

ADF January 27, 2007 Business Meeting Dallas Texas

Jim Jansen ADF EVP welcomed group and recognized the presence two officers of BOD thus a quorum and legal meeting to continue.

Jim advised that minutes have been **posted** on ADF website for review and ask for motion to accept or change and John Plowman motioned to accept minutes Matt Berg second group passed unanimously.

Jim advised group of time constraint for individuals trying to catch flights and moved directly into officer reports.

Jim reported that he was attending the Air Traffic Management Advisory Committee Meetings in addition to his continued participation in the JPDO Joint Authority work group. The JPDO is looking for a back up to satellite based navigation and is **considering** using a dual LORAN system. ADF has played a key role in identifying the need for a back up **navigation system** to the JPDO.

Jim advised that Dave Porter accepted the FAA position in ATL and is no long able to continue with his seat in the JPDO **Global Harmonization** committee. ADF is happy to see Dave advance to a well desired position within the FAA and wishes him all the best in his endeavors. If you are interested in attending the **Global Harmonization** JPDO please contact Jim Jansen after the meeting or thru the ADF email.

Jim further reported on the progress of his involvement in the WX in the cockpit. The limitation in the current system is that the three main groups are using three separate systems pilots use there system and data interpolation (in Cockpit) the Dispatchers **and pilots** use **their** system and interpolation and the ATC controllers are using yet a third system. The **WIC** group offered that these three entities all use the same data source and further that the venders develop and market to these needs not to what the vender interprets the need to be. This would better focus the **WIC** group on a same system goal **verses** a **piecemeal** operation such as is currently in place.

The challenge facing the group is that NATCA is NOT present at these meetings and is not offering input to the group as to which data source best suits the Controllers (and Command Centers) weather needs. Additionally the funding issues of government **may** eliminate the Center Weather **Meteorologist** Position. Jim and the group have addressed **that issue** and hopefully **will** convince the government of the need for the position as well as getting the individual labor organization working to provide vital feedback to make the Weather in the cockpit (SOC and Center) the best decision making tool for all parties involved. ATC is clearly the missing component and the **WIC** group is working to address and resolve the issues best they can given these limitations.

Amar asked if the centers are making decisions based on weather and if so maybe a radical solution is for ADF and Airline SOC's to provide the personnel to the centers to fill the void and hopefully resolve the dilemma of ATC making poor weather decisions which adversely affect the airlines bottom line.

The notion met with mixed review by floor but Amar reiterated it was a radical possible solution.

Jim continued with his report stating that progress and even more questions are being raised about unmanned Area Vehicles, stating that the US Government has proposed to have these Unmanned Area Vehicles patrolling the borders to the North **by late 2007**. Jim mentioned that Matt **Berg** of CO is attending meetings with Jim to enhance ADF face recognition and continue ADF presence at future meetings. Jim attended the NBAA Schedulers and Dispatchers Conference in Phoenix visiting the various classes and general sessions. Jim had secured a guaranteed open-ended invitation to future conferences and believes this is a valuable event to **send** ADF representation. Jim made some contacts for possible sponsors for the ADF symposium in Houston which he will forward to Catherine.

Jim advised that Mike Tempe could not make this meeting but provided the financial reports to the group, which as always are available upon written request to all members. Mike explained the lack of total revenue as the loss of a Platinum sponsor (Metron) and loss of TWU Local 545 who has not paid their dues, additionally the decision of TWU Local 542 to pay quarter verse one lump payment. The combination of aforementioned lack of funds combined with IFALDA's independent decision to raise their dues 50 % to all members causing an additional financial burden to ADF raises the decision how to address these financial challenges. First ADF delegates must address the change in the IFALDA dues.

At the last meeting we post-posted the final decision as to how to deal with IFALDA dues increase. The previous meeting the group intent was to continued the affiliation with IFALDA provided that a voting position on their board was opened to ADF designee.

With that Mike Tempe advised of the issue of **our billing** cycle is on a Calendar year and IFALDA bills on a fiscal year; so with that Mike presented two options to the Board and voting delegates. First was to pay for the full year at the ten dollar rate and revisit the increase and payment there of at the April meeting, or second: Pay prorated for Jan-April now and then in May pay the increased rate for remainder of year. As a side note with the loss of members and Mike will recount the total active membership (estimates are 1100 members)

Adam asked Alan as professional courtesy which option would work best for IFALDA, Alan responded the second would work best for security and Adam then presented that as a Delegate for United to motion to floor to accept the second proposal prorated IFALDA rate till April, the group Matt second and voting delegates present (and floor) accepted

and passed second proposal of Prorated till April then remainder of dues paid in full at that time. John will email Mike Tempe with the decision of the group and have him contact Rick Ketchershid with the total membership and dues check for now and estimated check for May.

