

2006 ADF July Quarterly Meeting Seattle

Giles welcomed the group to Seattle and thanked them for taking the time to attend the meeting.

In order to maintain the timeline of the meeting room it was asked that the officers give a report of their activity's and any information they have in addition to the agenda.

Mike Tempe, ADF Treasure, reported that the ADF balance is approximately \$6K less than last meeting. The not for profit status has been approved by the IRS and that the only remaining item is the clean-up of accounting items with the lawyers and accountants. Mike stated in preliminary discussions with the accountant that it might be best to wait to the end of the year and cut over with a new year for the smoothest transition. To aid in this transition a list of all assets is being compiled and the "old ADF" will transfer them to the "new ADF". Dimensions Corporation sent a check for the 2006 Symposium (Silver) sponsorship. The sponsorship is lower than previous years and discussion ensued on how ADF needs a Champion to increase and maintain the sponsorship. Expressed his concern that currently the demands to maintain a positive presence exceed the available volunteers and it will create a negative for ADF.

In discussions among group the focus is on the web site the group agrees that the need for an interactive and improved web site will aid in the direction and focus of ADF for its members. With the announcement of Brad not returning as Web Master and Andy not being able to take over the position, other options are being explored. The consensus among the group is to solicit individuals and company's that they feel could improve and enhance the web site. The web page in its original form was easily navigated not cluttered and even approved the FAA as an authorized weather site. The idea is to return web site to a simple an easily navigated, alphabetize and organize paths like before. Additional enhancements like a quick check status button to view an individual account and a calendar or events, or volunteer sign-up list for various events and activities that need help, and a chat or blog page for open discussion in the group. Giles and Jim made plans to work in the upcoming meetings a stop to the original creator and solicit advice and help.

The discussion switched to the video and its progress. Speaking with the TWU rep that is working the filming and editing video she mentioned it is almost finished with a need to edit or film one section over "upgrade a few areas". Giles and Jim are making a trip to Dallas (among other locations) for various meetings and they will be stopping in to TWU to work on and discuss the video tape project and a timeline for next filming.

Jim updated group on NGAT's with limited Aviation publication meetings the group is sending out proposal for contract and swapping emails with Sr. Editor 135 Dispatching, for course and test. This continued contact will aid once blog forum is instituted on our website.

Jim also added that in corresponding with editors of aviation publications Jim has been asked to gather and then forward true stories of “Dispatchers Down time”. Specifically, what Dispatchers do in their down time for fun, excitement, to relax? These stories will then be published along with other valuable insights to dispatch and the men and women who perform this task.

Touching on the Agenda the symposium Hotel has been selected, DFW Grand Hyatt, and speakers are being sought and secured: Carl Grundman JPDO, Dave Burma FAA Jim is working on additional speakers and forums but welcomes and suggestions and help.

JPDO is redesigning airspace with 7-8 different government agencies with specific goals of what the airspace will be and who controls it. This is an arduous process with each group having a different view of the final picture the set up is developing slowly. Jim will continue to attend this and other meetings for ADF to continue to have a presence and positive input into the design and rules of the future airspace and associated rules that will follow.

Sandy Sandziuk was asked if he or Alan would present at the ADF Symposium in Dallas October 1-3. Specifically update the members on world view of industry, dispatch and integration of the US and world. Sandy accepted the invitation and asked for about an hour for a presentation of IFALDA.

Briefing the group on Malaysia, Sandy said the turn out was very well even with the transportation issues with an overall attendance of Eighty (including board, hosts, and vendors). Discussions ranged from airlines and operating systems to aircraft with a presentation by Boeing on the 787. Also mentioned was how IFALDA was instrumental in ISOA auditing ref. the addition of Dispatch audits.

IFALDA announced that Malaysia will form it own subgroup within the organization. The subgroup concept was further discussed to separate into UFALDA, PACIFIC, North American. Additionally, IFALDA is taking ADF queue and incorporating its organization in Florida. Florida was selected for the IFALDA May meeting. Sandy also informed the group of the IFALDA voted (unanimously) to increase in its membership dues from ten to fifteen dollars taking effect May 1, 2007.

