is a landmark publication in the history of the organization and its distribution within the aviation community is vital to getting the message of ADF's mission in the spotlight. Suggestions to facilitate this distribution are welcome.

Giles O'Keeffe recognized Brad Irwin (VP, Admin) and Diana Gaeta (Dir, Publications) for their fine efforts on behalf of the organization. Also recognized was Ted Christie (US) for his efforts in organizing this meeting. Thank you to Kevin Kollmann to inviting all to his home for dinner and entertainment.

Motion to adjourn meeting by Mike Harkin, seconded, so moved. Meeting adjourned.

This concluded the meeting. The next business meeting will be held October 8, 2000 prior to Symposium 2000 at the Crystal City Marriott in Arlington, VA.

CLASSIC QUOTE

"Calling Dispatch enroute is like having a lifeline."

Steve Forte

Senior Vice President, Flight Operations - United Airlines



October, 2000

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Keeping the Dispatch Profession Informed"

Operational Control Symposium – 2000

ashington D.C.,—The Airline Dispatchers Federation announce Operational Control Symposium 2000 to be held in Arlington, VA on October 8, 9, 10 2000 at the Crystal Gateway Marriott Hotel.

You're invited to be among those who will be treated to an examination of the current and future state of Operational Control. Aerospace professionals from all over the world will meet at the 2000 SYMPOSIUM to discuss and debate policy, procedures and infrastructure recommendations for the future.

Featured Speakers from Congress, the FAA,, OSU, the nation's airlines, and others will make attending this event well worth your time. Representatives from all arenas of aviation will be discussing the dispatcher's role in operational control.

Presentations & Discussions featuring Lively Panel Discussions that include the ATCSCC, SPT, TMO's, ATCSCC Severe Weather, Airline Traffic Managers and Dispatchers.

ATC Traffic Management/Dispatcher Communications Workshop -"Educating, Communicating, and Un-



derstanding Roles and Responsibilities" - an East Coast Focus Moderator Michelle Duquette VP ADF/Federal Express Dispatch.

Spring 2000 "Designing Flexibility into Strategic Plans" Can we Win the War after Losing so many Battles? Moderator - Dr. Phil Smith OSU

Airline View on ATC Delays During Spring 2000 from, Mr. Mac Armstrong Exec. VP Operations—Delta Airlines

- FAA Deputy Administrator Peter Challan (invited)
- ATCSCC— Jack Kies
- President ALPA- Duane Woerth
- President NATCA John Carr
- Merger Mania
- Dispatch Information Overload
- Dispatch/ATC—Changing Interactions

Demonstrations on:

- New Weather Technology
- New ATC Decision Support Tools
- New Airline Decision Support Tools

Special Awards to US Representative James Oberstar. Ranking Minority and Chairman Emeritus of the House Committee Transportation and to Mr. James Wetherly FAA CDM Co Chair

And in a category all himself: Supreme VP Transportation Mr. Mike Wambsganss—Metron, Inc.

For hotel reservations call at 1-800-228-9290 or email Tracie Benson at Tbenson@dispatcher.org.

For additional information visit the ADF web site at http://www.dispatcher.org,



Airline Dispatchers Federation

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2000 ADF Symposium Agenda — Tentative

(See www.dispatcher.org for Updates)

Sunday October 8, 2000 1000-1300 ADF Business Meeting 1600-1800 Welcome Reception & Registration

Monday October 9, 2000

0730-0830 Morning Registration. Coffee and Pastries 0730-1700 Registration, Refreshments, & Vendor s 0830-0845 Opening Remarks

Mr. Giles O'Keeffe - President -ADF

0845-0855 Symposium Overview Mr. Mike Harkin - Symposium Chairman

0855-0900 Symposium Housekeeping Issues Ms. Tracie Benson - Symposium Hostess

0900-0945 Briefing on "CRCT" Collaborative Routing Communication Tool Status & Future development

Mr. Tony Chambliss - Mitre Corp. 0945-1015 Briefing on new Internet weather tools - "ADDS update" Mr. Greg Thompson - NCAR

1015-1035 Briefing on the ASD Tool: "Flight Explorer" Mr. Berry Gamblin Dimensions International

1035-1100 Break -

1100-1130 Briefing on new Satellite Weather Developments Mr. Gary Ellrod - NOAA NESDIS

1130-1200

ATCSCC Presentation Mr. Jack Kies - Deputy Program Director

1200-1315 LUNCH Provided

ADF's Membership Appreciation Award Presentation to Mr. James Wetherly - FAA

1315-1430 "Dispatcher Workload Management - Information Overload '

Mr. Al Krauter - NWA - ADF Director Training 1430-1500 Ice Cream Sundae Break

1500-1520 "Briefing on ITWS Mr. Jim Evans (MIT Lincoln on Labs) 1520-1555 "Dispatcher/ATC Changing Interactions" Mr. Bill Leber - NWA

1555-1600 Symposium Housekeeping Issues Ms. Tracie Benson - Symposium Hostess 1600-1730 -

ATC Traffic Management/Dispatcher Communications Workshop -"Educating, Communicating, and Understanding

Roles and Responsibilities EAST COAST FOCUS" Invited Participants Include ZBW, ZOB, ZNY, ZDC, SPT, ATCSCC Severe Weather, and AOC's. Premise will be actual protocol "What really happens? What can we do to facilitate smoother transitions? What could these other facets do to help your function? How do your decisions impact the others?" Ms. Michelle Duquette - ADF Vice President - Operations

/ Federal Express Dispatch - Facilitator

Tuesday, October 10, 2000

0830-1630 Registration, Refreshments, & Vendors 0900-0910 0900-0910 Overview Mr. Mike Harkin -Symposium Chairman 0910-0915 Symposium Housekeeping Issues Ms. Tracie Benson - Symposium Hostess

Delta's View on ATC Delays During the Spring/Summer 2000 Initiative Mr. Mac Armstrong Executive Vice President Operations Delta Air Lines

0945-1020

0915-0945

"Merger Mania, the Stresses of Integrating, Training, and Blending Mr. Mike Harkin - Symposium Chairman

1020-1100 Break 1100-1130

> Mr. Peter H. Challan (Invited) Deputy Associate Administrator -Air Traffic Services - FAA ATS-2

1130-1200

ADF President ADF's National Aviation Safety Award Presentation will be made To U.S. Representative James Oberstar.

Ranking Minority & Chairman Emeritus of the House Committee on Transportation & Infrastructure.

1200-1300 Lunch - (lunch on your own) 1300-1330 "A Pilot's Perspective on Single Level of Safety" Captain Duane Woerth - President - ALPA 1330-1400 "Air Traffic Control - Direction for the Future" John Carr - President - NATCA

1400-1420 Break 1420-1600

> The FAA's Spring/Summer 2000 Program Designing Flexibility into Strategic Plans "Can We Win The War After Losing So Many Battles? Moderator - Dr. Phil Smith - OSU & Dr. Elaine McCoy Panel will consist of representatives from ARTCC's ATCSCC, Airlines, and Labor

Randy Schwitz - Executive Vice President

1600-1630 -

Special Presentation -- "I'M TIRED" Mr. Mike Wambsganss Supreme V.P. - Metron, Inc.

1630 Closing & Salutations Giles O'Keeffe - ADF President



Airline Dispatchers Federation

Page 3

"Dealing with Information Overload"

Additional ITWS Deployment Scheduled

2000 ADF Symposium presentation, Washington, DC

There's a saying, "Be careful what you wish for, your wishes may come true." For years we, as dispatchers, have been seeking to increase the amount of information available to us so we can make the best decisions for pre-flight planning and en route coordination of the operations for which we are responsible. Today, we are bombarded with information - some relevant, some contradictory, and some completely unnecessary to our area of operational control. We continue to get more; more information, more flights, more electronic wizardry and gadgetry, more places to seek additional information, more duplication. But what we don't seem to get more of is time. We're asked to do more because we have more. Information flows at the dispatcher faster and faster with each new computer chip enhancement. And we have more to do, more flights to watch, more information to sort through to assure the right flight gets the right information in a timely manner. Can we handle more or have we finally reached our personal and/or collective limits?

"Dealing with Information Overload" offers a presentation overview of the dispatcher's authority and responsibility to each flight, to himself, and to the profession. We'll explore methods of accessing information and their relationship to the dispatcher's product and responsibility. The dispatch job task analysis will be discussed as a method of identifying operational weaknesses, determining inadequate workflow and work habits, seeking opportunities for enhanced communication, and offering a training and qualification needs assessment. Finally, possible methods and solutions for resolving information overload will be presented and discussed. Al Krauter akrauter@dispatcher.org

ITWS will be deployed to 7 air carrier airports by the end of 2001. However, only 3 of these will be "new" airports since the FAA is first deploying the production ITWS to the ITWS demonstration sites run by Lincoln (Memphis, Orlando, Dallas and New York).

The principal benefit for ADF members in next year's convective season will be the new systems at Houston and Kansas City.

It is not clear that the products from these sites at Houston and Kansas City will be available to airline dispatchers next summer (the Volpe/Lincoln project to develop a production system server for production ITWS products did not get fully funded in the fiscal year that ends this month and hence is running late. The Raytheon system as procured by the FAA does not include dedicated displays for airlines)

By end of 2002, ITWS will have been deployed to 31 airports.

A sample of the format the "Digital Data" is available on CDM-Net. Although a complicated process to integrate this data into each individual users system, there are several products that will be available that users can quickly "grab" and incorporate into their unique systems. A few examples would be windshear alerts, and lighting activity within 5 nm of the airport.

This talk summarizes developments over the past year in Integrated Terminal Weather System (ITWS) with particular emphasis on convective weather products for airline dispatcher use. ADF members have significantly enhanced the ITWS through their input to the ITWS developers since 1994 when the first demonstration ITWS displays were provided in real time to airline operations centers. Products from the ITWS demonstration systems at New York, Dallas, Memphis and Orlando were used by airline operations personnel in 2000 to improve safety and reduce delays/diversions. The ITWS program made excellent progress this year in factory acceptance testing for the production system and, the development of a real time WWW server to provide ITWS production system products to airline dispatch has commenced. Production system deployment will start in 2001 with approximately 30 systems being deployed by the end of 2002.

ADDS Weather Products at the ADF Symposium

Mr. Greg Thompson of NCAR will discuss what they have accomplished in the last 12-18 months plus what the plans are in the short term and long term. Greg will also discuss the "National Convective Weather Product" describing some of the ingredients and plans for future work.

Don't miss it!



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Letters to the Editor on ATC Re-Routes

Letters to the Editor do not necessarily represent the positions or opinions of ADF itself, it's membership at large nor its officers or directors. Submit your Letter to the Editor to ADFBoard@dispatcher.org.

Dear, ADF,

It has become obvious the demands & requirements of the system exceed its capabilities in the eyes of the dispatcher. The painful steps the Dispatchers and AT Controllers in the CDM CR group have taken are the first steps of a long walk. This working group appears to be the line dispatchers avenue to work these Regulatory vs. Traffic Management issues that many have identified. Name Withheld

Dear ADF,

When an Air Traffic Controller issues a reroute to an FAR Part 121 flight that has been previously authorized to operate under the requirements of Operational Control through the joint concurrence of the Pilot In Command and Aircraft Dispatcher, and that reroute takes the aircraft through adverse enroute weather or that route requires more fuel that the aircraft is carrying, is that controller violating the FAR's?

I invite your membership to consider the following Federal Aviation Regulations and to decide for yourself. Let's start with the basics:

FAR 1-8 DEFINITIONS: "Operate with respect to aircraft means use, to cause to use or authorize to use aircraft, for the purpose (except as provided in FAR 91.13) of air navigation including the piloting of aircraft...

FAR 91.13 CARELESS AND RECKLESS OPERATION
(a) Aircraft Operations for the purpose of air navigation
No person may operate an aircraft in a careless or reckless manner
so as to endanger the life and property of another.

FAR 121.101 WEATHER REPORTING FACILITIES (d) Each certificate holder conducting domestic or flag operations shall adopt and put into use an approved system for obtaining forecasts and reports of adverse weather phenomena, <u>such as</u> clear air turbulence, thunderstorms and low altitude wind shear, that may affect safety of flight on each route to be flown and at each airport to be used.

FAR 121.639 FUEL SUPPLY: ALL DOMESTIC OPERATIONS No person may dispatch or takeoff an airplane unless it has enough fuel –

(a) To fly to the airport to which it is dispatched;

FAR 121.647 FACTORS REQUIRED FOR COMPUTING FUEL REQUIRED

Each person computing fuel for the required purpose of this subpart shall consider the following:

(a) Wind & other weather conditions forecast.

(d) Any other conditions that may delay landing of the aircraft.

So, let's examine the following concepts:

*Is it a violation of the FAR's to operate an aircraft on a route for which it has insufficient fuel?

*Is it a violation of the FAR's to operate an aircraft on a route without consideration of wind and weather conditions?

*Are thunderstorms or clear air turbulence considered to be adverse weather phenomena?

*Does operating an aircraft through thunderstorms endanger life and property? See the Southern Airways flight 242 NTSB Aircraft Accident Report.

*Does operating an aircraft through severe turbulence endanger life and property? Turbulence injures more passengers each year than any other factor.

*Is the individual who <u>authorizes an aircraft to operate</u> through adverse weather phenomena or who <u>authorizes an aircraft to operate</u> on a route for which it has insufficient fuel <u>operating</u> that aircraft for the purpose of air navigation in a <u>careless or reckless</u> manner?

*When an air traffic controller initiates an action that removes an aircraft operating under FAR Part 121 from the route it was planned to fly and places it on another route, is that air traffic controller "authorizing that aircraft to use" the new route? Remember, FAR 1-8 defines operate as "authorize to use an aircraft"...

Therefore, When an Air Traffic Controller assigns a reroute to an FAR Part 121 flight that has been previously authorized to operate under the requirements of Operational Control through the joint concurrence of the Pilot In Command and Aircraft Dispatcher, and that reroute takes the aircraft through adverse enroute weather or that route requires more fuel that the aircraft is carrying, ISN'T THAT FAA CONTROLLER VIOLATING THEIR LAWS, THE FEDERAL AVIATION REGULATIONS?

Even if the pilot in command or aircraft dispatcher refuse the route due to unsafe conditions, didn't the controller's initial action constitute violations of the FAR's?

If a terrorist attempts to hijack the aircraft, but is subdued and then apprehended prior to committing the act, isn't that person still prosecuted for the crime, even though the aircraft was not actually commandeered?

The inability of the Federal Government of the United States to handle the demands of Air Traffic Services in this country during severe weather events is NO EXCUSE for anyone to ignore or violate the law of the land. How can this blatant and flagrant breach of the law be allowed to continue? What do you think?

Name Withheld



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Letter to the Editor on ATC Re-Routes

(continued from page 4)

Dear ADF,

There is a lot frustration for the line dispatcher trying to work with this new ATC system. I have read several emails from different airlines regarding issues that concern me as a certificated Dispatcher. I feel that each of you have hit the nail on the head in all of your very valid concerns. I feel fortunate to never have had ATC route my flight into a cell or to have ATC deny my flight to a diversion alternate. I applaud each of you that are not letting these things rest. It is clear that at multiple levels of the ATC system, the dispatcher's legal responsibility for the safety of flight is being handed over to controllers.

EXAMPLE: CDR routes - CDR routes should be nothing more than severe weather SIDS that get our flights safely around significant weather in and around the terminal area in an orderly flow. Everyone benefits if that were the true practice. Instead of being severe weather SIDS, CDRs determine what your flight will do for the remainder of its life span, even routing into severe weather further down the route. That is wrong. Tell me, as a dispatcher what works best for ATC to get out and around the severe weather but not what I need to do for the remainder. Seems simple enough to me.

EXAMPLE: Fix Balancing - How, on a three hour flight can ATC assign a totally different route, with a 135nm difference for "fix balancing" right after departure? There were perhaps 70 other flights, one of which could be late of canceled. Why right after departure?

EXAMPLE: Weather deviation routes filed by dispatch - How many times has it happened where a dispatcher files the perfect weather deviation route only to have ATC put the flight on "their deviation route"? If you want to have some fun, ask ATC to provide the flight crew with the new winds aloft forecasts. They can't do it because ATC still operates in a "still air" environment. If I have to plan for the winds aloft, shouldn't ATC?

EXAMPLE: PLAYBOOKS - My second favorite subject next to CDRs. If ATC wants me to route via a specific point to avoid significant weather, give me a couple of points and I'll use my tools and brains to figure out how to get there. It's as if professional dispatchers can't route around severe weather. Its been interesting to see all of these flights being routed on a PLAYBOOK route only to have to spin a couple of times because the route is saturated. I as a professional dispatcher can figure out how to avoid severe weather, and if conditions change, I would trust ATC to be able to compensate for the changes. I had never considered the GA aircraft as the major contributor to air traffic delays. Good point. In the ATC system a piece of metal is a piece of metal, whether it carries one passenger or 400.

ON THE POSITIVE SIDE: In many cases, but not all, XXX Center will call up and ask, "do you mind if we take your flights XXX, XXX and XXXX in over KASPR for fix balancing". Wow, there are some proactive centers out there that understand the ramifications of re-routes. I

continue to "flood" the NASA database with examples of reroutes; seven in one day alone. I use "safety" and "legality" in everyone. Every dispatcher must do the same. Is there an "onfine" reporting system or does some poor soul have to try to decipher my handwriting?

ADF needs to take the active LEAD in this. Politically, airlines can't or won't. My examples seem trivial to some of the horror stories I've heard from other airlines. I truly hope that ADF does take the active roll in correcting this situation. We've taken one step backwards and another step in a very unsafe direction. — Name Withheld

Dear ADF.

I have come up with a possible silver bullet fix for the ATC problems we are having this summer. Remove ATC's access to weather and let them concentrate on separating traffic, their real job. The only weather information ATC should have is from PIREPS and reported weather. Let's try it for a day and see how many delays we take. We should leave the flight planning and route selection to those charged with Operational Control because ATC has clearly demonstrated for the last two summers that they can not apply weather information to route selection. There have been numerous occasions where ATC has placed flight on reroutes which would have taken those flight through hazardous weather had a dispatcher not intervened. Sincerely, Lew Rezsonya— (Dispatching Since 1968)

Dear ADF

This summer as always air carriers have had reroutes and delays to avoid putting their flights in TRW. The dispatcher is charged with choosing the route that ensures a safe operation. The ATC reroutes that all dispatchers deal with are a growing challenge since dispatchers are only allowed to see half the safety equation. Dispatchers can see the current and forecast location of TRW. They are the only license holders in the exercise who are required to be able to forecast weather (you can forecast temperature, for instance, can't you? -- the regs say you have to demonstrate the ability to hold a license). The other half of the safety equation dispatchers are still not given access to is congestion. When a flight is routed 200 miles south of the weather by ATC it may be because all the sectors north of your route are already congested. Controllers under the current system can only handle so many flights at once. To send more than they can cope with through their sector would reduce the safety of your flight as surely as routing it through a level 6. Unfortunately ATC institutionally is still learning to trust the users. The recent reports from ORD on delays causes some dispatchers to lose trust in the ATC system when flights are delayed for reasons dispatchers can't verify. The "Trust but Verify" system ATC is supposed to use when a flight says their EDCT time means they need to push the gate doesn't work because the towers still delay the flight while they check with ATCSCC. All of you have dealt with the phone calls to ATC to get a flight moving even though it is at or past its EDCT The current level of mutual distrust can only be rectified if dispatchers can see sector loading forecasts and dispatchers ensure accurate information on their flights' delays and routes is (Continued on page 6)



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ITWS

(continued from page 3)

Enhancements to the ITWS that were operationally used by ADF members in 2000 include the Terminal Weather Convective Forecast (TCWF) which provides 30-60 minute forecasts for frontal storms. The combination of ITWS and the TCWF at New York was found to yield delay reductions in excess of 60.000 hours per year.

The talk concluded with a discussion of the role of the ITWS and TCWF in the context of the Collaborative Convective Forecast Product (CCFP) and Strategic Plan that were the key elements of the FAA "Spring 2000" plan. It was argued that "tactical" weather forecast systems such as ITWS and TCWF are critical to:

Handling convective activity not anticipated by the CCFP/ strategic plan, and Enhancing the "tactical" weather handling capability of key terminals and en route centers when the CCFP cannot provide guidance as to which routes will be usable.

In view of the magnitude of delays these past two years due to convective weather in en route airspace, it was proposed that the en route coverage of ITWS systems be increased to include congested corridors such as Chicago to New York and Boston to Washington.

Mr. Jim Evans will be making a presentation on ITWS at the ADF Symposium

OPERATIONAL CONTROL Vs. ATC? Michael Harkin—ADF Exec VP

Many concerns have been expressed about the Spring 2000 initiative. The question of a reduction or infringement on the dispatcher's authority for operational control by traffic management programs has been voiced regularly since the initiative started.

This is a subject that was discussed at length in PIT during the ADF quarterly business meeting. It is my hope that our candid discussions will not only produce a better understanding but a direction that is supported by the membership.

I encourage everyone to continue to participate. It is important that objections to the current operating environment be accompanied by recommendations aimed at easing the air traffic problems we all have been experiencing.

ADF delegates and members at large need to pool your fellow members at your various airlines, and bring it all to the table. The increase in delays and the public pressure to address them expeditiously by the FAA and the airlines are fueling a "we-gotta-do-something-now" attitude by both. Dispatchers and the ADF are on the front lines of this problem and need to be active participants in finding solutions. With this position, however, comes responsibility and accountability. Consider the benefits of speaking with one voice, speaking from the same page. The message we send must be the right one

Letter to the Editor-Re-Routes

(Continued from page 5)

provided to ATC. The work to provide better data to ATC and better data to dispatchers is in progress but there are technical, procedural, philosophical, and political hurdles to overcome.

Until then, we need to work towards the simple concept that when a controller says sending your flight through their sector is unsafe, then the dispatcher and PIC don't argue. Conversely, when the PIC says the route is unsafe the controller and dispatcher should not argue, but just comply with the PIC request. Last but not least, when a dispatcher says the reroute is unacceptable, the controller and PIC should not argue. Compliance with the safety judgments of the other PAD members is a prerequisite for ensuring safety. It doesn't require trust on any PAD member's part. It only requires regulatory compliance!

Name Withheld by Request





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Collaborative Routing Workgroup In the Beginning...

A basic explanation to Dispatchers..

The Collaborative Routing Working Group asked...

"What are the problem that ATC can't move airplanes anymore during weather events?"

ATC Response – The Problems – During 1999, it sometimes took 40 minutes to build and negotiate just one route for one flight. We can't force the centers to accept a reroute, as you have heard on the Telcons; we have to negotiate until we figure out what route will work.

CR Response - Since most weather moves in a predictable pattern, why don't you have prebuilt routes, give it to all the centers to approve, and pass it on to the airlines. (Playbook Routes)

ATC -We will sometimes get three & four different flight plans for the same flight. We have to stop, call the crew or the carrier and ask which one he wants. It really slows us down.

CR Response... The airlines agreed, within 45 minutes of P (or Push time) airlines will not ELECTRONICALLY amend any part of an existing flight plan on the same call sign. For changes within 45 minutes of P-time, dispatchers will contact the flight data unit of the host center facility to change or cancel existing flight plans.

ATC - During a severe weather event, the ATCSCC makes decisions based on the filed routes in the system. When the pilots do not fly the routes filed, the counts over a certain fix or airway are wrong. How can we make good decisions based on bad flight plans? Predictability is the key element during Severe Weather Planning. CR Response - Since the filed flight

plan is the single source for this predictability, the airlines and ATC agreed to increase this predictability by having dispatchers "file their intent" or file and fly the route agreed upon in the release.

ATC – 1999 showed us that, if we wait until the weather has already developed, is too late. We need to talk about a "what if" plan so at least there won't be as many surprises.

ATCSCC Response - Conduct a Telcon so we can actually plan ahead. Include every member that has a say in Airline operations. The idea is...if it does happen, no one should be surprised. By knowing what the possibilities are, the participating airlines should be able to better plan fuel and their operation.

ATC - When the weather is moving through the terminal area, the departure route may change three times in one hour. These changes have to be issued and re-issued to the flights waiting to depart. When you are working a Chicago, Atlanta or Dallas bank, full read backs take a huge amount of time and coordination between the tower and the crews

CR Response- Store terminal departure routes for common weather reroutes. Issue a list to the Tower and pilots. All tower has to say is "Flight 123, Cleared to XYZ via ABCXYZ1, rest of clearance remains the same". Airlines can put these routes into the aircraft FMS and make it even easier. (Coded Departure Routes) as it develops or changes.

ATC – A lot of times, only the high sectors are full and the lower sectors (FL180-FL230) are available. We figure if you are filed at FL290 that's what you want, even if you have to wait to get it.

CR Response - LAADR - Low Alti-

tude Arrival Departure Routes. If the lower sectors are available, the airlines want to know that they are. If fuel and performance allow, we may be willing to stay low for the entire flight to get in the air.

ATCSCC - On busy nights, the Severe Weather desk is so busy answering phones, they don't have the time they need to coordinate the reroutes with the centers and military.

ATCSCC Response- For flight specific problems, contact the (TCA) Tactical Customer Advocate. This ATCSCC position will work with severe weather to get an answer.

Airline - On busy nights with several diversions, the airlines need some way to tell ATC which flights are diverted and get them on their way — Pronto!

Response – Diversion Recovery Page. The airlines can prioritize their own diverted flights and notify ATC of their status on the web.

Should we go back to the good old Days and just start over?

We would first have to reduce the number of flights by more than 30% in the NE. Do we really scrap the problems that have been solved?

Although the Airlines & ATC System needs many, many more enhancements, the above changes are only the first steps in an effort to improve the level of Air Space predictability that will enhance efficiency and reduce delays.

Dispatchers are problem "preventors" and problem solvers by profession.

The before-mentioned are the areas

(Continued on page 20)



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FAA SUGGESTS AIRLINES SHARE SAFETY DATA

Washington - The Federal Aviation Administration (FAA) proposed a rule requiring airlines to share aggregate safety data with the FAA if they choose to have a Flight Operational Quality Assurance (FOQA) program.

This program is basically a sharing of information between the FAA and the airline. The airline creates a way to incorporate and analyze in-flight data from the DFDR, then makes this data available to the FAA in an approved format. The FAA monitors how the airline addresses problems found and it's safety trends.

According to a recent FAA press release "FOQA helps prevent accidents by identifying the root causes of potential safety issues. It uses state-of-the-art flight data recorder technology to collect and analyze data on routine flights. Airlines collect data about everyday safety trends in their operations and would now be required to share the data with the FAA. The agency would then use the data to identify industrywide safety trends, allowing the FAA and industry to more effectively target resources and correct potential safety problems.

The information and insights provided by these programs can enhance line operational safety, training effectiveness, operational procedures, maintenance and engineering procedures, air traffic control procedures, and airport surface safety. Participation in FOQA is voluntary and programs must be FAA-approved. The FAA would not use FOQA data for enforcement purposes, except in egregious cases. The rule would finalize existing FAA policy on the use of FOQA data." 'Improving safety means stopping accidents before they happen," U.S. Transportation Secretary Rodney E. Slater said. "Identifying trends based

ADF to Meet with Aviation Week and Space Technology Magazine

ADF has been invited to meet with the editors of the prestigious and highly respected industry publication, Aviation Week and Space Technology in Washington, D.C.

During the meeting, ADF plans to work with AW&ST editors in the formulation of an article concerning the role of the aircraft dispatcher in the overall Air Traffic Management scenario. AW&ST has also indicated that it may choose to do additional articles on the profession in future issues.

It is hoped that this upcoming meeting will lay the ground-work for this outstanding exposure for our profession. The meeting is tentatively planned for late October, 2000.

on real-world data allows us to be proactive in our approach to aviation safety, and advances our goal of making the world's safest aviation system even safer." "FOQA programs are already producing the hard data we need to identify safety trends, target potential problems and make corrections before accidents happen," said FAA Administrator Jane F. Garvey. "This is an excellent example of the government and industry working together to produce results that will directly benefit the traveling public."

ATPAC

ADF Continues Participation

The ADF continues to participate in the FAA ATPAC (Air *Traffic Procedures Advisory* Committee) meetings.

ATPAC meetings are held quarterly. They are a forum for representatives of member organizations and the FAA to review air traffic procedures and related topics.

The ADF now has full membership status on the committee.
The ADF is represented by
Frank Hashek and Amar
Murthy.

Areas of Concern (AOCs) are discussed, with safety related items getting the highest priority. The committee acts in an advisory capacity to the FAA, making suggestions when the committee deems it appropriate to resolve an AOC. The FAA then acts on the committee's suggestions, either making changes or advising the committee why no change will be made.

Presently there are approximately 30 active AOCs, although all are not related to the Dispatch profession.

ADF members with concerns and issues related to Air Traffic Procedures are encouraged to send them via e-mail to Frank Hashek at the following address:

fhashek@dispatcher.org

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Airline Dispatchers Federation The ADF News-Volume 10, Issue 3 **KEEPING THE DISPATCH PROFESSION INFORMED"**



ashington - In July, a hearing was held by the House Subcommittee on Aviation to explore "The trend towards criminalization of aircraft accidents." The issue stems from the recent attempts to criminalize negligent or unintentional conduct that may have contributed to an aviation accident. This trend appears triggered by the crash of ValuJet Flight 592 and the ongoing criminal prosecutions of SabreTech employees. The problem was then highlighted by the overlapping investigative efforts by the NTSB and FBI during the TWA Flight 800 investigation. The Air Transport Association, Airline Pilots Association, NTSB, and Aeronautical Repair Station Association echoed concerns about this growing trend to the subcommittee. Their concerns focused on the need for unimpeded and cooperative aircraft accident investigations, which have been one of the major contributors to the outstanding safety record of US commercial aviation. Testimonies also reflected the airlines continued willingness to find proactive methods for accident preven-

tion through programs like American Airlines initiated Aviation Safety Action Plan (ASAP), and industry driven Flight Operations Quality Assurance (FOQA). Questions of whether future cooperation in accident prevention and investigation can continue at the level we now have, without certain assurances about privacy and criminal culpability, were expressed repeatedly. Each testimony explained that the driving motivation for safety was not the fear of criminal liability but rather a combination of professionalism, certificate action, economic effects of negative public perception, and a perceived social and ethical contract with the traveling public. This motivation for enhanced safety will not benefit from increased law enforcement intervention but may in fact have a negative effect on safety due to a reluctance by airmen or air carriers to be forthcoming. In fact individuals may well be counseled to exercise their Fifth Amendment rights.
The ADF considered a position

statement on the vital issue at our PIT quarterly business meeting. Results will be forthcoming Mike Harkin-Exec. VP

Mr. William Molesworth—FAA

Mr. William Molesworth passed away after his last operation Wednesday morning, September 19, 2000. He was 77, had survived the Pearl Harbor attack while his ship was anchored in Honolulu and WWII in the U.S. Merchant Marine, and became a marine navigator (rated all seas and all ship classes), he later became a rated flight navigator and flew with several airlines. He joined the FAA in 1960, working flight inspection in the Pacific, as a technical navigation specialist at the technical center in Atlantic City, and as a navigation specialist in Flight Standards, until his retirement in 1992. His contributions to airline safety and aviation navigation go well beyond a single published list, and touch almost all aspects of international operations and operational control issues. The latter discipline was understood by him better than any other inspector in the FAA. His advice and technical expertise have been sought by most Flight Standards offices, including headquarters. He has had an impact upon the FARs, FAA rules and policies, the handbooks and airline training, certification and

USAF AMC Now Hiring Flight Managers

Air Mobility Command is now advertising to fill newly created flight manager positions in its Tanker Airlift Control Center at Acott AFB, IL. AMC is planning on adding General service positions on a quarterly basis beginning with four GS- 11s and nine GS- 12s Oct. 1, and approximately four to five additional positions each quarter thereafter until the full contingent is fielded. These flight managers will perform dispatch-like duties for AMC's tanker and airlift missions. They will be like virtual crewmembers with the goals of providing near real-time support for the crews and improving mission productivity.

The new positions are in support of Mobility 2000, known as M2K, a major integration effort of AMC's command and control processes and systems designed to dramatically improve safety and operational effectiveness. According to Brig. Gen. Michael Wooley, TACC commander, "M2K coupled with the Global Air Traffic Management program, is critical in adapting to the future international flying environment and vital in meeting the requirements of our Aerospace Expeditionary Forces.

COMMAND POST Friday, September 1, 2000 The positions require operational mobility I experience to in-clude such areas as flying duties,en route operations, command and control, flight dispatching and aircraft maintenance. Specific job requirements and application pro-cedures can be accessed at http://www. usajobs.opm.gov/a.htm.



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ADF Addresses Controllers at NATCA Forum

DF was pleased earlier this year to receive an invitation from the National Air Traffic Controllers Association to speak at their 17th Annual Safety Conference in Atlanta, Georgia on September 16, 2000. The conference, themed "Communicating for Safety" was attended by over 100 air traffic control professionals from all over the nation and many of the various ATC job functions from Tower Cab to Centers to TMU's to the ATCSCC.

This conference is an annual open forum for discussion and free interchange of ideas among the various professionals involved in managing air traffic in the National Airspace System. Participants are encouraged to interact with others, share experiences relating to air traffic problems. In addition, attendees are encouraged to be at the forefront of innovative problem solving and to develop ideas for the future of air traffic management and aviation safety solutions.

ADF was asked to attend to provide an overview of the dispatcher's roles and responsibilities as they relate to air traffic control issues and to comment on the impact of the Spring/Summer 2000 initiatives on dispatchers. ADF's Director of Information Technologies, Steve Caisse made ADF's presentation on the requested topics. ADF Executive Vice President, Mr. Michael Harkin of MITRE Corporation was also in attendance. During his speech, Caisse sounded familiar themes, oft repeated over the past several years clearly drawing the distinction between ATC's role to separate traffic and the dispatcher's role to exercise operational control with respect to route and altitude selection. In his opening comments,

Caisse questioned, "I can not understand how anyone can assign a route and altitude to a commercial airliner without first knowing the following information:

- A) How much fuel the aircraft is carrying?
- B) What the enroute weather conditions are like?
- C) What the jetstream and upper wind patterns are?
- D) What, if any, mechanical items are limiting the aircraft's performance?
- E) If the aircraft is effected by Driftdown considerations?

The dispatcher is the only person with the perspective to evaluate these conditions and to legally and safely assign a route to an aircraft over which he or she is exercising operational control", he continued.

Caisse touched on the possible legal ramifications of controllers placing an aircraft on a route that results in an accident or incident. He cited recent legal filings implicating a controller involved in the crash of an MD80 aircraft at Little Rock asking the audience if they were ready and willing to take on these legal liabilities.

Caisse showed a number of slides chronicling actual scenarios where Part 121 flights were rerouted by controllers onto routings for which the aircraft had insufficient fuel or which took the aircraft through areas of hazardous downline weather. He also gave an overview of the dispatchers' regulatory roles and responsibilities and went into detail describing the processes and time involved in route selection for dispatchers. A point that was hammered home several times was the level of frustration a dispatcher feels when the dispatcher has spent considerable time and energies on route selection, only to

have the flight placed on an unacceptable route by ATC, without regard for operational and regulatory issues. "The inadequacies of the air traffic control system and delay problems associated with the handling of air traffic in the NAS in this country are no excuse to ignore or violate existing Federal Aviation Regulations" Caisse concluded.

The audience, with more than one commenting that they did not previously know how much responsibility the dispatcher has, quite warmly accepted the presentation asking numerous questions. Once question that ADF has been asked many times in the past was brought up again by several controllers and seemed to be representative of the controller's feelings with respect to reroutes. The question, "When we offer a reroute to a pilot, why doesn't the pilot confer with the dispatcher before accepting the route?" is a difficult one to address Caisse admitted. Caisse detailed the Administrative Law Judge ruling on the acceptance of SWAP routes and outlined a major airline's policy on the acceptance of reroutes, agreeing with the premise of the question. "Quite frankly," Caisse said, "crews SHOULD be checking with the dispatcher.'

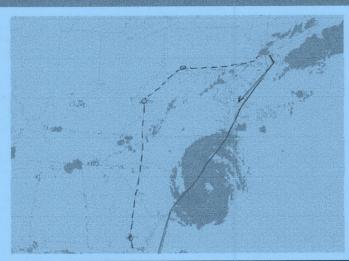
ADF also explained that once an aircraft has been placed by the dispatcher on a lengthy and circuitous (LAX to JFK via ELP-MSY-ATL for example) "Playbook Route" in accordance with Spring/Summer 2000 initiatives, if the flight is then rerouted back onto a great circle direct route, the new route may be unacceptable because the now reduced enroute fuel burn could put the aircraft in an overweight condition for landing. Controllers did not previously understand nor consider this factor according to one audience member commenting on this

(Continued on page 15)



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(Continued from page 14) scenario. Following the presentation, ADF was approached by managers and training supervisors from no less than 6 ATC facilities who asked if ADF would consider giving the same presentation at their respective facilities. ADF hopes to continue this very useful dialogue with NATCA's membership. ADF believes that with a better understanding of each other's jobs, controllers and dispatchers can work together to make the skies safer and reduce delays in the NAS.

NEWS FROM EUFALDA Albert Rieger—President EUFALDA

EUFALDA's main focus is awaiting the publication of the accident report from the Hapag Loyd accident in Vienna. (See previous ADF Newsletter for details)

The board has decided to wait for this report before we decide if and how we will seek the public. On June 16th members of the board of EU-FALDA and IFALDA met in LHR to coordinate a common presentation for the JAR FCL - Flight Crew Licensing Committee - to initiate a future European dispatchers license.

It was decided to create a presentation and have it presented by an IFALDA representative with English mother tongue and an EUFALDA one with a non English mother tongue to hopefully educate and convince the majority of the members of the JAR FCL Committee.

It was also decided that IFALDA and EUFALDA will have a joint AGM in Konstanz/Germany in May 2001.

We wish all colleagues for the rest of the summer good weather, exciting holidays, or not to many problems if they have to work! Albert Rieger -President EUFALDA

(LEFT) In one of the slides used in ADF's presentation to NATCA, a Boeing 757 operating between JFK and MCO is given an ATC reroute right across the top of Hurricane Bonnie.

121.533 Responsibility for operational control: Domestic operations.

- (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; and
- (3) Canceling or re-dispatching 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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U.S. Reluctant to get on the ATC Privatization Bandwagon - by John Sheridan **Aviation International News—August Edition**

While in the U.S. proposals to privatize ATC have attracted lukewarm support at best, elsewhere around the world there is a growing trend toward moving airports and ATC out of direct government control.

The ground-side operations of many major airports have been transferred from federal government control for decades, with Kennedy, La Guardia and Newark-all run by the Port Authority of New York and New Jersey-being notable examples. But the main issue at an eight-day conference on the economics of airports and held by the International Civil Aviation Organization (ICAO) in Montreal in early July was that of transferring a nation's ATC, meaning the total air traffic control system, out from under a federal bureaucracy.

While such transfers are popularly called privatization, ICAO prefers to call them "transfers to autonomous authorities," since only Canada has actually turned its ATC over to the privately owned, not-for-profit Nav Canada. In all other cases-currently around 20 nations-these autonomous bodies are owned by the governments but are run as independent businesses by various types of corporate structures expressly established for the task.

Profits-and almost all privatized services are profitableare either retained for future investment, shared with the government owner or returned to the user community as reduced user fees. Only three privatized ATC organizations allow private shareholder participation- SwissControl, AeroThai and the proposed UK public/private partner-

Bidders for the UK partnership are expected to include Lockheed-Martin, teamed with the Airways Corp., New Zealand's current ATC provider; Boeing teamed with British Aerospace; Raytheon U.S. teamed with Thomson-CSF of France and several other high-powered teams. But the heavyweight bidder was announced just before AIN went to press. This is the Airline Group, a not-for-profit, equalshareholding team of British Airways, Virgin, British Midland and five other UK air carriers. The Group will be supported by British Telecom (the UK's equivalent of AT&T) and the ATC services of Ireland, Germany, the Netherlands, Belgium and Iceland (all government-owned, but autonomous, companies). The team also claims the support of organizations representing all foreign scheduled, charter and regional airlines serving the UK and, to guard against conflicts of interest between all airspace users, it intends to offer the International Air Transport Association a seat on the controlling board of directors.

Do such transfers out from under direct government control make sense? Yes, according to Canada, New Zealand, Australia, Germany, the Netherlands, the UK and others. The benefits are many, advocates claim, with few pitfalls.

Three key benefits are often cited. First, cash-strapped governments simply cannot release the vast sums required to implement the future CNS/ATM system in the face of pressures from other national programs deemed equally, or more, essential. But low-risk ATC corporations, most with AA or AAA ratings, are very attractive to (Continued on page 18)



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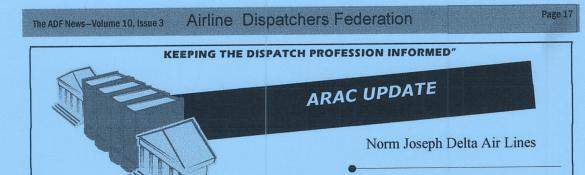
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The ARAC Air Carrier Operations Issues Group met at FAA HQ in Washington, DC, on August 15, 2000.

The Assistant Chairman, Bill Edmunds (ALPA) called the meeting to order at 2 PM.

The ETOPS working group chairman briefed the Issues Group on the work plan that was developed at the first working group meeting. This is a very aggressive plan that will result in completion of the task within one year.

The President of the General Aviation Manufacturers Association (GAMA) asked that the task be clarified to clearly state if and how the FAA intended the task to apply to Part 135 and Part 91 operations. The FAA representative advised that ICAO required a determination of when operations would be considered ETOPS for all commercial aircraft flights. The FAA had previously published a little known policy letter stating ETOPS for on demand Part 135 operations would begin at 181NM. I requested that copies of this policy letter and any task clarification.

Although the All Weather Operations working group chairman was not present, Mr. Edmunds reported that a major concern had developed with regard to the draft of Advisory Circular 120-29. After years of international work on this harmonization task was completed and sent to the FAA, the FAA apparently is in the process of making major technical changes to the draft A.C. without input from the working group. It was strongly suggested that the FAA consider the effect this would have on future resource commitments by the industry and it was

suggested that the FAA consult with the working group before any publication.

The Aircraft Takeoff and Landing Performance Harmonization working group chairman reported by teleconference that consensus will not be possible and the product will take the form of majority and minority position reports to the FAA. It is anticipated these reports will be submitted to the Air Carrier Operations Issues Group before the end of the year.

Upcoming ADF Meetings

-October 8, 9, 10 2000 ADF Symposium Washington, D.C.

-January 1, 2001— HNL Reservations for HNL Must be Made

-February 24-26, 2001 Winter Meeting

Honolulu, HI

-May 2001

ADF - EUFALDA Summit Konstance, Germany





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the commercial market. Second, while they are still subject to government safety oversight and regulation, the new operating organizations are freed from political interference and arbitrary funding cuts by legislators. Third, the organization's income is applied only to the needs of its aviation customers.

Also, ATC has become a major business undertaking worldwide, and it is generally accepted that government bureaucracies just cannot run businesses. In fact, it was reported at the ICAO conference that in all current cases, the new organizations had brought about faster decision making, increased operating efficiency, reduced excess staff and lowered operating costs. Certainly bureaucratic inertia seems to disappear in the transfer.

The Canadian Business Aviation Association's J.D. Lyon noted that, in response to user requests, Nav Canada will install radar in Northern Quebec in less than two years from its go-ahead decision. Typically, such a response by its Transport Canada predecessor took around seven years. Nav Canada's operating costs have also been running some 20-percent lower than Transport Canada's.

But will privatization work in the U. S.? That's the \$100 billion question, to use a rough figure sometimes quoted as the funding required to run America's ATC over the next 15 years. At present, the concept's opponents are more outspoken than its supporters.

NBAA president Jack Olcott cites his organization's 13,000 corporate aircraft to show that comparing U.S. aviation with that of any other nation is simply not valid, and therefore solutions that may work elsewhere won't necessarily work here. Like other industry leaders, Olcott is concerned about the imposition of user fees on his membership, and he suggests that since the airlines de-

fine the current and future system architecture, corporate operators should logically pay fees only for any added incremental costs that they impose on an already existing service.

The National Air Traffic Controllers Association also opposes the transfer of ATC out of the FAA, and has announced a public campaign for the fall, called "We guide you home" and broadcast on airport TV networks, which will set out the union's objections.

Congress is also generally opposed to the idea. While AIR-21 gives the FAA more funding flexibility and more secure access to the Airport and Airway Trust Fund, Congress still holds a tight rein on the agency and its spending plans, and most observers feel that the legislators would not give up their control without a major struggle.

So just who is in favor of an autono-(Continued on page 21)

National Traffic Management Course

In the National Traffic Management Course 50113 you will learn the importance of applying traffic management in a system-wide manner to ensure a safe, orderly, expeditious, and economic flow of air traffic. You will have an opportunity to see the ATCSCC and possibly participate in the administration of national traffic management initiatives. The roles and relationships of many of the offices within the Air Traffic Service are examined through lectures and open discussions to broaden the student's understanding of their impact on the day-to-day operation. Presentations from system users are also included. You may also have an opportunity to meet with upper-level managers of the FAA to exchange ideas, suggestions, and information.

For more information on dates and times, contact your ATA representative.

Office of the Federal Coordinator for Meteorology Presentation

Bethesda, Md., July 25-26, At the Office of the Federal Coordinator for Meteorology, I gave a speech reiterating the long-held ADF position with regard to responsibility, authority, operational control, and the huge safety benefits of a ground-based expert authority who monitors the progress of each flight, and who is charged with the safety of each flight. It seemed to be well-received. In fact, the ALPA representative quoted me later on, during his wrap up.

Much of the meeting was a review of where various parties stand in terms of developing technologies, such as weather in the cockpit. The military was well represented, and provided an outline of how their weather service briefs commanders in the field with regard to meteorological conditions expected for military operations. AOPA and others also made presentations.

Several of the attendees approached me afterward and requested additional information about ADF. They were referred to the website, and encouraged to attend the Symposium in October. Of possible interest to ADF members, Mr. Jack Kies of the Command Center was in attendance, and a couple of weeks later remarked favorably on my comments while we were in the 'Spring 2000' meeting together. These opportunities to further educate the other legs of the three-legged stool are invaluable, in my opinion.— G. O'Keeffe



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CDM ARRIVAL DEPARTURE SUBGROUP Russell Gold Industry Co-Chair CDM arrival/departure subgroup

Don't believe the rumors you might hear regarding Ground Delay Program Enhancement being complete for Free Flight Phase One. We have only scratched the surface. The next major A+D event for this year will occur in October when we implement Simplified Substitution Rules. This will greatly reduce the workload required to accomplish Substitutions. The migration to simplified subs will also lay the foundation for us to migrate to the Controlled Time of Arrival Concept. Speaking of CTA, look for a test to occur later this year in which

we will be gathering data at STL. Two carriers, SWA and TWA, will participate. We're still working out the details. I'll keep you apprised of the progress. The release of FSM version 1.8 brings us preliminary departure data. Much work needs to be done to model this data into a product we can use to increase airport throughput. Our friends at Metron recently hosted a users meeting to seek input as to place some airline flavor into future versions of

Our friends at Metron recently hosted a users meeting to seek input as to place some airline flavor into future versions of FSM. There were some really good ideas floated around. I think it is a credit to Metron and Jim Wetherly of FAA/AUA to

seek this kind of collaboration in developing tools for Traffic Flow Management.

The next phase of GDP will see us developing geographic area Aggregate Demand to conduct Ground Delay Programs for an area versus one airport.

As I said, there is still much work to be done in the Arrival and Departure group. We appreciate all your support as we venture down this road.

Russell Gold

Industry Co-Chair CDM arrival/departure subgroup

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CDM - A PERSPECTIVE Mike Harkin - ADF Executive VP

n the recent Collaborative Decision Making (CDM) meeting held in Washington, D.C., the airlines expressed concerns over the way the SPT/SPO process was evolving. The massive reroutes issued from the National Playbook, MIT (Mile In Trail), Ground Stops, and GDPs (Ground Delay Programs) are wreaking havoc with the users operations. ATCSCC is inundated with phone calls, so much so that the users have difficulty reaching anyone at the command center in a timely manner. Some users have resorted to calling the facilities directly in order to get their flights off the ground. As the situation progresses, the communication lapses grow larger, and the frustration on both sides increases. "CDM has become a painful process" remarked one CDM participant. "We set up a plan on the (SPT) telcon, and before we know it, either the facilities or the command center have changed the plan and I have to flightplan all of my flights over again, running new performance numbers, hoping I don't have to pull my aircraft out of line to add more fuel now to make it to my destination." The agony dispatchers are feeling as they are put on the spot daily to maintain safety of flight within the given parameters dictated by the airline schedules is building.

On the other side of the field are those in the command center, doing their best to accomodate all requests, restrictions and limitations. The Air Traffic professionals running the Spring 2000 Program may not have the expertise required to know how changes to the SPO effect the functionality of our position. Most

are unfamiliar with driftdown calculations, MEL restrictions to areas of icing, clear air turbulance avoidance, and departure, enroute and landing performances. They are unaware how a weather avoidance route taking flights 300 miles off the planned route of flight effects the dynamics of our release. The crew was not weather briefed for the re-route they were placed on. The flight plan will not reflect the new headwind component, new increased burn, lower altitude or new engine out alternate requirements. Not to mention how any change in the plan requires and action from the carrier to remain in compliance with the "Passenger Bill of Rights". They are trying to give the best guidance they THINK we want, without having the luxury of really KNOWING what we want. We assume ATC has a primal knowledge, when in fact, they are just learning themselves. They are also assuming we, as the users, understand the variables they are dealing with in order to manipulate the system so traffic may flow. That's where CDM comes into play.

We have taken on a great task with this collaboration We are learning how a Controller's definition of "Delay" could be something entirely different from a Dispatcher's definition. It's almost as if we are speaking two different languages!

But we are collectively learning. It will take some time for the SPT reps to realize that routes circumveriting the yellow areas of the CCFP are not necessarily the best routes that the users would like to fly, that 25-49% predictability of convection simply allows the pilots to use their onboard radar equipment to maneuver around those areas if they materialize. That it is still legal and SAFE for

dispatchers, with joint concurrance from the PIC, to file within those areas. And it will also take some time for the AOCs to recognize the fact that there are other variables besides what is obvious to us that drive the sector capacity restrictions or MIT.

There is new technology on the horizon, such as CRCT, which can enhance the working knowledge of both controllers and the AOCs. Such information sharing, if issued to both, would allow dispatchers to see what constraints are being implemented to what sectors and how their decisions directly impact those constraints, as well as give the controllers a feel for how the AOCs like to move their flights when wx is an issue.

The ADF supports CDM and it's initiatives, and believes in the concept of information sharing to reach a safer and more efficient NAS.

Continued from page 18)

mous U.S. ATC provider? Primarily it is the airlines, many of which have seen reductions in user fees in their overseas operations and see no reason that they can't also be reduced here.

Major air carriers are also reported to be concerned about the FAA's slow progress towards ATC modemization, due to "budget stretching." Active supporters include Continental and American, with United and Delta also said to be in favor. But short-haul carrier Southwest has opposed the concept, in response to a user-fee structure based on segment length proposed by the other major airlines.



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Data Link for the Next Generation—Steve Horton

hen the subject of data link communications comes up, most people in the aviation business think of Controller-Pilot Data Link Communications (CPDLC). In fact, there is a whole lot more to data link communications than CPDLC, and this communications medium will have a profound effect on the way us dispatchers do business in the future.

RTCA, Inc. has a Special Committee (SC-194) that is nearing completion of a document describing the communications needs for the next fifteen years or so. I'm happy to say that ADF has two members working on this project through association with BLR Group of America. Mark Fanger and I have been working on the flight planning and re-planning issues and providing input to other work group members.

We all know that an alternative to voice will be needed to meet the increasing demands of air traffic control in the future, but of almost as much importance to the airlines is the ability to file and fly a User Preferred Trajectory (UPT) and have the ability to change the UPT while en route if changing conditions warrant. In order to have this ability it is necessary for the dispatcher to have real time and forecast information on the constraints of the National Air Space (NAS). This information would include, but not necessarily be limited to weather, Special Use Airspace (SUA) and dynamic density within various facilities. In order to get this information in a timely fashion, automation is necessary and rapid communications become the enabling capability. CDMNet is robust enough to provide this link, but eventually Aeronautical Telecommunications Network (ATN) will be used.

Because the dispatcher has more information regarding NAS constraints, it will be possible to send flight plans nearer to scheduled departure ensuring more accurate information is provided to the flight crew. The flight planning or re-planning function should work like this:

- Dispatcher sends trial UPT flight plan to ATC automation
- ATC automation checks for conflicts to trip

completion

- 3. ATC accepts the flight plan or rejects
- 4. Dispatcher sends an alternate trial flight plan
- When the negotiation process is complete dispatcher transmits to flight crew via com pany data link, auto loaded into the Flight Management System (FMS)
- If the captain accepts the flight plan the flight crew requests clearance via CPDLC.

There is more to this process than these six items, but I've tried to capture the main items. It's important to note that with good automation steps 1 through 3 will be near instantaneous so that the dispatcher can "play around" with various routes and altitudes without having to actually send the flight plan until satisfied.

Data link will definitely change the way all members of the triad (pilot, controller, dispatcher) operate, but the most significant change will be the ability for each to operate with common information insuring a new level of collaboration and fostering an atmosphere conducive to "Free Flight".





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ADF's Annual Report has Arrived

After months of preparation, the ADF's Annual Reported has been delivered from the printers and is being distributed this week. The full color report is intended to serve the organization as a tool to be used in educating others as to the value, benefit and importance of the dispatch profession. The 16-page document features a recap of ADF's

recent accomplishments, a game plan for the next few years and a number of informative technical capsules intended to educate our aerospace contemporaries about the dispatch profession. The Annual Report was produced by the highly respected Madison Avenue ad agency, Curran & Connors of New York City. Cost for the production of the document was covered by sponsorship monies received from

ADF's various supporters. ADF has produced 2000 copies of the report and will distribute approximately 1000 to its member airlines while retaining the other 1000 for use in promotional initiatives over the next couple of years.

Steve Caisse

2001 ADF Membership

Visit the ADF web site at www.dispatcher.org adfboard@dispatcher.org

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Airline Dispatchers Federation 700 13th St. NW, Suite 950 Washington D.C. 20005

Phone: 1- 800-OPN-CNTL Email:ADFBOARD@dispatcher.org

"Safety - Professionalism"



PIT Minutes of the Meeting
Minutes from the ADF's latest business
meeting may be obtained by
contacting :ADFBoard@dispatcher.org
via email.

Keeping the Dispatch Profession Informed"

Winter Business Meeting to be held in HNL

Honolulu, HI

Make reservations by January 1, 2001

The ADF Winter Business meeting will be Feb 24,25,26 2001 at the Ala Moana Hotel in Honolulu, HI (HNL).

The ADF Rate is \$80 per night for a single/double and \$105 for a triple. Folks arriving early or planning to stay afterward can lock in rate extensions of the ADF Rate three nights prior and three nights after (subject to availability). If planning to arrive early or stay late, confirm this with the hotel by January.

Members can book using the internet http://www. alamoanahotel.com/ or by phone (800) 367-6025 / (808) 955-4811. Reservations must be received by January 1st, as the hotel will release the block of rooms at that time. Make sure to mention the ADF rate of \$80 when booking.

Aloha!

Dispatchers Get Updated Info on Military Airspace

FAA has taken another important step toward implementing free flight with a computer program that permits greater use of restricted airspace by civilian aircraft. Normally off-limits to all civilian flight, this "special use airspace" is reserved for the military. SAMS the "Special Use Airspace Management System" -- is a computerbased link that allows all dispatchers to see whether or not restricted airspace is "hot" what special use airspace is scheduled or whether civilian routes may be flown through it.

Pilots normally are sent over, under, or around these restricted areas--virtually the same treatment as given to a thunderstorm. SAMS is a computer data base that allows airlines, business aircraft operators and general aviation pilots to access the latest status information on special use airspace. The bottom line: Pilots avoid unnecessary deviations around airspace, which saves both fuel and time.

The FAA worked closely with the Department of Defense to launch this tool. The computer system was

developed by Computer Science Corporation. SAMS is a key important element of collaborative decision making, which helps dispatchers and controllers work together to avoid delays and work through weather systems. SAMS takes that one step further: Dispatchers now have access to the same information as the controller.

The website tracks the status and times of Special Use Airspace (SUA). The letters "H=hot P=proposed, and W=waiting denote the status.

ADF Now Accepts VISA and MasterCard for Membership and Purchases from the ADF Store



The URLs available for 'public' consumption are:

http://206.38.92.74:8080/ops/docs/pub24sua.html http://206.38.92.74:8080/ops/docs/dcc24sua.html http://206.38.92.74:8080/ops/docs/active24sua.html



Aviation Rulemaking Advisory Committee Executive Committee Meeting Summary

DATE: November 9, 2000

LOCATION: FAA Headquarters

800 Independence Ave., SW

Washington, DC

PUBLIC NOTIFICATION: The public was informed of this meeting in the <u>Federal Register</u> on October 19, 2000 (65 FR 62794).

ATTENDEES:

Edmond Boullay JAA

Craig Bolt Pratt and Whitney

Tony Fazio FAA

Dave Hilton Gulf Stream Regina Jones FAA Norm Joseph ADF FAA Ida Klepper Al Prest ATA Ron Priddy NACA Bob Roberson AIA Glenn Rizner HAI Bill Schultz GAMA John Swihart HAI Joan Wages APFA Craig Williams AAAE Ken Susko ASF Gerri Robinson FAA Bob Zeiss BOC Brad Moravec Boeing Chris Witkowski AFA IPA/UPS Bob Brown Henri Branting FAA **NADA/F** Jim Hurd Paul Larson FAA Paul J. Smith **NADA/F**

ALPA

FAA

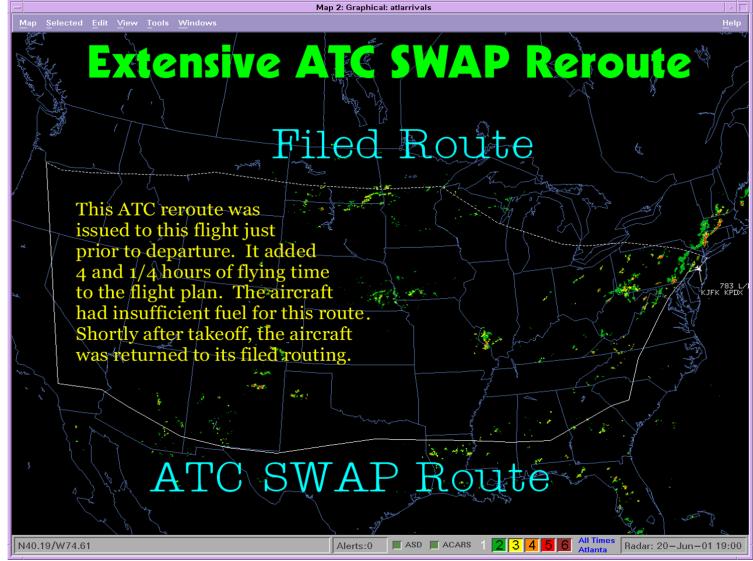
Telecon Participant(s): Sean O'Callaghan

Bill Edmunds

Florence Hamn

ADF veteran, Delta Air Lines Flight Superintendent, Mr. Norm Joseph, continued to represent ADF on the ARAC Executive Committee in 2000





ATC Reroutes can sometimes be quite extensive. Here is an example from 2000. ADF has historically sought to educate controllers on the dispatcher's regulatory responsibilities for operational control.



AIRCRAFT DISPATCHERS FINALIZE SANTA'S FLIGHT PLAN FOR CHRISTMAS EVE

ADF Press Release 2000-99

December 24, 2000



(Airline Dispatchers Federation) Washington, D.C. Headquarters Contact: Steve Caisse

ADF Dispatchers have been in communication all day with the North Pole Operations Control Center finalizing flight plans for Santa's annual Christmas Eve odyssey tonight. Santa's flight in United States airspace with be operated in accordance with Part 121 of the Federal Aviation Regulations, the safest regulatory standards in the world. This of course means that an aircraft dispatcher and Santa will be jointly responsible for the preflight planning and operational control of Santa's flight this evening. Dispatchers will plot Santa's route, keep close tabs on the enroute weather, select the proper amount of Reindeer food and ensure the mechanical reliability of Santa's team, sleigh, and navigation facilities.

Early indications are that the weather for Santa's trip this year will be especially good with very little weather impact expected anywhere in the United States. Dispatchers have decided to first route Santa from the North Pole, across Alaska then into the western portions of the United States this evening, then turn him eastbound to take advantage of very strong jetstream winds which tonight will cover much of the nation. This optimized route is expected to save Santa considerable time and allow for more time at each stop to sample the goodies left for him by children around the nation.

Dispatchers have also finalized the amount of food needed for Santa's Reindeer. The good weather this year means dispatchers have decided to carry less food than normal. Less weight in food will allow Santa to carry more presents than last year; a fact that will certainly bring smiles to the little ones anxiously awaiting Santa's arrival.

ADF's Christmas Eve update on Santa's travels by Steve Caisse became an ADF holiday tradition for many years.





Santa's flight will be dispatched in accordance with a FAA approved Minimum Equipment List. Dispatchers will take a very close look at all mechanical aspects of Santa's team before authorizing the flight to depart this evening. The Reindeer and sleigh are reported to be in good shape with only a couple of small

mechanical discrepancies noted. Dispatchers will ensure that these are corrected prior to departure. Dispatchers have asked North Pole maintenance personnel to change a pesky left generator in Santa's sleigh, and Rudolph's right forward boost pump will be changed following a logbook write-up made by Santa during a test flight earlier this week.

Dispatcher Operational Control will be transferred overnight among ADF dispatchers at the nation's various airlines. Dispatchers from Alaska Airlines will be handling the first leg of the journey down from the North Pole. ADF member Tom Lynch at Alaska reports final altitude selection has been completed and that a smooth ride, free of turbulence can be expected. The dispatch team at Southwest, which will guide Santa across the southern plains, has been watching a developing storm system in southwest Texas. While Santa may need to fly on instruments across portions of Texas, ADF Vice President of Administration, Carla Beck, a Dispatch Superintendent at Southwest's dispatch office in Dallas reports that all navigation aids required for instrument approaches have been checked and are in good order. final control of Santa's flight as he departs south Florida for stops in South America will be handled by Delta dispatchers in Atlanta. ADF member Norm Joseph, a Delta Flight Superintendent, tells us that a few thunderstorms may need to be avoided over portions of Florida. "Dispatchers always provide Santa with a route around thunderstorms which can be especially upsetting to the Reindeer", noted Norm

"We are especially proud that dispatchers can be of service to Santa again this year," said ADF's President, Giles O'Keeffe. "As dispatchers, we take great pride in being the folks who select Santa's route, provide Santa with weather information and watch over him during his entire trip. All enroute weather briefings provided to Santa on Christmas Eve will come from Aircraft Dispatchers as required by the Federal Aviation Regulations.

All the little boys and girls dreaming of Santa's visit can be assured that under the watchful eyes of the nation's aircraft dispatchers, Santa's arrival will be on time and his trip will be a safe and efficient once again this year."

An electronic version of this news release is available via the World Wide Web at: www.dispatcher.org



Giles O'Keeffe-President

(Northwest Airlines)

Brad Irwin-Executive Vice President

(Continental Airlines)

Carla Beck Senior VP Administration (SWA)

Mark Hopkins - VP Operations (DAL)

Diana Gaeta - VP Membership (COA)

David Porter - VP Govt / Legislative/Media (DAL)

Mike Timpe-Treasurer (Horizon)

Francis Queenan-Secretary/Historian/Librarian (DAL)

Symposium – Washington, D.C.

October 7-9, 2001

"Dispatch - That's the Difference!"

- plus, Aviation Security After 9/11 - The Dispatchers' Role Keynote Speaker:

U.S. Representative James Oberstar.

Ranking Minority & Chairman Emeritus of the House Committee on Transportation & Infrastructure.

Steve Caisse Director of Information Technologies

Tim Antolovic Director of Safety

Norm Joseph-Director of Aviation Rulemaking

Al Krauter-Director of Training

Bill Leber-Director of Air Traffic Management

Lvnn Hull-Director of Publications

Frank Hashek-Director of Membership

Vic Sotenburg Director of International Relations

Tracie Benson Director of Corporate & Industry Alliances

Loraine Sandusky Director of Collaboration

Gary Schmitt Director of Govt/Legislative Affairs

Jerry Elder Director of Industry Marketing

MEMORABLE MOMENT

agreed to conduct a collaborative study in March 2001. The purpose of this study was to examine the role of aircraft dispatchers in future airspace design initiatives. During this undertaking, ADF members visited NASA's Ames Research Center at Moffatt Field, CA on March 30th, 2001 to participate in a variety of controlled studies. Subsequently, researchers visited Delta Air Lines Flight Control to observed dispatcher interactions with ATC.



Screen capture of the ADF website from June 1, 2001. A new feature rolled out around this time was 'Spatcher Cam which featured live video from various dispatch offices around the country. Although the feature proved to be popular, privacy concerns contributed to this becoming a short lived experiment.

President's Profile

GILES O'KEEFFE



I got my start in aviation from a few friends in California who often took flights to interesting places. I learned that they did this for FREE! In 1974, they got me a job as an Aircraft Router with Hughes Air West in San Mateo, CA. Within a few years, I got my dispatcher certificate and moved up to Assistant Dispatcher, then Dispatcher. I got my ticket from Bill Molesworthy at the FAA in SFO, in 1977.

In 1981, Republic Airlines (RC) bought RW, and I moved to Minnesota, to their offices at the MSP airport. I dispatched for RC and became a Chief Dispatcher. In 1986, RC was purchased by Northwest Airlines, and we moved from one building at MSP to another. At NWA, I was a Chief and around 1989, under the guidance of Bill Leber, NWA decided that some type of ATC coordination might be a good idea. We were building a new SOC and a small cubicle was reserved for a group that included the Chief on duty, the ATC coordinator, a strategic ATC guy and a meteorologist. It immediately became known as "Leberville".



NWA was suffering financially and attempting to get a loan from the State of Minnesota. At the request of TWU, I established a relationship with James L. Oberstar, Chairman of the House Aviation Sub-Committee. When the Congressman showed up at the new NWA SOC for a tour, I directed him away from his 'handlers' to a seat with one of our dispatchers, Raoul Sergent. Both Raoul and the Congressman spoke perfect French.

"How the hell are ya?"

Before long Raoul had the Congressman sending ACARS messages, and also holding a radio conversation with a carefully pre-selected Captain in flight (as shown to the left). Eventually, a staffer came over to the group and told Jim they were going to be late for lunch with the bigwigs at the HQ building. His response; "This is more important than lunch!"

They all went to Northwest Airlines Training Company (NATCO) building where the Congressman was introduced to the Fleet Captains and others. As some VP introduced the man in charge of the A320 program, who happens to mention that the Airbus is a French product, but there aren't any French speakers here... Jim says, "I just had a tour of your SOC conducted in impeccable French!"

The relationship with the Congressman paid dividends for many years to follow.

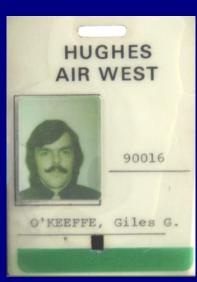
I've seen a lot of changes in Dispatch over the years, the most obvious difference is aircraft situational display (ASD). Situational awareness took a gigantic leap forward!

The biggest challenge has always been the individuals who refuse to exercise proper operational control. We established measures to improve our management and up the

GILES O'KEEFFE

performance level of the office.

When I think about those who inspired me over the years, one who comes to mind was Bob Johnson at RC, who wasn't



a dispatcher, but supported me during some of my activities. Bob also ran Aviation Training Incorporated (ATI) where I worked as an instructor.

At NWA, Bill Leber, who really had a much better strategic mind in terms of the future of the dispatch role. I would also mention Sid Rhinehart at NWA. He was a fired PATCO type who built himself a new career. He

was also a friend of Congressman Oberstar from 1981. His mentoring was much more on the ATC side, since I really didn't know anything about that part of the three-legged stool. He taught me.

What got me started to volunteer with ADF was the Avianca accident. It really ticked me off because it was totally unnecessary, totally stupid, and the ATC role was just infuriating.

We had already made the contact with Oberstar and I suppose my ego allowed me to think I had some talent. I became the Government liaison or some such title at ADF. I made a speech or two at a few of the October Symposia over the subsequent years. In 1993, I made a speech at Southwest, and got squirted by Herb.

By 1993 we were involved in the Single Level of Safety push, and ADF testified in front of Congress. At that hearing, Oberstar introduced Norm Mineta, the Secretary of Transportation, who leaned into his microphone and said, "Dispatch. Isn't that the difference? Part 121 has it and Part 135 doesn't. Why don't we require dispatchers for Part 135 operations?" I

turned to Mike Nadon and said, "Well, we're done!"

By this time, FAA had a new Administrator, David Hinson, who had been a VP at RW. After ADF testified on SLOS, Oberstar wrote a letter to Hinson, stating in part that the testimony was "... particularly compelling and convincing as to the need for dispatcher systems. ... I would be interested in learning of your plans and timeframe to come to a decision on requiring dispatcher systems for Part 135 airlines."

For the next two years, we had Hinson and Oberstar as featured speakers at ADF Symposia! Oberstar was still showing up in 2000, for the meeting after the 9/11 attack. As I was walking him out of the Crystal City Marriott he turned to me and asked: , simply amazing!" "You have no paid staff? These are all volunteers?" I said yes. He said, "Amazing

My passions for dispatch continued because, in addition to

Oberstar asked, "you have no paid staff? These are all volunteers?" I said yes. He said, "Amazing

dispatch being a vital role, it was just such an interesting job, especially when you added in ATC coordination and some political action! I also really enjoyed teaching the tactical side of dispatch to candidates for the certificate.

Current passion has to do with a very real fear that the main group of working aircraft dispatchers probably do not have an appreciation for the history of the profession, or the threats to the profession.

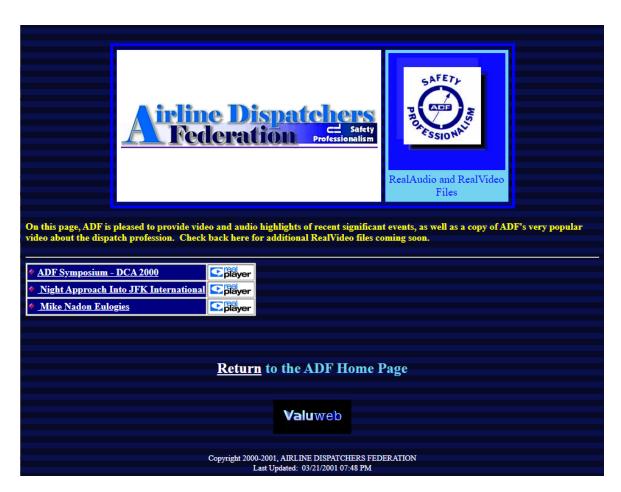
Dispatching from home? Seriously? Just stop.



CLASSIC QUOTE

"An airline dispatcher must have guts, imagination, and judgment superimposed on good general knowledge of the airline business in all its phases and a though knowledge of flight operations. He must be able to get along with all kinds of people, particularly, with flight crews. He must have energy, initiative, and ambition. He must have an active, agile mind, the ability to think straight and fast, and to make up his mind."

1962 American Airlines Dispatch Handbook



In 2001, ADF added audio links to its website, including the ADF video, Nightlight to JFK.





NEWSLETTERS

MEETING MINUTES

PRESS RELEASES

1506z ADVZY 036 DCC 9/11/01

- 1506z ADVZY 036 DCC 9/11/01 FDC SPECIAL NOTICE
 - DUE TO EXTRAORDINARY CIRCUMSTANCES AND FOR REASONS OF SAFETY, ATTENTION ALL AIRCRAFT OPERATORS, BY ORDER OF THE FEDERAL AVIATION COMMAND CENTER ALL AIRPORTS/AIRDROMES ARE NOT AUTHORIZED FOR LANDING AND TAKEOFF. ALL TRAFFIC INCLUDING AIRBORNE AIRCRAFT ARE ENCOURAGED TO LAND SHORTLY, INCLUDING ALL HELICOPTER TRAFFIC. AIRCRAFT INVOLVED IN FIREFIGHTING IN THE NORTHWEST US ARE EXCLUDED.
- PLEASE READ THIS NOTICE OVER THE EMERGENCY FREQUENCIES, AND VOR VOICE.







Summer 2001

Inside this issue:





"Keeping the Dispatch Profession Informed"

FAA 10-YEAR PLAN FOR AIRLINE INDUSTRY

The Federal Aviation Administration (FAA) in June unveiled a 10-year plan intended to ease air traffic, flight delays and cancellations by introducing new equipment, building new runways and altering flight patterns in the United States.

The proposal, dubbed Operational Evolution Plan, takes a look at the National Airspace System (NAS) and capacity problems facing airports. It was developed by the FAA with the participation of the airlines, air traffic controllers' unions and others in the aviation industry. "This is about providing better service to folks in the United States who use our air transportation system. That's what we are committed to," said Monte Belger, Deputy Administrator of the Air Traffic Control System, at a news conference announcing the plan. The FAA efforts come at a time when the airline industry has been under increasing criticism and pressure from passengers who are angry over flight quality, cancellations and delays.

One in every four flights was reported delayed or canceled last year, and the number of flights is projected to rise from almost 26 million in 2000, to 36 million in 2012.

"This growth in air travel has brought the system to a point where its flexibility and capacity are fully taxed," a report on the plan says. Among the FAA proposals in the plan: adding new runways at 15 major airports; allowing more flexible routing on flights; implementing advanced equipment to better predict weather and avoid runway congestion and changing from radar to satellite systems to guide planes. The estimated cost of the changes, according to the FAA report, tallies at nearly \$100 billion. Belger said the plan will continue to evolve. It will not look the same next year as it looks today," Belger said. "We will continue to look for new ideas, new solutions to the very complex problems that we face."

A spokesman for the Air Transport Association praised the FAA's proposals, while saying there's more to be done.



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ADF has High Expectations for FAA's Operational Evolution Plan

Airline Dispatchers Federation (ADF) applauds the FAA for its ten year Operational Evolution Plan (OEP) that addresses the growing gap between demand and capacity in the nation's air transportation system. The much needed projects of adding runways at congested airports, developing Airline-FAA data exchange technologies within the Collaborative Decision Making program (CDM) and transitioning air navigation to a GPS based Free Flight environment have to be pursued aggressively if the National Airspace System's (NAS) capacity is to keep up with consumer demand.

ADF is especially gratified that the FAA, in developing its ten-year plan, has recognized the critical role aircraft dispatchers will play in ensuring the safe operation of the National Airspace System and in ultimately guaranteeing the plan's successful implementation.

The FAA recognizes that the aircraft dispatcher (with the concurrence of the pilot in command), is the individual charged by the Federal Aviation Regulations with selecting the route that commercial flights operated under FAR Part 121 will use, the altitude the flight will operate at, the fuel load placed onboard the aircraft and the assessment of the viability and safety of any new routes proposed by the Air Traffic Control System, among many other operational factors. In addition, since the dispatcher is charged by Federal Regulations with providing weather information to the pilot in command of these flights, the ADF is pleased with the FAA's focus on new meteorological technologies.

Accordingly, aircraft dispatchers will hold the key to reducing congestion in the NAS. The FAA, in acknowledging these responsibilities of the dispatcher and by including the dispatcher in its plan has taken significant steps towards making the skies safer and less crowded.

ADF has continually supported the position that Dispatchers, Air Traffic Controllers and Pilots need automated decision support tools that disseminate information to help them make safer and more efficient decisions. It must be emphasized that these tools must be deployed as a common, integrated platform among Controllers, Pilots and Dispatchers. A potential aircraft routing tool, for example, is one that would present a proposed route to the dispatcher, controller and pilot simultaneously. Each of the three parties would be given a simple yes or no automated response choice upon review of the route. If all three parties answered in the affirmative, the new route would be automatically loaded into the operator's flight planning computer, the FAA air traffic control host computer and the aircraft's flight management system.

ADF cautions that any development of systems which provide new weather technologies to controllers and flight decks but that exclude the dispatcher is unacceptable. Any weather information available to pilots must also be available to dispatchers. While ADF has long maintained that pilots have the obvious right to request any weather information that they deem necessary, we firmly maintain that the Federal Aviation Regulations are clear and unambiguous in charging the dispatcher with delivering mission critical weather information to pilots. Clearly, any tool which provides weather information to pilots but not the dispatcher jointly responsible for operational control would be unacceptable.

Therefore, in general, ADF believes what will best address the growing volume of air traffic in our airspace is a collaborative system with integrated tools across multiple controlling disci-

(Continued on page 3)



ADF - Ohio State - NASA **Agree on Cooperative Study**

ollowing ADF's visit to the NASA Ames Research Center at Moffatt Field, CA, on March 30th, 2001, and a subsequent visit to Delta Air Lines by several Ph.D.'s from NASA, a significant accord has been signed by ADF, Ohio State University, and NASA.

ADF has agreed to work with NASA to evaluate their existing tools, provide subject matter expertise on operational control-related aspects of NASA's work, and to suggest new areas of exploration for NASA's future research. ADF is pleased to be working on this project with a long-time friend of the Dispatch profession, Dr. Phil Smith of Ohio State University. Initial work on this project commenced in early July 2001, with the initiation of 90-minute conference calls emceed by Dr. Smith. These calls are being used to identify and provide concrete examples of scenarios in the current National Airspace System where the adoption of some version of "Free Flight" would be potentially useful from an airline perspective, and to identify any new procedures and technologies necessary to make this feasible.

Following these initial fact-gathering calls, ADF envisions sending a delegation to NASA facilities to work with researchers as they conduct their work on Free Flight implementation and other issues of interest to the dispatch profession.

This accord is of great significance to the dispatch profession. NASA conducts a great deal of research and development work that ultimately finds its way into the daily aspects of airline operations in our country.

Historically, NASA has not focused on the dispatcher, our responsibilities, or our roles in regulatory compliance, and some of their previous work has overlooked operational control and joint re-

sponsibility issues. In committing to work with ADF, NASA is now acknowledging and embracing the important role dispatchers have in the safe conduct of commercial aviation in the NAS. NASA will now reference dispatchers in their proposals, projects, and recommendations. This additional exposure of our work will serve to further increase the growing respect and appreciation amongst our aerospace contemporaries.

ADF is grateful for this opportunity to work with Ohio State and NASA. ADF's leadership is optimistic that this relationship will serve as the foundation for many future beneficial collaborations between NASA and our dispatch profession.

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No Gas -No Dispatcher

IFALDA President Jim Ford reports that a Boeing 737-5L9 operated by Maersk Air experienced a near fuel exhaustion incident in December, 1999, according to reports recently issued by the Danish government. The flight, scheduled to operate between Birmingham, England and Copenhagen, Denmark, was not operated under a dispatch system. The aircraft, unable to land at its destination, attempted to divert to two other alternate airports, missing approaches at both due to high winds and turbulence. Other diversion airports were considered, but not utilized for a number of reasons. The aircraft finally landed at Billund, Denmark with less than 900 pounds of fuel on board. Weather conditions for this approach were reported to included winds gusting to 60 knots. We expect to obtain a complete copy of the Danish investigation into this accident and will provide relevant portions of it on the ADF website.

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ADF President Announces Leadership Changes

The President of the Airline Dispatchers Federation, Mr. Giles O'Keeffe has announced that the following changes in the organization's leadership structure were approved at the ADF's Spring business meeting. ADF"s current Vice President of Operations, Mr. Rick Ketchersid of Southwest Airlines has relinquished his position so that he may concentrate his full energies on the responsibilities associated with his role as Vice President-Treasurer of the International Federation of Airline Dispatch Associations (IFALDA). Mr. Ketchersid assumed the ADF Vice President's role last fall. Mr. Ketchersid was complimented by Mr. O'Keeffe for his loyal service to the dispatch profession. "Rick stepped up to the plate for us last October when the organization needed his services and we appreciate his willingness to help the ADF out, while still maintaining his IFALDA responsibilities," Mr. O'Keeffe observed. "We realize that the demands of dual responsibilities with both organizations is more than we can ask of a volunteer member and respect Rick's wishes to focus his talents exclusively on

(Continued on page 11)



The ADF News-VOLUME 11 ISSUE 3

Page 11

(Continued from page 10)

IFALDA's work," Mr. O'Keeffe stated.

Since the position vacated by Mr. Ketchersid is up for re-election this fall, to fill the opening, Mr. Dave Porter of Delta Air Lines was nominated and subsequently approved by the ADF Council via unanimous vote. Mr. Porter's appointment will be effective until December 31, 2001 as per the ADF by-laws. ADF's President welcomed Mr. Porter to the ADF leadership team citing his "extensive background at IFALDA and his years of service to the dispatch profession."

To better match the skills and background of the ADF Vice Presidential Team, President O'Keeffe also announced the temporary realignment of responsibilities of two of his Vice Presidents for the remainder of 2001. Newly elected VP Porter will be reassigned as Vice President - Government - Legislative - Media Affairs replacing Mr. Mark Hopkins of Delta Air Lines who will assume the responsibilities of Vice President - Operations.

These temporary reassignments will be effective through December 31, 2001. Mr. O'Keeffe concluded that these changes "take advantage of Mr. Hopkins' strong operational background and will also leverage Mr. Porter's extensive ties in Washington, D.C. These changes better match our leadership's experience with their respective areas of responsibility".

In addition, Mr. Jerry Elder of Delta Air Lines, formerly ADF Director of International Relations, has been reassigned to the newly created position of Director - Industry Marketing. In this new role, Mr. Elder will focus his attentions on ADF's interactions with our industry partners. In addition, Mr. Elder will also assume production responsibilities for ADF's monthly electronic newsletter, the ADF ENEWS effective on June 1, 2001.

Pathfinder Tool By Rick Oiesen/Volpe

When there is bad weather and there is doubt about whether there is a route through it, sometimes a flight known as a "pathfinder" will volunteer to look for a route through the weather. Not every flight is a candidate to be a pathfinder. Depending on how an airframe is equipped, on the qualifications of the captain, and on other factors, a flight may or may not be a candidate to be a pathfinder.

Currently there is no systematic and reliable way that NAS users can inform the FAA about flights that volunteer to be pathfinders. The purpose of the Pathfinder Page is to give the NAS users a simple and effective way to convey to the FAA the needed information about flights that volunteer to be pathfinders.

The concept of operations is summarized as follows. Location of the page: The Pathfinder Page will be hosted on the Command Center web site. Entering the data: NAS users will manually enter into this page information about the flights that volunteer to be pathfinders. Using the data: There are two schools of thought on how the data will be used to choose the flights that will serve as pathfinders.

Representatives of the Air Transport Association and the National Business Aircraft Association located at the Command Center will monitor this page and will as necessary take information from it to the FAA's Tactical Consumer Advocate (TCA), who will pass it on to the facilities that require it. The TCA, others at the Command Center, and traffic managers at centers and TRACONs will look at the page and determine what flights should be pathfinders.

Exactly which of these two methods, or what mix of these two methods, will be followed is to be determined when a working version of this page is available for evaluation. At that time details of who will be looking at and acting on the data will be worked out. Contact your CDM Representative for more information.





Airline Dispatchers Federation The ADF News-VOLUME 11 ISSUE 3

New Common Constraint Situation Display Tool By Rick Oiesen/Volpe

The first version of the Common Constraint Situation Display (CCSD) is now ready for use by CDM participants. The thinking is that the CCSD will be a primary method that the FAA will use to communicate dynamic information about constraints to the NAS users. The CCSD shows a graphical, geographical display with both dynamic and static overlays.

The CCSD can be thought of as a somewhat scaleddown version of the Traffic Situation Display (TSD) suitable for a web-based environment.

FUNCTIONALITY PROVIDED BY CCSD

This version of the CCSD provides the following functionality.

- 1. The user can display the red and yellow alert icons for airports, sectors, and fixes. This is exactly what an FAA user of the TSD sees. Use the Alerts/Select Alerts command to display these icons.
- 2. The user can display a timeline that shows for an alerted airport, fix, or sector what the demand is for each 15 minute interval and how this compares to the threshold. The timelines show exactly what a TSD user would see (except that in this version of the CCSD the user cannot yet control the amount of time shown in a timeline and cannot yet show a timeline for unalerted elements, except that a timeline can always be shown for pacing airports). Use the Alerts/Examine Alerts command to display a timeline.
- 3. The user can query the ETMS databases and receive lists of detailed data about flights. This is exactly the same list request capability that the TSD user has, with the exception of data on sensitive flights (VIP, military). Use the Tools/Command Line command to get the dialog box where you will enter a list request.
- 4. The user can display exactly the same static overlays provided by the TSD, including airports, pacing airports, low, high, superhigh, and oceanic sectors, arrival and departure fixes, low, high, terminal, and other navaids, jet and victor routes, SUAs, and others. The user can display labels if desired. Use the Maps/ Overlays command to display static overlays.
- 5. The user can manipulate the screen in various ways such as moving and zooming and showing range

FUNCTIONALITY NOT PROVIDED

The CCSD does not display icons that shows flights in

the air; the FAA policy is to leave this to the private sector. The CCSD does not show weather because of licensing issues.

HOW TO ACCESS THE CCSD

The CCSD is hosted on the Command Center web site. To access the CCSD, use the same IP address that you currently use to access this web site. One difference is that you must use port 8080 to access the CCSD rather than port 80, which you have previously used to access this web site. That is, after the IP address enter a colon followed by 8080. If you are not sure what to do, give Ken or me a call. Some airlines might need to reconfigure their firewalls to allow access through port 8080. If you successfully connect to the WSD, would you please explode a message so that we will know that things work? If you try and cannot connect, please give Dave Reiser, (617) 494-2346, Ken, or me a call so we can figure out what went wrong.

TRAINING

There are several ways that you can learn how to use the CCSD.

- 1. One advantage of the first version's being so simple is that there isn't much to learn. You can play with most of the commands and figure out how to use them.
- 2. Click the Help button on the main menu bar in a dialog box to get on-line help.
- 3. The trickiest part is using the list request capability (Continued on page 15)







The Senate version of musical chairs occasioned by the defection of Sen. James Jeffords (I-Vt.) from the Republican party ranks to a status as "Independent" began when Congress returned from its Memorial Day recess the first week of last month. That move changed the Republican party majority in the Senate to the Democrat side, which resulted in shifts in Senate committee chairmanships. The chairs game may resume again if and when certain allegations of misconduct against Sen. Robert Torricelli (D-N.J.) stop the music and require his seat to be vacated.

The Senate shift in power may put a damper on President Bush's major legislative programs. In spite of the pledges for bipartisan concerns by new Senate majority leader Tom Daschle (D-S.D.), who replaced Sen. Trent Lott (R-Miss.), Washington pundits are forecasting a change in direction that would favor legislation proposed by Democrats, such as health-care legislation.

And it should be noted that the Republican party still has the majority in the House of Representatives, and that may counterbalance what the Senate does in the long or short term. Controversial legislation is usually subject to joint conference committee review, and what comes out of those meetings sometimes comes out just a little bit different from what went in. Characteristically, aviation is not viewed as a major concern no matter which party is in power in either legislature. During the presidential election process, neither candidate had much in the way of an aviation plank in their party

platforms. So it can be assumed that any aviation legislation that is introduced will be generated by individual legislators based on perceived concerns rather than political-party preferences.

The changes in Senate committee chairmanships do have to be noted. Sen. John McCain (R-Ariz.), a long-time advocate of aviation user charges with an avowed dislike for corporate "fat cat" aircraft, loses chairmanship of the Senate Commerce Committee and gives way to Sen. Ernest Hollings (D-S.C.), who does not seem to have the same bent toward aviation user fees. McCain, however, becomes the ranking minority member of the committee and is not expected to disappear from sight or remain silent on his favorite subjects.

Sen. Jay Rockefeller (D-W. Va.) takes the chair of the Senate Commerce Committee's aviation subcommittee from Sen. Kay Bailey Hutchison (R-Texas), and there seems to be an even give and take in this area. Hutchison, who reigned for five months, had introduced S.633, The Aviation Delay Prevention Act, for the review and management of airport congestion. Rockefeller played a role in having Sino Swearingen Aircraft build a jet assembly plant in West Virginia, and he assisted in securing financing from Taiwanese investors.

It is anticipated that there will be forthcoming Senate bills relating to environmental streamlining and airline scheduling practices that will bear the imprimatur of McCain, Hutchison and Rockefeller.

(Continued on page 15)





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Page 1

(Continued from page 14)

Sen. Robert Byrd (D-W. Va.), famous for finding funds for pork-barrel projects in his native state, assumes the chairmanship of the Senate Appropriations Committee, replacing Sen. Ted Stevens (R-Alaska), while Sen. Patty Murray (D-Wash.) will take over from Sen. Richard Shelby (R-Ala.) as chair of the transportation appropriations subcommittee. When it comes to transportation funding, the money is divided from a common pot and Democrats appear to favor Amtrak funding over FAA operations.

S.871, introduced by Sen. Max Cleland (D-Ga.), would provide for the computation of annuities for air traffic controllers in a similar manner as the computation of annuities for law-enforcement officers and firefighters.

S.959, introduced by Sen. Max Baucus (D-Mont.), would authorize the Secretary of Transportation to consider the effect of severe weather conditions on Montana's aviating public and establish regulatory distinctions consistent with those applied to Alaska. Baucus pointed out that the FAA eliminated the use of on-site certified weather observations at service level-D airports in Montana, and that the lack of accurate information would affect the ability of commercial and private aircraft to land at those airports.

H.R.1792, introduced by Rep. J. D. Watts (R-Okla.), would ensure that air carriers meet their obligations under the airline customer-service agreement and provide improved passenger service to meet public convenience and necessity.

H.R.1818, introduced by Rep. Collin Peterson (D-Minn.), would eliminate authority for employees and agents of the U.S. to assist foreign countries in interdiction of aircraft suspected of drug-related operations. This legislation was stimulated after a Peruvian military jet shot down a Cessna 185 that was carrying a family of missionaries after an alert by a U.S. surveillance airplane. Original legislation providing authority to assist foreign countries in shootdown activities

was part of a 1994 Defense Department authorization bill.

H.R.1931, introduced by Rep. Dave Weldon (R-Fla.), would amend the Internal Revenue Code to treat spaceports like airports under the exempt facility bond rules.

H.R.1979, introduced by Rep. Roger Wicker (R-Miss.), would provide assistance for the construction of certain ATC towers. The bill would provide grants for the construction or improvement of non-approach control towers and the acquisition of air traffic control equipment for those towers.

(Continued from page 13)

to request data from the ETMS data bases. Not only is there on-line help, but the relevant section from the ETMS reference as well as Appendix A from this manual is attached. (Not everything in these documents is relevant to a CCSD user; for example, only a TSD user but not a CCSD user get the command line by pressing the; key. Use these documents as guides to what you can enter at the command line.)

4. When enough airlines are connected, Volpe will provide at least one training session in a telcon. Let me know when you are ready for a training telcon. The idea is that you will sit at a CCSD in your office while we walk you through the commands and explain the operation of the CCSD.

5. If you can't figure something out, give Ken or me a call.

THE FIRST STEP OF MANY

Let me stress that there is still a lot of work to be done on the CCSD. Much of the work to be done is more or less obvious, which is to give the CCSD more of the TSD functionality; on the CCSD menus, you will see many commands that are "grayed" out because we have not yet written the software to enable them. Over the coming months we will be filling in these blanks. In addition, there will be many discussions of what the NAS users need to get from the CCSD if they are going to make decisions that will make the system run better. Be ready with your suggestions, and feel free to send them to me or to explode them to start a general discussion.



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Volcanic Ash - Airline Workshop Len Salinas United Airlines

I am a member of the organizing committee for a three (3) day workshop to be held in Anchorage, Alaska, October 23-25, 2001 at the University of Alaska Anchorage in the Aviation Technology Center.