Mike advised that the final stage of the Not for Profit status is being finalized with Giles and the D.C. Lawyers. Mike advised that the ADF inventory or assets and expenditures has been compiled and presented to accountants for divesting into the new entity.

Don spoke up and advised that the TWU Local 545 had concern about the future of ADF and that is why US Air Local 545 did not pay.

Jim spoke up to reassure Don that Jim, Giles and John had all offered to continue on in there post to have stability in the Board and ADF as a whole. Adam also stepped up to announce that he and his delegates at UAL would not allow ADF to fall to the wayside, Norm and Jim have offered to the group to mentor volunteers and did have positive results with members expressing interest and keeping ADF in the doors that they have opened thru the years.

John Plowman advised that is why TWU Local 542 decided to pay quarterly and paid the first quarter's dues at the beginning of the meeting.

John Schwoyer stated that as both a member of the ADF Board and TWU he understood and supported John Plowman's decision to protect his members yet still support the organization.

Don then stated that it does appear that ADF is remaining intact and at the forefront of upcoming decisions that are affecting the industry but other additional mitigating factors are going to prevent Local 545 from fully participating as a voting 2/3 organization.

Jim stated ADF direction is to keep the licensing requirement in this Country and set the standard for others to following leading the industry safety standard Worldwide. Norm, and Jim are actively involved in FAA committees and other industry organizations such as the JPDO that are setting the new Aviation platform, and without ADF and its member support this participation would not be possible. ADF is advocating Operational Control and has made the inroads and opened doors that have maintained the presence and creditability of our organization and its pursuit for the highest standard.

Alan added that the solid US base of the ADF has only aided in creating a certification standard for International Operations and being incorporated into IOSA Auditing standards and IATA recommendations. It is clear that without the presence of ADF the potential for a complete (180° shift) in the views and direction of the International community.

Jim added that ADF involvement brought about the change to incorporate 21 FAA Dispatch Inspectors that are currently in place in the system being about positive change to the Airlines and improving and standardizing airline operations.

Adam asked when the next election was to be and whose position was open? John answered all three President, EVP and Secretary. Adam asked Jim and John what their intentions where? Jim answered that he felt it was time to move on. If there was someone to takeover he would step aside, and believed that Giles would do the same; John said he would stay for a year and move on in the following year to allow for additional stability within the organization. Jim added that there was interest and Matt had attended a meeting in DC.

Norm added that attending one meeting was not the end all to the takeover of the Executive positions in the Board but a good start. He emphasized that ADF has opened the doors but a continued presence is prudent and required for continued success.

Matt asked how real the threat to the FAA 121 regulatory dispatch certification requirement is.

Jim said that it is real and it does come up when one group or another brings up at these meetings that going without a Dispatch is against regulations, it is often responded that maybe it is time to review these regulations.

Norm further added that many of the individuals that are familiar with the need for Dispatchers are retiring and ADF must be present to guide and direct the new group of regulators reminding them of various incidents and accidents that have occurred without the benefit of an additional level of safety a Shared Operational control.

Amar mentioned that his group has been asked to work with the FAA on a 135 Helicopter Operations educating the various groups on the benefits of operations with an additional level of safety similar to 121 SOC. Amar believes that ADF can get involved in these types of ventures to further promote the need and usefulness of SOC.

Advancements have already been made in the areas of weather technology specifically reporting analyzed heights values to five thousand feet MSL.

If ADF can repair broken fences or perceived broken fences with the ASA2000 group maybe a combined effort can be produced and be beneficial to all parties especially the traveling public.

Alan stated that from the University perspective that all teachings are leaning towards the 121 standard and many 135 operators are already employing these concepts into their normal structure.

Jim pointed out that some are abiding by the 121 Standard but are not opting for the 121 certification, allowing them to have the appearance of higher standard operation but maintaining the flexibility to adjust to a lower standard if needed.

Norm also said that a computer generated release, and weather package does not make 121 operations it is the training and accountability of Joint authority.

