

## 2006 February Business Meeting Atlanta

Giles welcomes all to meeting and calls meeting to order. Giles advises group of those who are not able to attend meeting:

Jim sends regrets from China but sent EVP Quarterly update.

Ted went home ill from airport and will not be able to attend.

Guest speaker Bonnie of Jet Blue was not able to attend due to family illness.

Catherine Jackson

Giles asked for officer reports and attendees status of airline or affiliated group.

John Schwoyer started to pass around the minutes from previous meeting and Giles asked if minutes could be distributed earlier than at meeting start. John said yes and that the previous meetings minutes would be email for review and correction and then posted on the web. John gave report from NBAA Schedulers and Dispatchers Convention he and Russell attended in San Antonio. John and Russell gave accounts of the conference and issues that were brought to their attention. Specifically, Russell was in an interview taken by Aviation International News with Jo Anne Damato and Kristi the current Chairperson for the group so hopefully ADF will get recognition as well. Additionally in summary the NBAA was facing a dilemma of recognizing the numerous corporate community titles their operations person many titles from planner, coordinator, scheduler, and even Dispatcher but they do not share responsibility for the flight. The corporate flight planner responsibilities cover a wide range and NBAA has instituted a Professional Development Program to better identify the title and train in areas they feel appropriate. The observation that ADF made is that the focus is not on SLOS but a self administered training program that is not strong enough in areas that promote a higher level of awareness to all facets of the flight from planning to flight following giving critical updates to weather, airport, and ATC delays to flights. John and Russell stressed that we continue to work with NBAA to promote the Aircraft Dispatcher license and a stronger emphasis on SLOS. This is a strong group and if ADF can make inroads here the corporate safety record could be improved by improving the personnel and level of responsibilities that directly affects the level of safety. The full report will be posted on the website for review.

Financial report from Mike Tempe sent to Giles and available upon request as always for anyone request. ADF is maintaining positive bank balance has forwarded a check to IFALDA to cover our international dues. The group reviewed fees and upgrades to ADF server and various software packages in addition to technical and legal services. Giles stated that ADF has made very sound financial decisions to ensure its status as a non profit organization and can move forward with confidence and new projects in their new category.

Giles read and reviewed Brad Irwin's report which will be posted on the ADF website that details the specific computer hardware purchased and people that are now helping with ADF website.

Giles announced that two IPT's of the eighteen NGATS (airport and Safety) group have come back and asked for ADF to participate in their groups. This advancement for ADF is significant which shows the commitment to a Single of Level of Safety and how our efforts are making progress. The value of Dispatcher in the meetings has been seen and appreciated. Giles stated his continued financial support to those who are making these meetings and being ADF's advocate to SLOS.

It was reported that Dave Smith has recruited Ed Morstano to help ADF in weather issues since he has announced his retirement.

Jim Jansen sent in his report via email and Giles read it to group:

1. I was selected for the Next Generation Air Transportation System "Shared Situational Awareness" IPT (Integrated Product Team) in November, and the team had its first meeting in Washington on Jan. 25. The "vision" for the team is:

"Enable the development of an information sharing environment (framework), globally compatible, accessible, and secure when required, that allows Air Transportation System communities of interest to share relevant up-to-the second, accurate, and credible information to make possible informed decision making for routine, planned, or crisis events"

The team is composed of equal members from the government (FAA, DHS, military), and industry. Surprisingly there are 3 dispatchers on the team. Myself, Dennis Tiszafalvy from DL and G. Morse from CO.

The first meeting was to get to know each other and go over the goals and expectations for the group. Our next meeting is going to be March 24<sup>th</sup> and I anticipate that we will form some working groups at that meeting.

2. I have started to work on the speaker list for the next symposium (in my mind). I welcome suggestions for speakers, and would like to solicit a "theme" from the group.