Objective: To provide the pilot and dispatcher with 1) a thorough understanding of volcanic ash issues (unique characteristics, affects on aircraft, detection/tracking, effective warning systems, mitigation); and 2) "hands-on" experience through a table exercise. Emphasis will be on the North Pacific Rim volcanoes. This will be the first of its kind to provide actual instruction in a lab environment on interpretation of satellite data, wind data, Volcanic Ash Forecast Trajectory and Dispersion models. In addition each integral player will be involved with the exercise.

Representatives from the FAA, JPL, Boeing, USGS, ARL, ALPA, ADF, NOAA, and NWS will be present with lectures, handouts, research and hands on exercises.

There will be limited space for the lab exercises of 50 workstations. Mr. Gary Hufford, NWS, has asked me to seek potential attendees. I see the potential for a Meteorologist and a Dispatcher at a workstation. Some airlines may prefer to send a Pilot and a Dispatcher. Others may wish to send a Station Representative or Operations Manager. The exact itinerary of this three-day workshop is still in development to insure the constituents are provided a quality product.

Please contact me if your airline would like to participate.

Len Salinas -United Airlines Dispatch Instructor ADF Representative 1-847-700-3023 leonard.salinas@ual.com

35 NEXT GENERATION RVR SITES NOW AVAILABLE

Real-time RVR measurements can now be used not only by used by air traffic controllers in towers and TRACONs, but also by air carriers.

As part of the CDM capabilities, a data distribution infrastructure, known as CDMNET, has been developed for exchanging data between certain airline operating centers (AOC's) and the FAA. The CDM data distribution system has a hub and spoke architecture, with the hub at the Volpe National Transportation System Center (Volpe).

AOC's connect to the CDM hub using communications capabilities provided by third party vendors. The CDM infrastructure will be used to make the RVR data available to the users.

For more information, visit: www.metsci.com/cdm/members/nasdocs.html

RVR data is being distributed for the 30 airports listed below:

ATL, BFI, BWI, BOS, CLE, CLT, CVG, DAL, DEN, DFA (east runways at DFW), DFB (west runways at DFW), DPA, DTW, GJT, HOU, IAD, IAH, IND, MCO, MDW, MEM, MIA, MSP, OAK, ORD, PDX, PHL, PHX, RDU, SJC, SFO, SLC, SEA, STL, TPA







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2002-2003 ADF Nominations Open

President -

- Oversees all areas of the Organization
- Responsible to the membership for all planning and conducting the affairs of the organization
- Give direction to the officers / chairpersons indicating which meetings/forums most benefit the profession and/or membership
- Insure the organization bi-laws are followed, current and maintained
- Appoint Directors.
- Speak on behalf of the profession and the ADF Membership
- Currently held by Mr. Giles O'Keeffe NWA

- Maintains current and accurate records of the financial position of the organization
- Responds to bills / reimbursements to members in a timely manner
- Prepares taxes and reports required for the March 15 corporate tax deadline
- Each December, coordinates Airline Billing with the ADF Secretary & VP of ADF Membership in order to collect annual dues, fees, and other necessary items
- Prepares an annual budget
- Report on the financial position of the organization, including deviations from the budget, at all business
- Forward IFALDA dues and any supporting documents before the Annual General Meeting.
- Maintains a current list of all ADF Assets and there location (also used for depreciation for tax pur-
- Currently held by Mr. Michael Timpe Horizon
- Nominations Mr. Michael Timpe Horizon

VP Operations

- Develop and maintain relationships with industry organizations such as NTSB, ATA, FAA, NASA, NCAR, ATPAC, FAA Policy and Procedures
- Make him/her self knowledgeable with the issues concerning dispatchers within industry organiza-
- Through active coordination with the ADF President & VP of Legislative Affairs, attend (or delegate the attendance) any meeting that concerns the dis-

patch profession

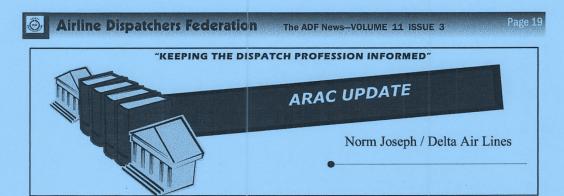
- Keep close contact with other Industry Organizations to assure we agree or have an understanding of the ongoing issues.
- Communicate all issues, in the form of a trip paper or position report to the ADF Board and member-
- Work to educate those involved in these industry organizations the benefit of the dispatch profession.
- Oversees the ADF Discussion Board located on the ADF Website by responding or delegating the responsibility.
- Currently held by Mr. Mark Hopkins Delta Air
- Nominations- Mr. Mark Hopkins Delta Air Lines

VP Administration

- Maintain the ADF database by updating the list of members (& those interested in Membership) address, phone number, email address, etc.
- Responsible for informing all members of upcoming events & Opportunities via e-mail
- Assist in the responsibility for ADF newsletter deadlines / articles / content
- Monitor & stock ADF Video's, Lapel pins, Stickers,
- Verify individuals are receiving ADF Newsletter/ Print mailing labels for Newsletter
- Oversee contract secretary
- Coordinate issues with the web master
- Coordinate late dues with VP of Membership
- Log the accomplishments for each year
- Bring copies of current Newsletter and other dispatch information to each meeting
- Make changes in by-laws once approved. Forward to VP of Membership and/or Director of Technology for updates.
- Coordinate Symposium publications
- Assists Director of Corporate Alliances with any Schools or Sponsor issues
- Develop ways to show the benefit of the profession
- Currently held by Ms. Carla Beck SWA
- Nominations Ms. Rhonda Smith Hawaiian Air-
- Web Master:

(Continued on page 19)





The ARAC Executive Committee met at FAA Headquarters in Washington D.C. on May 9, 2001.

The Fuel Tank Inerting working group presented a progress report. The group advised the technology and priority surrounding this issue is leading to different conclusions than the last tasking in 1998. While the FAA has recently issued two Advisory Circular's (25-981-1B and 25-981-2) and a new rule concerning fuel tanks, this tasking on inerting is separate and apart from those issues. The group hopes to conclude its work by fall 2001.

Additional tasks of interest to dispatchers include the two tasks under the Airports Issues Group. One concerns Airport Rescue and Fire Fighting. The other is a review of Runway Friction Measurement. Both groups continue their work. I will advise the results when they are available.

Under the Air Carrier Operations Issues Group, the Aircraft Performance Harmonization working group hopes to have its recommendations finalized within the next six months. The review of the FAA version of the All Weather Operations Advisory Circular should also be completed shortly. The ETOPS working group continues to meet every other month but is expected to request an extension to the FAA deadline for submitting its recommendations due to the complexity of the task. The next Air Carrier Operations Issues meeting is scheduled for May 22.

There were no new tasks assigned that would be of interest to our group.

(Continued from page 18)

Maintain the ADF website and handle all automation issues for the organization.

Executive Team Directive:

- Officer is encouraged to submit position papers to the membership on issues under their direction.
- Officer representing ADF should prepare a trip report within two weeks of the said meeting and forward via e-mail to the officers.
- Officer will write an article for the quarterly newsletter
- Officer will communicate & work closely with their assigned directors

From the By-Laws

Nominations for Officers will be made from the general membership of ADF at large.

OFFICERS: shall be elected for a two (2) year term commencing January 1st of the respective year and shall serve alternating terms of office as follows and henceforth will be elected for a two year term.

NOMINATIONS: will be opened at the second meeting of the election year.

ELECTIONS: will be held at the last meeting of the election year by those Delegates in attendance by secret ballot.

To be eligible for nomination and/or election as an Delegate/Alternate, a member must be a licensed dispatcher with minimum of 1 year airline experience and in continuous good standing with ADF.

If you are interested, please contact ADFBoard@dispatcher.org





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Air Carrier Operations Issues Group (ACOIG) Dave Smith - Delta Air Lines

The ARAC Air Carrier Operations Issues Group met at the FAA Headquarters building in Washington, D.C., on May 22, 2001.

The ETOPS Working Group (W.G.) chair, Tim Gallagher, presented a progress report for his group. When originally tasked with developing recommendations in mid-2000, the schedule was admittedly aggressive. Due to the ongoing concept 'refinement', particularly in the NOPAC theatre, as well as the extent of the harmonization issues, the scheduled completion date will not be met. Mr. Gallagher indicated that three additional multiday meetings have been scheduled through this summer, but he hopes that the task will be completed prior to the third meeting. Therefore, a final report should be forthcoming from this working group.

Due to the rather sudden resignation of the previous chairperson, the report from the All Weather Harmonization Working Group was presented by the new chair, Jim McKee. After further review of the previously published Advisory Circular (A.C.), the working group has decided to make no major recommendations to change the A.C. Section 4, regarding operations, was clarified, as was section 9, which pertains to manufacturers. The FAA representative, Howard Swancy, made a commitment to the ACOIG that the FAA will publish an interim document to help clarify the intended consequences of the A.C. The A.C. itself will be published in the Federal Register in 60 days, with the standard time for public comment applied. He also committed to sending the document to the ARAC web bulletin board

Chairman Ken Hurley presented the final report of the Airplane Performance Harmonization Working Group. Two issues were outstanding and unresolved from the December W.G. report: engine failure performance on contaminated runways, and go-around obstacle clearance. The engine failure issue is still unresolved with a split vote. The FAA will likely have to make a final determination, barring any late resolution. The W.G. continued to work on what is being described as A.C. 120-XXX, as a replacement for the obstacle clearance criteria that exists in AC 120-29A. As part of the final report, the W.G. recommended issuing a new ARAC task which would consider two additional problems: first, whether to retroactively apply performance criteria to existing aircraft designs; and second, to determine if operators must consider runway alignment in relation to aircraft position on takeoff.

Various parameters of the final report, including wet runways, worn brakes, affected fleet types for deceleration, pilot response times, and alignment distance were discussed. Further details and information are available on these issues if needed. The ACOIG voted to accept the report of the W.G., which means that the report is now in the hands of the FAA for action. If the report is accepted, the Working Group task will be effectively terminated, except to meet with the FAA on an interim basis regarding A.C. harmonization.

ADF has learned that a dispatcher was recently cited during an FAA inspection for violating FAR 121.613. Seems the dispatcher released an early evening departure to a destination that had been below minimums all afternoon, was below minimums at departure time and was forecasted to be below minimums all through the night. Here is what the regulation says:

Sec. 121.613 Dispatch or flight release under IFR or over the top. Except as provided in Sec. 121.615, no person may dispatch or release an aircraft for operations under IFR or over-the-top, unless appropriate weather reports or forecasts, or any combination thereof, indicate that the weather conditions will be at or above the authorized minimums at the estimated time of arrival at the airport or airports to which dispatched or released.

While many operators have received an FAA exemption which allows dispatch in situations such as the above example with appropriate alternate availability and hold fuel, many airlines have not sought out this exemption. Dispatchers may wish to review their handling of flights in these situations to assure compliance with the FAR's as they relate to your specific opera-

Answer to "Where are You" from back page:

national Airport in Salt Lake City. Did you get the answer? You are at Salt Lake City Inter-



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Aviation: Are We A "System?" The ATC System Command Center (ATCSCC) Roadshow & "System Approach"

By Paul Branch and Steve Ball National Traffic Management Training Branch **Air Traffic Tactical Operations**

In the summer of 1999, the operational situation in the national airspace system (NAS), with delays and tempers running high, finally came to a head. Jane Garvey, the FAA's Administrator, called together high-level representatives of the aviation industry to determine their perspectives regarding what should be done.

From this meeting, a nationwide evaluation of the entire traffic management system (the first ever conducted on such a scale) was implemented. The most significant outcomes from this evaluation were straightforward enough to identify: 1) We need improvement in effective communications; 2) we need to standardize our operating methods; 3) we need to improve our management of the NAS to regain lost efficiency, and; 4) we need to more effectively "spread the word" regarding traffic management processes and system thinking philosophy. All-in-all, easier said than done!

In effect, the evaluation and most recent rhetoric has called into question whether the aviation system, and specifically, the air traffic control system, is truly a "system." To establish some common ground, please allow us to offer the following definition:

System: A group of interacting, interdependent people and component technologies forming a unified whole that are organized and operate to perform one or more vital functions that serve to accomplish a common goal.

It is vital that we, that is, all members of the aviation community, agree that independent operations do not best support national success. Until we begin to see ourselves as members of the "unified whole," as described above, we will continue to yield results that do not completely satisfy those of us who work within the community or those who depend upon the community's efforts (i.e., the customer).

It is for this purpose, to reestablish our connectivity to the unified whole, that the ATCSCC Roadshow was begun in January 2000 and continues to be conducted throughout the nation at Air Traffic Control facilities, airline headquarters, and at gatherings of special interest groups, such as the ADF conference recently held in Honolulu, Hawaii.

The ATCSCC Roadshow is a vehicle for bringing to the entirety of the aviation community the message that we must reexamine ourselves, our thinking and our daily work processes, to determine whether or not we might change to better fulfill the expectations for the future of this industry. It is widely recognized that the industry will continue to grow, with U.S. domestic air carrier passenger rid-

(Continued on page 22)



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ership estimated to increase from approximately 690 million in 2000 to more than 1 billion by about 2010. Total operations are expected to increase approximately 3-5% annually for the foreseeable future. Clearly, there is a mandate for improving our collective abilities to meet this need. The question is, are we up to the challenge?

Historically, the air traffic control system has always been able to rise to fulfill expectations and we see no reason, if we are all willing to continue to learn and change, why we cannot continue to do so. But then, this is precisely the question that must be faced: Are we, that is, the entire aviation community, willing to continue to learn, to challenge ourselves to change, to ensure the continued success of the aviation industry? Or have our bureaucracies caused us to have an entrenched mindset? Have we allowed ourselves to become complacent and too readily accepting of the status quo? Are the successes of the industry over the past almost 100 years (remember the Wright brothers and their flight in 1903?) enough to guarantee our future success? If not, then what? These are some of the thought-provoking areas the ATCSCC Roadshow endeavors to explore with those who participate.

Perhaps technology will be the panacea some (many?) believe it will be, and perhaps people will play an ever-decreasing role in yielding success for the aviation industry. But we are not among those who would seek to build a system that places so much faith in computers and so lit-

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tle faith in people's ability and desire to create outcomes about which we can all be justifiably proud. We believe that technology must be part of the equation for our mutual futures, but that it must serve the needs of the people, not vice versa. To the extent that we can, we will continue to provide opportunities for people to learn, to grow, to change, and to discover that the future success of this industry lies within the people of the aviation community. It is their commitment to generate daily a "system approach" to their work that will eventually yield a true system.

Paul.branch@faa.gov Steve.bell@faa.gov (703) 904-4400





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ADF Position on Code Sharing

common marketing practice in today's airline industry is an arrangement referred to as a "Code-Sharing" agreement. Under such an agreement, tickets are sold to passengers under a single airline's two letter identifier implying that the passenger's journey will be flown exclusively on that single carrier. In fact, one or more different airlines actually operate a portion of the flight on which the passenger has reserved

The potential safety implications involved with this type of marketing agreement were highlighted by the crash of a Boeing 727 in South America when Air France code share Flight 422, operating between Paris, Bogotá, Columbia and Quito, Ecuador crashed shortly after takeoff from Bogotá. The Trans-Atlantic portion of the fight was operated with an Air France crew on an Air France Airbus. The South American portion was using a leased TAME Boeing 727 flown by an Ecuadorian crew. The 727 went down when it failed to make a sharp turn south and plowed into a jagged ridge of Bogotá's eastern mountain range. Quito bound passengers boarding in Paris had bought tickets reflecting Air France flight 422, even though the Air France aircraft was scheduled to go only as far as Bogotá.

In a theoretical aviation system with only one standard level of safety, code-sharing is a practice that would have no negative impact on safe air transportation, and ADF remains neutral on marketing techniques in themselves. However, ADF cannot support code-sharing when it is used to mask the lower safety standards and practices of one air carrier under the cloak of a code-share partner. While it should be considered good business for each partner to ensure

that the other is in full compliance with the highest level of safety, the FAA is charged with ensuring such compliance. Indeed, in the past few years, we have seen the FAA upgrade the regulations covering Part 135 carriers to that of Part 121, with the specific, stated intent of reducing the accident rates of the Part 135 carriers. The ADF expects no less from the FAA when it comes to code-sharing.

Sadly, even within the borders of the USA, the FAA has not managed to require all passenger carrying aircraft to comply with the single highest level of safety, Part 121. The FAA still permits Part 121 Supplemental and Part 129 operations in this country, neither of which fulfill all the mandated safety requirements of a full Part 121 operation.

US carriers operating under Part 121 have the lowest accident rate in the world. Code-sharing without the safety requirements of Part 121 may expose the passengers of the U.S. airline to a lower standard of safety than would exist otherwise. Any failure by the United States to insist on the highest level of safety, Part 121, could result in more accidents involving U.S. citizens.

There are no current global requirements for aviation safety. The United States must at least protect its own citizens by mandating that any air carrier who wishes to code-share with a US Part 121 carrier must fully comply with the requirements of Part 121 Domestic or Flag. In addition, US Carriers should realize that by bringing their code share partners up to the highest standard of safety in the world, they are limiting their liability and exposure to the devastating effects of an accident involving their passen-





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Page 2

LAB ANALYSIS ON AIRLINE DISPATCHERS

John Aryeetey - Ghana Civil Aviation Authority - Safety Regulation Department

Descendants of Dispatchers can now make economic and safety decisions for the airlines. Without dispatchers, airlines operations around the world would have learned a great lesson from the drills of meteostorms and discoveries to the moon and other planets could not have been achieved. A certain scientist on human behavior went to the dispatcher office and came out with these remarkable findings.

Element: Aircraft Dispatcher

Symbol: ADX

Atomic Mass:

Male Aircraft Dispatchers weighs 180 Lbs. Female Aircraft dispatchers weighs 105 Lbs. Occurrence: Copious Quantities in aviation industries throughout the world.

PHYSICAL PROPERTIES:

They are always covered with surface analysis and depiction charts, boils at nothing, freezes without reason, melts when weather forecast trends changes.

Found in various states ranging from ice pellets to ground fog. Does not yield to pressure

CHEMICAL PROPERTIES OF ADX

Has greater affinity for fuel required for holding and missed approach at destination. Absorbs great quantities of pressure from delays and re-dispatch. May explode spontaneously without prior warning of severe weather watch. Insoluble in liquids, but activity is greatly increased when stimulated with coffee.

COMMON USES

Highly motivated when flights land safely with no NOTAMS. Can be a great aid to flight safety.

HAZARDS

Illegal to dispatch flights into storms.

CONCLUSION

Simple and noble, yet so complex his jurisdiction over flight is powerful and desirable.

Upcoming ADF Meetings

Summer 2001 Business Meeting July 29-31, 2001 Las Vegas, Nevada

Symposium and Fall Business Meeting -

October 7-9, 2001 Washington, DC —Crystal Gateway Marriott

2002 Business Meeting Tentative Dates

February 24-25, 2002 Location TBA

Spring 2002 Business Meeting & World Dispatch Summit 2002 May 6-9, 2002 Toronto, Ont. Canada

Summer 2002 Business Meeting - July 28-29, 2002 Location—TBA

Symposium and Fall Business Meeting -October 7-9, 2002 Washington, D.C.



Airline Dispatchers Federation The ADF News-VOLUME 11 ISSUE 3

Space Weather Week 2001 Space Environment Center (SEC) —Boulder, Colorado

The Space Weather Week 2001 Conference, hosted by NOAA/SEC, gave us a good opportunity to learn the intricacies of Space Weather and the research being done for its advancement. Conversely, we were able to express what we, as end users, need from the providing agencies.

Gene Cameron gave an excellent presentation of Polar Flying and what the airlines need to support such operations. The presentation was well received by the scientific community, prompting many questions and opening a strong dialog between the SEC and the airlines. It became apparent that both the airlines and research communities are on the threshold of something new and there are still many unanswered questions that require our attention.

In a splinter session between the user group and the SEC, we were able to communicate some of our more immediate operational needs and they agreed to look at implementing changes in the way alerts are disseminated as well as translating some of their data into plain text language. Overall, I feel we were successful in expressing that the airline industry is indeed a customer of the SEC's products and services and that we need to work on refining the way we work together.

The Conference's presentations and discussion groups gave a great education on Solar Flare activity and the effects it has on our operations (biological, communications, and navigation).

The following is an observation of one of the participants and not a statement of policy:

We are currently on the downside of a Solar Max an 11-year sunspot cycle. It is during the downside where we can expect the most solar flare activity.

Solar Flares are difficult to forecast. Some major results of solar variations are the aurora, proton events, and geomagnetic storms. Although all ef-

fects can substantially degrade communications and navigation capabilities, proton events (also known as Solar Energetic Particle or Solar Cosmic Ray events) in particular can be of concern biologically. After a major flare, protons can reach the Earth within 30 minutes. Although they are of great significance for astronauts and high flying aircraft (60,000 ft and above), commercial aircraft overflying the Polar Regions (60N and above) have a chance of being affected. Under normal circumstances, there is no concern for commercial flying. However, during a significant proton event, there is a small risk that passengers and crew may be exposed to higher than normal levels of radiation.

The other principal source of natural radiation affecting commercial flight is Galactic Cosmic Rays (GCR's). GCR's are always present and the intensity varies over the 11-year solar cycle. They are maximum when solar activity is minimum and vice-versa. During a 2-hour flight at normal operating altitudes for commercial aircraft, GCR's may approximately double a person's radiation dose for the day.

For every 10,000 ft descended, exposure levels are A good tool to assist in flight plancut in half. ning is the D-Region Absorption Prediction Chart. It is a link off the SEC Space Weather Now website (http://www.sec.noaa.gov/rt_plots/dregion. html). The chart is updated every minute and plots areas of potential HF communication degradation.

At the request of both the airlines and ARINC, the SEC will look into disseminating information in a plain text format so the end users (dispatchers, pilots, and radio operators) can understand the data and make better decisions.

SEC will look into an alternate alerting system so the dispatchers will be advised immediately when there is a flare event. Currently, during an alert, email is sent out however, the dispatchers are not

(Continued on page 26)



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Airline Dispatchers Federation

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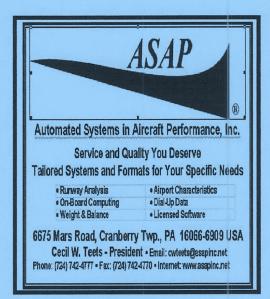
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(Continued from page 25)

advised. We hope to have a process in place whereby after an event, the dispatcher would receive an alert immediately and have enough time to make a sound tactical decision with the PIC.

The SEC does not set risk scales nor provide judgment regarding health issues. We need to find out who will be ultimately responsible for setting acceptable limits (FAA, individual carriers, or another agency?). Now that the situation for both user and provider are better understood, I feel continued communication between the SEC and us are important. We will try to tailor the data provided from the SEC into a format that is easy to read and understand from an operational viewpoint. More importantly, we will endeavor to adjust the alerting system so the dispatchers get information regarding solar events in a timely manner. This will enable us to make better decisions and remove as much guesswork as possible. Above all, we need to temper this new data with education, so that incorrect assumptions are avoided and safe, consistent, informed decisions are made.

Gene Cameron—United Airlines



INTEGRATED COMPUTER SYSTEM AIMS TO AID DISPATCHERS

Perhaps tired of waiting for the FAA to create systems that would do what they are already doing, three companies -- Flight Explorer, David R. Bornemann Associates (dRb) and WSI -- announced at the Regional Airline Association Annual Convention in Tampa, Fla., that they are combining their strengths to help ease air-travel delays. The companies have created a system that automates, integrates and displays information needed by airline dispatchers. Flight Explorer processes FAA flight data, dRb provides flight-planning software, and WSI provides aviation weather information. The system was developed and tested in partnership with several regional air carriers. The companies hope it will help reduce delays through improved efficiency.





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Weather Training KAUS in the Toilet

Kris Kimmons / Continental Airlines

In my experience working as an airline dispatcher it seems that both the old and new AUS fields are notorious for low cigs and viz. The question I have is why?

What conditions exist there that don't at IAH or SAT? The temp/dewpoints are all narrow but only AUS is in the toilet, so something else must be the mechanism. Is there some geographic influence which causes the air just above the very lowest layer to cool more than the other locations which then "frosts" that lowest layer or what?

Well here is an explanation from the Science and Operations Officer (the SOO position at the NWS offices is the person who is responsible for training and keeping the staff up to date on the latest techniques in meteorology) at the San Antonio NWS office under which the forecast responsibility for AUS falls.

Mr Kimmons.

You bring up a very interesting and important subject - the low ceilings and visibilities at Austin/Bergstrom (KAUS). There seems to be an area from KAUS to New Braunfels (KBAZ) which exhibit lower weather conditions than surrounding locations, especially when clear, calm conditions exist over the area. KAUS is located along both the Colorado River Valley and the Onion Creek depression. Considerable vegetation also adds to any water source. This low area provides a good area for cold air pooling (cooler air draining from higher areas into the depressions), and KAUS often is about 3 to 5 degrees cooler than the city proper. This cooler air, coupled with available local moisture, provides the ingredients for low ceilings and visibilities around daybreak. We have been cooler

and wetter than normal, and we have had lighter winds than usual.

Farther south in New Braunfels (KBAZ), there is considerable crop lands, including corn. Corn is notorious for evapotraspiration, providing local moisture sources as well.

It is my guess that as more industrial and other development increases around the KAUS area, the Austin urban heat island will expand and slowly decrease the number and intensity of this isolated phenomenon (it still will occur, but not as often or intense). That change is years away, how-

I hope that this reply has been helpful. If you have other concerns or follow-up questions or remarks, please do not hesitate to pass them on to me or the office.

Jim Ward Science Operations Officer

If you have information like this that you would like to share with the dispatch community, forward it to ADFBoard@dispatcher.org

When calculating "BINGO" fuel in a diversion planning situation, the dispatcher must consider three factors;

A) The aircraft's FAR reserve B) The burn from missed approach to alternate and C) The burn from the aircraft's present position to the destination. "Planning" to depart the holding fix with less than the total of those three fuel amounts constitutes a FAR violation. For example, a aircraft destined for ATL is holding at the Rome VOR. The aircraft's FAR reserve is 6000 pounds, the burn from a miss at ATL to the alternate, BHM is 3500 pounds and the burn from Rome to ATL is 1500 pounds. When the aircraft reaches a fuel state of 11000 pounds, per the regulations, it must proceed to BHM. "Planning to depart holding with say, 9000 pounds is "planning" to burn 2000 pounds into reserve (unless conditions allow the alternate to be deleted).

"When a prang seems inevitable, endeavor to strike the softest, cheapest object in the vicinity, as slowly and gently as possible." - advice given to RAF pilots during W.W.II.





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FAA to Install New System to Limit Runway Collisions

The government gave the green light to a new system designed to prevent collisions on airport runways. New technology, called the Airport Movement Area Safety System, uses existing airport radar to warn controllers of potential collisions.

The system, which originally was supposed to be installed beginning in 1994, has been tested at the San Francisco and Detroit airports, and now is to be added to 31 other major airports between July 2001 and November 2002.

"This new tool provides passengers an extra margin of safety on the runway," Federal Aviation Administrator Jane Garvey said.

The National Transportation Safety Board has said the system doesn't go far enough. The FAA's announcement comes at a time when the number of airplanes, vehicles and people erroneously entering runways is on the increase. The number of runway incursions grew from 230 in 1994 to 431 in 2000. This year, there are even more — 130 during the first four months of 2001, compared with 118 during the same period in 2000.

Stopping runway incursions has been one of the NTSB's top safety priorities since 1990. Indeed, the weekend before the safety agency voted to keep the issue as a top priority, two planes came close to colliding at Dallas-Fort Worth Airport. An American Airlines jet racing to take off for Chicago narrowly cleared a small cargo plane that accidentally turned onto the same runway.

NTSB officials have said the new system is insufficient, saying they want the FAA to develop technology that warns pilots when someone is on a runway, rather than a system that merely tells controllers only when there is a strong chance of a collision.

"The board does not believe that (the system), as

currently designed, meets the safety goals of the original system promised by the FAA," acting NTSB chairwoman Carol Carmody told the House Appropriations transportation subcommittee in March.

FAA spokesman Fraser Jones said the new system is designed to prevent serious accidents. "We're giving controllers another tool to save people's lives," Jones said. "We want to focus on the greatest loss of life and property and we don't want a system that's intrusive."

Dispatch E-News The Electronic News for Dispatch, is updated the first of every Month. "News worthy items for Dispatch by Dispatch" Please submit your articles and ideas to adfboard@dispatcher.org.

Located at www.dispatcher.org.

"There is no reason to fly through a thunderstorm in peacetime." Sign over squadron ops desk at Davis-Monthan AFB, AZ, 1970.





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FAA Free Flight Technology Achieves Major Milestone

Federal Aviation Administration Administrator Jane F. Garvey was in Indianapolis in June to celebrate the use of a technology that is helping to revolutionize air traffic control. The User Request Evaluation Tool (URET), reached one million hours of use in May. This new software is part of the FAA's free flight program, which is designed to improve efficiency and capacity.

"This program is an important part of the success we're seeing in our air traffic modernization efforts. It's a win-win for the controllers, pilots and the airline industry. And when those groups win, so do the passengers," said Garvey.

URET is a hardware and software program that aids controllers in granting pilot requests to change their flight path for more direct routes or for different altitudes. The software allows controllers to look 20 minutes into the future of a flight path. If a pilot wants a more direct or different route, the controller punches in the request. The proposed route flashes green or red. Immediately, the controller is advised if the request is safe. Previously, the controller relied on paper flight strips and mental calculations.

Controllers in Memphis, Tenn., and Indianapolis started using URET in 1997. Since then, direct routings entered by controllers have increased by 40 percent. This translates to less flying time, less fuel burned, fewer expenses and greater passenger benefits. Airlines are reporting \$1.5 million in direct costs saved per month.

"We have a commitment to labor and industry to make the system flow smoothly, and we're pleased to show the positive results," Garvey said. "This is an important piece of the Operational Evolution Plan, our ongoing implementation blueprint for the next 10 years."

URET was conceived and built by MITRE Corp., McLean, Va. and is being further developed by

Lockheed Martin, Rockville, MD., for use at high altitude centers. The digital system will be deployed in Atlanta, Chicago, Cleveland, Kansas City, MO, and Washington centers in 2002.

Editor Note: Does URET advise the pilot or controller if there is severe weather, icing, or turbulence on the new direct route?

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Tbenson@dispatcher.org.

ADF Leadership Team for 2001

Giles O'Keeffe-President (Northwest Airlines - MSP)

Mike Timpe-Treasurer (Horizon Air - PDX)

Diana Gaeta –V.P. Membership (Continental Airlines - IAH)

Mark Hopkins — VP Operations (Delta Air Lines-DAL)

Allan Rossmore - Chief Legal Counsel (Eastern Airlines (retired) - MIA)

Lynn F. Hull — Director of Publications FEDEX Express-MEM)

Vic Sotenberg - Director- International Operations (ORBIS International - JFK)

Norm Joseph — Director of Aviation Rulemaking (Delta Air Lines - ATL)

Gary Schmitt - Director - Govt/Legislative Affairs (FEDEX Express –MEM)

Tracie Benson - Director - Corporate & Industry Alliances (American Airlines - DFW)

Steve Caisse - Director - Information Technologies (Delta Air Lines - ATL)

Brad Irwin-Executive Vice President (Continental Airlines-IAH)

Frances Queenan-Secretary (Delta Airlines-ATL)

Carla Beck– Senior V.P. Administration (Southwest Airlines-DAL)

Dave Porter– VP Governmental & Legislative Affairs (Delta Air Lines-ATL)

Jerry Elder–Director of International Alliances (Delta Air Lines-ATL)

William Leber - Director of Air Traffic Mgmt (Northwest Airlines - MSP)

Loraine Sandusky - Director - Collaborative Decision Making (Continental Airlines—IAH)

Frank Hashek - Director of Membership (American Trans Air)

Tim Antolovic- Director of Safety (American Airlines - DFW)

Al Krauter- Director of Training (Northwest Airlines - MSP)

James Ford — President of IFALDA (Delta Air Lines – ATL)



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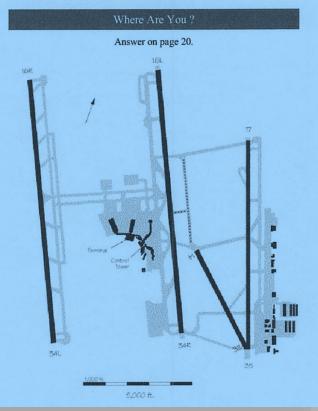


Symposium 2001 and Aircraft Dispatchers Symposium

oin us in Washington, D.C. this fall as operational control professionals from around the world unite to examine the realities of operational control today, the research efforts that are ongoing and the future that we are in the process of creating for the years to come." You're invited to be among those who will be treated to a complete examination of the current and future state of Operational Control. Aerospace professionals from all over the world will meet at the 2001 SYMPOSIUM to discuss and debate policy, procedures and infrastructure recommendations for the next century. The symposium will be held October 7-9, 2001 in Washington, DC, at the Crystal Gateway Marriott Reagan National (DCA) is the closest airport to the hotel.. Call 703-920-3230 for hotel van. Hotel reservations must be made by September 1, 2001. Dulles (IAD) is 45 minutes away. The hotel concierge will arrange a van for IAD with groups of 5 or 6.

FAA Proposes Rules for Fractionals — No Dispatch Mention in Initial NPRM.

ADF's leadership is profoundly concerned with the initial draft copy of the NPRM for Fractional Ownership Regulations recently released by the FAA. ADF was hopeful that the FAA would rule that the safest form of air transportation, that conducted under a system of Positive Operational Control, would be extended to Fractional Ownership operations. However, the FAA's draft language determines that "fractional ownership programs are more similar to corporate flight operations conducted under Part 91 of the FARs than they are to commercial flight operations under Parts 135 and 121 because owners of fractional shares flying aboard fractionally owned aircraft contractually acknowledge substantial control over and bear substantial responsibility for the airworthiness and operation of their aircraft. Like whole aircraft owners, fractional owners can initiate, conduct, redirect and terminate a flight". The FAA's stated justification for this position is to "enable fractional providers to continue enjoying their business boom with little additional regulatory burden." ADF continues to press the FAA to reconsider this position as we believe there is clear evidence that fractional operations without the benefit of dispatchers are not as safe as it should be. The recent crash of a Gulfstream G4 at Aspen sadly highlights that fact.





ADF Press Release 2001-07

Sunday, June 10, 2001

ADF has High Expectations for FAA's Operational Evolution Plan

Washington D.C.,

The Airline Dispatchers Federation (ADF) applauds the FAA for its ten-year <u>Operational Evolution Plan</u> that addresses the growing gap between demand and capacity in the nation's air transportation system. The much-needed projects of adding runways at congested airports, developing Airline-FAA data exchange technologies within the Collaborative Decision Making program (<u>CDM</u>) and transitioning air navigation to a GPS based Free Flight environment have to be pursued aggressively if the National Airspace System's (NAS) capacity is to keep up with consumer demand.

The ADF is especially gratified that the FAA, in developing its ten-year plan, has recognized the critical role aircraft dispatchers will play in ensuring the safe operation of the National Airspace System and in ultimately guarantying the plan's successful implementation. The FAA recognizes that the aircraft dispatcher (with the concurrence of the pilot in command), is the individual charged by the Federal Aviation Regulations with selecting the route that commercial flights operated under FAR Part 121 will use, the altitude the flight will operate at, the fuel load placed onboard the aircraft and the assessment of the viability and safety of any new routes proposed by the air traffic control system, among many other operational factors. In addition, since the dispatcher is charged by Federal Regulations with providing weather information to the pilot in command of these flights, the ADF is pleased with the FAA's focus on new meteorological technologies. Accordingly, aircraft dispatchers will hold the key to reducing congestion in the NAS. The FAA, in acknowledging these responsibilities of the dispatcher and by including the dispatcher in its plan has taken significant steps towards making the skies safer and less crowded.

The ADF has continually supported the position that Dispatchers, Air Traffic Controllers and Pilots need automated decision support tools that disseminate information to help them make safer and more efficient decisions. It must be emphasized that these tools must be deployed as a common, integrated platform among Controllers, Pilots and Dispatchers. The ideal aircraft routing tool, for example is one that would present a proposed route to the dispatcher, controller, and pilot simultaneously. Each of the three parties would be given a simple yes or no automated response choice upon review of the route. If all three parties answered in the affirmative, the new route would be automatically loading into the operator's flight planning computer, the FAA air traffic control host computer and the aircraft's flight management system. ADF cautions that any development of systems which provide new weather technologies to controllers and flight decks, but that exclude the dispatch office is unacceptable. Any weather information available to pilots must also be available to dispatchers. While ADF has long maintained that pilots have the obvious need to request any weather information that they deem necessary, we firmly maintain that the Federal Aviation Regulations are clear and unambiguous in charging the dispatcher with delivering weather information to pilots. Clearly, any tool which provides weather information to pilots but not the dispatcher jointly responsible for operational control* would be unacceptable.

Therefore, in general, the ADF believes what will best address the growing volume of air traffic in our airspace is a **collaborative system** with intergraded tools across multiple controlling disciplines within the industry, not just user-specific tools for collaboration. A tool that automates rerouting decisions by controllers, but still relies current communications methods between dispatchers and pilots to determine the safety and legality of that reroute, falls short of the optimum solution. The <u>FAA General Counsel has</u> ruled that before accepting a reroute from air traffic control, pilots of FAR Part 121 aircraft must reach a joint agreement with the dispatcher that the flight may be conducted safely on this new route, or else the route must be refused. Future collaboration technologies must facilitate this requirement.

2001



Dispatchers also need constraint information so that in planning a flight's routing, areas of congestion in the national airspace system can be avoided. The ADF encourages the FAA to expedite further development of tools that will show the dispatcher where "traffic jams" are expected. Further funding for, and enhancement to post operation feedback tools will allow dispatchers to refine their route selection skills.

While significant expenditures in technology will be required to allow the industry to ultimately realize the dream of mature Free Flight, there will forever be a need to better manage congestion through Collaborative Decision Making (CDM). Many cost-effective solutions are available now for a fraction of the costs compared to other Free Flight initiatives. Monies spent in the short term on tools which focus on collaborative systems and improve communications between dispatchers, controllers and pilots will provide the best solutions to our growing traffic demands and will ultimately guarantee the number one objective of all aircraft dispatchers: safer skies and zero accidents.

"Operational control", with respect to a flight, means the exercise of authority over initiating, conducting, or terminating a flight.

TOP

121.599 Familiarity with weather conditions.

(a) Domestic and flag operations. No aircraft dispatcher may release a flight unless he is thoroughly familiar with reported and forecast weather conditions on the route to be flown.

121.601 Aircraft dispatcher information to pilot in command: Domestic and flag operations.

(b) Before beginning a flight, the aircraft dispatcher shall provide the pilot in command with all available weather reports and forecasts of weather phenomena that may affect the safety of flight, including adverse weather phenomena, such as clear air turbulence, thunderstorms, and low altitude windshear, for each route to be flown and each airport to be used.

(d) During a flight, the aircraft dispatcher shall provide the pilot in command any additional available information of meteorological conditions (including adverse weather phenomena, such as clear air turbulence, thunderstorms, and low altitude windshear), and irregularities of facilities and services that may affect the safety of the flight.

TOP

The Airline Dispatchers Federation is the only national organization representing the professional interests of the aircraft dispatch profession. ADF's constituency is comprised of licensed aircraft dispatchers and operational control professionals from 103 aerospace companies including every major U.S. airline. ADF's membership at the end of 2000 stood at 1100 members. It has been estimated that approximate 92% of airline passengers traveling each day in the United States, do so under the watchful eye of ADF members exercising operational control.



Minutes of the HNL meeting were approved. It was also discussed if we should post the Minutes on the ADF web site so members can view. Consensus was that a summary of issues would be more feasible.

Carla Beck advised that nominations are open for the following positions: President, (for a 2 year term) no nominations yet received. For Treasurer, Mike Timpe has been nominated and has accepted. For Vice President, Operations Mark Hopkins has been nominated for a 2 year term but has not yet accepted. And for Vice President, Administration, also a 2 year term, Rhonda Smith has been nominated and has accepted. Also open, for a 1 year term is vice President, government and Legislative, no nomination yet received.

Other itemsADF has been contacted by Smithsonian Magazine for an article on dispatchers. Also Technology Week in Review in article on advances in aviation, focuses on dispatchers.

ADF was represented in OKC for meeting on Spring 2000 + 2 attended by Sid, Don and Carla. In trying to find out what ATC got out of the training, they found that ATC was surprised that dispatchers get hostile when their flights are rerouted. And that dispatchers felt safety was as much their concern as it is ATC's. Carla also advised ALPA has a liaison to NAFCA and we would get info on this after the meeting. And that ADF's Accident and Incident Handbook is available but needs revision. Members wanted to know if it could be put on a CD.

Gary Christianson has made a visit to DFW Center to see some of the advances made with "Direct Two", D2. Saw some of the info given to controllers on directs, routings and conflicts and how it tries to resolve problems too far out which may end up costing the airlines money. Product was developed by NASA. Mike Harkin advised produce is in competition with Mitre. URAD is in MEM and IND Centers. ADF stance is go ahead and spend the money but the dispatcher has to have input into the resolution. NASA know that ADF is represented to the Congress.

Steve Caisse pointed out that any tool belongs in the hands of the dispatchers, not just the ATC controllers. Mike Harkin advised that produce is a good look into the future for all. Norm Joseph, citing the Morris Opinion, future dispatchers will have direct communication to their desk. Does ADF want this to pass?

On July 28, 2001, Dave Porter advised ADF that he can not continue with his appointment to Vice President, Government - Media.

Diana Geata, reported that we currently have 1121 paid members. The subject of putting the membership data base on the web was then brought up, how we would do that, that it would not be a public document. This would allow timely updates to the data base. John Plowman wanted to know if the by laws permitted this, and it was decided that it was not prohibited. Questions were raised as to who would have access, that list would be password protected. List would be fully encrypted on the web and have more security than us emailing it back and forth.

Norm Joseph made ARAC report. they are still working on ETOPS issues, still plodding along. Tracie Benson reminded everyone that the Washing ton Symposium was October 7/8/9, 2001 and she was working on the sponsors. Proposed charges for October as follows: Member, including hotel would be \$385 and \$485 for Non members, including hotel. Registration would be \$30 for Members and \$100 for Non members. This was moved and seconded. Discussion that directed towards where to locate the sponsors, due to possible noise factors.

Steve Caisse reported on the ADF web site. Hits were 500, 000 last year—and about 600 visits per day. SWA continues to have the most users. Proposed the purchase of Adobe soft wear for News letters and Position papers. Also advised that web is "living at "BLR Group rather than Seagull. But had to undo that for a short time as email address @disp.org was not working, but all is now back operable. Also sought approval to buy copy of Microsoft Office 2002 Professional, but was advised to buy what he needed, Board approval not needed. Steve also advised there was a 50 page NASA contract that needs to be signed. It names Ohio State University as the official contractor with ADF as—sub-contractor.

Steve also brought up the subject of the ADF leadership. Guiles O'Keeffe has advised that he will not run again and would like to present for our consideration the concept of a 3 person Executive Committee to run ADF. Vice Presidents would than report to the Exec. Committee and Directors to VP's as before.

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Lynn Hull reported on the changes in the Newsletter, borders and fonts. Also sponsorship, size of the ads. ADF prints 500-600 copies and it costs \$600-\$800 to publish and issue and then postage is another \$200-300. Discussion continued regarding a link to the web, expanding distribution to air carriers to reach more people, copy to every member, how to distribute to all of the membership for more involvement. Also discussed postal rated for non profit and not for profit organizations, ADF is not for profit.

American and United now on the web page as sponsors of ADF, can you get your airline to join? and speaking of sponsorship, the subject of school sponsorship was once again raised, and it was agreed, rather than risk the likely legal complications of not doing so, all ADF would do from now on was to provide a link to the FAA approved dispatch schools on the FAA web page.

Rhonda Smith, ADF member, dispatcher working for Hawaiian Airlines, wanted to know what ADF could do about getting FAR 121.465 paragraph (c) rewritten. This paragraph deals with hours of allowable duty and limits its application to "within the contiguous 48 states". The regulation was, in the opinion of the membership present, written to cover contingencies right after World War II. There is also a likely need to rewrite duty limits is paragraphs (a) and (b) also. It was also Rhonda's opinion that Hawaiian Airlines was using that fact that they are located out of the "contiguous 48 states" to not properly staff—the dispatch group. Giles O'Keeffe asked Norm Joseph to approach our friends at the FAA and see, if in their view, this complied with a single level of safety. Norm Will and get back to ADF.

Steve Caisse advised the membership present that another ADF member approached ADF about 45 days earlier. That members concern was regarding following situation. The dispatcher advised the flight that "in my judgment, it is unsafe to continue". Pilot in command disagreed with the dispatcher and continued to destination. Should the dispatcher have declared an emergency? This is reference 121.557 and Giles will informally ask the FAA for a reading.

Reference the hiring of FAA Inspectors with a dispatch specialty, Ted Perry will keep us advised who are filling the positions and if any one needs information on how to apply for one of the positions, they can contact Ted. ADF expressed its thanks to Ted for keeping us informed on this process.

Don Wright reported in the follow up meetings to Spring 2000 in OKC. That the ATC folks are committed to the process, and have made a business case—based on it. Looking at the processes on reroutes, will continue to work towards equity in the airspace, carriers versus air carriers, Part 135 versus Part 121. now, the regulation is the same but the compliance is not. Scenarios for the ATC folks should be real not imagined for the training process. This item should be reviewed again in October.

Meeting adjourned until the next morning.

July 31, 2001

Meeting called to order by Giles O'Keeffe, President of Airline Dispatcher's Federation at 9:20am. Norm Joseph will follow up with the FAA on previous day's items.

Konstanz Minutes approved.

Proposal to amend the by laws to include the 12 ADF Directors as par of the ADF Council. This item will be put into the Newsletter and will be voted on in October.

For clarity, the position of Vice President, Government and Legislative Affairs is open for the term of one year only. This was followed by discussion on the other open positions. again, for clarification, Directors are appointed by the President, ADF.

Military Dispatchers Voting Rights....they have attended as an attendee not as a delegate. Frances Queenan will contact Major Tom Ohland and advise him that per the ADF by laws that they will have voting and delegate rights is 50% of the group are ADF members.

ADF Video "Night Approach to JFK" is good but perhaps needs updating. ADF sells about 100 of these a year and we make about \$500. Parts of it can be seen on the web. Besides being outdates, it is not copy written. Proposal to go back to the airlines and their corporate communications departments and see if we can secure their help. Perhaps we can also ask individual ADF members, the labor unions that represent us and even the FAA for help on this project. Brad, Dennis and Frances have agreed to ask various for help and will get back to us.

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Fall 2001

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"Keeping the Dispatch Profession Informed"

ADF COMMENTS UPON FRACTIONAL OWNERSHIP NOTICE OF PROPOSED RULEMAKING

The Airline Dispatchers Federation (ADF) believes that the Federal Aviation Administration (FAA) Notice of Proposed Rulemaking (NPRM) concerning Fractional Ownership Operations does not adequately ensure aviation safety.

ADF believes that the most serious shortcoming of the NPRM concerns operational control, which is defined by the FAA as the authority over initiating, conducting, and terminating a flight. Although many years of operating experience has shown that the safest aviation operation is that which utilizes positive operational control through the joint responsibility of the Aircraft Dispatcher and Pilot-in-Command, the Fractional Ownership NPRM does not require this type of operational control.

"If corporations think they can buy fractional ownerships that do not meet Part 121 safety standards, then they are SADLY MISTAKEN." Congressman James Oberstar

As an example, perhaps one of the

most important Federal Aviation Regulations governing airline operations is FAR 121.601c, which requires the aircraft dispatcher, during flight, to provide the Pilot in Command any additional information that may affect the safety of the flight. The NPRM does not require this in-flight monitoring/communication for Fractional Operators.

The FAA's stated reason for not requiring "airline style" operating rules is because FAA believes that Fractional Operators more closely resemble small aircraft owner/operators than large commercial operators. This regulatory methodology represents a significant change from prior practice. Existing FAA requirements in the form of Regulations, Aviation Safety Inspector Handbooks, Handbook Bulletins, and Operations Specifications generally specify operating rules based upon size/ weight/technical capabilities of the aircraft in question and types of intended operation (mountainous terrain, short runways, low visibility, etc). Policy, procedural, and training requirements are then put in place on the basis of these requirements. ADF believes that operational considerations are of utmost importance because of their effect upon safety, and ADF believes that the concept of "who owns the aircraft" should

(Continued on page 2)





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RESPOND TO THE FAA NPRM ON FRACTIONALS

SIGNIFICANT IMPLICATIONS FOR DISPATCHERS AND SAFETY!

The FAA has extended the comment period to November 16 on its notice of proposed rule-making (NPRM) to regulate fractional aircraft ownership operations under new Part 91 Subpart K and to amend existing Part 135 rules for on-demand charter flights. Just before the original comment period closing on October 16, NBAA and the National Air Transportation Association (NATA) requested a 30-day extension.

The associations told the FAA that the September 11 aftermath distracted the aviation community and it would need more time to refocus its attention to the NPRM. In its notice extending the comment time, the FAA also suggested that the NPRM may need changes, saying, "These events [of September 11] also raise safety issues that may need to be addressed during the comment period." The NTSB had requested a 90-day extension.

The FAA is about to rule on regulations covering Fractional Ownership Operators. The FAA has determined that these operations do not require the use of aircraft dispatchers.

You can make a difference in the final outcome of these proceedings. Please visit the following web page on the ADF web site for information on how you can respond to this challenge to the value and benefits of positive operational control. http://www.dispatcher.org/FO.htm

Comments must be received by the FAA on or before November 16, 2001

(Continued from page 1)

be a secondary or even tertiary concern. The recent crashes of a Gulfstream G3 at Aspen and the accident that killed R&B singer Aaliyah sadly highlights that fact. Both accidents appear to be linked to specific factors that dispatch would have had positive operation control over prior to release of both flights.

The NTSB's recently released factual report on the fatal crash of a chartered Gulfstream III at Aspen, Colo., last March 29 does not provide a determination of cause, but transcripts of the cockpit voice recorder, ATC and preflight FSS briefing coupled with the Safety Board's interviews with ATC personnel and others in its investigation to date clearly indicate that the crew was preoccupied with several vital issues that may turn out to be factors in the probable cause. According to the Safety Board, the pilots were aware even before takeoff from Burbank, Calif., that the weather at Aspen was marginal and deteriorating. During the flight, the crew expressed concern that if they didn't make Aspen airport on the first approach, they would have to divert to Rifle (Colo.) Airport because of their fuel situation. The crew also recognized that they were closing in on a Stage 2 night curfew. The airplane crashed four minutes after the curfew was in place-at 7:02 p.m.-killing the two pilots, the flight attendant and all 15 passengers.

"Because of their regulatory responsibilities, Dispatchers have the unique ability to break the chain of events that ultimately lead to accidents.' Steve Caisse Delta Air Lines

Therefore, ADF is respectfully suggesting that the FAA should, consistent with the "Single Level of Safety" doctrine which ADF has long supported, require any United States based aircraft operator engaging in commercial operations utilizing passenger aircraft with 10 seats or more or with maximum gross weights over 20,000 pounds to fully comply with the principles of the "Single Level of Safety" program as defined in FAR Part 121, including the requirement for positive operational control under the authority of licensed aircraft dispatchers.





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ADF Members Support the 2001 ADF Symposium An Overview by Mark Hopkins—Delta Air Lines

The 2001 ADF symposium was held in Washington at the Crystal City Gateway Marriott. To see more on this event, visit www.dispatcher.org and select "Photo Album".

The opening remarks offered by outgoing President Giles OKeeffe and a benediction in remembrance of the victims of September 11 delivered by Frances Queenan.

A panel discussion titled "How 4000 Aircraft were Safely Diverted in 90 minutes in the Face of a National Emergency" followed reviewing dispatcher experiences during this event. Chris Pawlowki DAL spoke of his issues with miss information and communication regarding two flights diverting into Hawaii that day. Cliff Riley COA discussed the profound difficulty in location a flight from LIS to EWR and the problems encountered getting information from New York Oceanic. The flight was later located in BDA where it had landed after it had been advised that US airspace had been shut down. This led to further discussion of operational control and ensuring dispatcher concurrence in reviewing all factors regarding a suitable alternate and presenting that information to the crew when faced with a diversion scenario. View the presentation found in the ADF Library at www.dispatcher.org.

"Move anyone or anything anywhere, anytime, ON-TIME. Know almost anything about almost everything in almost real -time. Amr ELSway

Amr ELSway from MITRE/CAASD offered an overview of the FAA OEP (Operational Evolution Plan). The title of his presentation was "Entering the Age of Collaboration." Several issues and benchmarks were reviewed with an emphasis on the evolving role of Dispatchers in planning by utilizing the tools that are on the horizon that will allow us to see where the constraints (weather/traffic/ turbulence) are. Certainly it was clear that one of the

goals of this initiative is to accelerate changes that enhance information exchange and situational awareness as it relates to the dispatch function.

A highlight of day one was the presentation made by Prof. Daryl Jenkins, Direction of the Aviation Institute at George Washington University. 'The Current State of Airline Economics" was the theme and this viewpoint was a sobering look at the economic viability of the industry going forward. The references for this presentation and other issues may be found at www.airtravelsolutions.org. The source document is a power point presentation dated Sept. 17. 2001. The changes made include removing Air-Tran, US Airways, and Northwest from the endangered airline's list. It was forecasted at that time that 500 aircraft would be removed from service in the coming months. As of 10/8, 2001, 651 aircraft had already been parked. Prof. Jenkins further stated that the biggest short term problems would be lack of demand and managing cash flow. With fixed costs in the 65-70% range and increasing by 10% in the next year would downsizing actually reduce unit costs? This objective is typically reached by filing for bankruptcy. In the reduced capacity environment, the big losers appear to be small/medium sized cities/airports with the big winners being business jets, charters, and secondary non-constrained airports. Industry equity that had been approximately \$ 3 billion prior to 9/11 would be near \$3 billion by this time next year. Half of that would be owned by Southwest with that carrier being the only one expected to grow at near normal rates. Interestingly enough, the prospect for startups is favorable in the near term due to the availability of aircraft and labor. A good business plan and \$150 million in equity would be sufficient to have an opportunity for success. Key point, one flight annualized produces, on average, one or two profitable passengers!

Mike Wambsganss, Pres. Of Metron Aviation discussed the focus in various areas of research in de-

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Airline Dispatchers Federation

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veloping and utilizing predictability to address congestion in the NAS. Primarily, to this point the focus of CDM has been to address constraints and their impact on the system. "Security" is now a new constraint and the challenge going forward will be to introduce those issues into the CDM paradigm.

Bill Leber, Northwest, discussed "The Role of Dispatchers and Airline Operations Centers as Intelligence Resources". The areas of concern discussed included but was not limited to the reaction to flight deviations and corresponding opportunity that a military response may result in the form of an intercept. Flight watch responsibilities cannot be taken lightly and our diligence regarding our flights has to remain at a high level due to the likelihood of reprisals. The principles to consider are to not overreach roles, an AOC is not an intelligence center as such and to not underestimate our role in serving as a liaison and providing oversight through our flight watch and communication capabilities. In other words, continue to exercise operational control to security situations.

"The military does not understand who or what dispatchers do, it's time we begin to educate them in our role and show them how rich the Airline Operational Center can be." Bill Leber

Steve Bell, FAA and former President of NATCA discussed "The Value of Collaboration and the Science of System Thinking. Controller training is evolving to include System Thinking which focuses on a shift from the hierarchical, bureaucratic structure in an organization to a mindset that a system is a series of interdependent components. His challenges in this training is simply the culture of the FAA and the normal aversion to change that can be expected in any large organization. (For more information, see page 20 in this newsletter.)

"Our present problems CANNOT be solved at the same level of thinking at which they were created" Steve Bell FAA

The first day concluded with Ed Marston presenting a **New Englander's Perspective on Dispatching in Snow Country**. The topics included examples of Ed's love for weather especially snow storms. He demonstrated the use of various tools to identify severe winter storms and identified the common characteristics present in the worst east coast snow storms of the last 100 years.

"Evolving processes in Traffic Management will likely open up new roles for dispatchers in the future." Dr. Phil Smith—OSU

The ADF National Aviation Safety Award was presented to Dr. Phil Smith of Ohio State University. Dr. Smith has played a key role in many industry groups and programs in bringing into focus the value and concepts of operational control and the major role it plays in providing the safest air transportation in the world here in the United States.

The first presentation was offered by Roger Beatty, American, Dr. Phil Smith, OSU, and Dr. Keith Campbell, MITRE on the "Development of an Integrated Advisory System to Support Dispatch Operations". To be more specific, a proposal developed by the Collaborative Routing group to address the complexity of decoding reroute advisories. The issues of ambiguity, workload, and routing can be reconciled through use of a flight specific list that indicates textually which flights are effected by an ATCSCC advisory. It's painfully obvious that in excess of 50,000 IFR cannot be effectively managed through conference calls, web pages, and cryptic messages. This tool, when fully functional, is in intended to be transmitted to individual AOC's via CDMNet for distribution to the specific desks on which the effected flights reside. The concept is similar to the manner in which flights effected by a ground delay program are presented and sent to the queue of the dispatcher responsible. A time frame was not discussed as such but it appears much of the functionality is in place and perhaps this tool can be in place in time for severe weather season next summer.

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"Part 121 flights are safe because of the distributed responsibilities, the Air Traffic Controller, the Pilot and the **Dispatcher**. If Dispatchers allow this system to become ambiguous, safety will be lost." Congressman James Oberstar

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The keynote presentation was delivered by Rep. James Oberstar of Minnesota, ranking minority member on the House Aviation Sub-Committee. In opening, Rep. Obertsar stated that "Dispatchers are

the Heart of Civil Aviation". He offered a brief history of aviation safety dating back to 1967 with references to several flights involved in terroristic attacks including the TWA hijacking in Lebanon and Pan Am 103. As a member of the so called "Pan Am Commission", he was involved in enacting into law 63 of 64 security related recommendations proposed by that panel. To further aviation security, the Congressman proposed the creation of a Transportation Security Administration. This office of the federal government would have oversight for security in all modes of transportation. As part of a broader focus on aviation safety, his observations include differentiating between security functions and airline functions. Thus, airline functions such as catering, cabin service, fueling, and ground handling should be functions of airline employees and subject to more stringent requirements in terms of background checks. He also discussed the need for more technologically advanced access security and screening of domestic checked baggage with advanced detection equipment provided by the federal government and funded through a "September 11 surcharge". Considering the future environment, the Representative stated that now is the time to "Do It Right, Not on the Cheap." During the ensuing question and answer period, the subject of Fractional Ownership proposals came up. The Congressman's statement regarding this issue was "Fractional Ownership should not be an escape hatch for Safety" and in his role on the sub-committee he would not allow

any proposals to pass that compromised safety or security.

Capt. John Cox, US Airways followed with a brief presentation on pilot's perspective on cockpit security. He touched on various subjects including the recently formed Rapid Response teams and ALPA's involvement. Also discussed was the value of dispatch and joint authority and it's relevancy in maintaining security.

"I was once told that "Pilots should be the conscience of the airlines." I believe dispatchers have the same responsibility. Captain John Cox

Jim Gardner, FAA and Gordy Rother, newly hired Aircraft Safety Inspector for Dispatch (ASI) in MSP offered a presentation on the Aviation Inspector-Aviation Dispatcher Program. The discussion began with a review of the how the ASI-AD program was developed and qualification necessary to secure this position. Mr. Rother, recently hired as an ASI-AD in MSP, gave an overview of his background and qualifications as well the job responsibilities of this position.

Katherine Perfetti, FAA followed with an overview of the process around the creation of the new Part 91, Subpart K related to fractionally owned and operated aircraft. The dilemma facing the stakeholders that comprised the rulemaking group were the type of operation (private or commercial), who legally is the operator and where does responsibility for compliance reside? The key provisions included in this new subpart proposal include a definition of fractional ownership (previously undefined). The designation of a single program manager and the application of, in the view of the proposal, appropriate safety standards. The comment period is critical to the process by which these new rules will be formulated. At time, it is expected that the comment period that was to have closed October 16 will extended 30 days. Please visit the ADF website for additional information, links to pertinent sites including comment areas, and the ADF position on this proposal.

Our final speaker was Beverly Wright, FBI, who is





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Training Tool-Box

Tim Antolovic-American Airlines

currently assigned to the National Defense Preparedness Office with responsibility for the Civil Aviation Counter Terrorism Program. The role of this program is to work with FBI agents and local law enforcement to facilitate aviation security. In developing this program, Ms. Wright views dispatchers and AOC's as the link her department was missing in obtaining strategic information to counter threats, biological, weapons of mass destruction, or otherwise. She will continue to leverage her contacts with Corporate Security representatives while building the relationship with ADF as an important piece in the puzzle of aviation security.

The ADF Business meeting was help Sunday, the day before the conference, a number of administrative and organizational issues were discussed. Of most significance were the officer nominations that were accepted. The election for 2002 positions was held at the Tuesday business meeting with the results found on page 22 of this newsletter. Our congratulations and best wishes go out to these folks as they take on their new responsibilities. Minutes will be issues by request to the ADF Secretary, Frances Queenan.

Vendor presentations were given though out the symposium. Their services and products were displayed in an adjacent meeting room. Thanks to our Sponsors for their continued support.

Over 125 aviation professionals attended this year's symposium. This was the first large scale aviation conference conducted in Washington D.C. since the attacks. The level of participation is a recognition of the importance of the Dispatch profession to safety and security issues of aviation worldwide.

Volcanic Ash Workshop

The "Volcanic Ash Workshop- Operational Implications of Airborne Volcanic Ash" has been delayed until sometime in mid May 2002. This is in light of the Air Carriers unable to participate due to economic cutbacks. All former participants will be contacted in the Spring of 2002 to notify them of the new dates and location if it would change from Anchorage, Alaska.

What do the letters U/D/N stand for after the RVR in the following Metars? Is it trend information?

What about FG8? A dispatcher debated that the Fog coverage was 8/8.

YHZ SPECI 250119Z 21005KT 1/2SM R15/ P6000FT/U R24/2600V5000FT/D FG VV001 RMK FG8

According to ICAO Annex 3, thirteenth edition from 7/98, page 19, U, D and N are used as noted for Upward trend, Downward trend and No change. This is over a 10-minute period.

It is used fairly regularly in Europe and Canada and should be used increasingly in the U.S., assuming that the FAA sees their way clear to have RVR appended to ASOS automatically (this has been an issue for 7 years).



Marion C. Blakey Sworn in as Chairman of NTSB

WASHINGTON, D.C. - Marion Clifton Blakey was sworn in as the 9th Chairman of the NTSB.

Ms. Blakey has served in a number of positions in government, most recently as Administrator of the Department of Transportation's National Highway Traffic Safety Administration (1992-1993). As the nation's leading highway safety official, she was charged with reducing deaths, injuries and economic losses resulting from motor vehicle crashes.

"I was extremely honored when President Bush nominated me for this position," Chairman Blakey said. "I look forward to the challenges ahead as the National Transportation Safety Board continues its decades-long mission of improving the safety of all modes of transportation during this critical time in our nation's history."





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How Many Lives Did Dispatch Save?

To All Dispatchers,

My name is Todd Helgeson. I'm a UAL 777 FO based in ORD. I'm writing this letter to express my deep appreciation for the job you did on that tragic day, September 11, 2001, and the professionalism you continue to display today.

I realize through these past few days, you may have been too involved with the operation to reflect how important your job was in preventing an even greater loss of life that Tuesday morning. Let me try to explain using my own flight segment as an example.

When this terrible day started playing out, our crew was preparing for takeoff to Frankfurt, Germany. As we approached the end of the runway, we received your message via ACARS warning of a National Emergency in the U.S. and instructed us not to takeoff. When that message arrived we were less than 2 minutes from takeoff. I would suspect this is true of countless other United aircraft across the U.S. and around the world that morning.

How many more aircraft were ready for takeoff with these coward terrorist on board. Were they on my aircraft that day? My friend's aircraft? How many more hi-jackings were prevented because of your quick reaction to this disaster? How many lives did you save on that terrible morning? We may never know.

The role of the dispatcher is often understated and, quite honestly, taken for granted at times. This is not one of those times! You deserve to be recognized! Take pride in what you do! Never forget the role you played on this tragic day. It was truly one of your finest hours!

Respectfully, Todd Helgeson

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http://ciwswww.wx.ll.mit.edu:8080/index.html. Your user name and password are identical to the ones created under the ITWS WEB Site (http://www.wx.ll.mit.edu/itws).

RTCA to Assist with Implementation of the Operational Evolution Plan

The Federal Aviation Administration has asked RTCA to assist with implementation of the Operational Evolution Plan (OEP). The OEP, which was recently released by the FAA, outlines the Agency's commitment to address the gap between the demand for air transportation and the capacity to meet that demand over the next 10 years. This major initiative will require consensus and close collaboration among all public and private elements of the aviation community.

The RTCA Policy Board is addressing the Free Flight Steering Committee Charter and membership items. Additional details can be accessed on the RTCA Web page www.rtca.org.



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Aviation Security In Dispatch

Giles OKeeffe Northwest Airlines

After the ADF Symposium in October, thanks to the efforts of Michelle Duquette and Mike Harkin, ADF has continued the relationship with the FBI and is reaching out to other agencies in an attempt to find suitable ways to handle bio-terroristic threats against any of our flights. We don't have the answers yet, and I strongly stress that you should first and foremost follow your company procedures in any of these situations. The problem we have is that our company procedures may be lacking for some circumstances.

One air carrier in this country has had over 50 cases of a "suspicious powder" on its aircraft in a two week time period. My big concern is that after 50 false alarms, there is a tendency to assess the next threat as simply another false alarm. My other concern is that, frankly speaking, anthrax is nothing to get excited about when you compare it to the other nasties that exist. And many of these nasties are not visible to the naked eye.

In my opinion, it is imperative that there is a competent central agency responsible for monitoring and profiling all these threats. That agency is the FBI. The FBI operations center (called SIOC) is staffed 24 hours a day and has the ability to grab any type of expert you can imagine, within a very short period of time.

ADF has suggested to the FBI and others that we should consider adapting a form of Positive Target Identification (PTI) for bio-threats. I do not yet know what form that PTI would take. Certainly, we need a checklist that will quickly allow us to eliminate the non-credible threats that continue to arise. That same checklist should rapidly move us into emergency action if following it indicates a viable threat. Dispatchers are not trained to recognize these threats, but we are trained to handle emergency situations. It should be a relatively simply step to provide the additional education required that will indicate when a dispatcher needs to

contact the FBI SIOC.

Thanks to Russ Gold and Scott Belcher at the Air Transport Association (ATA) for inviting ADF to join a telecom that covered a lot of territory. All dispatchers should be aware that the ATA website has valuable information regarding bio-hazards. Contact your company or the ATA for access to the protected area of that website.

Questions that need to be answered include:

When does an aircraft involved in a bio-threat need to be diverted to an airport that has access to quarantine facilities?

When does it make more sense to off-load the passengers, and when do the crew and passengers need to be relegated to a remote area for isolation

What is the best way to handle a suspicious powder or other visible agent?

What are the symptoms that an individual can display that should immediately trigger a call to the FBI and a request for Center for Disease Control (CDC) participation in the event?

How do we establish the credibility or noncredibility of a threat?

Should we contact the FBI SIOC even when we have non-credible threats?

Who clears the aircraft for a return to service? Does the local health facility have that authority, or does the FAA medical staff need to be involved? Does the FAA over-rule the local public health authority? Since liability in these instances will always rest with the certificate holder, does a release from a local facility and the FAA constitute sufficient release from liability that the certificate holder will be comfortable with returning the aircraft to service?

Are there cleaning agents that will be used in the event of a bio-threat that could cause harm to aircraft components? (Continued on page 9)



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Do your dispatchers have access to a checklist so that the pilot in command can be guided through a suitable procedure during one of these threats? When you have a bio-threat, what consideration must be given to preserving the crime scene?

We have a lot more questions, of course. There is a need to start new training procedures for pilots, flight attendants and dispatchers. These training procedures must be coordinated, so that we are using the same guidebook, or confusion will be the primary result. In fact, we need to provide some training to air traffic controllers. There are lots of flights in our airspace that have no dispatcher resource available to them. In case of bio-threat, it is logical that the pilots on those aircraft will be asking air traffic controllers for assistance that the controllers may not be equipped to provide.

What about foreign carriers in US airspace? What about our flights in foreign airspace? The Canadians were extremely gracious to accept our flights on September 11th, even though it was obvious that entailed some element of risk. I am not so sure they would be as willing to accept a flight with suspected smallpox, Ebola or some other viral agent on board. We need to get a procedure established before the first airplane ends up fuel critical as governments or local agencies argue about jurisdiction.

(Advertisement) David R. Bornemann Associates, Inc. 8133 Leesburg Pike, #500 GrewPlan® OASIS® Vienna, Virginia USA 22182 GewTrac® FliteTrac Phone (703)821-6848

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☑ Schedule Planning ☑ Crew Training ☑ GewPlanning Automation @ Grew Scheduling

☑ Dispatch ☑ Flight Following As with any type of threat, I recommend you review and follow your company procedures first. I cannot stress that enough. Most dispatchers know little about this subject matter and your airline has people who are trained to handle these issues. If your pilot in command or your cabin crew remains uneasy with the company's evaluation of a situation, you do have access to the FBI and CDC. Coordinate these efforts first through your company management. Verify your company has these phone contacts. If you contact the FBI SIOC, you will need to advise him or her who your company security POC or point of contact is. The FBI has a list of airline company security POC's.

If you call, I most strongly recommend that you call the FBI first, and the FBI will make an initial assessment, bringing in the CDC if that is considered appropriate. This should cut down on the number of calls to the CDC for non-credible threats. Also, if you call the CDC, the CDC immediately calls the FBI. So, save yourself some time. Call the FBI SIOC first.

ADF will continue to participate in this process. Hopefully, we can engage the Center for Emergency Preparedness and Public Health in Canada, and other agencies that you can help us identify as central to this process.

Last bit of info... there are 8 airports in the US that have US Public Health Quarantine Facilities; JFK ATL MIA ORD SEA SFO LAX HNL First thing that comes to mind is that we could use similar facilities at some other airports (DFW MEM IAH DEN ABQ PHX, for examples). If you are faced with a credible threat of a viral bio-hazard, you should probably put your dispatcher brain to work and assess the possibility of getting to one of those 8 airports. We have asked some of the participants in this process to provide a list of other airports that are well-equipped to handle hazmat problems and health problems, even though they do not have Dept. of Public Health Quarantine facilities. Just as we have a published list of airports with bomb-

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dogs, it appears we have now reached a point in history where similar lists for bio-hazards have become essential.

Thanks for all you do for the dispatch profession and for public safety. As dispatchers and others involved in this process, we need to dramatically increase our knowledge and our vigilance in this dangerous time.

Helpful Links to Security Issues...

-CIVIL AVIATION SECRITY http://cas.faa.gov/

-FIRST GOV: ww.firstgov.gov/

-CDC: www.cdc.gov/ -FBI: http://www.fbi.gov/ -List of Secure airports

www.faa.gov/ats/ata/airport cert/airport cert.html

In History.....

On September 11, 197?, President Nixon Instituted metal detectors.

The ADF Video "Night Approach to JFK",

A behind-the-scenes view of a day in the life of "the invisible airmen" who are FAA licensed as aircraft dispatchers. .

ONLY \$10.00 plus \$3.00 s/h.. Order online or call **800-OPN-CNTL.**

KLM Tests Joint Responsibility in Amsterdam

The first of November, KLM took a step forward and implemented a joint responsibility & operational control system patterned after NWA with input and guidance from Roy Wynn and Al Krauter, ADF's Director of Training.

Al stated, "It took too long, but important changes often do. All it will take is for one carrier to demonstrate the benefits of a true operational control system and the others will follow. We're ready to help them so do it right the first time as there may be no second chance...I'm pumped. This is aviation history in the making!"

We share in their enthusiasm and look forward to a full report on their return.

New ADF Golf Shirts are in! Purchase at the ADF Store at www.dispatcher.org Or contact fpearsall@dispatcher.org







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"KEEPING THE DISPATCH PROFESSION INFORMED"



With the horrific events of September 11th, legislators have proposed a flurry of new laws that will impact the aviation industry. ADF has been keeping an eye on the actions of Capitol Hill and has been actively protecting the interests of the aircraft dispatcher.

On September 21st, Senator Ernest F. Hollings introduced in the Senate, S.1447, titled the Aviation Security Act. One of the key aspects of this legislation was improved flight deck integrity. SEC. 5. IMPROVED FLIGHT DECK INTEGRITY MEASURES. (a) (1) prohibiting access to the flight deck of commercial aircraft engaged in interstate or intrastate transportation while the aircraft is so engaged by any person other than a member of the flight deck crew;

On September 25th, a similar bill was introduced in the House of Representatives by Congressman Greg Ganske. Known as H.R.2951, Representative Ganske's bill also contained language which could have potentially denied aircraft dispatchers access to the cockpit jump-

Under FAR 121.463 and 121.527, aircraft dispatchers are allowed access to the cockpit.

Prior to the Senate vote on S.1447, portions of the bill's language were amended to once again grant dispatchers access to the cockpit jumpseat. Specifically, the prior language which granted cockpit access only to a "member of the flight deck crew" was changed to grant access to "authorized personnel." This Bill passed 100 to zero and with its revised language, the Senate's Aviation Security Act did not restrict the aircraft dispatcher's access to the cockpit jumpseat.

Meanwhile, in the U.S. House of Representatives, a companion bill introduced by Representative Ganske on October 24th, H.R.3165, restricted "access to the flight deck...except to authorized personnel". While the language in this bill mimicked that in S.1447, this Bill did not make it to the floor for a vote. H.R. 3150 was the bill the House ultimately voted on. This Bill does not contain any language at all concerning flight deck access, therefore does not contradict what was previously approved in the Senate, nor existing regulations.

"Thanks for the hard work! I am sure that this effort will prove to be successful." Jim Gardner FAA

As this issue of the ADF Newsletter goes to press, a joint House-Senate committee is hammering out final details of the Aviation Security legislation which will ultimately end up on President Bush's desk. It would appear highly unlikely that the language covering the aircraft dispatcher's right to access the cockpit jumpseat will be changed in Conference. Nevertheless, ADF will keep a close watch on this process. Our thanks to those who made phone calls, arranged meetings and wrote to their Congressman and Senator on this issue.

Visit the web-sites listed below to find out more. www.senate.gov,

www.house.gov, & www.thomas.loc.gov



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Southwest Airlines Creates Top Security Job; Carrier Adds a Vice President Safety, Security, and Flight Dispatch

Southwest Airlines has created the position of Vice President Safety, Security, and Flight Dispatch. Greg Wells, Southwest's former director of flight dispatch, will assume the new post. The position will be part of the company's Senior Management Committee and will report to Southwest's chief of operations.

"We fully support the DOT's recommendation that the nation's airlines and airports name a highranking official who can receive sensitive intelligence information and act on it immediately," said Jim Wimberly, Southwest's executive vice president and chief of operations. "A significant emphasis has been placed on sharing intelligence information and we want to make sure that information is turned into action at Southwest Airlines."

In an effort to foster the integration and sharing of information, the DOT recommended that all airlines and airports designate a senior-level security officer who would possess a security clearance high enough to act on sensitive intelligence information. That person would work in concert with law enforcement and intelligence communities to ensure that swift and decisive action is taken when sensitive information is made available.

The current Southwest Airlines departments of corporate security, flight dispatch, operations security, and safety will report to the new position.

Wells is a 20-year Southwest Airlines veteran with a broad background of operational experience including that of Southwest's station manager in both San Jose and Phoenix where he lead all aspects of the airline's operations in those cities. In 1996, Wells earned the role of regional ground operations director then became senior ground operations director in 1997. He assumed the helm of flight dispatch in 1999 as its director.

"I have been following the aftermath of Sept. 11 like every other American and have wondered, 'What can I do?' I am proud to serve in this position as I believe it will make a difference in restoring confidence in our nation's air transportation system," Wells said.

Southwest Airlines, the fourth largest domestic carrier in terms of Customers boarded, currently serves 59 airports in 58 cities in 30 states. Based in Dallas, Southwest currently operates more than 2,760 flights a day with a fleet of 358 Boeing 737s with an average age of 8.4 years -- one of the youngest pure jet fleets in the domestic airline industry.

Upcoming ADF Meetings

Winter 2002 Business Meeting February 24-26, 2002 Oklahoma City, Oklahoma

Spring 2002 Business Meeting & World Dispatch Summit May 6-8, 2002 Toronto, Ont. Canada

Summer 2002 Business Meeting July 28-29, 2002 TBA

Symposium and Fall Business Meeting October 7-9, 2002 Washington, D.C.





The ADF News-VOLUME 11 ISSUE 4

Page 13

(Advertisement)

New Graphics Found on the Winds/Temps Page on ADDS!

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"Load Control" is our latest automated weight and balance/runway analysis system. The system combines weight & balance with real time runway analysis. The application can be stand alone on a single PC or networked with a central site server. This program can even be provided on laptop or pen top computers located in the cockpit. Developed using drop down selection boxes along with specific requirements that the aircraft be loaded within it's limits, users can feel comfortable with the system with little to no training. When combining the weight and balance with real time runway analysis, payloads can be maximized using actual conditions. Our easy to create shortened runways ensures your aircraft departs on time even when construction work is in progress at the last minute. Loading of the aircraft can be automated along with hand placing the load where you need it. The system always verifies that the aircraft is loaded properly before the flight can be released.

If you would like additional information, please call (724) 742-4777 or email at cwteets@asapinc.net.

Users told us they wanted the typical levels of 3, 6, 9, ... thousand feet so we changed. In addition, we have added an option to view streamlines instead of wind barbs. Furthermore, we added temperature plots aloft and at the surface.

There are now two options for viewing temperatures. The first is simply the temperature in degrees Celsius at a given level. The second is the temperature departure from the ICAO Standard Atmosphere.

As an example, at 12,000 feet the ICAO Standard Atmosphere temperature is -8.3 C. The actual temperature at 12,000 feet at New York's JFK airport is nearly 2 C Thus the graphic of "temperature difference" shows a departure of "ISA+10" contour over JFK (at time of writing this message).

Found at <u>www.dispatcher.org</u>, select "Weather Briefing" and select 2.A or http://adds.awckc.noaa.gov/projects/adds/winds/

Previously ADDS displayed wind speed graphics at a few select levels aloft (and at the surface).

Feel free to email ADDS or post messages on the ADDS Forum if you need assistance.







criminal events.

Airline Dispatchers Federation The ADF News-VOLUME 11 ISSUE 4

THE PRESIDENT'S CORNER Aviation Will Never Be the Same

My sympathy to anyone who lost a family member, a friend or a co-worker during the September 11th

Aviation will never be the same. Let us hope that our elected representatives have what it takes to force the changes that we have all known, for a long time, are absolutely necessary for an acceptable level of safety. If they do not, let us hope that we have what it takes to replace them at the earliest opportunity.

My deepest thanks to the good people at NavCanada, who willingly accepted US carriers into their airports when the US government would not. While I completely understand the decisions made by the FAA in the US, it was extremely fortuitous that the Canadians did not shut the door on us. Toronto Centre Traffic Management went far beyond the call of duty to accommodate US air carriers and the many requests for information and assistance.

My thanks also to all the professional dispatchers, who reacted rapidly and calmly when faced with a situation nobody had been trained for. While a few aircraft landed at airports that are not on our usual itineraries, nobody got hurt, nothing got damaged. That was, in and of itself, a small miracle.

Aviation has changed forever in the United States. We can get it back to what it was, provided we insist on proper security procedures, always, for everyone. That is the only way we can attempt to prevent any repeat of these cowardly acts.

My prayers are for those left behind, numbed by the ceaseless images from network television and the senseless prattle from newscasters and socalled aviation and security experts. More than ever, we need to continue the fight for improved safety at every level. While security may not be THE area of expertise for dispatchers, there are numerous other areas where we are, indeed, experts. We need to press the fight, especially at the Congressional level, so that all those other areas where safety continues to be eroded by the pressure of economics will be put into the spotlight, and . Dispatch safely and professionally. Don't let a handful of sick terrorists change your professional standards.

My sympathies especially to our colleagues at American and United. It could have been any one of us. Giles O'Keeffe-Northwest Airlines

To communicate comments, suggestions, & concerns to the FAA related to the events of Sept. 11, e-mail 9-AWA-TELLFAA@faa.gova

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Airline Dispatchers Federation The ADF News-VOLUME 11 ISSUE 4

A Debt of Gratitude

Dave Smith—Delta Air Lines

Out of the tragedy and chaos of terrorist bombings that occurred on 11 September 2001, rose many quiet but proud reports of humans reacting and interacting for the good of others without regard for personal cost. We are all familiar with the stories of bravery and self-sacrifice related to the bombing sites in New York and Washington, DC. I believe that another location loaded with human interest stories was overlooked in that pandernonium: Canada.

In the process of demonstrating Operational Control (diverting and canceling every active flight in or en route to the US), dispatchers working international flights that were already en route were forced to make decisions about off-landing those flights, since the FAA had told us that those flights would not be permitted to continue towards or land in the US. Some flights were turned back to their departure airports, but many were too far along to turn back. That border blockage left many dispatchers no choice but to direct their flights to land in Canada, not knowing if there was additional risk to the Canadians from terrorists who might or might not have been on board those flights in conjunction with the attackers who had already struck the US.

Without apparent regard for their national security or personal costs and impact, the Canadians willingly invited our international fleets to invade their airports. Amazing photos exist of airports in eastern provinces of Canada, showing runways closed and filled with diverted aircraft sitting nose to tail, wingtip to wingtip. While I was involved on the domestic side and thus had no interaction with any of our Canadian counterparts, a number of dispatchers have great stories from those diversions and the help they got in the midst of the confusion. Giles O'Keefe, ADF's President, has some very humorous anecdotes of conversations with his namesake in a Newfoundland NavCanada tower.

Even more amazing and heart-warming are the stories we have from crewmembers and customers of the warm welcome and open homes that they received from the citizenry. In many cases, the population of the diverted flights outnumbered the local population. Obviously, these towns were not prepared to handle this enormous influx of travelers and so, when the hotels filled, their homes and schools and meeting places were converted

to emergency shelters. Travelers were fed, given access to interpreters and phones and showers, and transported to and from the airports (as much as forty miles away) as the aircraft were secured and prepared to continue their flights days later when the US was ready to reopen the airspace. It was an enormous undertaking in coordination efforts that was accomplished with grace, skill, and good humor.

So I would like to honor our Canadian neighbors, who accepted the risks to their own national security, then cared for our customers and crews in the frantic hours and days that followed the bombings. At the ADF Symposium in Washington, DC, every speaker, including Congressman Oberstar, noted the remarkable role our friends played on that fateful day and the days that followed. So little was played in the media of the success stories that occurred in Canada, but it is important for all of us to recognize and thank our allies to the north for the selfless and important role they played.

Secretary Norman Mineta, speaking at a news conference on 11 September 2001, said, "And so we owe our Canadian neighbors a debt of gratitude for helping us as we redirected over 120 flights and their passengers to airports in Canada." I echo that sentiment.







The ADF News-VOLUME 11 ISSUE 4

Page 1

NTSB Final Report on Little Rock Items Of Interest to Dispatch NTSB-AAR-01/02

This is a portion of the abstract from a brief of the accident and does not include the Board's rationale for the probable cause, conclusions, or safety recommendations. The pertinent safety recommendation letters will be distributed to the recommendation recipient as soon as possible.

The following are those items that may be of interest to the Dispatch profession.

36 TOTAL CONCLUSIONS WERE ISSUED

- Aircraft penetration of thunderstorms occurs industry wide
- The local controller provided appropriate, pertinent, and timely weather information to the flight crew regarding the conditions on approach to and at the airport.
- If near-real-time color weather radar showing precipitation intensity were available, it would provide air traffic controllers with improved representation of weather conditions in their areas of responsibility.
- The ability of flight dispatchers to provide timely and accurate weather support would be enhanced if they had access to Terminal Doppler Weather Radar information at airports where it is available and Weather Systems Processor information when the system becomes available.
- Center Weather Service Units should be staffed at all times when any significant weather is predicted to affect their areas of operation, even if the weather is predicted to occur before or after normal operating hours.
- The Automated Surface Observation System "lockout period" can prevent the relay of critical weather information to flight crews.
- Runway visual range data should be directly reported to automated weather systems

22 SAFETY RECOMMENDATIONS

As a result of the investigation of this accident, the National Transportation Safety Board makes the following recommendations:

- --To the Federal A.. Establish a joint Government-industry working group to address, understand, and develop effective operational strategies to reduce thunderstorm penetrations, and verify that these strategies are incorporated into air carrier flight manuals and training programs as the strategies become available. The working group should focus its efforts on all facets of the airspace system, including ground- and cockpit-based solutions. The near-term goal of the working group should be to establish clear and objective criteria to facilitate recognition of cues associated with severe convective activity and improve flight crew decision-making.
- Incorporate, at all air traffic control facilities, a near-real-time color weather radar display that shows detailed precipitation intensities. This display could be incorporated by configuring existing and planned Terminal Doppler Weather Radar or Weather Systems Processor systems with this capability or by procuring, within 1 year, a commercial computer weather program currently available through the Internet or existing stand-alone computer hardware that displays the closest single-site Weather Surveillance Radar 1988 Doppler data or regional mosaic images.
- -Provide U.S. air carriers operating under 14 Code of Federal Regulations Part 121 access to Terminal Doppler Weather Radar, at airports where the system is available, and access to the Weather Systems Processor, when it becomes available, so that their flight dispatch offices can use this information in planning, releasing, and following flights during periods in which hazardous weather might impact safety of flight.
- In cooperation with the National Weather Service, ensure that Central Weather Service Units are adequately staffed at all times when any significant weather is forecast.
- Modify automated weather systems to accept runway visual range (RVR) data directly from RVR sensors.

For more information, visit www.ntsb.gov



Airline Dispatchers Rederation Safety Professionalism

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"News worthy items for Dispatch by Dispatch"
Please submit your articles and ideas to adfboard@dispatcher.org.

Located at www.dispatcher.org.

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Please send article contributions to any staff member above.

Winter Business Meeting- February- OKC

The 47th Business Meeting of the Airline Dispatchers Federation will be held in Oklahoma City, Oklahoma on February 24 through 26 2002.

The Embassy Suites hotel is Oklahoma City's only full service, all suite hotel. Located just 3 miles from the Will Rogers World Airport on the renowned "Meridian Strip" at the corner of SW 18th and Meridian.

The room rate of \$89 includes airport shuttle, two room suite, made to order breakfast and complimentary happy hour each night from 1730-1930.

ADF requests that those planning to stay at the Embassy Suites contact hotel themselves and make reservations. Tell the reservations you are with the ADF group. If you plan on attending, please email Rhonda Smith so she can tabulate how many people are going.

The business meeting will be held on Sunday February 25th at the Embassy Suites. Then on Monday we will meet at the Mike Monroney Aeronautical Center for numerous speakers from the FAA and tours of the facility. Possible tours include a smoke filled cabin demonstration and the post accident aircraft bone yard with the narratives from the NTSB.

Trivia

Answer on page 15.

What does the acronym PACK stand for, as in "Maintenance just put the Right PACK on MEL"?

From: Gary Dockan US Airways

What does a "Six Pack" refer to on the Flight

Deck (not the galley)?

From: Brad Irwin Continental Airlines



A Panel Discussion

AIRLINE DISPATCHERS FEDERATION

Steve Caisse

601 Pennsylvania Ave. PMB 284 Suite 900

South Building

Washington, D.C. 20004

Phone: (202) 434-8919



The Skies are Cleared

4000 Diversions in 90 Minutes

"Recollections from those who were there"

ADF Symposium October 8, 2001

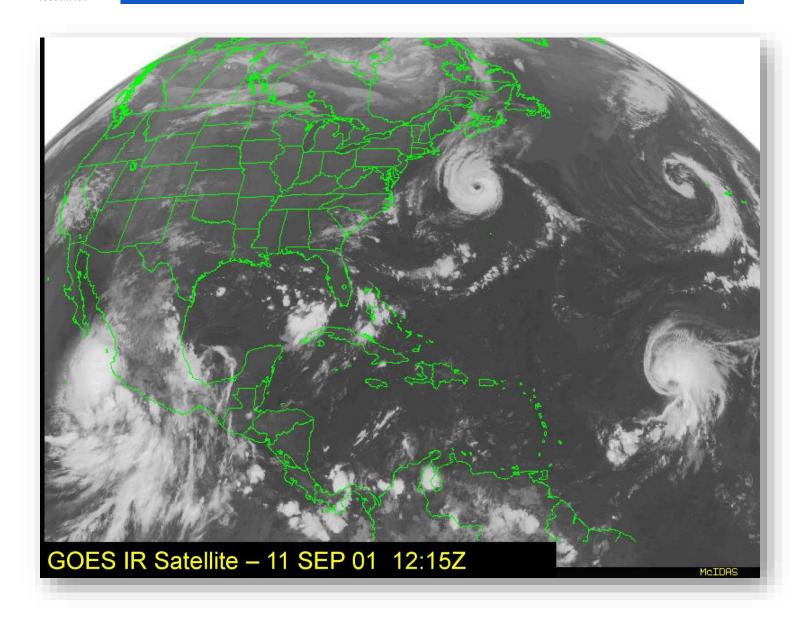
ADE



ADF President David Smith, on left talks with Steve Caisse, ADF Director, Information Technologies during the Symposium 2001 presentation, "The Skies are Cleared". The pair shared co-facilitator duties.

The ADF Symposium took place less than a month after the cowardly attack by the Wahhabi Islamist terrorist group al-Qaeda on our nation, taking 2,996 innocent lives and injuring more than 6,000 others. Emotions were running high at ADF during September as the organization debated whether to cancel or continue with the Symposium. To honor our members at American and United, including those who died, ADF decided to proceed forward with the Symposium so as to tell the amazing story of how aircraft dispatchers, ATC and crew members in the United State safely diverted approximately 4000 aircraft without incidents or injuries. Many of these diversions landed at offline airports. I (Steve Caisse) believe that those actions represent some of the finest and proudest moments in the history of the profession. That historic presentation appears on the next few pages.