Alan said that many operators are receiving an insurance discount for the process and procedures that may capture an error prior to it occurring.

Amar said that he has offered a three layered approach to allow for different levels of operations to exist in the 135 community without penalty for smaller operators yet capture the mid and larger operations that are mirroring the 121 approach.

Matt said it is rumored that Messa Airlines has lobbied the government for reduced regulations abolishing the 121 regulations allowing the Airlines to determine the “safety” as in the 135 operations do.

Several pointed out that the Chairman of Messa is the “lobbyist” taking every opportunity to remove the dispatcher and other 121 levels of safety and security that cost money the airline from the equation.

Jim restated that it is for these reasons ADF goes to the meetings, to focus on keeping a single level of safety in the US and being a model for the World.

Jim continued with the Officer reports reading Ted’s Email;

Ted has sent several articles to Gail for the next ADF News letter which Gail had mentioned is in progress but did not give a completion date.

Ted advised that he was contacting the various airline delegates and getting them to update the email contacts lists and he reports the following:

Current: US Airways, Continental, Northwest Airways, American Eagle
Updating: United Found a new volunteer and will update the Email list soon
Discussing legal implications:
American, Delta,
No delegate no update:
Alaska, Hawaiian, Express Jet, Jet Blue, UPS, Air Tran, Sun
Country

Ted asked the new volunteer’s at Continental to aid in hotel selection for the October Symposium:

Chuck looked into the Marriott and found a group rate of \$129.00 but additional discounts would be given if rate went from 40 room to 60 rooms and even greater

discount at 100 rooms. Marriott did not offer a discount on the exhibiter or speakers hall.

Matt also looked into rooms for the symposium and found three suitable hotels to discuss with Catherine and the group: first was the Crown Plaza at \$159 per night no hall discount; second was the Double tree at \$109.00 and offered to comp the meeting room, and this was the Sheraton at \$105 per night with a discounted exhibit hall and meeting room but that was due to a split location separating the two by a lobby.

Catherine said she would review the proposals and also noted that ADF has a \$2500 credit at the DFW Sheraton. The DFW Sheraton wanted to have the credit for another Symposium **verses** just a meeting room.

Jim said that he would like to keep Houston since we published it and he also found some possible sponsors for the Houston Area with Base Ops, Universal Weather and Aviation, as well as Air Routing.

Amar reported that Gail advised the new letter would be done in the following week.

Russell reported that Republic is preparing to enter into contract negotiations and that he would be working that on the home front but wanted to attend some meetings with Norm or Jim, and asked that the web site have a better view of upcoming meetings.

Jim said he would email Brandon to see if we can get the calendar function and have officers have the ability to update the events.

Norm advised that he has noticed several errors with kick back of emails and some bad links specifically Error 404 messages when trying to link to other sites.

Norm also reported on the new ETOP ruling (all 296 pages) it is out and published and be for warned this version is slightly different then the original. Mentioning changes Norm wanted everyone to know that Kathy Perfettee has retired from the FAA. Kathy was a very strong supporter of ADF and understood what we did and stood for and was vital in the 121/135 rewrite, Fuel rewrite and several other key decisions that involve Dispatch. **She** was one of the first high level leaders of the FAA to truly recognize ADF and Norm thanked her personally as well as an email from ADF thanking her for all her help.

Norm advised that ARAC has given input for the 135/121 sup rewrite to FAA ruling, and that Tony Fassio has replaced Pamela Hamilton-Plow on the FAA rulemaking panel and Steve **Chealander (AAL management pilot)** is on the NTSB Board.

Other changes are the Emergency Control of Air Traffic Services which replaces Cantana, and all airlines have been contacted individually, so each member should contact their respective security team. Raytheon was given the contract for the Routing Program.

Alan report started with thanking ADF for their continued support and he advised that IFALDA has \$16,495.00 balances. The challenges are difficult to overcome yet IFALDA had worked with IATA and had introduced knowledge and training competency requirements in ICAO Audit Standards and not just for code sharing carriers but all ICAO affiliates.

Alan cited changes within Euro-Control where 120 known incidents of prolonged loss of communication caused flights to be intercepted. These and other actions are drawing attention to the need of a more efficient flight tracking and communication system such as the US model of SOC and shared operational control.

