

ADF Business Meeting, July 17, 2005

Giles O’Keeffe, President ADF, called meeting to order; welcomed all to Business meeting and thanked everyone for attending.

Don Wright could not attend meeting due to family emergency. Don had spoken to Giles and voiced his concerns about the ATC system and how SRV WX 15 NM outside JFK creates system wide delays, costing the industry millions of dollars.

Giles agreed that the ATC system is flawed and we as its users must make the effort to fix it. The best way to fix the system is to provide constructive feedback after the telecons and at the end of each day. Take time to fill out the feedback forms and make an attempt to offer constructive criticism. Work within the system that we have to make the best of it: be proactive.

Giles also had added that the FAA is reviewing the Sector Volume limits, which have never changed since their introduction into the system many years ago.

John Schwoyer, ADF Secretary, passed out hard copy of the minutes from last Meeting and motion set by Giles to accept with correction. Motion was seconded by John Plowman, floor accepted.

Jim Jansen, ADF EVP, discussed new ADF video. The first segment of the video is completed and edited. Jim thanked the TWU for use of their facilities and support. The video is progressing well but still no release date committed. The target is October Symposium but that is an optimistic goal.

Jim also discussed the some challenges for the future, such as the airport and airspace congestion with the thousands of micro jet to be introduced into the NAS by the year 2025: in addition to growing use of unmanned aerial vehicles. There are no current or future proposed regulations for UAV operational control. Jim recommended that and the FAA exercise oversight of the regulatory process that will allow UAV’s to mix with air carrier traffic. Missed approach procedures spring to mind, among other items!

Additionally, the SLOS safety argument is being raised regarding use of micro jets with their proposed point to point services disguised as on-demand-charter. What regulations are being proposed to ensure the highest level of safety for the entire traveling public? These jets will take even more airspace in an already congested system, but will not provide the safe operational oversight of Part 121.

Jim, Giles, and Dave Burnham had a meeting with TSA Deputy Director July 6. Jim and Dave gave suggestions to include the Dispatcher in any discussion affecting scheduled carriers citing the FAR’s for additional support. Jim had offered to provide a presentation similar to the one he gave other government offices to help with understanding of the dispatch and their role in the airline. The TSA had listened to the

group and its presentation and said they would take it under advisement. Jim had also invited the TSA to join a panel discussion in the October symposium.

Jim has planned the October Symposium around the Federal Holiday which means that all the Federal organizations like the FBI, FFDO, Federal Air Marshals, and TSA (if they accept will all be on Tuesday. And this year's theme is Safety thru Communication

Jim advised the group that there is a new position in Atlanta for POI of Delta and some regional carriers based there. Southern Florida (Miami), is creating a super FSDO that will encompass all of Florida and the Caribbean which will serve as the clearing house for all International Air carriers verse a specific airline POI.

Giles read an email from Steve Caisse, former President of ADF, looking for participants in an Embry Riddle U study of dispatch specific issues.

Giles advised that ADF is committed to the ASPS and that he will continue to support Steve Caisse as the ADF representative on that committee and the JJPDO meetings.

Jim added that it is paramount that ADF have a voice in these meetings and that the single level of safety axiom is promoted. Jim reinforces the message at every possible opportunity.

Sandy Sandziuk delivered a message from Alan Rossmore who sent his regrets that he could not attend in person. He thanked ADF specifically Giles and Jim for attending the IFALDA convention in Warsaw. Alan extended an early invitation to all ADF members to attend the 2006 IFALDA convention in Kuala Lumpur, Indonesia. This year's conference was a success with multiple discussions and speakers ranging from Cabotage to modifications in the JAR operations to lend itself towards the licensing of Dispatchers in the European community. Review the latest from Transport Canada regarding cabotage at <http://www.tc.gc.ca> cite Canada Gazette Part I subpart 9. Other topics in the meetings included the ICAO hosting meetings to add the Russian built aircraft into all databases and advancements in the Asian Aviation community for Dispatch licensing.

Giles thanks Sandy as always for his support and presence at the ADF meetings and said ADF would continue to support IFALDA as we have in the past.

Gary and Joel reported that Delta has received the exemption for alternate specification, but is not currently implementing til training is completed: the 1 hour before and after ceiling must be 1000 feet and visibility 2 miles with a working Category II crew, aircraft and airport facility.

Mike Alpers stated UAL is perusing same exemption but no specifics were available. He did mention that UAL is now approved and is using the 5% international fuel ruling.

Frank reported that NASA/ASRS to discuss on line admission of reports but strongly suggests that reports be completed at home verse work due to security. Frank wanted to

thank Giles, Jim, and John Plowman for their assistance in obtaining funding to keep the program operational. FAA continues attempts to gut NASA/ASRS funding.

Russell reports that Chautauqua is splitting into two airlines: Chautauqua and Republic Air Lines. Once the transfer and FAA proving runs are complete the airline many merge together and keep the Republic name. So far there are 34 employees : Republic and the shuttle will be hiring dispatchers (and other positions) and the future looks good since Chautauqua was 17 million in the black so far this year. Proving runs in August.

Catherine extended an additional thank you to PAFCA for their sponsorship of this meeting. Catherine reported that the Symposium is progressing. Discussion on dates, locations, and sponsors for all meetings and the following was suggested: Feb. 11-12 Ft Lauderdale, April 29-30 Indy, July 8-9 Seattle, October 1-3 Dallas for Symposium.

Giles again suggested that once all the legal paperwork is finished ADF should search for grants that we as a group could complete and participate in. The challenge was set to search for available grants and discuss the possible of submitting the bid. An additional challenge was stated to make the web site more active and current.

Russell motioned to adjourn Andy second floor agreed meeting called to close.

July 17, 2005 ADF Business Meeting Attendees

John Plowman  
Russell Steele  
Adam Giraldes  
Sandy Sandziuk  
Catherine Jackson  
Giles O'Keeffe  
Jim Jansen  
Gary Christensen  
Joel Czios  
Mike Alpers  
Frank Hashek  
Andy Konstas  
John Schwoyer