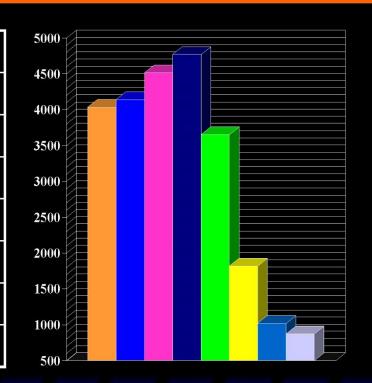
Timeline

The FAA	Oz AA11 – OFF BOS	1200
prohibitions	5z UA175 – OFF BOS	1215
of all flight	Oz AA77 – OFF IAD	1220
operations	Bz AA11 – ZBW Looses Radio Contact	1228
at U.S.	3z UA93 – OFF EWR	1243
airports	2z AA11 Collides with WTC	1252
was the	3z UA175 Collides with WTC	1303
first time in	5z New York Center Stops all ARVLS/DEPTS	1305
U.S. history that air	Az Ground Stop for all BOS Arrivals	1324
traffic	7z Departures Stopped Nationwide	1327
nationwide	2z AA77 Collides with PENTAGON	
has been	5z ATCSCC Redirects all Flights to Closest Airport	1345
halted.	7z UA93 Lost in Western Penn.	
	8z ADVZY 036 DCC 9/11/01 Issued	



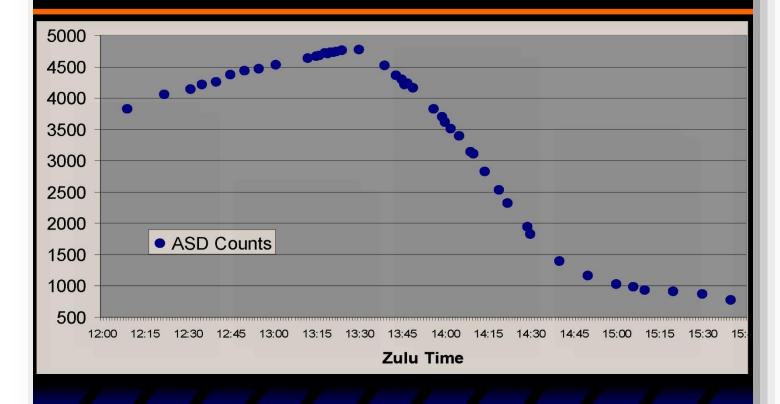
TSD Traffic Counts – Timeline

T	
1200z	4037
1230z	4138
1300z	4515
1330z	4772
1400z	3652
1430z	1821
1500z	1022
1530z	872





ASD Counts – 12z through 16z

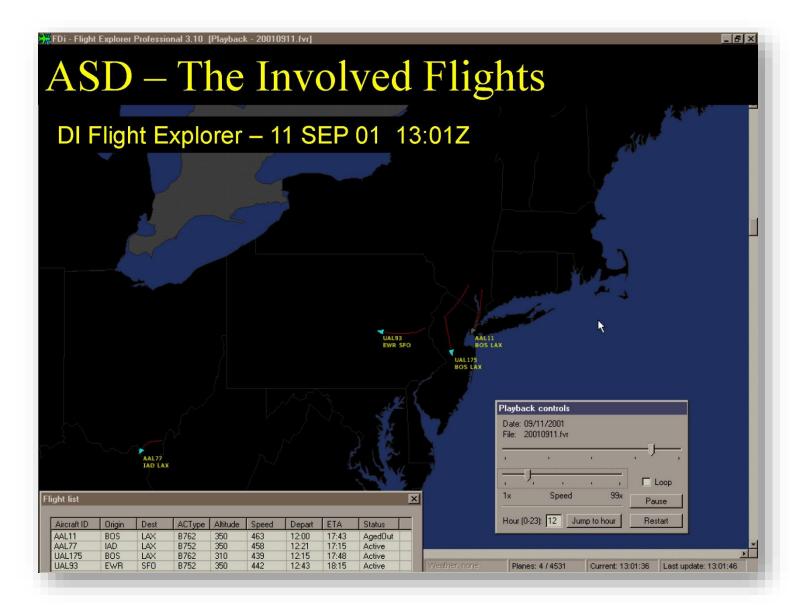




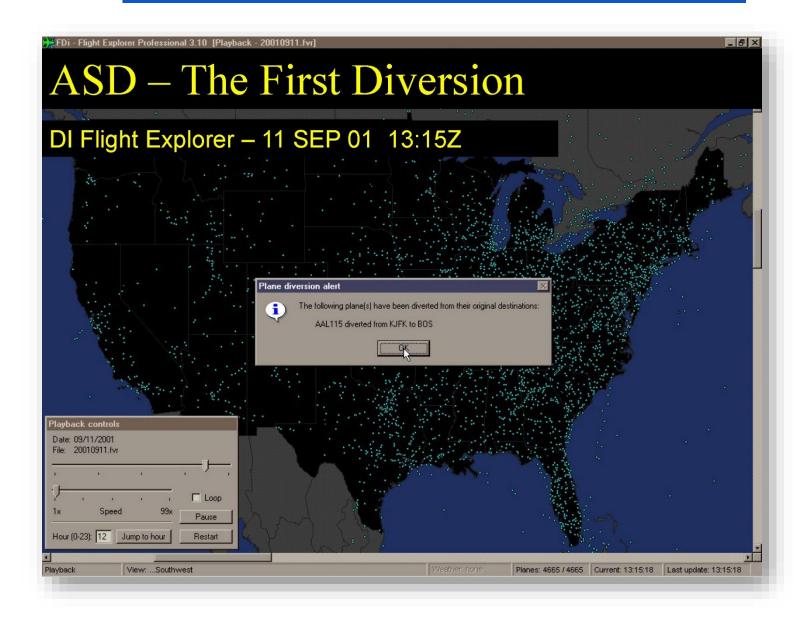
1506z ADVZY 036 DCC 9/11/01

- > 1506z ADVZY 036 DCC 9/11/01 FDC SPECIAL NOTICE
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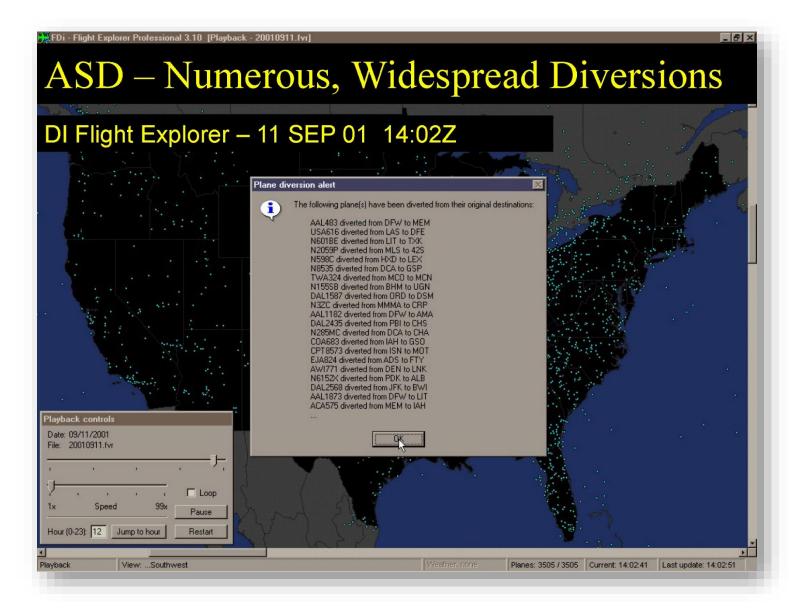




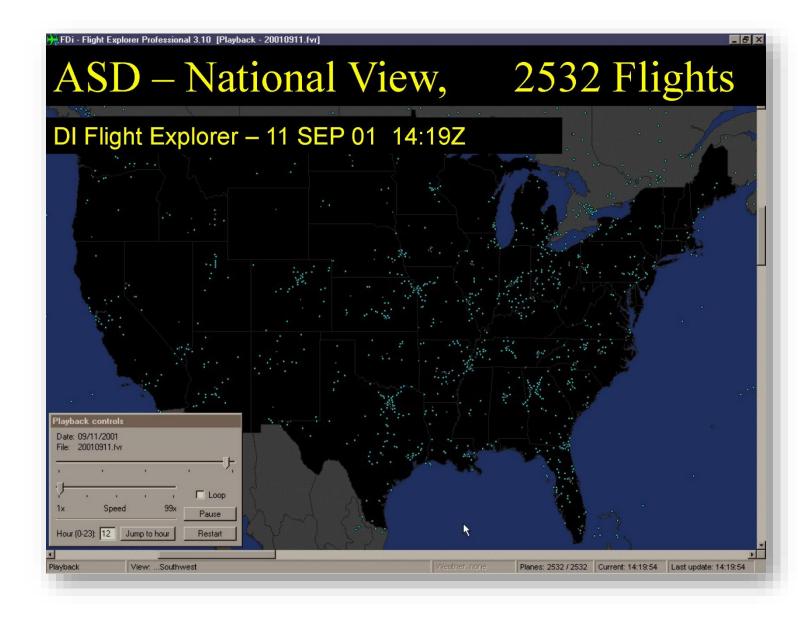














SCATANA - Securing Control of the Skies

As initially envisioned, in the event of a confirmed warning of nuclear attack, NORAD, in conjunction with the Federal Aviation Administration (FAA) and the Federal Communications Commission (FCC), would order the immediate grounding of all commercial aircraft in U.S. airspace and off the U.S. coast.

Developed in the 1960s, this little known plan—Security Control of Air Traffic and Navigation Aids (SCATANA)—authorizes NORAD, the FAA, and the FCC to impose these restrictions in order to clear the skies for bomber and missile operations.

Once SCATANA has been implemented, a wartime air traffic priority list (WATPL) is established to allow essential personnel and aircraft to use the airspace. Designated "priority one" on the WATPL are the President of the United States, the Prime Minister of Canada, their respective essential national security staffs, aircraft engaged in continental defense missions, retaliatory aircraft and their support aircraft (for example, refueling tankers), and airborne command posts.











Timeline

```
1200z AA11 – OFF BOS
1215z UA175 – OFF BOS
1220z AA77 – OFF IAD
1228z AA11 – ZBW Looses Radio Contact
1243z UA93 – OFF EWR
1252z AA11 Collides with WTC
1303z UA175 Collides with WTC
1305z New York Center Stops all ARVLS/DEPTS
1324z Ground Stop for all BOS Arrivals
1327z Departures Stopped Nationwide
1342z AA77 Collides with PENTAGON
1345z ATCSCC Redirects all Flights to Closest Airport
1407z UA93 Lost in Western Penn.
1508z ADVZY 036 DCC 9/11/01 Issued
```



Closing Comments

- Conclusions
- Q&A



Thank You for your participation.

Scaisse@dispatcher.org

http://www.dispatcher.org





ADF will never forget.





CLASSIC QUOTE

"If corporations think they can buy fractional ownerships that do not meet Part 121 safety standards, then they are sadly mistaken".

Congressman James Oberstar, 2001



ADF Slide from a 2001 presentation to vendors.





ADF Board gathers at the Las Vegas 2001 business meeting. left to right, Caisse, Harkin, Duquette, O'Keeffe, Sotenburg, R. Smith and Queenan.



It was a hot one!



David Smith-President

(Delta Air lines)

Brad Irwin-Executive Vice President

(Continental Airlines)

Joe Cook VP Operations (DAL)

Fred Pearsall VP Membership (UAL)

Rhonda Smith VP Administration (Hawaiian)

Brian Schultz VP Govt /Legislative Media (TWA)

Mike Timpe Treasurer (Horizon)
Francis Queenan Secretary (DAL)

The ADF Symposium & Aircraft Dispatchers Convention

Washington, D.C

October 6-9, 2002.

"Computer Automation - Changing the Way We Do

Business."

Keynote Speakers:

Mike Wambsganss President/CEO Metron Aviation, Inc.

Dan Gutwein FAA IPT Leader ARA700

"TFM Technology" - The Future Traffic Flow and Enterprise

Management.

Bill Leber-Director of Air Traffic Management

Frank Hashek–Director of Membership

Giles O'Keeffe Director Aviation Security & Intelligence

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Alliances

Loraine Sandusky Director of Collaborative Decision

Making

Jerry Elder Director of International Alliances

Brad Ward Communications Coordinator Lynn Salinas Volcanic Ash Coordinator Jeff Hennessy Publications Coordinator Jim Jansen Weather Coordinator Phil Brooks Jumpseat Coordinator

Jeff Rehaluk CDM Coordinator

MEMORABLE MOMENT

ADF became alarmed in 2002 when proposed legislation from the United States House, HR2951, contained regulatory changes which would prohibit dispatchers from riding in cockpit jump seats. ADF worked with staff of Congressman Oberstar to address this concern. The language was removed from a further revision of the bill and no longer a provision of the legislation.



DAVID SMITH



THE FOLLOWING IS A REPRINT OF ADF PRESIDENT DAVID SMITH'S INTRODUCTORY EMAIL TO THE MEMBERSHIP FROM 2002.

ello to all my fellow ADF members. Thanks for being a member and being a part of this important work that we are doing to foster safety and the merits of operational control. Let me tell you about myself. I have seen 5 carriers now, from cargo to passenger operations, and from prop feeders to regionals to nationals to flag carriers. I certainly don't think that I know everything. (The more you know, the more you know that you don't know.) I do know that I have been a dispatcher in a number of different organizations and operations. I think that I bring a



fairly unique perspective and experience to this position. Now let me bring you up to date on some events that have occurred before and after my election at the ADF Symposium last October. The most obvious events were those of 11 September, 2001, and the anthrax threats that occurred in the

months following. Those two threats have obviously changed everything we do on a daily basis, threatening the survival of all of the airlines, while also disrupting the livelihoods of thousands of persons. Only recently have some of those furloughed been receiving recalls. Others may never be able to return to their chosen occupations. ADF's response has been to directly engage the various law enforcement agencies, as well as the CDC. Mr. Giles O'Keeffe graciously accepted the appointment to Director position (Aviation Security and Intelligence) which you have certainly seen on the web site by now. As such, he has been actively and forcefully pressing for the swift, accurate diagnosis of 'white powder' incidents, as

well as the myriad security issues that have followed the hijacking events last September. On a different note, we have also undertaken some long-term strategic changes which, while fairly costly and lengthy, will allow ADF to move into the 21 st century. First, we are finally able to pursue non-profit incorporation, something that has been cost-prohibitive in the past. Thanks to the fine fiduciary efforts of Giles, our past President, Mike Timpe, our Treasurer, and

You are ADF, not just the 50 or 60 people who are doing the work right now. To twist JFK's immortal speech, 'Ask not what ADF has done for you; ask instead what you have done for ADF.'

Tracie Benson, our Director of Corporate/ Industry Alliances, we can afford this big-ticket item. This move puts ADF into the same position as the other groups in our arena, giving us tax advantaged status while solidifying legal protection for the organization. Additionally, the ADF is in the process of establishing a foundation, which will give ADF the ability to press projects and research in the direction that most benefits positive operational control. In the meantime, we are continuing the activities that you would normally expect. ADF volunteers are attending ARAC meetings, CDM meetings, and jumpseat discussions. We continue to attempt to improve and increase access to carrier jumpseats, in compliance with interline agreements. Through IFALDA, we continue to pursue the possibility of IATA international personnel ID cards, which will hopefully speed our progress through the security areas. We have a new Jumpseat Issues coordinator, who is charged with providing updates on the status of any regulatory actions and improving those positions when able. We are also pursuing the positive identification of callers to gov-



DAVID SMITH

ernment facilities to facilitate quick and accurate communications. As I write this, a new 'Director of Regional Operations' set of interviews is about to begin. Many of you know that this is actually a reactivation of a prior position. This person will be charged with coordinating any issues through ADF that may not have had equal and proper representation by or for those operators that fall outside of the "Big 5". Having come from a mixed 121 /135 turboprop operation myself, I know the feeling that the "big guys" don't have any idea what everyone else is doing. Nothing could be further from the truth, and I assure you that we are all in the same boat when it comes to a challenging day of dispatching. I encourage you to use this new appointee, when announced, as a focal point for any concerns you have. Now some bad news: for a long time, I have been aware of the relatively few people who make the effort to run this organization. I would say that probably no more than 50 or 60 people are carrying this group, pathetic numbers even for a volunteer situation. These people get to the quarterly meetings, they attend the meetings with the FAA and other industry groups, and they write for or edit the ENews and the Newsletter. They do the administrative tasks like maintaining a database of almost 1400 people, printing labels and stuffing envelopes. They go to AOC's and ATC Controller gatherings to educate non-

ADF Board Meeting in 2002. David Smith officiating with Giles O'Keeffe (r) and Jerry Elder (l).

members on our agenda. They do this as volunteers. They are not paid for their time and are completely underappreciated for their hard work. They have jobs and job searches, family matters and personal lives just like you and I, but they make time to do this work for you. So I want to encourage each person who is a member of ADF to get involved at some level, even if it means writing just one letter a year to the editor

"I would say that probably no more than 50 or 60 people are carrying this group, pathetic numbers even for a volunteer situation".

of Enews. Write an article, do some research, visit the 'Volunteers Wanted' web page and take a task. Submit a position paper. Determine how to fix a broken process. Think about what you do on a daily basis and how you can make it better in a way that benefits the entire industry. Offer your assistance filling envelopes or coordinating an event. Get to a quarterly meeting, even if it is only for one day or afternoon, so that you can talk to your fellow professionals. You will become aware how similar our work is, and how many gripes we share. Offer to attend a meeting that interests you. This is not a magical solution. It just requires your involvement. If you don't think that ADF is doing enough for you, then you are the partial cause of the problem. You are ADF, not just the 50 or 60 people who are doing the work right now. To twist JFK's immortal speech, 'Ask not what ADF has done for you; ask instead what you have done for ADF.' I have been happy to note several new folks joining in recently to help out and I thank them for their participation. Now it is your turn to get involved.

Dave Smith



Dispatchers: What We Want



- We Want Keep Our Passengers, Crews And Aircraft Safe
- We Want To Efficiently Operate Our Resources According To Our Respective Business Models On Our Preferred Trajectories
- We Want To Cooperate With ATC In Ensuring Efficient Use of the Airspace In The NAS
- We Want Better Tools To Show Us The Impact Of Our Actions On The NAS
- We Want To Stay Out Of The Headlines
- We Want To Preserve Our Dispatch Certificates & Our Livelihoods
- We Want To Maintain Positive Operational Control Over Those Flights as Required by the FAR's
- We Want Our Industry Partners To Understand The Implications Of FAR Non-compliance To Our Profession And Employers
- We Want To Have More Meetings At Southwest Airlines In Dallas



In 2002, Steve Caisse made a presentation to FAA Aviation Safety Inspectors – Dispatch during a joint meeting at Southwest Airlines in Dallas.



ADF President David Smith with Congressman Oberstar in 2002.



EmployerName	First Name	Last Nam		
Air Tran	James	Tabor		
Air Wisconsin Airlines	Larry	Gauerke		
Airborne Express	Thomas	Koole		
Alaska Airlines	Betty	Bollert		
All Nippon Airways	Katsuyoshi	Jin		
Aloha Island Air	Travis	Williams		
America West Airlines	Patrick	Monahan		
America West Airlines	R.J.	Johnson		
American Airlines	John	Plowman		
American Trans Air	John	Votapek		
Ansett International	Michael	Griffiths		
ASA	Victor Scott	Stacy		
Atlantic Coast Airlines	Saskia	Andriulli		
Atlantic Coast Airlines	David	Boaz		
Atlantic Southeast Airlines	William	Byrer		
Atlas Air	Ron	Barber		
Britannia Airways	Rudy	Pack		
Canadian Airlines	adian Airlines Bill			
Casino Airlines	Kenneth	Gardner		
ChampionAir	Greg	Parent		
Colgan Air / US Airways Express	David	Rose		
Colgan Airways	John	Mead		
Comair Airlines	Julian	Dodge		
CommutAir	r Kenneth			
Continental Express	Shawn	Haney		
Continental Continental Micronesia	Brian	Peterson		
DHL Airways Juan		Munoz		
Dispatch/China United Airlines/ Foshan Branch	Wei	Wei		
Enkor Airlines Ltd	Syed Zahid	Kader		
Express Airlines I/ NW Airlink	William	Hammond		
FAA FSDO	Karen	Monteith		
Federal Express	Laurie	Errasti		
First Union Corporation	Don	Lawrence		
Freedom Air	Alfred	Dilks		
Great Lakes Aviation	Edwin	Heying		
Great Lakes Aviation	1			

EmployerName	First Name	Last Name
Great Lakes Aviation	John	Hennelly
GTE Air	Stanley	Kotzur
HeartLand Airlines	eartLand Airlines Tom	
Horizon Airlines	Winona	Corbin
Japan Air	Timur	Evren
Japan Airlines Operations	Joseph	Gutierrez
Jet Aviation	Anita	Geiger
Lacsa Airlines	Luis F.	Ardon
Lauda Air S. p.A.	Mauro	Mossa
Mesa Airlines, Inc.	John	DiPaolo
Mesa Airlines, Inc.	Sarah	Graves
Mesaba Airlines	Chris	Dahn
Mesaba Aviation	Christopher	Dahn
Miami Air	Jean	Mamert
Midwest Express Airlines	John	Tahmazian
Northwest Airlines	Darryl	Oberg
Pacific Aviation Corporation	Kenneth	Drake
Pacific Island Aviation, Inc.	Jeffrey	Maltzman
Pentastar/Automotive Air Charter	Craig	Curtis
Premier Aircraft Management	Darrell	Jensen
PSA	Georgios	Koukoulas
PSA	Dennis	Zimmermar
PSA Airlines	Brian	Pruett
Raytheon Aerospace	Gloria	Beery
Raytheon Travel Air	Robert	Johnson
Royal Netherlands	Willem	Oskam
Ryan International Airlines	Judith	Beddow
Skyway Airlines	Al	Gabor
Skyway Airlines	Ken	Paul
SkyWest Airlines	Jim	Cloud
Southwest Airlines	Travis	Kiser
Sun Country	Steve	Dykhuizen
Trans States Airlines	John	Сох
Trans World Airlines	Corry	Schafer
Transport Canada	James	King
Turkish Airlines	Joe	Sanchez
United Airlines	Dennis	Hext
DF Delegates from early 2002		

EmployerName	First Name	Last Name
United Airlines	Jeffrey	Crank
United Airlines	Dennis	Ahearn
UPS	Marc C.	Carlozzi
UPS	Charles	Vanderhoof
UPS	Gordon	Higginbothar
US Air Ways	Don	Wright
US Air Ways	Ted	Christie
USA 3000 Airlines	Jeffrey	Hadhazy
USA Jet Airlines	Dave	Unseth
World Airways	Peter	Clough





NEWSLETTERS

MEETING MINUTES

PRESS RELEASES



ADF received strong support from the office of Norm Mineta during his time as Secretary of Transportation

CLASSIC QUOTE

"Dispatch! Isn't that the difference?
Part 121 has it... Why don't we require
Dispatchers for (other operations)?

Norman Y. Mineta,
United States Secretary of Transportation"



Minutes of the Regular Quarterly Meeting of the Airline Dispatchers Federation, Held February 24/25, Oklahoma City, Oklahoma USA

Meeting was called to order by Dave Smith, President, Airline Dispatchers Federation at 9:10am. Introductions were made of all present. Dave also reminded all there was a sign up sheet for tomorrow's visit to the FAA facility and further instructions reference the visit will be given later.

Dave gave updates on work in progress on insurance, non profit status, plus all of the meetings that ADF is trying to attend, very difficult since we are an all volunteer organization. ADF has limited resources, but long term involved with the Boeing meetings, short term with CDM, noting that Bill Lieber, former President of ADF is the current co-chair of CDM. On a global level, ADF is a "Mom and Pop group, and we need increased participation from our membership if we are to continue to move forward. With a current membership of 1361, we are moving from a small to a medium size group. Dave stressed that we need greater communication within ADF, assessing that it is now poor.

Brad Irwin discussed ideas to engage the membership, noting that it is difficult to engage the dispatchers at the regional carriers. Brad noted that with his duties as Web Master, there was a need to off load some work, and that Regina Mateo, Ben Shermer and Dan Stallworth would be attending meetings. Brad also reported that Lorraine Sandusky was working with PTFM. Preemptive Traffic Flow Management and she was attending as a representative of COA but also wore the ADF hat.

Mike Timpe brought us up to date about taxes for year 2001, continued exploration of our quest for non profit status. It is his recommendation that ADF incorporate and apply for non profit status. Also discussed insurance and cost to insure against liability would be about \$3000 a year, but it is suggested that we all review our personal liability. Discussion on how we got to this point—and how Enron has influenced everyone's view on liability. No objections were voiced to spending what ADF needed.

Amar Murthy discussed that status of the Mike Nadon Trust Fund and anyone interesting in contributing could contact him for further details.

Frances Queenan asked for, motion made and seconded, Minutes of the October 2001 Washington meeting were accepted. Brought group up to date on progress, or lack of it. on revising the ADF video. It was decided to form a Video working group, look for possible corporate sponsorship.

Rhonda Smith discussed membership and the new membership packets, also looking how to run a credit card for membership and renewal fees. Rhonda also discussed the problems of keeping the membership data base up to date and asked for lists of all the group membership names. Also discussed membership form on the web, what percentage of the dues goes to IFALDA, how we go about logging our accomplishments, which is required by the bylaws. Members want to know what their dues are paying for, what we did for them. Need development of tools to report to the membership.

Also, noted the big down time on receipt versus processing checks, getting them from Washington and credited. Rhonda asked for and got a private telephone line, so the 800 number does not ring on her home phone. Michelle Duquette offered to look at the Web problems we are having , also the problem we are having maintaining membership, and how that relates to our E Commerce and will report back to the group. We now have a contract with E Central for one year . And many thanks to Amar Murthy and $\;\;$ BLR as they continue to sponsor our web site.

Freddie Pearsall noted we now have 283 individual members at the \$40.00 level and we need to continue to look at ways to expand the membership, especially to include the regional's. It was decided to create the position of Director, Regional Carriers and we will post a "Help Wanted Ad" on the ADF site. Also noted that ADF needs to be careful who we send to meetings, if there are volunteers, they need to be briefed by the various Board members or Directors on the issues so we don't send folks to meeting cold.

Also, listing of carriers who have group memberships are DAL, UAL, AAL, NWA, COA, Alaska, Sun Country and Mesaba.

Frank Hashek reported on how the layoffs of dispatchers went post 9/11. 13 1/2 percent laid off, or 167 furloughed, 21 retired and some accepted leaves of absence. It appears the majors are coming back, but the regionals over all faired better.

Brian Schultz reported that HR2951, proposed legislation to keep dispatchers out of the cockpit give us quite a scare but were able to speak to Congressman Oberstarr and it is no longer a provision of the legislation. additionally, SWA currently does not allow dispatchers on the jumpseat, but hopes a redesigned ID card, perhaps an enhanced IATA card will make easier identification of an OAL dispatcher. UPS currently allowing anyone to ride, but not FedEx in order to increase security, not to just keep dispatchers



out of the cockpit. Looks like dispatcher jumpseats will be driven by ALPA, but we all need to stay involved with what our own airline is doing with this matter. It was also noted that the FAA is going to be publishing lists of dispatch certificate holders under the freedom of information act, including their certificate number and addresses. But you can go to the FAA web site, and request suppression of your address and you can also change your certificate number which for many of us is our social security number to a random number, also at the FAA site. All present were urged to please take this item back to your fellow dispatchers.

Joe Cook reported that he had attended CDM meeting, and that it was a little "c", not a big "C" and it was suggested that we might have a discussion board someplace on our web site as to gather the opinions of the members. Regional carriers are also involved, plus there are Ops. Specs issues here. Noted that the Fractionals have a dispatcher but they have no regulatory—control. Operational Control and the erosion of the dispatcher's control is at the heart of many of the issues here, and that we as dispatchers need to present the rules of engagement to ATC rather than the other way round. Joe is considering making a policy statement to present to the group. Also, as to Craig Horton and his chat room, no ADF support will be offered.

Intercept procedures, post 9/11, are posted on the IFALDA website as well as useful phone numbers. And classification of threats onboard start with a disruptive pax, with possible flight talk down, to a physically abusive pax, to a weapon or threat of a weapon on board, and finish with attempt to get into the cockpit. On the ground, the captain becomes the on scene commander. In the area of bio terrorism, dispatchers may be asked to work with the CDC depending on the nature of the issue. Establish ACARS traffic with flight if possible. And US dispatchers may be asked if there is HAZMAT on board if there is an issue with a flight in the international arena and we need to be prepared to provide that info.

Tracie Benson working to clean up data base of sponsors and vendors, almost as daunting as cleaning up the membership data base. In reference to membership and dues, Article V needs to be amends, change proposed will be written up and presented in Toronto. Also, the Schedule of Dues and Fees to be amended to include a new level, Sponsorship of a Business Meeting, will be included in proposed Bylaw changes. Tracie also reported that all the arrangements for Toronto are taken care of and that the next symposium in Washington will be held at the Holiday Inn, they have bent over backwards to accommodate ADF. Tracie also noted that how to handle ADF participation at AAL remains an issue. Also, if we schedule future meetings on holidays, ADF will get a cheaper rate. Please see the ADF web site, dates for next meeting posted, dates for July, 2002 remain the same, but July, 2003 will the 12-14.

Regina Mateo asked that folks please be generous with their supply of articles for the Newsletter. Jerry Elder reported that items for the E New were also slim. He is also still working with Embry Riddle on the dispatcher stress survey—and was wondering if there was a way to get it published on the web site. Mike Harkin noted that academic research is trusted and it justifies our participation, not much work has been done on the human factors end of being a dispatcher. Also noted that Embry Riddle has ceased their licensing of dispatchers.

Brad Irwin advised that NASA Langley is conducting a survey on weather products, and if they are going to sponsor a meeting, group opinion was we could answer their questions. Additionally, Ratheon is working on a dispatcher weather avoidance tool.

Jim Jansen reported on the NBAA conference. Also that the NWS wanted to know what was possible to get rid of, text of observations and forecasts was too manpower critical and wanted to go to a graphic presentation. Discussion about the CCFP and it's value as a tool. Jim also briefed on the University of North Dakota Aerospace/Aviation Conference scheduled for April 18/19 and did ADF wish to man a booth, cost \$1500 and motion to pay for booth and attend was proposed and passed.

Norm Joseph memo about ARAC updates and Norm's letter to Jane Garvey reference FAR 121.465 discussed, when discussed unofficially with the FAA, we were advised to write a letter.

Fractionals no longer have as much steam since 9/11 and Fred Pearsall reported that UAL's Avalar has had no money put into it.

Jim Ford, President of IFALDA, spoke about items they are active in, specifically ICAO Annex 6 revision, please see the IFALDA homepage. Also the IATA International Safety Audit, and the FAA/JAA (which will be replaced by EASA) harmonization. Jim also reported that Toronto should be a really good show and urged all to attend and will see if anything can be done about getting IATA international crew cards for dispatchers so cockpit eligibility might be more standardized.

There will be a Spring 2003 ASH event conference in DCA, Spring 2002 was held in ANC. This



this the project of Len Salinas, UAL member.

For the year 2002, SWA has opted out of a group membership to ADF, and will instead do individual memberships.

Dave Smith covered some of our big financial issues, incorporation, insurance, foundation and copy right issues. Ben Shermer will help Mike Timpe with the non profit issue. It was moved and seconded to allow Dave and Mike to go ahead with these items.

It was moved and seconded that ADF adopt a non discrimination statement, will be drafted and available for vote in Toronto in May, 2002. It was moved and seconded to officially adjourn the business meeting, which was followed by a presentation by John Moffett of the Boeing Air Traffic Management group.



David Smith and Brad Irwin officiate at a 2002 business meeting.

Below, a busy day is in store as a dispatcher sits down to this weather at a hub.

KATL 182203Z 02015G29KT 1/2SM R09R/2400VP6000FT +TSRAGR FG BKN005 OVC025CB 11/10 A2981 RMK AO2 PK WND 02030/2153 WSHFT 2142 GSB2157E2158GRB2158 CONS LTGICCG OHD-ALQDS TS OHD-ALQDS MOV E GR 1 1/4 P0021



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Spring 2002

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"Keeping the Dispatch Profession Informed"

Dispatchers Worldwide 2002 Summit

This year's Annual International Summit will be hosted by IFALDA, EUFALDA, and ADF May 6th-9th in the beautiful city of Toronto Canada. The business meetings for ADF, and Eufalda, will be held in the late afternoon with the Vendors Welcome Reception in the evening of the 6th.

May 7th the first part of the day will be the IFALDA general meeting, while afterwards the delegate and guest tour will make your trip to Toronto complete: a visit to the most beautiful of the world's wonders! A licensed guide will provide a commentary en route to Niagara Falls regarding the famous Queen Elizabeth Way, Ford Motor Company and, of course the Niagara fruit belt. The bus will stop in Niagara-on-the-lake, one of the oldest settlements in Ontario, famous for the War of 1812 between Canada and the U.S. The town has been beautifully restored to depict its heritage. En route, the tour follows the Niagara River, and passes by the Whirlpool Rapids, and the historic sites of the Brock Monument and Laura Secord House. Once in the Niagara area, a detailed tour will begin, outlining the historical, cultural, and geographical highlights of the region. At Niagara Falls guests will be able to stand at

the very edge of the spectacular Falls, and watch as they are lit in a spectrum of spectacular colors! If weather permits, on the Maid of the Mist boat they will feel the spray and see the Falls from the whirlpool rapids below. Afterwards, guests may browse through the gift shops, enjoy dinner on their own at one of the many local restaurants, or just simply enjoy the view.

May 8th will be a full day of meetings, including an awards luncheon. To witness the splendor of the city skyline, the evening delegate and guest tour will be a boat cruise of the island lagoons. The Northern Spirit has three decks, an onboard DJ, and a buffet dinner. Music will be played during dinner while guests enjoy the beautiful sunset and then after dinner the dancing will begin.

May 9th-A tour to the Bombardier factory is scheduled, the manufacturer of the RJ and other aircraft, as well as ATV's and watercraft.







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Dear ADF Board

SUMMARY: RAA hosted a meeting last Thursday of the members, airframe OEM's and FAA representatives from certification and flight standards. The meeting was intended to "jumpstart" the process of converting the "Phase I" cockpit door modifications into the final configuration among the RAA members. Among the more significant issues to be discussed were:

FAR 121.587(a) Rule requiring cockpit door closed and locked at all times when aircraft is being operated.

The FAA reiterated their position that they are not receptive to allowing Emb-120 operators to leave the door open when observers are onboard. They favor that the affected airlines petition the FAA to receive a new or amend current exemptions for IOE observations to increase the percentage of the inspections are conducted by qualified staff of the petitioner from 50% to 100%. They suggested that dispatcher observations on an Emb-120 should be conducted in a simulator as an interim procedure.

Dispatcher SIM rides? They're kidding right?

Response

Just to make sure everyone is all on the same page, I will provide some amplifying information about the controversy surrounding the EMB-120.

At a recent meeting of the FAA/Industry Operations Specifications Working Group I ran into Mr. Bob Bruce. He is the Principal Operations Inspector at ASA. (Some of you may remember the name, he was the POI at Valujet.) Bob related to me that the new cockpit door regulations present a lot of problems on the EMB-120. Due to the design of the airplane, the jumpseat is actually in the door opening, ie., there is no way to close the door with someone on the jumpseat, let alone lock it or install all the new strengthening hardware. Moving the bulkhead is not an easy option due to the fact it is an integral part of the aircraft structure. There is no easy fix for this problem. Bob related to me where the FAA had a meeting in DC and advised FAA

Inspectors perform surveillance (route checks, etc.) that they should sit in the first row of coach, with the cockpit door open, and that way they could at least listen to what the pilots were doing (!)

A Dispatcher may legally perform his observation in a simulator, in fact, I believe this may provide a better opportunity to observe abnormal procedures. I intend to do this at least once in my career. I doubt that there are very many airlines that operate EMB-120 only, meaning a Dispatcher should be able to perform his annual observation on one of the other aircraft in the fleet. At those airlines who ONLY operate EMB-120, the FAA could conceivably require Dispatchers to perform their annual observations in the simulator until the problem is figured out. As far as jumpseating for pleasure or commuting, we Dispatchers are in the same position as pilots, controllers, and FAA inspectors with regard to EMB-120, which is to say, we are caught up by the aircraft design problem and our privileges may be hard to maintain in the current environment.

I Hope this ties some of the debate together for those who were unaware of this issue, and illustrates that we Dispatchers are not being excluded or singled out.

Joe Cook
ADF Vice President of Operations



ADF thanks BLR Group for their continued support, website server assistance, and bandwidth.



ADF Responds to Aviation Daily Article on September 11th Events

The following letter was submitted to the editor of Aviation Daily

There has been a lot of media coverage given to the men and women of the Federal Aviation Administration's air traffic control community regarding their efforts on September 11th, 2001. The members of the Airline Dispatchers Federation agree that these fine employees deserve a lot of credit for the safe handling of the shutdown of the National Airspace System on that terrible day.

However, with regard to commercial aviation, no mention has been made of the contribution of the certificated aircraft dispatchers in this county who handled a full blown emergency with calm efficiency. The performance limitations of the hundreds of airline-operated aircraft on that morning provided terrific challenges to these men and women, the individuals charged with the responsibility to initiate, conduct and TERMINATE those flights. It was a dispatcher who picked the airport for that B747 to land at, safely and legally. It was a dispatcher who convinced a pilot that airport B was a safer choice than airport A. It was a dispatcher who directed air traffic controllers with regard to airport selection. It was a dispatcher who arranged ground handling, customs and immigration, and began the process of arranging ground transportation for diverted passengers. It was a dispatcher who negotiated with the Canadian government, the US military, local police departments, medical facilities and dozens of other agencies, to ensure that the highest level of safety was provided to each and every one of those flights.

Put yourself at the desk of an airline dispatcher on the morning on September 11th. Conflicting information, a television tuned to CNN, and, if you worked for American or United, disturbing reports concerning cold blooded murder committed on your flights, and the subsequent crashes. If you happened to be working one of more of the hijacked flights, you were relieved of all your other flights, until the crashes had been confirmed. Around you, your fellow dispatchers were desper-

ately communicating with hundreds of airborne flights, pinpointing locations, fuel on board, operating limitations and attempting to select the safest, most suitable airport at which to land (not necessarily the closest airport). Coworkers and passengers had been murdered, but you were expected to continue to do your job and maintain the highest level of safety for your remaining flights. Once you managed to get those flights on the ground, the nightmare continued. Insufficient or inaccurate and conflicting information, undependable communications and an overpowering sense of dread saw you through the rest of your shift. You held your breath until you could confirm the safe termination of each one of your flights, with all the passengers deplaned and the cargo removed. None of us knew if there was another potential hijacker on any of our flights.

Since that day, airlines have furloughed dozens of dispatchers. Dozens more have had their job status reduced to assistant positions, at reduced pay and disrupted schedules. The ones who continue to work do so in a changed environment, where stress levels are even higher than they used to be. The hotel, catering, entertainment and other industries have suffered economically, with numerous business failures and thousands of people out of work. The airlines alone let go over 140,000 employees. But, in spite of the greatly reduced number of commercial flights in the NAS, no FAA air traffic controllers have been furloughed. In fact, there are rumors around that the air traffic controllers deserve a bonus for the work they did no September 11th.

We work with air traffic controllers and air traffic managers day in and day out. They are competent and dedicated people who perform a task most of us would not wish to tackle, and would be incapable of doing well, even if we tried. They performed admirably on September 11th. But they were not alone, they were not in charge (at least of commer-





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(Continued from page 3)

cial aviation flights), and they have not participated in the fallout. Where are the stories about pilots and flight attendants and customer service agents who suddenly found themselves with a thousand confused and frightened passengers in airports that are used to handling 50 or 100 at a time? Where are the stories about the good people in small towns in remote areas of Canada who opened their homes and their hearts to total strangers? Where are the stories about the people who were stunned momentarily by September 11th, and then immediately rolled up their sleeves and did their normal jobs abnormally well?

We will be eternally grateful to our friends in Canada for providing safe harbor when the United States would not. We salute the air traffic controllers in the USA and Canada who performed so well. But we are dismayed by the media's failure to report the rest of the story.

Giles O'Keeffe, Aircraft Dispatcher; Director, Aviation Security and Intelligence, Airline Dispatchers Federation



Trajectory-based flight planning is a critical component of the Boeing Air Traffic Management concept. Data from on board the aircraft is used to create the trajectories. Artwork courtesy of Boeing Air Traffic Management

Trajectory-based Airspace Operations



ARAC Update

The Aviation Rulemaking Advisory Committee (ARAC) Air Carrier Operations Issues Group met at FAA headquarters on October 25, 2001.

The meeting was chaired by Bill Edmunds and Tom Toula was the designated FAA Official.

The Extended Range Operations (ETOPS) Working Group provided a status report and requested a dead line extension until April, 2002. The fast track work plan had been essentially brought to a halt by the events of September 11. Additionally, many of the subject matter experts have been assigned new or priority tasks relating to the recovery efforts of their employers. The extension was approved and the Issues Group established a schedule to review the final product draft following the November working group meeting.

The Airplane Performance Working Group leadership had previously advised the Issues Group Chairman that the presentation they provided in May 2001 along with Working Group Report 18, provided in June 2001 constituted the final report of the working group. The Issues Group voted to forward the package to the FAA following a 14 day review period. The FAA will determine what, if any, action will result from the reports submitted by the working group.

The next meeting of the Air Carrier Operations Issues Group is tentatively set for early spring pending completion of the ETOPS tasking.

Norm Joseph

Airline Dispatchers Federation this month celebrates its twelfth anniversary, having been founded in April, 1990.

http://www.dispatcher.org







Icing Detection and Forecast

Kris Kimmons - Continental Airlines

On November 14th I attended the AWTT meeting concerning the elevation of IIDA (Integrated Icing Diagnostic Algorithm) and IIFA (Forecast Algorithm) product from Experimental status to Guidance. (As an aside, IIDA was described in some detail by Tom Horne in the Jan. edition of AOPA Pilot.)

IIDA could be more correctly labeled as an "Icing Summary Chart" since it represents icing conditions from the previous hour (see http://www.rap.ucar.edu/largedrop/integrated/ concept.txt for a full description). It has gained D4 status and will be available on the CDM net in April, along with a change to the 8400.1 specifying its availability for operational use by airlines. Also vendors will be free to offer the product. D4 means that it is an operational product that can be used by "skilled users"which includes dispatchers. I have been observing the product for the last several years and have found it nearly always accurate. ACA, Air Wisconsin, Comair and Skywest have been using this product for the last several years in cooperation with NCAR and have reported a positive experience as well. At the meeting, Gloria Kulesa of the FAA cited a study that indicated up to \$47M a year could be saved by the aviation community, a 17%-49% reduction in icing incidents yearly, 4-12 accidents, and 5-15 fatalities prevented with full access to IIDA. On a purely economic note for the airlines \$3.6M could be saved by reducing weight restricted flights and avoiding delayed or cancelled flights due to placards. There are several websites set up for those airlines, I think the United Express page is the most complete.

http://www.rap.ucar.edu/iida/ice.html IIDA is also available on the ADDS page, but is somewhat limited in usefulness since it that version only goes to fl180. For airline use I suggested that fl250 would be a better top altitude since MEL restrictions for "no known or forecast icing" so often specify this altitude per FAR Pt.

IIFA is a true forecast product. See: http://www.rap.ucar.edu/largedrop/iifa/ice.html Like IIDA it is a RUC based product but uses the RUC microphysics package to derive forecasts in 3 hour increments out to 12 hours (the RUC updates every 3 hours) instead of the "real" inputs from ASOS, satellite, radar, etc., that IIDA uses. However it is not as mature as IIDA so it is still classified as D3 which translates to experimental. As it is a forecast, its benefits from a dispatch standpoint are obvious. I have been observing it for the last year and found it very accurate. It is expected to become D4 operational in May 2003. Personally I'm sold on it now.

Unlike NCWF which was introduced earlier last year which is basically a radar product, IIDA/ IIFA represent the first of what I would call next generation weather depiction products. Next down the pike will be ITFA for turbulence which is expected to go D4 in November 2002. I have enclosed the minutes of the meeting and since I was the only one there with personal hands-on experience with the products I put my 6 or so cents in.

On a closing note: Now that these products are coming our way a concerted effort must be made at education concurrent with the introduction of these very sophisticated products. The FAA says there will be some but experience with the CCFP points to a scenario where the same old misconceptions may well carry over and dilute their effectiveness.

The National Weather Association has developed some very good on line training segments that have been quite successful. See: http://www.nwas.org/committees/avnwinterwx/ Winter index.htm

I would recommend the same be done for each of these products.





New CDM Chair and Vice Chair Named Russell Gold - ATA

Please join me in offering Congratulations to our new CDM Chair and Vice Chair. Bill Leber from Northwest and Joe Bertapelle from American. Bill is a Chief Dispatcher working on Air Traffic Coordination issues, Joe is a Manager in American's System Operations Control Center where his focus is on Air Traffic Coordination.

In order to cover the multitude of commitments the CDM group has on the plate the group chose to develop a two chair approach for future CDM involvement.

We also need to offer a welcome for our two new Airline CDM representatives, Tim Matuszewski from United, John Tallmadge from Delta, and Mike Mcafee from FedEx.

The coming year will be pivotal for the entire Free Flight effort. I am looking forward to working with all our CDM representatives in bringing the Collaborative Decision Making initiative to the next level.

The Rolls-Royce RB-211 turbojet engine is a very common fitment to many modern airliners, such as the 747, 767, 757, DC-10, MD-11, etc. The designation 'RB' is obtained from 'Rolls Barnoldswick', which refers to the Rolls-Royce centre in northwest Yorkshire where the engine was developed.

Volcanic Ash Workshop

The "Volcanic Ash Workshop- Operational Implications of Airborne Volcanic Ash" has been delayed until sometime in mid May 2002. This is in light of the Air Carriers unable to participate due to economic cutbacks. All former participants will be contacted in the Spring of 2002 to notify them of the new dates and location if it would change from Anchorage, Alaska.

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Operations Specifications Update

Joseph R. Cook Vice President - Operations

The quarterly meeting of the Operations Specifications Working Group (OSWG) was held in Atlanta on January 22-23, 2002. This is an ATA sanctioned group which is co-chaired by one FAA and one Industry representative. Items of issue to Dispatchers are enumerated below.

Technology rollout continues on several fronts: lateral/vertical navigation and communications being primary focus points at this time.

Reduced Vertical Separation Minimums (RVSM) - RVSM implementation began in the West Atlantic Route System (WATRS) on November 1, 2001. The UK and Germany are beginning to implement transitional RVSM early on a nonexclusionary basis in what they refer to as "tactical implementation." European RVSM was implemented on January 24, 2002, with the exception of Armenia and Azerbijan. Russia will not be participating at this time. RVSM geographic areas will continue to expand and applicable altitudes for areas already implemented will also continue to expand, including domestically.

Flight Standards Handbook Guidance for Air Transportation "HBAT" 01-08 "Controller-Pilot Data Link Communications (CPDLC); OpSpec A056" was released on August 21, 2001. According to the HBAT "The first implementation of CPDLC in U.S. airspace is planned for June 2002 in Miami en route air traffic control center airspace. Follow-on applications of CPDLC are planned for 2003 in additional U.S. en route airspace. It should be emphasized that although data link messages with ATS may be used in lieu of voice, there is still a requirement for the aircraft to be equipped with operating VHF voice and, when required, HF voice radios along the entire route of flight."

Operations Specifications Paragraph B055 - Polar Operations. Draft HBAT provides guidance and information to all principal operations inspectors

(POI) for the approval to conduct north polar operations serving routes from the United States to China and other locations. This guidance applies to all certificate holders and operators conducting airplane operations under Title 14 of the Code of Federal Regulations (14 CFR) parts 121 and 125, and contains the process and requirements used to validate the air carrier's preparedness for polar flight authorization in the north polar area. It identifies the equipment and airplane configuration requirements, training requirements, validation tests, and a passenger recovery plan. A new operations specifications (OpSpec) A002 will be released with the definition for Polar Area North. Operators are required to gain specific Federal Aviation Administration (FAA) approval to conduct north polar operations. This north polar operations approval is in addition to FAA approval for flight in the area of magnetic unreliability (AMU).

Operations Specifications Paragraphs C059 and C060 (Category II and III approaches). Various discussions are occurring concerning removing requirement for sequenced flashing lights for US operations from C059. Discussion about FAA draft order 8400.13 concerning approval of Cat II to facilities not standard equipped for the lower minimum. The FAA is considering wording changes to C060 (CAT III) to clarify the intend of their guidance, no policy change.

A pre-meeting was held with Jeppesen and Industry (not FAA). At this meeting it was apparently concluded that Jeppesen erred in publishing 500 RVR takeoff pages for airports without Surface Movement Guidance Control Systems (SMGCS) plans. Jeppesen will now apparently amend those pages back to 600 RVR.

A draft Advisory Circular (AC) and draft HBAT has been written concerning FAA approval of

(Continued on page 9)





Space weather affects aviation too

by Paul Lowe

While the term space weather may at first invoke visions of Capt. Kirk and his starship Enterprise encountering ion storms, it is in reality something which affects radio communications, satellite transmissions and signals intelligence. And because HF radio is particularly susceptible, it often forces airlines and any other aircraft operating on polar routes to switch to different tracks, and sometimes make unscheduled fuel stops.

At a recent half-day conference on "Space Weather and Aircraft Communications" at the Air Transport Association (ATA) in Washington, Joe Kunches, chief of space weather operations at the National Oceanic and Atmospheric Administration (NOAA) Space Environment Center (SEC) in Boulder, Colo., explained that space weather refers to changes in the space environment near Earth.

Through its Space Weather Now Web site, the SEC maintains real-time reporting on geomagnetic storms, solar radiation storms and radio blackouts. The SEC has developed numbered scales to inform the general public of the current and future space weather conditions and their possible effects on people and systems.

All three can affect HF radio propagation. Depending on severity, geomagnetic storms can knock out HF in many areas for one or two days, satellite navigation may be degraded for days and low-frequency radio can be out for hours. It can also affect power systems and spacecraft opera-

Solar radiation storms can cause high radiation exposure to passengers and crew in jets at high latitudes, with dosages equal to approximately 100 chest X-rays possible.

Extreme radio blackout can cause complete HF radio blackout on the entire sunlit side of Earth lasting for a numbers of hours, resulting in no HF radio contact with mariners and en route aviators in this sector. Low-frequency navigation signals used by maritime and general aviation systems (loran-C) experience outages on the sunlit side of Earth for

many hours, causing loss in positioning. Further, there can be increased satellite navigation errors in positioning for several hours on the sunlit side of Earth, which may spread into the night side.

Jeff Zimmerman, a forecast techniques meteorologist with Northwest Airlines, said that the recent session in Washington had been planned for November, but the events of September 11 caused it to be delayed. He said airlines are using polar routes "a lot less" than before the attacks.

The sun goes through cycles of high and low activity that repeat about every 11 years, and 2001 was considered the peak of the current cycle. Although the next solar maximum won't occur for about another 11 years, Zimmerman reminded the group that "it is still an issue for us."

NOAA, through its SEC, and the Air Force jointly operate the Space Weather Operations (SWO) branch. It is the national and world warning center for disturbances that can affect people and equipment working in space, and provides forecasts and warnings of solar and geomagnetic activity to users in government, industry and the private sec-

According to NOAA, the SWO continuously monitors, analyzes and forecasts the environment between the sun and Earth. The SEC receives solar and geophysical data in real time from a large number of ground-based observatories and satellite sensors around the world. SWO forecasters use these data to predict solar and geomagnetic activity and issue worldwide alerts of extreme events.

Three U.S. airlines are using the four polar routes because they reduce flying time by up to two hours, which in turn provides for increases in payload and/or reserve fuel capability, said Gene Cameron, manager of international dispatch and flight operations for United Airlines.

As longer-legged airliners become available, they will open the possibility of new services to Asia.

But airlines must be aware of solar activity,

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Internet Weather: "Internet Communications of Aviation Weather and NOTAMS" and HBAT 01WHR "Revisions to weather guidance in 8400.10 and Ops Spec A010." Essentially, the FAA is going to certify certain websites (as directed by NOAA) as being capable of providing weather information. The AC "addresses data quality only to the extent of considering QICP (Qualified Internet Communications Provider) security practices from unauthorized modification and encouraging the identifications of the operational or experimental status of QICP products." The draft HBAT is 25 pages of current and draft 8400.10 guidance on aviation weather products, along with a sample paragraph A010.

The next meeting of the OSWG is scheduled to be held at the Air Transport Association in Washington, D.C., on April 16-17, 2002. .

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and they cannot plan a polar operation if a level-4 solar radiation storm (classified as "severe" on a five-tier scale) is active or expected. A storm of that level elevates radiation exposure to passengers and crew at high latitudes; further, there is blackout of HF radio communications through the polar regions and for several days there is an increased likelihood of navigation errors.

Cameron said that a level-3 solar storm (strong) will allow polar operations at Flight Level 280 or 310. Passengers and crew may receive lowlevel radiation exposure there (approximately equal to one X-ray). HF radio is degraded through the polar regions and navigation position errors are likely.

Jay Bjornstad, international chief dispatcher for Northwest Airlines, said that flight planning for a Detroit-Beijing trip that departs at 2030Z begins at 1200Z and is complete by 1700Z. Available routes are either polar or Russian Far East routes, but the use of polar routes requires "considerable coordination" with Russian and Chinese ATC authorities.

Dispatchers must plan to avoid turbulence/ hazardous weather, provide the best fuel burn/ shortest en route time, keep the fuel above the freeze point and comply with ATC rules and Notams, all the while ensuring continuous communications with ATC and dispatch.

Bjornstad said that space weather Web sites are checked, and if problems are detected before departure, the Russian Far East Route is selected. If a problem occurs before reaching the polar area, the flight is rerouted, which likely results in an unplanned fuel stop that adds hours to the trip. If the problem occurs after the aircraft has entered the area, the flight continues.

Arinc, which provides HF messaging from ground stations, said that increased solar activity causes its operators communications problems. Since there is a language difficulty inherent in international communications, any noise or signal degradation exacerbates the problem.





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ADF is Looking for Volunteers

Would you like to get more involved, but don't know how you can help? The Airline Dispatchers Federation is looking for participation and assistance from it's members. For more information click on the Volunteer link from the ADF Web site.

Helpful Links to Security Issues...

-CIVIL AVIATION SECRITY http://cas.faa.gov/

-FIRST GOV: www.firstgov.gov/

-CDC: www.cdc.gov/ -FBI: http://www.fbi.gov/ -List of Secure airports

www.faa.gov/ats/ata/airport cert/airport cert.html

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Airline Dispatchers Federation

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Page 1

Letter from the President

Hello to all my fellow ADF members. Thanks for being a member and being a part of this important work that we are doing to foster safety and the merits of operational control.

Let me tell you about myself. I have seen 5 carriers now, from cargo to passenger operations, and from prop feeders to regionals to nationals to flag carriers. I certainly don't think that I know everything. (The more you know, the more you know that you don't know.) I do know that I have been a dispatcher in a number of different organizations and operations. I think that I bring a fairly unique perspective and experience to this position.

Now let me bring you up to date on some events that have occurred before and after my election at the ADF Symposium last October. The most obvious events were those of 11 September, 2001, and the anthrax threats that occurred in the months following. Those two threats have obviously changed everything we do on a daily basis, threatening the survival of all of the airlines, while also disrupting the livelihoods of thousands of persons. Only recently have some of those furloughed been receiving recalls. Others may never be able to return to their chosen occupations.

ADF's response has been to directly engage the various law enforcement agencies, as well as the CDC. Mr. Giles O'Keeffe graciously accepted the appointment to Director position (Aviation Security and Intelligence) which you have certainly seen on the web site by now. As such, he has been actively and forcefully pressing for the swift, accurate diagnosis of 'white powder' incidents, as well as the myriad security issues that have followed the hijacking events last September.

On a different note, we have also undertaken some long term strategic changes which, while fairly costly and lengthy, will allow ADF to move into the 21st century. First, we are finally able to pursue nonprofit incorporation, something that has been cost-prohibitive in the past. Thanks to the fine fiduciary efforts of Giles, our past President, Mike Timpe, our Treasurer, and Tracie Benson, our Director of Corporate/Industry Alliances, we can afford this big ticket item. This move puts ADF into the same position as the other groups in our arena, giving us tax advantaged status while solidifying legal protection for the organization. Additionally, the ADF is in the process of establishing a foundation, which will give ADF the ability to press projects and research in the direction that most benefits positive operational control.

In the meantime, we are continuing the activities that you would normally expect. ADF volunteers are attending ARAC meetings, CDM meetings, and jumpseat discussions. We continue to attempt to improve and increase access to carrier jumpseats, in compliance with interline agreements. Through IFALDA, we continue to pursue the possibility of IATA international personnel ID cards, which will hopefully speed our progress through the security areas. We have a new Jumpseat Issues coordinator, who is charged with providing updates on the status of any regulatory actions and improving those positions when able. We are also pursuing the positive identification of callers to government facilities to facilitate quick and accurate communications.

As I write this, a new 'Director of Regional Operations' set of interviews is about to begin. Many of you know that this is actually a reactivation of a prior position. This person will be charged with coordinating any issues through ADF that may not have had equal and proper representation by or for those operators that fall outside of the "Big 5". Having come from a mixed 121/135 turboprop operation myself, I know the feeling that the "big guys" don't have any idea what everyone else is doing. Nothing





RTCA Update

Free Flight Steering Committee: The Committee met December 5th, retired 11 members and added 19 new members, some of whom replaced existing members. Charlie Keegan publicly announced the December 19th NAS OEP meeting and the Steering Committee accepted the Select Committee's recommendations to:

- * Implement the User Request Evaluation Tool / Conflict Probe in '03 - '05 at all 20 Centers,
- * Encourage all concerned to make an ADS-B link decision before March '02, and to
- * Include security as an integral part of NAS modernization initiatives.

The Steering Committee agreed that its April '02 meeting should focus on implementation recommendations based on the then current OEP.

Today the FAA is delivering a draft of the OEP, version 4.0, to all Steering Committee members for their use in preparation for the December 19th meeting.

The Policy Board's January 11th actions will complement other ongoing OEP implementation initiatives.

Program Management Committee: The Program Management Committee met November 28th and took several actions. The Committee:

- * Approved changes to Minimum Operational Performance Standards for Geosynchronous Orbit Aeronautical Mobile Satellite Services (AMSS) Avionics and Minimum Operational Performance Standards for Avionics Supporting Next Generation Satellite Systems to reflect current ICAO Standards and Recommended Practices.
- Approved changes to Minimum Operational Performance Standards for Global Positioning System / Wide Area Augmentation System Airborne Equipment, GNSS Based Precision Approach Local Area Augmentation System (LAAS) - Signal-in-Space Interface Control Document and Minimum Operational Performance Standards for GPS Local Area Augmenta-

tion System Airborne Equipment. There has been considerable FAA and community interest in promptly completing all three of these documents to facilitate the earliest possible operational implementation of WAAS- and

(Continued on page 13)

Upcoming ADF Meetings

Spring 2002 Business Meeting & World **Dispatch Summit** May 6-8, 2002 Toronto, Ont. Canada

Summer 2002 Business Meeting July 28-29, 2002 San Jose, CA

Symposium and Fall Business Meeting October 6-8, 2002 Washington, D.C.

Winter 2003 Business Meeting

Spring 2003 Business Meeting

Summer 2003 Business Meeting

Symposium and Fall Business Meeting



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Airline Dispatchers Federation

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LAAS-based navigation, Operational Performance Standard and an ADS-B.

- * Agreed not to proceed with efforts to display ADS-B information on the TCAS display. This decision reflected community comments on the initiative and FAA's decision to withdraw their original request based on those comments. The RTCA TCAS and ADS-B committees will continue to coordinate their respective activities.link decision before March '02.
- * Revised the Terms of Reference for the RTCA NEXCOM Special Committee, per FAA request, to include two new deliverables -- NEXCOM National Airspace System Safety and Performance Requirements, which is due in October '02; -- NEXCOM National Airspace System Requirements, which is due in January '03.
- * Underscored the need for near term completion of the Universal Access Terminal (UAT) Minimum * Requested clarification of the request for a new Modular Avionics Special Committee. After querying the community, the request appears to be focused on developing recommendations for certifying modular avionics.
- * Discussed the "fast track" initiative, taken in response to an FAA request, for recommended anti-hijack modifications to transponders. On October 28, 2001 FAA asked for an expedited initiative. Rockwell Collins provided the needed leadership, the community immediately committed the needed resources and we expect the revision to be ready for approval late this month.

VHF Data Link (SC-172): The committee expects to have the VDL 2 Minimum Operational Performance Standards ready for PMC approval in June '02. Revisions to the VDL 3 Minimum Operational Performance Standards are scheduled for approval in September '02.

CPDLC (SC-194): Recent program changes

have caused the committee to restructure its work program. Details are being worked out.

Airport Security Access Control (SC-

199): The committee was convened to update its earlier work on badges and access controls addressed in RTCA document *Standards for Airport Security Access Control Systems*. When the committee met in early November, many vendors asked for time to characterize their ideas and capabilities for addressing current security issues. The committee has no direction or tasking to go beyond its original mission.

"Flights don't just happen." "The flight superintendent, or airline dispatcher, may be considered a member of each flight crew on duty in his area. He's the only one responsible for flight movements who has continuous direct knowledge of reported weather in existence, trends and forecasts, airway traffic and the balancing of equipment necessities. He's the person who has the final word in clearing or holding a flight."

Quotation from a 1948 booklet on employment opportunities at Northwest (entitled "You and the Air Age").



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NASA/Honeywell Dispatcher Survey:

Weather Information Sources

Accident statistics suggest that weather is a factor in approximately 30% of aviation accidents. Display of relevant weather information in a human-centered format can reduce aircraft exposure to weather hazards. Significant en route weather hazards include convective weather, turbulence, icing, and volcanic ash. Combining representations of these hazards with automatic route generation can assist dispatchers in situation planning for safe and efficient flights.

The NASA Aviation Weather Information element of the NASA Safety Program aims to reduce aviation weather related accidents by improving the access to and quality of weather information to National Airspace System users. While the majority of AWIN projects focus on developing these technologies for the flight deck, one project specifically addresses improving weather situation awareness and decision-making for dispatchers.

The Honeywell Technology Center, under Cooperative Agreement NCC-1-291 with NASA Langley's AWIN project element, has developed and demonstrated a dispatch decision tool for weather avoidance. The tool was developed after visiting several Airline Operations Centers to gather requirements from dispatchers. For purposes of quantifying potential benefits of introducing this tool, an evaluation will take place later this year at Embry-Riddle Aeronautical University in Daytona Beach, Florida. This initial evaluation will focus on how the tool supports initial flight planning. A follow-up investigation will evaluate how well the tool supports in-flight replanning and communication of weather information and route options to pilots.

The reason for this survey is to obtain weather requirements from a broader spectrum of the dispatcher community. The results of the survey will influence which weather products we

integrate with the decision tool and how we do the evaluation.

It is critical to the success of this project that the tool is designed with the benefit of your experiences. Similarly, it is critical to the validity of the evaluation that it fairly represents the weather information you use to plan flights. Your inputs on this, and a following, survey will help us ensure that the tool and evaluation are appropriately designed.

More information on NASA AWIN can be obtained at:

http://awin.larc.nasa.gov.
More information on the AOC Route
Optimization Tool can be obtained from:
http://awin.larc.nasa.gov/related/links06/

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Printed Runway Analysis manuals can be provided for regular and alternate airports. The manuals are prepared and updated monthly using our worldwide database of airport characteristics, which is compiled from government and industry sources. Output performance chart formats can be tailored to meet your specific needs. Runway analysis can also be provided on an "as needed" basis for planning purposes or charter flights. The analysis can be obtained via Internet, dial-in connection, or simply call for immediate turn around service.

Weight & Balance substantiation reports depicting the curtailment of the manufacturer's original structural center of gravity envelope, for in-flight movement and uncertainties in loading, can be developed for your specific aircraft. This document's intention is to be presented to the governing authority for approval. Included in the report is a

working load manifest, which provides a spreadsheet-like method to determine the center of gravity of the aircraft for each flight in the adjusted weight system.

Both Runway Analysis and Weight & Balance services are available 24 hours a day, 365 days a year. Not only will you get service "As Soon As Possible", you will also get a service customized to your specific needs. Our staffs of Aerospace Engineers are ready to work for you ASAP. Contact Cecil W. Teets at ASAP, Inc., 6675 Mars Road, Cranberry Twp., PA 16066-6909 USA or via telephone (724) 742-4777, facsimile (724) 742-4770 or e-mail cwteets@asapinc.net for latest pricing and additional information.

Dispatcher Task Analysis

For Domestic Operations, the dispatcher performs multiple tasks in pre-flight planning.

These tasks broken down can be identified as 13 separate tasks.

These 13 tasks can be broken down into 104 additional sub tasks.

13 tasks and 104 sub tasks are required to pre-flight plan ONE release.







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PRESTON Aviation SOLUTIONS

(Advertisement)

AADS- An Intelligent Situation Display Tool with Look-Ahead Capabilities

Preston Aviation Solutions established in 1987 provides simulation, decision support and scheduling solutions for the aviation industry. The company's offices are located in Australia, UK, Fairfax, VA and Atlanta, GA. Preston Aviation has developed advanced optimization and visualization technology, meeting the needs of customers through cost-effective aviation software and service solutions. Its customers include leading air navigation services providers, international airlines and airports on six continents; the two largest customers are the FAA/ Mitre and Eurocontrol. US airline customers include FedEx, Delta, Continental, American, United and others.

In September 1999, The Boeing Company purchased Preston Aviation as a wholly owned subsidiary. The established market presence of Boeing, coupled with Preston's world leading technology and extensive customer base, has created an excellent synergy potential. It is further enhanced by the fact that Jeppesen, Inc. is Preston Aviation's sister company within the Boeing Information Services Group.

Preston Aviation Solutions recognized the growing challenges confronting the aviation industry and in 1992 developed the Aircraft Activity Display System (AADS) to assist Flight Controllers and Dispatchers with aircraft fleet management. AADS is a real-time system that processes and displays data from radar or satellite sources. This data contains flight plans, departure/arrival records and current aircraft position points. Utilizing the navigational and aircraft performance database, four-dimensional flight plan model and an accurate wind aloft model, AADS can calculate the ETA with good accuracy. It can track synchronized real-time and forecast data on aircraft positions, winds aloft, radar weather and storm forecasts.

Storm detection and forecast data is converted by AADS into moving 3D objects; additionally, the user

can draw such objects on the screen. AADS can then forecast which flights will be impacted by adverse atmospheric or traffic conditions, and present it to the user. It also has a powerful rerouting function, including automatic suggested reroute calculations, use of FAA preferred or coded departure routes, and industry-leading point-and-click interface. For every reroute option, AADS will show the difference in estimated flight time and distance as compared to current route.

In addition AADS, has a fast-time simulation engine based on technology from Preston Aviation's premier fast-time simulation system, TAAM. This allows the users to fast-forward the current situation (traffic + weather) ahead so that the next 2 hours can be projected in seconds. This "nowcasting probe" can be launched any number of times as the situation is developing, to provide a useful decision support and what-if tool.

The AADS development team in Fairfax, VA is working closely with its current and potential users and is developing the tool with an airline dispatcher or ATC coordinator in mind, working one aircraft at a time if required. Suggestions and requests from various airlines' dispatchers have been built into this tool.

What makes AADS the most valuable tool for a Dispatcher/ Traffic Management Unit?

- 4D (3D + Time) flight plan for each aircraft, using winds aloft data for accurate ETA reporting.
- Zoom-in and -out capability from 300 ft to entire world, realistic aircraft shapes (different for each type) at user-specified zoom levels
- Aircraft performance database producing improved fuel burn and times enroute.
- Precalculation of departure/arrival traffic through ATC sectors.
- Smooth animation with 1 second position updates if desired
- Flight Dispatchers summary panel, monitoring the status of the aircraft assigned to the dispatcher, and ability to color-code all the dispatcher's flights
- · Dispatcher's ability to draw Capacity Con-

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"Boeing Air Traffic Management, ADF Collaborate on Revolutionary Air Transportation System"

(Advertisement)

There is no question that enhancing positive control capabilities will improve the safety of the flying public and increase the efficiency of air transportation. That's a mission Boeing Air Traffic Management shares with the Airline Dispatchers Federation.

Imagine a world where every air transportation system user has instant, real-time access to accurate, detailed aircraft and air system information. A world where faster, safer, more secure and more efficient air traffic planning and re-planning is routine, even when planes are in flight. A team assembled by Boeing Air Traffic Management, including members of the Airline Dispatchers Federation, is working to turn these ideas from dreams into reality. Just as dispatchers are a critical component of flight safety, input from the ADF is critical to ensuring that safety remains the top priority of a new air traffic system.

Air Traffic Management (ATM) is Boeing's newest business unit, established in November 2000 to enhance the safety and security of the air transportation system while increasing its capacity and efficiency. Boeing has established ATM offices in Washington state and Washington, DC, where some of the company's best and brightest engineers are working with the common goal of revolutionizing the global air transportation system.

Our Proposal

Boeing envisions a satellite-based system that builds upon the FAA's Operational Evolution Plan. Our proposed system contains three major components that enhance positive operational control capabilities:

A Common Information Network that would allow dynamic revision of flight paths when unexpected weather or other developments threaten schedules, even after an airplane departs;

- Flight planning based on aircraft trajectory information, which would enable air traffic managers to predict where an airplane will be further into the future and with more precision than ever before; and
- A redesign of airspace structure that would allow development of more strategic, less repetitive operating procedures.

More detailed information on our concept is available at www.boeing.com/atm.

The potential benefits of a system containing these components are immense. For example, using aircraft trajectory information would allow instant detection of a deviation from an approved flight path. An immediate alert could be sent via the Common Information Network to a geographically dispersed set of system users for instant collaboration and rapid response.

At the same time, these same tools could greatly enhance system capacity and efficiency by changing the face of airspace management. The system would move from one of strict control of tiny segments of airspace punctuated by innumerable verbal handoffs of aircraft to one of strategic management of airspace and traffic flow by personnel with instant access to detailed, real-time aircraft and air system information.

The Working Together Team

Despite the investment of tens of millions of dollars and hundreds of air traffic management professionals in this venture, Boeing cannot revolutionize air transportation on its own. The input and support of key stakeholder organizations such as ADF is critical to the success of any future air traffic management system.

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To facilitate an industry dialogue and gather the necessary input, Boeing ATM has brought together a blue ribbon group of selected industry stakeholders, including the ADF, airlines, governments and air traffic management service providers. This group, known as the Working Together team (WTT), has initially been focused on identifying and documenting performance requirements that a next-generation air traffic management system must meet, without considering operational concepts, specific technologies or system solutions.

The first phase of the WTT's efforts culminated in the publication of the System Performance Requirements Document (SPRD), which was released to the public on February 28.

This document should provide a foundation for the development of various operational concepts, which will eventually lead to the design and development of a next-generation, integrated, global air traffic management system. As the work of the WTT moves to its next phase, the input of ADF members will continue to be critical to the team's success.

As the WTT moves forward in the U.S., work is beginning on another front. Another WTT is being established in Europe to ensure that the performance requirements of a global air transportation system are developed with a global perspective.

The safety of the flying public is a key component of the everyday activities of the ADF, and that strong commitment is one reason why the ADF will continue to be an important partner with Boeing ATM. Your input will help bring about an air transportation system where safety and security are ensured, where capacity safely grows to meet demand, and where congestion and delays are greatly reduced. We look forward to continuing collaboration with ADF and other key stakeholders on designing and developing the air transportation system of the future.



A new study documents how dispatchers using PASSUR prevent one to three diversions a week, resulting in savings from \$1.3 to \$6.8 million per airline, per year. Visit www.passur.com for the full study, and learn more about PASSUR at the ADF Annual Summit in Toronto.







Zetron, Inc. PO Box 97004, Redmond, WA 98073-9704 Ph: 425-820-6363/Fax: 425-820-7031 www.zetron.com



2002 RDR POINT OF CONTACT LISTINGS

The FAA's RDR team is one of the most valuable resources available to the aircraft dispatcher in the United States. The RDR's champion the causes of safety and positive operational control within the FAA and are largely responsible for addressing issues involving the dispatch profession within the agency. Get to know your RDR and offer your assistance in any way possible. They are among our best friends!

Regional and Headquarters Resources

REGION	NAME	OFFICE	PHONE NUMBER	FAX NUMBER
HQ-AFS-220	James E. Gardner	AFS-200	(202) 267-9579	267-5229
AAL-Alaskan	Mir Ali	ANC-FSDO	(907) 271-4046	271-3877
ACE-Central	D. Ralph Gann	MCI-FSDO	(816) 891-2100	891-2155
AEA-Eastern	David L. Maloy	CT-FSDO	(860) 654-1006	654-1009
AGL-Great Lakes	Dale Wills	AGL-RO	(847) 294-7155	294-7884
ANE-New England	David L. Maloy	CT-FSDO	(860) 654-1006	654-1009
ANM-Northwest Mountain	Robert McIntyre	SLC-FSDO	(801) 524-4247	524-5329
ASO-Southern	William L. Bonatti	MIA-FSDO	(305) 526-2568	526-2698
ASW-Southwest	Harold R. Johnson	ASW-RO	(817) 222-5259	222-5278
AWP-Western Pacific	Anderson Davie	SFO-IFO	(650) 876-2771	697-7231
Transport Canada	James King	email: KINGJE@tc.gc.ca		

ASI-Aircraft Dispatcher Field Resources

NAME	OFFICE	PHONE NUMBER	FAX NUMBER
Dave Burnham	UALA-CMFO (DEN)	(303) 342-1222	
Phil Caruana	IND-FSDO	(317) 487-2463	(317) 487-2429
Vince Cavarretta	CALA-CMO (HOU)	(281) 461-2476	(281) 461-2456
Robert Chapman	DTW-FSDO	(734) 487-7452	(734) 487-7222
Leo Hollis	AWXA-CMO (PHX)	(602) 379-4864 ext 264	
Wendy Johnson	MSP-FSDO	(612) 713-4279 (612) 713-41	
Theordora Kessaris	JFK-FSDO	(516) 228-8029 ext 236	
Tom Rau	AALA-CMO (DFW)	(972) 456-6783	
Don Riley	SWAA-CMO (DFW)	(972) 456-6985	
Gordy Rother	NWAA-CMO (MSP)	(952) 814-4355	
Mark Tremmel	ORD-FSDO	(847) 928-8102	(847) 928-8002





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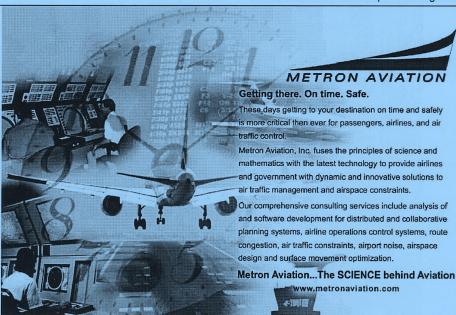
strained Areas (CCA's) on screen representing weather warnings or traffic restrictive areas

- Automatic rerouting calculations around CCA's
- Stored FAA database of preferential and severe weather avoidance routes
- A powerful time-to-fly calculation tool allowing user to construct flight segments on screen for time-optimizing rerouting
- Display of range reachable points determined by Mach number, altitude and specified time in minutes with or without forecast wind effect
- Multi-color visualization allowing color sorting of aircraft arriving/departing late or early, aircraft forecast to be impacted by CCA's, aircraft off track by predetermined miles etc
- Real time situation display and fast time projection for critical enroute flight planning
- Movement reports can be generated for ATC sectors, airports, fixes or route sections
- Traffic and weather data archived for post situation replay, what-if analyses, training,

review and reports

AADS can act as an airline's decision support platform or portal. It can potentially accept data from flight plans, crew schedules, cargo, and fuel data, ACARS, satellite and radar feeds, weather forecast and traffic data from a sector or airport. It has the capability to merge and collate different incoming data streams for immediate presentation to the user. Coming soon is the ability to track aircraft on ground, using multilateration systems currently being deployed by the FAA at major hubs. Since major airlines fly globally, it is Preston Aviation's aim to eventually obtain global coverage for aircraft positions and weather.

The benefits of AADS as a sophisticated air traffic management tool are evident not only at an operational level but financially as well with significant reductions in delay and fuel costs. Preston Aviation's vast experience in real-time data acquisition, processing and visualization, as well as world leading position of the parent Boeing, ensures that users are receiving the most effective decision support system in the industry. All features of our airport and airspace management tools are developed to complement each other, with the aim to provide a total solution for airline and airspace management.







World's Largest Commercial Weather Services Provider **Becomes Meteorlogix**

Name change signifies new leadership (Advertisement)

MINNEAPOLIS (October 23, 2001) - Minneapolis-based DTN Weather Services/Kavouras, the world's largest commercial weather services provider, announced that it has changed its name to Meteorlogix, effective today.

Meteorlogix represents the industry powerhouse created through the merger of three weather service leaders: business-to-business provider DTN Weather Services, broadcast and aviation weather forecaster Kavouras, and longrange forecaster and climate predictor Weather Services Corporation. The company's new leadership and identity reflects a renewed organization, energized by a new generation of products and the corporate affiliation with nationally recognized VS&A Communications Partners III, LP, the billion dollar equity affiliate of Veronis Suhler & Associates (VS&A). With VS&A's experience as a leading independent merchant bank exclusively dedicated to the media, communications, and information industries, Meteorlogix has the resources and expertise to ensure its success.

"For more than half a century, our company has pioneered ground-breaking weather solutions. We wanted our new identity to convey our history of innovation, extensive meteorology experience and commitment to advancing the future of weather management," said Robert Gordon, chief executive officer, Meteorlogix. "Meteorlogix represents a sense of ownership of meteorology based on the application of logic and technology.'

Meteorlogix delivers capabilities such as locationspecific weather services, complex weather imagery display, and high-speed satellite delivery of weather information across three product platforms: MxWeatherSpanTM creates customized, highly local on-air weather graphics that can be repurposed with the same look and feel to the Web

for the broadcast media industry; MxVisionÔ consists of vivid graphic displays, real-time weather content and active storm tracking and alerting; and MxInsightO features advanced prediction, forecasting and location-specific weather services.

Meteorlogix (www.meteorlogix.com) is a portfolio company of VS&A Communications Partners III, LP, the billion dollar equity affiliate of Veronis Suhler & Associates. Based in Minneapolis, the company delivers industry-specific weather management capabilities for its customers to manage weather-related business risks, maximize personal safety and minimize financial loss. Meteorlogix serves more than 22,000 customers with a focus on public safety, broadcast media, transportation, energy and aviation industries. Its client roster includes the Federal Emergency Management Agency, Reuters, Bloomberg, Union Pacific Railroad, Tennessee Valley Authority, US Airways, Lycos and Travelocity.

Media Contact: Jennifer McNamara

jmcnamara@gcitunheim.com 952-851-7279

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Located at the lower, right side of the home page, select this button and sign up!





The ADF News-VOLUME 12 ISSUE 1

OPSControl has published the flight information on which pilots and dis-

patchers depend, with an unsurpassed reputation for timeliness, accuracy and thoroughness.

Jeppesen's objective has always been to provide the aviation community with a single source for products and services which meet current and anticipated needs. Jeppesen is at the forefront of technological innovation, developing new products and services to better support tomorrow's flight operations.

We view our role in aviation as that of a leader, one not swayed by fads or attractive enticements designed to bring short-term rewards at the expense of our long-term commitment to quality and service. Advanced technology figures prominently in our research and development activities and in our vision of the future, but never will it be allowed to compromise our reputation for reliable, customeroriented, products and services which have come to be trusted the world over.

We recognize that, today, airlines face new challenges and operate in ever-changing environments. These challenges include improving personnel productivity, improving flight schedule management and improving flight planning optimization.

To meet these challenges, Jeppesen has developed OPSControl, an integrated suite of management tools designed to automate the flight operations management function.

OPSControl users can manage more flights with fewer resources, and also anticipate and better control potentially hazardous situations. OPSControl interfaces easily with other Jeppesen products such as JetPlan flight planning, Jeppesen weather services and OpsData runway analysis. Its architecture makes integrating third-party systems such as crew scheduling, maintenance, reservations and communications seamless and easy.

Designed by flight operations managers for flight operations managers, OPSControl incorporates years of experience within its design. Operational data on a global scale can be accessed with only the click of a mouse.

OPSControl allows operations personnel to spend minimal time collecting and processing critical flight information, meaning that operational productivity is improved, while peak efficiency levels are maintained.

Smart Alerts keep dispatchers informed of goingson, alerting them instantly when conditions change or events occur. These alerts are handled through visual cues and symbology designed to alert the dispatcher to potential problems.

OPSControl modules offer many innovative features including:

- FliteManager automated dispatch tools
- EasyBrief crew self-briefing software
- WXTool NOTAM and weather data management applications
- FliteWatch operational decision-making tools
- OpsData runway and performance analysis

With additional modules under development, OPS-Control will set the operations management standard for years to come.

OPSControl is designed to meet your operational challenges. It can be scaled to meet not only today's needs but those of tomorrow as well. OPS-Control, with its superior optimization tools, will improve your operational efficiency and save you money.

For those who want the advantages of fully optimized flight planning, without the need for systems integration, Jeppesen offers two additional solu-

JetPlan.com

JetPlan.com is browser based. With it, users can compute, file and transmit flight plans, plus access Jeppesen weather and NOTAMs with nothing more than a PC and an internet connection.

JetPlanner

JetPlanner combines an easy-to-use Windows® interface with JetPlan. JetPlanner's graphical interface makes it simple to view planned routes and modify flight plans using drag-and-drop "rubber band routing".

(advertisement)



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Airline Dispatchers Federation

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could be further from the truth and I assure you that we are all in the same boat when it comes to a challenging day of dispatching. I encourage you to use this new appointee, when announced, as a focal point for any concerns you have.

Now some bad news: for a long time I have been aware of the relatively few people who make the effort to run this organization. I would say that probably no more than 50 or 60 people are carrying this group, pathetic numbers even for a volunteer situation. These people get to the quarterly meetings, they attend the meetings with the FAA and other industry groups, and they write for or edit the E-News and the Newsletter. They do the administrative tasks like maintaining a database of almost 1400 people, printing labels and stuffing envelopes. They go to AOC's and ATC Controller gatherings to educate non-members on our agenda. They do this as volunteers. They are not paid for their time and are completely underappreciated for their hard work. They have jobs and job searches, family matters and personal lives just like you and I, but they make time to do this work for you.

So I want to encourage each person who is a member of ADF to get involved at some level, even if it means writing just one letter a year to the editor of Enews. Write an article, do some research, visit the 'Volunteers Wanted' web page and take a task. Submit a position paper. Determine how to fix a broken process. Think about what you do on a daily basis and how you can make it better in a way that benefits the entire industry. Offer your assistance filling envelopes or coordinating an event. Get to a quarterly meeting, even if it is only for one day or afternoon, so that you can talk to your fellow professionals. You will become aware how similar our work is, and how many gripes we share. Offer to attend a meeting that interests you. This is not a magical solution. It just requires your involvement. If you don't think that ADF is doing enough for you, then you are the partial cause of the problem. You are

ADF, not just the 50 or 60 people who are doing the work right now. To twist JFK's immortal speech, 'Ask not what ADF has done for you; ask instead what you have done for ADF.' I have been happy to note several new folks joining in recently to help out and I thank them for their participation. Now it is your turn to get involved.

Dave Smith



Air Traffic Management

With over 40 years of experience in worldwide large-scale integration of air traffic control (ATC) systems, Lockheed Martin has the technologies to provide a full spectrum of air traffic management (ATM) services, such as Communications, Navigation and Surveillance/ATM.

www.lockheedmartin.com/atm



INTEGRATED AERONAUTICAL INFORMATION

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www.skysource.com tel: 888-225-8040 or 410-266-2189





2002 ADF Leadership Team

David Smith-President (Delta Airlines-ATL)

Mike Timpe-Treasurer (Horizon Air - PDX)

Fred Pearsall - VP Membership (United Airlines - ORD)

Joe Cook - VP Operations (Delta Air Lines - ATL)

Allan Rossmore - Chief Legal Counsel (Eastern Airlines (retired) - MIA)

Regina Mateo: Director - Publications (Champion Airlines - MSP)

Giles O'Keeffe: **Director - Aviation Security and Intelligence** (Northwest Airlines - MSP)

Norm Joseph — Director of Aviation Rulemaking (Delta Air Lines - ATL)

Tracie Benson - Director - Corporate & Industry Alliances (American Airlines - DFW)

Steve Caisse - Director - Science & Technology (Delta Air Lines - ATL)

Sassy Speer—ADF Contract Secretary

Brad Irwin-Executive Vice President (Continental Airlines-IAH)

> Frances Queenan-Secretary (Delta Airlines-ATL)

Rhonda Smith - VP Administration (Hawaiian Airlines- HNL)

Brian Schultz - VP Government / Legislative / Media (Trans World Airlines - STL)

Jerry Elder-Director of International Alliances (Delta Air Lines-ATL)

William Leber - Director of Air Traffic Mgmt (Northwest Airlines - MSP)

Loraine Sandusky - Director - Collaborative Decision Making (Continental Airlines—IAH)

Frank Hashek - Director of Membership (American Trans Air)

> Tim Antolovic- Director of Safety (American Airlines - DFW)

Al Krauter- Director of Training (Northwest Airlines - MSP)

James Ford — President of IFALDA (Delta Air Lines - ATL)

Final 2001 ADF Membership

\$40 Membership 1343 \$25 Student Membership 40 \$5 Retiree 10 1393 Total Membership

In 2001, ADF Welcomed US Airways, Sun Country and Mesaba Dispatchers as 100% Membership Airlines



Airline Dispatchers Rederation Professionalism

New ADF Address

The AIRLINE DISPATCHERS FEDERATION 2020 Pennsylvania Ave NW #821 Washington, DC 20006

Phone: 1-800-0PN-CNTL

Email:

ADFBoard@dispatcher.org "Safety - Professionalism"



Dispatch E-News
The Electronic News for Dispatch, is updated the first of every Month.

"News worthy items for Dispatch by Dispatch"
Please submit your articles and ideas to adfboard@dispatcher.org.

Located at www.dispatcher.org.

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Please send article contributions to any staff member above.

Fall ADF Symposium

The Annual ADF Symposium will be held in Washington DC Oct 6th-9th at the Crowne Plaza Washington National Airport 1489 Jefferson Davis Highway Arlington Val 22202.

The room rate will be \$119.00 per night. The hotel will offer that rate for 3 days before and 3 days after. This price includes a free buffet breakfast daily. The hotel offers a free shuttle to and from DCA. Reservations can be made on the ADF website starting in July. Reservations can also be made at 1-800-CROWNE or 703-416-1600. Please be sure if calling directly to mention ADF for the special rate. Reservations must be made on or before Sept 15th. Make your plans now to attend. There will be a welcome reception Oct 6th. Oct 7th and 8th will be full days of interesting speakers and there will be a lot of vendors to showcase their products.

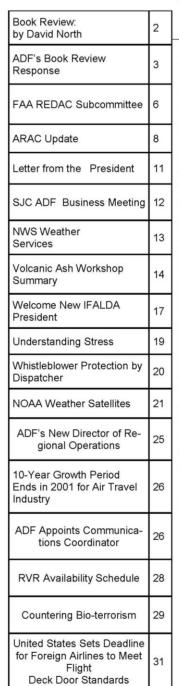
Trivia

The first scheduled passenger flight, in a heavier-than-air aircraft, was from St. Petersburg (Florida) to Tampa on January 1st, 1914. Tony Jannus piloted a Benoist Model 14 seaplane at an altitude of 15 feet above the waters of Tampa Bay for the inaugural flight of The St. Petersburg-Tampa Airboat Line. It is interesting to note that the first flight arrived late due to mechanical problems. The fare for the twice daily 22 minute flight was \$5, one way; not a bad deal, considering it would be another ten years before the first bridge was built across Tampa Bay. Today the Tony Jannus Award is given annually in recognition of individual contributions to commercial aviation.





Inside this issue:





"Keeping the Dispatch Profession Informed"

Worldwide 2002 Summit a Success

The Toronto 2002 International Summit was a huge success as the second highest in attendance for a meeting to date. Some excellent speakers offered insightful formation on critical subjects, while 14 vendors displayed their state of the art technology. The members and their guests all enjoyed the trip to Niagara Falls and the Dinner Cruise. Air Canada hosted a nice tour of their SOC, and Bombardier offered a tour of their factory .I would like to thank Amar, Gail, Mandy, and Tim with The BLR Group for their support and I would like to thank all who participated. The usual thanks go out to the members that attend, and there is always a very appreciative thanks to the vendors that support and sponsor ADF/IFALDA/EUFALDA, especially those financially fortunate enough to go the extra mile and sponsor an event. I would this time like to add an equally important tribute to the friends and family members of the "doers" in ADF/IFALDA/ EUFALDA, for without their moral

support we would not be able to accomplish our goals. Everyone knows we are volunteers. There are many meetings to attend, newsletters and e-news to put out, position papers to write, databases to maintain, Summits and Symposiums to host, and countless papers to read and keep track of. All of this is accomplished by volunteers that take precious time away from their personal lives to protect all dispatcher's careers and professions to maintain a lifestyle they have grown accustomed. Family and friends at one time or another have all asked "Why doesn't someone else do it ". Well that is a question we cannot answer. We can only hope that thru the "doers" good examples it will draw more people to get involved. So to the family and friends of the ADF/ IFALDA/EUFALDA volunteers an appreciative thank you, and please continue to be proud of and support the few that do so much for so many.

Pictures and presentations from the summit are available on the ADF website. www.dispatcher.org







Book Review of North Star Over My Shoulder ADF Responds

The following article was published June 17th edition Aviation Week and Space Technology

May 29, 2002

Mr. David M. North Editor in Chief, Aviation Week and Space Technology 2 Penn Plaza, Fifth Floor New York, NY 10121 Via Email

Dear Mr. North,

As the President of the Airline Dispatchers Federation, an allvolunteer, non-union professional organization representing the majority of active Aircraft Dispatchers in the United States, I am writing to you in response to your comments on Page 64 of the May 13, 2002, issue of Aviation Week and Space Technology. In the second to last paragraph of your book review of North Star Over My Shoulder, you stated, "The fact that pilot judgement is being upstaged by increased Dispatcher control and the more inflexible demands of air traffic control is not lost on today's commercial pilots."

I was unaware that you considered yourself, as the Editor in Chief of Aviation Week, as speaking for all of "today's commercial pilots." I was under the assumption that Aviation Week was primarily interested in reporting news.

Further, I believe that your statement, "pilot judgement is being upstaged by increased Dispatcher control," is highly inaccurate. I sincerely hope you are aware that the regulations governing larger air carriers have not changed with regard to Operational Control in some time. Specifically, I refer to Code of Federal Regulations (CFR) Federal Aviation Regulations (FAR) Part 121, specifically 121.533, 121.601, 121.627, 121.633, 121.639, and 121.647. These regulations have come to be referred to as the "Joint Responsibility" regulations.

Some individuals have misunderstood joint responsibility to be joint authority. Joint responsibility does not in any way detract from the authority of the Pilot in Command, who must in every case retain final authority for the safe conduct of the flight. Joint responsibility does, however, ensure the highest levels of aviation safety by requiring an individual on the ground to continually monitor anything that might impact the safe operation of the flight, notify the Pilot in Command, and agree upon a resolution. The requirements of joint responsibility are not new.

I believe that the two pilot airplanes of the current age serve to increase the importance of the role of the FAAcertificated Aircraft Dispatcher with regard to aviation safety. Many Pilots agree with this assessment. Our members continually report that Captains communicate this information to them after their flights have been completed. Many others in our industry also agree with my assessment. Please see the attachment for a collection of quotes by various leaders throughout the aviation industry.

Dispatchers perform many valuable functions. One study determined that Dispatchers perform 13 primary tasks, with a further 104 sub-tasks required to support the primary 13. The end result of these efforts has been termed "A plan for predictability." This plan includes, but is not limited to:

- Computation of Fuel Required
- Filed Route
- Drift Down (Engine out terrain avoidance)
- Aircraft Performance
- Departure, Enroute, and Destination weather
- Alternate Airport selection
- Mechanical Condition of Aircraft
- Arrival Fuel
- Hold Time

Unfortunately, Dispatchers are not required throughout the world, or even for all heavy turbojet operations within the United States. We have assembled a list of actual accidents and incidents where we believe Positive Operational Control could have made a difference. I have listed a short selection of the more notable accidents below, and can provide a much more detailed list if you so desire:

Avianca 707-321B, on January 25, 1990 Hapag-Lloyd A310-324, on July 12, 2000 Gulfstream G-1159, on March 29, 2001

The Airline Dispatchers Federation is a proud advocate of the contribution of Dispatchers to aviation safety. We believe that our contribution has been an effective and important component of the high degree of safety enjoyed by airlines based in the United States, and hope that you can see the positive effect upon safety that the

(Continued on page 4)





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Page 4

(Continued from page 3)

Dispatch profession provides. You will find further information on our website at http://www.dispatcher.org. Please let me know if I can provide you any other information regarding the Dispatch profession.

Sincerely,

David W. Smith

National President Airline Dispatchers Federation

Secretary of Transportation Norman Y. Mineta, "Dispatch! Isn't that the difference? Part 121 has it.... Why don't we require Dispatchers for (other operations)?"

President and CEO of Southwest Airlines Mr. Herb Kelleher, "Dispatcher's are the heart of the Airline".

Congressman James Oberstar, "Dispatchers should be S.O.P., Standard Operating Procedure."

Capt. J. Babbit, President of ALPA, "Flight Dispatch is not required for Part 135 operation. This is a SIGNIFICANT omission that can affect safety."