3. The 121 rewrite will complete the drafting and preliminary review at the end of this month, and then it will be reviewed by the various levels of FAA management and probably make it over to OST/OMB sometime this summer. It should hit the Federal Register around December.

4. Virgin America is getting their certificate finalized and expects to be flying in about 5 months. The SOC will be located in Burlingame, CA, just south of SFO. Anybody interested in a job should contact: [scott.humphrey@virginamerica.com](mailto:scott.humphrey@virginamerica.com)

The report will be posted on ADF website.

Yan Newest IFALDA / UFALDA

Attended Harmonization Meeting internationally and is promoting the US shared responsibility model of Airline Operations. Yan is concerned that the current system and the European model will be infections into the US carriers given the current financial state of the Airline economics.

Giles concurred with Yan and offered that these continued meetings and joint efforts of ADF / IFALDA / UFALDA continue as Global Harmonization draws near. The greatest strength is in unification and based on clear results of a high safety standard that the US carriers are maintaining the best course of action is to have a joint shared responsibility of operational control, and ADF will continue to support all efforts toward SLOS.

Sandy Sandziuk IFALDA /Air Canada (Ret.)

Thanked ADF for time and continued support and was please to see group again. Annex six Amendment is in panel review despite strong resistance and the proposed changes are in the approval process with at Council review. Sandy read the opposition from UK and Swiss which where strongly worded seeking release from the addition layer of safety stating that the current system met required levels of safety. Sandy said the objects where noted but the proposed Annex would most likely be approved and sent to “green” papers by November 23, 2006 which then would have four months of review and comment and change if require prior to the issuance of the “blue” addition which would result in the recommended standard and official copy. The resolution is expected to pass.

If the carrier does **not** comply with Annex six they are not eligible for code share. Sandy offered to detail the specifics of the Amendment for an upcoming ADF newsletter publication.

Giles side-note IFALDA dues have not increased since 1960 still \$10.00

Alan Rossmore IFALDA / Eastern (Ret.)

IATA Code share and IOSAS standard manual with a big improvement: All persons training must be trained in that area. The drawback is that IOSA Auditing has a lack of qualified dispatcher auditors. Identifying shortfalls is one of the advancements that has been made and continues to strengthen the program.

Harmonization meeting has a bilateral agreement: ownership control and safety; for which the US is the “GOLD” standard of safety and IFALDA in the Harmonization meetings are doing their best to raise the standards worldwide.

Norm asked is their any rule for auditing team to speak the native language? Alan responded: The verbage states there must be a common language, i.e. if Japanese that that can be the standard: however Montreal commission states as final authority the carrier must have (provide) an interpreter.

Alan also mentioned that the headway has been achieved in several countries and Jeppesen has offered to assist in creating licensing programs for specific countries; with specific modifications to tailor make to individual nation’s program standards.

Alan explained that overseas there are several types of Operational systems: Shared PIC / Dispatcher; Non-Shared System with PIC / Dispatcher but Dispatcher does not share authority; PIC / Dispatch but no communication after departure, Fragmented PIC ... Dispatch ... No Communication .... Separate planning. Each system is used across the International spectrum and long term goal is to achieve the highest level of operational control.

Rick Ketchersid advised that the design of Singapore Airlines is modeled after the Australian's pilot briefinf area with a quad work area with each area station set up for specific task: metrological, Flight Planning, ETOPS, Monitoring (comm./Flt following). Rick mentioned that the IFALDA meeting is cohosted by Singapore and they have offered a tour of their facility and further advised that the country is inexpensive to visit and the host site is incredible. Malaysia Air will provide travel assistance for gateway and the overall package price is approx \$475.00. IFALDA is holding 50 single rooms and 30 double: book now this is an excellent opportunity and conference site. Details are updated on the IFALDA website, which is linked on the ADF website.

Giles said he review the feasibility of traveling to meeting but needed to wait to respond about ADF ability to commit to attending given the location and finances of shift coverage and travel expenses.