This changeover does not meet with the billing cycle of ADF and ADF has not had the opportunity to discuss this increase in dues or how the group will handle the set increase. The discussion focused the increase and cost value what ADF produces and what IFALDA offers coupled with ADF reluctance to increase dues especially in the financial instability of the airlines. This increase from IFALDA of fifty percent brought discussion within the group about overall costs and continued support. The financial discussions where delayed until later, for a greater input from the group. Additionally, it was asked how many members are in IFALDA? What percentage does ADF represent? Does ADF need representation of IFALDA Board and consequently does ADF need to have IFALDA on their board, are the groups needs being properly presented and represented

within the other group? The ADF Board will review the By-laws and make a recommendation.

The group discussed the advancements in the international arena for IFALDA and the prospect of change in the US system. The major concern is the ownership by a foreign carrier. If these rules are changed then who's operating rules would apply the US which requires a SOC with Dispatcher joint authority or a less stringent and costly flight following operations who merely offers aide and assistance with NO operational control authority. The group thought it might be good for IFALDA and /or ADF to touch on this subject matter at the Symposium. The mandate by FAA for all US carriers to implementing accurate landing distances with cross-reference in operations was a bold and strong statement for improved safety but yet international carriers operating into the US do not have to maintain this improved safety standard, causing even more concern that the US Government is forcing its US Carriers to incur additional cost but giving relief to foreign carriers which may lead to greater financial hardships on US carriers forcing many to leave and operate overseas for less. What should ADF do? What can ADF do?

The group discussed how to raise the banner again for ADF and improve the membership and activity and involvement, not just about foreign operators trying to get a foothold into US mainland operations but about Airspace and ATC issues like the AFP. The AFP was a good concept but doomed the start. How can we fix it? Idea was presented to have control to a fix not an airport that way it can be strategic tool instead of a tactical one. The group discussed how Centers and TRACON still have issue over control and flow overhead and through. Will privatization fix this mess if so how can it be done? What can ADF do in this fight which affects each operation?

The group agreed that the key was in its membership and the website is the cornerstone of the group. With the financial hardships of many carriers and their members being asked to give up and give back it is essential that the group has a central point to communicate and facilitate all the inter-workings so costs and time can be conserved and better managed (minimizing travel and time away, yet maximizing the outcome). It is of the utmost importance that ADF continue to show and be present to maintain that the European standards be raised to meet that, which US carriers are expected to meet, not lowering the safety bar. The Asians (China Eastern and China Southern) have modeled their operations after the North American SOC format. Also mentioned was that an independent study by Flight Safety stated several (overseas) carriers were found to be below the standards which are expected of US Carriers.

The members wanted to take time to acknowledge and praise one of the ADF's unsung hero's, Norm Joseph's. Norm is tireless in his attendance and input to the various meetings and ongoing of the industry. Keeping Dispatch profession in the picture and forefront of safety, Norm maintains a full work schedule and volunteers his time energies and abundance of knowledge to the group and industry. Thank you Norm and congratulations on your recent promotion to the Vice Chair of ARAC.

The discussion once turned back to what ADF needs to do, and foremost are the elections to the officer posts, this must be done by the end of the year, voted on this coming October at the Symposium. The By-laws must be reviewed which the President will ask and task Board and delegate members. Volunteers must be enlisted to steady the organization which is being supported by a select few. Improve website design and usability. Suggestion made to centralize quarterly business meetings, such as in Dallas which is easily accessible and ask John Plowman and TWU if the meeting hall could be lent to ADF to help with cost.

The agenda was reviewed and only open item was the minutes, which were email to group earlier. Copies made available to those attendees who did not receive one.

Jim made motion to accept minutes, John added with the corrections submitted by Norm, and Russell seconded. Motion carried.

The group was asked to come up with recommendations to improve the group, increase involvement, and ask for persons interested in being on the Board.

Jim asked for additional comments and suggestions for the Symposium for improvement, speakers, and forums.

Jim made motion to adjourn, Mike seconded, all carried.

Attendees.....

Giles OKeeffe

Jim Jansen

John Schwoyer

Russell Steele

Mike Tempe

Sandy Sandziuk

Bill Bota

President ADF / NWA

EVP ADF / Ret. AA

Secretary ADF / Am. Eagle

VP Ops. ADF

Treasure ADF / Horizon Air

IFALDA / Ret. Air Canada

Horizan Air