RTCA Director, Hal Moses stated, "The aircraft dispatcher is a vital component in the triad of safety..."

Ms. Katherine Hakala Perfetti, FAA Special Assistant, stated that, "Because of the Airline Dispatchers Federation, the role of the Aircraft Dispatcher has been proven a critical link in air safety".

Harold Johnson, FAA Regional Dispatch Resource,



Trajectory-based flight planning is a critical component of the Boeing Air Traffic Management concept. Data from on board the aircraft is used to create the trajectories. Artwork courtesy of Boeing Air Traffic Manage-

Trajectory-based Airspace Operations



stated, "Dispatchers have the ability to shortstop the accident trend and rewrite the Aviation Accident story. History will write your contributions as the unsung hero's of the aviation community".

Jim Pierce, Chairman & Chief Executive Officer of RTCA, stated "Free Flight will use information technology to link controllers, pilots, airline dispatch centers and airports in the collaborative management of flight planning and operations."

Dave Porter, Director- Flight Programs PACAF AMOCC

The reviewer, Mr. North, made an interesting observation about the perception that air traffic controllers and aircraft dispatchers have too much control over airline pilots.

I'm not too sure about the former since that's pretty much what air traffic controllers do.. that is, by definition, they control....

As far as the latter, aircraft dispatchers don't control pilots; they have neither the authority nor the ability (unless someone figures out a way to embed a joystick into a dispatcher's computer keyboard by which they can somehow wrench control away from the pilot). What aircraft dispatchers have is dictated by law, joint responsibility with the pilot in command for the operational control of the flight.

Through collaborative decision making doctrine, the dispatcher provides the pilot with input and recommendations necessary for the safety of flight. This doctrine is global since it is part and parcel of ICAO Annex 6 4.6.1c.

During normal operations the pilot and dispatcher collaborate and make operational decisions. CDM studies have proven that pilots make better decisions when working with their dispatcher but at the end of the day, itis the pilot that commands the flight.

Respectfully,

David H. Porter Director- Flight Programs PACAF AMOCC





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Page 1

Letter from the President

Hello, my fellow dispatchers. It is already June as I write this and I am amazed at how quickly the days pass. Besides working full time at my job, I am also working full time at this position. ADF is having a busy, productive quarter and year. I would like to update everyone on the status of a few issues.

We have certainly seen the downside of internet technology recently as someone grabbed an email list off of one of our suppliers' sites. This generated a message to all of the people who signed up for email notification of events and information. We still have not been able to isolate the originator of that message, but it seemed to create a lot of confusion and consternation. I apologize for any inconvenience that may have caused you, but it highlighted some weaknesses in our procedures that we are trying to correct. We are learning from what I perceive as an address hacking effort. Certainly we are not perfect, nor do I think it is even reasonable to expect that a volunteer organization will have a 'perfect' web presence. However, we are taking some important and ongoing steps to fix the weaknesses. I appreciate your patience. While I am on this topic, we are still trying to find someone interested in assisting with website maintenance. Contact me or Brad Irwin.

Some other areas we are working on include an increasing presence in CDM committees and subcommittees. My thanks to Joe Cook, Steve Caisse, and Jeff Rehaluk, for their continued efforts and real-world experience will keep the CDM process on track from a dispatch perspective, refocusing these committees when necessary. I am pleased with the progress made already this year at these meetings. On a different front, Giles O'Keeffe is working to resolve some of the outstanding aviation security problems, ensuring that appropriate processes and procedures are in place when we need them.

"S2K+2" continues to fall into my meeting calendar. This group is the derivative of the "Spring 2000" initiative that tries to resolve shorter term issues, primarily focusing on ATC constraints, military coordination, and weather reroute problems. Recent meetings have revolved around the Vacapes escape routes, FEA/FCA, CCFP (the tool that drives

the ATC reroutes; see the link from the ADF weather page, under Thunderstorms), and EDCT compliance. Additionally, I continue to oversee and steer the ongoing items related to the incorporation mentioned last time.

I also made a recent trip to the FAA Training Center in OKC, along with Norm Joseph, Director of Aviation Rulemaking. We were at OKC at the invitation of Jim Gardner and Dave Maloy, both of FAA AFS division, who were running a training class for the newly named Aviation Safety Inspectors, Dispatch. I was pleased to see the very strong dispatch experience that these appointees brought to the table and the in depth curriculum that was being presented in that class. Norm and I made presentations on two days and also made new contacts and friends. I hope that each of you will feel comfortable in making contact with, and congratulating, your new ASI. A link to the ASI's contact list is on the website. These are real people with real experience.

I want to welcome two people who are volunteering and already working on your behalf. Wendy Dubord is the newly named Director Regional Operations. She will be working to improve involvement from our members at our national and regional carriers. Wendy is a dispatcher at Atlantic Southeast Airlines.

Brad Ward is a dispatcher and operations manager for Atlantic Coast Airlines. As your new Communications Coordinator, Brad will be responsible for ensuring that delegates and members receive prompt and accurate information regarding all aspects of our organization. Announcements on both of these positions are forthcoming, but I would like to personally thank and welcome both of these volunteers to these very important positions. They have stepped forward. Now, I want your involvement at any level you can sustain. ADF continues to be a volunteer organization.

Please visit our new Volunteers Wanted page on our website for current recruitment initiatives. Our resources are scarce and appreciate any and all levels of involvement given to the dispatch profession and it's federation, we all make a difference, yet together we have impact.





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SJC ADF Summer Business Meeting

The upcoming ADF Summer Business meeting will be held in SJC California July 27th-July 29th Sponsored by NASA Jeannie Davison with NASA in conjunction with Phil Smith from Ohio State University will be facilitating a research study of 8-10 dispatchers regarding the routing of aircraft in a weather situation. If you are interested in joining this group, please send an email to TBenson@dispatcher.org for availability.

The study will take place at the Sheraton Hotel July 27th 8a-1p. The ADF Board members Business meeting will begin July 27th 4p-8p. The General session will begin July 28th 8a-5p, and continue July 29th 8a-12p. The hotel for all meetings and lodging will be the Sheraton at 1100 N Mathilda Ave, Sunnyvale Ca 94089. There is a free shuttle bus from SJC airport to the hotel. The room rate is \$89.00 per night plus taxes and includes a complimentary breakfast.

Please call the hotel directly to book your room 408-542-8261 and mention you are with the ADF group.

Places of interest nearby are The Great American Amusement park, Egyptian Museums, the Stanford shopping mall and several outlet malls, The Cal train to SFO takes about 45min-1 hour for less than \$10.00 (the hotel will provide a free shuttle to the station), and if you have a rent-a—car there are several good wineries in the Santa Cruz mountain area.



Training Tool-Box

Where are the nine Volcanic Ash Advisory Centers located?



Answer Below:

Anchorage, AK, United States Buenos Aires, Argentina Darwin, Australia London, United Kingdom Montreal, Canada Tokyo, Japan Toulouse, France Washington, DC, United States Wellington, New Zealand

Upcoming ADF Meetings

Summer 2002 Business Meeting July 28-29, 2002 San Jose, CA

Symposium and Fall Business Meeting October 6-8, 2002 Washington, D.C.

Winter 2003 Business Meeting - Feb 8-10, 2003, TBA

Spring 2003 Business Meeting - May 4-6, 2003 Tentative World Dispatch Summit, Shannon Ireland - Tentative

Summer 2003 Business Meeting - July 12-14, 2003, TBA

Symposium and Fall Business Meeting - October 12-14, 2003, Washington, D.C.





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Page 1

Welcome New IFALDA President

Allan Rossmore

First of all, thank you for the opportunity of writing this article for you. It was a pleasure to meet you at the Annual General Meeting and I hope we get the chance to meet again in the future.

I was first associated with the International Federal of Airline Dispatcher's Associations (IFALDA) in the mid 1980's when I attended several Annual General Meetings. More recently I have been involved with IFALDA with participation in an IATA project which is standardizing operational audits across the industry.

I have also been involved with the ADF after it was created and have a lot of respect for that organization and especially the people that have worked for it in the past and continue to do a wonderful job, like Steve Caisse, Mike Nadon, Giles O'Keefe and Daye Smith.

As the new President of IFALDA, I look at the global operational control community. We have a complex aviation community with many competing interests and many different philosophies which sometimes conflict with each other. But there is one thing which I focus on and remain committed to. That is the raising of professionalism and standards for the global dispatch/operational control community whenever the opportunity presents itself.

What are the challenges facing us in the present environment? In many countries there are philosophies which look at the operational control function quite differently than the US and Canada. (Canada has a very strong certification system).

Some countries do have certificates for dispatchers but little support for authority of those dispatchers. Many others have no certification requirement whatsoever.

Underlying these differences in operational philosophy are many other differences. There are diverse legal systems, economic systems, political systems and strong cultural and language differences. And in some cases there are simply little or no resources available.

There are also geographic and demographic issues, and an uneven technology base from area to area and country to country.

As we work on our goals for the future, we have to keep in mind all of these factors. We also have to listen to all of those who both agree with us and disagree with us. Only by listening will we be able to understand what the underlying issues and concerns really are. With this type of environment, I believe that it is important that we make every effort into increasing professionalism and standards whenever possible. This does not necessarily mean certification, although that is certainly desirable. But it does mean that we believe that the fundamental function of operational control is to improve safety. To do that properly one must have standards of some sort. This is where we are focusing our efforts. Among the projects that were started previously by IFALDA under the leadership of Dave Porter and James Ford are the following important projects.

- 1. The new ICAO (International Civil Aviation Organization) Annex 6 which directly affects standards for operational control internationally. This has been completed by Dave Porter (Delta, retired) and Jim Gardner of the FAA. The FAA has supported this and is proceeding with it at ICAO.
- 2. A new ICAO Flight Dispatcher Training Manual, written with Dave Porter's important leadership that has now become a new standard for training internationally.
- 3. JAA/FAA. We are working very hard to have input and be a resource for the FAA and JAA harmonization process that is underway. Brad Rasmussen at World Airways has been a big help for us here as well as many of our European members such as Jan Hoehne at SAS, and our colleagues at EUFALDA (The European Federation of Airline Dispatchers Associations).

(Continued on page 18)

NASA And Honeywell are developing a dispatch decision tool for weather avoidance. For more information see the ADF Web site and click under Survey.

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 IOSA. (IATA Operational Safety Audit) This is a project which has tremendous potential to raise standards of operational control

worldwide. The airline industry itself, because it has consolidated into the major code share/alliances sees a great benefit in standardizing operational standards with every code share partner. This means that if an airline wants to code share with another, these standards would be used to ensure that passengers from one airline who transfer to that partner will have at least minimum standards. Again, this does not mean certification for individuals per se, but it does mean that whoever does operational control would have to meet these new standards if they want to be a member of that alliance. It also saves the repetition of multiple audits being done on one air carrier, reducing it to one, so it is also a significant economic benefit for the airlines. This is being developed for the dispatch group with the able leadership of Randy Rohan at Delta and participation of a number of international professionals.

These are our major projects nearing completion or underway.

For the next few months we wil be evaluating our goals for the next two years.

We know that safety and security are key issues in this industry and the dispatcher/flight operations officer can play a key role in that area. But to make that happen we will have to address standards, practices, and policies, as well as training, oversight, technology and human factors.

We will have to work as partners with the airlines, IATA, ICAO, and the Civil Aviation Authorities of all of the states/countries including the FAA and JAA. And of course our colleagues in ADF and EUFALDA as well.

We must create a rising tide of safety and security for this industry by raising the professionalism worldwide of the dispatch/operational control profession. To make that work, those of us who can help must help those who cannot do it by themselves. I am lucky to have great people within IFALDA's Board and Membership, whose contributions will be essential in this endeavor. And all of us working together can make a significant difference. That is my goal.

Allan Rossmore is a Professor of Aviation at Miami-Dade Community College in Miami, Florida. He teaches Airline Management, Flight Operations, Aviation Law, and Airline Marketing. He is a former System Operations Director with Eastern Airlines. He has been an FAA Designated Aircraft Dispatcher Examiner for over 20 years. His is also an attorney, member of the Florida Bar and Federal Bar. He is the Legal Counsel for ADF.



A new study documents how dispatchers using PASSUR prevent one to three diversions a week, resulting in savings from \$1.3 to \$6.8 million per airline, per year. Visit www.passur.com for the full study, and learn more about PASSUR at the ADF Annual Summit in Toronto.









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Thursday June 13, 3:58 pm Eastern Time

Press Release

SOURCE: Allied Pilots Association

Allied Pilots Association Releases Statement Concerning Request for Whistleblower Protection by Dispatcher of AA Flight #63

FORT WORTH, Texas--(BUSINESS WIRE)--June 13, 2002--The Allied Pilots Association, collective bargaining agent for the 11,000 pilots of American Airlines and the 2,300 pilots of TWA LLC (NYSE: AMR - News), released the following statement today:

"We applaud the courageous decision by dispatcher Julie Robichaux to bring to the Federal Aviation Administration's attention a variety of problems with American Airlines' handling of the so-called 'shoebomber' incident aboard AA Flight #63 on December 22, 2001, as well as subsequent flights that she was responsible for that involved security concerns," said Captain Bob Ames, APA Vice President. "Based on Ms. Robichaux's filing with the FAA, it appears that American Airlines management is more concerned with keeping flights on schedule than they are with potentially serious security threats.

"Flight dispatchers serve as our pilots' information lifeline," said Ames. "Among their duties is to issue necessary information for the safety of each flight.

According to Ms. Robichaux, her supervisor on December 22 instructed her to 'hold off informing the authorities' about the threat, which is absolutely unconscionable.

"Another bizarre aspect of AA management's handling of this incident is the fact that, after conducting their own independent investigation, they then erased all of the recorded transmissions of Ms. Robichaux's conversations with the pilots, North American Aerospace Defense Command, Federal Bureau of Investigation and others on December 22. APA believe it is extremely important for our pilots and others to apply the lessons learned on December 22 to future threats, and I cannot imagine why management chose to discard the tapes, rather than retaining them for training purposes."

Headquartered in Fort Worth, Texas, APA was founded in 1963.

(Continued from page 16)

will give them the added time to make the crucial adjustments to return to normal operations.

The SOC of the future is rapidly becoming reality, which promises to simplify the professional lives of airline dispatchers. Sabre has already taken many steps toward a fully integrated SOC and will continue to use the latest advancements in technology to bring this vision to life.

If you would like more details, please contact Dave Roberts,







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2002 ADF Leadership Team

David Smith-President Brad Irwin-Executive Vice President (Delta Airlines—ATL) (Continental Airlines-IAH) Mike Timpe-Treasurer Frances Queenan-Secretary (Horizon Air - PDX) (Delta Airlines-ATL) Rhonda Smith - VP Administration Fred Pearsall - VP Membership (United Airlines - ORD) (Hawaiian Airlines- HNL) Joe Cook - VP Operations Brian Schultz - VP Government / Legislative / Media (Delta Air Lines - ATL) (Trans World Airlines - STL) Allan Rossmore - President IFALDA Jerry Elder-Director of International Alliances (Eastern Airlines (retired) - MIA) (Delta Air Lines-ATL) Regina Mateo: Director - Publications William Leber - Director of Air Traffic Mgmt (Champion Air - MSP) (Northwest Airlines - MSP) Giles O'Keeffe: Loraine Sandusky - Director - Collaborative Decision Director - Aviation Security and Intelligence Making (Continental Airlines—IAH) (Northwest Airlines - MSP) Norm Joseph — Director of Aviation Rulemaking Frank Hashek - Director of Membership (Delta Air Lines - ATL) (American Trans Air) Tracie Benson - Director - Corporate & Tim Antolovic- Director of Safety Industry Alliances (American Airlines - DFW) (American Airlines - DFW) Steve Caisse - Director - Science & Technology Al Krauter- Director of Training (Delta Air Lines - ATL) (Northwest Airlines - MSP) James Ford — IFALDA Webmaster Wendy Dubord—Director of Regional Operations (Delta Air Lines - ATL) (Atlantic Southeast Airlines - ATL) Brad Ward: Communications Coordinator Len Salinas: Volcanic Ash Coordinator (Atlantic Coast Airlines - IAD) (United Airlines - ORD) Jeff Hennessy: Publications Coordinator Jim Jansen: Weather Coordinator (Preston Aviation Solutions - IAD) (American Airlines - DFW) Phil Brooks: Jumpseat Coordinator Jeff Rehaluk: CDM Coordinator (JC) (United Airlines - ORD) (Spirit Airlines - FLL)

Volunteer Spotlight

JOE COOK



became interested in aviation at an early age. When I was 12 years old my parents and I traveled from our small town in Indiana to California to visit my grandparents. We flew United from Chicago to San Francisco.....and I became enamored with aviation and airlines. Like many youngsters, I initially wanted to become a pilot. However, during my late teens while pre-screening for ROTC at University, I was unable to pass the flight physical for the military. At the time almost all airline pilots were former military pilots. At time in my life I was at loggerheads, not really knowing what job I wanted to do for an airline. Eventually, I enrolled at Purdue University, which was only 18 miles from home. Purdue had an aviation program that prepared youngsters for a variety of jobs in the industry. My brother-in-law was an airplane mechanic at United, and so I went through a program whereby I earned a bachelor's degree, but picked up an Airframe and Powerplant Mechanic certificate along the way.

My mother was a travel agent and one day I asked her opinion on various airlines. I was initially interested in United due to having my first flight on them and because they had a big maintenance base in San Francisco near my grandparents and other family members. To my surprise, she told me that, "Delta is the best. Their whole philosophy is to take care of the employees who will then take care of the customers." That sounded good to me, so when I neared graduation, I inquired if anyone knew anything about Delta. One of the professors said to add his name as a referral on my application with an accompanying letter. I did so, and several months later got a letter offering me an interview. Two interviews later and I was hired as a Junior Mechanic in aircraft overhaul on the midnight shift, the least desirable destination in Technical Operations at Delta Air Lines. Many people that I trusted told me that was not a good enough position for someone with a college degree, but Delta had a "promote from within" policy that attracted me. The fact that I wasn't even a mechanic, but a junior mechanic, really didn't bother me. I knew that once I got "in" I could apply for other jobs.

That first year was a whirlwind. I remarked to someone that I was interested in long term career progression, and that person said I should investigate "Flight Control." I didn't even know what that was. When I asked around, my Lead Mechanic told me, "Don't even try, its ACS only." At that time, Delta selected Dispatch candidates exclusively (except for a couple of Meteorologists that they hired) from the large pool of Customer Service Agents. Generally speaking, it was a sound policy. Front facing and customer focused thus permeated the organization. I didn't investigate further, and after reading about the new Cincinnati hub decided to apply for a transfer there to be close to home. 18 months after hiring on, I went to CVG to learn to become a Line Mechanic.

I spent 9 years in CVG and learned a lot and had a lot of good experiences. But after about 4-5 years I became restless and started applying for other positions. The majority were back in ATL since that is where headquarters was located. I applied for many jobs but didn't get any of them. I didn't really know anyone outside of CVG and all the supervisors and managers there were CVG "lifers" who didn't know anyone of influence in ATL either. I knew one fellow who had been a mechanic but had gotten a job in Flight Operations after earning his Master's degree and a pile of pilot ratings. He told me about a job opening in Flight Operations Regulatory Compliance and so I emailed off a resume. I was surprised to receive an interview, and a short time later, I was maintaining the Master Operations Specifications for Delta Air Lines. Looking back, it was the seminal moment of my career.

"I maintained the Master Operations
Specifications for Delta Air Lines during
my time in Flight Operations. Looking
back, it was the seminal moment of my
career."

I greatly enjoyed working in Flight Operations. Working for pilots was fun. For an aviation nerd, they did a lot of fun things. For example, I was in the MD-11 simulator in 1998 flying hand build (programmed) RNAV approaches. However, after a few years I began to realize that there was someone of a "glass ceiling," and I began looking around again. On my initial interview, the fellow who would become my boss had stated that this job would be a "great transition" into Flight Control. I had not forgotten that comment, or the earlier comment about "ACS," only, as far as getting into Flight Control. I did a web search for ways to get my certificate. I found a local school, and my boss agreed that the certificate was job related, so the Company would pay for it. Because it was beyond his authorized dollar limit, I actually had the Senior Vice President of Flight Operations sign my expense report to cover the fees! I went to him 2-3 times a week for Ops Specs signatures, it was an easy discussion. Several months later, there was an internal job posting for Flight Control. I submitted a bid. After going through a somewhat rigorous interview process, I was hired.

Volunteer Spotlight

JOE COOK

It was an invigorating time. I was learning a lot of new material, but I felt it mostly dove-tailed with what I already knew. Having an aviation degree, a private pilot certificate and a mechanic's certificate were very useful. The weather was in greater detail than I had studied before, and there were a lot of new software applications. Upon completion of training, I started out as a relief dispatcher. It didn't take long, but I was informed about ADF and became involved even though I was relatively new to dispatch.



Some of the folks who recruited me into ADF were interested in my regulatory background. While trying to find a way to fit into the organization, I naturally gravitated to the part of the organization which

interfaced with the FAA. However, instead of dealing with Flight Standards, I was for the first time interacting with Air Traffic Control. There was always great anxiety (anger?) on the dispatch floor towards Air Traffic Control. In particular, ATC changing the route that a particular flight was filed upon after departure was a huge problem. The "threat" that the ATC system saw was often not seen as a true threat to the dispatchers. Furthermore, the solution was often worse than the threat. Controllers would routinely issue a long new route ("reroute") that solved the problem immediately in front of them (in their sector) but could add hundreds of miles to the route. Since these routes were not addressed in the planning process, the flights were unable to fly the route even though the pilot in command had accepted the new route.

I became engrossed in the routing problem. Various federal regulations were being broken and it seemed that no one really cared. I, along with others, began making noise. I started attending meetings of the ill-named Collaborative Decision Making group and began advocating for the dispatch profession, for the regulations, and for safety. In short, I began advocating for what was right. I learned many important lessons. A large bureaucracy often doesn't care about right and wrong. They only care that the bureaucracy is fed. There were 50,000 pilots and 22,000 controllers. There were only about 1,500 dispatchers, and our organization (ADF) was run on a volunteer basis. The big unions and the entrenched bureaucrats at the FAA had millions of dollars and thousands of people behind them. They had everything but the facts on their side.

In 1990, a fellow named Glenn L. Morse submitted a request to the FAA for clarification upon routes issued by ATC in accordance with the Severe Weather Avoidance Plan (SWAP. response from the FAA clearly stated that in the absence of an emergency the pilot in command could not accept the new route without concurrence from the appropriate aircraft dispatcher. These revised clearances were routinely being issued, and still are to this day. However, we have come a long way. Most software used by Part 121 Dispatch offices issue an alert to the Dispatcher when the route is changed, so at least we have awareness. And there is a whole severe weather section in the Command Center that interfaces with airline dispatch offices regarding issuance of required and recommended SWAP routes. I say that they interface because there is little true collaboration. They generally do what they want, but at least we know about it. I was on a working group in the 2004-05 time frame that worked with the FAA to develop the idea of flow evaluation areas (FEA) and flow constrained areas (FCA). These concepts are used today when considering whether to issue required routings and/or airway flow programs. My role in the development of these concepts was small, but I attended as many of the meetings as I could, and I advocated for the profession.

I submitted a letter to the FAA Legal Division requesting a legal opinion if technology was changing any of the requirements of the Morse Letter.

8-10 years later, within the evolving concept of the Future Air Navigation System (FANS), there emerged real threats to the dispatch profession. Controller-Pilot datalink (CPDLC) would streamline the ability for ATC to put our flights onto routes which would have safety implications. I submitted a letter to the FAA Legal Division requesting a legal opinion if technology was changing any of the requirements of the Morse Letter. I received a response that there were no changes. Somewhere in my files, I have what I affectionately call "the Cook letter."

Another area that I thought we should address while I was at ADF was the creation of position papers. I wanted to create a paper trail for the future, and to show the membership what we were doing. It proved to be more difficult than anticipated to get everyone on board with a written document stating our position, but I was able to complete several.

I was an ADF Vice President for 4 years. There were many other activities that the organization undertook. I was only one

Volunteer Spotlight

JOE COOK

person doing a few activities. I have always felt that the membership would be proud if they knew how well they were being represented in so many areas.

writing, in August 2021, I am still actively working in the industry and maintain my dispatch qualification.

During my 20 years in Flight Control at Delta, I was engaged very heavily on the training side of the department. I was asked almost at the very beginning to do an FAR/Compliance segment, and my involvement grew from there. Ever since taking a high school speech class, I was enamored with public speaking, so working in training was generally great fun since I not only got to work on honing my public speaking skill but was able to learn and share much information about airplanes and the industry. I would take any assignment, but my two specialties were regulatory issues and airplane systems. These topics drew up on my prior experience. I was one of the initial cadre of instructors who developed the content for the Delta Air Lines Dispatch School. Later, we were asked to present the program to the Air France Dispatchers as they stood up a true Operational Control Function. I spent the last 8 years as an Operations Manager and that was a lot of fun. It was wonderful to be able to solve problems and minimize impacts. We generally received immediate gratification for a problem solved.



Along the way, there were many other entertaining and rewarding A colexperiences. league, Steve Caisse, and I wrote an article about airline dispatchers and managed to get it published in the aviation magazine, Airliners. wrote many articles for company publications. For example, I was the single most prolific author of our in-house Opera-

Joe facilitates a discussion at Air France HQ at Aéroport de Paris-Charles-de-Gaulle during a training session.

tions Control Center publication, Gear Up, having written at least 10 articles. People would routinely come to me and ask about how some system on an airplane worked, generally with an eye towards better understanding an MEL or QRH.

In the summer of 2020, Delta offered an enhance retirement program during the depths of the Covid crisis. After 33 ½ years of service, I took this package and retired from Delta effective 7/31/2020. It was a great ride but was not ready to quit working. Accordingly, I was able to secure employment at another carrier as a Flight Control Shift Supervisor. As of this

The long-term future of the profession is not secure. believe that there is still value in having a person on the ground, in an airline operations center, who can oversee the flight and assist the crew with safe completion of the flight no matter what the situation.

The long-term future of the profession is not secure. The revolution in technology will change the profession in ways that are impossible to foresee. Computers have already greatly changed the profession. However, somewhat paradoxically I have heard people state that each software enhancement has actually increased the workload of the dispatchers because the companies and the FAA keep trying to run the operation with more precision. I'm not sure that will always be the case, but right now I believe that there is still value in having a person on the ground, in an airline operations center, who can oversee the flight and assist the crew with safe completion of the flight no matter what the situation.

The responsibility for operational control rests with the operator, and many of those functions are delegated to certified aircraft dispatchers. Within the organizations where I have been employed, and in those I have observed, I have seen the value of the dispatcher repeatedly. I've seen a lot of well-educated and responsible people who really don't have a good understanding of what it takes to run an airline make suggestions that are nonsensical. Even many pilots don't have an idea for many scenarios. A third party, on the ground, who is accustomed to routinely scanning large amounts of data has value. A third party to keep an eye on the myriad factors which might affect the safety of each flight will have value in the future. Our challenge as a profession to continue to make that argument, and to continue to fit within whatever framework exists in order to make a positive contribution.





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Welcome to ADF's New Director of Regional Operations

Dear ADF Membership:

Recently I was selected by the ADF to be the Director of Regional

Operations. Part of my responsibilities will be to monitor and bring to the ADF Board, any regional airline issues that have an impact on our profession. Primarily safety related issues that can have an effect on the relationship between dispatch and the various departments and

agencies as related to weather, maintenance, air traffic control, computer technology, etc.

Additionally, I will be working with the VP of Membership to increase the regional airline participation in the ADF.

As a dispatcher for Atlantic Southeast Airlines (Delta Connection), I would like your help in bringing issues forward that are unique to the regional operation. The goal is to provide an additional and valuable perspective,

which represents our valuable place in the profession and industry.

I look forward to working with you towards these goals. Please feel free to contact me at the address below.

Sincerely,

Wendy Dubord Director of Regional Operations

wdubord@dispatcher.org

ADF Nominations are Open

ADF is currently accepting nominations for the following positions:

Executive Vice President

Oversees and assists in all areas of the Organization in the absence of the President

Coordinates the agenda for each business meeting

Appoints Symposium Chairperson

Collects information and issues from the Vice Presidents and forwards to the President

Secretary

Keep an accurate and complete record of the proceedings of any meetings and attendance at all events. Forward meeting roster to VP of Administration to enter into database. Provide a copy of the minutes for approval at the following business meeting. Correspond with all presenters including mailing invitations, any needed hotel reservations and thank you letters. Each December, coordinate with the ADF treasurer airline billing

Coordinate any billing to Sponsors and/or Schools with the Director of Corporate Alliances. Retain all publications, minutes, newsletters issued during term.

VP Membership

Provide a Membership report for each business meeting

Coordinate with Airline Delegates insuring they receive all ADF information such as the ADF Newsletter, Meeting information, Press releases, Dispatch Opportunities, etc. Contact those members who are late with the payment of dues. Insure new members receive a New Member Packet within a timely manner. Verify all information members receive is accurate and updated.

Notify each airline delegate of any a new member at their respective airline. Insure each airline maintains an active delegate. Maintain a list in which airlines have 51% membership for voting rights. Respond to Internet "Guestbook" entries. Create/update a "FAQ" to post on the web.

VP Government—Legislative and Media Affairs

Develop and Maintain House and Senate contacts through visits, phone calls & e-mail

Work closely with the President and the VP of Operations to coordinate efforts in

Washington DC

Educate the membership on issues with the House and Senate Educate the House and Senate on the value of the dispatch profession Communicate these efforts by writing trip reports and position reports Establish relationships with various media contacts as required

From the By-Laws..

OFFICERS: Shall be elected for a two year term commencing January 1st. ELECTIONS: Will be held at the last regular quarterly meeting of the election year by those members of the council in attendance by secret ballot.

To be eligible for nomination and/or election as an Officer, a member must be a licensed aircraft dispatcher with minimum of 1-year airline experience and in continuous good standing with ADF.

All vacancies in any office, except the office of President, shall be filled by secret ballot, if less than half the normal term has been served. If more than half the term has been served prior to the vacancy, the office shall be filled by appointment of the Council. If the office of President is vacated for any reason, the Executive Vice President shall succeed to the remaining portion of the term of office.

If you or someone you know is interested in stepping up the plate for your profession, send your nomination to **ADFBoard@dispatcher.org**

Airline Dispatchers Federation





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10-Year Growth Period Ends in 2001 for Air Travel Industry

Airline Information Airline Traffic Annual Release: 2001 Decline in Airline Passengers in 2001 Ends 10-Year Growth, BTS Year-end Report Shows

Fewer airline passengers traveled on U.S. airlines in 2001 than in 2000, the first annual decline in a decade, according to the year-end report on aviation traffic from the U.S. Department of Transportation's Bureau of Transportation Statistics (BTS).

The number of passengers had increased every year since 1991. The number of U.S airline flights, which also declined last year, had grown every year since 1997. The decline in traffic was caused by the events of Sept. 11. Through August, enplanements were up very slightly, but for the remaining four months there were 20 percent fewer passengers than in 2000.

In 2001, 622 million passengers boarded 8.8 million U.S. airline flights, down from 666 million passengers on 9 million flights in 2000.

While passenger enplanements were down 6.6 percent and flights were down 2.7 percent from 2000, freight revenue tonmiles were off more than 7 per cent. International freight was down 7.8 percent.

The major airlines -- those with annual operating revenues of \$1 billion or more -- reported an overall decline in passengers of 7.4 percent during 2001. American Trans Air reported the biggest increase, almost 10 percent, while only two other major airlines, Southwest Airlines and Alaska Airlines, reported a rise in passengers. The biggest drops were reported by United Airlines and Delta Airlines, both of which carried 10 percent fewer passengers in 2001 than in 2000.

The Air Carrier Traffic Statistics report for December 2001 contains year-end statistics for 2001 and 2000. The BTS Office of Airline Information collected the information in Air Carrier Traffic Statistics from 15 major air carriers, 39 nationals, 20 large regionals, and 23 medium regionals. No information from small regionals or commuter carriers is included. Air Carrier Traffic Statistics also includes detailed traffic statistics for each of the reporting airlines. National carriers are those with \$100 million to \$1 billion in annual operating revenues, large regionals those with \$20 million to \$100 million, and medium regionals those with under \$20 million

Additional information may be found at the BTS website at www.bts.gov/oai.

Air Carrier Traffic Statistics may also be obtained by calling 202-366-3282 (press 1)

ADF Appoints Communications Coordinator

As the leadership of your organization, we're continually looking for ways to make sure that you're getting the best information possible from us, as well as ensure that your voice is heard. As a part of this effort, we've established the position of Communications Coordinator. Reporting to the Vice President of Membership and the Director of Operations, the Communications Coordinator will primarily be tasked with ensuring that our delegates and members receive prompt and accurate information regarding all aspects of our organization. This person will also be responsible for answering your questions and directing your requests and comments as necessary. Accepting the Communications Coordinator position is Brad Ward. Brad is a dispatcher and operations manager for Atlantic Coast Airlines. If you're a delegate, you can expect to hear from him shortly, as he'll be contacting you to touch base and let you know about our next business meeting. All members are encouraged to pass along their ideas, comments, suggestions, or complaints to Brad. You can reach him at bward@dispatcher.org. He will also be regularly monitoring the discussion list board on the ADF website.

Join the More than 500 Aviation Professional that are Being Notified of Dispatch Announcements by E-Mail! Visit the ADF web page at www.dispatcher.org



Located at the lower, right side of the home page, select this button and sign up!



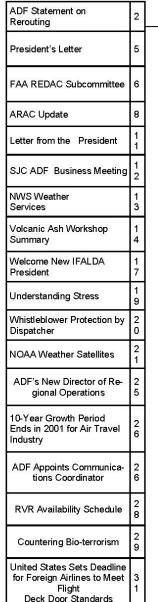


Tracie Benson (AA) and Rhonda Smith (HA) are all smiles at Symposium 2002.



The ADF News Volume 13 Issue 3

Inside this issue:





"Keeping the Dispatch Profession Informed"

ADF Symposium 2002 & Aircraft Dispatchers Convention

Fellow Dispatchers,

The Airline Dispatchers Federation Symposium 2002 & Aircraft Dispatchers convention will be held in Washington, D.C., with a theme of "Computer Automation - Changing the way we do business"

The Airline Dispatchers Federation's annual rite of fall takes place October 6-8, 2002 in our nation's capitol. This year's symposium will explore how the dispatch profession has changed with the advent of computer automation tools, and the future it holds for the profession.

Operational Control professionals from around the world are uniting to examine the realities of operational control today, the research efforts that are ongoing and the future roles of the aircraft dispatcher that we are in the process of creating for the next millennium.

This year's two-day event will feature speakers from various aerospace companies, the FAA, Leading Universities and the nation's airlines. Representatives from all arenas of aviation will be discussing the dispatcher's role in operational control and aviation safety.

You are invited to be among those who will be treated to a complete examination of the current and future state of Operational Control as we begin the new millennium.

This years symposium will be held at the Crowne Plaza Hotel Washington National Airport, 1489 Jefferson Davis Highway, Arlington, Va 22202 Phone: 703-416-1600. The Crowne Plaza provides a free shuttle to and from DCA airport and breakfast is included in the room rate. For registration contact Reservations at: 703-416-1600 x 3023, or 1-800 2Crowne. Be sure to mention ADF for the \$119.00 rate.



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Airline Dispatchers Federation Statement on Rerouting Flights

Airline Dispatchers Federation Statement on Rerouting Flights

Background

Positive operational control, often referred to as the shared responsibility between the Pilot in Command (PIC) and FAA-certificated Aircraft Dispatcher, is the cornerstone of the high levels of safety enjoyed by United States Part 121 Domestic and Flag air carriers. Airline Dispatchers Federation (ADF), an all-volunteer organization representing the professional interests of operational control personnel in aviation and aerospace, is aware that reroutes are routinely issued to flights in response to volume and complexity concerns. ADF expresses concern that positive operational control procedures often are not followed in the acceptance of many of these reroutes. Recognizing these concerns, ADF offers the following position that addresses both the flexibility needs of the National Airspace System (NAS) as well as the operational control requirements of 14 CFR 121.

The ADF Position

In the absence of volume and complexity issues, the filed flight plan should be adhered to as the primary operational desire of the user.

In the presence of volume and complexity issues:

ADF encourages all Dispatchers to diligently exercise the responsibilities mandated by the Aircraft Dispatcher Certificate. Continue to ensure any flights significantly rerouted are done with Dispatcher concurrence.

In accordance with Federal Aviation

Administration (FAA) Order 8400.10, air carriers should state maximum deviation parameters in their General Operating Manual (GOM). ADF believes Air Safety Inspectors (ASI) should ensure that air carriers comply with these requirements. ADF believes any deviation in excess of the following maximum parameters constitutes a "significant" reroute and requires the concurrence of the aircraft dispatcher:

100 NM lateral deviation from the planned route,

More than 4000 feet from the planned altitude, or



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Airline Dispatchers Federation Statement on Rerouting Flights (Continued)

Any action which could delay the arrival of the flight by more than fifteen minutes of time.

ADF believes these parameters reflect the realities of the NAS. The distance parameter is an easily recognizable number that correlates to fuel burn, ETA, and other factors, while allowing for minor weather deviations. The altitude adjustment also is relevant due to fuel burn and other flight planning considerations. The time parameter is related to reportable delays and overdue position reports. These parameters all facilitate rapid identification and reliable response in the event of a reroute.

ADF recognizes that some flights may have a zero tolerance for reroutes due to operational considerations.

ADF believes that early concurrence is key to implementation of reroute plans. Early notification of potential reroutes will allow Dispatchers to evaluate the effects of the proposed reroute in a timely manner. The safety and economic benefits of this early evaluation cannot be overstated.

Dispatcher concurrence is required for any and all reroutes if air carriers do not provide deviation parameters in their GOM as prescribed in 8400.10. ADF believes this is unnecessarily restrictive in most circumstances. For example, flights deviating around thunderstorms often fly off their planned routes by 10 or 20 miles. This small deviation generally has a negligible effect upon total fuel burn and flight time.

Regulatory Requirements

Federal Aviation Regulation (FAR) 1 states:

"Operate, with respect to aircraft, means use, cause to use or authorize to use aircraft, for the

purpose (except as provided in Sec. 91.13 of this chapter) of air navigation, ..."

"Operational control, with respect to a flight, means the exercise of authority over initiating, conducting or terminating a flight."

FAR 121.593 states: "...no person may start a flight unless an aircraft dispatcher specifically authorizes that flight."

FAR 121.639: "No person may dispatch or takeoff an airplane unless it has enough fuel (a) to fly to the airport to which it is dispatched,..."

FAR 121.647: "Each person computing fuel for the required purpose of this subpart shall consider the following: ... (d) Any other conditions that may delay the landing of the aircraft."

FAR 121.533(c): "The aircraft dispatcher is responsible for:

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

Canceling or redispatching a flight if, in his opinion or the opinion of the PIC, the flight cannot operate or continue to operate safely as planned or released."

Additional FAA guidance material

Air Transportation Operations Inspector's Handbook, 8400.10, Volume 3, Chapter 6, Section 2, Paragraph 1175, sub-Paragraph D:

"Once initiated a flight must continue as planned and in accordance with the conditions of the flight release.

"ATC frequently delays, re-routes, or assigns

(Continued on page 4)



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(Continued from page 3)

altitudes to flight other than those planned by the operator. The ATC system requires this flexibility to re-route traffic flow around adverse weather and to function effectively. The operator's policies and procedures for operational control should accommodate these demands while maintaining the duality of responsibility shared by the aircraft dispatcher and the PIC. One acceptable means operators may use to comply with the regulatory requirement is to publish notification requirements in the GOM for flight crews to follow in these circumstances. For example, the operator might specify maximum amounts that the ETE, assigned altitude, estimated fuel remaining when overhead destination and distance from planned course may deviate without reporting to the aircraft dispatcher and obtaining an amended release."

FAA has also issued a legal interpretation in response to a request from Glenn A. Morse, of the Air Transport Association (ATA). To paraphrase, Mr. Morse requested the FAA legal department evaluate whether policies and procedures associated with the ATC Severe Weather Avoidance Program (SWAP) were in compliance with existing FARs. Relevant portions of the FAA legal division's response, written by the Assistant Chief Council of the Regulations and Enforcement Division, are included for reference. ADF believes that this letter is in agreement with the FARs and the ADF position stated above concerning reroutes:

"The Air Transport Association (ATA) also voiced concerns about [the] SWAP program implementation that results in an air carrier pilot being issued a new routing which calls for immediate departure when the aircraft is still at the gate. There appears to be a conflict with the Federal Aviation Regulations (FAR) which requires the air carrier's dispatcher to be included in the rerouting discussion.

"The basic question is: During SWAP, may Air Traffic Control issue, and the pilot accept without flight dispatcher concurrence, a revised clearance with a new flight plan route in order to minimize delay and expedite the flow of traffic?

"Section 121.647 requires that '(d) Any other conditions that may delay landing of the aircraft' be considered in computing fuel requirements. You state in your letter that 'The various FAA facilities do make SWAP routes available to the airlines. However the routes are provided with the understanding that the airlines will not file them'. Therefore, with knowledge of the SWAP routes, the dispatcher and pilot in command in calculating fuel requirements would consider, among other things, reported and forecast weather and anticipated delays (i.e., diversions to SWAP routes). Therefore, if the dispatcher and pilot in command have considered the SWAP routes during their flight planning, and, if both the dispatcher and pilot in command agree that the flight can be conducted safely, and if the fuel and all other pertinent requirements of the FAR are met, then the pilot may accept a new flight plan route. However, if the SWAP routes are not considered in the flight planning, then the pilot in command must refuse the ATC clearance, appraise the dispatcher of the new routing, analyze and discuss the new route with the dispatcher, and reach a joint agreement with the dispatcher that the flight may be conducted safely."

Helpful Links

<u>http://www.dispatcher.org</u> (Airline Dispatchers Federation)

<u>http://www.faa.gov</u> (Federal Aviation Administration)

http://www.access.gpo.gov/nara/cfr/cfrhtml 00/Title 14/14cfr121 00.html (Electronic Code of Federal Regulations)

For more information, contact adfboard@dispatcher.org, or 800-OPN-CNTL.





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Page

President's Letter

Although the anniversary of the now infamous 9-11 is now past, I know we are all continuing to reflect on the terroristic events of that date and of all the people we knew or have learned of who lost their lives in the attacks. As we are prone to do as a nation after any traumatic event, we are also reflecting on where we were and what we were doing at the time of the attacks as well as how our own lives have changed since that date.

If you were working flights at the time of the attacks, I am sure that you vividly remember (as I do) the confusion, stress, and conflicting information or lack of information that seemed to be the hallmark of that day. I know that dispatchers elsewhere also received messages from every possible source and were forced to make operational decisions based not on facts but on their own instinct or on rumors. Moments later, new information would come in that forced a reversal of the earlier decisions. This seesaw of misinformation and decisions (followed by reversed decisions) continued for what felt like an entire day until it became apparent that the aircraft we had seen flown into the World Trade Center was not a part of some horrible, tragic accident or mechanical failure but instead was a deliberate act of sabotage by a coordinated band of hijackers with others on the loose.

Frankly, of that day, I am most proud of the way so many flights were diverted in such a short time without any additional loss of life. The media coverage since then of the air traffic controllers has led many unknowing citizens to believe that controllers saved the day. In fact, they were a critical part of our ongoing triad, providing traffic separation and support, but we all know that dispatchers everywhere were doing the unseen calculations and checks to make sure those silly (but critical) little things like landing distances were not overlooked. I personally saw a number of flights given instructions to refuse runways or even airports that were not suitable because the dispatcher was on the job.

How many ways have our lives changed since then? Consider anthrax, TSA, security delays, and immediate losses of revenue, or the survival of an entire industry at stake with companies forced to the brink of, or into, bankruptcy. Certainly, I do not believe we have seen the end of the turmoil.

But as I am proud of our professional actions to save lives on that day, so am I certain of our resiliency and determination, both as a nation and as professionals committed to the concept of operational control. We have seen and seemingly forgotten tough times. Security has been heightened to these levels before, most recently during the Gulf War. Our tasks fundamentally remain the same this year as last and we need to rise to the occasion, fulfilling our duties as mandated and providing the safest operational environment that we possibly can. The challenges are greater, admittedly, but that cannot be an excuse to relinquish operational control or provide less than the best possible service to our flying public.

The road ahead for our organization is also bumpy. The education of others outside of our profession is an ongoing and obvious need. Our insistence on collaboration with ATC to solve daily congestion and flow problems is not optional. We must continue to improve the administrative issues within our growing organization, especially the web site which is the largest daily contact point. We must continue to attend meetings and make our presence known in political arenas all over the world. Our inability to attend all of the events that deserve a dispatcher's voice is perhaps our single greatest failing right now.

Happily, ADF has thus far survived this tumultuous time, thanks to the strong efforts of all those certificated dispatchers who work without compensation on our behalf, nurturing the goals of ADF. My many thanks goes out to them.



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DYUY USA

Air Transportation is a Complex Adaptive System – Barriers to Change and a Future Vision

Dr. George L. Donohue, George Mason University October 8, Airline Dispatchers Federation Conf.

A Probable Future Scenario: In the year 2010, the top 15 US airports are capacity limited at a maximum operational rate set by congressionally mandated slot controls. The slots were allocated to air carriers based upon a DoT auction, held annually, that encourages the use of large aircraft and offsets bank arrival and departure times to minimize hub congestion and delay. The addition of 5 new runways within the top 30 airports has only added 150 arrivals/hour in maximum capacity (out of a nominal 2000 arrivals per hour). This has led to the loss of access of small and medium sized communities to the long-haul and Hub-to-Hub air transportation system since Turbo-Prop and Regional Jet aircraft have largely been effectively regulated out of the hub airports by the auction rules. The price of economy class tickets has steadily risen since 2005, when the first auctions were held. Tourism has steadily declined in cities such as Orlando Florida and San Diego California. US economic growth rate has been adversely affected by this lack of growth in air transportation capacity.

Executive and Business class seating and airfares has virtually disappeared on the hub connecting aircraft. These passengers are now flying in either corporate owned aircraft or in fractionally owned aircraft directly to the regional and general aviation airports that are close to their business meetings. This move to smaller aircraft for the affluent or business traveler has led to an enormous increase of the number of aircraft aloft at any one time (i.e. from 5,000 to 6,000 aircraft in 2001 to over 10,000 today). The number of air traffic control sectors has not increased since

1995 due to the limitations of radio frequency spectrum and inherent human factors diseconomies of scale of sector size reductions. These restrictions have led the FAA to employ the same number of controllers today as they did in 1995. In fact most are the same ones who were employed in 1995.

Do the controllers strike in1981, approximately 40% of the controller workforce was fired. These controllers were largely replaced in 1982 and 1983. In 2007 they were all eligible for full civil service retirement and agreed to not retire (which would have effectively shut down 50% of the air transportation capacity) by negotiating a salary effectively equivalent to the Secretary of Transportation salary. These controllers are now working at maximum cognitive workload in over half of the nations ATC sectors and are approaching 50 years old and will have to stop controlling traffic soon due to age limitations. The 800,000 pilots that were predicted by the FAA to be available in 2000 have not materialized and there is a chronic pilot shortage due to the proliferation of small commercial aircraft. The large number of military pilots trained for the Vietnam war reached mandatory retirement between 2005 and 2010. Pilot strikes are routinely disrupting commercial scheduled service.

Europe has invested heavily in air traffic control research and has set the new international avionics standards and ATC procedures. Airbus and European avionics manufacturers have surpassed the US in international sales of equipment and the European JAA now sets the international aircraft manufacturing safety standards. US aircraft, avionics and ATC equipment manufacturers are finding it increasingly difficult to get JAA certification so they can meet international ICAO standards.

This talk will explain why this scenario is possible if not probable. It will discuss both the historical barriers to modernization and a potential way to move into the future.



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News Briefs

FAA Releases Guidance on the ='Paperless Cockpit'

The FAA has issued an advisory circular describing the methods for certifying handheld computers that are used in the cockpit for viewing approach charts, checklists and other flight-related information. According to AC 120-76, three classes of electronic flight bags (EFB) will be considered for operational approval, with the first two generally considered commercial-off-the-shelf devices and a third class considered installed equipment and covered by STCs. Portable Class 1 systems would be the simplest of all EFBs, and therefore would not be able to use datalink or a GPS source, and would not be connected to aircraft power. Class 2 systems, meanwhile, are described as "pen tablet computers" that would be attached by a mounting device to the cockpit, but could be removed from the aircraft and used away from the aircraft. These types of computers, wrote the FAA, may be used with a datalink receiver and connected to aircraft power for display of "flight critical pre-composed information such as charts or approach plates for navigation." Finally, Class 3 systems would be permanently installed in the cockpit and could interface directly with FMS and other navigation equipment.

FAA Makes Traffic Management Planning Information Available on the Internet

FAA Makes Traffic Management Planning Information Available on the Internet

WASHINGTON - General and business aviation pilots and commercial airline dispatchers now can use information obtained over the Internet to make flight planning quicker and easier. The U.S. Department of Transportation's Federal Aviation Administration (FAA) has announced that it is now providing pilots with access to runway visual range (RVR) information over the Internet.

RVR is a value that represents the distance a pilot is able to see down the runway during an approach. Pilots and flight operations centers use

RVR in deciding whether to land at an airport when visibility is poor.

Previously, RVR information had been available only to selected air carriers as part of the FAA's Collaborative Decision-Making initiative, where it was used for traffic management planning. The agency has determined that it is in the public interest to make RVR information available to everyone through web-based technology. This will help pilots save time while planning flights and give them the information they need to make decisions about landing at their destination airport - or whether they should consider an alternative airport. They will be able to check the RVR site from any computer with access to the Internet.

Users will be able to view current and historical RVR data from 48 airports. The ability to access this real-time information is expected to enhance traffic flow management collaborative decision-making between the FAA and National Airspace System users, and between airline System Operations Centers and operational crews.

The RVR data had to be provided in a way that complied with the FAA's stringent security regulations before the site could become public. FAA security employees, system administrators, and developers at FAA's Air Traffic Control System Command Center in Herndon, VA, and the Department of Transportation's Volpe National Transportation Systems Center in Cambridge, MA, worked together to make this happen.

Installation of the original RVR/traffic management interface, developed for the FAA by the Volpe Center, began with Boston and Memphis, TN, in February 2001 and is expanding nationwide.

The RVR information is on the Command Center's public web site at http://rvr.fly.faa.gov.





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Trajectory-based flight planning is a critical component of the Boeing Air Traffic Management concept. Data from on board the aircraft is used to create the trajectories. Artwork courtesy of Boeing Air Traffic Management.

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ADF is Looking for Volunteers

Would you like to get more involved, but don't know how you can help? The Airline Dispatchers Federation is looking for participation and assistance from it's members. For more information click on the Volunteer link from the ADF Web site.

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(http://www.wx.ll.mit.edu/itws).

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Helpful Links to Security Issues...

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-FIRST GOV: www.firstgov.gov/

-CDC: www.ede.gov/

-FBI: http://www.fbi.gov/

-List of Secure airports

www.faa.gov/ats/ata/airport cert/airport cert.html

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TAOARC

The Federal Aviation Administration (FAA) has created a new advisory group called the Terminal Area Operations Aviation Rulemaking Committee (TAOARC). The purpose of this group is to assist and advise the FAA on a wide range of issues concerning terminal area operations in order to increase safety, efficiency and capacity in the terminal area using consistent and harmonized procedures and hardware.

The initial tasking of the committee is to resolve FAA and industry conflicts concerning Advisory Circular 120-29A; to provide development of several other advisory circulars, FAA orders and other documents dealing with required navigational performance (RNP), along with strategy, process and schedule for implementation of new or revised criteria

After holding two meetings centered around organization along with identification and definition of issues and concerns the third meeting of the full TAOARC Committee was held in Washington, DC June 18 through 20, 2002.

A subgroup and edit team, along with the Joint Steering Committee provided a final draft of Advisory Circular 120-29A. This AC was originally tasked to ARAC several years ago as part of the international all weather operations (AWO) development. It was rewritten by the FAA resulting in strong objection from the industry.

It appears that this coordinated draft will be published by the FAA on an expedited basis. AC 120-29A deals with Category I and Category II criteria and is a companion to the previously issued AC 120-28D dealing with Category III operations and low visibility takeoffs. Language concerning providing necessary weather and other information to the dispatcher, along with training requirements currently remain a part of the draft AC.

The committee, through various subgroups, will now move forward with numerous other related issues mostly centered around definition, design and application of various RNP related procedures to enhance terminal area operations. Required navigation performance (RNP) in this context generally means a certified ability to navigate within any one of several levels of accuracy as to position and course, with a defined percentage of certainty. For most applications this refers to non ground based navigation (various forms of RNAV) although the intent is to overlay new procedures on to existing

procedures to the extent possible to gain a more immediate benefit.

The dispatcher will need to learn and understand various kinds of new types of approaches and departures along with the applicable criteria and minima. The minima for any given procedure may vary depending on the RNP level the aircraft and crew are qualified to perform. Some approaches will be "public" approaches that can be flown by any qualified pilot with the appropriate equipment and other approaches will require special aircraft equipment and air crew qualification.

The main purpose of dispatcher representation on the TAOARC is to monitor the development of new procedures and attempt to insure that the resulting criteria and minima are easily understood and correctly applied by dispatchers and pilots both in planning and departure and at the time of actual use.

Norm Joseph



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Training Tool-Box

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Upcoming ADF Meetings

Winter 2003 Business Meeting - Feb 8-10, 2003, Phoenix

Spring 2003 Business Meeting - May 5-7, 2003 World Dispatch Summit, Shannon Ireland

Summer 2003 Business Meeting - July 12-14, 2003, Colorado

Symposium and Fall Business Meeting - October 12-14, 2003, Orlando.





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"Boeing Air Traffic Management, ADF Collaborate ing procedures. More detailed information on our on Revolutionary Air Transportation System"

There is no question that enhancing positive control capabilities will improve the safety of the flying public and increase the efficiency of air transportation. That's a mission Boeing Air Traffic Management shares with the Airline Dispatchers Federation.

Imagine a world where every air transportation system user has instant, real-time access to accurate, detailed aircraft and air system information. A world where faster, safer, more secure and more efficient air traffic planning and re-planning is routine, even when planes are in flight. A team assembled by Boeing Air Traffic Management, including members of the Airline Dispatchers Federation, is working to turn these ideas from dreams into reality. Just as dispatchers are a critical component of flight safety, input from the ADF is critical to ensuring that safety remains the top priority of a new air traffic system.

Air Traffic Management (ATM) is Boeing's newest business unit, established in November 2000 to enhance the safety and security of the air transportation system while increasing its capacity and efficiency. Boeing has established ATM offices in Washington state and Washington, DC, where some of the company's best and brightest engineers are working with the common goal of revolutionizing the global air transportation system.

Our Proposal

Boeing envisions a satellite-based system that builds upon the FAA's Operational Evolution Plan. Our proposed system contains three major components that enhance positive operational control capabilities:

A Common Information Network that would allow dynamic revision of flight paths when unexpected weather or other developments threaten schedules, even after an airplane departs;

Flight planning based on aircraft trajectory information, which would enable air traffic managers to predict where an airplane will be further into the future and with more precision than ever before; and A redesign of airspace structure that would allow development of more strategic, less repetitive operat-

concept is available at www.boeing.com/atm.

The potential benefits of a system containing these components are immense. For example, using aircraft trajectory information would allow instant detection of a deviation from an approved flight path. An immediate alert could be sent via the Common Information Network to a geographically dispersed set of system users for instant collaboration and rapid response.

At the same time, these same tools could greatly enhance system capacity and efficiency by changing the face of airspace management. The system would move from one of strict control of tiny segments of airspace punctuated by innumerable verbal handoffs of aircraft to one of strategic management of airspace and traffic flow by personnel with instant access to detailed, real-time aircraft and air system informa-

The Working Together Team

Despite the investment of tens of millions of dollars and hundreds of air traffic management professionals in this venture, Boeing cannot revolutionize air transportation on its own. The input and support of key stakeholder organizations such as ADF is critical to the success of any future air traffic management sys-

To facilitate an industry dialogue and gather the necessary input, Boeing ATM has brought together a blue ribbon group of selected industry stakeholders, including the ADF, airlines, governments and air traffic management service providers. This group, known as the Working Together team (WTT), has initially been focused on identifying and documenting performance requirements that a next-generation air traffic management system must meet, without considering operational concepts, specific technologies or system solutions.

The first phase of the WTT's efforts culminated in the publication of the System Performance Requirements Document (SPRD), which was released to the public on February 28.



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This document should provide a foundation for the development of various operational concepts, which will eventually lead to the design and development of a next-generation, integrated, global air traffic management system. As the work of the WTT moves to its next phase, the input of ADF members will continue to be critical to the team's success.

As the WTT moves forward in the U.S., work is beginning on another front. Another WTT is being established in Europe to ensure that the performance requirements of a global air transportation system are developed with a global perspective.

The safety of the flying public is a key component of the everyday activities of the ADF, and that strong commitment is one reason why the ADF will continue to be an important partner with Boeing ATM. Your input will help bring about an air transportation system where safety and security are ensured, where capacity safely grows to meet demand, and where congestion and delays are greatly reduced. We look forward to continuing collaboration with ADF and other key stakeholders on designing and developing the air transportation system of the future.

Air Traffic Management

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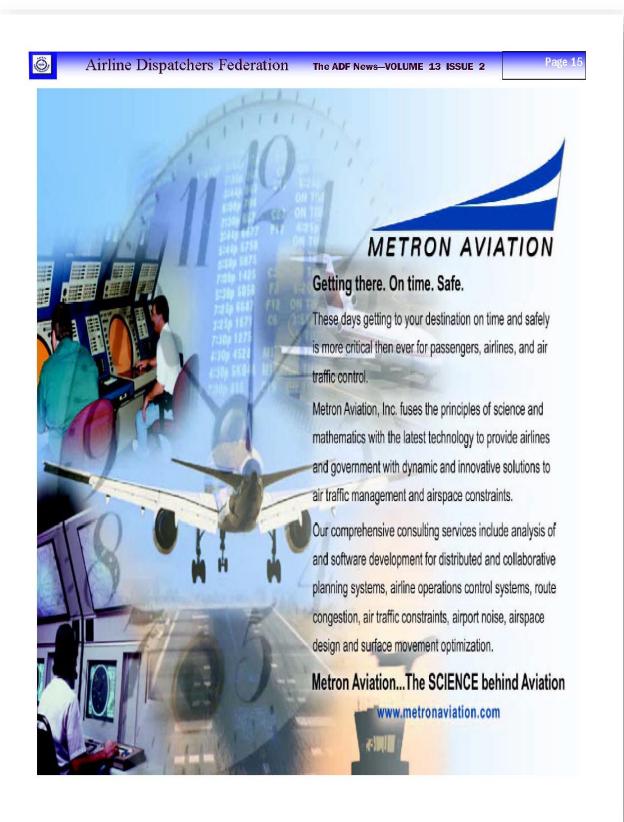
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2002 ADF Leadership Team

David Smith-President (Delta Airlines—ATL)

Brad Irwin-Executive Vice President (Continental Airlines-IAH)

Mike Timpe-Treasurer (Horizon Air - PDX) Frances Queenan-Secretary (Delta Airlines-ATL)

Fred Pearsall - VP Membership (United Airlines - ORD) Rhonda Smith - VP Administration (Hawaiian Airlines- HNL)

Joe Cook - VP Operations (Delta Air Lines - ATL) Brian Schultz - VP Government / Legislative / Media (Trans World Airlines - STL)

Allan Rossmore - President IFALDA (Eastern Airlines (retired) - MIA) Jerry Elder-Director of International Alliances (Delta Air Lines-ATL)

Regina Mateo: Director - Publications (Champion Air - MSP)

William Leber - Director of Air Traffic Mgmt (Northwest Airlines - MSP)

Giles O'Keeffe: Director - Aviation Security and Intelligence

Loraine Sandusky - Director - Collaborative Decision Making (Continental Airlines—IAH)

(Northwest Airlines - MSP)

Norm Joseph — Director of Aviation Rulemaking
(Delta Air Lines - ATL)

Frank Hashek - Director of Membership (American Trans Air)

Tracie Benson - Director - Corporate & Industry Alliances (American Airlines - DFW)

Tim Antolovic- Director of Safety (American Airlines - DFW)

Steve Caisse - Director - Science & Technology (Delta Air Lines - ATL)

Al Krauter- Director of Training (Northwest Airlines - MSP)

James Ford — IFALDA Webmaster (Delta Air Lines – ATL) Wendy Dubord—Director of Regional Operations (Atlantic Southeast Airlines - ATL)

Brad Ward: Communications Coordinator (Atlantic Coast Airlines - IAD)

Len Salinas: Volcanic Ash Coordinator (United Airlines - ORD)

Jeff Hennessy: Publications Coordinator (Preston Aviation Solutions - IAD)

Jim Jansen: Weather Coordinator (American Airlines - DFW)

Phil Brooks: Jumpseat Coordinator (United Airlines - ORD)

Jeff Rehaluk: CDM Coordinator (JC) (Spirit Airlines - FLL)





The ADF News-VOLUME 13 ISSUE 2



Gardner Goes to Alaska

Among the many changes in leadership within the beltway this summer is one we did not expect, but which will certainly affect our profession.

Jim Gardner, FAA Headquarters Aviation Safety Inspector and prime resource for dispatch and operational control issues, ADF member and good friend of the profession has been promoted to Deputy Division Manager for Alaska. All of us who have worked with or know Jim congratulate him and wish him well in his new assignment.

Currently, it appears that David Maloy from the Northeast Region will be the primary resource for dispatch and operational control issues.

Among the other changes:

TSA Chief John Magaw resigned and has been replaced by former Coast Guard Commandant James Loy.

Marion C. Blakey, chairman of the National Transportation Safety Board, has been nominated to head the Federal Aviation Administration. She follows current Administrator Jane F. Garvey who's term expired August 4, 2002.

Matt Shack is the new Headquarters AFS 200 Division Manager.

Tom Penland is the new AFS 220 (the office that handles most dispatch issues) Manager, moving from AFS 260.

"Dispatch - the best kept secret in the airline."

ADF Nominations are Open

ADF is currently accepting nominations for the following positions:

Executive Vice President

Oversees and assists in all areas of the Organization in the absence of the President

Coordinates the agenda for each business meeting Appoints Symposium Chairperson

Collects information and issues from the Vice Presidents and forwards to the President

Secretary

Keep an accurate and complete record of the proceedings of any meetings and attendance at all events. Forward meeting roster to VP of Administration to enter into database. Provide a copy of the minutes for approval at the following business meeting. Correspond with all presenters including mailing invitations, any needed hotel reservations and thank you letters. Each December, coordinate with the ADF treasurer airline billing

Coordinate any billing to Sponsors and/or Schools with the Director of Corporate Alliances. Retain all publications, minutes, newsletters issued during term

VP Membership

Provide a Membership report for each business meeting

Coordinate with Airline Delegates insuring they receive all ADF information such as the ADF Newsletter, Meeting information, Press releases, Dispatch Opportunities, etc. Contact those members who are late with the payment of dues. Insure new members receive a New Member Packet within a timely manner. Verify all information members receive is accurate and updated. Notify each airline delegate of any a new member at their respective airline. Insure each airline maintains an active delegate. Maintain a list in which airlines have 51% membership for voting rights. Respond to Internet "Guestbook" entries. Create/update a "FAQ" to post on the web.

VP Government—Legislative and Media Affairs

Develop and Maintain House and Senate contacts through visits, phone calls & e-mail

Work closely with the President and the $\ensuremath{\mathsf{VP}}$ of Operations to coordinate efforts in

Washington DC
Educate the membership on issues with the House and Senate
Educate the House and Senate on the value of the dispatch profession
Communicate these efforts by writing trip reports and position reports

Establish relationships with various media contacts as required

From the By-Laws.

OFFICERS: Shall be elected for a two year term commencing January 1st. ELECTIONS: Will be held at the last regular quarterly meeting of the election year by those members of the council in attendance by secret ballot.

To be eligible for nomination and/or election as an Officer, a member must be a licensed aircraft dispatcher with minimum of 1-year airline experience and in continuous good standing with ADF.

All vacancies in any office, except the office of President, shall be filled by secret ballot, if less than half the normal term has been served. If more than half the term has been served prior to the vacancy, the office shall be filled by appointment of the Council. If the office of President is vacated for any reason, the Executive Vice President shall succeed to the remaining portion of the term of office.

If you or someone you know is interested in stepping up the plate for your profession, send your nomination to **ADFBoard@dispatcher.org**



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FAA Makes Traffic Management Planning Information Available on the Internet

WASHINGTON - General and business aviation pilots and commercial airline dispatchers now can use information obtained over the Internet to make flight planning quicker and easier. The U.S. Department of Transportation's Federal Aviation Administration (FAA) has announced that it is now providing pilots with access to runway visual range (RVR) information over the Internet. RVR is a value that represents the distance a pilot is able to see down the runway during an approach.

Pilots and flight operations centers use RVR in deciding whether to land at an airport when visibility is poor. Previously, RVR information had been available only to selected air carriers as part of the FAA's Collaborative Decision-Making initiative, where it was used for traffic management\ planning. The agency has determined that it is in the public interest to make RVR information available to everyone through web-based technology. This will help pilots save time while planning flights and give them the information they need to make decisions about landing at their destination airport - or whether they should consider an alternative airport. They will be able to check the RVR site from any computer with access to the Internet. Users will be able to view current and historical RVR data from 48 airports. The ability to access this real-time information is expected to enhance traffic flow management collaborative decision-making between the FAA and National Airspace System users, and between airline System Operations Centers and operational crews. The RVR data had to be provided in away that complied with the FAA's stringent security regulations before the site could become public.

FAA security employees, system administrators, and developers at FAA's
Air Traffic Control System Command
Center in Herndon, VA, and the
Department of Transportation's Volpe
National Transportation Systems Center in
Cambridge, MA, worked together to make this

happen.

Installation of the original RVR/traffic management interface, developed for the FAA by the Volpe Center, began with Boston and Memphis, TN, in February 2001 and is expanding nationwide. The RVR information is on the Command Center's public web site at http://rvr.fly.faa.gov

An electronic version of this news release is available via the World Wide Web at http://www.faa.gov/apa/pr/index.cfm



Airline Dispatchers Federation is updating the membership database and requests it's 2002 membership to update their profiles. Send contact information to:

RSmith@dispatcher.org.

Join the More than 500 Aviation Professional that are Being Notified of Dispatch Announcements by E-Mail! Visit the ADF web page at www.dispatcher.org



Located at the lower, right side of the home page, select this button and sign up!



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Airline Dispatchers Federation The ADF News-VOLUME 13 ISSUE 2

ADF Membership Application & Invoice

Credit Card Membership or an ADF Application may also be completed on the ADF Web Site at www.dispatcher.org.

Name:	e:Organization:					
Address:	City:		State:	Zip:		
Home: (Office	e: ()	E-Mail:				
Do you possess a US Aircraft Disp	atcher's Certificate					
Do you possess any other certificat	es or special qualifi	ications				
ADF dues are on a calendar for Regular, Student and Ret					of \$5.00	
Regular Membership \$40.00 ployed by a United States Ca				in the United State	es, or em-	
<u>International Membership \$</u> United States. IFALDA men			r is an individ	ual residing outsid	e the	
Student Membership \$25.00 obtained their dispatch licensis not included.						
Retiree Membership \$5.00: A has retired from the dispatch					es that	
* ADF Lapel Pins \$5.00 (\$3.0	00 Shipping)	* ADF Video \$1	0.00 (\$3.00 SI	hipping)		
* ADF Golf Shirt \$20.00 (\$5.0	00 Shipping) - L	imited sizes an	d colors availa	able		
* ADF Polo Shirt \$27.00 (\$5.0	00 shipping) - Sn	nall, Medium, I	Large, Extra I	Large		
* ADF Denim Shirt \$30.00 (\$	5.00 Shipping) -	Small, Mediun	ı, Large, Extr	a Large, XXL, XX	XL	
Membership \$	ADF Dispatch	Video \$	ADF La	pel Pin \$		
Golf Shirt \$Size	_ Polo Shirt \$	Size	Denim Shii	rt \$Size		
Shipping \$	_Charges are pe	r item ordered.	Total S	<u> </u>		

The AIRLINE DISPATCHERS FEDERATION 2020 Pennsylvania Ave NW #821 Washington, DC 20006

Please make your check or money order payable to:



The ADF News-VOLUME 13 ISSUE 2



FAA to Establish New Air Navigation Concept Within a Year

The Department of Transportation's Federal Aviation Administration (FAA) will develop and implement within the next year a plan to establish public use of an innovative air navigation concept called "Required Navigation Performance" (RNP) that will significantly increase capacity and efficiency in the nation's airways.

RNP evolves the U.S. National Airspace System from a ground-based design to one where aircraft can take full advantage of advanced technologies for precision guidance in the en route (high-altitude) and terminal (about a 40-mile radius of the airport) areas. Potential benefits include allowing more precision approach and departure paths at airports and keeping aircraft clear of obstacles and terrain.

Using RNP, flight paths can be developed that meet operators' preferred routes and environmental requirements. Parallel paths also can be developed that will increase airspace capacity, both in en route and terminal operations.

"We intend to be the world's leader in realizing the efficiency and safety advantages this concept can provide," said Nicholas Sabatini, FAA associate administrator for regulation and certification.

A recent FAA policy statement on RNP commits the agency to moving forward on a plan to establish public RNP airspace and procedures over the United States. RNP defines the accuracy requirements to fly in certain airspace. While it does not specify that an operator carry a specific type of navigation equipment, it does require an automation capability aboard an aircraft to fly a specific flight procedure, such as an instrument approach into a particular airport.

RNP is possible thanks to increasingly sophisticated levels of automation for positioning and navigation aboard aircraft. Aircraft have used onboard computers for many years under the concept of area navigation (RNAV): flying point-to-point without following a zigzag course dictated by the location of ground-based navigation aids. RNP improves that capability, providing more efficient design and use of RNAV procedures.

The FAA believes RNP can also provide substantial safety benefits. For example, RNP will allow precise vertical and lateral guidance, similar to the Instrument Landing System (ILS). This benefit is possible not only in the final approach phase but throughout the entire descent from cruise altitude, and can be implemented at runways where no ILS capabilities exist.

Because of improved positioning and navigation capabilities, aircraft will be able to land at airports in lower visibility than is allowed today. The concept will simplify training, allowing pilots to practice just one type of instrument approach instead of the multiple types currently in use.

Alaska Airlines has pioneered the use of RNP for air carrier operations, using an FAA-approved RNP/RNAV

instrument approach into Juneau under lower weather minimums than those possible with conventional navigation aids.

Several member states of the International Civil Aviation Organization (ICAO) have implemented RNP in their airspace, and it is used in some areas of international airspace as well. The FAA is working with foreign civil aviation authorities to harmonize policies and standards so that RNP can become the "global common denominator" for air navigation.

An electronic version of this news release is available via the World Wide Web at http://www.faa.gov/apa/index press.cfm





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Page 2:

<u>United States Sets Deadline for Foreign Airlines to Meet Flight</u> <u>Deck Door Standards</u>

WASHINGTON - U.S. Transportation Secretary Norman Y. Mineta today announced that foreign airlines must install new flight deck doors on aircraft serving the United States by April 9, 2003. Foreign airlines must also install temporary locking devices within 60 days of publication of the rule in the Federal Register.

On Jan. 15, the Federal Aviation Administration (FAA) published new standards for flight decks doors to protect airline and cargo crews from intrusion and small arms fire or fragmentation devices, such as grenades. More than 6,000 U.S. airplanes will have new doors installed by April 9, 2003. The major U.S. airlines voluntarily installed near-term modifications to reinforce doors soon after Sept. 11, 2001.

"President Bush and I remain committed to a safe and secure aviation system that will encourage Americans to travel," said Secretary Mineta. "Assuring the security of the flight crew is critical not only for the safety of American passengers but for international travelers as well."

The International Civil Aviation Organization (ICAO) recently said that its 187 member-countries would install doors that meet security standards similar to those adopted by the FAA but not until November 2003, seven months after the FAA deadline. There is no ICAO requirement for near-term fixes to flight deck doors.

"Many foreign airlines have already reinforced their doors," said FAA Administrator Jane F. Garvey "The FAA will continue working with foreign aviation authorities around the world to keep passengers and crew as safe as possible."

Beginning on Oct. 9, the FAA issued a series of regulations that allowed near-term door reinforcement to be carried out as soon as possible by providing airlines and cargo operators with temporary regulatory relief. The FAA understands that many foreign governments are prepared to grant similar temporary relief from their corresponding standards.

The FAA estimates that 1,921 foreign airplanes will need to be retrofitted. There are a number of doors that meet or exceed the requirements of this rule. Depending on which door is chosen, the cost of this rule will range from a low of approximately \$40.9 million to a high of \$80.2 million.

Final 2001 ADF Membership

\$40 Membership 1343 \$25 Student Membership 40 \$5 Retiree 10

Total Membership

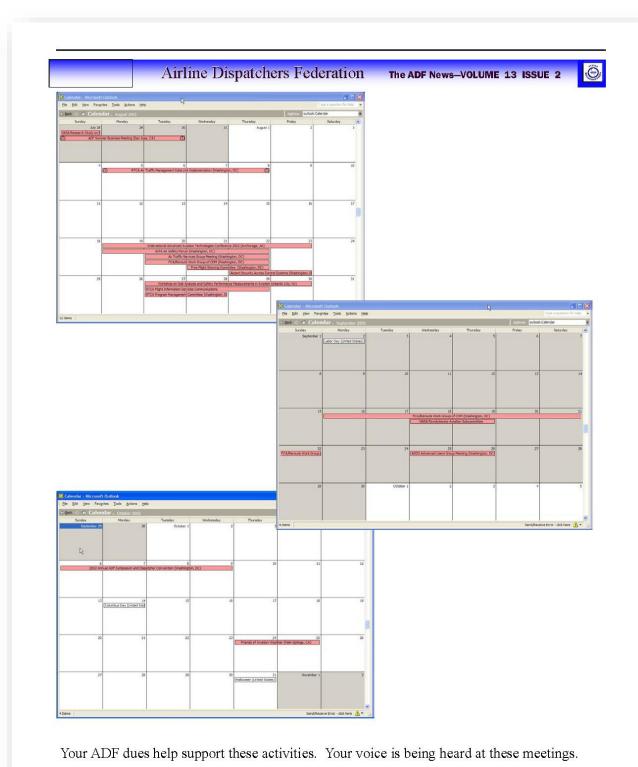
1393

In 2002, ADF Welcomed United Airlines
Dispatchers
as a 100% Membership Airline

Airline Dispatchers Federation is updating the membership database and requests it's 2002 membership to update their profiles. Send contact information to:

Rsmith@dispatcher.org









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Aviation Communications Zetron, Inc.

Advertisement

ZETRON COMMUNICATIONS SYSTEMS are tailored to meet the mission-critical, real-time demands of airline, airport, and air traffic control communications centers. To this end we offer the Acom Advanced Communications System, a fully digital voice and data console system that represents the state-of-the-art in aviation dispatch technology. Acom's end-to-end digital architecture integrates voice (radio and telephone), data, paging, and video to provide unmatched flexibility and ease of use. An Acom console system can range in size from a few operators to literally hundreds of dispatch positions. With Acom, dispatch facilities located in different geographical areas can be networked to provide distributed switching and wide area control for improved efficiency, greater operational effectiveness, and maximum security and reliability. Acom provides the ideal platform to implement new communications technologies such as Voice and Video over Internet Protocol (VoIP) and "digital-at-the-desktop" functions such as encryption and data compression.

The flexibility, expandability, and scalability of the Acom architecture are its greatest strengths. Acom systems are created from the core building blocks of the technology to provide virtually any system capacity, functionality, and configuration required. These building blocks include the "back-room" Common Control Equipment (CCE), Acom dispatch workstations, LightReach fiber optic units (for systems running on a fiber optic backbone), and the interfaces and protocols that allow Acom to communicate with a wide range of communication devices and systems.

Acom's Windows-based consoles are fully configurable and offer intuitive, easy-to-use interfaces that can be easily tailored to provide any mission-specific functionality. The Acom Video Display Unit (VDU) that runs on the workstation provides a highly flexible and efficient graphical user interface (GUI) for managing all communications. An Acom workstation includes a PC equipped with a flat panel LCD or CRT touchscreen monitor and an Operator Control Unit (OCU). The OCU connects the workstation to the CCE via redundant T1/E1 links. The OCU provides full-duplex stereo audio, so that operators have total control over how select and unselect audio are presented to them. The OCU also provides interfaces for headsets, handsets, speakers, footswitch, voice loggers, and Instant Recall Recorders.

Acom is an ideal platform for creating and managing a network of dispatch centers and sharing their communications resources. Multiple communications centers, for example a primary site and a back-up facility can be connected using high bandwidth T1/E1 or ISDN interfaces, or lower bandwidth leased line connections. For maximum bandwidth, a fiber connection can be used to create a seamless optical network that links dispatch facilities. The CCE needed for a networked system can be consolidated at one site or distributed among the various sites in the network. Any site in the network can perform the dispatch functions of any other site. In a distributed switching environment, operators can move from one position to another, from one geographic location to another, log-on to the Acom system, and perform their functions as though they were seated at their own workstations. This means ultimate survivability and resiliency for an organization's dispatch communications infrastructure.

Acom guarantees exceptional performance, superior network connectivity, and cost-effective evolution to satisfy the requirements of aviation communications centers today and tomorrow. Acom systems are installed in mission-critical dispatch centers worldwide including aviation, public safety, utilities, railway and highway command headquarters, military/defense command centers, and maritime communications centers.

Zetron is a leading supplier of command and control systems, with more than twenty years experience designing, manufacturing, and supporting mission-critical communications systems. Zetron offers an extensive line of communication equipment tailored specifically for the aviation industry, including radio dispatch consoles, E-9-1-1 and administrative telephone systems, paging encoders and terminals, data telemetry systems, and fire station alerting systems. From our headquarters in Redmond, WA and our international facilities in the United Kingdom and Australia, Zetron serves customers in more than 60 countries world-wide. Our ISO 9001 certification guarantees that our systems and products will perform reliably for years to come. Zetron's focus on our customers' interests, our financial stability, and our investment in new technology are our commitment to our aviation partners for continued success together. Please visit our Web site at www.zetron.com to learn more about our company, our products, our capabilities, and our commitment to our customers.





Airline Dispatchers Federation The ADF News-VOLUME 13 ISSUE 2



SOURCE: Boeing Air Traffic Management

FAA Selects Boeing to Demonstrate Concepts for Heightened Security In Air Traffic Sys-

MCLEAN, Va., July 18 / PRNewswire-FirstCall/ -- The U.S. Federal Aviation Administration (FAA) today announced it has selected Boeing for a \$23 million contract to evaluate the feasibility of integrating emerging security- and capacity-enhancing technologies into the current National Airspace System. Leading the effort will be Boeing Air Traffic Management (ATM). The concepts to be studied include a global satellite-based architecture, a highly integrated and secure information network, and secure, broadband two-way communications capability.

These enhancements would increase common situational awareness across the entire airspace system and, based on the availability of better information, improve collaborative decision-making in response to threats or other non-normal events. The enhancements would facilitate better tactical and strategic decisions concerning use of the nation's air space.

"We are eager to help the FAA in every way we can to further secure our nation's air transportation system," said John Hayhurst, ATM president. "The events of September 11 created new security imperatives for air travel. At the same time, we knew that the advanced concepts we were developing to help the air traffic system cope with a healthy, growing demand for air travel would also inherently strengthen safety and security," he said.

According to Hayhurst, the company is dedicating significant internal resources to supplement this effort. Hayhurst said that this enables ATM to leverage existing company assets and expertise that will support innovative approaches to meeting the nation's aviation needs. For example, the team will have access to company-wide laboratory facilities and advanced capabilities in modeling and simulation, and will draw on the tools and test facilities of Boeing subsidiaries Autometric and Preston Aviation Solutions.

ATM will apply end-to-end system analysis tools, models and simulations to evaluate the proposed system architecture. Proofof-concept demonstrations will be conducted using an existing networked laboratory infrastructure and Connexion One, a unique, satellite communications-equipped 737-400 research and test aircraft. In addition, Connexion by Boeing(SM), which is a member of the core team, also is providing the airborne and ground-based infrastructure that supports secure two-way satellite broadband communications between the aircraft and a secure information network.

The demonstrations will --

- -- Integrate a common information network with air traffic management functions (communication, navigation and surveillance) to substantiate the ability to maintain real-time and continuous situational awareness, demonstrate the feasibility of a secure communications system and validate aircraft monitoring and data transmission capabilities.
- -- Build on the previous demonstration to create a smoother, seamless transition between oceanic and domestic air traffic control domains while maintaining safety.
- -- Explore a solution for monitoring aircraft on the ground that is integrated with existing airport security systems.

"Boeing commends the FAA Administrator Jane Garvey and Senator Patty Murray for their commitment to making sure that the air transportation infrastructure receives the resources required to make the airspace system even more safe and efficient," said Hayhurst

SOURCE: Boeing Air Traffic Management



Minutes of the 50th ADF Business Meeting July 28, 2002 San Jose, CA.

Minutes transcribed by Mark Hopkins

Members in attendance; Jim Jansen (AA), Joe Cook (DL), Tracie Benson (AA), Don Wright (US), Duck Thagard (DL), Kevin Thompson (DL), Mark Hopkins (DL), Sandy Sandziuk (IFALDA), John Moffatt (Boeing), Brian Schultz (AA), Michelle Duquette (MITRE/CAASD), John Plowman (AA), Mike Harkin (MITRE/CAASD), Norm Joseph (DL), Amar Murthy (BLR), Kevin Kollman (METRON), Brad Irwin (CO), Wendy Dubord (EV), David Smith (DL), Jack O'Sullivan (AA), Rhonda Smith (HA).

Call to order

Opening statements by David Smith ADF President. Discussed the liquidity of the organization. Also discussed lack of member participation to cover all the issue faced by the profession. Solicitation of ideas to encourage and facilitate expanded participation.

Executive V.P. Report: Brad Irwin will not stand for election when his term expires. He will continue to maintain the website.

Secretaries Report; Frances Queenan not present. Given by Brad Irwin. Board opening/nominations. Nominations are open until the next business meeting (October). The following positions are open; Exec. V.P., Secretary, V.P., Gov't and Legislative Affairs. Nominations; Executive V.P., Open, Secretary, Queenan, Gov't/Legislative, Schultz.

Treasurers Report; Mike Timpe not present. Given by David Smith. No Tax issues pending at this time. Insurance (D&O Policy). 2M policy at \$975.00 per annum. No deductible. Huge savings from previous quote. Consensus to purchase ADF Shirt for Mike Shermer in appreciation for his assistance.

Still working with lawyer regarding not for profit/incorporation issues. Questions regarding makeup of organizational hierarchy. Documents were distributed to attendees. Discussions around issue of dues deductibility and relationship to lobbying.

Recommendation to purchase a credit card validator to use for on-location sales. Cost \$440.00 plus \$19.95 per month when is use.

Sales tax application through B-Central. Board is awaiting answer form Timpe as to whether this is the appropriate application.



President's Report; Attended RDAC/ATS Subcommittee meeting. Discussed FAA/NASA projects and the impact of ADF attendance. Also discussed CPDLC and the need to be on the front end of this process.

Solicitation for Symposium chairperson. Report on Speakers.

Offered idea to purchase ADF pocket calendars for membership. No resolution on this issue.

Jim Jansen discussed the ADF video project and PBS proposal. Possible TWU sponsorship for the PBS project. This involves filming for a possible PBS special.

Administration report; Rhonda Smith reported on the membership. 1075 members plus 130 other (student, etc). Total 1252 members. Lower than last year due impact of furloughs across the industry. Calendar of events (relevant industry meetings) should be placed on the website with a list of AFD attendees. New member packets need updating and dissemination. Assistance needed in this area. Thus far Jeff Hennessey has agreed to help. Target completion date is the end of September.

Discussed logo copyright issues. ADF logo is registered but not copyrighted. Cost of \$9000.00 to process this change with a one year completion timeline. Need to consider for new ADF video project.

BREAK

V.P. Operations Report; Joe Cook reported on the Reroute notification position paper. Also discussed emerging electronic technology.

Jumpseat issues. Dispatcher access to the flight deck.

FAR 118.65 discussion around the lack of a requirement for a Chief Dispatcher. Comparison to Chief Pilot requirement.

CDM. CR subgroup. Coverage by Jeff Rehaluk. Also involvement by Steve Caisse in roles/responsibilities subgroup.

Director Corporate/Industry Alliances Report; Tracie Benson thanked John Plowman, Kevin Thompson, Don Wright, and Rhonda Smith for work on the membership database. Reported Brian Schultz ready to work Washington issues. Wendy Dubord and Brad Irwin working regional issues and initiatives. Thanks to NASA/AMES for sponsorship of this meeting.

Nominations; for Executive V.P., Jim Jansen. For Secretary, Brad Irwin. For V.P. Gov't/Legislative Affairs, Brian Schultz. For V.P. Membership, Tracie Benson.



Symposium update; All pieces finalized except speakers. Theme of "Automation/Technology/Security. 10/6-8, 2002, Crown Plaza DCA.

Next joint ADF/IFALDA/EUFALDA meeting 5/4-6, 2003 in Shannon. Reviewed final numbers form YYZ summit.

Newsletter status. Timelines important based on commitments to vendors/advertisers. Jeff Hennessy has agreed to serve as editor.

Review of organizational financial needs and discussions with vendors.

Upcoming meeting schedule: Feb. 8-10, 2003 PHX sponsored by Mesa/America West. July 12-14, 2003. Location TBD. Oct. 11-14, 2003 Location TBD.

Regional Coordinator Report; Wendy Dubord background. Discussed actions being taken to promote membership at regional airlines.

Discussion items form the attendees;

Don Wright reported on jumpseat meeting attended in Washington. Tacit support from ALPA. Dispatchers will continue to maintain access to the jumpseat.. Don also discussed TSA issues in general. Group recommendation for ADF to make contact with TSA to discuss common issues.

Sandy Sandziuk discussed European issues. Overview of the harmonization process. Working on revision of ICAO Annex 6, updates to ICAO training manual, and access to ICAO Commission in Montreal.

John Moffatt expressed appreciation for ADF participation in Boeing stakeholder group in support of the ATM project.

Brian Schultz reviewed video progress.

Michelle Duquette summarized CAASD involvement in industry issues.

John Plowman discussed letter to FAA regarding competency checks for Line Check Dispatchers.

Mike Harkin discussed Homeland Security. Summary of development of this process and associated problems.

Norm Joseph offered ARAC review. Jumpseat (on the ATA side) and a "smart card" id initiative. This requires inclusion of operational control personnel. Giles O'Keffee is working this issue at NW. ADF needs this issue pushed through multiple fronts.



Also discussed Jim Gardner promotion. Dispatch issues to be handled by Dave Malloy from NE region. Lack of presence at FAA headquarters.

Attendance at ASI Dispatch meeting in Oklahoma City. Attended by Norm and David Smith. Discussed 8400.10 that allows ACARS or datalink in lieu to voice.

TOARAC meeting. Utilization of FMS linked to navigation facilities (mostly satellite based). Work to redesign process around RNP.

FAR 121.465 (scheduling outside 48 states). Changes originally denied now reinstated for next rewrite.

LUNCH BREAK

Amar Murthy; Implementation of new regulations related to security. Discussed integrity of computer systems and conveyance of information that could be deemed security related. Impact of Dispatchers around transmitting or conveying this information. See 49CFR40119.

David Smith; Discussed call identification by ATC for incoming calls. This is in S2K+2 at this time.

Additional discussion on Articles of Incorporation. Need to address ongoing changes in board member positions in the documents.

Review of Brad Ward report on work to promote ADF at the regionals. Development of recruitment video. Should contain references to ADF successes over the last two years. Possible road shows to promote ADF.

Discussion items:

Position paper on Reroutes (written by Joe Cook). Lengthy debate regarding contents of position paper. Paper edited and final contents agreed upon by all present. To be issued shortly.

Dispatcher interference. Possible submission of request for rule change regarding this issue. Issue tabled for the time being.

Fractionals. New rule not issued as of this time. No action necessary at this time.

Nominations update: VP Membership nomination accepted by Benson. Exec V.P. nomination accepted by Jansen.

Motion to adjourn.. Hopkins. Seconded by Irwin.



Volume 13 Issue 4

irline Dispatch Rederation Profes Professionalism



THE ADF NEWS "Keeping the Dispatch Profession Informed"

ADF Meets in Washington, D.C.; Board Members Elected

The Airline Dispatchers Federation Sympo-period in September 2001. sium and Aircraft Dispatchers Convention Four board members were elected during was held October 6-8. The theme of the symposium, held in Washington, D.C., was "Computer Automation—Changing the Way Sium. Jim Jansen, AAL, was elected to the We Do Business".

Presentations and discussions covered the Information Technologies. future of CDM, Traffic Flow Management AAL, was reelected as Vice President, Gov-(TFM), and ATM Systems and Technology. ernment/Legislative/Media. John Schwoyer, The FBI Civil Aviation Security Program was AAL, will serve as Secretary, Historian, Librardiscussed as were issues of technology, deci- ian while Brad Ward, ACA, will be Vice Presision tools and human factors. Product up- dent of Membership. Tracie Benson was redates were introduced by several industry elected Director of Corporate and Industry vendors throughout the symposium. Ex- Alliances. The board members were elected cerpts of several presentations appear in this to a two-year term from nominations by newsletter.

Annual Safety Award to the dispatch offices gin their terms in January 2003. of American Airlines and United Airlines. Steve Bell and Paul Branch, of the FAA, put

the business meeting preceding the sympoposition of Executive Vice President, replacing Brad Irwin, who was elected Director, Brian Schulz, ADF members. Please help ADF welcome Dave Smith, ADF President, presented ADF's and thank the board members who will be-

The dispatchers of both carriers showed together a most insightful presentation on grace, poise and competence throughout a Restructuring the NAS. The introduction to Special points of interest: an extremely frightening and distressing this presentation appears on page 6.

FAA Announces First RNP Approach in the "Lower 48"

WASHINGTON - In a speech Oct. 8 at the "RNP is a major leap forward in safety and for equipped aircraft to use RNP for San terrain and loss of control." Francisco International Airport."

U.S. Chamber of Commerce Aviation efficiency," Administrator Blakey said. "By Summit, FAA Administrator Marion C. Blakey providing pilots precise guidance to all announced, "Within a month, we will runways, RNP can help prevent two major approve the special approach procedures causes of accidents — controlled flight into Harrison Ford, poster pilot for the

In addition, RNP will enable pilots to land in weather conditions that would ordinarily RNP, which stands for Required Navigation require diversion to alternate airports. In • Air Canada implements Flight Op-Performance, is an important step in moving poor weather at San Francisco International the U.S. from an exclusively ground-based Airport, RNP procedures will open up navigation system to one located within the another runway at the nation's ninth-busiest aircraft itself. Through the use of onboard airport. Alaska Airlines, which uses these technology, pilots will be able to navigate procedures at seven Alaskan airports, aircraft to any point in the world using only reports significant safety and economic

KLM will have Electronic Flight Bags

(Continued on page 2)

Inside this issue:

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New Air Routes Save Time, Fuel, Money	12

- A surface management system for Teterboro airport is among six FAA projects to improve aviation safety and mobility. The system will be the first of its kind, using ASDE technology without on-site surveillance and flight plan processing systems...
- FAA...helps "Put the brakes on runway incursions".
- erations Quality Assurance program. Hopes program will benefit ops procedures, fuel savings. Begins with North American Airbus
- (EFBs) installed in its 777s currently on order for October 2003 delivery.



Next ADF Meeting in Phoenix, February 8 -10, 2003

be held in Phoenix, Arizona on Febru- available. ary 8 thru 10, 2003. America West is The meetings will be held at the the host for this business meeting.

The first day of meetings will be for 427 North 44th St., Phoenix. Room ADF board members only. General rates for attendees are \$89 per night. membership meetings will be held all Free shuttle service to and from the day on Feb. 9 with coffee provided in airport will be provided. For more the morning and tea and snacks in the information, afternoon. If necessary, the meetings www.dispatcher.org. will continue the next morning.