Giles advised that he and Alan had discussed a joint meeting in Miami in May 2007, with emphases placed on the importance of joint efforts.

Raul Aguirre IFALDA / Aero Mexico stated that the US and Mexico have similar goals with aeronautical groups working together to maintain the highest standards.

John Plowman TWU/AA

Gave Giles check for TWU work groups to Giles, beyond that no new news to report. John will speak with Tracie about the progress of the video taping.

Norm Joseph ADF / Delta

Appointed Vice Chair of ARAC and will rotate into Chair – this is first time this position is offered to Association and also the first time Dispatch appointed representation Delta/ADF/PAFCA. Main activity limited to manufacturing for industry input ARAC specific committee to review specific issues.

121 supplemental needs to go away and that all commercial aviation need to be issues under one group with SOC (i.e. Dispatch) 135/125 addressed this effort with board approval.

Extended Range Operations has always been advisory circular to make it into a rule: a new proposal has been sent to OMB for approval, extended range operations for any type aircraft; expect rule by the end of summer.

Hope to have the opportunity to speak with FAA at the Air Safety Operations Meeting, so please if one has discussion items please forward them.

Norm mentioned website issues: meeting dates are wrong, link to FAA ASI RVR list are inoperative or disabled.

Giles (and ADF Board) again offered full support to Norm to attend all meetings and thanked Norm for his dedication and commitment.

Jerry Elder EOS/ADF

EOS is new airline with three 757 configured for 48 passengers providing Business service across the Atlantic NY- Europe started Oct. 18 and certified in shortest timeframe. EOS is in the process of going through ETOP approval as well as CAT I / II. They have five dispatchers and presently have one opening.

Jerry mentioned that Embry Riddle University recently built an SOC with a two million dollar donation of equipment by Lockheed, and wondered if ADF should make a bid for a donation from Lockheed as well.

Jerry mentioned that the FAA had revamped their websites a short time ago and that could be why the links are not properly connecting.

Kevin Thompson Delta/PAFCA

No new news to report

Mark Hopkins Delta/PAFCA

Airspace Flow Program support of swap is in works and will replace the GDP 70 % of flights are delayed for no reason and flow evaluation team meets to discuss AFP. Mark is on the team and reported FCA captures flight list for flights in air and has six scenarios have been approved to address the weather without capturing unnecessary flight causing delays. This May 2006 the six scenarios will capture specific areas and issue functionality to swap and route out of FCA. So, Mark reported if one chooses to route out say through Canada then the operator can move flight to bottom of list and route out then remove the flight completely from the listing. Full issuance of procedures and detailed description of the program are soon to be posted on the OIS website. This system has a great potential to improve a currently flawed system. This system captures all flights in the affected center including general aviation and satellite airport operations by majors that previously avoided delays.

A question was raised about paying for ADF positions and Giles said as in past ADF is a volunteer organization and much of the credibility would be lost if positions were paid.

Giles asked that the minutes be email and that we check the accuracy of the meeting schedule on website and ADF publications.

Motion to adjourn made by John and seconded by Russell.

## **2006 February 11 Atlanta ADF Business Meeting**

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|-----------------|----------------------|
| Giles OKeefe    | ADF / NWA            |
| John Schwoyer   | ADF / Am. Eagle      |
| Mark Hopkins    | Delta / PAFCA        |
| Kirk Tuttle     | Delta / PAFCA        |
| Kevin Thompson  | Delta / PAFCA        |
| Russell Steele  | ADF / Republic       |
| Jerry Elder     | ADF / EOS            |
| Rick Ketchersid | SWA / IFALDA         |
| John Plowman    | AA / TWU             |
| Raul Aguirre    | Aero Mexico / IFALDA |
| Alan Rossmore   | Ret. EA / IFALDA     |
| Sandy Sandziuk  | Ret. AC / IFALDA     |
| Jan Hohne       | EUFALDA / IFALDA     |
| Norm Joseph     | ADF / Delta          |