The next scheduled ADF meeting will Tours of America West SOC will be

Wyndham Phoenix Airport Hotel at

ADF sends special thanks to Mike Wambsganss and Metron Aviation, Inc. for their constant, loyal and generous support of ADF. Metron Aviation, Inc. is the first company to become a Diamond Sponsor.

ATTENTION

you attended the Washington, DC symposium in October and stayed at the Crowne Plaza, you can receive a coupon for complimentary one night stay.

To receive your coupon, or for more information, contact Tracie Benson at Tbenson@dispatcher.org.

First RNP Approach in the "Lower 48"

(Continued from page 1) more safely than ever before." Blakey office."

FAA's 15th administrator touched on throughout the world." there, not what you would like to be put, I believe the most important thing http://www.faa.gov/apa/index_press.cfm

frequencies and reduces delays.

"Second, I will work to provide Because of its high degree of consistency and predictability when it it extremely well." precision, RNP allows for more efficient comes to the way the FAA works with use of airspace. According to Blakey, the airline industry. There should be "Put simply, RNP will allow us to fly no significant variations from region to more planes, closer together, and region, or from field office to field only return to the skies if they are

In remarks to leaders of the aviation standards, and last but not savings for the industry." commercial aviation industry, the least, in raising the safety bar

group she is a firm believer in "letting difficulties the airline industry is facing, airlines savings of \$117 million a year. the data drive you." She intends to Administrator Blakey said, "As far as look at the "hard numbers" and make safety and efficiency and the recovery An electronic version of this news release is decisions based on "what is really of this industry are concerned, simply available via the World Wide Web at

the FAA can do is do our job - and do

Safety is the top priority. "People will only fly if they feel safe ... and they will confident in the system." Blakey highlighted steps the FAA is taking to also noted that data link went The new administrator's third key enhance the air traffic control system operational with American Airlines in theme is placing "a strong emphasis through better technology and better Miami en route airspace on Oct. 7. on the international role the FAA and efficiency and said, "We remain Data link – effectively e-mail for pilots our aviation industry can play." She committed to new technologies and and controllers – frees up voice said, "We must step up our efforts in new infrastructures that will affect the global leadership - in technology, in bottom line and will mean huge

She noted that the FAA's work on airspace redesign and on relieving the themes of her term. She told the Acknowledging the financial bottlenecks is already bringing U.S.

TRIVIA: Flat Light is defined as "the diffuse lighting that occurs under cloudy skies, especially when the ground is snow covered". Under flat light conditions, there are no shadows cast and the topography of snow-covered surfaces is extremely, if not impossible, to judge. Flat light greatly impairs a pilot's ability to perceive depth, distance, altitude or topographical features. Whiteout is a similar phenomenon. Under such conditions, pilots have a greater risk of becoming spatially disoriented, unable to maintain visual reference with the ground and unaware of their actual altitude. from FAA website: www2.faa.gov/avr/aai/A-02-035



Volume 13 Page 3

FAA Trains More ASI-Dispatch Inspectors by Norm Joseph (DAL) & Jim Jansen (AAL)

The FAA held its third dispatch and operations control training course at the OKC Academy November 15-21, 2002. The course covers dispatcher qualification and training, dispatcher and operation control surveillance and Part 65 dispatcher training schools.

Attendance at this class included three of the new ASI-Dispatch Inspectors, eight current Aviation Safety Inspectors and an Inspector from the Chinese Aviation Authority. As they have done for each of the classes to date, the FAA invited ADF to provide a resource representative. Jim Jansen and Norm Joseph attended two days of training focused on dispatch and operational control issues. Along with providing a "real world" perspective, ADF also introduced those attending to both the ADF and IFALDA organizations.

Some of the topics discussed, based on FAR, 8400.10 Handbook and FAA General Council were:

~Overall operational control and its application in a 121 operation and a supplemental operation; what constitutes operational control; who exercises operational control when the dispatcher is away from the desk

~Functionality of the dispatch are there enough center: dispatchers to maintain operational control; do they comply with the dispatcher dutytime regulation (a lot of time was spent on this question); logging dispatcher duty-time.

~Communications: Rapid, reliable with 3 minute response time, up to 14 minutes in hub environment; no gaps in ability to communicate with dispatcher; though data link is available, ability to communicate by voice should be maintained; communication and flight following should stay separate and apart from government facilities, especially in the U.S.; future architecture and engineering of CPDLC and digital data communications must include the dispatcher as a full participant, in the loop.

~Use of weather and current charts: what constitutes an approved weather source; are the dispatchers EWINS qualified; ATC The overriding message to the inspecweather, MEL issues, fuel and landing weights; dispatcher

~How an airline operates and how it applies the rules: Inspectors and dispatchers should A workshop for all Regional Dispatch that all manuals and data sources FAA, the workshop was cancelled. are current; re-dispatch and re-release procedures and communications requirements—

ASI-Dispatch plan is a dedicated and communications requirements—

ASI-Dispatch plan is a dedicated and cualified beadquarters. release or new release is required;

dispatchers must understand when a release expires—on ground, one hour domestic, six hours international, at intermediate station; ARINC plan to allow ATC to take control of ACARS and DATA LINK networks. ~Miscellany: FAA does not approve dispatch training courses

outside the U.S. since there is no way to monitor or inspect them; FAR requirement for dispatcher to provide information to the Captain or crew is NOT satisfied by automated programmed information distribution outside the dispatchers control or knowledge-responsibility remains with the dispatcher.

reroutes and direct routing tors was to use common sense, be prepared and be familiar with the operation, operations specifications, and training is needed in emergency, inspection. The intent of inspection and surveillance is to bring a carrier or individual into compliance.

be familiar with a carriers Ops Resource and ASI-Dispatch Inspectors Specs, FOM/GOM, authorization had been planned for two days prior letters and exemptions; the carrier to the class. Due to the lack of Conshould be able to demonstrate gressional budget approval for the

must communicate within two qualified headquarters Inspector to hours of re-clearance fix; carrier provide oversight, coordination and should have understood, clear guidance on when an amended to see and amended to see and among the second se ters and among the various individual

El Nino Effects

This winter dispatchers can expect to face more snow and other forms of precipitation across the Southern Plains, Texas Panhandle and Southwest mountains. According to NOAA meteorologists, El Nino's effects will help alleviate some of the dry conditions that threaten to cause drought and wildfire.

More moderate temperatures and reduced storminess will prevail across the northern states while conditions in the Northern Rockies and Ohio Valley states will be dryer and warmer than average. The Climate Prediction Center, of NOAA, also predicts the possibility of increased stormy weather along the East Coast.



Photo by Cmdr. John Bortniak, NOAA Corps. (ret.) Courtesy of NOAA Corps Collection



News Briefs

Airlines to Report Causes of Delays

Airlines will soon have to report not only the number and length of delays, they will begin reporting the causes as well. Airlines will be required to report cancellations within four categories:

- > Circumstances within the control of the carrier such as maintenance
- >Extreme Weather Problems
- >Delays due to National Aviation System issues, such as airport operations
- >Security breaches or malfunctioning security equipment

For delays, airlines will report when an aircraft is late from its previous flight leg.

This information may help build public support for more runways. The data should show where the system is choking.

Gun-Training for Pilots Deadline Set From Washington Post Staff Writer, Sara Kehaulani Goo

Training for those pilots who want to carry firearms in the cockpit must begin by the end of February 2003, the homeland security bill mandates.

Pilots must pay for the training themselves and arrange for training on their own time. Pilot training is likely to be more extensive than the 48 hours some pilots would like.

The TSA has yet to work out many details in the program, including how much initial and recurrent training pilots will receive. The agency must also obtain international legal agreements to allow pilots to carry guns into airports of countries that prohibit firearms.

The new law requires that the TSA train pilots as "federal flight deck officers," with training similar to other federal agents.

Extra Fuel Required on Boeing Jets

The FAA has issued an order that 737s, 747s, and 757s must fly with extra fuel on board. The aim is to ensure that there is enough fuel in the tanks to cover the fuel pumps in case they overheat and ignite.

The safety warning is intended as a precaution while the FAA attempts to pin down the cause of the explosion in the fuel tank of TWA 800.

The order affects about 1,400 jets flown by U.S. carriers. The FAA is sending advisories about the pumps to its counterpart agencies in other countries which cover approximately 2,100 more jets.

Phone: 1-800-OPN-CNTL Email:

ADFBoard@dispatcher.org

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Rhonda Smith, left, and Tracie Benson finally relaxing aboard the Maid of the Mist at Niagara Falls in May 2002.



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Air Traffic Procedures Advisory Committee By Frank Hashek (ATA)

dures Advisory Committee (ATPAC). ATPAC is one of the FAA's oldest Advisory Committees.

Committee members include representatives from user groups representing general aviation, sport aviation, corporate aviation and the airlines. The Executive Director, an FAA employee, is appointed by the Administrator. ATPAC elects a Chairperson from among the membership. The committee recently approved new guidelines that require the committee to operate by consensus, rather than the previous method of voting on each issue.

ATPAC considers questions and problems that relate directly to Air Traffic procedures and is charged to report directly to the Administrator. The committee meets on a quarterly basis.

Issues currently under consideration include the following:

Local NOTAM Distribution, AOC 90-14

This item has been on the ATPAC agenda since January of 1998. The issue is that L-NOTAMs availability outside of the local area is very limited. The FAA advised that the long term solution is the implementation of the FSS OASIS system. The OASIS system is scheduled for full deployment by 2005-2006.

The FAA is now implementing the NOTAM Short Term Solution (NTSS). This involves installation of "off the shelf" computer systems at all FSSs and is scheduled to be completed within 18 months. Testing of the first systems is scheduled to begin in February 2003 at the Macon GA AFSS and Cedar Falls UT AFFS.

PIREP Distribution, AOC 97-1

This question has been under consideration since January 2000. The concern is for the receipt, timely entry into the system and timely distribution of PIREPs. The FAA is still reviewing initiatives in this area and an update will be given at the January ATPAC meet-

Aircraft Operations on Intersecting Runways, AOC 99-2

This Area of Concern (AOC) was prompted by reported instances where aircraft may have been too close together arriving and departing KLGA. Citing an NTSB report on the KLGA situation, AT-PAC recommended that the FAA perform some risk analysis of intersecting runway operations and the standards used in the 7110.65 to avoid potential conflicts. The FAA is investigating the situation.

Discrete ARFF Frequency for Flight Crews, AOC 108-3

AC 150/5210-7C recommends that airports establish a discrete emergency radio frequency for use between flight crews and ARFF personnel in emergency situations. It was reported that many airports are not in compliance and the FAA is investigating this issue. Assignment of Transponder code 7700 for WX Avoidance Some flight crews have reported that ATC has assigned transponder code 7700 for WX avoidance when the crews have declined clearance instructions that may take their flight into severe WX. The FAA will investigate this issue. The NASA ASRS representative asked that the following statement be included in the ATPAC minutes on this issue and it is given verbatim below:

ALERT BULLETIN

We recently received an ASRS report describing a safety concern which may involve your area of operational responsibility. We do not have sufficient details to assess either the factual accuracy or possible gravity of the report. It is our policy to relay the reported information to the appropriate authority for evaluation and any necessary follow-up. We feel you should be aware of the following: ASRS has received several reports from flight crews expressing con-

The ADF holds a membership seat on the FAA's Air Traffic Proce-cern that some ATC facilities are requiring pilots to invoke their command authority (Squawk 7700) in situations involving weather deviations. ASRS contacted Cleveland, Chicago, and Indianapolis Centers (ZOB, ZAU, ZID) where severe weather conditions are prevalent, and it appears that the usage of squawking "Emergency" as a first resort is applied at the three facilities mentioned in the attached reports to the ASRS. An A320 flight crew had asked ZMA to deviate around Level 3 radar weather and was assigned an unacceptable heading. Allegedly, ZMA responded .squawk 7700 and say intentions." Reporter

notified ZMA again that they were unable and was allegedly told since you're unable to comply with ATC instructions, squawk 7700 and say intentions..."(ACNs 543007, 543117). A B737 flight crew declined to accept a turn because of hazardous weather, and was told by ZDC controller to "...squawk 7700 and do what you have to..." (ACN 542806). An S80 flight crew asked ZDC for a deviation around severe weather and was, allegedly, given a vector toward the thunderstorm. The flight crew informed ATC that they're unable and were told to "...squawk 7700..." (ACNs 545062, 545070)

(Keywords: Emergency, Weather Avoidance, Squawk 7700, Pilot In Command Authority)

To properly assess the usefulness of our AB service, we would appreciate it if you would take the time to give us your feedback on the value of the information that we have provided. Please contact Michael Jengo at (650) 969-3969.

Aviation Safety Reporting System

625 Ellis Street, Suite 305

Mountain View, CA 94043

Narratives of ASRS reports are on the FAA ATPAC web site in the minutes under this AOC at the following URL: http://www1.faa.gov/ats/atp/ atp110/minutes.htm

B737 Elevator Balance Bays AD, AOC 109-2

Many of the B737 aircraft are speed restricted due to this AD. A means of informing ATC in advance of this restriction was discussed. The committee could not determine a satisfactory solution that could be quickly implemented. The FAA will investigate and determine ways to disseminate this information.

RNAV Arrival and Departure Procedures, AOC 109-3

Concerns were expressed to ATPAC about deviations from newly published RNAV procedures. Specific facilities mentioned included CLT, IAD, PHX and LAS. ATPAC recommended that the FAA suspend implementation of new procedures until concerns about these procedures are resolved. The FAA accepted the recommen-

Specific Guidance for RNAV Procedures, AOC 109-4

Concerns were expressed about the implementation of new RNAV procedures. The FAA has task forces working on these issues. A new RNP office (ATP 500) has been established. It is headed by Jeff Williams and will be working on RNAV and other RNP implementation issues. ATPAC will receive an update briefing in Janu-

This is only a brief overview of the issues currently facing ATPAC. ATPAC has a web site and detailed information can be found there. The URL is: http://www1.faa.gov/ats/atp/atp110/

ADF members are encouraged to bring their concerns relating to Air Traffic Procedures to the attention of the ADF delegates to AT-PAC. Please forward any comments, concerns and suggestions to: Frank Hashek fhashek@dispatcher.org or Amar Murthy Amar@BLRGroup.com



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2002 ADF Leadership

David Smith - President (Delta Airlines - ATL)

Mike Timpe - Treasurer (Horizon Air - PDX)

Fred Pearsall - VP Membership (United Airlines - ORD)

Joe Cook - VP Operations (Delta Air Lines - ATL)

Allan Rossmore - Chief Legal Counsel (Eastern Airlines (retired) - MIA)

Regina Mateo - Director Publications (Champion Airlines - MSP)

Giles O'Keeffe Director Aviation Security and Intelligence
(Northwest Airlines - MSP)

Norm Joseph - Director Aviation Rulemaking (Delta Air Lines - ATL)

> Tracie Benson - Director Corporate & Industry Alliances (American Airlines - DFW)

Steve Caisse - Director, Science & Technology (Delta Air Lines - ATL) Brad Irwin - Executive Vice President (Continental Airlines - IAH)

> Frances Queenan - Secretary (Delta Airlines-ATL)

Rhonda Smith - VP Administration (Hawaiian Airlines- HNL)

Brian Schultz - VP Government / Legislative / Media (Trans World Airlines - STL)

Jerry Elder - Director International Alliances (Delta Air Lines - ATL)

William Leber - Director of Air Traffic Mgmt (Northwest Airlines - MSP)

> Loraine Sandusky - Director Collaborative Decision Making (Continental Airlines - IAH)

Frank Hashek - Director of Membership (American Trans Air)

Tim Antolovic - Director of Safety (American Airlines - DFW)

Al Krauter - Director of Training (Northwest Airlines - MSP)

James Ford - President of IFALDA (Delta Air Lines – ATL)

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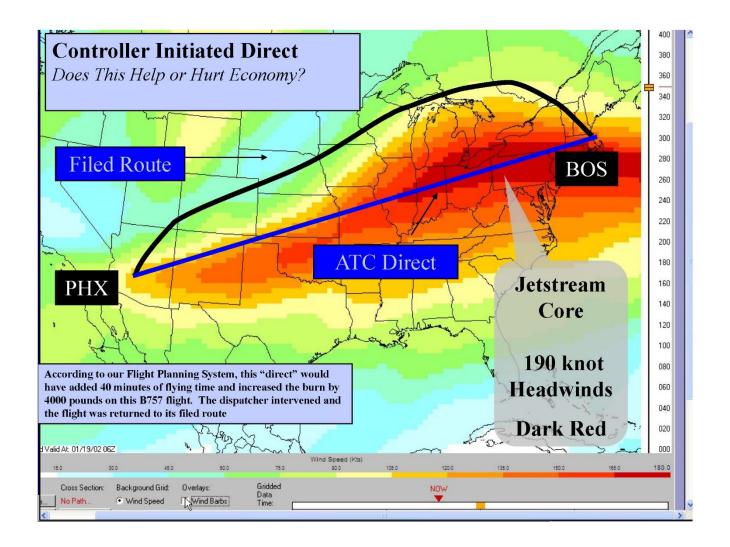
Production & Website - Brad Irwin Blrwin@dispatcher.org

<u>Please send article contributions or comments to any staff member above.</u>



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Throughout the 1990's into the 2000's, ADF endeavored to educate controllers and pilots that "direct isn't always best. This slide is from a presentation by Steve Caisse in 2002.



David Smith-President

(Delta Air Lines)

Jim Jansen-Executive Vice President

(American Airlines)

Joe Cook VP Operations (DAL)

Brad Ward VP Membership (Atlantic Coast)

Rhonda Smith VP Administration (Hawaiian)

Brian Schultz VP Govt /Legislative Media (TWA)

Mike Timpe Treasurer (Horizon)

John Schwoyer Secretary, Historian and Librarian (AAL)

Symposium '2003 & Aircraft Dispatchers Convention

Kissimmee, Florida

October 12-14, 2003

"Theme: "100 Years in Aviation"

Keynote Speakers:

Jack May - Director, Aviation Weather Center NWS

Bob Commerce - Retired ALDA President

Steve Alogna/Bob Boetig

FAA National Airspace Redesign Team and Mitre

CAASD

Brad Irwin Director of Information Technologies

Tim Antolovic Director of Safety

Norm Joseph-Director of Aviation Rulemaking

Al Krauter-Director of Training

Bill Leber-Director of Air Traffic Management

Gail Murthy -Director of Publications

Frank Hashek-Director of Membership

Tracie Benson Director of Corporate & Industry

Alliances

Loraine Sandusky Director of Collaborative Decision

Making

Jerry Elder Director of Industry Marketing

Giles O'Keeffe Director Aviation Security & Intelligence

Allan Rossmore Chief Legal Counsel

Jeff Rehaluk Director of Regulatory Review

CLASSIC QUOTE

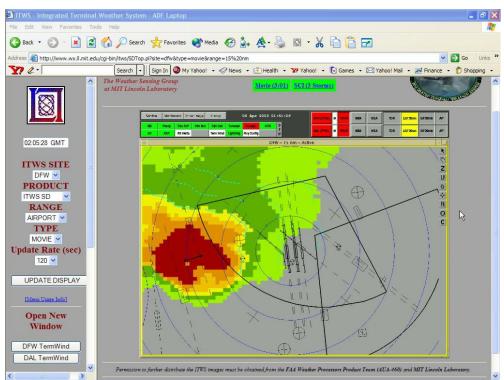
"If corporations think they can buy fractional ownerships that do not meet Part 121 safety standards, then they are sadly mistaken".

Congressman James Oberstar, 2003



MEMORABLE MOMENT

A joint conference between IFALDA, EUFALDA and ADF was held in May 2003 in Galway, Ireland. Leaders from each organization discussed global harmonization issues facing dispatchers worldwide.



ADF partnered with MIT/Lincoln Labs to provide dispatcher feedback for the ITWS tool. The 2003 event depicted here reflects a thunderstorm approaching DFW. Softball sized hail from this event damaged dozens of aircraft at DFW airport





NEWSLETTERS

MEETING MINUTES

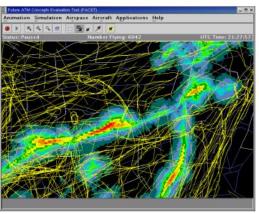
PRESS RELEASES

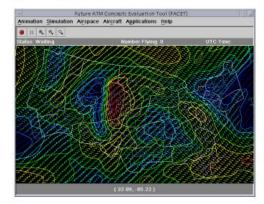
In 2003, ADF members assisted in the development and testing of the FACET tool from NASA Ames

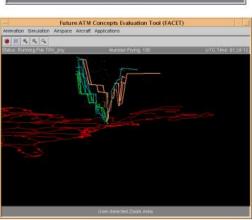


FACET Display











ADF Business Meeting 7/13/03 Denver, CO.

Call to order

- Opening Remarks: President David Smith.
- Introductions around the room.
- Minutes from previous meeting (SNN) introduced and approved as corrected.
- Officer reports:

Jim Jansen, Exec. V.P.,

- Overview of NASA Human Factors Symposium.
- Overview of meeting with NEXTOR.
- Summary of speakers for MCO symposium.

Mike Timpe, Treasurer,

- Discussion of financial position.
- Incorporation as a non-profit organization.
- Board insurance status.

Membership update;

• 1191 full members. 19 student members. 8 retired. 2 Int'l. 1220 Total.

Giles O'Keffe, Director of Security,

- FFDO Issues
- Biometrics development and testing.



Tracie Benson for Brad Ward VP, Membership

- Presented document for Board approval regarding recent ADF accomplishments.
- General discussion regarding delegate and membership issues.

Tracie Benson, Director Corporate/Industry Alliances;

- Meeting sponsorships and vendor presentations.
- Update on website rework with Brad Irwin. Future postings.
- Reviewed meeting dates for 2004 (see website).

Break

- Mike Alpers, PAFCA-UAL discussed issues regarding his group. Plans to propose reinstatement of dues payment to ADF at next general membership meeting.
- Jeff Rehaluk, Director Regulatory Review., Briefing on Part 125/135 rewrite. Included references to related applicable rules. Jeff and Norm Joseph active in Steering Committee. Rewrite will encompass all areas of Part 135. Next meeting August 18-21, 2003.
- Norm Joseph, Director Aviation Rulemaking, Further briefing on 125/135 rewrite. Overview of process.
 Discussion regarding implications going forward. Review of ADF involvement and work to be done.
- ARAC issues update; ETOPS proposed rulemaking and new training rules initiatives pending.



Dave Smith; Nominations for Board positions with terms expiring at end of year.

- President, Treasurer, VP, Administration, VP. Operations.
- 1 Nomination accepted, Mike Timpe for Treasurer.

Jim Jansen, letter from John Weiss soliciting ADF involvement in project regarding evolution of the NAS.

Break for lunch.

Jeppesen presentation. Ron Patton offered overview of Jeppesen products.

Break

Group discussion regarding ADF/IFALDA/EUFALDA joint meetings. Issues around this concepts. 3 year agreement has run it's course.

Motion (by Jim Jansen) to agree to joint meeting every 3 years starting in 2006. At the boards discretion, this may be amended to occur at some point sooner. Motion seconded by Tracie Benson. Unanimous vote to accept motion. So moved.

Discussion (Tracie Benson) and description of different sponsorship levels and proposed changes.

Review of by-laws changes.

- Article IV, Section 2, amend number of members of Board of Directors to 8. Redefine positions in Section 3 to refelct those 8 positions.
- Article VIII, Section 2, amend first sentence to state "...officers and employees." Also amend title of section to state "Compensation of Officers and Employees".



• Article VII, Section 6, delete or minimize.

All proposed changes pending vote of approval.

New business:

- Request for reports from representatives to CDM and CR groups.
- Discussion of FCA/FEA-CCSD tools.
- Discussion of various ATC issues.
- Web site handling by Brad Irwin. Web site redesign.

Motion to adjourn. Seconded. So moved.

Next meeting October 12, 2003 in Orlando, Fl.



John Schwoyer

John Schwoyer of American Airlines took on an active volunteer role for ADF beginning in the early 2000's. John served ADF in a variety of positions including Secretary, Historian and Librarian alongside O'Keeffe and Smith. John's contributions to ADF continued well past the end date of ADF's Volume 1 1990-2005 History. His involvement with ADF continued throughout the 2000's and 2000-teens. John eventually became ADF's Executive Vice President during the administration of President: Joseph Miceli (United).



Volume 14 Issue 1

irline Dispatchers Rederation Professionalist

THE NEWS "Keeping the Dispatch Profession Informed"

IFALDA/EUFALDA/ADF Meeting in Ireland



joint conference of the International Federation of Airline Dispatchers Association, European Federation of Airline Dispatchers

Association, and Airline Dispatchers Federation will be held in Galway, Ireland on May 5-7, 2003.

May 5th will see the arrival of dispatchers and industry participants from all over the world with a reception that evening.

Business and annual general meetings of the various entities, ADF, IFALDA, and EU-FALDA are scheduled for the second day. A tour of Galway and stop at Galway Crystal is planned for spouses, partners, and friends of those attending the conference.

The third day of the conference will feature speakers and group meetings followed by a gala dinner (semi-formal attire, please). A more extended tour of the Connemara countryside is available for those not attending the conference.

On May 8th there will be no meetings. For those who wish to see more of County Galway, an optional trip to the Aran Isles, at the mouth of Galway Bay, has been arranged. This tour will include coach and ferry transportation and will last for most of the day

See www.IFALDA.org for more detailed information on the conference, tours, and accommodations.

Aside from the meetings, there are many things to do in Galway. Of course, Irish music abounds with its lovely, haunting melodies as well as its great sense of fun. Irish beer and whiskey is famous throughout the world as are its castles and ancient the FAA would immediately suspend all certificated airmen including Dis-

Recreational activities include angling, pony-trekking, and bicycling. Connemara ponies are justifiably famous for their wonderful temperament and hardiness. Bikes for hire can be found right in Galway and of course, golfing is an option.

Registration and all information is available at www.IFALDA.org. Rooms are still available. Please join us along with these vendors: AmazonTech, Avtec, BLR Group, CS, FWZ, Jeppesen, Lido, Metron, Navtech, Preston, Sabre, SITA, and Zetron

If you are a vendor and would like to display your products, contact TBenson@Dispatcher.org



ADF Responds to TSA by Frank Hashek

TSA/FAA Rule To Revoke Airman The Airman may well find him/ Certificates For Security Reasons

order the FAA to pull Airman Certificates of individuals suspected of being a security threat. Under the rule, This represents a very real threat to pected by the TSA of being a threat.

Inside this issue:

ATPAC Update	-
WARP Deployed at ATC: 3 Perspectives	-
News Briefs	4
Improved Scores for FAA	7
First Licensed Dispatcher	8

Update on European 9 Single-Sky Program

Special points of interest:

- The FAA is proposing to require Part 121 operators to make modifications to their aircraft to assure immediate activation of the hijack alert code and continuous transmission of that ode to ATC during a hijack situation.
- Responding to requests from the military and other entities, the National Hurricane Center will issue 5 day predictions, an improvement over the current 3-day prediction
- The federal government is mulling a proposal to extend rules governing long-haul operations of twin-engine jets to three- and four-engine aircraft.

herself defending the certificate against evidence that may be classi-The TSA plans to assume power to fied. Final action could include revocation of the certificate.

the certificate of the person sus-patchers. The ADF has written a let-

(Continued on page 14)



Page 2

THE NEWS "Keeping the Dispatch Profession Informed"

ATPAC UPDATE by Frank Hashek

The ADF was represented at the January 2003 FAA ATPAC (Air Traffic Procedures Advisory Committee) meeting. The following items of interest to Dispatchers were among the AOCs (Areas of Concern) discussed:

Local NOTAM Distribution, AOC 90-14

At the last meeting, the FAA announced that it was pursuing a short term solution to the L-NOTAM distribution problem. At this meeting, the FAA advised that there was a temporary suspension of funding for the project, due to the Congressional budget impasse. ATPAC will receive an update on the situation in April.

PIREP Distribution, AOC 97-1

The FAA has a new training module on PIREPs ready at the OKC Academy that will be included with other training. The FAA is discussing "one key" entry and touch screen entry of PIREPs with NATCA. An update is expected at the April meeting.

Discrete ARFF Frequency for Flight Crews, AOC 108-3

The FAA has checked on this and reports that the top 50 airports either have a dedicated ARFF frequency or plans to clear a frequency for ARFF when a situation arises. A list of frequencies is to be made available to ATPAC at the April meeting.

B737 Elevator Balance Bays AD, AOC 109-2

This AOC concerns speed restrictions on the B737 aircraft. After discussion it was determined that ATC was adequately aware of the situation through communication with flight crews and because some Dispatchers are including the restriction in flight plan remarks.

RNAV Procedures, "Descend Via" Clearances, AOC 1101

This AOC concerns ATC making modifications to RNAV arrival procedures and the correct phraseology in doing so. Generally, the modifications include a different crossing alti-

tude over one of the arrival fixes.

The FAA has published guidance in a GENOT, that states all crossing altitudes prior to the one that has been changed remain in effect. ATPAC formed a working group to come up with suggestions and to review the work of another committee that is working on this problem. An update will be given at the April meeting.

General Comments

RNAV/RNP procedures are the wave of the future. They are planned to increase both capacity and safety. The FAA is establishing a separate office under its auspices to develop and implement these procedures.

Dispatchers with concerns on Air Traffic Procedures are requested to submit them to:

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WARP Deployed: Three Views

On January 23, the FAA published a news release, as follows:

Washington, DC-The Department of Transportation's Federal Aviation Aministration (FAA) announced today that it has added another key component to its long-term modernization plan by deploying advanced weather processing systems at all 20 air route traffic control facilities. The Weather and Radar Processor—called WARP—allows air traffic controllers to see more accurate, timely weather information on the same display that shows aircraft position data. WARP reduces the potential for weatherrelated accidents and lessens the impact of bad weather on airspace.

"When it comes to weather delays, controllers may not be able to fool Mother Nature, but WARP can help them steer clear of her," said FAA Administrator Marion C. Blakey. "We can now see the same weather that the pilots see and, as a result, make more informed decisions about rerouting traffic to reduce delays and increase efficiency."

Displayed on color monitors, WARP shows precipitation at three different altitudes. The system allows controllers to concentrate on the weather affecting a particular airspace sector and see a more timely view of local precipitation. By seeing both the aircraft and the storm, where the aircraft is going, and when and where it will return to its original path, the controller is able to move other aircraft around more efficiently.

The color-coded weather information is shown as background graphics to the aircraft data on the display. The system provides much more accurate and localized information that earlier sources of weather data and the system it replaces.

After this news release, the Fort Worth Star Telegram wrote a brief article somewhat distorting the function of Air Traffic Control. Not all of the article appears here, just the nugget of bad information:

...All too often, poor weather detection would have meant that the jet [flying to Las Vegas] would fly into the storm before controllers had enough information to offer the pilot a safer route.

No longer, thanks to the Weather and Radar Processor, or WARP. To put it simply, controllers can see what used to be invisible to them.

"We now have the ability to act early — not react, but act," said Leonard Story of the [FAA], who works at the Fort Worth Air Route Traffic Control Center.

Thanks to alert reader, **Steve Caisse**, that particular reporter and, hopefully, the public has been educated about the duties of dispatchers and the function of Air Traffic Control.

Steve's response to the FWST article:

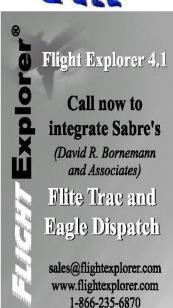
As a 25 year employee with a major airline and an active Flight Superintendent. I wanted to set the record straight on WARP and correct your comments in the third sentence above. First of all, as required by the [FARs], that Las Vegas-bound jet would be equipped with on board weather radar which updates every 5 seconds and gives the pilots real time, precise tactical information and quidance for avoiding thunderstorms. No ground based tool, especially one that only updates every 6 minutes, can provide as detailed weather avoidance information as does an aircraft's on board weather radar.

Secondly, overseeing this flight, there would be a highly trained, certificated individual on the ground employed by the operator of that "Las Vegas bound jet" who has primary responsibility for providing hazardous weather and routing information to the pilots of that flight. This individual, the aircraft dispatcher, has far more sophisticated weather display tools than the FAA's WARP. The dispatcher is responsible for issuing rout-

ing changes when enroute weather hazards develop along the intended route of flight. In the real world of airline operations, the pilot and/or the dispatcher would have safely avoided that storm forming over New Mexico with no difficulty.

Your allusion that this aircraft would have flown into the storm without help from the FAA and from WARP is completely implausible. The job of controllers is to separate air traffic and prevent airborne collisions. The operator of the aircraft is responsible for avoiding hazardous enroute weather, not the air traffic controllers. While WARP may be a nice addition to the controller's toolset, it will not change the way airlines have safely conducted flight operations for many, many years.







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THE NEWS "Keeping the Dispatch Profession Informed"

News Briefs

FAA Improves in Customer Satisfaction Survey

According to a press release, U.S commercial pilots have given the FAA improved scores in job performance in a customer satisfaction survey that evaluates the quality of goods and services delivered by federal government agencies.

In this fourth annual survey conducted by the University of Michigan, CFI Group and the Federal Consulting Group, the FAA gained 9 percent in its overall rating, up to 64 percent.

FAA air traffic services received an overall rating of 84, a 1 point increase over last year while the FAA's safety regulation and pilot certification functions registered similar increases. The score for setting clear and effective safety standards was up 5 points over last year's 58 to 63.

NTSB Expands Its Website

The National Transportation Safety Board has expanded its web site to include aviation accident synopses and data covering the years from 1962 to the present. Previously, data issued prior to 1983 were not available on-line. Now, over 90,000 additional records from air carrier and general aviation accident investigations, conducted from 1962 to 1982 have been added are accessible through the NTSB web site. These include five years of investigations conducted by the Board's predecessor agency, the Civil Aeronautics Board, before 1967.

Full query capability can be found on the NTSB web site at http://www. ntsb.gov, under "Aviation."

RJ Statistics

U.S. operators of regional jets now serve 223 North American airports

In 2002, U.S. Regional carriers announced new RJ schedules on 183 airport pairs, at a rate of 3.5 per week.

RUs are also flying onger stages, with the new routes averaging 544 miles. More than half of the 2002 announced routes were 750 miles or longer with nine of the new routes exceeding 1,000 miles. EWR—OKC was the longest at 1,325 miles.

Six new RJ hubs were launched in 2002

Quantas Sets Flight Record

Qantas may have set several records by flying an Airbus A330-200 from Toulouse to Melbourne. The flight covered the distance of 17,000 km in a flight time of 20 hours and 4 minutes.

The flight is believed to have set two new records in for a distance without landing of 16,910 km as well as the fastest speed between the two cities—865 km/hr.

The Qantas delivery flight departed Toulouse on December 24 with 12 people in the passenger cabin and four pilots, and landed in Melbourne on December 25. The flight followed normal operating procedures.



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What's My Motivation?

The ADF is the **ONLY** advocate for your profession. There is no other organization supporting your professional interests in Washington. These are difficult times, as our industry struggles for its very survival. The ADF has been very active in protecting **your jumpseat privileges**, working to clarify and change **TSAFAA proposed certificate action rules** and peresenting dispatchers on a number of FAA committees in rulemaking areas.

If you are reading this and have not yet renewed your membership, we askyou to take a minute now and do so online at the URL below. If you have fellow dispatchers who are not members, please ask them to get involved.

Your membership and support of the ADF is more important than ever.

http://www.dispatcher.org/ membership/howpay.htm 

ADF Names Two New Directors

Jeff Rehaluk of Spirit Airlines has been named the Director of Regulatory Review reporting to Executive VP Jim Jansen.

Jeffs initial task will be to manage ADF's participation in the FAA review/rewrite of FAR 125/135. We hope to have Jeff named to the steering committee of this new group which will start meeting within the next 60 days. Assisting Jeff will be Norm Joseph, John Schwoyer, Jim Jansen and Dave Smith. If anyone is interested in participating in this project, contact Jeff at JRehaluk@Dispatcher.org.

Gail Murthy, of BLR Group of America, Inc., has been appointed Director of Publications. Her area of responsibility is the coordination and publication of the ADF Newsletter. Please email questions or comments regarding the newsletter to GMurthy@Dispatcher.org



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OPSControl is designed to meet your operational challenges. It can be scaled to meet not only today's needs, but those of tomorrow as well. With its superior optimization tools, OPSControl will improve your operational efficiency and save you money.

For operators who need the advantages of fully optimized flight planning, but do not need systems integration, Jeppesen offers two additional flight planning solutions:

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graphical interface makes it easy to view and modify flight plan routes against weather, airspace, ETOPS and other constraints. In addition to ease of use, offline request building and time-trigger features minimize time spent online. Coupled with low cost communications protocols, all of this makes JetPlanner highly attractive to operators with limited communications resources.

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As announced in the last issue of *Advantage*, Zetron has been awarded a contract to supply Air Canada with a new Voice Communication Console system for the airline's flight dispatch and airport operations centres.

Zetron will install its Acom Advanced Communications System in seven Air Canada dispatch facilities located in four cities across Canada.

By the time all the systems are installed and fully operational in the spring of 2003, the Acom system will allow 115 dispatchers and supervisors to manage all communications with the carrier's fleet of Boeing and Airbus aircraft, and with its airport operations and aircraft maintenance centres.

Zetron will install Acom systems in Air Canada's System Operations Centre in Toronto, its Flight Dispatch office in Calgary, and in airport Station Operation Centres located in Montreal, Toronto, Calgary, and Vancouver.

An Acom console dispatch system will also be installed in the airline's Maintenance Operations Centre located in Montreal.

Zetron is working on the Air Canada project with ARINC of Annapolis, Maryland, which owns, operates, and maintains communications, radio equipment, and associated network equipment in mission critical environments such as aviation, rail, and public safety.

Acom workstations

The Acom Advanced Communications System is Zetron's fully digital switching and multiplexing platform that represents the state-of-the-art in console dispatch technology for mission-critical communication centres.

Acom's end-to-end digital architecture integrates voice (radio and telephone), data, paging, and video in a fully distributed switching environment.

The dispatch systems being deployed for Air Canada will be running on a fibre-optic backbone capable of supporting more than 1500 non-blocking channels. The operator positions are fully digital from the desktop to the common control electronics. Each Air Canada operator will access the system through his or her Acom workstation, using LCD touchscreen monitors.

The Acom workstation provides a fully configurable graphical user interface that allows operators to make and receive radio and telephone calls, patch and conference any resource, manage calling queues, send pages, and configure and control the system.

The architecture of the Acom systems being deployed for Air Canada is fully redundant with hot standby, which insures the highest degree of resiliency and reliability.

Safest Year Since 1946 for Aviation

In January, the Aviation Safety Network released the 2002 airliner accident statistics which showed that 2002 was the safest year for civil aviation since 1946.

The number of fatal passenger flight accidents, 20, was the lowest ever.

The average number of fatal accidents over the 1992-2001 period is

47 accidents per year.

Trends show a decrease in fatal accidents for Europe, all of the Americas over the past five years. Africa, unfortunately, shows a continuous increase in accidents.

Preliminary investigation results show that in 2002, CFIT accidents were responsible for nearly 30% of all fatal accidents.



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THE NEWS "Keeping the Dispatch Profession Informed"

The First Licensed Dispatcher by Donna Corbett, ADF's Official Aviation Historian

Recently, the question was posed—who was the first dispatcher? The answer turns out to be rather more complicated and obscure than anyone expected. Following is a brief history of the licensing of the first dispatchers. Thanks to Donna Corbett for her research and response:

First of all, I'm sure your correspondent means "first licensed dispatcher," not the first licensed by the FAA. While the FAA has only been around since 1958, dispatchers have been licensed since 1934, with the U.S. Department of Commerce as the initial licensing agency. But, even then, it is not as simple as that.

Airline dispatchers existed well before the licensing requirement. References to airline dispatchers begin as early as 1928. Those who were already active when the licensing requirement began were simply grandfathered in. Therefore, whether they received a lower or higher number on their licenses was simply a function of how quickly the local Commerce Department Aeronautics Branch inspector filed the paperwork with Washington.

So, even if one were willing to go through all the surviving records to identify the dispatcher with the lowest numbered license, it would be patently unfair to "reward" the winner with recognition they don't necessarily deserve for "being first." In addition, many early dispatchers simply did not stay with the profession as it developed. Some, as you know, went into Air Traffic Control, while

others took other positions within airlines, and many left the business altogether.

Just as a matter of interest, the earliest airline dispatcher (who actually stayed with the profession) and whom I personally encountered in my research was Ron Stelzig, who was hired by Northwest in 1928 or 1929 and retired as Director of Flight Dispatch in 1974 (along the way, like his contemporaries, he became a charter member of ALDA). He once told me how he became licensed: the Department of Commerce inspector visited him and said, "I have no idea how to examine you for your license, so you just show me whatever you do!" (Note here the extreme casualness of the licensing process!) While I do know that he was not the first "dispatcher" listed at Northwest, he was the first to spend his entire career in Flight Dispatch.

I hope this gives your correspondent some idea of the pitfalls involved in trying to identify a "first" where none can fairly be said to exist. I wish it were as straightforward as Orville or Wilbur being the first, but it's not!





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Smoke, Fire Incidents

Froma USA Today Article by GaryStoller

A former head of the FAA's Flight Standards Office as released a report on the occurrence of smoke and fire incidents on U.S. airline flights. Smoke and fire incidents

- ~ occur on an average of three U.S. airline flights a day
- ~ result in more than 350 unscheduled landings annually
- $\sim\,$ affect about one in 5,000 U.S. airline flights

More than half the incidents were "high-temperature" events, such as sparking, arcing or burning, and 82% were related to electrical systems or components.



TRIVIA: At Derrygimlagh Bog, near Clifden, in Connemara, aviation history was made when Alcock and Brown crash landed after their historic transatlantic flight in 1919. **Clifden is not far from Galway City.**



Volume 14 Page 9

Transport Ministers Agree To Plans For Single European Sky By ATC Market Report Staff

From online: ATC Market Report

December 13, 2002

The Single European Sky concept came a step closer to reality last week when the Council of Transport Ministers of the European Union (EU) reached political agreement on a package of proposals for its creation.

The package includes a proposal that sets out the objectives of the Single European Sky and its operating principles, based on six main lines of action:

- Joint management of airspace;
- Establishment of national supervisory authorities;
- Gradual integration of civilian and military management;

- Institutional synergy between the EU and Eurocontrol;
- Introduction of appropriate modern technology;
- And better coordination of human resources policy in the air traffic control sector.

To speed up implementation, the agreement also covers three proposals concerning the first specific measures: provision of air navigation services, organization and use of airspace, and interoperability of equipment.

Common positions on the four proposals will now be sent back to the European Parliament for a second reading under the co-decision procedure.

The Transport Council says the political agreement "resolves a number of issues that remained outstanding, most of which concern the relationship between Single Sky provisions and military uses of airspace. In this regard, it includes safeguard clauses for provisions that may have implications for defense and security issues, given that the legal basis for the Single Sky is the EC Treaty. In addition, the member states agreed on a statement for the Council minutes aimed at clarifying the interface between civil and military airspace uses as well as other issues affecting the military"

The European Council requested in March that work on the initiative be completed to the extent possible by the end of the year so that decisions can be made in order to meet the ambitious target implementation date of Dec. 31, 2004.

An electronic version of this news release is available via the World Wide Web

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Note: In the past, the members that were registered thru a group such as a union were supposed to get updates via their delegates. If your delegate has not been providing timely updates including job openings you should send us your email to make sure you will receive updates in a timely manner. The unions do not have your email addresses and could not provide them to us if they did. It is up to you to send in your email.

Also, please let us know if you are getting regular updates from you representatives about what ADF is doing for you. We work hard and want you to know it!

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FItWinds,™ SPEAR™ svstems help airlines streamline operations

ELK GROVE, ILL., and at the ATC MAASTRICHT 2003 CONFERENCE, THE NETHERLANDS, February 19, 2003 - Lockheed Martin has received a five-year contract from United Airlines for new decision support and analysis products that will reduce the air carrier's operating expenses and cut costs. Aviation management tools from Lockheed Martin will enable UAL managers to predict air flight bottlenecks and react quickly to lessen the impact on passengers while also lowering costs associated with fuel and flight delays.

Lockheed Martin's Flight and Weather Information and Decision Support (FltWinds™) system and System Performance Evaluation and Analysis Reporting (SPEAR™) products help UAL make flight decisions that enable on-time performance and meet customer service goals. The products are part of Lockheed Martin's "airport hub management" systems that give airlines and airport officials tools to plan and manage day-to-day air travel opera-

Based on very favorable results in extensive trial use at its Elk Grove Central Operations Control Center (OCC), UAL will implement these systems throughout its operation. Cost savings and other efficiencies are achieved through better routing of aircraft to avoid poor weather; this saves fuel costs, helps deliver passengers to their destinations on time and enables the carrier to make more efficient use of aircraft and crew

members. UAL manages more than 1,800 daily departures from its Central OCC.

UAL officials use the FltWinds systern to evaluate weather data that can affect flight decisions: the SPEAR system maintains a status of aircraft and helps UAL managers schedule flights and crew more efficiently. FltWinds and SPEAR are comerstone products for the integration of legacy airline operations tools onto a common information technology infrastructure.

"We anticipate that United Airlines will want to expand this capability to its fully operational OCC backup facility near Chicago's O'Hare Airport and ultimately to its major hubs in the U. S., Europe and Asia," said Don Antonucci, president, Lockheed Martin Air Traffic Management. "These tools will enable United Airlines to make improved look-ahead decisions based on real-time situational aware-

"The FltWinds system is a first step in lowering our infrastructure and operating costs through the use of cutting edge technology," said Dave Knerr, UAL's Manager, Flight Dispatch Automation. "The system is designed to integrate with our flight planning and schedule data systems to allow us to manage all aspects of the airline operational control process.'

The FltWinds system helps UAL's flight dispatchers and weather specialists make tactical decisions about flights in bad weather conditions. The system interprets weather data in relation to specific flights and converts it into intuitive graphic displays and advanced aviation weather forecasts that operators can use. The FltWinds system analyzes flight plan routes and generates system alerts when there are significant shifts in weather patterns or hazardous This enables UAL operaweather. tors to make schedule changes to

avoid weather conflicts - rerouting or diverting aircraft and delaying flights, if needed.

Lockheed Martin's SPEAR system is a performance assessment tool that continuously monitors and analyzes key elements of airline operations and airspace activity providing near real-time status information about UAL aircraft. Operators can use the system's analysis tools to assess flight departures and arrivals, airport operations schedules and flight deviations.

Lockheed Martin Air Traffic Management has four decades of experience in delivering advanced aviation management solutions to customers worldwide, and focuses on systems integration, engineering design, development, test, delivery and support of Communications, Navigation, Surveillance (CNS/ATM) systems. A registered ISO 9001 company, Air Traffic Management employs approximately 1,300 people at major facilities in Rockville, Md., Atlantic City, N.J., Eagan, Minn., and Southampton, England. The company is a unit of Bethesda, MD-based Lockheed Martin Corp., a global enterprise principally engaged in the research, design, development, manufacture and integration of advancedtechnology systems, products and services. The Corporation's core businesses are systems integration, space, aeronautics, and technology services.

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For additional information on Lockheed Martin Air Traffic Management visit: http://www.lockheedmartin.com/atm

For additional information on Lockheed Martin Corporation visit: http://www.lockheedmartin.com



Volume 14 Page 11

U.S. High Altitude Redesign Scheduled for May Start by Adran Schofield, ATM Global, of Aviation Week

The U.S. Federal Aviation Administration plans to begin the first phase of its sweeping high-altitude airspace redesign in May, starting with en route centers in the Northwest and expanding to cover the rest of the nation by 2006.

The project is aimed at making more efficient use of en route airspace and allowing aircraft certified for required navigation performance (RNP) and area navigation (RNAV) to fly point-topoint routes, easing flow congestion as well as reducing the distance between city-pairs.

The FAA was originally targeting an international charting date in March to begin the first phase of the redesign, but after discussions with airspace users the agency moved it to the next charting date on May 15 to ensure that preparations are complete. This was the only change made to this program in the FAA's recently released Operational Evolution Plan.

The Northwest redesign will include seven centers and should be completed around October, FAA officials say. In the next stage, the airspace for seven centers in the Southwest and South will be redesigned, and the final stage will incorporate the six centers in the East and Southeast. The timing of the last stage will depend on when the redesign of the New York area terminal airspace is completed.

Initially, the redesign will affect airspace at flight level 390 and higher. If this is successful, it will be extended down to flight level 350 or lower. FAA officials believe the extension can be achieved without trouble. If the new procedures in the redesigned airspace are extended to FL350 in the Northwest region, this altitude will be used for the subsequent geographic expan-

The Northwest redesign will involve publishing a more complex grid of waypoints that aircraft can use if they are equipped with an advanced flight management system (FMS). In addition, parallel routes will be introduced in capacity-constrained airspace such as routes from the Pacific Northwest to California/Nevada. New airspace capabilities will be introduced in a phased approach. Phase One will conclude with the geographic expansion, Phase Two - including reduced RNP values - will begin in 2006 and 2007, and Phase Three is planned for 2008 and beyond.

All aircraft will benefit from the changes, but those that can use RNP and RNAV will gain most, according to FAA. Some Phase One capabilities will rely on RNP 2.0 criteria, and later stages of the redesign rely on the development of RNP criteria below RNP 2.0. FAA decision-support tools such as the user request evaluation tool (URET) also will be required.

A web version of this article can be found at http://www.aviationnow.com/avnow/

ADF Distributes Rebuttal to FAA Report by Jim Jansen

Washington D.C. - On January 13, 2003, Giles O'Keefe, Jim Jansen and Ike By revising parameters, the ADF Dispatchers Federation hand-delivered to the offices of key Congressional members a 49-page rebuttal to an FAA . congressional report regarding the need for aircraft dispatchers.

The congressional report, mandated by the Wendell H. Ford Aviation Investment and Reform Act for the 21st Century (AIR21) PL 106-181, Section 516, was based on a study conducted by the FAA on the rules and guidelines governing the aircraft dispatch profession. Outgoing FAA Administrator Jane Garvey issued this • study in 2002.

The ADF rebuttal:

- Shows the flawed methodology used in the FAA's report
- Demonstrates to Congress that the dispatch system's increased safety benefits far outweigh its costs, thereby helping the civil aviation industry become safer and to make

a faster economic recovery.

Puzon of the all-volunteer Airline corrected the inaccuracies of the • original report and concluded that:

- The current FAA requirements pertaining to the employment of certificated aircraft dispatchers are effective and at a minimum, should be retained. A qualified individual who would be responsible for oversight, supervision and management of the program should immediately fill an existing Flight Standards management . position at FAA headquarters.
- The minimal number of incidents and accidents related to dispatch functions and operational control issues is testimony to the training and professionalism of the licensed aircraft dispatcher. Requiring FAR135 operators to establish and operate under a dispatch system will significantly reduce the The complete ADF rebuttal is available online at attributed to flight planning, weather information, fuel

requirements, and weight & balance limitations.

- The FAA should, through the Flight Standards management position, provide guidance to air carriers regarding sufficient staffing levels in their operations control centers to properly exercise operational control. This can be accomplished through a revision to FAA Order 8400.10 "Air Transportation Operations Inspector's Handbook" (HBAT).
- The FAA has hired and is continuing to hire qualified Aviation Safety Inspectors (ASIs) to provide oversight of operational control functions. Having a single level dispatch requirement for all commercial operations will reduce training requirements for these ASIs and streamline the inspection and oversight processes.

number of incidents and accidents

http://www.dispatcher.org or can be ordered in

CD-ROM format, with FAA Report from the ADF.



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THE NEWS "Keeping the Dispatch Profession Informed"

Advertsement

One Plus Two Equals One Flight Planning Product

Before 2002, when airlines looked for a system to help them strengthen their entire airline operations, among many products on the market they found two, one from Sabre and one from Bornemann Associates. Sabre Airline Solutions offered a system called AirPath to all sized arlines. The AirPath system, directed toward international carriers, delivered a powerful set of programs and databases for dispatching aircraft. Bornemann Associates defered a similar system called Eagle with a corresponding set of functions, but geared toward smaller carriers with primarily domestic questions.

This is the story of these two sophisticated systems that actually began life as one, originally coming from Bornemann Associates. In 1996 Sabre went looking for a flight planning and dispath system and found Eagle. Rather than divest itself completely of a product their customers depended upon, Bornemann entered into an agreement whereby Sabre would market the Eagle Flight Planning System as the Sabre Air-Path system to large carriers, and Bornemann would continue to market Eagle to the small and mid-sized operators.

More than just a marketing agreement, the deal enabled Sabre to develop and enhance the system to meet their client needs while Bornemann continued to develop the system for their market. Flight operations departments had a well-rounded choice when it came to flight planning and dispatch systems.

Under the agreement between Sabre and Bornemann, the two systems stayed in sync until May of 2000 when development efforts diverged. With Sabre targe ting large, long haul operators, its development effort was directed at enhancing tranoceanic flight planning capabilities and interfaces with complex European ATC systems.

Meanwhile, the Eagle system was being customized it meet the needs of the North American market, including interfaces with relevant FAA, ASD, and satellite weather systems. Based on feedback from its 30-plus users, the Eagle system was also refined for ease-of-use and dispatcher productivity.

Then the inevitable happened – Sabre acquired Bornemann Associates and all their products in December of 2001, and one of the first tasks was to determine whether or not to merge the Eagle and Air Path systems into one again.

The fact that both systems were being developed with a different focus actually made the task of combining them less daunting than originally expected. It was decided that by combining them, Sabre was offering a product to serve any sized airline around the world. The logical name choice became AirPath-360 since this new product would address all the points on the compass.

In the midst of the merge of the two systems, Sabre undertook a major project to enhance the handling of the North Atlantic operations. Track messages would now automatically process into the database with considerable enhancement being done to the random route functionality to use or avoid the OTS as appropriate. Due to the delay in the deployment of E-rad for machine-readable data, considerable effort was also directed at making the system more easily conform to the European requirements. With the merge of Fagle and Air Path into Air Path-360 along with the addition of NAT and European erhancements, the Sabre product became the most functionally rich flight planning system available.

The Airpath-360 system, targeted for general release later this year, is being tested at Cathay Pacific and Evergreen International Airlines. With a combined client base of over 40 airlines, the system will undergo further enhancements including database independence so that it will be more compatible with existing IT infrastructures at airlines worldwide. In addition to annual user conferences, Sabre holds periodic Air Path-360 focus group meetings to insure that the product direction maintains its status as the most functionally rich flight planning system on the market today.

The Airpath-360 system is one of the building blocks of the Sabre SOC of the future, where an enhanced operational control environment distributes information to appropriate personnel, providing a common situation awareness with which to make informed flight-related decisions. The Sabre SOC of the future contains flight planning, movement control, load planning, decision support, ground handling, and passenger reaccommodation.

This story has an addendum. The remaining Bomemann Associates products that Sabre acquired in December 2001, have become an additional jewel in the Sabre portfolio. The products focus primarily on the small, radium, and low-cost airline segment, a growing slice of the airline industry, which is fast reaching its maturity in these trying times. These lean, affordable PC-based systems, often called "airline in a box," are the only systems an airline may need to fully automate the SOC function and marage crew assignments. Scalable and easily implemented, these products are used by more than 70 airlines around the world, providing quickly installed "off-the-

shelf" flight operations and crew products.

The Bornemann group of products, now called the Sabre® Flight Control suite, includes Sabre® CrewPlan® flight crew planning system, Sabre® CrewTrac® crew scheduling system, Sabre® CrewQual® crew qualifications and training records system and Sabre® FliteTrac operations control and flight following system. These Flight Control systems are bes costly, which results in lower IT costs, and they are easily implemented and help increase operations coordination.

So this is the story of how one solution became two, then later became one again, this time a 360 solution, fully-rounded to provide the critical answers to flight planning for bday's evolving aviation industry.



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(Continued from page 1)

ter of response to the Federal Docket on these matters.

There are two TSA proposed rules and a single FAA rule on this subject. The FAA rule number is: FAA-2002-14293. The TSA rule numbers are: TSA-2002-13732 and TSA-2002-13733.

You may view the rules and electronically submitted comments at the following URL:

http://dms.dot.gov/search/ searchFormSimple.cfm

Enter only the last part of the document number, e.g. 17293, in the search box. You will then be taken to a page from which you can view the proposed rule and comments.

We encourage you to respond, leaving concise and courteous comments that outline your position on this issue.

The ADF has responded to the docket on behalf of the membership, as follows:

Subject: Docket Number: FAA-2002-14293

ADF Comments to the Docket:

The Airline Dispatchers Federation (ADF) is a professional organization representing the interests of FAA I-censed Aircraft Dispatchers.

The ADF acknowledges the need for adequate aviation security and sup-

ports FAA and TSA efforts to increase aviation security.

The ADF strongly disagrees with this rule. The rule mandates that the FAA revoke the airman certificate (applicable to pilots, mechanics and dispatchers) of any person who is determined by the TSA to be a "security threat". Such action would effectively end that worker's employment in the airline industry.

While the rule spells out in detail the process by which a revocation would occur, there is no discussion of standards, criteria or procedures by which the TSA would make a determination that an individual was a "security threat".

While an individual may appeal the initial finding, there is no provision for the individual to obtain any information on how the determination was made, making any appeal an exercise in futility.

This violates the due process principles contained in the US Constitution. Holders of airman certificates would be unable to invoke their traditional rights to access and refute the information that is used against them.

Dispatchers, pilots, mechanics and many other airline workers are required to clear a ten-year criminal background check and are required to submit to fingerprinting. Many things ranging from minor infractions to serious violations can already &-fectively end an airline employee's career in the name of aviation security.

This rule appears to lower the standard of proof to mere hearsay, the substance of which is not required to be disclosed to the accused. Our founding fathers framed our Constitution to guarantee due process. The TSA should not be allowed to overde the US Constitution.

The ADF strongly believes that the Constitutional guarantees of due process must be written into this rule before it is allowed to go into effect.

Sincerely, Frank J. Hashek Director of Membership



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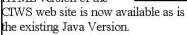
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2003 ADF Leadership

David Smith - President (Delta Airlines - ATL)

Mke Timpe - Treasurer (Horizon Air - PDX)

Brad Ward-VP Membership (Atlantic Coast Airlines - IAD)

Joe Cook - VP Operations (Delta Air Lines - ATL)

Allan Rossmore - Chief Legal Couns el (Eastern Airlines (retired) - MIA)

Brad Irwin - Director, Information Technologies (Continental Airlines - IAH)

Giles O'Keeffe -Director Aviation Security and Intelligence (Northwest Airlines - MSP)

Norm Joseph - Director Aviation Rulemaking (Delta Air Lines - ATL)

> Tracie Benson - Director Corporate & Industry Alliances (American Airlines - DFW)

James Ford-President of IFALDA (Delta Air Lines - ATL)

Gail Murthy - Director Publications (BLR Group of America, Inc.—FTW)

Jim Jansen - Executive Vice President (American Airlines - DFW)

> John Schwoyer - Secretary (American Airlines - DFW)

Rhonda Smith - VP Administration (Hawaiian Airlines - HNL)

Brian Schultz - VP Government / Legislative / Media (American Airlines - DFW)

> Jerry Elder - Director Industry Marketing (Delta Air Lines - ATL)

William Leber - Director of Air Traffic Mgmt (Northwest Airlines - MSP)

> Loraine Sandusky - Director Collaborative Decision Making (Continental Airlines - IAH)

Frank Hashek - Director of Membership (American Trans Air)

Tim Antolovic - Director of Safety (American Airlines - DFW)

Al Krauter - Director of Training (Northwest Airlines - MSP)

Jeff Rehaluk—Director of Regulatory Review (Spirit Airlines—FLL)

Upcoming ADF Meetings

Spring 2003 Business Meeting

World Dispatch Summit May 5-7, 2003 Shannon, Ireland

Summer 2003 Business Meeting July 12-14, 2003 Colorado

Symposium and Fall Business Meeting October 12-14, 2003 Orlando / Kissimmee

See <u>www.dispatcher.org</u> for more information.

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THE ADF NEWS

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Shorts:

- On May 13, National Public Radio's "All Things Considered" featured an interview with Matt Wald of the New York Times about new FAA regs on passenger weight calculations. Dispatchers as a group were mentioned with Mr. Wald giving a good description of the many factors considered in flight planning. To read a transcript of this interview, see the website www.ppn.org (Thanks Donna Corbett, alert listeneri)
- The number of unruly passengers is down in 2003, so far. As of March 20, only 15 incidents of unruly passenger behavior have been reported to the FAA. The year 2000 had a high of 322 reported incidents. The FAA website www1.faa.gov lists these statistics starting from 1995.
- The FAA is about to begin the redesign of the terminal air-space between Baltimore and Richmond, VA. The agency says that it will take just over a year to implement the plan, expected to make one of the most complex blocks of air-space in the U.S. much more efficient. (from aviationnow.com)
- Areplica of the Wright Bros. Aircraft crashed into a
 tree in Warrenton, VA in May. Ken Hyde, the
 builder, was injured and the aircraft, scheduled to
 appear at the Paris Air Show in June was damaged
 and will not make the trip. Mr. Hyde was field testing
 the taxi capability of the two-seat Model B Wright
 airplane when it turned wrong and became airborne.
 Ken Hyde has also built an exact reproduction of the
 1903 Wright Flyer that will be flown on Dec. 17 in
 Kitty Hawk, N.C. as part of a centennial celebration
 of the first powered flight. He observed that the
 Wrights had had their share of crashes.

Highlights of the Joint Conference in Galway

The joint conference of IFALDA, EUFALDA and ADF was held in early May in Galway, Ireland. Attendance was lighter than usual, probably due to the uncertain economy and airline situations. Those who did attend were treated to discussions on various issues facing the dispatch profession as well as some wonderful traditional Irish music, dancing, and libations.

Each of the three groups held its own separate business meeting, then everyone came together to listen to presentations and take part in discussions.

Amar Murthy of BLR Group spoke first about getting back to the basics of dispatching. A key component of his talk was the idea that dispatchers must always keep in mind that their daily decisions directly affect the profitability of their airlines. Positive operational control will help an airline retain profits.

Phil Smith of Ohio State University spoke next about POET, the post-operations evaluation tool. Gordon Rother of the FAA gave an overview of Part 65, answering questions about the Element Performance Inspection and the Safety Attribution Inspection which covers safety procedures.

Another interesting presentation came from Peter Marks of Eurocontrol. He gave an overview of the Central Flow Management Unit in Brussels. The agency is incorporating a more operational focus, moving from demand and flow management toward capacity management. The rate of delays has improved significantly since 1999, though with still so many enroute sectors, controls towers and independent regions, there are still problems. London and Zurich are expected to be the big problem areas in the near future.

Albert Rieger and Allan Rossmore led discussions on EUFALDA and IFALDA efforts, respectively, while Jim Ford of IFALDA spoke about the industry situation in general mentioning the Part 135 re-write and Single Level of Safety (SLS) issues. IFALDA and EUFALDA are working toward the same goal of SLS for all regions.

Threats to the dispatch profession were discussed with the general opinion being that cutbacks and shortcuts, technology, and the tendency to staff for the best rather than the worst operations scenarios are the big areas of concern.

There was some discussion about attendance. Very few, if any, members from Asia attended the conference. Apparently, any sort of membership in an organization such as ours is perceived by certain governments as a threat to worker stability. Be glad that is not the case in ADF territory.



THE ADF NEWS

Keeping the Dispatch Professional Informed

ATPAC UPDATE by Amar Murthy

The ADF was represented at the April 2003 meeting of the Air Traffic Procedures Committee (ATPAC) at FAA HQ in Washington DC. The following items of interest to dispatchers were among the Areas of Concern (AOCs) discussed:

Local NOTAM Distribution AOC 90-14

Due to continued funding shortages in the FAA budget (at last count a \$250 million shortage in FY2003 according to Bill Peacock - Associate Administrator who made a presentation at ATPAC) there has been no progress to report on this issue.

PIREP Distribution AOC 97-1

The FAA proposes to improve PIREP distribution by taking the following three steps:

- Enhance the Meteorological Data Collection & Reporting System (MDCRS)
- Encourage increased capture of PIREPs by airline dispatchers, and
- 3. Explore improvements to automation in the Flight

Service Stations, and at terminal and enroute controller positions to capture PIREPs

PS: After comments from NATCA and NWS, the FAA decided to abandon the "Solicited PIREPs Program".

Discrete ARFF Frequency for Flight Crews AOC 108-3
Of the Top 50 airports in the US, there are still 12
airports that do not have dedicated ARFF frequencies. They are IAD, DCA, BWI, FLL, RDU, SJU, DAL,
HOU, IAH, OAK, SAN, and SJC. ADF will publish the
discrete frequencies and contact information for
these 12 airports after the July ATPAC meeting.

RNAV Procedures and their implications for flight crews, controllers and dispatchers are still evolving and you will find updates here in each newsletter.

ADF members with concerns on air traffic procedures are requested to submit them to Frank Hashek or Amar Murthy at the following eMail addresses: FHashek@Dispatcher.org AMurthy@Dispatcher.org



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SUMMER ADF BUSINESS MEETING IN DENVER

The Summer 2003 Summer Business meeting will be held July 12-14 in Denver, Colorado.

The agenda is as follows:

July 12, Saturday

1500-1800 Board Members Meeting at Bennigans, across the street from the hotel.

July 13, Sunday

0900-1700 General Meeting

Check the ADF website for the topics to be covered.

As usual, coffee and pastries will be provided in the morning as well as drinks and a snack during the afternoon break. Lunch will be at noon—you are on your own. There are several restaurants near the hotel.

All board members planning to attend, please email TBenson@dispatcher.org to have your arrangements made for you.

Hotel: Fairfield Denver Airport

6851 Tower Road Denver Co 80249 303-576-9640

For Reservations: 800-228-2800. Be sure to tell them you are with the ADF Group. The group rate is \$50 per night, including breakfast.

The hotel is 5 minutes from the airport with free shuttle service provided 24 hours a day.

This meeting is kindly sponsored by Jeppesen.

Delegates, please call the 800 number and book your hotel directly with hotel.

IATA - IOSA New Dispatch Standards

by Allan Rossmore, President of IFALDA

Randy Rohan from Delta and I attended a meeting of the IATA IOSA IAG (IATA International Operational Safety Audit, Industry Advisory Group) in Chicago on June $4\,$ and 5. This meeting was to finalize standards for the new IOSA program that IATA is implementing.

This program of new safety standards will be required of all airlines that wish to code share and will replace the system of multiple separate audits now used in the industry with one industry-recognized audit that will be valid world wide. A carrier will lose its certification to code share under IATA if it does not comply with these new standards.

This is the most important project for IATA in 2003. Seven task forces were formed to accomplish this project: Organization and Management Systems; Flight Operations; Operational Control/Flight Dispatch; Aircraft Engineering & Maintenance; Cabin Operations; Aircraft Ground Handling; and Operational Security.

The new standards for flight dispatch will include requirements that recognize that there are two systems of flight dispatch/operational control used throughout the world. Those with shared responsibility of the pilot and dispatcher and those without shared responsibility. In all cases, the standards will require that an air carrier have a system of operation control and develop flight monitoring procedures to provide communication and critical safety of flight information to the pilot in command. Those individuals that are tasked to accomplish this in a non-shared responsibility system will have to have certain qualific ations and training as well as resources and information provided to them so that they can accomplish the function. The new rules will not require these individuals to be certified/licensed, nor does it require that they be called any particular title, but it does require that the function and the tasks associated with the function be accomplished and that an audit is done to ensure that this capability is indeed up to standard.

This is a tremendous step forward in aviation safety as those carriers who now have no formalized flight monitoring procedures at all will now be required to develop them if they are in a code share system.

This was a two year effort with many ups and downs during the process due to a certain amount of resistance at times. However, at the last meeting, the whole culture and attitude about the dispatch/operational





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Galway Photos by Jim Jansen & Norm Joseph





Scenes from a Gala

Top left: Giles O'Keefe toasts the memory of Mike Nadon as wife, Marilyn O'Keefe looks on.
Top right: Susan Jansen, Peter Marks of Eurocontrol, and Cathy Warner of BA having a laugh.
Bottom left: Aidan Fox of Aer Lingus, organized the Summit, and shows brooms are made for dancing.
Bottom right: Amar Murthy and Jim Schwoyer were among the attendees.

Many more photos of the Galway meeting can be found on the IFALDA web site: www.ifalda.org





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IATA/IOSA Standards

(Continued from page 3)

control issue seemed to have changed for the positive and many international carriers that had previously opposed these new standards have now concurred with them.

Among the many airline representatives present at the meeting were United, American, Northwest, Delta, Singapore, South African, SAS, Swiss, Air France, Lufthansa, ANA, Korean, Quantas, British Airways, Middle East Airlines and Iberia. Those that worked most closely with us on the dispatch/operational control issue at the meeting were Delta, Swiss, SAS, South African and Lufthansa.

Regulatory Agencies/Civil Aviation Authorities are also looking very positively at this initiative from their own perspectives and have been a part of the process.

Regarding implementation, the first course for IOSA auditors is being held in June, with the first official audits to be accomplished in July. It is anticipated by IATA that all 275 air carriers who are now members of IATA will be expected to comply by 2006. Although it is not mandatory, at present, to meet this standard unless a carrier wants to code share, it is anticipated that it will become the industry standard whether there is a code share or not.

I want to thank all of those colleagues who have been so helpful in making this happen. In particular, Randy Rohan, Manager International Operations at Delta, who headed up the Task Force for Dispatch/Operational Control. His perseverance and constant professionalism ensured that even in the difficult times when it looked like this would never happen, he remained focused and was instrumental in its success.

Also, Gerry Clifford, in Ireland, who in spite of his health issues, never failed to respond and gave valuable input throughout. And, of course, Dave Porter, Jim Ford and Brad Rasmussen, who as past presidents of IFALDA got this process going toward where it is today.

I also want to thank all of you in our dispatch community, in IFALDA, EUFALDA and the ADF and all those others who support us in the industry and academia.

We are all in this together. A rising tide helps us all.

I am also sure that this will also help us in other efforts such as the harmonization issue with FAA/JAA/EASA and the Annex 6 initiative with ICAO.

We need to continue working together in every way possible. I will do everything that I can in order to ensure that happens.

Most importantly, however, is that passengers the world over will be flying in a safer system.



ADF E-NEWS

The ADF E-NEWS is published electronically on the ADF website. You will find a link to it on the ADF homepage. We publish selected aviation items of interest, news on regulatory matters and information on upcoming ADF events.

We encourage and welcome submission of news items of interest from the ADF membership. You can submit items via e-mail to us, written in article format or simply send me a link to the information of interest. Either way, please send your information to Frank Hashek at: FHashek@dispatcher.org



THE ADF NEWS

"Keeping the Dispatch Professional Informed"

RAT Reader Soon to be Deployed by Roger Beatty

By now most Dispatchers have noticed that most of the Reroute Advisory messages issued by the Air Traffic Control System Command Center (ATCSCC) are coming out in a much more structured format. This is in part due to a Collaborative Decision Making (CDM) work group effort called RAT (Reroute Advisory Tool).

The RAT team's task was to make reroute advisories less ambiguous. To that end a "RAT Writer" was developed for the ATCSCC specialist to create a structured advisory that could produce a list of flights and routes that should be included, now known as the RAT list. This list allows us to exchange information, electronically, that is both route and flight specific.

Once this list of flights and routes became available the next obvious enhancement was to draw these routes on a map with current and forecasted convective weather for dispatchers to review. Hence the "RAT Reader" was born.

A "RAT Reader" could be developed in-house by any airline receiving the RAT list. We are, however, fortunate that the good folks at The Volpe Center have developed a generic RAT reader that can be viewed on the Common Constraint Situation Display (CCSD).

For those of you who may not know, CCSD is one of several tools available to CDM member airlines via CDMnet. There are several functions that CCSD can perform and the RAT Reader is but the latest.

Among the goals of the RAT Reader is to allow airline Dispatchers and ATC Coordinators to rapidly ascertain if a Reroute Advisory is applicable to their operation. To facilitate this the Rat Reader is organized into two general displays that graphically show information only for those flights of the requesting airline. The

two displays are the "City Pair" and "Flight List" views of the same data.

At right is an example of the City Pair view of a CQY playbook advisory for American Air-





lines. Each route is color-coded.

The next display, right, is the "flight list" view. This list can be sorted by departure station and might be useful

for Dispatchers to drill down to individual flight detail

The Rat Reader is a work in progress and there are lively discussions on what features might be most useful and what is the best way to organize RAT data.



Please contact your airline CDM representative with ideas on how the Rat reader might be a more functional tool for you.





THE ADF NEWS

"Keeping the Dispatch Professional Informed"

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Aviation Rulemaking Committee Updates

Norm Joseph

ARAC Aviation Rulemaking Advisory Committee

There are no current issues concerning dispatch or operational control being worked within ARAC. The FAA has yet to publish the new ETOPS/Extended Range Operations Rule or the new Part 121 Training and Qualifications Rule.

ARC Aviation Rulemaking Committee

On Tuesday June 10, 2003 the FAA convened a new single-issue rulemaking committee. The issue is a complete review of Part 135 and Part 125 with consideration of eliminating Part 125. The original Order creating this ARC allowed inclusion of related issues in Part 91, 119 and Part 121.

By the end of the three-day meeting, the first of several meetings scheduled to take place over the next two years, the proposals in the Applicability Work Group had mushroomed beyond any reasonable expectation. Current proposals for development and review (which may or may not survive to the end product) essentially amount to a complete rewrite of the commuter rule. The extent of the proposals that affect dispatch and operational control range from a complete "clean sheet approach" to regulation regarding changes to Part 91 as private, Part 135 as on

demand, and Part 121 as scheduled service. Other proposals would allow scheduled and non-scheduled operations under BOTH Parts 135 and 121 up to 60 seats and 18000lbs payload with prop or jet aircraft, with or without current Part 121 Flag and Domestic Rules.

The Operations Workgroup contains approximately 30 members with representation from various 135/125 operators as well as industry and government representatives. The goal of this group is to complete a comprehensive review of Parts 135 and 125. Working in subgroups, members will draw up recommendations for consideration by the Operations Group as a whole. Upon consensus, these recommendations will be moved to the Part 135/125 Steering Committee for final approval. At present, there are over 30 recommendations to be considered ranging from alternate airport requirements to adding CVR's to 2 crew cargo aircraft.

Potentially there is great concern for the profession and the flying public. This is a huge task and assistance from anyone with Part 135 or other related experience would be appreciated. Please contact the ADF project manager, Jeff Rehaluk at

JRehaluk@dispatcher.org



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No matter what system an airline uses, each airline will eventually wish to modify the system to better compliment their specific operation. At ASAP, we felt it best to provide an initial basic system at an affordable price that enables an airline to transition into without depleting your finances. With the airline having experience using the system, educated modification can then be requested exactly to what the airline needs, thus eliminating costly unneeded development charges. Using the latest software technology, the system can be modified and expanded to the request of the airline. Based on open architectural database properties, additional features can be developed to accent the system. This also enables the funds to be available from the savings accumulated over using the airline's present runway analysis method.

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NATCA Conference Report by Jim Jansen

On April 30th, I attended the NATCA Communicating for Safety Conference in Denver, Colorado. The objective of the conference was to address the challenges facing the aviation industry and to provide a forum for open exchange of information and ideas. Attendees included members of ADF, AFA, ALPA, AOPA, APA, FAA, IFATCA, NATCA, SWAPA and NASA.

An open question and answer panel was presented including two airline captains (from Southwest and Delta), an FAA rep, me, as a representative of ADF, and the NATCA moderator. We fielded questions from controllers regard-

ing various operating and communications procedures. My focus was on rerouting of aircraft and why it is so important for the pilot to communicate with the dispatcher before accepting a reroute, and explaining that the dispatch release was a legal document and could only be amended with the concurrence of the pilot and the dispatcher. I also talked to the controllers about the pitfalls direct routes, such as excessive headwinds, turbulence, aircraft performance issues (MEL/CDLs) and lack of enroute alternates. For the most part, the controllers were unaware of these issues, and thought that they were being helpful by offering direct routes. I told them that in most cases we do appreciate the help, but that each flight has to be analyzed for these factors before we can accept the reroute.

There is an opportunity to continue this dialogue at our Symposium in October, so I invited the NATCA representative, Wes Stoops, to attend. I also extended an invitation to the National Airspace Redesign folks after they asked if they could make a presentation.

I consider the trip a success, and feel that ADF has benefited by our attendance.

Annual Safety Symposium to Be Held In Orlando

The Annual ADF Safety Symposium for 2003 will be held October 12-14, in Kissimmee, Florida, about 30 minutes from Orlando.

All guest room accommodations and symposium events will be at the Renaissance Worldgate Hotel, 3011 Maingate Lane, Kissimmee, FL which is located 23 miles from Orlando International Airport and just 1 mile from Disney World. The hotel has a hot tub, swimming pool, weight room, and Savannah's, a full service restaurant and lounge. The room rate is \$64 per night, plus tax. You can extend your stay for up to three nights before or after the



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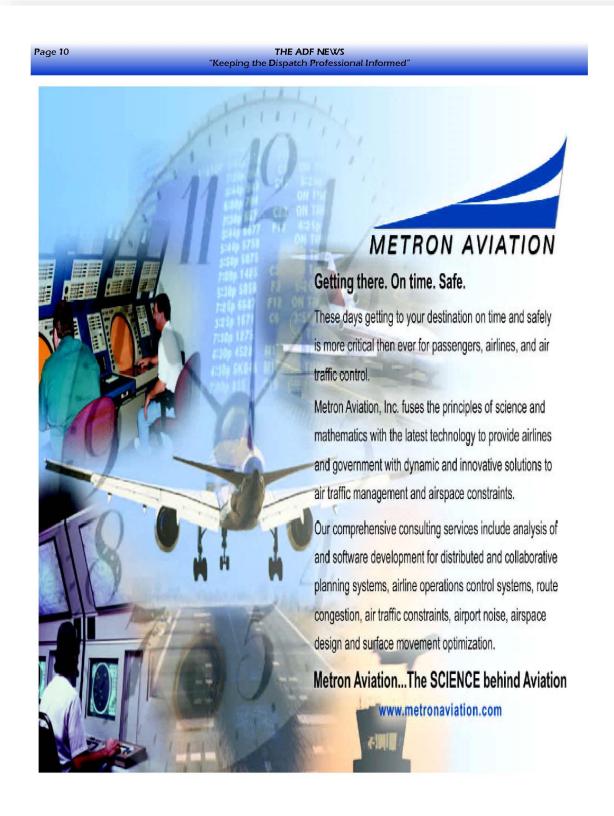
Sabre

Symposium for the same rate (based upon room availability). There are numerous restaurants within walking distance of the hotel. For more hotel information see www.renaissanceworldgate.com.

Roundtrip ground transportation from MCO to the hotel can be purchased from Mears Transportation Services for \$28 (\$16 one way) at Orlando International Airport.

More details will be forthcoming in the September newsletter and on the website in the







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Membership application a							







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Upcoming ADF Events

Summer Business Meeting July 12-14, 2003 Denver, CO

Symposium & Fall Business Meeting October 12-14, 2003 Orlando / Kissimmee, FL

See <u>www.dispatcher.org</u> for more information.



Traditional Irish dancers & music at the gala.

2003 ADF Leadership

Dave Smith, President (DL)
Jim Jansen, Exec V.P. (AA)
John Schwoyer, Secretary (AA)
Mike Timpe, Treasurer [Horizon]
Joe Cook, V.P. Operations (DL)
Rhonda Smith, V.P. Admin (HAL)
Brad Ward, V.P. Membership (Atlantic Coast)
Allan Rossmore, Legal Counsel (EA, Ret)
James Ford, President, IFALDA (DL)
Directors:

James Ford, President, IFALDA (DL)
<u>Directors:</u>
Tim Antolovic, Safety (AA)
Tracie Benson, Corp/Ind Alliances (AA)
Jerry Elder, Industry Mktg (DL)
Frank Hashek, Membership (ATA)
Brad Irwin, Information Technologies (CO)
Norm Joseph, Aviation Rulemaking (DL)
Al Krauter, Training (NW)
William Leber, Air Traffic Mgmt (NW)
Giles O'Keefe, Aviation Sec. & Intell (NW)
Jeff Rehaluk, Regulatory Review (Spirit)
Loraine Sandusky, CDM (CO)
Gail Murthy, Editor (BLR Group)

PASSUR The World's Most Reliable Arrival System

A new study documents how dispatchers using PASSUR prevent one to three diversions a week, resulting in savings from \$1.3 to \$6.8 million per airline, per year. Visit www.passur.com for the full study, and learn more about PASSUR at the ADF Annual Safety Symposium in Orlando.



Airline Dispatchers Federation Newsletter 2020 Pennsylvania Ave. NW #821 Washington, DC 20006

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Please send article contributions or comments to above addresses.



ADF Board Meeting / Symposium October 2003

Meeting Opened:

Minutes read from Previous Meeting, and Accepted Sign in sheet circulated (see attachments)

Officer Reports:

Treasurer: Mike Timpe- Mike read financial Statement and offered disclosure to any interested parties. Overall synopsis per Mike ADF in good financial standings for current fiscal year and with changes pending with approval of new By-laws and legal approval of Organizational status would like to start new year with as close to zero balance as possible, thus pre-paying as much as possible of FY2004.

Membership: Brad Ward- Brad composing letter explaining ADF to new members to be posted on website. Membership is strong. Concern about calendar of membership; members that sign up at the October Symposium expressed concern that they are short-changed.

Discussion concluded that membership is a calendar year and will remain so to avoid extensive administrative duties.

Operations: Joe Cook – RNAV Program for RNP RNAV. Aircraft computer to perform self-monitoring, but what does this mean if Nav Aide goes inoperative? (WASS & LASS notams)

Security & Intelligence: Giles Okeeffe – Steering committee for No Nav Aides Security presented by ALPA states in a Chemical Threat that the pilot and ATC would determine the safest suitable airport (by distance). Logic would determine this to be a viable solution and it was hard to argue against the logic of getting an aircraft safely to the ground prior to the crew being affected.

Jim Jansen advised that NASA who is scheduled to speak at the Symposium has plans to touch on this in their presentation, specifically the procedures / step to take in the event of a chemical threat.

Legislation: Jerry Elders – No new items for this meeting

Government Jerry Elders— ALPA suggested to the TSA that each carrier could provide a list of pilots how have access to the cockpit and ALPA and TSA have worked together to compile a list of registered users to the cockpit for each carrier. The TSA however when submitting this list to the carriers negated to consider adding Dispatchers, and if the carrier did not add to list the Dispatcher's are not listed. This is not ALPA's fault.

Don has indicated that there is a cast document that states a ten-year background check is required. This is a cost that being debated who would be bear the burden of paying.



Norm Joseph – No ARAC documentation that affects Dispatchers. Next Meeting in Middle of November, ARC 135 issues continues on, but next years meetings have not been set due to government budgetary allocation issues for 2004. The ARC Group is reviewing several issues prior to them being sent to FAA publishers.

Part 125 jets would be grouped into the Part 135 in new ruling.

Indigo Model – DOT indirect carriers can set up an organization on the web and run essentially a framework of a scheduled service that could be operated by anyone (FBO, Charter, or scheduled carrier) but not have a set up 121 operations. We are waiting for dates of these meetings to set these review of rules. Current set up will allow these carriers to set up as 121 supplemental. ETOPS will be applied to all carriers.

Overview on carrier combination is to make ADF position of required Dispatchers known in the beginning. We could face a FedEx type exemption where there flights are Dispatched as 121 Supplemental following some 121 rules. Will try to get update to make the newsletter in the first part of December.

Presidential Report: Dave Smith – Insurance policy did renew.

Attended Aviation Safety Inspectors (ASI) Meeting in Chicago, where the purpose of meeting was to share and develop policy on questions on Dispatch Examine how they apply individual exemptions; more over meeting was about standardization.

Jim Jansen advised that ADF was invited (by Ted Perry) to New Dispatcher Inspector Training and Standardization Meeting.

Dave mentioned there are twelve (12) Dispatch ASI inspectors and they are all required to have some Dispatch Experience, thus they are working within the organization to resolve conflict which they too want compliance.

Jim mentioned that the ASI are checking address on licenses to OKC Files and are checking on rest requirements and ten hour duty limits.

Frank mentioned that ten hour duty guideline in regard to shift extension was explained to him, as any duty with company dispatching desk, training, or jump seat is duty for company.

Tracie Benson – All next years 2004 meetings set:

February 7-9, Atlanta - Winter Business Meeting (DL & Avtec) May 1-3, San Diego – Spring Business Meeting (Preston) July 24-26, Pittsburgh – Summer Business Meeting October 3-5, Las Vegas – ADF Annual Symposium

This meeting 120 attendees, 14 Vendors, with Welcome reception in Vender room 6-8pm



OLD BUSINESS

By Laws: A handout of changes from the Denver meeting was passed out; and in short these changes are to correspond language to class of membership.

Clarification of today's status verse future; currently ADF and this meeting are operating under the existing structure and language of By-laws and if handouts of changes are voted on today they would not take effect until the close of business.

In an effort to safe time for those not in attendance in Summer Business Meeting and to focus discussions on each article Dave listed each Article Changes both significant and minor.

OPEN ITEM: Article II - Some organizations have two delegates but can there be a member delegate and have a member delegate of a subsidiary organization.

Discussion: Fifty percent (50%) rule on membership. Then the question of the

number of Delegates with voting rights arose.

Answered: Approximate Ten (10) delegate with voting rights.

Result: No change but open to discussion and review alternative solutions

in February meeting.

OPEN ITEM: Article VII – Voting privileges of Directors, If approved these Directors would not have vote until February.

Discussion: Naming of a Director and voting rights of these Directors.

Result: Kept the same but better educate current Directors.

OPEN ITEM: Article III, Section III – Constitution (make up) of Quorum

Discussion: Debated Quorum and action taken in Quorum(s)

Result: No Change to existing language

OPEN ITEM: Article VII, Section II – Qualification of Officer / Director.

Discussion: Reduce, Increase or leave existing qualifications listed. Discussion

leaned towards accepting qualifications listed in article.

Result: Vote requested as one Officer challenged listed qualifications

stating it would limit the entrance of Younger Dispatchers with

less Quantified experience.

Vote: Majority approved listed qualifications (13 For, 1 Opposed)

ITEM CLOSED: Article VII, Section II – Approved

OPEN ITEM: Article IX, Section II – Insurance

Discussion: Review policy and coverage, changes, question raised what

coverage does ADF have are BOD covered? Policy Paid to date.

Result: Two (2) million coverage, \$2,500 deductible, and BOD covered

ITEM CLOSED: Article IX, Section



Question from Floor: Verify Old By-laws that we are in compliance to make

changes to By-laws.

Result: By-laws allow for changes if Quorum is achieved; and

Quorum achieved.

Issues Arose from Floor: Voting Delegate in reviewing printed Articles expressed

concern over Articles relating to Voting.

Discussion: Group debated Open items and not yet listed items, in a

manor that a motion was proposed to Table the vote on ADF By Laws to the Winter Business Meeting in February.

Result: By laws Vote Tabled until February Business Meeting.

Furthermore specific dates for completion are set; dates as

follows: Mail list of concerns by October 31, 2003.

Response to concern by November 15, 2003.

No other Old business.

NEW BUSINESS

Elections of New Officers:

Positions that are open this term: President, VP Admin., VP Ops, and Treasurer

The current nominations are as follows: Giles OKeeffe for President; Ted Christy for VP

Administration, Joe Cook for VP Ops, and Mike Timpe for

Treasurer

Nominations open to floor for additions and or objections.

No additions or objections received, Jim Jansen set forth motion to accept nominations and John Plowman seconded. All positions where on contested and received an overwhelming approval from the floor.

Dave Smith placed on floor for Jerry Elders Position of VP Legislative take on additional responsibilities of the vacated VP position of Brian Schultz - VP Media Jerry accepted the requested no objections for the Floor and Jerry appointed to dual role.

Tracie Benson has requested a hiatus from Meeting / Symposium Planning.

Dave accepted this leave and asked her to remain on as a Director and Assist in various projects yet to be determined. She accepted this continued role and support of the organization.

Dave Smith / Jim Jansen asked for Volunteer for Director of Weather Position Kirs Kimons agreed to take Director of Weather Position



Additional Matters of "New Business"

Dr. Joe Wise asked for ADF input on a survey.

Various offers of assistance can from floor, names and numbers exchanged.

Allen Rossmore IFALDA President – Thanked ADF for a successful joint meeting in Ireland and made announcements of Business of IFALDA: the appointment of three new persons to IFALDA Board, the appointments are as follows: Andy Konstas, Director of Industry Relations; Flemming Loevenvig, Director of Membership; and Gerry Clifford, Director of Training and Safety..

Allen discussed the importance of the continued Joint Coalition of the International alliances and ADF remain concentrated on the advancement of Safety worldwide in a unified manner. Allen further stressed the importance of joint Symposiums every second (or third) year and then announced the sites for their next event. Atlanta, and Seattle 05 (full details on IFALDA web site).

Allen closed by once again thanking ADF and expressing his concern for the continued united front protecting existing regulations and laying the foundation for future regulations for Dispatchers worldwide.

Dave thanked Allen for his presentation and acknowledge past successes but stressed the current state of the industry and need to focus on issues affecting ADF and offered to discuss the continued alliance of ADF / IFALDA in the Winter Business meeting.

Norm presented a quick mention of documentation Nbr. 15967; in which this DOT Document states that pilots are seeking to extend the PIC Authority. This extension of authority would minor their duty time and they would retain full PIC authority while on duty – even in ground situations. Norm ask attendees to review this document and please comment on it.

John Plowman presented to floor that the First ADF President, Jim Little has been diagnosed with cancer and suggested we the ADF send best. Tracie Benson offered to purchase a card and have it for all to sign at the registration desk. Additionally John advised that well-wishers could send Jim an email at JCLITTLE@TWUACU.ORG

Business Concluded....

Motion to Adjourn meeting presented by Jim Jansen. Seconded by John Schwoyer. Presented to Floor and passed.



ADF Sign In Sheet

October 12, 2003

Name Company

Adam Giraldes United

Ken Paul Midwest Connect

Gail Murthy BLR Group (ADF Newsletter)

Jerry Elder Delta

Rick Ketchersid Southwest Airlines

Allan Rossmore Miami-Dade College / IFALDA

Ted Christy

Don Wright

US Airways

US Airways

US Airways

US Airways

US Airways

American

Miles OKeeffe

NWA

Mike Timpe

Horizon Air

Brad Ward

ASA

I I G I

John Schwoyer American Eagle

Dave SmithDeltaJim JansenAmericanFrank HashekATAJoe CookDeltaNorm JosephDelta

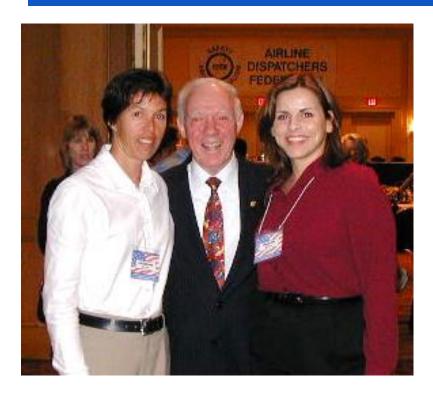
Arrived late did not sign in

Amar Murthy BLR Group Tracie Benson American



ADF promotional ball-point pen. These were handed out to various constituents during gatherings attended by various ADF members





Rhonda Smith (on right) of Hawaiian Airlines was ADF's Vice President of Administration in 2003. She is shown with Congressman Oberstar and an unidentified ADF'er





Some of ADF's promotional items over the years may have been a little overzealous, as with this coffee mug shown above. Today, these cups are a rare collector's item for anyone fortunate enough to have saved an example.

Mike Nadon, speaking of these cups wrote, "The ADF board has authorized the crafting of exquisitely styled, gold trimmed, navy blue coffee mugs. These commemorative mementos are boldly embellished with the ADF logo and "Safety First" on one side (representing the ADFs reason for existence) and on the other, the slogan "Death Before Diversion" which represents the active ADF member's attitude toward accomplishing the many tasks they have taken on and completed when many in the industry said it couldn't be done. We will be giving these mugs to those who have given of their time and energy to make your profession better. When you see someone with the blue ADF mug you might thank him or her, they deserve it".







THE ADF NEWS

"Keeping the Dispatch Professional Informed"

Volume 14 Issue 3 Web Site: www.dispatcher.org Fall 2003

Inside this issue:

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Rulemaking Committee Updates		

Shorts:

- Information provided to the FAA from a valuntary Aviation Safety Action Program (ASAP) is protected from public disclosure, including disclosure under the Freedom of Information Act or other laws. This designation is intended to encourage participation in the ASAP and wider sharing of ASAP information with the FAA.
- Northwest Airlines has applied for an exemption to allow a crew to be on duty for more than 16 hours during 24 consecutive hours.
 The proposed exemption will be used in a cne-time operation to conduct a part 121 supplemental operation in an attempt to set an around the poles world speed record flight in conjunction with the 100th anniversary of the Wright Brothers first flight at Kitty Hawk.
- FAA gives Poland and Bulgaria IASA rating of Category 2. The countries do not comply with international safety standards set by ICAO.
- U.S. Sec. Of Transportation announces \$6M for safety at PHL; \$21.6M for Alaska airports.
- To check out a NOTAM or other airport information, here's a link to FAA's NACO (formerly NOS) site. Just type in the identifier of the airport, and a .PDF file will appear.

This link is being added to the ADF weather page.

http://www.naco.faa.gov/ap_diagrams_acc.asp_

The site also has:

VFR C hart Bulletins DACS Change Notice TPP (IAP) Change Notice Geodetic Calculations Chart User's Guide

FALL SYMPOSIUM IN ORLANDO

What: Annual ADF Safety Symposium 2003

When: October 12 thru 14, 2003

Where: Renaissance Worldgate Hotel, 3011 Maingate Lane, Kissimmee, FL, located 23 miles from Orlando International Airport (& 1 mile from Disney World)

The 2003 Symposium Presentations and Discussions will feature:

- The FAA's View on the Safety Aspects of Positive Operational Control
- Airline Perspective of Operational Control
- Industry, Government and Institutional Viewpoints on Operational Control
- Exhibits to demonstrate how to enhance Operational Control
- Awards for Outstanding Achievement in the Dispatch Profession
- Guest Speakers from all over the industry: Aviation Historian Donna Corbett; NTSB Vice Chairman (Ret.) Robert Francis; FAA Security Coordinator; the ever-popular Dr. Phil from OSU; and many, many others
- Special Guest Speaker: Congressman John Mica (invited)

The room rate is \$64 per night, plus tax. You can extend your stay for up to three nights before or after the Symposium for the same rate (based upon room availability). Numerous restaurants are within walking distance of the hotel. For more hotel information see www.renaissanceworldgate.com.

Roundtrip transportation in shared vans can be purchased from Mears Transportation Services for \$28 (\$16 one way) at the ground level/baggage claim level of Orlando International Airport. Be sure your driver understands that you are traveling to the **Renaissance Hotel in Kissimmee**, NOT the Sea World Renaissance.

Inexpensive rental cars can be found at a number of companies starting at about \$15 per day.

The hotel offers complimentary scheduled transportation to and from Walt Disney World theme parks (based upon availability and limited to vehicle occupancy restrictions). You can also arrange for complimentary transportation to the Lake Buena Vista Factory Outlet Mall by contacting the hotel guest services desk.



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ATPAC UPDATE by Frank Hashek

The ADF was represented at the July 2003 FAA ATPAC (Air Traffic Procedures Advisory Committee) meeting. The following items of interest to Dispatchers were among the AOCs (Areas of Concern) discussed:

Local NOTAM Distribution, AOC 90-14

The FAA is continuing with the NSTS (NOTAM Short Term Solution) as a bridge to the OASIS system for the FSSs. OASIS is not fully funded, only about 20 of about 60 systems have funding. The looming FSS privatization debate is affecting progress on this issue and the funding. NAATS has requested that the FAA's Gary Bobick brief this issue at the October meeting in Washington.

PIREP Distribution, AOC 97-1

There was some discussion of the timelines of PIREPs. The chair remarked that dissemination issues seem to affect the timeliness of the availability of PIREPs to the users. There was discussion of workload issues and how they affect the ability of controllers to enter the PIREPs into the system. There was additional discussion of the need to enter PIREPs into the system to confirm actual and forecasted WX. This AOC was deferred until the October meeting.

Discrete ARFF Frequency for Flight Crews, AOC 108-3

The FAA stated that their research showed that all 661 Part 139 airports are in compliance with the AC 150/5210-7C in that they either have a discrete frequency allocated or will clear and make available a frequency when the situation requires. This AOC was closed, action complete.

WAAS

Dan Hanlin, the FAA WAAS program manager briefed the committee on progress implementing the WAAS system for navigation. Full capability is expected to be online by 2007, using presently existing commercial satellites. The FAA is cooperating with Mexico on this program. Below are two URLs, one for the FAA's GPS website and one for the FAA's WAAS website:

http://gps.faa.gov/sitemap/index.htm http://gps.faa.gov/programs/waas/waas.htm

Direct Clearances AOC 112-1

This AOC concerns direct clearances when an airport and VOR have the same name. This has become an issue with the use of FMCs and can result in a flight going to a point and on a route that the controller had not intended. The Executive Director advised that Jeff Williams is looking into this AOC. AOC deferred pending FAA's response.

General Comments

RNAV/RNP procedures are the wave of the future. They are planned to increase both capacity and safety. The FAA is establishing a separate office within itself to develop and implement with these procedures. Jeff Williams is presently acting head of this office. He is expected to brief ATPAC in these issues in October.

ADF members with concerns on air traffic procedures are requested to submit them to Frank Hashek or Amar Murthy at the following eMail addresses:

FHashek@Dispatcher.org AMurthy@Dispatcher.org



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RLM Software,Inc 617-787-4200 bodonnell@rlmsoftware.com www.flightview.com.



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Schedule of ADF Meetings & Symposium

2003 Symposium

Fall Business Meeting

October 12 - 14, 2003Orlando/Kissimmee, FL

Winter 2004 Business Meeting February 7-9, 2004 Atlanta, GA

> Sponsored by Avtec and Delta Airlines

Spring 2004 Business Meeting May 1-3, 2004 San Diego, CA

Summer 2004 Business Meeting July 24-26, 2004 Pittsburg, PA

> Sponsored by USAirways and Metron Aviation, Inc.

2004 Symposium

Fall Business Meeting October 3-5, 2004

Las Vegas, NV

See www.dispatcher.org for more info.

WHO Are the ADF Delegates?

Here is a list of your ADF Delegates. Not everyone has one, but if you are employed by any of the listed entities, please be sure to let your delegate know that you are interested in ADF activities. Your delegate is there to answer questions, inform you of ADF activities, and to bring your comments to ADF meetings. WE WANT YOUR INVOLVEMENT AND FEEDBACK! Use these people! See Page 6 for a full description of ADF Delegate duties.

EmployerName First Name Last Name

	3	
Alaska Airlines	Thomas	Lynch
All Nippon Airways	Katsuyoshi	Jin
America West Airlines	Michelle	Dzielski
American Airlines	Jack	O'Sullivan
American Airlines	John	Plowman
Atlantic Coast Airlines	David	Boaz
Atlantic Southeast Airlines	Victor Scott	Stacy
Casino Express Airlines	Kevin	O'Brien
Colgan Air / US Airways Express	David	Rose
Continental Airlines	Diana	Gaeta
Delta Air Lines	Kevin	Thompson
Delta Air Lines	Mark	Hopkins
Express Jet Airlines	Andre	Tchouamo
Great Lakes Aviation	Edwin	Heying
Japan Airlines Operations	Joseph	Gutierrez
Jetsgo	Marc	Belzile
Mesaba Airlines	Chris	Dahn
Miami Air International	Jean	Mamert
Northwest Airlines	Darryl	Oberg
Pace Airlines	Mark	Spence
Pacific Aviation Corporation	Kenneth	Drake
Premier Aircraft Management	Darrell	Jensen
SkyWest Airlines	Jim	Cloud
Sun Country Airlines	Steve	Dykhuizen
Trans States Airlines	John	Cox
United Airlines	Adam	Giraldes
USAirways	Don	Wright
USAirways	Ted	Christie
World Airways	Peter	Clough





THE ADF NEWS "Keeping the Dispatch Professional Informed"

NASA Human Factors Symposium by Jim Jansen

On June 10-11, at the request of the NASA Human Factors Group, I attended and made a presentation at their Emergency and Abnormal Situations in Aviation Symposium. As the name suggests, the focus of the presentations was how emergency and abnormal situations are dealt with and how mistakes can happen under stressful conditions. The Symposium was attended by members of NASA, aircraft manufacturers, ATA, ALPA, colleges and universities, APFA, ADF, NATCA, Eurocontrol, FAA, U.S. military, computer manufacturers, NTSB and several airlines.

On the first day, we heard presentations from NASA, Boeing, ALPA, ATA and the Aerospace Psychology Research Group in Dublin, Ireland. The topics included an in-depth analysis of the FedEx DC10 crash at SWF, improving and standardizing aircraft quick reference handbooks, emergency checklists, crew procedures, safety audits, perceptions in emergencies and abnormal situation and discussions on workload and coordination during periods of stress.

The second day we had presentations on the roles of different groups in emergency and abnormal situations. These presentations included, ATC (Europe), cabin crews, maintenance, dispatch (my presentation), current practices for training and a presentation from NASA on the studies and projects currently underway by the Human Factors Group.

My presentation on dispatch focused on the role of the dispatcher as the "one-stop source of information" for all the groups involved in emergency and abnormal situations.

On Thursday, I took advantage of my presence in Santa Clara to arrange a meeting with NEXTOR at U.C. Berkeley. NEXTOR is the acronym for National Center of Excellence for Aviation Operations Research. This group is comprised of several "think tank" groups located at Berkeley, M.I.T., Univ. of Maryland and one or two other centers of higher education. They are involved in several research projects for the government (mainly the FAA), and I thought it might be beneficial to open a line of communications with them. I spent the afternoon meeting with Scott Simcox the Research Development Director, Mark Hansen, Associate Professor Dept. of Civil and Environmental Engineering and Co-Director of NEXTOR, and Avijit Mukherjee Graduate Research Assistant and PhD candidate. They were very anxious to show me their current project involving opportunities for dynamic rerouting of aircraft using probabilistic weather forecasts. We spent several hours discussing the role of the controller, pilot and dispatcher, and I was able to offer them some insight on the decision making process the dispatcher goes through in selecting routes, alternates and fuel requirements. We also got into a discussion on operational control issues and the pros and cons of rerouting aircraft based on a forecast of convective activity. This discussion included the economic ramifications associated with reroutes and the impact to schedules.

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THE ADF NEWS "Keeping the Dispatch Professional Informed"

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Open ADF Officer Positions for 2004

ADF accepted nominations for the positions of **President**, **Treasurer**, **First Vice President (Operations)** and **Fourth Vice President (Administration)** beginning with the spring business meeting in Shannon, Ireland. See Business Meeting Agenda (see right) for nominees received as of publication.

If you or someone you know is interested in stepping up to the plate for your profession, please send your nomination to ADFBoard@dispatcher.org.

From the ADF By-Laws:

ARTICLE VI. Elections

Nominations for Officers will be made from the regular membership of ADF at large.

OFFICERS: shall be elected for a two (2) year term commencing January 1st of the respective year and shall serve alternating terms of office as follows and henceforth will be elected for a two year term.

EFFECTIVE JANUARY 1, - DECEMBER 31, each even year.

President

Treasurer

First Vice President (Operations)

Fourth Vice President (Administration)

NOMINATIONS: will be opened at the second meeting of the election year.

ELECTIONS: will be held at the last regular quarterly meeting of the election year [at the Annual Symposium in Orlando, FL on Oct.12, 2003] by those members of the council in attendance by secret ballot.

To be eligible for nomination and/or election as an Officer, a member must be a licensed aircraft dispatcher with minimum of 1 year airline experience and in continuous good standing with ADF.



moreinfo@navtechinc.com www.navtechinc.com

Business Meeting Agenda for October 12th in Orlando, Fl

- 1. Officer Reports
- 2. Nominations for Officers/vote (secret ballot if more than one nominee), received so far:

Drosidont

Nominees - Ted Christie & Giles O'Keefe

Treasurer

Nominees - Mike Timpe

First Vice-President (Operations)

Nominees - Joe Cook

Fourth Vice-President (Administration)

Nominees -

- 3. Vote on By-laws Changes.
 - Review of by-laws changes.
 - Article IV, Section 2, amend number of members of Board of Directors to 8. Redefine positions in Section 3 to refelct those 8 positions.
 - Article VIII, Section 2, amend first sentence to state "...officers and employees." Also amend title of section to state "Compensation of Officers and Employees".

Article VII, Section 6, delete or minimize.

- 4. 125/135 ARC Rreport Jeff Rehaluk/Norm Joseph
- 5. Jumpseat issue Don Wright
- 6. New Business



Aviation Weather Solutions

AmazonTech



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"Keeping the Dispatch Professional Informed"

What Does an ADF Delegate DO?

The following information is found in the ADF by-laws.

DELEGATES & ALTERNATES: shall be selected by their respective Carrier or Organization.

Guidelines of Duties & Responsibilities of the Airline Delegate

The ADF Delegate should:

Be a member in good standing with the Airline Dispatchers Federation by being current in membership

Disseminate the ADF Newsletter and other information to the ADF members

Attend Business Meetings and/or Symposiums, if possible

Become familiar with the ADF Bylaws

Encourage membership within their airline and/ or collect membership dues

Forward Dues to ADF Treasurer

Advise ADF VP of Membership Total number of dispatchers in the office (51%)

Request and Issue New Member Packets within their airline

Advise ADF Membership Services of any member address change

Advise ADF Membership Services of any change in membership status i.e. Retiree s etc

Invite the ADF board to attend airline Dispatch meetings to address any airline concerns

Advise and encourage airline involvement with the many ADF projects

Coordinate the hotel and meeting arrangements for local business meetings

Represent the views or concerns of their airline to the ADF

The delegate is the communication link between airline members and the ADF board. Passing information and concerns to and from the airlines members and the ADF board. Although this position at times requires personal dedication and work, deegates such as you are the essential ingredient in the ADF agenda of educating our industry partners to the roles, requirements and responsibilities of the [Certificated Dispatcher].

Center for Advanced Aviation System Development



ADF E-NEWS

The ADF E-NEWS is published electronically on the ADF website. You will find a link to it on the ADF homepage. We publish selected aviation items of interest, news on regulatory matters and information on upcoming ADF events.

We encourage and welcome submission of news items of interest from the ADF membership. You can submit items via e-mail to us, written in article format or simply send me a link to the information of interest. Either way, please send your information to Frank Hashek at: FHashek@dispatcher.org



Long Distance Operational Control

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Aviation Rulemaking Committee Updates by Jeff Rehaluk

125/135 ARC Aug 19-21st in Washington DC Attended by Norm Joseph and Jeff Rehaluk

The Operations group has approx. 50 work documents open at this time. All issues are presently being worked within the Operations group.

Alternate Airport, Extended Overwater Ops with Mutiengine aircraft and Take Off from Foreign and Military Airports: The primary focus on these issues will be to harmonize with FAR121/JAR ops as appropriate

Cargo Jumpseat – added the reference to certificated dispatchers having the opportunity to access jumpseat. Airline Dispatchers Federation (ADF) has equested that Certificated Dispatchers be allowed to jumpseat which will result in increased situational awareness, as well as observation and educational benefits. Security verification procedures were also addressed.

Flight/Duty/Rest – initial discussion took place. A summit meeting on this specific issue is to be planned at a later date. Possible balancing of 121/121 Supp and 135 flight/duty/rest regulations were discussed. Certificated flight dispatchers were added as a group for which duty/rest time is a critical issue.

Again this is just a sample of the 50 issues that are open at this time.

The Steering Committee met August 21 in the after-

noon. Of note was an attempt made to pass a FAR135 on-demand limit of max 60-passenger configuration. This issue was opposed by the ADF, Delta and a Jackson & Wade, LLC. The Applicability Group will be discussing this issue again in November.

The Training Workgroup is working on Line Check and Simulator issues with possible FAR121 harmonization as able.

The Rotorcraft Workgroup has several issues such as IFR alternate requirements and visibility as the controlling criteria. Additionally, consideration is being given by the Workgroup to separate FAR 135 rotorcraft and powerlift flight operations.

The Airworthiness Workgroup is working on maintenance training record issues as well as maintenance duty/time rest issues.

Discussion will continue at the next ARC meeting for all of these issues.

The next meeting is in Washington Nov 18-20th with the Applicability Group meeting on the 17th. Note that from this time forward additional members will *not* be added to the workgroups.

Many thanks to Norm Joseph for all his efforts!!!



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"Keeping the Dispatch Professional Informed"

ADF Safety Symposium 2003 In Orlando, Florida

Sunday October 12 2003

1000-1700 Vendor Setup in Salon B 1100-1800 Registration Outside Salon B 1400-1700

ADF Business Meeting in the Oleander Room (adjacent to Salon A)

(Officer Reports, Elections and Organizational Business)

1800-2000 ADF Safety Symposium 2003 Welcome Reception in Salon B



Come join us for snacks, drinks and Tracie's world famous hot sauce. Don't forget your business cards for the prizes and giveaways. You must be present to win!

Monday October 13, 2003

1035-1105

0730-0830	Registration Coffee and Refreshments:	Sponsored by:	
5450 MONTON COLOMA 12 /42	PSANCE - VELSSIS SISSISSIS VER NOAMON SHOAMEN SIGNESSAN SISSISAN ACTION PER NA ACTION ACTION ACTIONS ACCESSAN	TWU LOCAL 542	
0835-0840	Opening Remarks David Smith, President, ADF		
0845-0915	Donna Corbett, Aviation Historian		
0920-0950	Congressman John Mica (pending availability)		
1900 CAN TO STATE OF THE STATE			



0955-1020 Robert Francis, Vice Chairman NTSB (Ret.) 1025-1035 Mike White, Avtec, Inc.

Coffee and Tea Break with the vendors .:

Sponsored by: AMAZON TECh

445			- 3			44
**Drawings	tor	prizes	at	everv	break.	**

1110-1140	Dr. Barbara Burian, NASA AMES Research Center
1145-1300	Awards Luncheon in Salon E (Behind Salon A) Sponsored by.
1310-1340	Dr. Florian Jentsch of University of Central Florida
1345-1415	Jack May, Director, Aviation Weather Center- NWS
1420-1450	John Goglia, National Transportation Safety Board
1455-1525	Alexis Smollok, FAA Supervisory Special Agent
	Civil Aviation Security Program Coordinator
1525-1555	Iced Tea and cookies break with the vendors. Sponsored by:
	Remember the drawings for prizes at every break!





1555-1655 Mike Wambsganss, President/CEO Metron Aviation, Inc.

1700 Closing Comments David Smith, President, ADF

Tuesday October 14, 2003

0800-0830	Registration Coffee and Refreshments	Sponsored by.
0835-0840	Opening Remarks, David Smith, President, ADF	



(Continued on page 9)



THE ADF NEWS "Keeping the Dispatch Professional Informed"				
(Continued from p 0845-0915 0920-0955 1000-1020 1025-1105	Auge 8) Steve Alogna & Bob Boetig, Mitre Phil Smith, Ohio State University Tim Cinello, PASSUR/Megadata Coffee and Tea Break with the yendors			
1025-1105	**Drawings for prizes at e	very break**		
1110-1140 1145-1205 1205-1315 1315-1355 1400-1420 1425-1505	Russ Gold, Air Transport Association Bob Commerce, President ALDA (Ret.) Lunch on your own Carl Grundmann, Joint Project Office, NASA Lockheed Martin John Sherameta Jr., Embry Riddle Aeronautical Un Human Factors Group, Grad Student & Research A	ssistant	LOCKHEED MARTIN	
1505-1545 1550-1640 1645-1700	Ice Cream Sundae Theme Break Bruce Cameron, Air Traffic Control Systems Comm Closing Comments - Dave Smith, President, ADF	ponsored by: and Center	LOCKHEED MANIIN	
NO	OTE THAT SPEAKERS AND TIMES ARE SUBJE	ECT TO CHA	NGE WITHOUT NOTICE.	

Summary of the Denver ADF Summer Business Meeting

By Mark Hopkins

The ADF summer business meeting was held in Denver, CO. on 7/13/03. Opening remarks by President David Smith kicked off the meeting. Officer reports followed with summaries of ongoing events offered by Executive V.P. Jim Jansen, Treasurer Mike Timpe, and Director of Corporate & Industry Alliances Tracie Benson.

Several issues were discussed and acted upon including nomination of officers to fill terms expiring at the end of the year. These positions include President, Treasurer, V.P. Administration, and V.P., Operations. The issues of joint ADF/EUFALDA/IFALDA meetings was discussed and it was agreed that these summits should be held every three years. The next joint summit will be held in 2006.

The major area of discussion was the Part 125/135 rewrite. Norm Joseph and Jeff Rehaluk are representing the organization on the Steering Committee. Both made presentations regarding this very important development and it's potential effect on the industry.

Following a number of procedural matters the meeting was adjourned. Next meeting in MCO at the annual symposium 10/12, 13, 14.



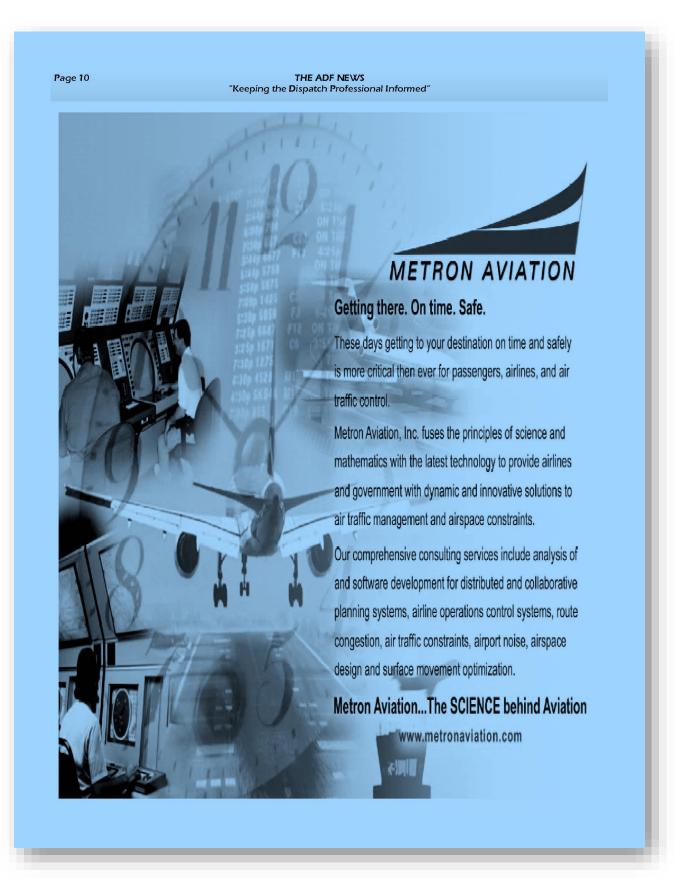
We've come together to offer superior end-to-end flight operations:

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	F NEWS Page 11 Professional Informed"				
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Address:City:	State:Zip:				
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Do you possess a US Aircraft Dispatcher's Certificate?					
Do you hold any other certificates or special qualifications?					
ADF dues are on a calendar year basis (January to December) plus Retired Members, or \$10.00 for International Members.	one-time initiation fee of \$5.00 for Regular, Student and				
Regular Membership \$40.00: For those residing in the U.S., or empl	yed by a U.S. Carrier. IFALDA membership is included.				
$\underline{\textbf{International Membership \$50.00}}; \ \textbf{For those residing outside the } \textbf{U}.$. IFALDA membership is included.				
Student Membership \$25.00: For those residing in the U.S. who have Carrier. IFALDA membership is \underline{not} included.	obtained their dispatch license but are not employed by a U. S.				
Retiree Membership \$5.00: For those residing in the U.S. who have included.	etired from the dispatch profession. IFALDA membership is <u>not</u>				
ADF Golf Shirt \$20.00 Polo S					
(add \$5.00 per item for shipping) ADF Lapel Pins \$5.00 (\$3.00 shipping) *ADF Video \$10.00 (\$3.00 shipping)					
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Membership \$ ADF Dispatch Vid	o \$ADF Lapel Pin \$				
Golf Shirt \$Size Polo Shirt \$	Size Denim Shirt \$Size				
Shipping \$Charges are per it	m ordered. Total \$				
Please make your check or money order payable to: And mail check to:	Airline Dispatchers Federation 2020 Pennsylvania Ave NW #821 Washington, DC 20006				
Membership application and credit card purchases can be submitted on the ADF Web Site at www.dispatcher.org . ADF information & the newsletter will be distributed through your ADF Delegate, if you have airline representation.					



Formore information contact:

Kevin Murray-Business Development Manager

3901 Roswell Rd, STE 207 Marietta, GA 30350 USA

Phone: (770) 579-1591 Fax: (770) 579-1598 Email: info@preston.net





THE ADF NEWS "Keeping the Dispatch Professional Informed"



ADF thanks Amar Murthy and BLR Group for their continued support as ADF rep to ATPAC, website server assistance & bandwidth.

Your ADF Membership

The ADF asks you to continue your support not only by renewing your membership, but also by asking your coworkers to join.

ADF membership is on a calendar year basis, so please renew for 2004 now. New membership applications submitted in the last quarter of the year will include membership for the following year (2004).

Joining or renewing is easy and can be done electronically at the following URL: http://www.dispatcher.org/membership/howpay.htm

If you prefer to mail in your application, please use the form available at this URL: http://www.dispatcher.org/membership/memapp.pdf

For your convenience, an application is also included in this newsletter. See page 11!

PASSUR... The World's Most Reliable Arrival System

A new study documents how dispatchers using PASSUR prevent one to three diversions a week, resulting in savings from \$1.3 to \$6.8 million per airline, per year. Visit www.passur.com for the full study, and learn more about PASSUR at the ADF Annual Safety Symposium in Orlando.



Airline Dispatchers Federation Newsletter

2020 Pennsylvania Ave. NW #821 Washington, DC 20006

2003 ADF Leadership

Dave Smith, President (DL)
Jim Jansen, Exec V.P. (AA)
John Schwoyer, Secretary (AA)
Mike Timpe, Treasurer (Horizon)
Joe Cook, V.P. Operations (DL)
Rhonda Smith, V.P. Admin (HAL)
Brad Ward, V.P. Membership (Atlantic Coast)
Allan Rossmore, Legal Counsel (EA, Ret)

Directors:

Tracie Benson, Corp/Ind Alliances (AA)
Jerry Elder, Industry Mktg (DL)
Frank Hashek, Membership (ATA)
Brad Inwin, Information Technologies (CO)
Norm Joseph, Aviation Rulemaking (DL)
Giles O'Keefe, Aviation Sec & Intell (NW)
Jeff Rehaluk, Regulatory Review (Spirit)
Gail Murthy, Editor (BLR Group)

ADF News Staff

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Asst Editor: Tracie Benson TBenson@dispatcher.org

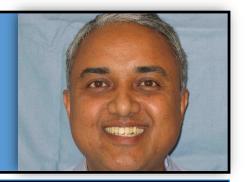
E-News: Frank Hashek Fhashek@dispatcher.org

Website: Brad Irwin Blrwin@dispatcher.org

Please send article contributions or comments to above addresses.



AMAR MURTHY



Amar Murthy studied Aeronautical Engineering through the Aeronautical Society of India, and obtained his FAA aircraft dispatcher license at the Pan Am World Services Academy in New York. He is a graduate (with distinction) of the IATA Flight Operations Management Course conducted by the IATA Training Center in Geneva, Switzerland.

Murthy began his aviation career in 1984 at Dash Air, a Santa Ana, California small commuter/regional airline, as a flight dispatcher. Following a stint at Imperial Airlines, a Carlsbad, California based regional airline, Amar began working with larger jets as an Operations Coordinator at The Aviation Group in Raleigh, North Carolina. The Aviation Group operated over a hundred aircraft for a variety of cargo companies including DHL, Emery, Purolator, and UPS, flying a varied fleet of DC9s, B727s, DC8s, and B747s.

Amar was among the first employees at Presidential Airways, based at Dulles, Virginia, working as a Lead Dispatcher during FAR 121 certification, managing proving flights, and was introduced to the Airline Operational Control Society [AOCS,] becoming a member. American Airlines hired Amar and he began his career there as an Assistant Dispatcher, and served as a Dispatcher, Operations Coordinator, and on several special assignments to work on the improvement of flight planning systems, including implementation of the ARINC 424 navigational databases for flight planning and on board the aircraft. While working at American Airlines, Amar was one of the initial group of Dispatcher joining the Airline Dispatchers Federation [ADF.]

An opportunity to move over to the AMR Corporation's Information Technology division saw him supporting over 40 airlines around the world, using systems provided by Sabre. During his tenure there he participated on several government-industry committees and contributed to the acceptance of positive operational control in locations such as Australia, Bolivia, Cyprus, and Spain. As an ADF member, Amar had the opportunity to review and contribute ADF inputs to the so-called Commuter Rule, that was created in the mid-1990s to migrate FAR 135 passenger airlines to a single level of safety under FAR 121.

Amar left AMR to accept an assignment to provide the FAA with consulting and contributed to the publication by the DOT of "Airline Operational Control Overview," and "Flight Management Systems Overview," that were used to train the initial cadre of FAA Aviation Safety Inspectors – Dispatch, commonly referred to as Principal Dispatch Inspectors. These two documents were published under the aegis of the ADF providing industry expertise to the FAA.

Throughout ADF's existence, Amar has been very involved in activities supporting the profession and the organization, as a long time member, symposium guest speaker and corporate sponsor. For many years, Amar served as President of the highly respected airline consulting company, BLR Group of America Inc.. BLR has generously supported ADF as a corporate sponsor for much of our history.

During his consulting career, Amar continued to volunteer on behalf of the ADF, serving under or alongside Roger Beatty, Steve Caisse, Norm Joseph, Bill Leber, Mike Nadon, Giles O'Keeffe and others; including representing the dispatch profession as a member of the Air Traffic Procedures Advisory Committee [ATPAC,] several RTCA Working Groups. Amar was a contributing author to DO-241 "Operational Concepts and Data Elements Required to Improve Air Traffic Management [ATM] -Aeronautical Operational Control [AOC] Ground-Ground Information exchange to Facilitate Collaborative Decision Making' and was involved in the development and implementation several tools such as Flight Schedule Monitor [FSM,] AOCNet to transport data between airline systems and FAA systems, Aircraft Situation Display to Industry [ASDI,] etc. to keep the dispatch profession continually involved in collaboration with Air Navigation Service Providers [ANSPs] and ATM initiatives.

In 1995, David Hinson, the FAA administrator, organized a task force to draw up detailed plans to implement a system of air traffic management which would allow for "user-defined trajectories in flight planning." That concept later became known as "the Free Flight Initiative". Amr attended many these early Free Flight meetings on behalf of the profession. At the October, 1995 ADF Symposium in Ft. Worth, Texas, Amar delivered a memorable presentation, "Flight Planning Under Free Flight introducing those in attendance to the FAA's new concept.



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Giles O'Keeffe-President

(Northwest Airlines)

Jim Jansen-Executive Vice President

(American Airlines)

Joe Cook VP Operations (DAL)

Brad Ward VP Membership (Atlantic Coast)

Ted Christie VP Administration (USAir)

Jerry Elder VP Govt /Legislative Media (DAL)

Mike Timpe Treasurer (Horizon) John Schwoyer Secretary (AAL) Symposium '2004 & Aircraft Dispatchers Convention

Las Vegas, Nv.

October 3-5, 2004

"The Future of Dispatch""

Keynote Speakers:

Steve Albersheim (FAA)

Len Salinas (UAL Metro)

Eric Sarandrea and Barney Gary

Federal Air Marshalls

Kapil Sheth and Banavar Sridhar

NASA FACET

Brad Irwin Director of Information Technologies

Norm Joseph-Director of Aviation Rulemaking

Gail Murthy - Director of Publications

Frank Hashek-Director of Membership

Tracie Benson Director of Corporate & Industry Alliances

Jeff Rehaluk Director of Regulatory Review

Allan Rossmore Chief Legal Counsel

ADF Eyes the future in this article (below) from the June 2004 electronic version of ADF's ENEWS publication.

Unmanned Aerial Vehicles

Date: 04/22/2004

Unmanned Aerial Vehicle (UAV) technology is advancing at a rapid pace. Many of us think of the Global Hawk and the Predator drones and believe that this technology is only for war.

Most of the current usage of these aircraft is for military use, Boeing has recently conducted successful tests of the X-45 unmanned bomber. We can expect further advances in military UAVs.

AVweb reports that GA Aeronautical Systems is about to deploy UAVs in a Department of Homeland Security program for US border surveillance.

What does the future hold for UAVs? What commercial applications that presently use piloted aircraft will be supplemented or replaced by UAVs? At this point, UAV technology has not evolved enough to make a prediction, but it is advancing rapidly. The FAA Regulation and Certification Group (AVR), Flight Standards Division (AFS-820) has published a notice concerning management of UAV technology.



ADF Website Gets Overhaul

Spring 2004

The entire site is being redesigned with the members needs in mind. By popular request we are adding discussion forums both Public and Members Only Section. Members will have the ability to change their profile and set up auto renewal to renew their annual dues. Using the user id and password each member sets up at registration they will have access to certain members only pages; job postings, current newsletters, ADF Library, event calendar, surveys, etc.

The Dispatcher.org website in conjunction with the newsletter are the primary means of communication to our members. In order to provide increased value for your membership dues, I have

been working over the past six months with a team of programmers to give the website an overhaul. Aside from a new look, the website will retain many of the same features (Weather Briefing, This and That, Trivia, Library, Meetings, etc.) from the current site.

The web site will also automate many administrative functions performed by the Board Members. The membership database will automatically be updated whenever a member signs up for membership or renews online. Since the database is not hosted locally on any one machine multiple administrators can update records. The Board will also have a reserved area for collaboration. The programmers are almost done, and we are cleaning up a couple of bugs. We expect to begin testing on a separate domain name TBA on January 1, 2004. The testing will take 2-3 months, during this time the user will have a choice to view either the current ADF web site or the new Beta ADF web site. If during this test you have ideas, recommendations, or bugs there will be a form to click to report problems.

CLASSIC QUOTE

The dispatcher must never be content to let things work themselves out. Rather, he must take an active part in every problem that arises. Only in this way can he catch possible serious situations before they develop dangerously.

Errors of omission are just as dangerous as errors of commission."

Jerome Lederer, Director of Flight Safety Foundation - 1939."

The Patriarch of Dispatch?

This guy Leder, as you know was the real Father of Dispatch because he and Sen Pepper held out for shared control when the Act was written in 1938. Lederer is in his nineties, doesn't travel much but his mind is sharp as ever. When I was elected to the Society of Air Safety Investigators it was Joe Fluet and Jerry Lederer who inducted me.

Later on he used me for PR work, helping to make conventions click and in getting speakers for monthly luncheons and banquets.

Cordiallly

BOB COMMERCE

This note from former ALDA President Bob Commerce credits Mr. Lederer with contributing to the concept of "shared control" during the authorship of the 1938 revision to regulations pertaining to dispatch.

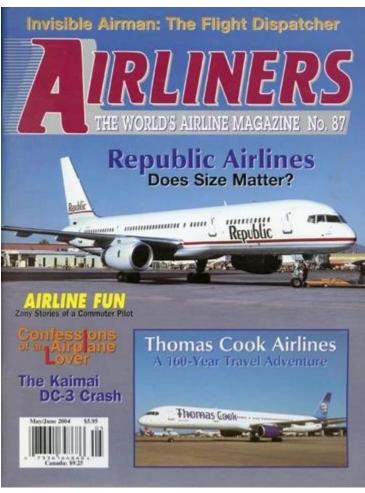




NEWSLETTERS

MEETING MINUTES

PRESS RELEASES



Dispatch Profession featured in Airliners Magazine.

Date: 04/17/2004

An article on Aircraft Dispatchers entitled "Invisible Airman: The Flight Dispatcher" will appear on newsstands April 30, 2004, in Airliners Magazine. Written by ADF Officers Joe Cook (Delta Air Lines Dispatcher - ADF Vice President of Operations) and Steve Caisse (Delta Air Lines Dispatcher - ADF President Emeritus/current ADF Director of Science and Technology), with photography by Delta Air Lines Dispatcher and ADF member Mike Mauer, the article spotlights the Dispatch Profession. Beginning with a historical perspective, the article transitions to an overview of the current state of Positive Operational Control (including roles and responsibilities) and concludes with an actual weather/diversion scenario.







THE ADF NEWS

"Keeping the Dispatch Professional Informed"

Volume 15 Issue 1

Web Site: www.dispatcher.org

Spring 2004

SEVERE WEATHER AND ROUTE MANAGEMENT 2004

by Gary Dockan, with excerpts from Steve McMahon's writings in the Severe Weather and Route Management 2004 booklet.

Severe Weather and Route Management 2004 Training was held at the Air Traffic Control System Command Center, (ATCSCC), on February 17th. Airlines, NBAA, RAA were invited to this training session. This training was intended to brief NAS users on what to expect during Spring/Summer 2004.

Mark Libby, (Severe Weather National Operations Manager), gave the opening remarks. Steve McMahon, (Severe Weather Specialist & FAA Lead for Playbook & CDR), reviewed the Severe Weather Handbook, and Joe Hoff, (Severe Weather Supervisor), facilitated a lively discussion with the Tactical Customer Advocates (TCAs). Shedding his shy personality was ADF President, Giles O'Keeffe, who came out of his shell to share his thoughts during the discussions as well.

Steve McMahon walked the group through the "Severe Weather and Route Management 2004 Handbook". (The handbook can be found on the internet at: http://www.fly.faa.gov/Operations/Strategic Planning/syrwx handbook.html).

The Severe Weather Area was established to address the needs of Air Traffic Control and the user community during the summer thunderstorm season, when convective activity creates a major disruption to the normal movement of air traffic. During periods of convective activity or other significant system constraints, air traffic facilities are called upon to favor and accept traffic that is not normally routed through their area.

The positions in the Severe Weather Area consist of a Severe Weather National Traffic Management Officer (NMTO), a Severe Weather Specialist and a Severe Weather Coordinator position. The NTMO is responsible for prioritizing and coordinating the de-

velopment of severe weather strategies. The Severe Weather Specialist determines the potential impact and serves as the focal point for implementation and coordination of reroutes. The Severe Weather Coordinator coordinates the operational plan, routes and miles in trail restrictions with the appropriate ATCSCC areas.

Some of the tools used to combat the weather, are the National Playbook, Route Management Tool, (RMT), Coded Departure Routes (CDRs), Collaborative Convective Forecast Product, (CCFP) Flow Evaluation Areas (FEA's), Flow Constraint Areas (FCA's), NRP, Canadian Airspace, Tunneling, (early descent of arriving traffic), Capping, (restricting departures to the low altitude stratum) and the Departure Spacing Program (DSP)

Steve shared with us the guidelines used for developing reroutes.

- 1. Determine the Area. (Convective activity, sector saturation)
- 2. Examine the flights traversing the impacted area.
- 3. Determine the initiative required. (Playbook, CDRs, FCAs, etc.)
- 4. Check National Playbook first, ad hoc routes if necessary.
- 5. Discuss the route with affected facilities.
- 6. Complete a Severe Weather Reroute Advisory and disseminate.



Severe Weather discusses reroutes with the Users on the Strategic Planning Team Telcon, (SPT) when there is potential for reroutes.

(Continued on page 10)



THE ADF NEWS: "Keeping the Dispatch Professional Informed"

AVIATION MEDICAL SERVICES by Ted Christie

Dispatchers and pilots are trained to deal with in flight equipment failures. We regularly monitor vast areas of weather and keep our crews updated on changes and trends and adjust our plans accordingly. It has been decades since flight attendants were required to be registered nurses and very few flight crews and dispatchers have rudimentary, let alone advanced, medical knowledge. It was not that long ago that an enroute message about a passenger with a potential medical problem would result in a diversion. While placing a dollar value on a diversion is problematic; it is safe to say that the result can easily be in the tens of thousands of dollars.

Some carriers have developed internal medical departments to advise dispatch and crewmembers when a potential medical problem arises either prior to, or during flight. For the last 15 years several firms, such as The University of Pittsburgh Medical Center (UPMC), SOS International (based in Singapore), MedAire, and the Mayo Clinic have offered such services to airlines around the world.

As dispatchers we have our own perspectives but are often unaware of what others are doing. Brant Gallo-

Airline Dispatchers Federation

Newslette

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Please send article contributions or comments to any of the above addresses way, Communications Manager of MedAire, was kind enough to furnish me with information about the operation many of us commonly call MedLink.

Their operation is based in Good Samaritan Regional Medical Center in Phoenix. The communications center where calls are routed is designed like the bridge of the starship Enterprise. Many communications specialists are billingual but also have access to translation services when required. Starting with a contract with only one carrier in 1987, they now provide services to 64 airlines throughout the world. Services are also part of a package when business jets are purchased from Bombardier, Boeing, Gulfstream and Embraer. In addition enroute medical advice, passenger pre-flight, medical screening and crew post flight services are available. Some carriers now have aircraft equipped with devices that can transmit Electrocardiograms (ECG) directly to a physician.

In 2003 the center received 9,818 calls from enroute flights. During one call, physicians aided the birth of a child. The five most common calls included vasovagal problems gastrointestinal, respiratory, neurological (seizures) and cardiac symptoms. Of the nearly ten thousand calls received in 2003, 448 resulted in diversions. Numbers will vary from airline to airline, but a US Airways spokesman estimated that medically related diversions had been cut in half since the airline subscribed to the service. In an article in the Financial Times, British Airways estimated that their medically related diversions had also been cut in half in the first year of service. In addition, 4,477 calls were received for issues observed prior to boarding. The number of call received prior to departure has doubled for one airline in the last 18 months alone. This feature has the potential to reduce enroute calls and diversions. Costs to the carriers are of course confidential, but are generally based on the airlines' revenue passenger miles (RPMs). While the costs can be substantial, the savings and the enhanced safety are also substantial. The company is also a source for enhanced medical kits that have color coded contents that can be utilized by lay persons. The center also has the capacity to contact the appropriate federal and state agencies if a potential medical problem is suspicious.

As dispatchers we encourage our crews to utilize the dispatch office as a resource. Familiarity with contracted, or in house medical services, enhances the dispatchers' abilities to provide safe and efficient services. Regardless of whether your carrier uses an in house or contract service, the ability to have access to enroute and pre-flight medical advice has allowed dispatchers to reduce the number of diversions and provide a safer, more efficient operation. Trends in technology such as the use of airborne ECG transmissions can only add to this enhancement.



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ATLANTA BUSINESS MEETING by Giles O'Keeffe

ADF held a quarterly business meeting in ATL on February 7th and 8th, in accordance with our bylaws. Immediately prior to the ADF meeting, Giles OKeeffe attended the IFALDA meeting, also held in ATL, at the same time. IFALDA discussed several items of interest to ADF, including the dispatch situation at Scott AFB, an update on our fellow dispatchers in Canada, and updates on the Annex 6 document. We also discussed the status of future joint ADF-IFALDA meetings, but no decisions were reached

ADF business meeting concentrated on reports from officers. I want to take time here to recognize the work of Jim Jansen, who has been very busy on your behalf. Jim is working on an ADF position paper regarding CDM, an updated dispatch video in concert with the FAA, a dispatcher workload study with NASA, and lining up speakers for the LAS annual symposium. He has been attending meetings with TSA, FAA Security and ICE (Immigration and Customs Enforcement). ADF continues in our attempts to educate these people as to exactly what impact they are having when they decide to divert one of your flights for their security concerns. We will eventually get them to realize that they may be increasing the risks by not talking to airline operational control prior to mandating diversions.

Allan Rossmore, President of IFALDA, presented information on the continuing licensing efforts in Asia and Europe. He also talked about IATA and IOSA audits, code-share concerns and other issues. Joe Cook brought us up to date on his efforts regarding the ETOPS NPRM and whether ADF should take a public position on it. Norm Joseph talked about the 125/135 ARAC, the CSET certification process and how it may actually be a deter-

rent for some who would otherwise seek a Part 121 certificate, GPS NOTAMS, FAA funding cuts and the reorganization of ATS under COO Dr. Russ Chew.

Mike Timpe brought us up to date on ADF's financial situation. Brad Irwin reminded us all to ensure that our PC's are up to date on virus protection and talked about the new ADF website. Ted Christie, John Montague, Mark Hopkins and others participated and contributed, and we were glad to see all the local area attendees!

Tracie Benson gave us an update on the SAN meeting at the Days Inn, details on the website, and a preliminary look at the LAS Symposium, with special thanks to John Plowman for the hotel assist there.

Dave Smith officially handed over the reins with regard to the major issue he has been spearheading for the past two years, the incorporation of ADF. We are almost there, with the final major hurdle being the bylaws. We intend to get those finalized at the May meeting, with a lot of compromise and collaboration from the parties involved!

The industry outlook is mixed, with continued bad news for the legacy carriers, and continued good news for the low cost operators. Overall, the picture must be defined by the fact that no matter what pay scale they are on, dispatchers continue to provide a level of safety second to none. Licensed, professional operational control provides a behind-the-scene benefit to the traveling public, no matter what they pay for their tickets, provided they ride the right air carriers.

Thanks for being a member, thanks for giving 100% on the job, every day.



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SPRING BUSINESS MEETING DETAILS

The Spring ADF Business meeting will be held May 1 -3 in San Diego, California

For reservations, contact Days Inn at 619-224-9800. Located at 3350 Rosecrans Street, the hotel is within minutes of the San Diego Zoo and Sea World. The room rate is \$75.00.

For more information, see www.dispatcher.org

Editor's Note: The New York Times has some good info on SAN. See the following website: www.nytimes.com/2004/03/05/travel/escapes/05HQUR.html. It has some very good ideas for activities.



THE ADF NEWS: "Keeping the Dispatch Professional Informed"

ATPAC UPDATE by Frank Hashek

The ADF attended the January FAA ATPAC (Air Traffic Procedures Advisory Committee) meeting, held at the Northern California TRACON in Rancho Cordova, CA.

The meeting was shorter than normal due to a lighter than usual workload for the committee and because a number of the FAA staff were unable to be in attendance to brief the committee on some of the issues.

Issues of interest to Dispatchers included:

AOC90-14 Local NOTAM distribution:

Progress on this issue has been slowed due to the FAA reorganization. A system called the NOTAM Short Term Solution is working at one facility. This uses some off-the-shelf hardware and can display Local NOTAMs from outside of the local facility area. Alternatives include the OASIS system and an EDS system. The FAA plans to make a decision soon, possibly by February.

AOC97-1 PIREPs collection and dissemination:

This issue arose due to a lack of PIREPs when Hurricane Floyd struck the Northeast US a few years ago. ATPAC had recommended: Improve the PIREP collection and dissemination system with a common database for controllers, pilots, FSS specialists, and dispatchers. ATPAC agreed that the FAA is actively working this issue, but that it could be 3 to 4 years before a solution can be implemented. The committee agreed that the FAA is meeting the recommendation of ATPAC. The FAA has included an initiative for PIREP improvement in the FAA Flight Plan. Therefore, ATPAC has closed this issue.

AOC109-1 Assignment of transponder code 7700 for WX avoidance:

A concern was raised that ATC was advising aircraft to use code 7700 for WX avoidance and was not otherwise allowing aircraft to deviate for WX in some situations. The FAA has been working the issue and offered a draft Air Traffic Bulletin on this subject. ATPAC gave some additional input to the FAA on the Air Traffic Bulletin, which the FAA took under advisement. There was no update available at this meeting.

AOC112-1 Clarification of Direct Clearances:

This issue deals with a direct clearance when an airport and a navaid have the same name and the distance between them is sufficient for and aircraft flying an RNAV procedure to fly off of the course intended. The issue of proper FMC programming to the correct clearance limit could cause confusion and deviations from the intended course. The FAA is working this issue and a further update will be given at the April meeting.

Dispatchers with concerns on Air Traffic Procedures are requested to submit them to:

Frank Hashek: fhashek@dispatcher.org
Amar Murthy: amar@BLRGroup.com

135/125 ARC UDATE by Jeff Rehaluk

Summary of the 135/125 ARC (Aviation Rulemaking Committee) Feb 24-26th held in Washington D.C.: Several dispatch related issues are being discussed. Please keep in mind that once this ARC is closed, a report will be sent to the FAA for their consideration. The NPRM (Notice of Planned Rulemaking) comment period and final rule process will follow before any of these items come into practice. The 135/125 ARC will be meeting through early 2005, so late 2006 would probably be an early date for final ruling in these two parts.

Some issues being discussed are:

- Requiring Licensed Dispatchers for Part 135
- Increasing cargo aircraft payload for Part 135 to 18,000lbs
- Part 135 IFR alternate airport requirements
- Approved weather reporting as it applies to Part 135.225
- · Part 135 cargo aircraft jumpseat issues
- Operational control as it pertains to Part 135
- Single pilot jet aircraft 9 seats or less on demand and scheduled operations

The next meeting date for the 135/125 ARC will be June 22-24th, 2004. Thanks to Norm Joseph for his continued support. Questions or comments, contact rehaluk@dispatcher.org or njoseph@dispatcher.org.

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SHORTS:

ADF Attends FAA Dispatch Inspector Meeting

In early January, Norm Joseph and Jim Jansen attended a standardization meeting in Phoenix for the FAA Dispatch Inspectors. FAA attendees included Ted Perry, Dave Maloy, Gordy Rother, Jim Brown, Theo Kessaris, Wendy Johnson, Phil Caruana, Vince Cavarretta, Robert Chapman, Leo Hollis, Mark Tremmel, Don Riley, Anderson Davie, Kevin Kelley, Mir Ali, and Jennifer Resnick. Over the course of 3 days, they covered a wide variety of subjects from dispatch duty days to changes to 8400.10 and revisions to the Dispatch Knowledge test. Jim Jansen participated in some breakout sessions dealing with DADEs (Designated Aircraft Dispatcher Examiner) and how to standardize their test procedures and accountability — there are only 34 DADEs in the entire U.S.!

During the meetings, we discussed how the FAA and ADF could collaborate on a new ADF video, with the FAA funding it. I am awaiting word from Kevin Kelley in OKC for the next step in this project.

Dave Maloy and Ted Perry asked for our help in persuading the FAA to create a position for a National Dispatch Project Manager to oversee all the dispatch inspectors. This resulted in Giles sending a letter to Marion Blakey, FAA Administrator with copies of the letter going to several key members in the FAA hierarchy.

The meeting went well, with more than what's mentioned here covered, and ADF has been invited to participate in the next meeting which will be held this July in Washington. — Jim Jansen

Is UAV Technology Coming to Commercial Aircraft?

Recently, the magazine, <u>WIRED</u>, ran a short article on unmanned aircraft technology. The full article is available at the following URL: http://www.wired.com/news/technology/0%2c1282%2c62448%2c00.html?tw=wn_tophead_11

If the link expires, try the link below and enter "UAV" in the search box. This will bring up additional articles on the subject. http://www.wired.com/news/technology

While UAV technology will not come to commercial aviation soon, the situation bears watching. The military will continue to improve the technology and, eventually, the commercial aircraft manufacturers and their customers will consider how to use the technology, as evidenced by this quote from James Wilkinson, Boeing's manager of product analysis and communications marketing: "We're evaluating the UAV concept. But we don't have any plans at this time to incorporate it into our commercial aircraft. Following a review of the technology, if it makes sense, we probably would include it."

As Dispatchers, we, too, will face this situation. We have evolved from decentralized offices, working with 3 to 5 person crews, to centralized offices with mostly 2 person crews. What will the next level of change bring to our profession? — Frank Hashek

FAA Operational Control Guidance

The FAA has recently issued, and then amended, its guidance to Aviation Safety Inspectors concerning Operational Control.

The 8400.10 Handbook Bulletin, number 04-01A, can be found on the FAA website at the following link: http://www.faa.gov/avr/afs/hbat/hbat0401a.doc

The document should also be available through you POI or favorite FAA ASI. Make sure you are looking at the document amended February 24, 2004 or later. — Norm Joseph



Note: The following was sent to us by Albert Rieger, of Austrian Airlines. He is the current EUFALDA President, and a past President of IFALDA.



EUROPEAN COMMISSION
DIRECTORATE-GENERAL FOR ENERGY AND TRANSPORT
DIRECTORATE F - Air Transport

Brussels, 0 2 -02- 2004 TREN F4/AHA/ mlc D(2004) 1399

Mr Albert RIEGER President EUFALDA c/o Walter Graeser 30 Chemin des Vignettes CH-1299 Crans-près-Céligny Switzerland

Dear Mr Rieger.

Commissioner de Palacio has asked me to answer to your letter dated 15 December 2003 regarding European Standards for Airline Flight Operations.

I would like to reasure you that the European Commission shares your concerns about a high level of safety in flight operations. It also believes that JAR OPS constitute a transcription of ICAO standards further enhanced, when necessary, by European experience and best practices.

As a consequence, a proposal from the Commission to implement JAR OPS as a mandatory code for European Union airlines is in the process of being adopted by the Community legislators. The aim of this proposal is to ensure, through mandatory requirements applicable to the operation of aircrafts and appropriate means of verifying its proper implementation, a higher and uniform level of safety in all European flight operations.

In addition, the Commission fully believes that self regulation instruments such as the IATA Operational Safety Audit (IOSA) tool you refer to in your letter constitute a valuable instrument to complement the regulatory framework.

As regards your request for support to an amendment to Annex 6, Par I to the Chicago Convention, the Commission will be pleased to encourage any proposal that could lead to the improvement of air safety. However, my services would need to have further information on the US Federal Aviation Administration proposal before taking a final position on this point.



Commission européenne, B-1049 Bruzelles / Europese Commissie, B-1049 Brussel - Belgium. Telephone: (32-2) 299 11 11 Office: DMZ4 4/83. Telephone: direct line (32-2) 295.56.43. Fax: (32-2) 295.46.94. Internet: http://europa.eu.int/commisgles/energy_transport/index_e.nhlm.



THE ADF NEWS: "Keeping the Dispatch Professional Informed"

GETTING THERE FROM HERE BY JOE COOK

THIS IS THE FIRST OF A TWO-PART ARTICLE. PART 2 WILL BE PUBLISHED IN THE NEXT ISSUE OF THIS NEWSLETTER

Moore's Law states that the number of calculations a microchip can perform will double every 3 years. Over the last 30 years, Moore's Law has held true. This growth in computational ability has enabled a lot of change in the aviation industry, with more on the way. Within a few years, commercial airliners will no longer be able to fly in large segments of the National Airspace System (NAS) unless they have advanced navigation equipment. Believe it or not, the navigation computers on the airplane are about to become as important as the engines when making the go/no go decision. If you don't have all the electronic gadgetry, or if some of those components aren't working, you won't be able to launch the flight. This article will address these revolutionary changes with regard to navigation in the aviation industry. But before we address the revolutionary changes, let us first consider the current state of the art.

Navigation Today

For the last 50 or so years, commercial airplanes have navigated using the VOR (Very High Frequency Omni Range) system. While this system was a great step forward when it was introduced, it has some limitations which are operationally significant; the most notable is that the VOR in use might not be along the desired route of flight. This necessitates flying doglegs instead of direct routes, increasing fuel burn and flight time. Thus, the preferred method of navigation within the industry has long been area navigation (RNAV). One way to think of conventional RNAV systems is that they electronically "line up" the VOR's, so that the VOR's may still be used as a navigation reference, but there is no need to over-fly them. RNAV allows an airplane to fly on the most desired route, whether it be an Air Traffic Control (ATC) preferred route, great circle route, or a User Preferred Trajectory (UPT).

The introduction of the Flight Management System (FMS) in the late 70's and early 80's was a great RNAV enabler. The key capabilities of the FMS were the ability to store many navigation fixes in a large database, integrate external navigation information (primarily from VOR's and DME's), perform complex calculations quickly, and provide steering commands. These steering commands were provided either to the pilot through the flight director or directly to the autopilot, depending upon what mode was enabled. Note even at this early stage of automation the descriptive terms used, particularly the term flight director. Some in the pilot community have been offended that this term refers to a computer and not a person. An inescapable conclusion of the digital revolution is that

human responsibilities will change. The man-machine interface has already been blamed for at least one accident (Cali, Columbia/American Airlines/757)

A key difficulty of the VOR/DME based FMS RNAV system (enough acronyms for you?) arises when the airplane flies beyond the range of a VOR/DME. You should remember from the training you undertook to obtain your FAA Aircraft Dispatcher Certificate that the service volume of the longest-ranged class of VOR, (VOR-High or VOR-H) is only 260 nautical miles. Thus, if you are in an aircraft cruising at approximately 500 miles per hour, you will fly out of range in about 20 minutes. Flights conducted beyond the service volume of ground-based navaids utilize a type of navigation referred to as Class II navigation. Conversely, flight conducted entirely within the service volume of ground-based navaids is referred to as Class I. How does the airplane navigate in Class II airspace?

Aircraft with only VOR/DME navigation are prohibited from Class II airspace. When an adequately equipped transport category airplane enters Class II navigation airspace, the navigation system reverts to a mode called inertial. Inertial navigation refers to Newton's laws of motion. If you know the direction and magnitude of an applied acceleration, and know how long the acceleration was applied, you can figure out the resultant motion and hence determine your position. Thus, the key feature of Inertial Navigation is the ability to navigate independent of any external navigation aid. Once the Inertial Navigation Unit knows it's starting position (latitude and longitude), it can continually update the present position and present the information to the operator.

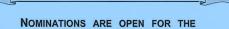
Historically, in the aviation industry INS has also included some navigation computing capability, while airplanes equipped with an Inertial Reference System (IRS) have a stand alone reference capability and need to be linked to a Flight Management System (FMS) to perform useful navigation functions. Thus we refer to an airplane as "INS Equipped" or "IRS/FMS Equipped." Regardless of whether or not the navigation computation is integral to the reference component, all inertial systems share basic similarities.

The key part of an INS or IRS/FMS is the inertial platform or stable reference. In the early days of inertial navigation, the inertial platform contained electromechanical gyroscopes and accelerometers. Historically, a very high percentage of INS problems were due to the failure of the

(Continued on page 7)



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FOLLOWING ADF BOARD POSITIONS:

Executive Vice President (currently Jim

2nd Vice President, Membership (currently Brad Ward)

3rd Vice President, Government/ Legislative and Media Affairs (currently Jerry Elder)

Please contact any board member if you desire to nominate someone for a position, or if you have any questions.



Getting There from Here

(Continued from page 6)

bearings in the gyroscopes. In the 80's, these electromechanical instruments were replaced by Ring Laser Gyros (RLG). The RLG contains no moving parts, thereby eliminating friction as a source of error and reliability problems. Regardless of the internal workings, the basic function of both the INS and IRU is to determine:

> Present Position Speed Heading

Once these parameters are known, present position can be continually calculated. The FMS will then be able to calculate steering commands to fly to the next waypoint. It should be noted that this system has limitations. The gyroscopes and accelerometers are only accurate to several degrees of magnitude, and therefore, rounding errors accumulate over time with the effect that the actual present position differs from the present position calculated by the computers. This accumulated error is referred to as drift and is monitored by the flight crew. If the flight is in Class I airspace, drift is not a big problem because an IRS/FMS airplane will "grab" a VOR/DME periodically and update the present position. Class II is another story. One can obtain only a rough estimate of how inaccurate the navigation solution is by knowing the rate of drift, estimated by the system itself and presented to the crew. If the drift is 2 miles per hour, it follows that 6 hours later you can only fix your position reliably within a 12 mile circle (6x2=12). A much better solution would be to eliminate all Class II airspace, in other words, always provide a navigational reference.

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The Global Positioning System (GPS)

Most everyone has heard about GPS. It is a Department of Defense (DOD) Satellite-based navigation system. The foundation of the GPS system is a constellation of 24 satellites in an approximately 11,000 mile orbit. These satellites:

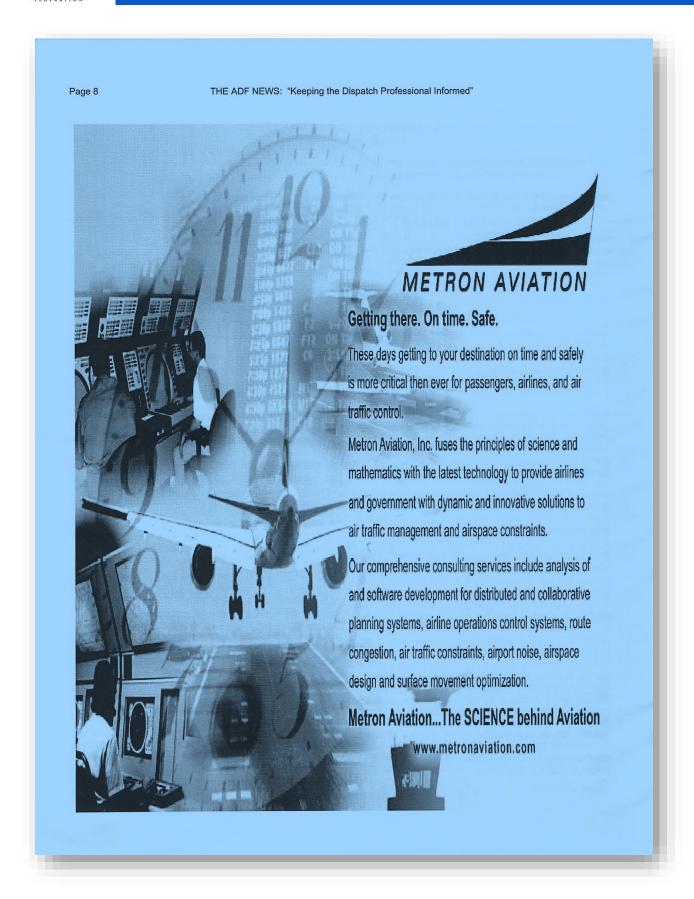
- know where they are relative to points on the earth with a very high degree of accuracy, and
- · transmit a very accurate time signal

A GPS receiver, which is relatively portable, is able to interpolate this time and position data and calculate its own present position. GPS is usable by anyone with a receiver.

One primary benefit of GPS to the aviation industry is that it provides, with a very few exceptions, worldwide coverage. In other words, the advent of GPS eliminates flight beyond the service volume of external navaids, i.e., no more Class II airspace. Keep in mind that the traditional definition of Class II navigation has been flight beyond the service volumes of ground-based navaids. In the case of GPS, technology has provided an aid to navigation that is not ground- based, but is just as accurate, often more so, than if it were a ground-based system. The regulatory agencies have only recently begun to adjust the nomenclature to facilitate this technological progression. This has led to the inception of navigation standards, now being called Required Navigation Performance (RNP). RNP has come to be expressed in miles. For example, RNP-2 would refer to the ability to fix your position within 2 miles 95% of the time

Next Issue: Performance-based Navigation







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Cargo Restraints by Peter Copeland

When an aircraft crashes, the National Transportation Safety Board investigates and searches for causal factors. The results of their investigation at times may result in an impact to the dispatcher's work. The crash of the Fine Air DC-8 in 1997 highlighted the need for more stringent requirements for cargo fasteners. An FAA policy letter was issued to provide standardized policy and guidance and to provide weight and loading limitations as a result of inoperative cargo restraints

On August 7, 1997 Fine Air flight 101 crashed in Miami. The DC-8 slid across 72nd Avenue and ended up in strip mall parking lot. There were several fatalities in that accident. The cause of the crash was improperly secured cargo that slid aft as the aircraft was departing runway 27R at MIA.

Following the accident the FAA pursued a vigorous position of accounting for inoperative cargo locks and restraints in aircraft. Air carriers were required to implement a cargo lock/webbing MEL program. Both Airbus and Boeing supplied information that would support the development of an MEL program for their respective fleets. Some carriers have MEL penalties and load position reduction programs integrated into their weight and balance system, and others have a standalone program where the load agent can take into account the inoperative lock(s) and plan the load accordingly to achieve the least restrictive load plan.

Depending on the load configuration and the inoperative lock position the load planner can arrange the pallets and/or the containers to minimize the impact of the inoperative lock or locks. As an example, if several floor locks, located in the center of the bin floor are inoperative, a pallet can be placed in that load position. The pallet spans the entire width of the bin and is not held in place by any of the center floor locks, which are generally used for containers. In another example, if several side locks in the first loading position on the left side of the bin were inoperative, a single container, which takes up only half of the bin width, would be loaded on the right side of the first position without penalty. The left position would be empty.

If there are several locks in the inoperative position in various positions throughout the bin, the individual loading position weight can be reduced to accommodate the number of locks available to secure the container or pallet to the floor. Another step to secure the load from shifting during flight is to insure that all floor locks are in the up position after loading.

It is a challenging problem for maintenance to correctly identify the inoperative lock(s). The locks are not numbered with respect to their position on the bin floor. Boeing uses several different types where Airbus uses only one type of floor lock in several different groupings and configurations throughout the bins. A lock numbering system and picture identification position provides a redundant process to insure the correct lock and position are identified. It remains up to the dispatcher to either determine the payload constraints and limitations, or to provide information and guidance to the load planner to conform to MEL requirements for loading with inoperative restraints.



Long Distance Operational Control





THE ADF NEWS: "Keeping the Dispatch Professional Informed"

(Continued from page 1)

Playbook Briefing - Steve McMahon gave a briefing on the new Playbook routes that will be introduced, deleted and modified as of February 19, 2004.

Effective 2/19/04, two new Snowbird Playbook Plays have been added, Snowbird 5 and Snowbird 7, affording additional routing opportunities during the winter months. CAN 3 West, CAN 5 East, and CAN 5 West have been deleted, as have the "D.C. Metro Procedures". Approximately 20 other Playbook routes were modified, as well, to make for better coordination and ease of implementation. Steve identified Playbook "A700" in the Regional Routes section of the Playbook as the "Deep Water" Routes, whereas Playbook "A761" is referred to as the "Offshore Radar" Route.







Snowbird 5

Snowbird 7

A761

TCA (Tactical Customer Advocate) – The Tactical Customer Advocate is a specialist, and the user's primary point of contact within the ATCSCC who can usually get quick answers and solutions to fairly complex situations. The TCA can "cut across" departmental boundaries in order to quickly resolve most operational problems.

Joe Hoff facilitated a discussion pertaining to the issues of the TCA and the users. Here are some of the highlights:

There were lengthy discussions on what the users expected the TCAs to approve. Should the TCA's approve everything? If so, how does that impact the rest of the NAS. Aren't the users hurting themselves by cramming, say, 5 more flights into an arrival bank where the demand is already beyond capacity during a Ground Delay Program?

The users tried to convey to the TCAs that they are calling for flights that have a dramatic economic or safety-related impact on the airline. For example, flights where crews could go illegal, or flights with a large number of international connections, or extensive fuel critical reroutes while already enroute, would be good candidates for a call to action for the TCAs to undertake.

Different styles of the TCAs. The users asked for standardization but realized that TCAs have no standard operating procedure. One TCA may consider him/herself a Tactical Customer Advocate looking to accommodate the user if at all possible, while another may consider him/herself a Tactical Customer Facilitator looking to balance the needs of the air-line with the needs of the NAS.

Uncertainties still exist regarding the impact of the recent ATA cutbacks. (2 ATA positions were recently eliminated which will result in more calls to the TCA). The common goal of the users and TCA is to resolve conflicts and discrepancies with minimum impact to the Users and the NAS.

One thing that was evident was that neither TCAs nor Users fully grasp the responsibilities, capabilities and limitations of one another. There is always room for improvement.









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ADF Membership Application & Invoice

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a U. S. Carrier. IFALDA membership is not included.							
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Golf Shirt \$ Size	Polo Shirt \$	Size	Denim Shirt \$	Size			
Shipping \$	(Charges are pe	r item ordered.)	Total \$				
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And mail check to:		2020 Pennsylvania Ave NW #821					
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THE ADF NEWS: "Keeping the Dispatch Professional Informed"

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Spring 2004

Business Meeting

May 1-3, 2004

San Diego, CA

Summer 2004

Business Meeting

July 24-26, 2004

Pittsburg, PA

Sponsored by USAirways and Metron Aviation, Inc.

2004 Symposium

Fall Business Meeting

October 3-5, 2004

Las Vegas, NV

See www.dispatcher.org

for more info.

Industry Events of Interest

IFALDA's Annual General Meeting/World Dispatch Conference will be held in Seattle May 3-5, 2004. See www.ifalda.org for more information.

REGULATORY REVIEW

The FAA has posted a notice calling for public input on regulations that should be amended, simplified or removed. Comments must be received by May 25, 2004. The Docket Number is FAA-2004-17168 and instructions for commenting either in writing or electronically can be found at http:// dms.dot.gov.

To avoid duplication of effort, the FAA asks the public to direct any comments concerning 14 CFR parts 125 and 135 to the current rulemaking group addressing those issues. This can be done through the FAA Office of Rulemaking Website.

The goal is to identify regulations that impose undue regulatory burden; are no longer necessary; or overlay, duplicate, or conflict with other Federal regulations. In order to focus on areas of greatest interest, and to effectively manage agency resources, the FAA asks that commenters responding to this notice limit their input to three issues they consider most unent, and to list them in priority order.

The FAA will review the issues addressed by the commenters against its regulatory agenda and rulemaking program efforts and adjust its regulatory priorities consistent with its statutory responsibilities. At the end of this process, the FAA will publish a summary and general disposition of comments and indicate, where appropriate, how we will adjust our regulatory priorities.

For complete information see the Federal Register Notice published on February 25, 2004.

The 2004 Weather Accident Prevention Project Review will be held in Las Vegas June 2-4, 2004. See http://wxap.grc.nasa.gov/review/ for more information.

The International Conference on Volcanic Ash and Aviation Safety will be held June 21-24, 2004 at the Hilton Alexandria Mark Center Hotel, Alexandria, Virginia. Details found at www.ofcm.gov

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THE ADF NEWS

"Keeping the Dispatch Professional Informed"

Volume 15 Issue 2

Web Site: www.dispatcher.org

Summer 2004

EMERGENCY RESPONSE PLANNING

by Dean Molter

Training. Preparation. Decisions. Those three words sum up the "Dispatchers Creed" that I pledged to honor. It simplifies the multi-tasking required to perform effectively as a dispatcher.

Proper training and thorough preparation lead to sound decisions:

Take a moment to reflect on your fellow dispatchers. Who are the ones you respect the most? Who are the ones who are "on top of their game" even under increased pressure? Who are the ones who "never seem to sweat"? They are the *prepared* dispatcher. First they are properly trained. Dedicated to their profession and to the safety of the crew and passengers they serve; they show up early to work to review weather, ATC initiatives, PIREPS, field conditions, and numerous other factors that change daily. They have prepared for their turnover. They ask the important, well founded questions from the dispatcher they are about to relieve, and only then do they accept the flights that are enroute; and those released but not airborne.

Emergency response in the aviation industry is no different. The minutes, hours, and days after an aircraft accident are filled with a mind-boggling number of decisions, pressing media, grieving family members, and stressed employees. The lasting effect on employees, and the public image of the air carrier, hinges on the degree of preparedness of the emergency response program. Gone are the days when an airline could simply release a press statement from headquarters expressing condolences. Legislation passed in 1996 titled "The Aviation Disaster Family Assistance Act" contains specific requirements for the NTSB and the airline involved to provide rervices after an aircraft accident. Though the legislation is extensive, airlines go much further in developing effective, compassionate, emergency response plans. Corporate Safety is directly responsible for the plan but many departments are vital to the execution of the plan. They include Station Personnel, Consumer Affairs, Customer Service, Operations Control, Inflight, Maintenance, Security, Reservations, Corporate Communications, Finance, Legal, International, Accommodations, Employee Assistance, and Family Support to name a "few"! To validate the effectiveness of the plan, airlines routinely test it, by running unannounced full-scale exercises.

Airlines have a very special group of volunteers who are trained in what has to be the most difficult, gut wrenching, responsibility

(Continued on page 9)

VOLCANIC ASH & AVIATION SAFETY

Reprinted with the permission of The Office of the Federal Coordinator for Meteorology (OFCM)

The 2nd International Conference on Volcanic Ash and Aviation Safety

June 21-24, 2004

Avoiding Airborne Volcanic Ash—Anywhere in the World

Goals of the Second International Conference on Volcanic Ash and Aviation Safety:

Consolidate and communicate the substantial progress made in the technical, operational, and scientific aspects of ash hazard mitigation since the first international meeting in 1991.

Identify requirements and opportunities for further improvements in each component of the coordinated, international mitigation system.

Leverage the ongoing investment of effort and resources by the international programs, technology R&D partners, and the aviation industry to ensure the greatest return in reducing risks to safety and socioeconomic consequences.

The Risk to Aviation from Airborne Volcanic Ash

Airborne volcanic ash is a serious aviation safety hazard. In the past 20 years, more than 80 commercial aircraft have unexpect-

edly encountered volcanic ash clouds in flight. Commercial jetliners that have encountered volcanic ash plumes have had

More than 80 commercial aircraft have had ash-encounter incidents. Damage to a single aircraft has been as high as \$80 million.

all engines fail, with several near-crashes. Abrasion to forward-facing surfaces, including cockpit windows, the leading edges of wings and control surfaces, engine cowlings, etc., threaten safety and require expensive repairs. Cockpit windows have been pitted badly enough to endanger landing. Damages to a single aircraft have reached \$80 million. In addition to these major repair costs from encountering a heavier plume of ash, aircraft flying through thinner plumes require increased maintenance of engines and external surfaces. Military aircraft have also had unexpected and near-disastrous encounters with volcanic ash clouds.

(Continued on page 3)



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Airline Dispatchers Federation Newsletter

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Please send article contributions or comments to any of the above addresses.

FAA Certificate Solutions Update Your Information!

If you need to update any of your personal information on your FAA certificates or aircraft registration, you can do it online at the following link:

http://162.58.35.241/acdatabase/acmain.htm

New Certificate Style

The FAA is issuing new and replacement certificates on a laminate material, with up to date graphics. For information on this new certificate style, see the following link:

http://www.mmac.faa.gov/ intercom/030714.htm#article1

Rapid Replacement of Lost Certificates

Have you inadvertently laundered your certificate? Now you need to go to work or ride the jumpseat and you are unable to prove you are an FAA licensed Dispatcher. What can you do? The FAA is now offering on-line service -- check out the following links:

Old Mail In Service:

http://registry.faa.gov/airmen.asp#ReplacementofCertificates

New On Line Service:

http://registry.faa.gov/amsvcs.asp

SUMMER BUSINESS MEETING DETAILS

The Summer ADF Business meeting in Pittsburgh will be held July 23-25 at the Residence Inn at 1500 Park Lane Drive. (Phone: (412) 787-3300). Room rate is \$64.00, includes shuttle, breakfast, & high speed internet in the room.

Board meeting: Fri, July 23 from 3 to 6p.m. General Meeting: Sat, July 24 from 9a.m to 5p.m. On Sunday, Kevin Kollman will host a BBQ at his house at 1100a.m. All meeting attendees are invited.

For more information, see www.dispatcher.org





Page 3

CONFERENCE ON VOLCANIC ASH

(Continued from page 1)

The safest strategy for aircraft is to avoid flying into an ash plume. Ash avoidance requires knowing it is there before entering it. The frequency and severity of explosive volcanic eruptions, which eject ash into the atmosphere, vary from year to year. On average, about 15 major explosive eruptions—those powerful enough to inject ash into the stratosphere—occur per

In 15 hours, the Mt. St. Helens plume traveled 600 miles down-wind. After 2 weeks, ash had circled the Earth. year. Ash clouds that reach above 25,000 ft. can travel hundreds of miles. Giant plumes from a major eruption, such as Mt. Pinatubo in 1991, can affect aircraft

thousands of miles downwind. When Mt. St. Helens erupted in 1980, the plume reached an altitude of 90,000 ft. in 30 minutes and was 50 miles wide.

An International Problem that Requires an International Solution

Volcanic ash is a worldwide aviation problem that demands an international solution. The volcanic "ring of fire" circling the Pacific basin ranges from South and Central America through the Pacific Northwest and Alaska, and around to Kamchatka, Japan, Indonesia, the Philippines, and Micronesia. This region is often cited as having the greatest volcanic ash risk because of the number of active volcanoes and their proximity to major aviation routes. Other regions of volcanic activity are in the Caribbean and Mediterranean basins and south Asia. Ash plumes carried downwind from a major eruption in any of these regions can endanger the aircraft of any nation flying in a plume's path.

In September 1995, the International Civil Aviation Organization (ICAO) established the current worldwide system of Volcanic Ash Advisory Centers (VAACs) to track volcanic activity in their designated regions using satellite imagery. The ICAO also decided that there must be an interface between volcano observatories, meteorological agencies, and air traffic control centers. In the United States, "Volcanic Ash and Other Airborne Hazardous Materials" was designated in 1999 as one of the eight Service Areas for research and development (R&D) under the National Aviation Weather Program. Other nations also support R&D on ash plume detection, tracking, and forecasting.

Improving the International System for Volcanic Ash Risk Mitigation

The 1991 symposium on volcanic ash and aviation safety brought international stakeholders, as well as U.S. federal agencies and many R&D partners, together for the first time. Since then, the VAAC system has been established. Detection and monitoring of airborne ash using weather satellites in geosynchronous orbit now complements observations of eruptions from volcano observatories and reports of ash plumes from pilots. Atmospheric circulation models provide improved forecasts of plume movements. New technology for inflight detection of volcanic ash and gas is being tested. Most important, the aviation community—commercial carriers, pilots, air traffic controllers,

flight service specialists, etc.—has gained operational experience with this still-evolving international system for mitigating the volcanic ash risk. The time is ripe to bring all these stakeholders together again, both to assess how the current system is operating and to focus attention on the critical areas for improvement.

The Second International Conference on Volcanic Ash and Aviation Safety is designed to meet these objectives. Its plenary and breakout sessions have been defined to cover the major components of volcanic ash hazard mitigation, progress in tools and operations, the needs of the aviation community, and future directions for coordinated efforts. Agenda topics for the four-day conference include:

Physical damage to aircraft from encounters with volcanic ash clouds and the socioeconomic consequences of the volcanic ash hazard.

The volcanic source: operations and improvements in eruption monitoring and reporting.

Ash cloud observations and forecasting: improving ash cloud detection and modeling capabilities.

Operations and capabilities at the regional Volcanic Ash Advisory Centers (VAACs): improving VAAC communications and operational capabilities to meet world aviation safety needs.

Aviation industry perspectives: transferring technology from research into operations to meet aviation needs.

Education and outreach to pilots, air traffic controllers, dispatchers, the aviation industry, and the meteorological and communications support services to aviation.

The conference will be held at the Hilton Alexandria Mark Center Hotel, Alexandria, Virginia, June 21-24, 2004. Logistics for conference attendance are posted on the OFCM website (www.ofcm.gov).

We are seeking attendance from airlines (meteorology departments, dispatch, pilots), aviation manufacturers and service providers, trade and professional associations, airport authorities, governmental and nongovernmental organizations, volcano observatories and researchers, VAACs, academia, and the scientific press. Participants will be able to present a short talk or poster. The conference will also host an exhibition of products and services related to volcanic ash and aviation safety. Details of the Volcanic Ash Conference as well as the Call for Abstracts for talks or posters and the Call for Exhibits are posted on the OFCM website (www.ofcm.gov).

The Second International Conference on Volcanic Ash and Aviation Safety is sponsored by the Office of the Federal Coordinator for Meteorological Services and Supporting Research (OFCM), United States Geological Survey, Federal Aviation Administration, National Oceanic and Atmospheric Administration, National Aeronautics and Space Administration, Smithsonian Institution, Air Line Pilots Association, Meteorological Service of Canada/Environment Canada, International Association of Volcanology and Chemistry of the Earth's Interior, and the Tenix Corporation.







Leaders in Global Aviation



THE ADF NEWS: "Keeping the Dispatch Professional Informed"

ATPAC UPDATE by Frank Hashek

The ADF holds a membership seat on the FAA's Air Traffic Procedures Advisory Committee (ATPAC). ATPAC is one of the FAA's oldest Advisory Committees.

ATPAC considers questions and problems that relate directly to Air Traffic procedures and is charged to report directly to the Administrator. The committee meets on a quarterly basis.

Issues currently under consideration include the following:

Local NOTAM Distribution, AOC 90-14

This item has been on the ATPAC agenda since January of 1998. The issue is that L-NOTAMs availability outside of the local area is very limited. The FAA advised that the long-term solution is the implementation of the FSS OASIS system. The OASIS system is scheduled for full deployment by 2005-2006.

The FAA is now implementing the NOTAM Short Term Solution (NTSS). This involves installation of "off the shelf" computer systems at all FSSs and is scheduled to be completed within 18 months. There are funding issues affecting the deployment of this system. In addition there is a study underway that could lead to the privatization of the FSS. These factors have slowed progress on this issue. Scott Chapman of the FAA briefed the committee on the progress of this project, outlining the technological steps toward resolution of the Local NOTAM problem. After discussion, ATPAC concluded that the FAA is on track to solving the problem. ATPAC closed this AOC as action complete.

PIREP Distribution, AOC 97-1

This question has been under consideration since January 2000. The concern is for the receipt, timely entry into the system and timely distribution of PIREPs. The FAA has examined this problem from a number of different angles, including from the personnel, pilot and automation perspectives. The FAA has issued bulletins to encourage controllers to solicit and enter PIREPs into the system. The FAA continues to look at automation to assist in the storing and distribution of this information. ATPAC reviewed the situation during the January 2004 meeting. ATPAC noted that this question arose, in part, due to the fact that there was no PIREP information available when Hurricane Floyd was impacting the Northeast. Few aircraft were flying in that environment, therefore reducing the likelihood of PIREPs being filed. ATPAC concluded that the FAA is making an appropriate effort in this area and that there will always be some difficulty in obtaining the information, due to the human element. The FAA will continue to look for ways to improve the system. ATPAC closed this AOC as action complete at the January 2004 meeting.

Assignment of Transponder code 7700 for WX Avoidance, AOC 109-1

Some flight crews have reported that ATC has assigned transponder code 7700 for WX avoidance when the crews have declined clearance instructions that may take their flight into severe WX. A proposed Air Traffic Bulletin concerning this issue was reviewed by ATPAC at the October 2003 meeting. ATPAC gave input to the FAA on this subject and the proposed Air Traffic Bulletin. The FAA is doing additional research before revising the proposed Air Traffic Bulletin. An update on this subject is expected at the July 2004 meeting.

Direct Clearances, AOC 112-1

This AOC concerns direct clearances when an airport and VOR have the same name. This has become an issue with the use of FMCs and can result in a flight going to a point and on a route that the controller had not intended. The FAA is investigating this issue and additional information is expected at the July 2004 meeting.

This is only a brief overview of the issues currently facing ATPAC. ATPAC has a web site and detailed information can be found there. The URL is: http://www1.faa.gov/ats/atp/atp/110/

ADF members are encouraged to bring their concerns relating to Air Traffic Procedures to the attention of the ADF delegates to ATPAC. Please forward any comments, concerns and suggestions to:

Frank Hashek <u>fhashek@dispatcher.org</u>

Amar Murthy: Amar@BLRGroup.com

135/125 ARC UDATE

The next meeting date for the 135/125 ARC will be June 22-24th, 2004. Thanks to Norm Joseph and Jeff Rehaluk for their dedicated work! Questions or comments, contact <u>irehaluk@dispatcher.org</u> or njoseph@dispatcher.org.

Dispatch Manager ACARS Manager
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Page 5

Advertisement

MJEPPESEN.

Airlines today face a challenging operating environment where efficiency and cost-containment are key to the success of the enterprise. Operationally, airlines are faced with improving personnel productivity, improving flight schedule management and improving flight planning optimization.

To meet these operational challenges, Jeppesen offers OPSControl.

OPSControl is a dynamic grouping of software applications, designed by flight operations managers for flight operations managers. It offers operational control personnel the ability to work more efficiently and effectively. With its intuitive graphical interface, OPSControl places global operational data no more than a mouseclick away. Minimal user interaction is required to acquire, process and assemble critical information before each flight, freeing dispatchers and flight operations officers to spend more time briefing crews and monitoring flights.

OPSControl comprises several modules, each bringing unique tools to the flight operations environment. FliteManager allows flight operations personnel to balance workload and dispatch multiple flights simultaneously. FliteWatch gives users the big picture at a glance. With a single mouseclick, enterprise-wide flight following and dispatch information is displayed within the context of the operation as a whole. WXTool puts real-time weather information no more than a few keystrokes away. EasyBrief delivers flight-critical documents to crews and operations personnel at remote locations using common Internet or proprietary wide-area network (WAN) communications, and eliminates the high communications costs frequently associated with traditional communications systems.

Third-party interface capability allows seamless integration with crew scheduling, maintenance, reservations, and communications. OPSControl also interfaces with Jeppesen's industry leading JetPlan flight planning engine, Jeppesen Weather Service and OpsData runway analysis.

OPSControl's modular design makes it highly scalable. Modules are available and can be installed individually as stand-alone solutions or together as a fully integrated system. OPSControl is scalable in terms of both technology and the delivery method. This means the system can be tailored for a specific customer's needs. From the largest major airline to a small charter operation, OPSControl offers an integrated solution.

OPSControl is designed to meet today's challenges and grow to meet those of tomorrow. Because cost containment is a critical market advantage, OPSControl maximizes return on investment by running on off-the-shelf, PC-based servers and workstations.

Jeppesen is committed to ongoing OPSControl development, making significant investments in Operations Services staff and facilities. To further augment its Operations Services business, Jeppesen is integrating a fellow Boeing subsidiary, SBS International, into its Commercial Aviation division. This will add a robust crew scheduling application to Jeppesen's portfolio of services.

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JetPlanner

JetPlanner combines an easy-to-use Windows® interface with Jeppesen's leading flight planning engine, JetPlan. JetPlanner's graphical interface makes it simple to view planned routes and modify flight plans using drag-and-drop "rubber band routing" functionality.



THE ADF NEWS: "Keeping the Dispatch Professional Informed"

GETTING THERE FROM HERE, PART 2 PERFORMANCE-BASED NAVIGATION

BY JOE COOK

THIS IS THE SECOND PART OF A TWO-PART ARTICLE.

The central idea of Required Navigation Performance (RNP) is that it doesn't matter how you obtain your navigation solution, either from reference to ground or space based navigation aids. The only regulatory requirement is that the operator be able to comply with minimum accuracy requirements. RNP may vary dependent upon airspace. For example, RNP-5 may be acceptable for an enroute oceanic environment while RNP-1 may be necessary for descent or RNP-0.5 applicable to an approach.

The FAA has been in close contact with various segments of industry as these new technologies have been developed. Accordingly, the FAA released a document entitled, "A Roadmap to Performance Based Navigation," in July of 2003. This document can be accessed at: http://www2.faa.gov/avr/afs/afs400/RNProadmap.pdf

The roadmap envisages the implementation of these technologies over the next 20 years. The FAA has designated the following time periods:

Near Term - 2003-2006 Mid Term - 2007-2012 Far Term - 2012-2020

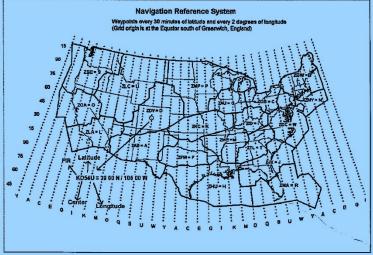
The near term will be characterized by the FAA implementing the first set of public RNAV and RNP procedures for all phases of flight. Also in the near term, the FAA will continue to develop enabling criteria and guidance for more advanced RNAV and RNP operations. Other FAA activities anticipated in the near term include:

- Publish Q routes that provide common waypoint in navigation databases.
- Develop new ATC separation criteria for RNP-2 Routes.
- Utilize FMC offsets routes flown parallel to assigned routes.
- Publish new RNAV transition routes and lower MEA's and MOCA's.
- Publish RNP-2 and RNP-1 Standard departures and arrivals (SIDS and STARS).
- Improve access to airports with parallel runways separated by less than 4300 feet.
- Harmonize new procedures with other countries.
 Provide vertically guided approaches to all runway ends that support IFR Ops.

The ability to provide vertical guidance on instrument approaches to many runway ends on an economical basis is very important. Many accidents occur in the general aviation community each year when pilots attempt non-precision approaches in marginal

weather. The opportunity to fly precision approaches (both lateral and vertical steering commands provided) will be a huge step forward in the safety arena.

In the mid-term, the FAA foresees a fundamental shift from ground-based systems to performance based systems. RNP procedures will propagate through the NAS. As a result, FAA will begin to remove some of the existing ground-based navigation infrastructure (primarily VOR's, of which there are more than a thousand currently) from service starting in 2010, along with some associated routes and procedures. The FAA and industry will conduct operations involving the National Reference System (a by-product of High Altitude Redesign, in itself the possible topic of another long article), facilitating the implementation of random routings. During the mid-term, RNAV will become prevalent. By 2012, FAA intends to mandate RNP-2 performance above FL290. Your airline had better have all its aircraft with VOR/DME-only navigation systems parked or modified by then! Airlines will face tough economic decisions when deciding to update or retire from service VOR/DME-only equipped airplanes.



KD54U is spoken on the frequency: "Kilo Delta Fifty-four-Uniform," "Kilo Delta Five-Four-Uniform," "KD Fifty-Four-Uniform," or, "KD Five-Four-Uniform."

This is a huge change from past experience. Traditionally, airlines were enticed to purchase expensive new airplanes by impressive gains in performance (props to jets, range) or efficiency (pure jets to turbofans, low bypass turbofans to high bypass turbofans).

In the far term, additional investment will be required by stakeholders. RNP will be mandatory in some airspace. Interestingly, (Continued on page 7)



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Getting There from Here, Part 2

(Continued from page 6)

FAA seems to foresee changing roles for ATC when it states that, "in the far term Air Traffic Management (ATM) evolves into a more strategic management of airspace and trajectories." Note the change from Air Traffic Control to Air Traffic Management. Further, "Use of performance based navigation in combination with systems such as ADS-B and TCAS will enable the transition of tactical separation responsibility to the pilot for certain situations and for limited time periods. At the end of the far term, operators will use RNP-based RNAV universally in all domains." These are lofty goals, indeed; it shall be interesting to see if they can be achieved.

Summary

Fortunately, there is a lot of time for all the participants in the industry to digest these changes. The change is beginning now, and airlines face numerous challenges: funding hurdles due to the current state of the industry, and large costs and scheduling issues associated with training personnel and modifying airplanes. It is, however, encouraging looking forward to a day when navigation accuracy is improved to such a point that low visibility approaches are available at many more runway ends throughout the world, separation can be decrease between airplanes because they navigate more accurately, and more direct routings (saving fuel and time) are available for the enroute environment



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Dispatch E-News

"Newsworthy Items for Dispatch, by Dispatch" www.dispatcher.org

IFALDA Meeting in SEA a Success by Gail Murthy

The IFALDA and EUFALDA Annual General Meetings and World Dispatch Conference were held May 3-5 in Seattle. The meetings and conference were a great success.

Many topics of worldwide interest were discussed while the presentations were truly excellent: The FAA SEA Aircraft Certification Office gave a gasp-inducing slide show and talk about the tests that aircraft undergo during the certification process; Two representatives from Malaysian Airlines spoke about their experiences in creating an operational control/dispatch system in Asia (I missed it, but there was A LOT of good chatter about it.); Sean Deaton, FIt Mgr, USAF, Scott AFB, gave us a look at military operational control and dispatch issues and procedures; Dr. Sridhar of NASA/Ames talked about FACET (Future ATM Concepts Evaluation Tool), a product for flight planning with more detailed information on better flight levels and routes; Jim King, Transport Canada, brought everyone up to date on the status of ops control in Canada. These are just a few of the diverse, timely, and very interesting presentations to which attendees were treated.

Topics of discussion in general were just as varied.

JAA Safety Strategy Initiative (JSSI) is percolating. IFALDA would very much like to have some U.S. dispatchers involved in this as "we" are more familiar with the flight data tools. Please contact Allan Rossmore at arossmore@ifalda.org if you are interested in finding out what this entails.

The revised Flight Dispatcher Training Standards in Annex 6 is with ICAO now. The original ICAO Flight Dispatcher Training Manual was published in 1998. Dave Porter compiled and submitted updates to ICAO. He hopes everything will be completed by the end of this summer with the new manual out within a year.

EUFALDA is losing members. New European dispatchers do not see how the organization is helping them. Several ideas were batted around—expand the boundaries of EUFALDA, or a mentoring system to attract members, whereby a European member comes to the States or Canada for a month or so to "intern" or observe operations control on this side of the Atlantic.

Jim King voiced his thoughts that IOSA (IATA Operational Safety Audit) is a GREAT opportunity to push the dispatch concept. We've got to get upper management to take responsibility for safety, which will promote quality operational control.

Article 83 bis was discussed (also at the ADF meeting in SAN). This is a "flag of convenience" amendment that would allow an aircraft owned and operated by a carrier of one country to operate that aircraft "under" the flag, laws and rules of another country while operating (departing/arriving) in that country. This is somewhat similar to freighter ships being owned by a U.S. entity but operating under a Nigerian or Panamanian flag. Many contend that this could be a very dangerous situation.

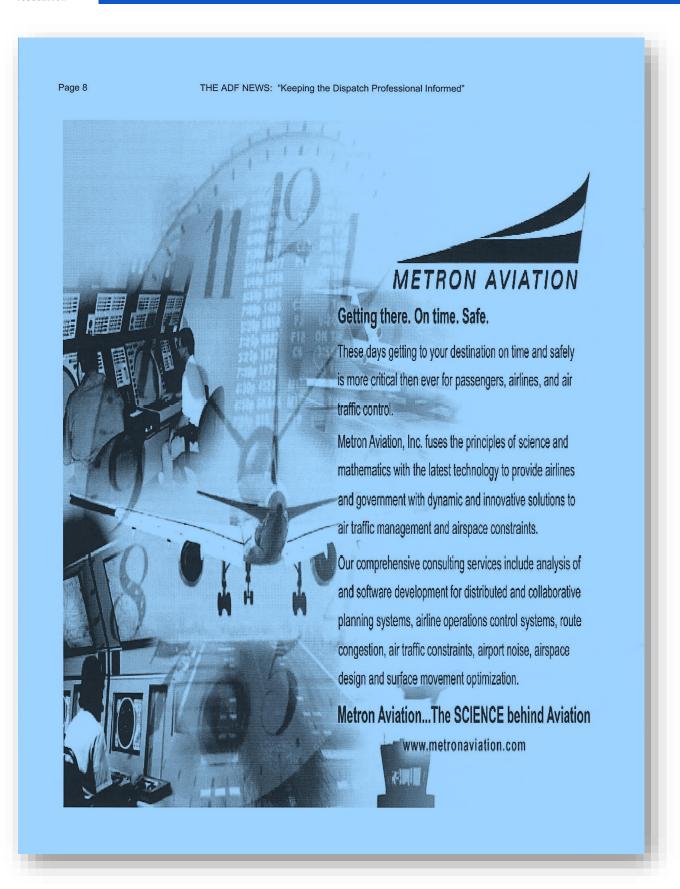
Allan Rossmore, Rick Ketchersid, and Sandy Sandziuk were unanimously re-elected to their positions as President, VP-Finance, and VP-West, respectively.

The next IFALDA and EUFALDA Annual General Meeting will be held next spring, probably in Warsaw, Poland. As of May 1, 2004, Poland is a member of the European Union.

A fun gala dinner was held the last night at the Boeing Museum of Flight. Quite a few people enjoyed the simulators as well as the good food and company. A tour of Boeing was provided for 50 lucky people after the AGM was adjourned.

Much more on the AGM can be found at: www.ifalda.org.







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Planning for Emergency Response

(Continued from page 1)

in the industry. They are the liaisons that respond to the needs of the customer and grieving family members after an incident or accident with death or serious injury. One group provides phone assistance. These liaisons confirm the passenger list and then secure the factual information needed to contact the next of kin. They arrange short-term travel and accommodations requests. They coordinate these needs, then they collect and relay information needed by other departments within the airline. The second group of volunteers meet the family members face to face at the incident / accident site. They develop a rapport with the survivor victim or family member and fulfill their short-term needs and identify their long-term needs. They work until the need for services has been fulfilled. These liaisons are truly dedicated, committed, compassionate and essential employees.

Today's airlines are global either on their own, or by alliances. This global exposure brings on a multitude of challenges. Language and cultural differences aside, distance and remoteness compound the effectiveness of a well-planned, coordinated emergency response. While dispatching, it is your job to continually ask "what if"? The same is true in Emergency Response Planning. Take the example of an accident in the Caribbean. Most of these Islands have only enough landmass to operate a single runway. What if the aircraft is disabled on the only runway? How do you get the Go-Team there? How do you supply the team with the tools they need to provide a timely, effective, well-coordinated response? To prepare, you develop specific contingency plans for each destination. You figure out the time it takes by boat to reach the island from a neighboring island. You sign retainers with boat operators. You contact helicopter operators and sign retainers with them. You develop go-kits of the size and weight that can be accommodated by each helicopter type. You share your plan with your employees, local aviation officials, and the local governments. You test the plan often. You refine the plan when deficiencies are exposed. The refining process creates a better plan.

So, the next time you are flight following, and the weather in the regions you are operating in is P6SM, ... remember there may be someone else in the airline industry, at that exact same moment, asking him/herself ... What if my aircraft goes down in the Arctic Circle?

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Phone: 1.866.892.3676

Email: Paul.Brough@sita.aero



NASA DAG-TM

NASA is conducting research into a concept called Distributed Air/Ground Traffic Management.

The concept increases cockpit and ground automation. The goal is to increase user preferences in all phases of flight. Pilots will use an autonomous flight management system to plan their routes and fit into the traffic flow.

A practice simulation was conducted at NASA Ames and at NASA Langley in May to test the concept. A formal simulation is planned for June.

NASA Ames has primary responsibility for this project, with additional work being done at NASA Langley and NASA Glenn.

For additional information, please visit the links below:

http://oea.larc.nasa.gov/news_rels/2004/04-031.pdf http://techreports.larc.nasa.gov/ltrs/PDF/2003/mtg/ NASA-2003-5ues-beb.pdf

http://www.asc.nasa.gov/aatt/dag.html



THE ADE NEWS: "Keeping the Dispatch Professional Informed"

SAN DIEGO BUSINESS MEETING by John Schwoyer

The Spring Meeting in San Diego main agenda item was to review, discuss, and vote on the new set of By-laws.

ADF President, Giles O'Keeffe, opened the meeting, then offered the floor to Sandy Sandziuk of IFALDA, for an update on IFALDA activities and industry involvement. IFALDA announced that the Asian Authorities are close to approving the final installment of regulatory requirements for Flight Dispatchers. These efforts in the Far East will greatly aid in the efforts in obtaining a European Dispatch License requirement. IFALDA is pleased to announce that the Flight Dispatch License is on the agenda for the next Annex 6 meeting. These global advancements towards licensing all Dispatch offices worldwide improve the collective goal of a single level of safety. Other advancements Sandy briefed the group on were the IOSA standards of qualifications and reporting of their auditors. These restructured regulations are universally binding and Sandy is pleased to see that the FAA is back on board with the group's efforts. The continued cooperation on all levels is imperative to closely monitor, communicate and coordinate on all industry activities. Recently there has been some concern about Article 83 bis (created in 1980 under ICAO). 83 bis is a piece of legislation that authorizes US Carriers to temporarily operate with the authority of country that they are operating within (Editor's Note: google "Article 83 bis" to find the complete, yet brief, text). The ADF Board, upon hearing this, has taken action by contacting members of congress and FAA. Sandy thanked the group for its time and invited the group to attend IFALDA conference the next day in Seattle.

Some administrative business was conducted, then the following items were discussed:

Jim Jansen, ExecVP, updated the group on his activities. The video project in conjunction with the FAA is temporarily postponed till funding becomes available. The Dispatch Resource Management advisory circular is being re-written and closely reviewed by ADF. ADF is trying to obtain a copy of a report published by the FAA discussing Dispatch Authority (in a specific situation) and the repercussions when not followed. Lastly, NASA Ames has compiled the reports on Dispatcher work load, however, they are not sure how to proceed with the data nor how air carriers will respond to the results

Norm Joseph, Director - Aviation Rulemaking, discussed ARAC meetings, issues, and other points of interest. One issue is jump seat authority; currently AMR (American, Eagle, and American's Executive Airways) and UPS have completed the authorized jump seat CASS. Other major airlines (United and Delta) are almost finished and all of these airlines have Flight Dispatchers and an SOC. The 125/135 operators are now being asked to comply and submit their list but they do not have required Flight Dispatchers. The concern is that all the efforts of ADF and its members will be nullified by a group that does not have a need and therefore cause a derogation of progress. Norm has addressed this specific issue in the ARAC meetings and will keep the group posted on the outcome. Another issue is the DoT Part 380 on-demand charter statement that allows anyone that meets the financial and reporting criteria to be a broker of an operation that appears to be a scheduled carrier without being held to the safety standards of a scheduled carrier. This Flight-matrix is a subscription "schedule" service posted on the web. The loophole would allow a "business" that meets the financial criteria to circumnavigate the law and operate without a higher level of safety by means of an SOC. Norm requests feedback from ADF members on this matter. He also advised the group that the Regulatory Board has posted its annual suggestions for revising and or imputing new rules and regulations. Any rule that you or your group feels has a need for amendment can be submitted. ADF stresses the need to clearly express the issues of enhanced safety, as well as all economic impact. Norm, or Dave Smith, who was recently named as an alternate to the ARAC committee, will keep ADF posted on all pertinent matters.

The big topic was the By-laws. The By-laws have been in review and discussion for over a year. In Atlanta, all parties were asked to submit questions or comments, so legal representation would have time to review and respond. Several emails and revisions to the By-laws were discussed, reviewed and voted upon. The majority of the meeting was spent discussing the amendments and revisions with the end result being that the group has approved the new By-laws and certain final formalities must take place to activate these changes. Once officially entered into the docket, the new By-laws will be published on the website for everyone to read.

There are four ADF Board positions available to all qualified members at the October Symposium. The positions available at the end of the year are: Executive VP, Secretary, VP Legislation, VP Membership. If you are interested in any of these positions, please sign up. The next business meeting is scheduled to be held on July 23 –25, 2004 in Pittsburgh.



For more information contact: Kevin Murray-Business Development Manager 3901 Roswell Rd., STE 207 Marietta, GA 30350 USA Phone: (770) 579-1591 Fax: (770) 579-1598 Email: info@preston.net



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ADF Membership Application & Invoice

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Do you possess a US Aircraft Dispatcher's Certificate?								
Do you hold any other certificates or special qualifications?								
ADF dues are on a calendar year basis (January to December) plus a one-time initiation fee of \$5.00 for Regular, Student and Retired Members, or \$10.00 for International Members.								
Regular Membership \$40.00: For those residing in the U.S., or employed by a U.S. Carrier. IFALDA membership is included.								
International Membership \$50.00: For those residing outside the U.S. IFALDA membership is included.								
Student Membership \$25.00: For those residing in the U.S. who have obtained their dispatch license but are not employed by								
a U. S. Carrier. IFALDA membership is not included.								
Retiree Membership \$5.00: For those residing in the U.S. who have retired from the dispatch profession. IFALDA membership is								
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ADF Golf Shirt \$20.00 Polo Shirt \$27.00 Denim Shirt \$30.00								
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ADI	ADF Lapel Pins \$5.00 (\$3.00 shipping) ADF Video \$10.00 (\$3.00 shipping)							
(Prices are subject to change without notice.)								
Membership \$	AD	F Dispatch Vide	o \$	ADF Lapel Pin \$	<u> </u>			
Golf Shirt \$	_ Size P	olo Shirt \$	Size	Denim Shirt \$	Size			
Shipping \$		(Charges are)	<i>per item</i> ordered	i.) Total \$				
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Washington, DC 20006								
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ADF information & the newsletter will be distributed through your ADF Delegate, if you have airline representation.								







THE ADF NEWS: "Keeping the Dispatch Professional Informed"

2004 ADF Leadership

Giles O'Keeffe, President (NW)
Jim Jansen, Exec V.P. (AA)
John Schwoyer, Secretary (Am. Eagle)
Mike Timpe, Treasurer (Horizon)
Joe Cook, V.P. Operations (DL)
Ted Christie, V.P. Admin (US)
Jerry Elder, V.P. Govt/Legislature/Media (DL)
Brad Ward, V.P. Membership (Atlantic Coast)

Allan Rossmore, Legal Counsel (EA, Ret) Directors:

Tracie Benson, Corp/Ind Alliances (AA)
Frank Hashek, Membership (ATA)
Brad Irwin, Information Technologies (CO)
Norm Joseph, Aviation Rulemaking (DL)
Jeff Rehaluk, Regulatory Review (Spirit)
Gail Murthy, Newsletter (BLR Group)

Summer 2004

Business Meeting

July 23-25, 2004

Pittsburg, PA

Sponsored by USAirways and Metron Aviation, Inc.

2004 Annual Safety Symposium

&

Fall Business Meeting

October 3-5, 2004

Las Vegas, NV

See www.dispatcher.org

for more info.

Winter 2005

Business Meeting

February 5-6, 2005

Daytona Beach

Hosted by Embry Riddle

Sponsored by Metron Aviation, Inc.

Industry Events of Interest

The International Conference on Volcanic Ash and Aviation Safety will be held **June 21-24, 2004** at the Hilton Alexandria Mark Center Hotel, Alexandria, Virginia. Details found at www.ofcm.gov

FAA will hold an informal public meeting to get input from aviation weather users: June 16, from 9a.m to 4p.m. at 1575 I St. NW, Washington, D.C.

135/125 ARC meeting, June 22-24, in Washington, D.C. area

The CIWS web site has been updated. Recent improvements:

- Addition of the ZMP_E home to include CIWS 2004 coverage.
- ZDC_N home is now ZDC & has moved to get better coverage.
- New web server
- Overlays are updated
- · Playback capability on web site

See URL: http://ciwswww.wx.II.mit.edu:8080



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- ❖ Both are subject to Civil Suit and/or Criminal Prosecution for operating unsafely and/or endangering the lives or welfare of passengers or crew.



Slide from a 2004 presentation ADF made concerning the responsibilities of a dispatcher.



At left, Dispatch legend Mr. Dave Porter chats with ADF's Director of Corporate & Industry Alliances, Ms. Tracie Benson of American Airlines.

Volunteer Spotlight

TRACIE BENSON



grew up as a military brat and therefore was used to traveling a lot. By the age of 8 I knew I wanted to work for an airline. At that age all I knew about were stewardesses. My mother worked for the post office at the counter. Luckily for me she waited on a man that recruited for Braniff International reservations and got me an application. I studied my entire last year of high school. I took a test once a month thru the mail and paid \$50.00 per month. After high school I entered the BI academy and graduated May 25, 1979. We were told BI wasn't hiring this go round. I tested and was accepted by Frontier. My roommate was going to test for BI even though they weren't hiring. As luck would have it I tagged along and took the test too. I ended up scoring high and long story short BI ended up hiring a class in Dallas right where I wanted to be. I really wanted to work for BI, because my mother and grandmother lived in Fort Worth and BI was based in Dallas. I was 18 when I got hired with Braniff on May 29, 1979. I was 19 from the bottom out of over 600 reservationists. I thought oh boy in about 12 years I will get to be a ticket agent! May 1982 Braniff was the first major U.S. airline to file for bankruptcy. I slept on my sister's couch for the next 6 months. As luck would have it I played on the BI softball team. We traveled all over the U.S. playing against all the other airlines. Southwest Airlines softball players wanted me on their team. I gave my resume to Southwest and was hired in Provisions. I counted peanuts, liquor, and money all day long. Every 6 months management would call us into the office to see what we wanted to be when we grew up. I wanted to be an air traffic controller in a tower. I was advised that would be working for the government and not with an airline anymore. I said I know, but that is where my interest lies. My manager Bill Miller asked me what about Dispatch? Bill set me up with a walk a mile. I was hired in Flight Following working next to the dispatchers. I tried going to school after working midnights. That didn't work well. I couldn't get a leave of absence from Southwest so I quit to go to school. I went to the FAA Academy in Oklahoma City and then to Sheffield School of Aeronautics in April 1986 for my dispatch license located in Miami. David McCafferty was my examiner. Straight out of Dispatch school I got an interview with American Airlines. I got hired June 16, 1986 and retired after 34 years on Sep 30, 2020. I worked as a domestic dispatcher for 34 years, chief dispatcher for 2 years, and designed the AVTEC phone screens, and thereafter kept the system screens updated for 17 years. I had only been a dispatcher for a few years when I attended an IFALDA meeting. The knowledge and professionalism of Dave Porter and Jim Ford impressed me enough to get involved. I attended ADF meetings and met some very knowledgeable people like Mike Nadon, Mike Harkin, Michelle Duquette, Steve Caisse and Bill Leber. I realized I learned a lot more about what was out there at these meetings than I ever did at work.

Another catalyst which jumpstarted my volunteer work for ADF occurred when a major aviation company began making overtures about contract dispatching. They wanted to develop a Swiss Army Knife dispatch office where any airline without dis-

patchers or an operations center could contract dispatch work through their new dispatch division. I felt this could spell the end for the profession. There are only 2 fundamental FAR's that kept a dispatcher required for an airline. So I got involved in that debate. Carla Caisse had already been an ADF volunteer for years and had already established a great rapport with several vendors. While I could never fill her very capable shoes, I did step up to the plate to give Carla a chance to explore other ventures. I became Director of Corporate and Industry Alliances 1999-2003. I feel the most professionally meaningful events were when ADF, EUFALDA, and IFALDA would have joint meetings and Symposiums all together. We had excellent attendance and a great group of Vendors which enabled dispatchers from all over the world to see the newest innovations. Without the vendors these all volunteer groups would not have the money to attend all the meetings that needed to be attended, especially in Washington DC. My job was to cater to the vendors. I wanted to make sure they knew how much they meant to us. The night before the Symposium Rhonda Smith would fly in to help me stuff a couple hundred packets with programs, agendas, tour info for the spouses, and special information on each vendor, and each speaker.



Tracie and ADF President Giles O'Keeffe discuss dispatch at an ADF event. Tracie says that working with Giles was one of her most enjoyable assignments at ADF.

My two biggest fears are that future dispatchers won't choose to get involved in promoting the profession. I hope the young folks don't take for granted, all the hard work that has been done before them to safeguard their profession, and new generations of management are not necessarily "operationally trained".

I am grateful that Jim Little had the foresight to know that an organization other than "a union" needed to exist which promoted the dispatch profession across the industry. He took the time and effort to create ADF to represent the Dispatch profession. Tracie Benson



<u>line Dispatche</u> **Professionalism**



THE ADF NEWS "Keeping the Dispatch Professional Informed"

Volume 15 Issue 4

Web Site: www.dispatcher.org

Winter 2004

Technology Reaches its Limit?

By Joe Cook

A recurring theme of articles I have written for this publication concerns technology. Microcomputer technology continues to revolutionize the way we operate our airlines. The military, the traditional standard bearer/leader in the aerospace industry, continues to spend billions of dollars on research for and development of Unmanned Aerial Vehicles and Information Warfare. Eventually, some of these technologies will find their way into commercial aviation. The aim of this article is to update you on some of these continuing developments.



I first became aware of the wider aviation press while attending college in the 1980's. It was an enlightening time for an airplane junkie....I devoured Aviation Week and all the others. Some readers may recall that, in 1982, the hottest debate in the airline sector concerned the 767. (I'm not counting the PATCO fiasco) The 767 was considered to be a large and complex airplane for its day and, although the DC-9 and 737 had been flying with two-pilot crews for about 15 years, the 767 was considered revolutionary in having a two-pilot crew. Also, the cockpit was full of television screens instead of traditional gauges. And on top of everything else, the airplane had only two engines. To hear some of the ALPA propagandists tell it, airplanes would be crashing every week. Au contraire, the airplanes have proven to be remarkably safe.

The first crash of a 767 occurred on 26 May 1991, almost nine years after the airplane entered service on 8 September 1982. Because airplanes just entering service often encounter "teething problems", this was an unprecedented record for a new airplane. The accident synopsis is that a Lauda Air Boeing B767-329ER suffered an in-flight upset and breakup over Thailand while climbing out at 7000m after takeoff from Bangkok due to a Thrust Reverser deploying. Like most accidents, in retrospect it is hard to fathom that it happened at all. The T/R UNLK indication on the Engine Indicating and Crew Alerting System (EICAS) was blinking for over 17 minutes before the Reverser deployed. The flight crew erroneously assumed the light was an indication problem and never reduced power on the engine or slowed the aircraft down. Had they done both (reduce power/slowed down), the magnitude of the forces on the airplane would have been much less, and the aircraft may not have been destroyed. Would three crew members making the wrong decision have been safer than two? I believe the chart on page 4 shows that two-crew airplanes are safer than three-crew airplanes.

Although there have been other crashes of new generation airplanes since the first crash of a 767, the overall accident rate has fallen markedly. Of course, there are aberrations like the MD-11, but in general each new generation of airplane has been successively safer than the preceding. In short, it can be quantitatively shown that as we add more automation and technology to the airplanes, and as we remove crew members, they get safer and safer. Accident information provided by Boeing shows that the accident rate for the 757 and 767 are approximately one third of the rate for the 727/737Classic/DC-9 (See chart, page 4). Another interesting comparison from the chart is between the Airbus A320 series and the DC-9. They are two-engine, two-pilot aircraft, one is steam-driven gauges and cables to the flight controls while the other is highly automated and has fly-by-wire. The A320 series rate is slightly less than one half the DC-9 rate.



THE ADF NEWS: "Keeping the Dispatch Professional Informed"

2004 ADF Safety Symposium a Success

By John Schwoyer & Giles O'Keeffe

The 2004 Airline Dispatchers Federation Safety Symposium was a great success. This forum provided Dispatchers and Aviation professionals a means to share experiences and gain valuable information on the changes in our profession as well as opportunity to test the latest technological advancements from our vendors. Here is an overview the 2004 Annual Safety Symposium.

The quarterly Business Meeting opened the event on Sunday. The minutes will be posted on the website for membership review. As always, the Business Meeting was open to all members, and several items were discussed.

In brief, ADF has been promoting Single Level of Safety (SLOS) by becoming active in various groups and organizations that regulate and directly affect the Dispatcher. To educate the community, ADF and its supporters are producing a training video that will be used to educate FAA employees, members of Congress, the media, and others interested in the profession. The video explains SLOS philosophy – all air transportation should be as safe as possible, and that requires positive operational control under the authority of an aircraft dispatcher.

ADF is also continually involved in ARAC and other groups and issues such as CASS. Our representatives continue to push the need for dispatcher access to the cockpit.

The Business Meeting also provided for officer elections. ADF gratefully acknowledges the following individuals who will volunteer to serve the dispatch community: Executive VP - Jim Jansen; Secretary - John Schwoyer; VP Government/Legislation - Adam Giraldes; VP Operations - Russell Steele; VP Membership - Jerry Elder.

On Monday, the Symposium's first speaker was Ms. Tina Neal, a volcano expert with the U.S. Geological Survey. In an unusual display of insightful speaker scheduling by Jim Jansen, Mt. St. Helens erupted just minutes prior to the beginning of Ms. Neal's presentation! Ms. Neal shared a vast amount of data with the group, emphasizing the importance of timely eruption information, especially as it applies to aviation. Volcanic ash is a deadly hazard to aircraft. An ash cloud can reach aircraft cruising altitudes within minutes (i.e. in five minutes, rising at a rate of 5,000 feet per minute, ash is at FL250). Ash information must be accurate and easy to read, in a standardized format. One air carrier encounter with volcanic ash resulted in an expenditure estimated in the range of ninety million dollars, enough to run a large dispatch office for several years!

The next speakers were Steve Albersheim of the FAA and Len Salinas of United Airlines. This presentation was specifically aimed at the dispatch response to volcanic ash. A hundred jet aircraft encounters with ash over the last 25 years and reports of ash plumes climbing into the jet stream with the eruption of Mount St. Helens are evidence that Dispatchers should actively monitor all volcanic activity that may affect their flights. Len discussed dispatchers concerns - the AVO color codes, (not the area seismic activity color codes most commonly distributed) and where to find this information (see page 6). He spoke further on hazards of

Airline Dispatchers Federation

Newsletter

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Please send article contributions or comments

to any of the above addresses.

volcanic ash, reminding the group of the unknowable braking action coefficient for volcanic ash, especially on wet runways, and that, under such conditions, breaking action is considered *nil*. Steve discussed the perils of ash accumulation and its removal from an aircraft. Advisory circulars have been published on how to recognize the warning signs of ash accumulation in flight and on the ground. If you smell sulfur in the air, you are already in the ash!

Several departments of the FAA were represented, and next to talk was Gordy Rother, who is an FAA Aviation Safety Inspector — Dispatch with the MSP CMO. Gordy described ADI-D duties and what the dozen or so ASI-D's expect from Part 121 dispatchers. He has been working on a manual that establishes guidelines for Dispatchers and answers some FAQ's. He also mentioned two open ASI-D positions and the desired qualifications: he encouraged all interested and qualified dispatchers to apply for the positions. The FAA desires experienced dispatchers who have the life experience and knowledge base to evaluate and regulate others. The position requirements were actually written by ADF members several years ago. Gordy detailed the changes and advancements in regulations with the rewrite of 121 subpart N and O, as well as the Quality Performance Standards for initial, recurrent, transition, and re-qualification training. The FAA is revaluating the Dispatch Inspector and Check Dispatchers positions to ensure consistency and will also approve the Dispatch Program Designees selected by the Air Carriers. ADF is well represented in the 121 rewrite.

The aviation industry is in constant change. Randy Babbit, CEO of Éclat Consulting, gave us his thoughts on the future of aviation and what is in store for the Dispatcher. Randy's outlook for the industry is cautious, with shallow growth for major carriers and more vertical growth for a limited time in the Regional market. Mr. Babbitt mentioned that Éclat strongly supports SLOS and shares this opinion with aviation industry leaders.

During the Symposium, a panel consisting of members of ATCSCC, ALPA, NATCA, and

(Continued on page 5)



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ATPAC UPDATE by Frank Hashek

Neither Frank Hashek nor Amar Murthy was able to attend the last ATPAC meeting. No update for this newsletter. Those wishing to may access the ATPAC web site for detailed information. The URL is:

http://www1.faa.gov/ats/atp/atp110/minutes

According to the minutes, the next ATPAC meeting is scheduled for January 10-13, in Miami, FL.

ADF members are encouraged to bring their concerns relating to Air Traffic Procedures to the attention of the ADF delegates to ATPAC. Please forward any comments, concerns and suggestions to:

Frank Hashek fhashek@dispatcher.org Amar Murthy: Amar@BLRGroup.com

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ADF Member Receives Air Traffic System Award

Gary Dockan, a US Airways Flight Dispatch Training Instructor was recently awarded the Air Traffic Control System Support Award from the Air Traffic Control System Command Center. This award recognizes his multiple contributions to Traffic Flow Management training.

Gary was a member of the initial 2000 Collaborative Decision Making Joint Training team and has actively participated in joint training since the Spring 2000 initiative. Since the Spring of 2000, Gary has continued to be the major contributor and developer of CDM training materials for industry participants. Gary has worked to provide comprehensive training materials to improve the level of understanding of the traffic management tools.

Examples of Gary's work have been used in several training venues and are available on the CDM website, (www.metronaviation.com/cdm), as well as distributed as computer-based training modules. CDM is comprised of individuals from industry and the FAA who have strived to enhance safety and efficiency in the National Air Space. His work with FAA and airline representatives has led to a greater sense of common understanding for Traffic Flow Management participants. In addition, Gary has developed training modules for the Route Management Tool (RMT) and Common Constraint Situation Display (CCSD).

The Air Traffic System Support Award was presented by Deborah Johannes, Manager, Collaborative Decision Making and accompanied by a letter from Jack Kies, Director of System Operations, Air Traffic Control System Command Center, Herndon, Virginia. In 2000, Gary was the recipient of the Hammer Award for Reinventing Government for his work in enhancing efficiencies in the NAS.



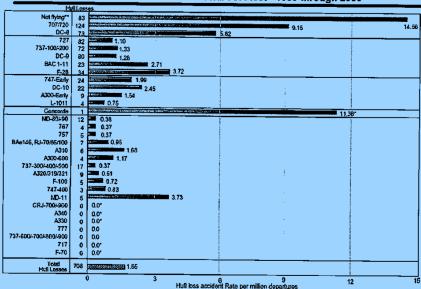
Page 4

(Continued from page 1)

You may have heard of an airplane called the Global Hawk. This unmanned aircraft is an extraordinary machine. The aircraft was designed to perform high altitude reconnaissance for the United States Air Force (USAF), traditionally the domain of the Lockheed U-2. It should be noted that the U-2 is extraordinarily hard to land, and there have been many incidents during landing by tired pilots, exhausted by sitting for 10-12 hours in a bulky pressure suit. The limiting factor with regard to endurance is the crewman. In the case of the Global Hawk, by marrying high tech composite structure to an efficient engine, and with the weight savings gained by eliminating the pilot (and all the associated instruments and life support equipment), unprecedented perform-

Accident Rates by Airplane Type

Hull Loss Accidents - Worldwide Commercial Jet Fleet - 1959 through 2003



ance has been obtained. The aircraft is able to stay airborne for about 42 hours at altitudes of 65,000 feet. To demonstrate the capabilities of the airplane, several years ago one of the first Global Hawks took off from Edwards Air Force Base in California, flew to Australia, took pictures and radar images for 6 hours, and then recovered.....back to Edwards. Such a mission would be impossible for a similarly sized manned aircraft.

Who was responsible for the safety of the flight? We have developed into such a pilot-centric enterprise that the traditional rules are stood on their head when there is no pilot in command. Although I believe that some day commercial airliners will be pilot-less, those days are still a long way off. In the shorter term, we will see the integration of unmanned airplanes into the NAS. In fact, the FAA and Department of Defense are already holding meetings to discuss how this will occur.

Concurrently, we are seeing more and more information made available in the cockpit, information that traditionally has been the domain of the Dispatcher. AWINS (Aviation Weather Information System) is an FAA/Industry attempt to get real time weather information into the cockpit. I find it very interesting that in 20 short years we went from a situation where two pilots would be unable to operate the airplane to one in which they have adequate time to peruse detailed weather information....apparently while the airplane flies itself. Now, I'm not against pilots having relevant safety of flight information. But the fact that the discussion is even occurring brings to light a fact that a lot of pilots would like to hide, which is that they really don't have much to do during the cruise portion of a modern long range flight. This in turn calls into question the 40-year-old rule requiring augmented crews for flight over 8 and 12 hours. We may soon see an attempt to push these limits back to 10 and 14 hours—I believe that such an amendment would be safe. Short flights are another question altogether. I would argue that a two-pilot airplane flying into the northeast when weather is present should not be distracted by a lot of extraneous, detailed, weather information. That is the domain of the Dispatcher.

Jeppesen continues to refine and develop its electronic flight bag technology, essentially doing away with paper charts and displaying the data on computer screens. Boeing and Airbus are now designing aircraft to incorporate these displays. The Gulfstream Corporation is working to install enhanced vision systems on its airplanes. Basically, this system incorporates radar that can see through fog and project an image on a Heads Up Display to allow the pilots a view of the runway ahead. Companies such as Lido (a subsidiary of Lufthansa) and others have developed very sophisticated flight planning software that incorporates much more functionality than traditional systems, taking more and more of the number crunching away from Dispatchers and putting it into the computer. The FAA will soon start requiring aircraft to have Required Navigation Performance (RNP), which will allow airways to be spaced closer together. In January of 2005, the FAA will allow aircraft to be spaced closer together in the vertical dimension when it institutes Reduced Vertical Separation Minima (RVSM) for FL290 and above. RNP and RVSM, combined with better technologies at Air Traffic Control, will allow more airplanes through the same amount of airspace.

What is the bottom line? What does it all mean to us as Dispatchers? Stay tuned.



THE ADF NEWS: "Keeping the Dispatch Professional Informed"

2004 Safety Symposium cont'd

(Continued from page 2)

ADF was convened to discuss airspace use. Topics ranged from specific limitations within control centers to the improvement in handling of precipitation and winds at major hubs. The question also asked was why FAA management is seeking a means to eliminate the extra layer of safety by communicating electronically to the cockpit without the involvement of dispatch (CPDLC). The broad answer was that the controllers want what they view as the safest and quickest means to remove an aircraft from harm's way. This led to the suggestion that the link between pilot and controller be modified to include the dispatcher thus increasing the level of safety and still maintaining the quickest possible response time. The panel discussion could have continued for hours. It was a positive event, with participants able to make and take good suggestions and gain a new perspective on the limitations of the system.

Guest speaker Linda Connell of NASA issued a challenge to ADF members. Linda is in charge of the NASA Aviation Safety Reporting System (ASRS) which has become the standard in the world for the aviation community. This program is so successful in identifying a problem, creating a resolution, and communicating both to the end user with complete anonymity, that other industries, such as the medical community, have used this model to improve their levels of safety. Linda described how ASRS products analyze specific circumstances and how the results would differ if events had unfolded in another way. Attendees received a two-pronged challenge from Linda; first, that the program does not receive enough Dispatch and SOC participation and, second, that currently there is no Dispatcher on the ASRS panel. She would like us to provide some expertise to her team. So Dispatchers, are you up to the challenge? With sufficient volume of ASRS reports from dispatchers, perhaps NASA will finally see its way clear to create a separate reporting category for dispatchers, which is long overdue in the opinion of ADF.

Aviation Historian Donna Corbett spoke about the importance of Dispatch and the Major carriers in times of war, past and present. Recently the trend in aviation is toward smaller regional jets to fill a specific niche market or very fuel-efficient large jets limited in range. Donna reviewed the history of the CRAF program and how it shaped some of the major airlines today, and how these airlines are continuing to support the government by supplementing the Armed Forces transportation system.

The greatest benefit the Symposium offers Dispatchers is access to the wide array of speakers who enjoy discussing difficult issues and sharing perspectives and solutions to problems they have encountered. This access, along with the vendors who so graciously support the Symposium and work to answer questions about their products, ensure successful Safety Symposia.

The ADF web site has several of the Symposium presentations posted as well as links to pertinent resources and sites that offer assistance and expertise. You can also find a schedule of ADF meetings for 2005, including preliminary information on the October Symposium in Washington DC.

Many thanks to all who attended in Las Vegas, and additional thanks to the volunteers who organized and managed this complex meeting!

135/125 ARC UDATE

by Jeff Rehaluk and Norm Joseph

The 125/135 Aviation Rulemaking Committee met at the Dulles Hilton Nov. 16-18th, 2004. Norm Joseph and Jeff Rehaluk attended for ADF, which has representation within each of the Applicability (Norm Joseph) and Operations (Jeff Rehaluk) Workgroups.

Operations Workgroup: Within this group one of the most discussed issues was FAR 135 Departure and Arrival at airports where no Approved weather is being reported. The Operations Workgroup discussed this issue at length.

For Take-Off - At issue is an Ops Specs addition or 8400.0 guidance. Requirements would be a published instrument approach for the departing airport, weather above applicable take-off minimums as determined by pilot observation and filing a take-off alternate.

For Landing - Consideration to changing regulation, guidance and adjusting Ops Specs are being discussed. GPS approaches with an altimeter from the station and a restriction on flight crews being able to conduct this style of approach unless the approach had been flown in the past 30 days. Additionally the Runway, not just the runway environment, would have to be visible in order to continue the approach past MDA.

Both take-off and landing would require enhanced aviation weather training. This issue is still being developed with hopes to present it at the next Steering Committee meeting in February 2005.

The Operations Group discussed other issues that will be presented to the Steering Committee in February 2005. These include: Flight Attendant duties during surface movement, NTSB Recommendation for Part 135 Activity Reporting, FAR 135.227 Icing Conditions, FAR 135.83 Two sets of charts, FAR 135.93(b) and (e) Autopilot; Minimum Altitudes for use.

Applicability Workgroup: Continued to address issues related to large airplane operations in Part 125 and Part 135. The group has agreed to increase the cargo weight limits for Part 135 operations to 18000 pounds. Numerous changes will be made to bring added definition and safety to this increase. Unfortunately we were unable to get agreement on any enhancements to the current dispatch or operational control regulations for these cargo aircraft operations. The applicability group also continues to work issues related to allowing a small or very light jet to operate in both on-demand and scheduled service under Part 135. There is no move to change the 9 seat break point for Part 135 Commuter Operations. For those commuters adding jet service, the group has agreed to propose full Part 121 Domestic and Flag dispatch and operational control requirements.

This was the last general meeting. A Steering Committee meeting to formalize the final recommendation to the FAA is scheduled for February 2005. Remember, please, that recommendations are not final until the Steering Committee makes the final presentation to the FAA and changes will not take place until the FAA implements a final rule.

On the final day the Steering Committee gathered to hear presentations of recommendation documents that were sent to the

(Continued on page 10)



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Return to Cockpit Jumpseats

The Cockpit Access Security System (CASS) was designed to get authorized personnel back in the actual cockpit jumpseat on airlines other than their own. Dispatchers are included in CASS, but it is incumbent upon each operator to input personal data on their individual Dispatchers into the system. Currently, CASS is in use only for flights within the Domestic U.S., and is limited to Air Transport Association (ATA) members, until the test period

As of this writing, the following airlines are "up and running" with CASS:

Alaska American/American Eagle Atlas Continental Horizon Jet Blue Northwest

United **UPS**

Others will follow.

ends in April 2005.

Note that American does not accept other airline Dispatchers for its jumpseats. CASS does not change this. It is hoped that they will soon open up their seats to others; their Dispatchers are accepted as jumpseaters by all other airlines.

To gain access to the actual jumpseat, a Dispatcher needs to be employed by a CASS-participating airline, the airline on which he/she desires transportation must be a participant, and they must have in their possession a valid U.S. Passport. They must also be in the database as previously mentioned.

Some airlines may not be joining CASS for a time. Participation requires a substantial amount of computer programming, and not all operators can justify the expense. If your airline is not yet a participant, you may still jumpseat on other airlines (if your company has an agreement with them) as has been the case in the past, but there MUST be a seat in back available.

20 81 82 83

Phil Brooks fil@attglobal.net

MEMORABLE MOMENT

In summer 2004, ADF member Gary Dockan, a US Airways Flight Dispatch Training Instructor was awarded the Air Traffic Control System Support Award from the Air Traffic Control System Command Center. This award recognizes his multiple contributions to Traffic Flow Management training.



THE ADF NEWS: "Keeping the Dispatch Professional Informed"

135/125 ARC UDATE Cont'd

(Continued from page 5)

Steering Committee from the workgroups. Here's a summary:

<u>Airships:</u> Briefed the Steering Committee on their overall work up to this point. They hope to have all of their issues to the Steering Committee for the February 2005 meeting. Operations, certifications and flight duty and rest recommendations, among others, are to be proposed.

<u>Aeromedical:</u> No specific recommendations for Steering Committee approval, so simply briefed on their progress.

<u>Training:</u> Presented Recurrent Ground Training, Eligible On-Demand Operator, and three Simulator Training issues. Simulator Training issues centered on a simulator training course to be used in lieu of a proficiency check. All were approved by the Steering Committee.

Airworthiness: Maintenance Technician Training Program was discussed. The language of this recommendation was approved by the Steering Committee, however the recommendation may be sent in separate from the FAR 135 NPRM. A Cargo Emergency Exits recommendation was briefed to the Steering Committee. There is a regulatory discrepancy between the Part 135 operating rule and the Parts 23/25 airworthiness standards as to the minimum number of flight crew emergency exits required for all cargo aircraft. Airworthiness has been coordinating with the Operations Workgroup. Work continues on this issue.

<u>Rotorcraft:</u> Steering Committee heard recommendations involving Emergency Equipment and VFR minimums. Both were approved by the Steering Committee.

Equipment and Technology: Steering Committee heard recommendations on four issues. Combination CVR/FDR, Pitot Static and Encoding Altimeter/ Pitot Static System Tests recommendations were passed by the Steering Committee. Datalink Onboard Weather Systems recommendation discussed the pros and cons of permitting the use of datalink weather systems in aircraft in place of traditional weather radar and stormscopes. The issue was deferred to RTCA as they are working this issue. Input is requested by the Steering Committee from interested parties on this item.

<u>Operations:</u> presented several recommendation documents for consideration by the Steering Committee. These included Takeoff alternates for three- and four-engine airplanes. The Operations Workgroup recommended adopting the Part 121 equivalent regulation - this was approved by the Steering Com-

BIR GROUP mittee. Other issues presented by the Operations Workgroup and approved by the Steering Committee included:

- 1. Part 119.43(a) Requirement to maintain an Ops Specs at a Principle Base of Operations.
- 2. Part 135.379(d) Engine out departures. The intent of the changes is to clarify the criteria needed to determine obstacle clearance for an aircraft and to provide readily available TERPS data (i.e. SIDs and Instrument Departure Procedures).
- 3. Part 135.225(f) Takeoff minimums for foreign and military airports. This is now harmonized with Part 121 existing regulation.

The draft NPRM is currently at 370 pages and growing.

Upcoming Meetings

Flight and Rest Subgroup Meeting tentative meeting in Fort Lauderdale in January 2005.

The Steering Committee meeting is tentatively planned for midlate February, 2005.

Contact <u>irehaluk@dispatcher.org</u> or <u>njoseph@dispatcher.org</u> with questions or comments.



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2004 ADF Leadership

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John Schwoyer, Secretary (Am. Eagle)
Mike Timpe, Treasurer (Horizon)
Joe Cook, V.P. Operations (DL)
Ted Christie, V.P. Admin (US)
Jerry Elder, V.P. Govt/Legislature/Media (DL)
Brad Ward, V.P. Membership (Atlantic Coast)
Allan Rossmore, Legal Counsel (EA, Ret)

Directors:

Tracie Benson, Corp/Ind Alliances (AA)
Frank Hashek, Membership (ATA)
Brad Irwin, Information Technologies (CO)
Norm Joseph, Aviation Rulemaking (DL)
Jeff Rehaluk, Regulatory Review (Spirit)
Gail Murthy, Newsletter (BLR Group)

Winter 2005

Business Meeting

February 5-6, 2005

Seattle, WA

Spring 2005

Business Meeting

May 14-15, 2005

Daytona Beach

Hosted by Embry Riddle Sponsored by Metron Aviation, Inc.

Summer 2005

Business Meeting

July 16-17, 2005

Chicago, IL

Sponsored by PAFCA UA

Symposium & Fall Bus Mtg

October 9-11, 2005

Washington, D.C.

Industry Events of Interest

January 11-13: RTCA SC-186/RFG, ADS-B Washington, DC. See www.rtca.org

January 25: ATCA/FAA/DHS/DOD Security Symposium Renaissance Washington, DC Hotel. For info www.atca.org/event_items or gail.hanline@atca.org

February 9-10: ARAC Exec Committee Mtg Rosslyn, VA; www.faa.gov/avr/arm/arac/calendarxml.cfm

March 14-16: 17th Annual European Aviation Safety Seminar 2005 in Warsaw, Poland, www.flightsafety.org

· Long Distance Operational Control



Winter 2005 ADF Business Meeting

The Winter 2005 ADF Business Meeting will be held in Seattle, WA on February 5 and 6, 2005. Meeting room and accommodations are at the Radisson Hotel Seattle Airport. The Business Meeting times are from 1500-1800 on the 5th, and from 0900-1700 on the 6th.

Please confirm your attendance with Catherine Jackson by email at flycatjackson@cs.com or by phone at 410-507-0151.





Airline Dispatchers Airline Dispatchers Control Control Control Professionalism



THE ADF NEWS

"Keeping the Dispatch Professional Informed"

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EMERGENCY RESPONSE PLANNING

by Dean Molter

Training. Preparation. Decisions. Those three words sum up the "Dispatchers Creed" that I pledged to honor. It simplifies the multi-tasking required to perform effectively as a dispatcher.

Proper training and thorough preparation lead to sound decisions:

Take a moment to reflect on your fellow dispatchers. Who are the ones you respect the most? Who are the ones who are "on top of their game" even under increased pressure? Who are the ones who "never seem to sweat"? They are the *prepared* dispatcher. First they are properly trained. Dedicated to their profession and to the safety of the crew and passengers they serve; they show up early to work to review weather, ATC initiatives, PIREPS, field conditions, and numerous other factors that change daily. They have prepared for their turnover. They ask the important, well founded questions from the dispatcher they are about to relieve, and only then do they accept the flights that are enroute; and those released but not airborne.

Emergency response in the aviation industry is no different. The minutes, hours, and days after an aircraft accident are filled with a mind-boggling number of decisions, pressing media, grieving family members, and stressed employees. The lasting effect on employees, and the public image of the air carrier, hinges on the degree of preparedness of the emergency response program. Gone are the days when an airline could simply release a press statement from headquarters expressing condolences. Legislation passed in 1996 titled "The Aviation Disaster Family Assistance Act" contains specific requirements for the NTSB and the airline involved to provide services after an aircraft accident. Though the legislation is extensive, airlines go much further in developing effective, compassionate, emergency response plans. Corporate Safety is directly responsible for the plan but many departments are vital to the execution of the plan. They include Station Personnel, Consumer Affairs, Customer Service, Operations Control, Inflight, Maintenance, Security, Reservations, Corporate Communications, Finance, Legal, International, Accommodations, Employee Assistance, and Family Support to name a "few"! To validate the effectiveness of the plan, airlines routinely test it. by running unannounced full-scale exercises.

Airlines have a very special group of volunteers who are trained in what has to be the most difficult, gut wrenching, responsibility

(Continued on page 9)

VOLCANIC ASH & AVIATION SAFETY

Reprinted with the permission of The Office of the Federal Coordinator for Meteorology (OFCM)

The 2nd International Conference on Volcanic Ash and Aviation Safety

June 21-24, 2004

Avoiding Airborne Volcanic Ash—Anywhere in the World

Goals of the Second International Conference on Volcanic Ash and Aviation Safety:

Consolidate and communicate the substantial progress made in the technical, operational, and scientific aspects of ash hazard mitigation since the first international meeting in 1991.

Identify requirements and opportunities for further improvements in each component of the coordinated, international mitigation system.

Leverage the ongoing investment of effort and resources by the international programs, technology R&D partners, and the aviation industry to ensure the greatest return in reducing risks to safety and socioeconomic consequences.

The Risk to Aviation from Airborne Volcanic Ash

Airborne volcanic ash is a serious aviation safety hazard. In the past 20 years, more than 80 commercial aircraft have unexpect-

edly encountered volcanic ash clouds in flight. Commercial jetliners that have encountered volcanic ash plumes have had

More than 80 commercial aircraft have had ash-encounter incidents. Damage to a single aircraft has been as high as \$80 million.

all engines fail, with several near-crashes. Abrasion to forward-facing surfaces, including cockpit windows, the leading edges of wings and control surfaces, engine cowlings, etc., threaten safety and require expensive repairs. Cockpit windows have been pitted badly enough to endanger landing. Damages to a single aircraft have reached \$80 million. In addition to these major repair costs from encountering a heavier plume of ash, aircraft flying through thinner plumes require increased maintenance of engines and external surfaces. Military aircraft have also had unexpected and near-disastrous encounters with volcanic ash clouds.

(Continued on page 3)



Page 3

CONFERENCE ON VOLCANIC ASH

(Continued from page 1)

The safest strategy for aircraft is to avoid flying into an ash plume. Ash avoidance requires knowing it is there before entering it. The frequency and severity of explosive volcanic eruptions, which eject ash into the atmosphere, vary from year to year. On average, about 15 major explosive eruptions—those powerful enough to inject ash into the stratosphere—occur per

In 15 hours, the Mt. St. Helens plume traveled 600 miles down-wind. After 2 weeks, ash had circled the Earth. year. Ash clouds that reach above 25,000 ft. can travel hundreds of miles. Giant plumes from a major eruption, such as Mt. Pinatubo in 1991, can affect aircraft

thousands of miles downwind. When Mt. St. Helens erupted in 1980, the plume reached an altitude of 90,000 ft. in 30 minutes and was 50 miles wide.

An International Problem that Requires an International Solution

Volcanic ash is a worldwide aviation problem that demands an international solution. The volcanic "ring of fire" circling the Pacific basin ranges from South and Central America through the Pacific Northwest and Alaska, and around to Kamchatka, Japan, Indonesia, the Philippines, and Micronesia. This region is often cited as having the greatest volcanic ash risk because of the number of active volcanoes and their proximity to major aviation routes. Other regions of volcanic activity are in the Caribbean and Mediterranean basins and south Asia. Ash plumes carried downwind from a major eruption in any of these regions can endanger the aircraft of any nation flying in a plume's path.

In September 1995, the International Civil Aviation Organization (ICAO) established the current worldwide system of Volcanic Ash Advisory Centers (VAACs) to track volcanic activity in their designated regions using satellite imagery. The ICAO also decided that there must be an interface between volcano observatories, meteorological agencies, and air traffic control centers. In the United States, "Volcanic Ash and Other Airborne Hazardous Materials" was designated in 1999 as one of the eight Service Areas for research and development (R&D) under the National Aviation Weather Program. Other nations also support R&D on ash plume detection, tracking, and forecasting.

Improving the International System for Volcanic Ash Risk Mitigation

The 1991 symposium on volcanic ash and aviation safety brought international stakeholders, as well as U.S. federal agencies and many R&D partners, together for the first time. Since then, the VAAC system has been established. Detection and monitoring of airborne ash using weather satellites in geosynchronous orbit now complements observations of eruptions from volcano observatories and reports of ash plumes from pilots. Atmospheric circulation models provide improved forecasts of plume movements. New technology for inflight detection of volcanic ash and gas is being tested. Most important, the aviation community—commercial carriers, pilots, air traffic controllers,

flight service specialists, etc.—has gained operational experience with this still-evolving international system for mitigating the volcanic ash risk. The time is ripe to bring all these stakeholders together again, both to assess how the current system is operating and to focus attention on the critical areas for improvement.

The Second International Conference on Volcanic Ash and Aviation Safety is designed to meet these objectives. Its plenary and breakout sessions have been defined to cover the major components of volcanic ash hazard mitigation, progress in tools and operations, the needs of the aviation community, and future directions for coordinated efforts. Agenda topics for the four-day conference include:

- Physical damage to aircraft from encounters with volcanic ash clouds and the socioeconomic consequences of the volcanic ash hazard.
- The volcanic source: operations and improvements in eruption monitoring and reporting.
- Ash cloud observations and forecasting: improving ash cloud detection and modeling capabilities.
- Operations and capabilities at the regional Volcanic Ash Advisory Centers (VAACs): improving VAAC communications and operational capabilities to meet world aviation safety needs.
- Aviation industry perspectives: transferring technology from research into operations to meet aviation needs.
- Education and outreach to pilots, air traffic controllers, dispatchers, the aviation industry, and the meteorological and communications support services to aviation.

The conference will be held at the Hilton Alexandria Mark Center Hotel, Alexandria, Virginia, June 21-24, 2004. Logistics for conference attendance are posted on the OFCM website (www.ofcm.gov).

We are seeking attendance from airlines (meteorology departments, dispatch, pilots), aviation manufacturers and service providers, trade and professional associations, airport authorities, governmental and nongovernmental organizations, volcano observatories and researchers, VAACs, academia, and the scientific press. Participants will be able to present a short talk or poster. The conference will also host an exhibition of products and services related to volcanic ash and aviation safety. Details of the Volcanic Ash Conference as well as the Call for Abstracts for talks or posters and the Call for Exhibits are posted on the OFCM website (www.ofcm.gov).

The Second International Conference on Volcanic Ash and Aviation Safety is sponsored by the Office of the Federal Coordinator for Meteorological Services and Supporting Research (OFCM), United States Geological Survey, Federal Aviation Administration, National Oceanic and Atmospheric Administration, National Aeronautics and Space Administration, Smithsonian Institution, Air Line Pilots Association, Meteorological Service of Canada/ Environment Canada, International Association of Volcanology and Chemistry of the Earth's Interior, and the Tenix Corporation.



THE ADF NEWS: "Keeping the Dispatch Professional Informed"

GETTING THERE FROM HERE, PART 2 PERFORMANCE-BASED NAVIGATION

BY JOE COOK

THIS IS THE SECOND PART OF A TWO-PART ARTICLE.

The central idea of Required Navigation Performance (RNP) is that it doesn't matter how you obtain your navigation solution, either from reference to ground or space based navigation aids. The only regulatory requirement is that the operator be able to comply with minimum accuracy requirements. RNP may vary dependent upon airspace. For example, RNP-5 may be acceptable for an enroute oceanic environment while RNP-1 may be necessary for descent or RNP-0.5 applicable to an approach.

The FAA has been in close contact with various segments of industry as these new technologies have been developed. Accordingly, the FAA released a document entitled, "A Roadmap to Performance Based Navigation," in July of 2003. This document can be accessed at: http://www2.faa.gov/avr/afs/afs400/RNProadmap.pdf

The roadmap envisages the implementation of these technologies over the next 20 years. The FAA has designated the following time periods:

Near Term - 2003-2006 Mid Term - 2007-2012 Far Term - 2012-2020

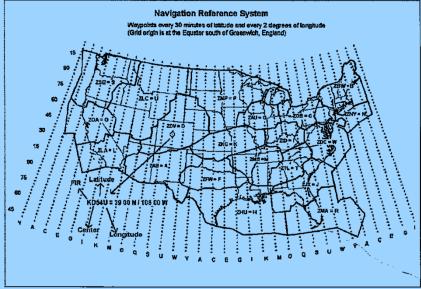
The near term will be characterized by the FAA implementing the first set of public RNAV and RNP procedures for all phases of flight. Also in the near term, the FAA will continue to develop enabling criteria and guidance for more advanced RNAV and RNP operations. Other FAA activities anticipated in the near term include:

- Publish Q routes that provide common waypoint in navigation databases.
- Develop new ATC separation criteria for RNP-2 Routes.
- Utilize FMC offsets routes flown parallel to assigned routes.
- Publish new RNAV transition routes and lower MEA's and MOCA's.
- Publish RNP-2 and RNP-1 Standard departures and arrivals (SIDS and STARS).
- Improve access to airports with parallel runways separated by less than 4300 feet.
- Harmonize new procedures with other countries.
 Provide vertically guided approaches to all runway ends that support IFR Ops.

The ability to provide vertical guidance on instrument approaches to many runway ends on an economical basis is very important. Many accidents occur in the general aviation community each year when pilots attempt non-precision approaches in marginal

weather. The opportunity to fly precision approaches (both lateral and vertical steering commands provided) will be a huge step forward in the safety arena.

In the mid-term, the FAA foresees a fundamental shift from ground-based systems to performance based systems. RNP procedures will propagate through the NAS. As a result, FAA will begin to remove some of the existing ground-based navigation infrastructure (primarily VOR's, of which there are more than a thousand currently) from service starting in 2010, along with some associated routes and procedures. The FAA and industry will conduct operations involving the National Reference System (a by-product of High Altitude Redesign, in itself the possible topic of another long article), facilitating the implementation of random routings. During the mid-term, RNAV will become prevalent. By 2012, FAA intends to mandate RNP-2 performance above FL290. Your airline had better have all its aircraft with VOR/DME-only navigation systems parked or modified by then! Airlines will face tough economic decisions when deciding to update or retire from service VOR/DME-only equipped airplanes.



KD54U is spoken on the frequency: "Kilo Delta Fifty-four-Uniform," "Kilo Delta Five-Four-Uniform," "KD Fifty-Four-Uniform," or, "KD Five-Four-Uniform."

This is a huge change from past experience. Traditionally, airlines were enticed to purchase expensive new airplanes by impressive gains in performance (props to jets, range) or efficiency (pure jets to turbofans, low bypass turbofans to high bypass turbofans).

In the far term, additional investment will be required by stakeholders. RNP will be mandatory in some airspace. Interestingly, (Continued on page 7)



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Getting There from Here, Part 2

(Continued from page 6)

FAA seems to foresee changing roles for ATC when it states that, "in the far term Air Traffic Management (ATM) evolves into a more strategic management of airspace and trajectories." Note the change from Air Traffic Control to Air Traffic Management. Further, "Use of performance based navigation in combination with systems such as ADS-B and TCAS will enable the transition of tactical separation responsibility to the pilot for certain situations and for limited time periods. At the end of the far term, operators will use RNP-based RNAV universally in all domains." These are lofty goals, indeed; it shall be interesting to see if they can be achieved.

Summary

Fortunately, there is a lot of time for all the participants in the industry to digest these changes. The change is beginning now, and airlines face numerous challenges: funding hurdles due to the current state of the industry, and large costs and scheduling issues associated with training personnel and modifying airplanes. It is, however, encouraging looking forward to a day when navigation accuracy is improved to such a point that low visibility approaches are available at many more runway ends throughout the world, separation can be decrease between airplanes because they navigate more accurately, and more direct routings (saving fuel and time) are available for the enroute environment.

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Dispatch E-News

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IFALDA Meeting in SEA a Success by Gail Murthy

The IFALDA and EUFALDA Annual General Meetings and World Dispatch Conference were held May 3-5 in Seattle. The meetings and conference were a great success.

Many topics of worldwide interest were discussed while the presentations were truly excellent: The FAA SEA Aircraft Certification Office gave a gasp-inducing slide show and talk about the tests that aircraft undergo during the certification process; Two representatives from Malaysian Airlines spoke about their experiences in creating an operational control/dispatch system in Asia (I missed it, but there was A LOT of good chatter about it.); Sean Deaton, FIt Mgr, USAF, Scott AFB, gave us a look at military operational control and dispatch issues and procedures; Dr. Sridhar of NASA/Ames talked about FACET (Future ATM Concepts Evaluation Tool), a product for flight planning with more detailed information on better flight levels and routes; Jim King, Transport Canada, brought everyone up to date on the status of ops control in Canada. These are just a few of the diverse, timely, and very interesting presentations to which attendees were treated.

Topics of discussion in general were just as varied.

JAA Safety Strategy Initiative (JSSI) is percolating. IFALDA would very much like to have some U.S. dispatchers involved in this as "we" are more familiar with the flight data tools. Please contact Allan Rossmore at arossmore@ifalda.org if you are interested in finding out what this entails.

The revised Flight Dispatcher Training Standards in Annex 6 is with ICAO now. The original ICAO Flight Dispatcher Training Manual was published in 1998. Dave Porter compiled and submitted updates to ICAO. He hopes everything will be completed by the end of this summer with the new manual out within a year.

EUFALDA is losing members. New European dispatchers do not see how the organization is helping them. Several ideas were batted around—expand the boundaries of EUFALDA, or a mentoring system to attract members, whereby a European member comes to the States or Canada for a month or so to "intern" or observe operations control on this side of the Atlantic.

Jim King voiced his thoughts that IOSA (IATA Operational Safety Audit) is a GREAT opportunity to push the dispatch concept. We've got to get upper management to take responsibility for safety, which will promote quality operational control.

Article 83 bis was discussed (also at the ADF meeting in SAN). This is a "flag of convenience" amendment that would allow an aircraft owned and operated by a carrier of one country to operate that aircraft "under" the flag, laws and rules of another country while operating (departing/arriving) in that country. This is somewhat similar to reighter ships being owned by a U.S. entity but operating under a Nigerian or Panamanian flag. Many contend that this could be a very dangerous situation.

Allan Rossmore, Rick Ketchersid, and Sandy Sandziuk were unanimously re-elected to their positions as President, VP-Finance, and VP-West, respectively.

The next IFALDA and EUFALDA Annual General Meeting will be held next spring, probably in Warsaw, Poland. As of May 1, 2004, Poland is a member of the European Union.

A fun gala dinner was held the last night at the Boeing Museum of Flight. Quite a few people enjoyed the simulators as well as the good food and company. A tour of Boeing was provided for 50 lucky people after the AGM was adjourned.

Much more on the AGM can be found at: www.ifalda.org.



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Planning for Emergency Response

(Continued from page 1)

in the industry. They are the liaisons that respond to the needs of the customer and grieving family members after an incident or accident with death or serious injury. One group provides phone assistance. These liaisons confirm the passenger list and then secure the factual information needed to contact the next of kin. They arrange short-term travel and accommodations requests. They coordinate these needs, then they collect and relay information needed by other departments within the airline. The second group of volunteers meet the family members face to face at the incident / accident site. They develop a rapport with the survivor victim or family member and fulfill their short-term needs and identify their long-term needs. They work until the need for services has been fulfilled. These liaisons are truly dedicated, committed, compassionate and essential employees.

Today's airlines are global either on their own, or by alliances. This global exposure brings on a multitude of challenges. Language and cultural differences aside, distance and remoteness compound the effectiveness of a well-planned, coordinated emergency response. While dispatching, it is your job to continually ask "what if"? The same is true in Emergency Response Planning. Take the example of an accident in the Caribbean. Most of these Islands have only enough landmass to operate a single runway. What if the aircraft is disabled on the only runway? How do you get the Go-Team there? How do you supply the team with the tools they need to provide a timely, effective, well-coordinated response? To prepare, you develop specific contingency plans for each destination. You figure out the time it takes by boat to reach the island from a neighboring island. You sign retainers with boat operators. You contact helicopter operators and sign retainers with them. You develop go-kits of the size and weight that can be accommodated by each helicopter type. You share your plan with your employees, local aviation officials, and the local governments. You test the plan often. You refine the plan when deficiencies are exposed. The refining process creates a better plan.

So, the next time you are flight following, and the weather in the regions you are operating in is P6SM, ... remember there may be someone else in the airline industry, at that exact same moment, asking him/herself ... What if my aircraft goes down in the Arctic Circle?

SITA

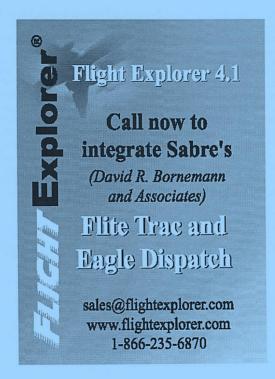
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www.sita.net

Phone: 1 866 892 3676

Phone: 1.866.892.3676
Email: Paul.Brough@sita.aero



NASA DAG-TM

NASA is conducting research into a concept called Distributed Air/Ground Traffic Management.

The concept increases cockpit and ground automation. The goal is to increase user preferences in all phases of flight. Pilots will use an autonomous flight management system to plan their routes and fit into the traffic flow.

A practice simulation was conducted at NASA Ames and at NASA Langley in May to test the concept. A formal simulation is planned for June.

NASA Ames has primary responsibility for this project, with additional work being done at NASA Langley and NASA Glenn.

For additional information, please visit the links below:

http://oea.larc.nasa.gov/news_rels/2004/04-031.pdf

http://techreports.larc.nasa.gov/ltrs/PDF/2003/mtg/NASA-2003-5ues-beb.pdf

http://www.asc.nasa.gov/aatt/dag.html



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THE ADF NEWS: "Keeping the Dispatch Professional Informed"

SAN DIEGO BUSINESS MEETING by John Schwoyer

The Spring Meeting in San Diego main agenda item was to review, discuss, and vote on the new set of By-laws.

ADF President, Giles O'Keeffe, opened the meeting, then offered the floor to Sandy Sandziuk of IFALDA, for an update on IFALDA activities and industry involvement. IFALDA announced that the Asian Authorities are close to approving the final installment of regulatory requirements for Flight Dispatchers. These efforts in the Far East will greatly aid in the efforts in obtaining a European Dispatch License requirement. IFALDA is pleased to announce that the Flight Dispatch License is on the agenda for the next Annex 6 meeting. These global advancements towards licensing all Dispatch offices worldwide improve the collective goal of a single level of safety. Other advancements Sandy briefed the group on were the IOSA standards of qualifications and reporting of their auditors. These restructured regulations are universally binding and Sandy is pleased to see that the FAA is back on board with the group's efforts. The continued cooperation on all levels is imperative to closely monitor, communicate and coordinate on all industry activities. Recently there has been some concern about Article 83 bis (created in 1980 under ICAO). 83 bis is a piece of legislation that authorizes US Carriers to temporarily operate with the authority of country that they are operating within (Editor's Note: google "Article 83 bis" to find the complete, yet brief, text). The ADF Board, upon hearing this, has taken action by contacting members of congress and FAA. Sandy thanked the group for its time and invited the group to attend IFALDA conference the next day in Seattle.

Some administrative business was conducted, then the following items were discussed:

Jim Jansen, ExecVP, updated the group on his activities. The video project in conjunction with the FAA is temporarily postponed till funding becomes available. The Dispatch Resource Management advisory circular is being re-written and closely reviewed by ADF. ADF is trying to obtain a copy of a report published by the FAA discussing Dispatch Authority (in a specific situation) and the repercussions when not followed. Lastly, NASA Ames has compiled the reports on Dispatcher work load, however, they are not sure how to proceed with the data nor how air carriers will respond to the results.

Norm Joseph, Director – Aviation Rulemaking, discussed ARAC meetings, issues, and other points of interest. One issue is jump seat authority; currently AMR (American, American Eagle, and American's Executive Airways) and UPS have completed the authorized jump seat CASS. Other major airlines (United and Delta) are almost finished and all of these airlines have Flight Dispatchers and an SOC. The 125/135 operators are now being asked to comply and submit their list but they do not have required Flight Dispatchers. The concern is that all the efforts of ADF and its members will be nullified by a group that does not have a need and therefore cause a derogation of progress. Norm has addressed this specific issue in the ARAC meetings and will keep the group posted on the outcome. Another issue is the DoT Part 380 on-demand charter statement that allows *anyone* that meets the financial and reporting criteria to be a broker of an operation that appears to be a scheduled carrier without being held to the safety standards of a scheduled carrier. This Flight-matrix is a subscription "schedule" service posted on the web. The loophole would allow a "business" that meets the financial criteria to circumnavigate the law and operate without a higher level of safety by means of an SOC. Norm requests feedback from ADF members on this matter. He also advised the group that the Regulatory Board has posted its annual suggestions for revising and or imputing new rules and regulations. Any rule that you or your group feels has a need for amendment can be submitted. ADF stresses the need to <u>clearly</u> express the issues of enhanced safety, as well as all economic impact. Norm, or Dave Smith, who was recently named as an alternate to the ARAC committee, will keep ADF posted on all pertinent matters.

The big topic was the By-laws. The By-laws have been in review and discussion for over a year. In Atlanta, all parties were asked to submit questions or comments, so legal representation would have time to review and respond. Several emails and revisions to the By-laws were discussed, reviewed and voted upon. The majority of the meeting was spent discussing the amendments and revisions with the end result being that the group has approved the new By-laws and certain final formalities must take place to activate these changes. Once officially entered into the docket, the new By-laws will be published on the website for everyone to read.

There are **four ADF Board positions available** to all qualified members at the October Symposium. The positions available at the end of the year are: Executive VP, Secretary, VP Legislation, VP Membership. If you are interested in any of these positions, please sign up. The next business meeting is scheduled to be held on July 23 –25, 2004 in Pittsburgh.



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THE ADF NEWS: "Keeping the Dispatch Professional Informed"

2004 ADF Leadership

Giles O'Keeffe, President (NW)
Jim Jansen, Exec V.P. (AA)
John Schwoyer, Secretary (Am. Eagle)
Mike Timpe, Treasurer (Horizon)
Joe Cook, V.P. Operations (DL)
Ted Christie, V.P. Admin (US)
Jerry Elder, V.P. Govt/Legislature/Media (DL)
Brad Ward, V.P. Membership (Atlantic Coast)

Allan Rossmore, Legal Counsel (EA, Ret) Directors:

Tracie Benson, Corp/Ind Alliances (AA)
Frank Hashek, Membership (ATA)
Brad Irwin, Information Technologies (CO)
Norm Joseph, Aviation Rutemaking (DL)
Jeff Rehaluk, Regulatory Review (Spirit)
Gail Murthy, Newsletter (BLR Group)

Summer 2004

Business Meeting

July 23-25, 2004

Pittsburg, PA

Sponsored by USAirways and Metron Aviation, Inc.

2004 Annual Safety Symposium

&

Fall Business Meeting

October 3-5, 2004

Las Vegas, NV

See www.dispatcher.org

for more info.

Winter 2005

Business Meeting

February 5-6, 2005

Daytona Beach

Hosted by Embry Riddle Sponsored by Metron Aviation, Inc.

Industry Events of Interest

The International Conference on Volcanic Ash and Aviation Safety will be held June 21-24, 2004 at the Hilton Alexandria Mark Center Hotel, Alexandria, Virginia. Details found at www.ofcm.gov

FAA will hold an informal public meeting to get input from aviation weather users: June 16, from 9a.m to 4p.m. at 1575 I St. NW, Washington, D.C.

135/125 ARC meeting, June 22-24, in Washington, D.C. area

The CIWS web site has been updated. Recent improvements:

- Addition of the ZMP_E home to include CIWS 2004 coverage.
- ZDC_N home is now ZDC & has moved to get better coverage.
- New web server
- Overlays are updated
- Playback capability on web site

See URL: http://ciwswww.wx.ll.mit.edu:8080



Telephone: (724) 742-4777 www.asapinc.net



· Long Distance Operational Control





Typical Dispatcher Experience Level

- Average Dispatch Experience 12 Years
- Average Company Seniority 23 Years
- Background Career

Experience in various Positions:

- Operations
- Passenger Service
- Load Planning
- Fueling



In 2004, ADF participated in a survey of dispatcher experience levels. Included was an analysis of Delta Air Lines Flight Superintendents at the time. The above slide is from a briefing provided by Steve Caisse. Shown in the photograph is PAFCA Director of Safety, Mr. Chris Bredemeier working a typical dispatch desk in the Delta Flight Control office in the 1990's. Chris attended many ADF events along with his PAFCA colleagues throughout the early years.



Giles O'Keeffe-President

(Northwest Airlines)

Jim Jansen-Executive Vice President

(American Airlines)

Joe Cook VP Operations (DAL)

Brad Ward VP Membership (Atlantic Coast)

Ted Christie VP Administration (USAir)

Jerry Elder VP Govt /Legislative Media (DAL)

Mike Timpe Treasurer (Horizon)

John Schwoyer Secretary (AAL)

"The ADF Symposium 2005"-Washington, D.C.

October 9-11, 2005

"Safety Through Communication"

Brad Irwin Director of Information Technologies

Norm Joseph-Director of Aviation Rulemaking

Gail Murthy -Director of Publications

Frank Hashek-Director of Membership

Tracie Benson Director of Corporate & Industry Alliances

Jeff Rehaluk Director of Regulatory Review

remember me

Lost password

Allan Rossmore Chief Legal Counsel



News and Events

PIREPs entered by dispatchers at all-time high.. More >>

FAA to protect CAST information..
More >>

Flight Service Privatization.

More >>

Photo ID on Airman Certificates. <u>More >></u>

Jack Kies Named Metron Vice President of Strategic Alliances. More >>

NTSB Upper Wing loing Advisory.. More >> The ADF Symposium 2005
"Safety Through Communication"
Washington, DC - October 9-11

Click here for preliminary details..

ADF Newsletter is online... Logged-in members click here..

A benefit of membership. Check the latest job openings...

Logged-in members click here...

Is your group on our updated constituency list?
If not, now would be a great time to join or renew!

ADF Homepage from 2005.

Click here...

login 🕞

Join ADF





NEWSLETTERS

MEETING MINUTES

PRESS RELEASES

ARTICLES

Uayback Machine

As was the case in 2004, in 2005 ADF continued a slow transition away from printed newsletters and other documents toward a digital news briefing format. Due to a computer hard drive failure on the desk of the ADF news staff, some of the news from this year was not available through traditional means of research.

Nevertheless, the editors, to the extent possible, have used Internet archiving sites like "The Wayback Machine" to recover

some of this lost material. Because by 2005, much of the ADF website's content was password protected for member viewing only, Internet web crawler bots like "The Wayback Machine" could not access data behind the password barrier. Therefore, this chapter presents the news of the year in a slightly different format, with information gleaned from other sources such as Wikipedia and contemporary newspapers of the day via Newspapers.com. Fortunately, there were two printed newsletters produced by ADF in 2005, one for spring/summer and a second for the fall/ winter season. ADF member, Mr. Norm Joseph, happily had saved these paper copies and shared that content with the Editors for inclusion in this volume. Those newsletters appear at the end of this chapter.



Mr. Jerry Elder served ADF in a variety of roles including-Director of International Alliances. Jerry retired from Delta Air Lines in ATL after a long career.

In 2005, Jerry was ADF's VP Govt /Legislative Media.



Delta, Northwest fly into bankruptcy court

DELTA: The carrier's filing is the 2nd-biggest bankruptcy in U.S. airline-industry history. **SONG:** Delta includes its low-fare subsidiary, plus feeder carrier Comair, in the filing.

NORTHWEST: The airline will shrink, with layoffs likely by year's end and fewer flights.

2005 was an exceedingly difficult year for airlines in North America. Unprecedented bankruptcies impacted a large number of ADF members, yet ADF's volunteers soldiered on, crusading for the profession.



On April 27, 2005: The Airbus A380, the world's largest passenger aircraft completed its inaugural flight.

2005



Three Aircraft Accidents / Incidents with Obvious Dispatch Considerations Encourage Much Conversation Within the Dispatch Profession during 2005.

ADF has always touted the aircraft dispatcher's role in mitigating risks which occasionally cause aircraft accidents or incidents. Throughout its history, ADF has always covered aviation accidents in its publications, position papers and newsletters. 2005 was significant because three major events, all of which had very obvious dispatch consequences, occurred.

Recollections from ADF Members who were active in 2005 revealed that these three accidents sparked a renewed interest in working with IFALDA to promote the benefit of a system of positive operational control and joint responsibility between the aircraft dispatcher and the captain, as is the case with FAR Part 121.

On 20–21 February, a British Airways Boeing 747-436, Flight 268, with 369 people on board, suffered an engine fire during climb out from Los Angeles International Airport in Los Angeles, California.

The crew shut down the engine and elected to continue the flight to its destination, London Heathrow airport in the United Kingdom, on three engines.

The 747 is certified to fly on three engines. Upon reaching the UK, believing there to be insufficient usable fuel to reach their destination, the captain declared an emergency and landed at the Manchester, England Airport. Although the aircraft landed safely following its diversion, controversy ensued when the U.S. Federal Aviation Administration threatened to fine British Airways for flying an "unairworthy" plane across the Atlantic Ocean.

This incident became the subject of much spirited debate among dispatchers because of the multiple operational control factors associated with this event. British Airways in 2005 did not have a system of joint responsibility between Captain and dispatcher, although a dispatcher did interact with the crew during the flight, his guidance was advisory only.

BA management filed an appeal on the grounds that they were flying according to United Kingdom Civil Aviation Authority (CAA) rules (which are derived from International Civil Aviation Organization standards).



In another accident with obvious dispatch related circumstances, on August 2, 2005, Air France Flight 358, an Airbus A340-300 with 309 people on board, skidded off a runway after landing at Toronto Pearson International Airport in Toronto, Ontario, Canada during a thunderstorm. Everyone on board survived, although forty-three were injured. Air France management took decisive steps to address factors associated with this and several later accidents and incidents across many departments. In 2010, the Delta Air Lines Dispatch training organization was contracted to provide an equivalent level of Part 121 dispatch training to the entire Air France Dispatch team. Air France dispatchers participated in an eight-week, 320 hour training program, modeled after Delta's own dispatch initial program. At the conclusion of training, all students completed a rigorous eight-hour practical examination with Delta instructors. The training program was featured on Télévision Française, on a national television news program which aired throughout France. The value and benefit of positive operational control and joint responsibility were touted on this program. More than a dozen Air France dispatchers, of their own accord, actually travelled to the United States after this training and earned their Dispatch Certificate from FAA examiners. All of the Delta instructors who conducted this training were ADF members. Former ADF leaders; Vice President Joe Cook and President Emeritus Steve Caisse from Delta's Flight Control - Standards and Training department were among the team which conducted this training at Air France headquarters in Paris, France.



This MD-82 crashed in 2005. The aircraft was being flown at an altitude too high for the aircraft's weight according to investigators.



Sadly, the deadliest aviation accident of 2005 also had associated causal factors involving aircraft performance considerations normally double checked by aircraft dispatchers in the United States. West Caribbean Airways Flight 708, a McDonnell Douglas MD-82 operating on a charter flight, entered a deep stall from an altitude of 33,000 feet and crashed near Machigues in the mountains of northwestern Venezuela, killing all 160 people on board. It was the deadliest air disaster in the history of Venezuela, the deadliest involving a McDonnell Douglas MD-82, and the third deadliest involving an aircraft of the McDonnell Douglas MD-80 series to that date. Investigators from Venezuela ruled that the cause of the accident was "the absence of appropriate action to correct a stall of the aircraft." The aircraft was being flown at an altitude too high for the aircraft's weight, given the use of anti-ice systems which reduced available thrust from the engines. "The operations were conducted outside of the limits and parameters set by the manufacturer's manual performance, together with inadequate flight planning by failing to consider meteorological aspects. Therefore, the evidence shows the classification of Human Factors as a cause of this accident."

Here are some of the other headlines, retrieved from ADF's archived website, which appeared during 2005

Federal Air Marshall Service Expands

10/16/2005 - United States Secretary of Homeland Security Michael Chertoff officially approves the transfer of the U.S. Federal Air Marshal Service from U.S. Immigration & Customs Enforcement to the U.S. Transportation Security Administration.

... continued on next page

160 killed in Venezuela

A chartered jet filled with tourists returning home to the French Caribbean island of Martinique crashed in western Venezuela on Tuesday, killing all 160 people on board

Officials said the pilot of the West Caribbean Airways flight had been attempting an emergency landing after both engines failed.

Second airline crash in three days: fifth in August.

Death toll for August:

Deadliest month since: May 2002

Toll for May 2002: four crashes, 430 deaths

Second crash this year for: West Caribbean Air ways, a low-cost regional

Previous West Caribbean crash: March in Colombia



Sunday in Greece

Death toll: 121

What both crashes this week have in common: lowcost regional carriers

In 2004 worldwide: nine crashes, 203 fatalities, 2 bil-



ROS GIANNAKOURIS / Associated Press Relatives of passengers killed in the crash of a Helios Airways jet in Greece on Sunday leave the hillside site of the crash, where a memorial service was held Tuesday

PASSENGER AIRLINE CRASHES

Aug. 16

Location: Machigues. Venezuela Airline: West Caribbean Airways Aircraft: McDonnell Douglas MD-82 Deaths: 160 (all aboard)

Aug. 14

Location: Near Grammatikos, Greece Airline: Helios Air ways Aircraft: Boeing 737 Deaths: 121 (all aboard)

Aug. 10

Location: Off Talinn, Estonia Airline: Conterline Aircraft: Sikorsky S-76C+ helicopter Deaths: 14 (all aboard)

Aug. 6

Location: Off Palermo, Italy Airline: Tuninter Aircraft: ATR-72-202 Deaths: 16

Aug. 2

Location: Toronto Airline: Air France Aircraft: Airbus A 340 Deaths: 0

Source: Associated Press. PlaneCrashir fo.com



PIREPs Entered by Dispatchers at All-Time High

03/22/2005

ORD UA /OV BAE190020/TM 1509/FL400/TP B762/TB LGT-MOD

ARP UAL1131 4237N 10846W 1510 F390 TB MODERATE SK CLEAR IC NONE RM B739 OV CKW300075 CONT MOD CHOP LT WV ACTN

ATL UA /OV ATL074037/TM 1511/FL260/TP A321/TB MOD 260/RM ZTLFD

SDF UA /OV EWO/TM 1511/FL320/TP B763/TB CONS LGT OCNL MOD

ATL UA /OV ATL084025/TM 1512/FL320/TP A321/TB MOD 260-340/RM ZTLFD

UNV UA /OV KUNV240003/TM 1512/FL023/TP E145/SK BKN-OVC023-TOPUNKN/TA M02/IC LGT RIME/RM DURC RY24 KUNV

UA /OV BZN040010/TM 1512/FL140/TP B190/TB MODERATE TURBULENCE

PHX UA /OV PHX270025/TM 1514/FL250/TP B763/TB MOD CHOP/RM ZAB/FDCS

AHN UUA /OV AHN149024/TM 1514/FL240/TP CRJ9/TB SEV 240/RM NO INJURIES NO DAMAGE ZTLFD

The Aviation
Weather Center
has been working
with dispatchers
at several airlines
to make the flow
of PIREP
information much
easier by
implementing a
website for direct
online
submission.
Several major

carriers, as well as a few regionals, have been entering PIREPs directly to the ADDS site (http://adds.aviationweather.noaa.gov) for several months now, and those PIREPs are now exceeding 2,500 per month. Pilot reports submitted by airline dispatchers accounted for 7.8% of all PIREPs received by the AWC in the month of February.

The AWC is now looking to expand the project to include more carriers. If you work for an airline that is not currently submitting PIREPs online, and you would like information on the program, email the ADF at webdude@dispatcher.org and that information will be passed on to the AWC.

ADF has consistently sought to increase delegate involvement in the organization. This graphic from 2005 announced an enhanced database for ADF delegates.

-- Delegate Info Update

Delegate Update

As a part of our transition to a new website and database, we need to ensure that we have the most accurate information for each of our members. To accomplish this, we need your help! Please send an email to webdude@dispatcher.org with the following information:

- · Your name
- . The airline you represent
- Your current address
- A good phone number to reach you
- · Your email address

This information will *only* be used for ADF purposes.

For your work to support our organization and its efforts:

THANK YOU!



Aviation Safety Inspector - Aircraft Dispatcher

A Historical Perspective

The Dispatch Profession's Role

ASI – Dispatch Professional Development Workshop

Atlanta, Georgia

Mr. Steve Caisse



As is documented throughout this reference work, for many years ADF lobbied to convince the FAA that changes were needed in the qualifications of those providing surveillance of dispatchers. ADF was concerned that some individuals charged with oversight of the dispatch profession did not have any practical dispatch experience. Thanks in part to ADF's efforts with Congress, the news media, member airlines and FAA leadership, the FAA now had a dedicated team of experienced dispatchers providing oversite for the dispatch profession.

ADF was asked to present the history of ADF's involvement in the processes which ultimately led to the creation of the "Aviation Safety Inspector – Dispatch" program within the FAA. Steve Caisse made this presentation which examines ADF's role to a packed room full of ASI-Dispatch inspectors. Selected slides from that presentation are shown on the following pages.



Airline Dispatchers Federation

- Professional, All Volunteer Organization
- Non-Labor,
 - Strong, Ardent, Avoidance of any labor related issues
- Mission Statement
 - "To foster a global understanding of the nature and benefits of Positive Operational Control"
- Organizational Goal
 - "To advance aviation safety and efficiency by enhancing the professional standards of individual Dispatchers and the organizations within which they exercise Operational Control"





Goals of My Administration at ADF

- Promote the value and benefit of the contributions made to aviation safety and operational efficiencies by Aircraft Dispatchers at every opportunity.
- Establish a long term working relationship with Senate and House members and staff who are responsible for aviation issues and oversight.
- Develop relationships with media outlets to provide dispatchers with exposure in television, print and radio outlets.
- Encourage the highest possible professional standards within the dispatch profession through education, communication, collaboration and harmonization.



Concern Over The Lack of Expert Oversight

- Throughout numerous ADF meetings in the late 1990's, many of ADF's leaders believed that unless an inspector had previously served as a Dispatcher, the inspector could not adequately oversee the Dispatch profession.
- The leadership of ADF was concerned that the Dispatch profession was not appropriately understood or acknowledged at higher levels within the FAA.
- The new "Commuter Rule" was placing additional burdens on already over-taxed Inspectors.



"Single Level of Safety" - Abuses

- During the mid-1990's, a number of high-profile aircraft accidents attracted public and media attention to questions of aviation safety. In response to this public interest, the Clinton Administration helped direct the FAA towards a regulatory system for commercial aviation based upon the principle of a "Single Level of Safety".
- In January 1995, former DOT Secretary Federico Pena convened an unprecedented aviation safety summit that called together over 1,000 officials from government, airlines, airline labor, and other segments of the industry to establish joint priorities and strategies for enhancing aviation safety.
- These events led to the landmark FAA ruling on the Single Level of Safety. ("Commuter Rule"). The Commuter Rule required all 14 CFR Part 135 operators to transition to 14 CFR Part 121 by March 20, 1997.







How We Approached the Problem

- Highlight this problem by working
 Congressional contacts, media outlets and FAA senior leadership.
- Initial Guidance from Congressman Oberstar's staff facilitated by Giles O'Keeffe.
- Plan to Add Manager's Amendment to FAA funding bill.
- Resolution to initiate and maintain an aggressive, multifaceted PR campaign to promote this goal.





Testimony of Mike Nadon President - Airline Dispatchers Federation before the National Civil Aviation Review Commission June 1997

"As you are all aware licensed mechanics serve as Maintenance inspectors, and licensed transport pilots serve as operations inspectors.

The FAA has no experienced dispatchers serving in the inspection force. Currently the FAA has appointed Regional Dispatch Resources to help oversee the operational control function at air carriers and oversee licensed dispatchers".





Testimony of Mike Nadon
President - Airline Dispatchers Federation
before the
National Civil Aviation Review Commission
June 1997

"These FAA inspectors who perform this function still have their regular FAA inspector duties as well as this added responsibility. The same rationale that requires experienced pilots to oversee flight operations, and experienced mechanics to oversee maintenance must be applied to the airline operational control function. FAA oversight of dispatch should not rest on the efforts of already overworked flight operations inspectors".







ADF Press Release 98-08 Saturday, November 07, 1998 FAA Oversight of Aircraft Dispatchers



- FAA uses qualified pilots to inspect pilots, qualified controllers to inspect controllers, and qualified maintenance personnel to inspect maintenance. No intelligent person would put forth the argument that a mechanic would be the best pilot inspector, or a pilot the best controller inspector. Yet, FAA has few, if any, qualified dispatch inspectors available to exercise oversight in the most central part of airline operational control, the dispatch office.
- FAA needs to establish principal dispatch inspector positions in each region of the country, and should consider establishing an Associate Administrator position dedicated to dispatch and operational control. While an air carrier inspector involved in line operations can only ride one cockpit jumpseat at a time, a fully qualified dispatch inspector, in an eight hour period, could oversee an air carrier's entire operation from that airline's operational control center.





May 1, 1999 Volume 1. Number 3. Washington Blitz Continues

- In support of its efforts to establish the position of Principle Dispatch Inspector within the FAA, to extend the single level of safety to all operators and to establish safety standards for airlines engaged in code share agreements, ADF once again dispatched a team to Washington on April 15 & 16, 1999 to discuss these issues with members of congress. Here is a brief overview of these meetings.
 - 1. Senator Slade Gorton (Chairman Senate Subcommittee on Aviation.
 - 2. Senator John D. Rockefeller (Ranking Minority Member)
 - 3. Senator Trent Lott (R.MS.) (subcommittee member and Senate Majority Leader.
 - 4. Senator Kay Bailey Hutchinson (R.TX.) (subcommittee member)
 - 5. Congressmen Jerry Moran (R.KS.) (member House Subcommittee on Aviation)
 - 6. Congressmen John Sweeney (R.NY.) (subcommittee member)
 - 7. Majority Counsel for the Senate Subcommittee on Aviation reporting to Senator McCain.
 - 8. Majority Counsel for the House Subcommittee on Aviation (reporting to Congressmen Shuster.
 - 9. Minority Counsel for the House Subcommittee on Aviation (reporting to Congressmen Oberstar.

"The length of each meeting varied from fifteen minutes up to a delightful ninety minutes with Congressmen Oberstar "



DOT Office of the Inspector General

- ADF held Discussions with staff from the DOT Office of the Inspector General in June, 1999 to continue discussions expressing our concerns over the deletion of safety critical items from the Free Flight Phase 1 action plan.
- At this meeting, ADF continued to stress the importance of establishing the PDI position within the FAA.





Legislation H. R. 1000 (1999)



 One Hundred Sixth Congress of the United States of America

 An Act To amend title 49, United States Code, to reauthorize programs of the Federal Aviation Administration...



Introduced Mar 4, 1999 Sponsor, Rep. Bill Shuster [R-PA] Chairman, Committee on Transportation and Infrastructure Scheduled for Debate Jun 11, 1999 Passed House Jun 15, 1999 Passed Senate Oct 5, 1999 Signed by President Apr 5, 2000



Manager's Amendment

- SEC. 516. AIRCRAFT DISPATCHERS.
- (a) STUDY.--The Administrator shall conduct a study of the role of aircraft dispatchers in enhancing aviation safety.
- (b) CONTENTS.--The study shall include an assessment of whether or not aircraft dispatchers should be required for those operations not presently requiring aircraft dispatcher assistance, operational control issues related to the aircraft dispatching functions, and whether or not designation of positions within the Federal Aviation Administration for oversight of dispatchers would enhance aviation safety.
- (c) REPORT.--Not later than 1 year after the date of the enactment of this Act, the Administrator shall transmit to Congress a report on the results of the study conducted under this section.







ADF Meeting with Jane Garvey

ADF Press Release 99-10 June 7, 1999

ADF Profoundly Concerned that Recent FAA Decisions Could Jeopardize Aviation Safety WASHINGTON, D.C. -- The Airline Dispatchers Federation

- A high-level delegation of ADF officers visited the FAA Administrator to express the membership's concerns about the deletion of FFP1 safety items and specifically requested designated FAA oversight over the Agency's dispatch related decision making policies in the form of a Principal Dispatch Inspector (PDI).
- ADF believes that, had a Principal Dispatch Inspector been on staff at FAA headquarters when decisions were being finalized to delete the aforementioned safety critical components from FFP1, substantial, irrefutable objections to these omissions would have been raised so as to prevent the FAA's ill-advised actions.









ADF Press Release 99-12

June 17. 1999

ADF Applauds Congressional Actions which Promote Aviation Safety.

WASHINGTON, D.C. -- The Airline Dispatchers Federation

- The Airline Dispatchers Federation is confident that the FAA will, upon completion of the directed study, determine that aviation safety will be enhanced by mandating that All Cargo and On-Demand Charter operations be conducted under FAR Part 121 Domestic and/or Flag rules. In addition, this study should demonstrate that the aircraft dispatcher profession presently requires additional oversight covering the aircraft dispatcher's function, role, training and compliance. ADF continues to recommend that the FAA establish nine additional positions within the organization. Experienced Aircraft Dispatchers should staff these positions. These positions will be deemed "Principal Dispatch Inspectors for Air Carriers".
- These PDI will have complete oversight responsibility of the Dispatch function at the nation's airlines and dispatch schools.









ADF Press Release 99-12
June 17. 1999
ADF Applauds Congressional Actions which Promote Aviation Safety.
WASHINGTON, D.C. -- The Airline Dispatchers Federation

The Airline Dispatchers Federation congratulates the United States House of Representatives, The Committee on Transportation and Infrastructure, and the Aviation Sub-Committee, on the passage of H.R.1000 (AIR21). On behalf of the Aircraft Dispatcher profession, we would like to extend our appreciation to Chairman Shuster, Ranking minority member Oberstar, Sub-Committee Chairman Duncan, and Ranking minority member Lipinski, for their strong leadership.



High Visibility Illumination

AVIATION OPERATIONS DURING SEVERE OR RAPIDLY CHANGING WEATHER CONDITIONS

AA 1420 Accident June 1, 1999

Thursday, July 22, 1999

House of Representatives, Subcommittee on Aviation, Committee on Transportation and Infrastructure, Washington, D.C.

- "Mr. Chairman, ADF applauds this committee for its leadership and direction in H.R. 1000"
 - ADF President Steve Caisse



August 1, 1999 Volume 1. Number 6.



Sprebnets July AAA Hight Standards

- On July 23,1999 ADF President Steve Caisse, Executive VP Jim Creighton, and other members of the ADF Legislative Team met with FAA-AFS (Flight Standards) representatives including Nick Lacey. The purpose of the two hour meeting was to discuss the ADF's position on establishing Principle Dispatch Inspectors within the FAA.
- While it may appear unusual for an organization of professionals to approach the government requesting more oversight, the ADF feels strongly that the current methods for FAA oversight of the Dispatch profession are, and have been, inadequate to ensure that current and future Dispatchers meet the highest standards for proficiency, safety, and expertise.
- The FAA discussed other options such as additional training for existing inspectors (which we encouraged) but we expressed the fact that only experienced Dispatchers will have the necessary skills and insight for proper oversight.



IWP INSIDE WASHINGTON PUBLISHERS

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"INSIDE FAA"

INTERVIEWS

ADF REGARDING

DISPATCHER OVERSIGHT

■ ADF CALLS FOR MORE OVERSIGHT OF ITS INDUSTRY BY FAA September 1, 1999

The Airline Dispatchers Federation (ADF) is calling for greater oversight of its industry by the Federal Aviation Administration. The "FAA has few, if any, qualified dispatch inspectors available to exercise oversight in the most central part of operational control, the dispatch office," says the ADF in a statement. The ADF is calling for more oversight because it believes in the importance of its industry and believes the FAA should make changes to reflect that importance, said an ADF official. The ADF reports that the FAA is willing to respond to the federation's request when the FAA finds the money to support the oversight. The FAA did not respond by press time on this issue. The ADF is calling for the situation to be corrected immediately, said the ADF source, adding that dispatch inspection would play a key role in aviation safety.



Key Meeting with AFS-1

- Mr. Nick Lacey, Director, AFS-1, FAA Flight Standards Service
 - Nick had oversight responsibility for 4,500 inspectors and other aviation-safety workers as the FAA's flightstandards director.
- Margaret Gilligan, Deputy Associate
 Administrator of Regulation and Certification



FAA Headquarters Washington, D.C.

September 16, 1999







October 1, 1999 Volume 1. Number 8.

FAA MEETING – September 16, 1999

Update From The Hill

The ADF arranged for this meeting to address the establishment within the FAA of the positions of Principle Dispatch Inspectors. Ms. Gilligan and Mr. Lacy were familiar with the issues and our position, but this gathering gave both sides the opportunity to discuss then in-depth.

- The issues of dedicated Dispatch inspectors is one of philosophy and best use of assets. It is the opinion of the FAA that additional training of POI and air carrier inspector personnel through Dispatch licensing and training will benefit Dispatch, AOC, and certification best.
- The ADF's position is that experienced Aircraft Dispatchers in eight regional offices and one at FAA HQ can better serve the FAA and the air carriers safety interests by taking the burden of Dispatch inspection off the POI's shoulders. This will provide a greater consistency on the national level by having regional inspectors share information, develop certification standards and criteria, and giving experienced direction to air carriers which will elevate their professional standards through education.





January 1, 2000 Volume 2. Number 1.

ADF Meets With FAA RDR/DIR In Denver

■ The FAA Regional Dispatch Resource (RDR) group met together with the major carrier Dispatch Inspector Resource (DIR) group at the Denver Airport November 15 through 19, 1999. ADF and other industry representatives were invited to the November 18 session. The purpose of the public session was to exchange information, opinons and view points on issues of interest to either the FAA or industry participants. Fourteen FAA representatives and ten industry representatives attended the public session.

"Internally the FAA Flight Standards Service has initiated the process to allow entry into the Aviation Safety Inspector (ASI) ranks as a dispatcher (pilot certificate not required). This would not be a PDI position but rather an ASI in operations with dispatcher expertise"







FAA Hiring Principle Dispatch Inspectors.

- For several years now, the Airline Dispatchers Federation has been petitioning the FAA to establish a position within the agency that we have termed Principle Dispatch Inspector. This position would function similar to the current role of the POI, but would be staffed with individuals who specialize in operational control and who have extensive backgrounds in the dispatch profession.
- ADF's leadership was recently advised that effective immediately, the FAA will begin to employ individuals as "Aviation Safety Inspector's-Aircraft Dispatcher" at selected FAA Flight Standard District Offices (FSDO's).
- ADF is gratified with this victory for the dispatch profession and applauds the FAA for their actions on this very important issue.



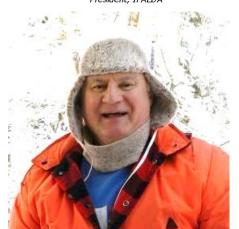
In Memory of Adrian "Sandy" Sandziuk Vice President West, IFALDA Air Canada, Retired 1938 - 2013



This photo reminds me of the true spirit of Sandy. He always greeted you with open arms and a big smile. His life has left a huge foot print on this earth, and as you can see, Sandy is leaving us some ver big shoes to fill.

You have been cleared on a heading of 270, "Gone West".

You will be missed my friend. Rick Ketchersid President, IFALDA



The passing of Adrian (Sandy) Sandziuk

By Munro C. Smith

On Monday the 22^{st} of July 2013, Sandy succumbed to his injuries as a result of a tragic addent at his home in North Bay. As a devoted husband, son, father, grandfather and brother he was surrounded by his loving family at the time of his passing.

Sandy was devoted to his friends and colleagues all over the world and his friendship will be remembered and cherished by all of us.

He loved his work at Trans-Canada Airlines/Air Canada (TCA/ACA) and throughout this time held several supervisory positions including Training Chief and Ministry of Transport Check Dispatcher. Throughout his ACA career he was very involved with the Canadian Airline Dispatchers Association (CALDA) where he held several executive positions over many years. As part of his CALDA activities he was involved, for several days a month for approximately three years, in the Commission of Inquiry into the Air Ontario Crash at Dryden, Ontario (Canada). Sandy fostered good relations and worked closely with the United States flight dispatcher organization – Airline Dispatchers Federation (ADF). He was an active member of the International Federation of Airline

Dispatchers Association (IFALDA) and participated on numerous of their committees. As an ambassador in our aviation community he had the privilege of being a representative of IFALDA working on a couple of committees at the International Civil Aviation Organization (ICAO). These committees were investigating safety and procedures necessary to conduct a safe flight around active volcano's. The most recent committee he was working on was dealing with Hazardous Materials (HAZMAT) and the necessary involvement of Dispatchers in this process. Sandy presented how Air Canada dispatchers have been trained for many years to handle HAZMAT issues on day of flight. Every day was an adventure for him and he spread his knowledge through training courses and mentoring fellow and new employees in flight dispatch techniques and responsibilities.

Sandy was in the Royal Canadian Air Force prior to coming to TCA/ACA. After joining TCA/ACA he spent a couple of years on the ramp in North Bay before coming to Toronto to be a flight dispatcher. Sandy was dedicated to TCA/ACA and Flight Safety and his inputs in the aviation community have been invaluable and even after retirement from Air Canada he continued his involvement with CALDA, IFALDA and ADF working for the betterment of dispatchers and flight crew worldwide.

He loved to eat and have an occasional wee dram of scotch.

He did have one quirk - he loved working midnight shifts.

One of his great passions outside of his family and airline life was hockey. He played hockey up until his recent hip surgery.

This tribute to Sandy was distributed by IFALDA in 2013



Over the years, many of the folks who made a difference in ADF's activities were also volunteers at other organizations too. Such an example was our good friend Adrian "Sandy" Sandziuk shown here with IFALDA President Rick Ketchersid. Many of Sandy's contributions were in service to IFALDA and CALDA in various leadership positions. However, a quick search through this document reveals that Sandy was also active in support of ADF's activities as well. The feature article in the ADF newsletter from 2005 which begins on the next pages offers proof of that.







THE ADF NEWS

"Keeping the Dispatch Professional Informed"

Volume 16 Issue 1

Web Site: www.dispatcher.org

Spring/Summer 2005



IFALDA: What is it? What Does it Do? Presented at the Winter Meeting by Sandy Sandziuk

Mr. President, Ladies and Gentlemen:

Thank you for making time for me in your busy schedule.

Some time ago your president said to me, "what do I tell our membership when they ask why they should continue to belong to IFALDA"?

I would like to respond to that question by introducing you to the International Federation of Airline Dispatcher's Association and to tell, particularly the newcomers, what IFALDA has done in the past and continues to do for all those, both in the US and around the world, who seek the highest standards in the operational control/dispatch profession I would like to present to you

A brief history of IFALDA

Some of the contributions that IFALDA has made

Some of IFALDA's accomplishments

I shall describe a few of the projects to which your fellow dispatchers have contributed many long hours of their own time and I'll express a few of my thoughts about your future.

I'll be pleased to take questions at the end of my presentation

ADF and IFALDA members have devoted immeasurable amounts of effort and time to gain respect and recognition from the domestic and international aviation communities

It is up to you to maintain that respect and recognition.

I encourage you to actively participate in pursuit of the highest standards of aviation safety and operations. You need to continue to "show the flag" of flight dispatch at meetings particularly IATA, the FAA, EASA, and at ICAO Those are your lifelines.

The first meeting of the Provisional ICAO was held in Chicago in 1944, the question of flight dispatch licenses was on the agenda. Although the Chicago meeting took no substantial action on licensing, it did cause many of the Canadian dispatchers to study the problem of standards and training. In their discussions they concluded that government licensing would raise the professional stature of international dispatchers and that it would provide other important values.

The vision of an international structure of Flight Operations Officers was first put forward by Air Canada (then Trans Canada Airlines) flight dispatcher D'Arcy Kennedy who had just become President of the Canadian Airline Dispatchers' Association. He presented the subject at a meeting of the Central Executive Council of the Airline Dispatcher Association (ALDA) being held in New York. The idea was enthusiastically received by the officers of ALDA and by their President "Bob" Commerce. Kennedy and Commerce collaborated in making plans to develop an international body devoted to Flight Operations Officers. One of the difficulties encountered was that there existed only two organizations in the world devoted to F.O.O.s. These were ALDA and CALDA. It soon became very evident that if any progress was to be made, that situation had to be rectified. It was impossible to organize and deal with F.O.O.s on an individual basis on a world wide front. It was also recognized that, if an international body could be organized, it could only be effective if it could work through a national organization in each country.

At that time, KLM had a dispatch office in Montreal. The F.O.O.s employed in that office constituted a bargaining unit represented by CALDA. Using this as a spring board and with the very able assistance of Bill Briede, a member of the KLM group, Kennedy and Commerce were able to bring into being an Association of Dutch F.O.O.s which were titled "The Netherlands Air Line Dispatchers' Association" (NALDA).

Now there were three Associations of F.O.O.s and with these three, CALDA, ALDA and NALDA, the International Federation of Air Line Dispatchers' Associations was created. Kennedy drafted the Constitution of IFALDA. Then after much correspondence between the three Associations, the Constitution was adopted by a mail vote of the three Charter Member Associations in early 1961.

(Continued on page 4)



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THE ADF NEWS: "Keeping the Dispatch Professional Informed"

ADF Winter Business and BOD Meeting

John Schwoyer, Secretary

The ADF Winter Business Meeting was held in Seattle in February. Giles welcomed all who attended and thanked our sponsors, Alaska Airlines and Avtec. Minutes from the last meeting were read and approved and will be posted on the ADF website in the near future. The ADF Officers gave reports:

Mike Tempe gave the financial report, available for review upon request. ADF is still awaiting approval of the Bylaws by the Secretary of the District of Columbia in order to change the filing status for Not-For-Profit. Until then, ADF is still incorporated and filing tax returns accordingly.

Adam Giraldes attended a general aviation conference in Michigan representing ADF, using the opportunity to explain an Aircraft Dispatcher's work and responsibilities to several groups. These outings are extremely beneficial to our industry as there are so very many people in the aviation community who have no idea that the dispatch position even exists, much less what a dispatcher does to enhance safety and efficiency.

Adam briefed the group on Phil Brooks' efforts to keep dispatchers in the CASS program. Phil represented ADF at the last CASS meeting and reiterated the importance including the Dispatcher. It seems that some organizations want to limit, even remove, access to the cockpit for dispatchers. Phil took the time to defend and advance the Dispatcher cause in the CASS program with those carriers reluctant to grant access to "other airline" dispatchers to their cockpits.

Jim Jansen and Giles O'Keeffe attended a FBI Airport Agents Training Conference. The conference was attended by 450-500 FBI, TSA, FAM, local and international law enforcement officers as well as representatives from 16 airlines. Jim made a presentation on information available to law enforcement through the dispatcher. The presentation included a segment on the perils of TSA-directed diversions.

Sandy Sandziuk presented an overview of IFALDA's history, advancements they have made in the international arena and the push for a global single level of safety. A copy of Sandy's full presentation is included in this newsletter and posted on the ADF website. All ADF members are IFALDA members. Members can access IFALDA's website via our website or directly on www.ifalda.org.

Catherine Jackson briefed everyone on the status of pending contracts. In preparation for the big Fall Meeting, Catherine is looking for suggestions and assistance from members to find speakers and make arrangements.

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Please send article contributions or comments

to any of the above addresses.

Norm Joseph reported on ASI-D classes, ARAC/ARC work groups. The FAA is going to close and post comments on the NPRM for changes to the training regulations. Norm will continue to update on the progress of the various groups via email. Funding has been cut so the FAA, like most of us, is doing more with less.

The electronic submission of new NASA reports is now online. NASA and the FAA are still at odds on the actual submission procedure. Since there is a conflict, NASA has provided a version of the form that can be completed on the computer, printed then faxed in.

Exec. VP Jim Jansen was unable to attend the meeting but provided a written report, included in this elsewhere in this newsletter.

The new By-Laws were reviewed unanimously approved by the Board. This approval enables the organization to take advantage of several tax opportunities. Mike Tempe gave the financial report, always available for review upon request. The new Bylaws must be approved by the Secretary of the District of Columbia. Giles asked Mike to make the necessary arrangements to take full benefit of the changes in our status.

The motion to adjourn was made and the 2005 Winter Business and BOD meetings closed.

Correction to Winter 2004 Newsletter: Credit for the photo on the cover page of the UAV was omitted. The photo is from Northrup Grumman.



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by Frank Hashek

Neither Frank Hashek nor Amar Murthy was able to attend the last ATPAC meeting. No update for this newsletter. Those wishing to may access the ATPAC web site for detailed information. The URL is: http://www1.faa.gov/ats/atp/atp110/minutes

According to the minutes, the next ATPAC meeting is scheduled for July 11-14 in Anchorage.

ADF members are encouraged to bring their concerns relating to Air Traffic Procedures to the attention of the ADF delegates to ATPAC. Please forward any comments, concerns and suggestions to:

Frank Hashek fhashek@dispatcher.org Amar Murthy: Amar@BLRGroup.com



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Cockpit Access Security System ("CASS") Jumpseat Update

CASS is currently only open to Air Transport Association ("ATA") members and their wholly-owned subsidiaries. Not all airlines who are eligible to join CASS have elected to do so. At some, such as Delta Air Lines, it is still in development. The plan is for non-ATA airlines to join the program some time after the trial period ends scheduled for April 30th.

Aircraft Dispatchers have always been included in the program.

A repeat reminder from the last newsletter: If your company participates in CASS, in order for you to ride in the actual jumpseat on other participating airlines, you must be in the database (your employer takes care of this), and you must have (and travel with) a valid passport.

Any questions or comments, please contact Phil Brooks at: fil@attqlobal.net

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Volunteer Spotlight

PHIL BROOKS





hil was exposed to aviation early in life, when his parents would take him to Indianapolis' Weir Cook Municipal airport to watch airplanes as a child in the mid-1960s. Little did they know this would cause a lifetime of regularly going to airports!

He started his airline career

as a part-time Customer Service Agent with Commuter airline Britt Airways in November 1981, while attending college at Indiana State University in Terre Haute (HUF). After graduating with a B.S. in Aviation Administration, he transitioned to full-time and helped open the Lafayette, Indiana (LAF) station. A few airlines later, in 1989, Phil entered the world of Flight Dispatch, when his company at the time (Emery Worldwide) bought an existing airline, and he was made a (Supplemental Rules) Dispatcher and later Supervisor for Air Train, which eventually became Emery Worldwide Airlines, on the U.S. Postal Service Express Mail contract. In November, 1992, he was awarded his Aircraft Dispatcher Certificate, after completing an accelerated course with Alan Rossmore's Kellmark Aeronautics in Homestead, Florida.



Having been hired by United Airlines in Chicago in January 1999, he's on his 8th and hopefully last airline employer! Phil's also an active Private Pilot out of Indianapolis' Eagle Creek Airpark, near to the home he shares with his wife, Pam, in Brownsburg. volunteers as an Airport Ambassador at Indianapolis International Airport. At United, Phil is a Domestic Dispatcher, and has been an ATC Coordinator. In 21 years, he has seen some major changes in Dispatching, mostly due to the wonderful tools that became

available over that time, which have enabled even safer operations. The increased pay is also a positive, as airlines are seeing the value of their Dispatchers- how they can save the companies money through efficient operations, while ensuring safety.

His mentors have been his bosses over the years, several of them having been PATCO Air Traffic Controllers, along with many airline pilot friends who have offered him their jumpseats, as well as his co-workers. Then there was a USAir Captain whom he met in 1988 while working as a Gate Agent for the company, who strongly urged pursuing Dispatch as a profession. Phil wishes he had gotten the Captain's name, and could tell him that he took his advice!

Being a commuter, the cockpit jumpseat privilege has been of special interest. He took over Jumpseat Coordinator duties with his Union (PAFCA) in 2001, and after 9/11, became involved

Few ADF members have done more exotic flying than Phil. His trip reports have become legendary. Phil's profile photo (top) shows his flight on a Namibia Commercial Aviation DC-6B (operating a scheduled Air Namibia service Victoria Falls, Zimbabwe to Windhoek, Namibia, March 4, 1997). Phil is also seen at the controls of the Martin JRM Hawaii Mars at Sproat Lake, BC, in 1998 (L) and climbing the ventral stairs of N704A, an Express.net Airlines 727-173C.

with ADF as our Jumpseat Coordinator. There were many meetings with various stakeholders to attend, to promote the Dispatcher's access to the jumpseat, and to ensure that they would be included in the jumpseat eligibility verification process once it was instituted. This became the Cockpit Access Security System (CASS), which has been a very reliable system. He enjoys helping fellow Dispatchers with jumpseat issues!

Phil loves his job, and recommends it to anyone with a passion for the airline industry. Says Phil, "I love the "big picture" we have in Dispatch, and enjoy doing my part to maintain a safe, efficient and on-time operation for our customers and crews". Phil also has an affinity for VORs as shown below (even decommissioned ones), and manages the monthly VOR quiz on the ADF website





(Continued from page 1)

Organization work went on during 1961, aided by the fact that KLM had a system of "Check Dispatchers" who traveled over the whole KLM route network overseeing the dispatching procedures in all the countries to which KLM operated. They did yeoman work preaching the gospel of IFALDA and encouraging national groups to organize and join IFALDA.

Kennedy very quickly accumulated a great mass of correspondence. During 1961 Denmark, Ireland and India organized and came to IFALDA. As a result, a formal meeting was called to discuss problems and lay plans for further organization. Accordingly, the first IFALDA Executive Meeting was held on August 2nd, 1962 at the Skyway Hotel, Idlewild Airport New York (now called JFK Airport). D'Arcy Kennedy, Bob Commerce, Bill Briede, C. Moller (Denmark), J. Matthews (Ireland), M. Govindan (India) and Geo Bowes of CALDA attended. Bill Briede of NALDA was elected Executive Chairman and Geo. Bowes of CALDA was elected Secretary/ Treasurer. Thus, IFALDA was launched!

Breide continued as Chairman until the fall of 1964, when Eric Frank succeeded him. Eric dispatched for P.A.A. and was based in New York. He worked very hard at the job and was successful in bringing about a great deal of growth in the Federation. Unfortunately, he became very ill while in office and was forced to hand over the reigns to Don O'Leary in 1969. Eric died in 1970. IFALDA will always be indebted to him for the many hours of hard work freely given to the Federation. Don O'Leary completed Frank's term of office and was subsequently elected for two further terms. The Federation made great progress under O'Leary and finally began to gain recognition as an international body of stature. D'Arcy Kennedy was elected to the office of Executive Chairman, succeeding O'Leary

In the years 1975 until 1980, a great effort was made to increase the membership. The Annual General Meetings were well attended by an average of 60 delegates and their wives. These two- and-a-half-day conferences were held in different countries usually alternating between North America and Europe. In this period IFALDA was finally able to nominate a Vice-President for the African Region. That was Wisdom Dorcoo, a Rhodes Scholar and very devoted gentleman from Ghana.

At the 1981 AGM in Helsinki, D'Arcy Kennedy stepped down from the Chairmanship of IFALDA and became our President emeritus. Brian Wogan of Dublin Ireland took his chair. Jim King of CALDA was the Secretary/Treasurer so most of the administration continued to be done from IFALDA headquarters in Canada. The decade of the eighties was a turbulent time for the aviation industry. From the economic downturn and the Reagan years, the industry seemed to go into reverse. Many Airlines disappeared from the skies resulting in difficult times for many of our fellow Dispatchers.

President Wogan, a very eloquent speaker and politician, was able to use his Irish charm and helped IFALDA remain on course. Peter Schuetz of US AIR succeeded Wogan. Perhaps the greatest accomplishment Peter Schuetz made was helping to lay the ground work for succeeding in keeping the Europeans and Americans under the umbrella of IFALDA by developing a Charter system whereby EUFALDA and ADF would become regional structures within IFALDA. The air industry and flight dispatch were growing at an accelerating pace well beyond the ability of the small headquarters group to manage. A system whereby the American flight dispatchers banded together to handle the varied projects and challenges in the USA and a similar group who had already been loosely organized in Europe emerged as EUFALDA.

It was a "bookmark" period when the American Dispatchers Federation was formed and chartered under IFALDA in 1990 and when the European Federation of AirLine Dispatchers was chartered in 1991. Dave Porter of Delta became President and succeeded Peter Schuetz

During the 1990s IFALDA, the umbrella organization for EUFALDA and ADF, made wonderful progress in development and recognition. In pursuit of the objective to create and maintain the professional standards necessary to operate at the highest possible levels of safety in civil aviation, this non-labour organization serves about 1800 members in 47 affiliated organizations from 24 countries. An additional 7 countries are represented by individual members.

The International Civil Aviation Organization (ICAO) recognizes our profession through Annexes 1 and VI of the Convention on International Civil Aviation (Chicago Convention) and uses the terms Flight Dispatcher and Flight Operations Officer interchangeably.

Although IFALDA is not a union and does not negotiate contracts nor arbitrate grievances, it is an Association of Unions. It is a professional organization that promotes the highest standards of safety and efficiency in aviation. Among its objectives is to support the advancement of technical and professional skills of you, the flight dispatch community.

When IFALDA started, the President was tasked with preparing presentations and attending meetings to represent IFALDA, however, expansion of membership created an impossible situation with work overload. It was just not possible for the President to be in Copenhagen one day, Los Angeles the next and Madrid the following day - especially since this was and continues to be a voluntary position. The solution was to create sub groups to operate under the umbrella of IFALDA. Thus, the American Dispatchers, Federation (ADF) and the European Federation of Airline Dispatchers (EUFALDA) were formed.

(Continued on page 5)





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(Continued from page 4)

IFALDA generally leads International initiatives. ADF looks after details in the USA, EUFALDA looks after Europe. In many areas inter-group co-operation is required

When seeking membership in IFALDA it is not a prerequisite for a member group or individual to belong to ADF or EUFALDA. CALDA is a good example that stands separately within IFALDA. However, we strongly recommend participation through ADF or EUFALDA.

The elected executives of IFALDA are President, Vice Presidents, East, West, Finance, and Administration.

These are some of the projects that we have challenged.

In the early 1980,s the ANC of ICAO received a recommendation to do away with flight dispatch licenses from Annex 1

CALDA was an affiliate of the International Transport Workers Federation (ITF) which holds an "Observers Seat" at the Air Navigation Commission (ANC) of ICAO.

Thanks to the help of Mr. Stu Johns, a retired flight dispatcher, an IFALDA committee was able to prepare a rebuttal for presentation to the ANC.

I was the chairman of that committee with representatives from Denmark, USA, Germany, Japan, Spain, Italy, Ghana, Portugal and Uruguay.

Mr. Johns who was then the ITF representative to ICAO made the presentation to the ANC. After the State Letters were returned to the Secretary General, Flight dispatcher licenses were retained in the Annex. That was an important victory for flight dispatch.

Despite the increased cost of affiliation with the ITF, IFALDA Member Associations have assured our future opportunity to make presentations to the ANC through a joint membership in the Scandinavian Canadian Airline Dispatchers Association (SCALDA). Unfortunately, this pathway has perceived difficulties for IFALDA, so in December 2004, IFALDA successfully approached ICAO for observer status and a tentative agreement has been

One project that IFALDA is especially proud to have completed is the production of the ICAO Flight Dispatch Training Manual, Document 7192-

The old ICAO manual was outdated and out of print. The ICAO budget could not support a revision project so IFALDA offered to prepare and present an updated dispatch training manual to the Personnel Training and Licensing Branch (PELT)

With the co-operation of Danish, Dutch, German, Irish, American and Canadian dispatchers a new manual was created and presented to ICAO. After reformatting it to ICAO standards the English version of the revised flight dispatch Training Manual is now available to the world aviation community. Printing of the other languages is in progress.

As you are aware, code sharing has become very popular among the aviation community. The present system requires that if carriers "A" and "B" agree to code share, then it is necessary for each Carrier to do an operations safety audit of the other Carrier. Then if "A" also code shares with Carrier "C" then "A" must audit "C" and "C" must audit "A"

IATA decided to avoid the high cost of all those multiple operational audits by setting up an International Standard for code share audits. Thus one audit would be done by an IATA Audit Team on each participating airline every two years saving resources, while maintaining the required audit standards

IFALDA offered and participated in developing the IATA Operational Safety Audit (IOSA) Standards and Recommended Practices. The official IATA audit has now been adopted and appears to be a strong document, however, like ICAO with it's large loop-hole for dispatcher licensing in Annex 1 this document leaves a large gap in the issue of "flight watch"

Recognizing that any international agreement must meet not only the requirements of countries like Germany and the United States but must also accommodate countries like Sierra Leona, Ghana and Uruguay. We know that amending the flight watch requirements are an uphill battle, but we will continue to fight for changes because that may be an important rung in the ladder to attaining or even maintaining international flight dispatch licensing.

On the subject of international licensing, we are beginning to see a light at the end of the tunnel. An IFALDA committee has been attending the joint Harmonization Meetings of the JAA/FAA Personnel Licensing Committee meetings for the last 6 years. As you may be aware, dispatchers in the USA and Canada were the only dispatchers with shared responsibility for flight watch attached to their license. But now the Malaysians, United Arab Emirates, and significantly, the Chinese have adopted similar US style systems. Others are evaluating the advantages of these systems.

And of course there are others who have national licenses but do not have co-responsibility nor are they responsible for flight

Two recent accidents in Europe, the Hapag-Lloyd accident near Vienna and the Swiss accident near Hamburg seem to have turned our fortunes a bit. Till now we have not been able to even get acknowledgement that dispatcher licenses would be on the JAA agenda. Recently, with the emergence of the European Aviation Safety Authority (EASA) we have succeeded in raising the interest of that committee. IFALDA was again recognized by being invited to create and maintain a separate chapter in the North (Continued on page 6)





(Continued from page 5)

Atlantic Minimum Navigation Performance Specifications (MNPS) Manual. We have been invited to do the same with the Pacific.

With the help of retired Delta Airlines Superintendent of Flight Dispatch, Dave Porter, and his committee, IFALDA has been successful in promoting an amendment to Annex 6 of ICAO. The United States have presented this amendment to the ANC and information indicates that Canada will vote to support the amendment. The significance of this amendment is immense.

Presently Annex 6 states that when a dispatcher is employed in conjunction with an approved method of flight supervision in accordance with Ch 10.4.2, he shall be licensed in accordance with Annex 1 which lists the qualifications for licensing and training dispatchers. Unfortunately, under today's rules, many airlines call their dispatchers by other names like flight managers or flight coordinators etc and thus they avoid the requirement to train and license dispatchers. This amendment that is being proposed in effect would require anyone who does flight supervision, to be trained regardless of what they are called. This requirement would be attached to the functions performed and not the title. This is a giant step forward for the international flight dispatch profession.

The ICAO Headquarters, a branch of the United Nations is located in Montreal, Canada. The fact that IATA Headquarters is situated practically next door Long Distance Operational Control should indicate to you the importance which the world airlines place upon ICAO. You may say "Why should I worry about IFALDA's success with European flight dispatch licensing or ICAO amendments?" Well, let me remind you that the growing aviation world with mega –technological advances is always looking for stockholmradio ways to cut budgets. If the European aviation management community succeeds in convincing EASA that electronic technology can outperform live dispatchers; then, how long do you think that North American carriers would maintain their present system of Operational Control?



As the US and EU negotiate a new bilateral agreement the issue of a "common aviation area" has been proposed which would allow European airlines to operate on US domestic routes. (This comes from the fact that US carriers are operating what now are considered "domestic" routes within Europe since the European Union was formed)

IFALDA has taken the position that any carrier that does not meet US safety standards should not be allowed to fly on any domestic US route.

ICAO, as weak as it is, is the solid foundation for Standards and Recommended Practices and Personnel Licensing and Training. Because the evolution of emerging technologies is limited only by the financial means to implement them, we need to continue evaluating these new technologies with their performance and design objectives.

If they are advantageous to the industry and to dispatch, then we should support them. If on the other hand, they are counter productive to aviation safety and our profession, then we must be there to challenge them.

We can do that through continued participation in ADF and IFALDA

Americans have historically participated as part of the executive of IFALDA and I encourage you to continue that tradition.

In this 101st year of powered flight it is easy for me to look back and with shock realize:

That I have been a part of aviation for nearly 50 of those 101 years

That I was here when propellers gave way to jets

That I have met nearly every past President of IFALDA

I remember face to face briefings and doing manual North. Atlantic flight planning

I remember navigators and second officers on aeroplanes

I remember Nordair, and CPA, PAA, Eastern, Mohawk and Ozark.

Now, they are all gone.

Aviation has changed more in a shorter span of time than any other industry and the rate of change is accelerating.

The "Ansari X Prize" winner, "Spaceship One" has opened a new chapter in civil aviation. Within a decade it is likely that tourist flights into space will be common. Flights to service space based laboratories will be routine.

You must ask yourself:

WILL YOU. THE FLIGHT DISPATCHER, CONTINUE TO BE AN INTEGRAL PART OF CIVIL AVIATION IN THAT FUTURE?

Being a flight dispatcher is challenging, interesting, demanding and can be extremely rewarding

You as leaders of this profession in the United States must accept the challenges of change; you must be flexible with emerging concepts and tools

You must help shape the future planning of your carriers

But you must be firm in your convictions for a single level of safety and accountability not only with government and industry, but also with your Association.

YOUR FUTURE IS IN YOUR HANDS

I CHALLENGE YOU TO CONTROL IT WISELY.

And I offer IFALDA to support you.

Mr. President, that is what I would tell my members.



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Warsaw Report: IFALDA Annual Conference

By Jim Jansen

Giles O'Keeffe and I traveled to Warsaw to attend the annual IFALDA World Airline Flight Dispatcher's Conference which was held May 9-12. This year's agenda included speakers from IATA, EuroControl, The United Arab Emirates, Malaysia, and China.

It was interesting to find out that with the help of Jeppesen, that the UAE and Malaysia have adopted Dispatcher licensing and testing standards based on existing ICAO standards. These regulations differ from U. S. standards in a number of ways. For one, their schools are required to provide 400 hours of training before a candidate is eligible to take the test. Another difference is that if a candidate fails the test twice, he or she is not allowed to test a third time. Another interesting difference is that the license is only good for two years and every dispatcher must retest at the end of those two years. All airlines that operate into the UAE are required to have dispatchers who have UAE certificates.

Malaysia has a similar program but it was not clear if they had the same 2 year renewal limit. It was also not clear if they had to take a written test prior to taking the practical test. The Malaysians are very enthusiastic about their program though and look forward to hosting the 2006 IFALDA conference in Kuala Lumpur. Captain Norudin from Malaysian Airlines made the presentation and even suggested that maybe the time had come for the formation of an Asian Airline Dispatcher Federation.

The Chinese attended for the first time also, with representatives from the Civil Aviation Authority of China, Air China, China Eastern, China Southern and Hainan Airlines. China has adopted FAR 121 in its entirety and now issues its own Dispatch certificates based on FAR 65 standards. They are very focused on having the same operational control requirements that we have in the U.S. This summer, they will implement a limited CDM process involving the major airlines. If this works well, they will expand it to include all the airlines. They are anxious to impress the world when they host the Olympic Games in 2008.

POLALDA hosted this year's conference and were wonderful hosts. While traveling around Warsaw, it was hard to believe that during WW II, eighty-five percentage of the city was completely destroyed. They have done a remarkable job of rebuilding the city and trying to recapture the heritage that was lost.

Here comes summer...

I have a bad feeling about this summer.

Fuel at \$57 a barrel.

Airline management in full cost-cutting mode, which usually translates to "fewer people--more work". Political rhetoric in full bloom, which will contribute to additional lifting in the atmosphere and probably produce powerful thunderstorms at a record rate.

DC9's (hey, I like DC9's) burning \$24 a minute in fuel (6,000 pph at 1.60 per gallon).

Dispatcher stress at an all-time high (which is actually the fun part of the job!).

Resources everywhere stretched to the limit.

We will do it with the same tools as last year (CDM funding cuts will delay the issue of more recent versions of software that would have saved the air carriers some money.) We will do it with the same players in the same roles.

We will do it on the same playing field.

The only thing that will change is that there will be MORE flights.

And constant pressure to do it with LESS fuel.

Tell me why I should not have a bad feeling about this summer.

Is there someone in the FAA stepping up to the plate to make things better than last year?

Is there someone in Congress stepping up to the plate to restore CDM funding?

Is there someone in Congress stepping up to the plate to reduce the unfair air carrier tax burden?

Is there someone in TSA or Homeland Security working on streamlining the queues at airports?

Continuing to take the same actions while expecting different results is one of the definitions of insanity.

One more summer of insanity in the NAS may remove some of the players.

How sad if that is the only basis for hope in the summer of 2006.

Giles O'Keeffe, President, ADF



Telephone: (724) 742-4777 www.asapinc.net



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ADF Expresses Concern Over Lack of Dispatch Inclusion

March 24, 2005

Director, Aviation and Transportation Security Homeland Security Council The White House – EEOP Washington, DC 20502

Dear *****

I am writing to you to express a concern that the Airline Dispatchers Federation (ADF) has regarding the handling of FAR 121 Domestic and Flag flights on the Domestic Event Net. As you know, The United States is the only country in the world that has an individual on the ground that has equal responsibility with the Captain for operational control of a flight and the safety of flight. That individual is the Aircraft Dispatcher.

The position of the Aircraft Dispatcher has been around since 1934 when the Bureau of Air Commerce created the position to provide someone on the ground to share responsibility with the pilot for the safe conduct of flight. These regulatory and legal responsibilities are spelled out today in the Code of Federal Regulations Title 14. In 1936 the Air Traffic Control system was founded to provide a system for the separation of aircraft. ATC was formed using a cadre of aircraft dispatchers thus creating the safety triad: Pilot, ATC, and Dispatcher (PAD).

Since the creation of TSA, we have seen one leg of this safety triad being taken out of the information loop, the Dispatcher. This is a potentially dangerous situation. We at ADF have seen a number of instances where TSA has directed ATC to divert flights for possible security breaches without involving the Dispatcher. Unfortunately, neither TSA nor ATC possess the required information about aircraft and crew capabilities to know if what they want to accomplish is being done in a safe and secure manner. Contrary to popular belief, ATC does not know anything about the aircraft other than its location, airspeed and altitude. Any diversion of a 121 domestic or flag aircraft should be coordinated with the Dispatcher responsible for that flight since the Dispatcher does possess the information necessary to ensure that the aircraft is not diverted to an airport that the aircraft is incapable of landing at or departing from in a safe manner. Involvement of the Dispatcher ensures that the safety and security of the flight are not compromised in any way.

We are requesting that the Homeland Security Council direct TSA to coordinate all 121 domestic and flag diversions with the appropriate Aircraft Dispatcher. We would also ask that TSA and any security organization dealing with these issues consider the Aircraft Dispatcher as a valuable resource to be used by them for the safe conclusion of any security event.

Sincerely,

Jim Jansen
Executive Vice-President
Airline Dispatchers Federation
Email – jjansen@dispatcher.org



121 ARC Update by Jim Jansen

121ARC is continuing towards finishing the rewrite of subparts M-N-O and new subpart P. Some of the new rule language will have provisions for 121 operators to have a certification course in conjunction with their initial training. The certification course will have all the elements of a part 65 course. In addition, there is language spelling out the requirements to be a dispatch instructor, check dispatcher and program designee. We have submitted a recommendation document that calls for the FAA to have 121 supplemental operators adopt 121 domestic/flag rules for operational control (namely dispatch). Thanks to Norm Joseph for preparing this document for the 135 group. I was able to take his document and switch the 135 to read 121 supplemental. The next meeting of the ARC committee is in Miami Feb. 28th to Mar. 4th. We expect all groups to be finished and recommendation to go to the FAA in April or May.



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THE ADF NEWS: "Keeping the Dispatch Professional Informed"

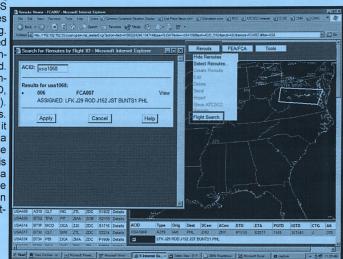
Has my flight been assigned a reroute? CCSD's "Flight Search" has the answer.

This Article was authored by Gary Dockan Flight Dispatch Training Instructor at US Airways.

Everyone agrees that there needs to be coordination in routing traffic, otherwise there would be mass chaos in the NAS (National Airspace System). To better manage traffic, reroutes have to be collaboratively developed by FAA & the In-

dustry. Once developed and issued the NAS users have to be made aware of the reroutes in order to comply with the assigned routing. A tool called "Flight Search" was developed last year by the Volpe Center to help dispatchers identify flights that have been rerouted. Flight Search can be found in The Volpe Center developed, web browser driven CCSD, (Common Constraint Situation Display). CCSD is available to all CDM participants. Flight Search has been successful because it is an easy way for the Dispatcher to display a reroute assigned to his or her flight. Once displayed, all the dispatcher needs to do is enter his or her flight number to find out if a reroute has been assigned to their flight. The assigned textual route is displayed with an option to view the graphic display of the rout-

Flight Search - Try it, You'll like it.



Home: () Office: () E-Mail:	ADF Mem	nbership Application
Address:	Name:	Organization:
Home: () Office: () E-Mail:		
Do you possess a US Aircraft Dispatcher's Certificate? Do you hold any other certificates or special qualifications? ADF dues are on a calendar year basis (January to December) plus a one-time initiation fee of \$5.00 for Regular, Student and Retired Members, or \$10.00 for International Members. Regular Membership \$40.00: For those residing in the U.S., or employed by a U.S. Carrier. IFALDA membership is included. International Membership \$50.00: For those residing outside the U.S. IFALDA membership is included. Student Membership \$25.00: For those residing in the U.S. who have obtained their dispatch license but are not employed by a U.S. Carrier. IFALDA membership is not included. Retiree Membership \$5.00: For those residing in the U.S. who have retired from the dispatch profession. IFALDA membership is not included. Please make your check or money order payable to: Airline Dispatchers Federation And mail check to: 2020 Pennsylvania Ave NW #821 Washington, DC 20006		
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Washington, DC 20006	Please make your check or money order payable to:	Airline Dispatchers Federation
	And mail check to:	2020 Pennsylvania Ave NW #821
Membership application and credit card purchases can be submitted on the ADF Web Site at www.dispatcher.org		
	Membership application and credit card purchases can be submitted	d on the ADF Web Site at www.dispatcher.org.



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Musings From Our President

As Safe as...

Risk assessment and risk management are what dispatchers do for a living. There are a lot of outside forces acting on each of our flights, some of which we have very little control over. We don't like to admit that we have NO control over them. Timing (delay or speedup) might be the critical issue that gets a flight out of low level wind shear. Fuel might be the component that allows our flight to wait out a dangerous situation. A re-route (which involves timing and fuel) may prove to be the critical decision that keeps flights in smoother air and prevents a flight attendant injury.

The outside forces impacting our flights are sometimes caused by an equipment malfunction on the aircraft itself. In light of the recent BA "incidents", where flights were continued for many hours after an engine shutdown, I am happy to report that not one single FAR Part 121 US air carrier dispatcher that I have discussed this with would have made the same decision that BA made. Not one decided that continuing to LHR was as safe as going someplace else. In the LAX-LHR scenario, with the Rockies, and northen Canada, and the north Atlantic ahead, FAR Part 121 dispatchers adopted a pessimistic attitude: number 2 is shut down... what happens if I lose number 1?

BA does not think that way, apparently, and BA has a decent safety record. So, who is right? Well, thankfully, we don't have to settle that question. As FAR Part 121 dispatchers, we are required to provide "the highest level" of safety for our customers. The regulations point to diverting when an engine is lost, with the option of continuing, if that is as safe as diverting. In some rare cases, continuing may very well be safer, depending on weather, notams, field conditions, availability of ground equipment and support, etc.

There are only two things you can do with an airplane in flight: keep going where you were going, or go somewhere else. Sometimes, going somewhere else is the smart thing to do. Just do what you can to make sure it is as safe as....



Secure your cockpit...

On Sunday, March 13th, several US FAR Part 121 flights inbound to LGA were told by ATC to "secure your cockpit. This apparently stemmed from an unidentified radio call referencing a possible hijacking. Fighters were scrambled, even though the TSA had decided that this was a non-credible threat. I asked the FAA during this event: "Do you have any specific or non-specific threat against any of my aircraft?" and was informed, "No."

There are a few things here I have serious problems with. First, US FAR Part 121 air carriers already have secure cockpits, as required by regulation. Second, our pilots rely on us to provide them with all the necessary information for the safe operation of the flight. They assess our credibility on a regular basis. If there is a threat to our flights, it is the responsibility of anyone who knows about that threat to inform the air carriers in a timely fashion. A telcon from ATCSCC would have taken care of it. What happened here was a threat was heard, assessed, discounted... then a response was initiated with no communication to the air carriers affected. Simply put: dead wrong. There were several confused and upset crews out there that evening. I am still hearing from some of them.

Third, well, third is the stuff that comedy shows are made of. Just as one example: what do you suppose ATC told GA aircraft inbound LGA during this 'incident'?

Fourth, in response to questions, TSA spokesperson Lauren Stover told The New York Times the agencies had carried out "a serious response to a non-credible threat."

Say what?

Summer 2005 ADF Business Meeting

The Summer 2005 ADF Business Meeting will be held in **Chicago** on **July 16 and 17**. Meeting room and accommodations are at the O'Hare Airport Clarion Hotel. Room rate is \$89. Hotel phone number is 773-693-5800 for reservations. The Board Meeting will be held 1500-1800 on the 16th, with the General Business Meeting is scheduled for 0900-1700 on the 17th.

Please confirm your attendance with Catherine Jackson by email at flycatjackson@cs.com or by phone at 410-507-0151

Thanks to PAFCA for sponsoring this meeting.



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THE ADF NEWS: "Keeping the Dispatch Professional Informed"

Industry Items of Interest

FAA Extends O'Hare Restrictions

The FAA and airlines have agreed to continued restrictions on flight arrivals at Chicago's O'Hare International Airport. The restriction of daytime arrivals to 88 per hour is designed to reduce delays at the airport. Further information is available at the following URLs:

http://www.reuters.com/newsArticle.jhtml? type=domesticNews&storyID=7976132 http://www.faa.gov/apa/pr/pr.cfm?id=1933

FAA Controller Hiring

The FAA plans to begin hiring controllers to replace those expected to retire over the next several years as well as the expected rise in air traffic. Hiring must begin soon due to the length of time required to train a new controller.

Additional information is available at the following URLs:

NATCA Press Releases:

http://www.natca.org/mediacenter/pressreleases.asp

FAA Traffic Forecast:

http://www.faa.gov/apa/pr/pr.cfm?id=1932

FAA Staffing Plan:

http://www.faa.gov/apa/pr/pr.cfm?id=1904

Jack Kies with Metron

Metron Aviation, Inc. recently named Mr. Jack Kies as Vice President of Strategic Alliances for its business development unit. Mr. Kies retired from FAA early January 2005 after providing over 30 years of distinguished service including Director of Tactical Operations at FAA Command Center. Metron Aviation is a small business specializing in products and services in the advancement of ATFM concepts. Mr. Kies will serve as an industry/government liaison and capture manager for strategic business pursuits. For more information on Metron Aviation, Inc., please visit www.metronaviation.com.



2005 ADF Leadership

Giles O'Keeffe, President (NW)
Jim Jansen, Exec V.P. (AA Ret.)
John Schwoyer, Secretary (Am. Eagle)
Mike Timpe, Treasurer (Horizon)
Russell Steele, V.P. Operations
Ted Christie, V.P. Admin (US)
Adam Giraldes, V.P. Govt/Legislature/Media (UA)
Jerry Elder, V.P. Membership (DL)
Allan Rossmore, Legal Counsel (EA, Ret)

Directors:

Catherine Jackson, Corp/Ind Alliances (WN)
Frank Hashek, Membership (ATA)
Brad Irwin, Information Technologies (CO)
Norm Joseph, Aviation Rulemaking (DL)
Jeff Rehaluk, Regulatory Review (Spirit)
Gail Murthy, Newsletter (BLR Group)

Summer 2005 Business Meeting July 16-17, 2005 Chicago, IL

Safety Symposium & Fall Bus Meeting October 9-11, 2005 Washington, D.C.



MITRE

Leaders in Global Aviation





Four ADF Presidents discuss the future of the profession in the early 2000's. From I to r, Leber, Caisse, Smith and O'Keeffe



Future ADF President, Catherine Jackson (back row left) was an active ADF volunteer, beginning in the early 2000's. In 2005, Cat became ADF's Director of Industry and Corporate Alliances. Cat has been a strong supporter of the Women in Aviation Organization. Here, she is seen with some of her dispatch sisters from Southwest Airlines. Back row right, Margie Majka, Michelle Hensser, Barbi Barnes, Carla Caisse and Stacy Baker; all ADF members.





From left, Jim King, Giles O'Keeffe and Norm Joseph discuss ADF history with the editors,



Carla Caisse and Tracie Benson at an ADF event in the 2000's.





ADF Future President: Joe Miceli

Joe served as President of the Airline Dispatchers Federation (ADF), for two consecutive terms from 2008-2019. Although Joe's time at ADF falls outside of the scope of this history of our first 15 years, ADF couldn't develop a work this comprehensive without recognizing Joe for his contributions to the profession. In Volume 2, 2005-2020, Joe's accomplishments will be described in significant detail Joe has been employed with United Airlines for more than 35 years as of this writing, with years of dispatch experience and operational experience. He is current and qualified as an aircraft dispatcher in the US, North Pacific, South pacific, Atlantic, Middle East, South America, and CRAF (Civil Reserve Air Fleet).

Born, raised, and educated in Chicago, Joe currently resides in the western suburbs of the Windy City.



ADF Future President:

Adam Giraldes

Aviation Safety Inspector Washington, District of Columbia, United States

A United Airlines veteran, Adam served as President of the Airline Dispatchers Federation (ADF) beginning in 2008. Adam regrettably notified the ADF Board of his intent to resign as president as of the 27th of March 2009. The FAA had given Adam an opportunity to work as an Aviation Safety Inspector, dispatch, working for the AMR CMO. Although Adam's time at the helm of ADF also falls outside of the scope of this history of our first 15 years, the editors wanted to acknowledge Adam's contributions. Adam has gone on

to a long and successful career with the FAA. In Volume 2, 2005-2020, Adam's roles at ADF will be described in more detail. The ADF Board commended Adam at the time of his departure stating, "The ADF Board would like to Thank Adam for his leadership and his contributions to ADF and our community over these recent years. He will be missed on our Board. We would like to wish Adam good luck in his new position. His experience and talent in our craft will serve him well promoting our profession and aviation safety in general".



On left, the editors talking with SWA CEO Mr. Gary Kelly about dispatch topics and ADF in 2005.

On right, Bill Leber talks with Congressman Oberstar, also in 2005



Airline Dispatchers Reception Professionalism



THE ADF NEWS

"Keeping the Dispatch Professional Informed"

Volume 16 Issue 2

Web Site: www.dispatcher.org

Fall/Winter2005

A Few Random Thoughts or A Tale of Two Speakers

Donna Corbett, ADF Historian

Ah, autumn in Washington, D.C.: Balmy days, cool evenings, and the ADF safety symposium in Crystal City. This year's ADF meeting took place from October 9-11. Although the theme was "Safety through Communication," another theme danced in everyone's minds. It was: "This industry is in deep trouble. Please, oh please, someone give us a ray of hope that anything can be done about it!"

Two speakers, on the first full day of the symposium, presented very different views of what ails the airline industry. Here are my very biased impressions of their remarks.

Just before lunch on Monday, October 10, John Donnelly, of Eclat Consulting (a firm led by former ALPA president Randy Babbitt), very effectively presented the Wall Street/M.B.A./Investment Banker view of the airline industry today. It wasn't pretty. He decried "bankrupt carriers given life support by the courts." "Network carriers cannot become low cost carriers, no matter what they do," he offered, and he blamed hub systems. (Funny -- I'm old enough to remember when every airline analyst praised the hub system as the best idea ever to hit the airline industry! And I'm not that old.) Donnelly pointed to "rationalization of capacity" (i.e., some airlines should just go out of business) as the top necessity facing the airline industry today.

One problem, Mr. Donnelly assured us, is that most airlines lack a "good story" for investors. Without a "good story" to capture Wall Street's attention, airline stocks will continue to lag. The USAirways/America West merger, he said was just the kind of "good story" that Wall Street needs to hear. (Apparently the story goes like this: Two airlines. All alone, they face difficult

(Continued on page 4)

ADF Participates in NBAA Forum

Ву

Steve Caisse

Once again this year, ADF was invited to participate in the "Friends/Partners in Aviation Weather" Forum at the National Business Aviation Association's (NBAA) Annual Meeting and Convention. The "Friends/Partners in Aviation Weather" forum provides an opportunity for aviation weather providers to hear directly from the user community on progress made this year in improving aviation weather services and to provide suggestions on areas of emphasis for the coming year. The NBAA, based in Washington, DC, represents the aviation interests of more than 7,000 companies that own or operate general aviation aircraft as an aid to the conduct of their business, or are involved with some other aspect of business aviation. ADF has attended this important, yearly event on a regular basis since the late 1990's.

This year's NBAA convention was initially planned to take place in New Orleans, but the convention was relocated and rescheduled to the Orlando area in the wake of Hurricane Katrina's destruction along the Gulf Coast. ADF's former President ('98-'99), Steve Caisse served as ADF's representative at this year's session.

ADF's presentation took place during Segment 5 of the conference. Caisse and his Segment 5 Co-Chair Randy Baker, a senior Meteorologist from UPS Airlines, addressed a number of subjects of interest to the dispatch community. Among the subjects which were discussed were the following topics:

The need for increased Airline Operation Centers (AOC) access to Integrated Terminal Weather (ITWS) products.

A proposal to reword FAR 121.655 (Applicability of Reported Weather Minimums) such that the surface visibility, not the tower visibility would be controlling for VFR and IFR takeoffs and land-

(Continued on page 11)



Page 2

THE ADF NEWS: "Keeping the Dispatch Professional Informed"

Aviation Rulemaking Advisory Committee

by
Norm Joseph, ARAC Delegate

The ARAC Executive Committee met at FAA Headquarters in Washington, D.C. on November 9, 2005. The meeting was chaired by ARAC Chairman Ron Priddy. This was Ron's last meeting as Chairman. The new Chairman is Craig Bolt.

The FAA Director of the Office of Rulemaking, Tony Fazio, advised that the Office of Rulemaking was fully ISO certified and that the entire Standards and Certification organization (AVS) will be ISO certified by the end of 2006.

The FAA has pledged full cooperation with the European Aviation Safety Agency (EASA) but will not harmonize rules just for the sake of harmonization. They will exchange rulemaking priorities, some proposed rules prior to issuing NPRM's, and some rules will be accepted by one agency after development by the other. The work of the Joint European Aviation Authorities Operations Group should conclude by the end of 2006 and EASA will assume the operations work from JAA at that time.

The ARAC website will be restored on or about December 9. Elimination of the ARAC web site by the FAA web masters as part of the FAA internet redesign has resulted in numerous complaints from both industry and FAA users. The Director of the Office of Rulemaking has mandated that the site be restored.

While the FAA will continue to use Aviation Rulemaking Committees (ARC) for specific rulemaking issues, the agency is committed to maintaining the ARAC and will recharter the committee for an ongoing two year term. The FAA is committed to assigning ARAC only those tasks that can be fully supported by the agency. The Executive Committee will meet in a full day working session early next year to explore ways the ARAC can be more useful to both the FAA and industry.

The General Counsels office advised that many FAA Legal Interpretations and Opinions are now available on the FAA web site. The link is: http://www.faa.gov/about/office_org/headquarters_offices/agc/pol_adjudication/agc200/Interpretations/

The only current Air Carrier Operations Issue is the All Weather Operations Issues Group and that group has no recent update.

Airline Dispatchers Federation

Newsletter

2020 Pennsylvania Ave. NW #821 Washington, DC 20006

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Please send article contributions or comments to any of the above addresses.

Also heard inside the Beltway....

The Aviation Safety Inspector-Dispatch vacancy for the Delta CMO is up for rebid.

The ETOPS final rule should have gone to OST and OMB for review and the latest target for publication is February 2006.

And outside....

NavTech is to buy European Aeronautical Group

Dispatch Manager ACARS Manager
Load Manager FliteTrac

MxControl Decision Manager

Sabre Flight Operations

"SOC in a box"

Sabre Airline Solutions

bankable



Page 3

NASA Aviation Safety Reporting System

By Frank Hashek

Overview

Aviation safety reporting programs are a means of obtaining information from aviation personnel about safety issues with the goal of preventing future accidents. To be effective in gathering information, the programs must offer both confidentiality and immunity to the reporting person. This article will discuss the history of the NASA ASRS, its current state and the future direction of ASRS.

History of Aviation Safety Reporting

During World War II, an enormous loss of personnel and aircraft took place while ferrying new aircraft to the war zones. These losses with other non combat losses brought about discussion within government and industry about a safety reporting system.

In 1958, Congress passed the Federal Aviation Act into law. This legislation was prompted by a number of aviation accidents, the most notable accident being a midair collision over the Grand Canyon, involving a Super Constellation and a DC-7. During the Congressional hearings for this legislation, government and industry again discussed an aviation safety reporting system. In 1974, two events took place that prompted the establishment of the ASRS (Aviation Safety Reporting System).

The first event took place in October, 1974. It was reported anonymously to the United Airlines Flight Safety Awareness program. This program had been established by United Airlines in January, 1974 to allow crewmembers to report any incident that had safety of flight implications, so that the company could take remedial action. This program offered the opportunity to report anonymously, but the company would not disclose the identity of anyone who gave their name without that person's consent. The company did not disclose this information to any person or agency outside of the company in a manner that would identify the person(s) involved.

In the United event, the crew received a descent clearance for approach to Dulles airport that, upon review by the crew, was determined to have allowed them to overlook the minimum altitude for the approach segment specified in the clearance. United published this information for their flight crews and discussed it with the FAA at Dulles tower. United did not ask the FAA to change any procedures and the FAA did not publish any information on the subject.

On December 1, 1974, the crew of TWA 514 received a similar clearance to that received by the United flight. The crew of TWA 514 was confused by the requirements for terrain clearance as charted and the instructions for descent that they had received from ATC. The crew followed the ATC instructions and later impacted terrain with a total loss of life of those on board. Had the TWA crew been aware of the information about the United flight, they may have better understood what they needed to do in order to maintain safe terrain clearance. The information about the United flight was published in the NTSB accident report on TWA 514.

TWA 514 was the final event before the establishment of the ASRS. The FAA published AC0046 on May 9, 1975. This occurred approximately 6 months after the fatal TWA 514 accident and approximately 6 months before the NTSB report on the TWA 514 accident was published.

Structure and Operation of the NASA ASRS

The mission of the NASA ASRS system is to receive, process and analyze data from voluntarily submitted reports. ASRS receives reports from pilots, controllers, dispatchers, flight attendants, maintenance technicians and others. Reports received describe hazardous or unsafe occurrences and occurrences that have the potential to become unsafe. The particular concern of ASRS is the human performance factor.

Confidentiality is the cornerstone of the NASA ASRS system. This is important in order to receive timely and complete reports. The ASRS system has been operating for almost 29 years, has received over 620,000 reports and has never had a breach of confidentiality.

The offices of the NASA ASRS system are located at the NASA Ames facility. NASA was chosen as an "honest broker" for the ASRS system in order to remove any doubt that the FAA could access any confidential personally identifying information and use it for enforcement action. NASA contracts a portion of the ASRS staffing.

NASA Ames conducts the majority of the (NASA) human factors, decision making, fatigue and CRM research and



(Continued from page 1)

times. They fall in love.... No! I mean they merge. Together they form ... Super Airline! Everyone lives happily ever after.)

As we know, no small child wants to be tucked in at night without a story, and apparently Wall Street investors require the same coddling. As our speaker continued to talk about the \$33 billion lost by the U.S. airline industry since 2001, I found myself drifting into imagination-land, wondering what would make a "good story" about the airline industry....

A Good Story

Once upon a time, two young businessmen with shiny new M.B.A. degrees decided to form an airline. They knew nothing about the airline industry, but what did that matter? After all, an airline was only a business, and they were masters of business! Besides, they knew what it was like to be a passenger, and what more do you need to know? So they modeled their airline after the only thing they thought was important about air travel, and CushySeats Airlines was born. The airline had a great story: soft, comfortable seats and low, low fares[™]! What could be better?

The entrepreneurs were very clever, and knew that their "good story" wouldn't get any attention at all if Wall Street brokers and business journalists never got to try those cushy seats. So they based CushySeats in New York City, which made it very easy for all the financiers' and journalists' pampered bottoms to try out the comfy seats.

"But what about CushySeats Airlines' maintenance department?" someone asked. CushySeats didn't need one! ("Oh, we have people offshore to do that kind of thing," the head of the airline's enormous PR department replied dismissively.) "What about your operations center?" a wise dispatcher asked. "Are your dispatchers supported and given all the training and authority they need?" "Oh, we follow all regulations," the head of CushySeats' massive PR department said, stifling a yawn.

All the Wall Street brokers and airline analysts and business journalists flocked to CushySeats Airlines. They wrote about it ("Its seats are so cushy!" said one very serious research report) and sang its praises. Its founders were on the cover of business magazines, and they were invited everywhere to lecture about how they had "revolutionized air travel." Soon everyone all over the country knew about CushySeats Airlines, although it only flew to a few cities. Everyone talked about those soft, comfortable seatsTM, and those low, low faresTM, and they never even noticed that CushySeats wasn't making any money!

Meanwhile, the Great Big Fund Managers, the ones who decide which stocks to buy for your retirement fund, heard all the buzz about CushySeats Airlines. "Look at that stock price. It's a bargain!" they said. The Great Big Fund Managers liked something they called "reducing their exposure" to "certain industries." They said: "We're not buying a whole bunch of different airlines to put in our portfolios! Just one is enough!" So they bought CushySeats Airlines stock and ignored all the older, grown-up airlines, which made the grown-up airlines very sad. And CushySeats' stock went up and up.

With such a big stock price, CushySeats was able to get lots and lots of money from banks. The bankers practically begged CushySeats to take their money! (When the older grown-up airlines asked for money, the bankers said "Go Away!" and called them "dinosaurs" and "losers" and other bad names.) So CushySeats expanded and expanded, and, everywhere they went, they offered soft comfortable seats and low, low fares.

The big grown-up airlines were worried. Some of them became silly and spent money replacing perfectly good seat cushions with new ones! They all had to match the CushySeats fares, or else nobody would fly on them. They knew it would be hard to pay their dispatchers and meteorologists and mechanics and planners and engineers and all the other people who made their airlines safe, but what else could they do?

Meanwhile, CushySeats' founders soon grew tired of the airline business. "It's not as easy at it looks!" they exclaimed. They had piled on lots and lots of debt, and their airline never really made money, but nobody noticed because those soft comfortable seats™ made such a good story! On Wall Street, the airline analysts looked at the sad grown-up airlines and decreed: "Consolidation is what this industry needs." So CushySeats' founders sold the airline, which was really what they had planned to do all along. (They weren't really "airline people" anyway.) It didn't matter that CushySeats had never really made money, and its low, low fares™ were way below what it really cost to fly airplanes. After exercising all their stock options, the founders were rich beyond their wildest dreams, and they didn't care that the new owners laid-off all the CushySeats Airlines employees. Except for the gigantic PR department.

THE END.

Thoroughly subdued by Mr. Donnelly's observations, we all adjourned for the traditional ADF awards luncheon. It was

(Continued on page 5)



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(Continued from page 4)

hard to keep up the cheerful conversation at our table, as the thought of the presentation we had just heard seemed to sap everyone of cheerful anecdotes. Fortunately, ADF and its sponsor AVTEC provided a delicious meal, and the chocolate truffle cake did ease our depression a bit. We returned to the meeting room, still feeling low but somewhat revived, to hear Darryl Jenkins.

You know Darryl Jenkins. He's the guy who almost scored a trifecta by appearing on 2 out of the 3 major broadcast networks on the day Delta and Northwest filed for Chapter 11. (I was keeping score.) He's a top airline consultant who, believe it or not, actually thinks about the operational side of the business. Recently he created a simulated airline operations center for teaching students at Embry-Riddle Aeronautical University, where he is a visiting professor.

"Airlines are not financial companies, they are operation companies," he declared, "and that aspect of the business is often ignored." "Financial gurus will continue to destroy industries," he warned. But, "dispatchers are the most important 'economists' in the business." He urges carriers to reject the "revenue-based view" in which airline schedules are

October Business Meeting Notes

At the October business meeting, the current Board of ADF decided to continue all current office holders in position through 2006. Look for election announcements in future communications from ADF.

Thank you, Giles O'Keeffe, President and...

> BEST TRADITIONAL WISHES FOR A HAPPY HOLIDAY SEASON!

developed by marketing departments and then the operations side is just "told to make it happen."

Jenkins pointed out that, if it were not for oil prices, this would be the most profitable period for the airline industry. He explained that the "cracking" process – in which different fuels are derived from crude oil – accounts for the exorbitantly high price of jet fuel. Refiners now prefer to make very profitable gasoline. Until refiners change their formulas, jet fuel prices are likely to remain ridiculously high in proportion to the cost of a barrel of crude oil.

Darryl Jenkins also highlighted the fallacy of the current conventional wisdom, which now points to a "need" for mergers and consolidation. Mergers historically do not lower capacity, he told us, but they do raise costs. (We all intui-

tively know this to be true: Have you ever seen a good airline merger?) In short, Darryl Jenkins provided an almost perfect counterpoint to the Wall Street analyst's view we had heard earlier.

Somehow, listening to Mr. Jenkins, we all began to feel a little better. Many years ago, aviation safety guru Jerome Lederer said that airline dispatchers were the industry's pessimists. It was very hard *not* to be a pessimist while listening to John Donnelly's presentation. But Darryl Jenkins, professor and airline consultant, reassured us. Dispatchers are important, he reminded us. And without high jet fuel prices, airlines actually would be profitable.

So maybe it's not our airline industry that needs to change. To paraphrase Shakespeare: The fault, dear dispatchers, lies not in ourselves, but in the oil industry (and maybe Wall Street too). Now, let's try telling *that* to our members of Congress....





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THE ADF NEWS: "Keeping the Dispatch Professional Informed"

(Continued from page 3) regularly uses the ASRS database in this research. This location was chosen because approximately 70% of aviation accidents are human factors related. The guiding principles of the ASRS program are voluntary participation, confidentiality of reporting and non-punitive reporting.

ASRS shares data with 3 main groups. Data is shared with NASA for research and in exchange, NASA helps ASRS with administration and funding. ASRS provides data and reports to the FAA to assist in the FAA's safety mission. In return, the FAA provides immunity to the reporting parties and funding for ASRS operation. ASRS provides publications and data to the aviation community, receiving public support and event reports in return.

ASRS provides reports directly to the FAA and NTSB when a quick response is required for a potentially hazardous situation. Callback is a monthly newsletter that anyone in the aviation community may subscribe to at no charge. The Directline quarterly safety publication is also available as a no charge subscription. Any interested person, educational institution, industry representative or individual may query the ASRS database on a particular topic of interest.

Report Intake and Processing

Reporting parties must mail their reports so that ASRS receives them within 10 days of the event. This is required to receive the immunity protection. It is advisable that the reporting party keep a record of sending the report, such as a photocopy of the report and a certified mail receipt.

ASRS then processes the reports in the following manner. After mail pickup, the report is stamped with the date and time of receipt. The reports receive an initial screening and an Alert Message is sent out (to the FAA and other interested parties) if the nature of the report indicates potential serious hazards. Multiple reports about a particular event are grouped together, after which and analyst codes the reports. If required, telephone callbacks are made to the reporters to gather additional information. The personally identifying information on the top strip of the report is removed and returned to the reporting party as a receipt. The reports are then entered into the ASRS database and the originals are destroyed.

ASRS Governing Documents and Regulations

Notices were published in the Federal Register in 1975 and 1976. Advisory Circular 00-46 was published in May, 1975 and 00-46D is the current version. This Advisory Circular outlines the structure of the ASRS and outlines the immunity program for all reporting parties, other than controllers. The controllers are covered under procedures outlined in Facility Operation and Administration Handbook 7210.3S. FAR 91.25 prohibits the FAA from taking enforcement action against reporting parties.

Reporting Trends

Reports have been trending upward, having increased approximately 70% since 1988. Report intake averages about 145 per day, 2900 monthly and totals about 34,000 annually.

ASRS is encouraging reporting and undertaking initiatives to make reporting easier. ASRS encourages the submission of ASAP reports into the ASRS system. ASRS now makes available online a <.pdf> form that may be filled out online, printed and submitted. ASRS is working on full online submission capabilities. The technology exists and ASRS is working on resolving any potential data security and confidentiality concern.

http://asrs.arc.nasa.gov/

Reporting to ASRS

Dispatchers are encouraged to report to the ASRS. Reporting offers immunity protection and the opportunity to help improve the overall safety of the aviation system. At this time, individuals may fill in the <.pdf> reporting form online, print it and then mail it to NASA ASRS. At this time, the form must be printed and mailed, it can not be submitted online. This allows NASA ASRS to scan the form and put it into the database automatically. If your company uses a key logger program on their computers, you may wish to use a home computer to fill out the reporting form.

The Future of ASRS

NASA is working toward automating the submission and processing of reports. At this time, some ASAP programs submit reports electronically to ASRS. NASA plans to offer secure online submission of reports in the future.



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FAA Second Annual International Safety Forum, October 20-21, 2005 By Giles O'Keeffe

More than 450 people from 45 countries attended this forum, including some high-ranking individuals from Asia, Africa and Europe. More and more, it is becoming obvious that commercial aviation is no longer dominated by the US, although it is also more obvious than ever, that US aviation is the safest in the world, bar none. In fact, the rolling three year average accident rate in the US is now 1 in 15,000,000 flights! Of course, the big difference between the US and the rest of the world is the dispatcher requirement. There are other countries, China as one example, that recognize this fact, and have incorporated it into their commercial airline regulations.

China's accident rate is declining steadily as the demand for seats continues to grow. There are about 850 commercial aircraft in operation in China now, and they see the need for about 600 more in the next few years. Hmmm, I wonder if the Chinese will pick up aircraft leases that are being abandoned by US air carriers whose management have taken them into bankruptcy?

Africa is experiencing major problems with air carrier operations, but the African states represented at this Forum appeared intent on solving those problems and reducing the accident rate. One huge obstacle is the lack of access to the capital required to purchase new aircraft and build a modern infrastructure. Also, in some countries, there are priorities, such as the need for clean drinking water, which may be more critical than any perceived need for commercial air service.

DOT Secretary Mineta stated that no country is an island when it comes to aviation safety. ADF strongly agrees with this and encourages the Honorable Secretary to steer other countries to safer operations by requiring any air carrier that serves US cities to adopt the highest level of safety and regulate the use of certificated dispatchers, with joint operational control. Certainly, at the very least, this should be mandated for any air carrier that code-shares with any US Part 121 carrier.

Mr Michel Wachenheim, with the French government, spoke about a passenger assumption that the government is responsible for safety oversight. France has published a list of carriers that the government considers to be "unsafe". Of course, by inference that means all the carriers *not* on the list must be safe. From my perspective, since the accident rate in Europe is much higher than it is in the USA, any list published by France, or any other country for that matter, remains suspect. Personally, I would have to be in an absolute emergency travel situation before I would fly an airline on that list!

There was a very interesting discussion on 'risk' at this meeting, and I would love to get the participants together with a few select dispatchers and educate them about the dispatcher's role: risk assessment and risk management. Mr. David Ropeik stated that the public feels that aviation workers, you and me, are deciding what is an acceptable risk for them, and people don't like that. He also stated that the risk you know is more acceptable than a 'new' risk. As I said, very interesting material, and I hope it will present an opportunity for ADF to open some more doors in the academic field, the insurance field, and the regulatory field.

In an interesting aside about risk, Dr. Graham Braithwaite talked about the CN Tower in Toronto, the tallest free-standing structure in the world. On the observation deck, about 1,000 ft above the ground, there is an area with a glass (actually heavy plastic, I hope) floor, where you can stand, and even jump up and down if you choose, with nothing between you and the ground but that clear piece of material. The observation was that there are lots of people who will go out on the glass floor, but the vast majority of them are children! Adults, for the most part, consider it an unacceptable risk!

The insurance industry representative spoke about Regulatory Arbitrage: companies shopping around for flags of convenience under which to operate airlines. He complained about the great variations in levels of oversight. If the (Continued on page 10)







Leaders in Global Aviation



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Jim Jansen Attends Aviation Forecast Conference

The Boyd Group is an aviation consulting company that has been in business for over 20 years. They provide consultation and forecasts to airports, airlines and financial institutions. Every year they hold an aviation forecast conference, and this year the 10th annual conference was held in Savannah, Georgia.

The speakers this year were:

Mike Boyd - President of the Boyd Group

John Armbrust - President of Armbrust Aviation Group

Tom Bach - Vice President, Network Planning and Revenue Management

B. Ben Baldanza - President of Spirit Airlines

Richard Champley - Senior Market Research Analyst for the U.S. Dept. of Commerce

Robert Fornaro - President and CEO for AirTran Airways

Mark Hale - VP Marketing and Sales for Embraer Aircraft

Henry Joyner - Senior VP, Planning for American Airlines

Drew Magill - Director - Market Analysis, Boeing Commercial Aircraft

Paul Matsen - Executive VP and Chief Marketing Officer, Delta Airlines

James May - President and CEO Air Transport Assoc. of America

Robert Montgomery - VP of Properties, Southwest Airlines

Raymond Neidl - Managing Director Calyon Securities

Shaun Nugent - CEO Sun Country Airlines

Lectures and discussion were focused on a few key topics: Fuel Cost was number one, followed by Airline Strategies, Air Traffic Control and the TSA.

The forecast is for fuel costs to go down, and then rise again. The reason for this is not a supply problem, rather issues with refining capacity and distribution. Unfortunately, there are no short term solutions for either problem on the horizon. Almost everyone was interested in Southwest Airlines' fuel hedging strategy. This year, 90% of their fuel was hedged at \$28.00 a barrel and starting in 2006 that percentage will decrease every year for the next 4-5 years. This means that the cost of buying fuel at market rates will increase Southwest's costs by more than the profit they made this year. The forecast is that in 2006 the airline will show its first loss due to losing a significant percentage of this fuel hedge. Several other airlines with good fuel hedge positions will be in the same predicament.

Airline Strategies was a very interesting topic. The speakers from Spirit, Sun Country and AirTran explained their marketing and operational strategies, as did the speakers from AAL, DAL and NWA. The interesting forecast that Mike Boyd put forth was that the demise of the legacy carriers being touted in the media is not going to happen. He cites that strong hub and spoke systems and international networks will ensure their survival. He didn't think that there will be more mergers, but rather that there will be more code sharing between the legacy carriers, much like the agreement between DAL, NWA and CALI.

Mike Boyd offered the following wisdom from "The Experts:"

- 1. The U.S. really needs just 3 airlines
- 2. Legacy carriers are saddled with old work rules
- 3. If one airline goes bankrupt, it'll cause 'em ALL to go
- Foreign airlines would like to buy US Airways
- 5. One fleet type is the intelligent way to go
- 6. Southwest pilots generally make less money
- American Airlines has restructured in bankruptcy

The source of these "expert" observations – three learned professors at the Wharton school (of business) of the University of Pennsylvania. Kind of scary that other people are actually listening to these 'experts."

All in all, it was in interesting conference. If you want to see more on their past and present forecasts, visit their website at: www.aviationplanning.com.





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THE ADF NEWS: "Keeping the Dispatch Professional Informed"

(Continued from page 7) insurance agencies know this, certainly the US DOT knows it, which leaves only the question, what are they doing about it?

The Forum also presented discussions about the viability of hub and spoke, the future consolidation of air carriers in the US, government plans for the future of air traffic in the US (triple capacity in 20 years, but it is REALLY hard to pin down exactly how that is going to happen), the possibility of foreign capital investing in US air carriers, and the 'culture of safety' that needs to exist at air transportation companies.

This was an expensive conference for ADF to attend but a lot of useful information was presented. Dozens of contacts were revisited and a few new contacts made. You can take a look at some of the speeches through the following url:

http://www.faa.gov/news/conferences/2ndSafetyForum/



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(Continued from page 1)

ings and for instrument approach procedures on all runways of an airport, when the reported visibility in the main body of the hourly report is less than 4 statute miles. Issues for dispatchers arise when tall ATC towers are in clouds. These towers will often report 0 visibility even though the RVR 6000+, unnecessarily curtailing our operations.

A suggestion to introduce a web based datacenter for current active winds shear alerts & to add WSP generated alerts to the current Terminal Weather Information for Pilots (TWIP) distribution system.

A discussion surrounding ADF's involvement in efforts to address FAR 121.619 (Fuel Load for Alternate) which requires fuel be carried for an alternate airport when the destination's ceiling and visibilities are forecasted below 2000 feet and/or 3 statute miles. ADF first addressed this issue in 1998, conducting a panel discussion at our Annual Symposium. Later ADF issued a series of press releases advocating changes to this regulation. ADF still feels that the 1-2-3 rule is outdated. Delta Air Lines' recently granted exemption to 121.619 was examined. Delta now uses a "1-1-2" rule in certain situations when determining the need for assigning an alternate to a flight

Regarding FAR 121.621 (Alternate Airport for Destination: Flag Operations) A suggestion was made to eliminate the time limitation of 6 hours on IFR - no alternate operations.

Regarding FAR 121.645 which requires an additional 10% fuel load for flag operations, a suggestion was made to reduce additional fuel to 5% since the regulation written when Oceanic wind forecasts were notoriously inaccurate. It was noted that with automated aircraft wind reports and advanced global wind models, forecast errors are far less common.

A new RVR web site Summary Page with at-a-glance status for multiple airports was recommended. The proposed web page features color coded indicators based on recent lowest RVR at each airport. In a single glance dispatchers can get a useful overview of airports with reduced visibilities.

Finally, ADF addressed the FAA's new interpretation of holdover times and requirements surrounding pretakeoff contamination checks. Until this year, airlines could use Type IV fluid, and then perform a pretakeoff contamination check within 5 minutes of takeoff. If the aircraft was found to be free of contaminates, the captain could take off. New FAA guidelines to their POI's say that if there is no published holdover time (as in for ice pellets, moderate or heavy freezing rain and heavy snow), the aircraft is grounded. ADF attacked this new interpretation, asking that the airlines be allowed to conduct business as in the past. ADF observed that the new guidelines could pose serious operational challenges to dispatchers and their employers and were unnecessarily restrictive.

The FPAW session was attended by over 300 aviation professionals from industry, government and vendor segments. As in the past, it was beneficial for those in attendance to hear the dispatcher's perspective on these issues of importance. ADF is grateful to Bruce Carmichael of UCAR and the whole UCAR team for again including the dispatch profession in this important forum.







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THE ADF NEWS: "Keeping the Dispatch Professional Informed"

2005 - 2006 ADF Leadership

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2006 ADF Meeting Schedule

Winter 2006

Business Meeting

February 11-12

Fort Lauderdale, FL

Spring 2006

Business Meeting

April 29-30

Indianapolis, IN

**

Summer 2006

Business Meeting

June 8-9

Seattle, WA

2006 Symposium

& Fall Business Meeting

October 1-3

Dallas, TX

Contact

Catherine Jackson

For details on meeting times

and accommodations

flycatjackson@cs.com

or check the

ADF Website

www.dispatcher.org



A Few Final Thoughts...

Airline Dispatchers Federation

2020 Pennsylvania Ave NW #821 Washington, DC 20006 (800) OPN-CNTL



Saluting ADF's Early Presidents and Longtime Executive Director, Secretary and Treasurer



Top row (I-r): (James Oberstar, United States House of Representative Member of the Minnesota Democratic Party) Bill Leber (NW), Mike Nadon (CO), Giles O'Keeffe (NW) Bottom row (I-r): Jim Little (AA), Bill Cranor (US), Carla Beck (WN), Steve Caisse (DL), David Smith (DL)

GREETINGS AND SALUTATIONS

From friends and colleagues throughout the aerospace community on the occasion of ADF's 30th anniversary

Over many years, in the spirit of aviation safety, ADF worked collaboratively with a small group of FAA officials who specialized in dispatch and operational control.

Regional Dispatch Resource Inspectors were responsible for a variety of regulatory matters within the FAA, but also had taken a keen interest in dispatch and operational control issues. These "RDR"s became important resources for other FAA Inspectors within each region.

ADF representatives were welcomed to provide feedback to the RDR group as it was organized and later, often interacted on key industry safety projects.

Mr. David Maloy, was one of the FAA's earliest Regional Dispatch Resource Inspectors (RDR) in the 1990's. Dave is remembered by many ADF old timers as a hard-working advocate for the dispatch profession. Dave viewed ADF as a partner with the FAA and appreciated ADF's feedback on important issues.

On the occasion of ADF's 30th Anniversary, Dave sent this congratulatory salutation to ADF and our members. - (editors)

The ADF has always been a beacon for promoting airline safety and positive operational control. ADF has consistently networked with their members, regulators and other groups such as IFALDA to raise the bar. In addition, ADF's members have played a key role in lobbying ICAO to enhance guidance for flight operations officers as seen in Annex 6 Operation of Aircraft.

My association with ADF began in the 1990's while working as an FAA Inspector. A couple of other inspectors were working to elevate the importance of operational control and we often received input from ADF about such topics as the need to ensure airline regulatory compliance through deeper scrutiny of dispatch centers.

In addition, ADF's lobbying with HQ was key to a pivotal decision that resulted in the FAA creating an Aviation Safety Inspector (ASI)-Dispatcher position. There are now a number of ASI-Dispatchers in the agency who provide oversight at CMOs, FSDOs and Part 65 Dispatch Schools. These specialists have had a wide-ranging impact on not only operational control but also the quality of instruction and curriculums at Dispatch Schools.

We salute ADF's 30th anniversary. They should be proud of their consistent contributions to aviation safety.

Mr. David Maloy,

Aviation Safety Inspector at Department of Transportation Federal Aviation Administration

Additional Comments are forthcoming.

We salute ADF's 30th anniversary. ADF should be proud of their consistent contributions to aviation safety.



During the celebration of ADF's 30th Anniversary, as a part of assembling this document, the editors sent the following question to dozens of dispatchers around the country.

"What is the best advice you would share with a future dispatcher learning about the profession?"

When additional feedback is received, this page will be updated. For the moment, ADF President Emeritus Caisse submits his response to this question below.

Dispatcher's Role of Managing Risk More Critical Than Ever

S. Caisse ADF President Emeritus

Threat assessment, risk management, and proactive operational control need to remain key focus points for aspiring future dispatchers.

Despite the sophistication of commercial airline operations in 2021, aviation is still an inherently dangerous and unforgiving undertaking. As dispatchers, we know that we play a decisive role in keeping our flight operations safe. Dispatchers often can and do employ intervention strategies which prevent aircraft accidents.

History has taught dispatchers that an aircraft accident is the result of a chain of events, none of which alone solely cause the accident. However, if left unchecked, events of increasing risk in the unbroken accident chain will ultimately result in catastrophic consequences. It is our responsibility as dispatchers to look for unacceptably high operational risks and to mitigate that threat to an acceptable level, thereby breaking a link in the chain that potentially leads to an accident.

I have been very fortunate over the years to have interfaced with some of the sharpest minds in the dispatch profession. From these wise men and women, I have been shown a key set of behavioral traits that, if followed with dedication and persistence, will permanently nurture your dispatching attitude and behavior, ultimately enabling dispatchers to operate flights as safely as possible. Allow me to share these with you.

AIRLINE DISPATCHERS

A Few Final Thoughts...

Never Become Complacent

The time dispatchers are at greatest risk is when we least expect something dangerous is about to impact our operation. To avert complacency, dispatchers must consistently apply threat probability assessment strategies, even in the absence of perceived dangers. The key is to utilize the same safety tactics every day, regardless of how smooth your operation may be or how good the weather is in your sector.

Always Error on the Conservative Side

As dispatchers, we make hundreds of daily decisions. When faced with uncertainty about any verdict, decide in favor of the more conservative option. Our job does not reward the gambler and rolling the dice is best left for your next Vegas vacation. Always go with the least risk alternative whenever you have any doubt about an operation. In spite of dispatcher's "complete the mission" mentality, sometimes the best place for an aircraft is on the ground.

Respect Thunderstorms

Thunderstorms present the greatest meteorological risk to our operation. In a macrosense, they are dynamic, fast moving and largely unpredictable. Some of aviation's most tragic accidents occurred during an attempted landing or takeoff in a thunderstorm. Hail and severe turbulence cause significant damage and injury to the industry's aircraft and passengers each year. Give thunderstorms the respect they deserve when operating your aircraft in regions of potential thunderstorm activity.



Put Yourself in the Cockpit

As a dispatcher, you are a certificated airman. You have received some of the same training as do airline Captains. The final written examination you passed during your FAA practical examination is the equivalent to the air transport pilot written. We all have taken many cockpit jumpseat rides. Therefore, except for the hands-on skill of flying the aircraft, our aviation background and experiences are similar to those of the pilots we work with each day. When exercising operational control, "fly" your aircraft from the crew's perspective. Evaluate your operation as if you were part of the flight crew.



Listen to your Flight Crews and Co-Workers

For dispatchers, listening is as important--possibly more so--than talking. Listening allows dispatchers to correctly and clearly understand the needs of coworkers such as flight-crews and other operational control teammates. Listen intently during phone calls and when talking to aircraft via radio. During conversations, ask questions to make sure you are clear about co-workers concerns and expectations. Each day, dispatchers make many fact-based decisions in rapid fire succession. Decisions made based upon incomplete or inaccurate information will likely be flawed.

Do Not Back Yourself into a Corner

All contingencies contain an element of danger and risk. As we assess threat probabilities associated with our decisions, we need to be acutely aware our options. Dispatchers should never back themselves into a corner from which there is no safe escape. Many years ago, on a foggy night across the southeast, I recall hearing of a dispatcher working a DC-8 holding for an approach into JAX. The dispatcher convinced the crew to hold down to a minimum fuel state expecting the fog to break. When it became obvious that JAX's weather was not going to lift, there was not a legal alternate within the fuel range of the aircraft. Fortunately, the crew was able to safely execute a low-visibility landing at a nearby military installation (not a legal alternate), but things could have easily gone the other way. The dispatcher and crew had backed themselves into a corner with no safe exit strategy.

Have a Backup Plan and Exit Strategy

As you tactically manage your operation, as soon as something unusual develops, immediately establish a safe and secure exit strategy. Always have a backup plan in case your operation goes south on you in a hurry. A spare alternate with good weather in your back pocket goes a long way on a difficult night. Well in advance of the actual event; ask yourself what you would do if your flight executed a missed approach on a stormy night. If your JFK-LAX trans-con has a no-ice restriction, be thinking what you would do if an off landing were to become necessary when flying over low level icing conditions in the center of the country for example.

Take Excellent Care of "Your Partner" in Operational Control

The relationship which forms the basis for the operational control concept is a time-honored association, referenced in numerous regulations and Some of aviation's policy documents. Of course, this bond is the pilot-in-command – aircraft dispatcher union, so familiar to all dispatchers. The Captain is your teammate, your ally and best friend as you exercise the privileges of your dispatcher's certificate. On the road to earning four stripes, the Captain has successfully completed a long and challenging journey. The Captain is a wealth of wisdom and insight. He or she can help keep you out of trouble, just as you can save him or her from misfortune. Be certain to alert your crew to any factor about your operation that concerns you. A quick "heads up" goes a long way toward building a bond of trust and mutual respect. From a



A Few Final Thoughts...

regulatory perspective, you and Captain are "in it together". As the operation goes, so go both your fortunes. Be a team player. Provide effective guidance and solicit feedback as you work with the flight crews. The Captain is your partner.

Proactively Exercise Operational Control

Dispatchers are not baseball catchers waiting for each pitch to arrive before opening the mitt to receive the pitch. Dispatchers cannot sit back complacently waiting to react to problems as they pop-up. We have to always be out in front of our operation, looking for risks and hazards before they bite us. Dispatchers need to be prepared to intervene and control an expected occurrence or situation. We need to think ahead, be on the lookout for trouble and mitigate hazards before they escalate into something ugly. Dispatchers need to offensively exercise operational control with due diligence for risks and hazards and with preemptive consideration against the threat of an accident.

Remember the T's

As taught to me by Lew Rezsonya when I was a very new dispatcher, "take the time to invest in your training, so as to refine your techniques, enhance the coordination of your teammates and develop proficiency with your tools to fully leverage your talents as a dispatcher".

And finally:



Look to **Break the Accident** Chain



A MESSAGE TO FUTURE GENERATIONS

The dispatch profession has always been a tight knit community of gifted, passionate individuals who believe in the value and benefit of positive operational control and joint responsibility. Most also take the process of mentoring newer dispatchers very seriously.

Those of us who have come before you in the profession benefited from the expertise of our predecessors by intelligently emulating and adapting their skills and techniques, gained over a lifetime of dispatching. I strongly encourage future dispatchers learn about the challenges and accomplishments of the past. Heed the counsel of senior dispatchers for inspiration and guidance.

When I began my dispatch career, those who mentored me during my earliest days in training had entered the dispatch profession in the 1960s. In turn those 1960's individuals were trained by the very first dispatchers who began their careers in the 1920s and 1930s. It is impossible to quantify the collective experience from which I benefited during my earliest years in the profession by listening to the advice of those very senior dispatchers with whom I was so fortunate to train.

As new dispatchers enter our profession, I strongly encourage all to pay close attention to those graying, veterans in your offices. These men and women have seen pretty much all there is to see, been through every challenge imaginable, overcome trials which you may not see for 20 more years, but see them, you will. Permit their experience to impart an irreplaceable wealth of wisdom upon you.

I will be forever grateful to the senior dispatchers who took the time and had the patience to guide me during the earliest days of my dispatch career. I am grateful to the gentlemen at right with whom I had the benefit to train with during my first several months as an Assistant Dispatcher. Norm and Hans taught me lessons that were never forgotten, and although both retired soon after my dispatch career commenced, my roles at ADF have benefitted from their wisdom. I'm thankful for an opportunity to appreciatively pay that debt forward to future generations. SC



Delta Flight Superintendent and ADF member Norm Sampson.



Delta Flight Superintendent and ADF member Hans Tiedemann



Contemplating the Future

Postlude:

A NASA's Langley Research Center Study:

What About the Future?

"In SPO-3, the CONOPS revolved around a

specialized two-position ground control station where the operator when sitting in the right seat fills the role of a "super dispatcher" for as many as 12 single-pilot airliners in cruise".



Conceptual mockup of a pilot/dispatcher workstation as envisioned from sometime the future.



Contemplating the Future

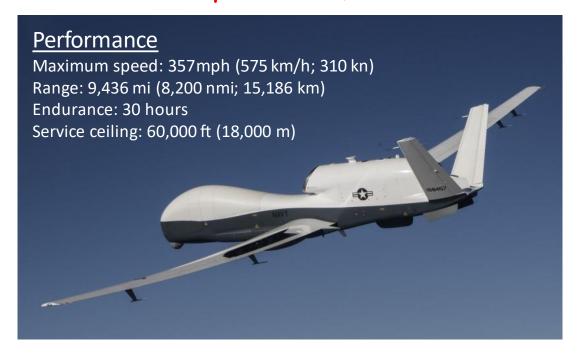
What History Has Taught Us?

- The Profession Has Faced Elimination In The Past
- Future Change Is Inevitable
- Technology Advances Continue Drive Rapid Innovation
- Airlines Will Continue To Seek Cost Reductions
- Single Pilot Technology Is Possible Today
- Unmanned Aircraft Have Been Flying For Decades

Unmanned Aerial Vehicles

Northrop GrummaMQ-4CTriton







Contemplating the Future



The Future of Dispatch?

- Stay Involved And Engage Others
- Dispatchers Must Adapt To Changing
 Circumstances And Evolve Or Face Extinction
- This Generation Of Dispatchers Defines The Future, The Next Will Live It
- Continue To Promote Safety As Dispatchs
 Primary Contribution To Aviation







Smithsonian Magazine delivered its view of future airline operations in its August 2017 issue which examined the prospect of "Airliners without Pilots".

The fundamental concepts which were mentioned in the opening chapter of this work of ADF history will always need to be considered when operating any means of conveyance from point A to point B in the future. The basic tenets will not be altered, no matter how sophisticated our technology becomes. Humanity will likely never develop a machine that is totally immune from the hazards of powered flight or interstellar travel. An impending journey's routing will still need to be analyzed to aid in the avoidance of hazards and to ensure selection of the most advantageous and agreeable plan of operation.

Determining optimal conditions for a journey will always require some consideration of environmental factors, the condition of the craft to be used, the performance of the vehicle and its required systems. The requisite propulsion source and thrust benchmarks will need to be analyzed within the constraints of any limitations.

The dispatch profession can continue to thrive and retain its relevance if those who follow in the footsteps of the current generation are able to adapt their roles, so as to remain essential within airline operational control, providing many of the same safety crosschecks which we do today, but applied and exercised within a different, evolving paradigm.

A vital component of achieving that objective will be active promotion of the dispatch profession on national and international fronts among all our partners in aerospace industry, government, and the media. The profession will always need a dedicated, coordinated, professional voice to remind our industry partners of the important role dispatchers have historically played as part of the triad of safety within aviation. Here's to 300 or 3000 years of ADF's coming achievements and successes.

SC/CC.

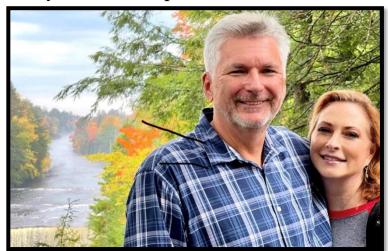


In the spirit of volunteerism, which is a long-established hallmark of the ADF organization, this two-year project has been a humble gesture of appreciation from your editors. We express heartfelt gratefulness to all those members of the dispatch profession, past and present, whose tireless work and determination are of essence of the extraordinary accomplishments revealed within these pages.

No one associated with the production of this manuscript accepted any compensation or reimbursement of any kind for their efforts.

Our only desire is that, somewhere in the future, the wisdom and insight gleaned from ADF's historic endeavors detailed herein, will bestow upon future generations, encouragement to persevere.

We encourage you to continue to nurture, safeguard and promote our profession. Echo ADF's irrefutable message: "The aircraft dispatcher is a crucial contributor to aviation safety and airline operational excellence."



Carla and Steve Caisse October 2021





Our Proud History

The Early Years
1990-2005

Carla and Steve Caisse Authors / Editors