Alan mentioned that April 2-3 James Ford, Randy Rolland and Andy Konstas will be IFALDA's representatives presenting at the next meeting (what meeting?) reports such as the Hapag-Lloyd accident to IASA, JAA and ICAO showing that as long as there is no International Standard they will continue to be avoidable accidents. Virgin Atlantic has announced that they will be going to a flight following system.

Alan also announced that the International Conference will be held May 7-9 in Dubai, UAE with the official hotel the Fairmont but alternate selections are being offered too. Alan has received confirmation of the following attendees Airbus, UAE Air, Middle East Airways, Virgin Atlantic, AVEMCO

Jim asked if Emirates is offering passes positive space or reduced rate.

Alan said they are working on it but there is not official word as of yet but would advise if any offer was extended.

Don reported that TWU Local 545 is working on several issues with both US Air and UPS and said that once things sort out the Local will re-evaluate its position.

Andy had nothing addition to add to Alan's report

Joe Mikea had no report just a suggestion that ADF promotes itself better in the airlines explaining all that they are doing for it is clear even in the room that everyone is not aware of all that ADF is doing and if they promote themselves some of the issues may be self-resolved.

Jim stated that it is clear by the lack of volunteers to update email address that it would be difficult to get the word out to the individual airlines.

Eric Krueger stated that he would work with Adam and Joe to get the word out and also volunteer in more ADF events and projects.

Adam reported that the big fight in Europe is scary with Lufthansa sister company Lido and its flight dispatch product it will be an uphill battle to change the mindset of Europe.

In traveling to Europe with UAL their group observed international flights trying to get in touch with flight following yet the messages were being ignored and when brought to their attention by the watching group it was dismissed. ADF must remain strong in the flight here and support of IFALDA to improve the standard of safety worldwide. Adam reiterated his commitment to ADF and its members that he will not let ADF go away without a fight and he and the new volunteers will take over and become more involved.

Catherine reported that this meeting was sponsored by TWU and thanked John Plowman and his members for all their assistance. Catherine asked the group if anyone had issues with hotel rates to please advise her, and she also mentioned that those in need of a ride to the airport to please see her, John Plowman, Amar Murphy, or John Schwoyer. Catherine advised that she would work with Matt to finalize the hotel and continue to work on sponsors for the symposium reiterating the loss of Metro and Avtec as sponsors. If anyone knows of potential sponsors please let Catherine know.

Sandy reported that ICAO issued amendment 30 to ANEX Six but none of the flight dispatch items have been changed to his knowledge and he will advise after full brief of the document if there has been any significant change affecting the group. And ISOA (?) is ahead of process to include changes issued in Amendment 30 of Annex Six

Still much going on with US and Transport Canada such as the issuance on ETOPS ruling and ICAO to follow soon showing that safety management system is being worked world wide.

Jim made a request for names of potential speakers for the upcoming symposium.

Jim read an email from Paul regretting he could not make the trek from Alaska but wants to ask the group to consider making a position full time for grant writing and research, and he was specifically thinking Dispatch Instructional video's.

The group discussed grants and the pros and cons of full time paid staff **verses** the all volunteer group now in place. Jack mentioned that Tax status and very structured organized accounting and performance guidelines must be met.

Jim said he **will** email Dr. Smith on the subject to obtain advice as well as Dave Smith and Steve **Caisse**.

Jim asked Alan if any further discussion about ADF having representation on IFALDA's Board had been considered, and if so what about reimbursements to attend meetings specifically the waiving of fees and such.

Alan advised ADF was approved to have a position and he **will** email him to discuss specifics.

ADF next meeting is in April scheduled for MSP NWA was to be host we need to finalize the specifics.

STL is the next location for the July meeting, Gail said they had contacts in the area at Scott AFB but there is concern about meeting there so Jim suggested Flight Safety. Jim asked Amar if it was possible to get a tour of Scott AFB SOC office but Amar did not think it would be approved.

Amar said if it is approved there is a metro link from Airport to Scott AFB but believed FSI would be a better meeting location.

Jim asked if there was any new business – no new business.

Russell made a motion to adjourn

Chuck second

Carried by the floor

ADF Sign-In Sheet January 27, 2007 Business Meeting

Jim Jansen	ADF
John Schwoyer	ADF / American Eagle
John Plowman	TWU / American
Jack O'Sullivan	American
Catherine Jackson	SWA
Adam Giraldes	UAL
Erik Krueger	UAL
Joe Mikeu	UAL
Matt Berg	CO
Don Wright	USAir
Norm Joseph	DAL / ADF
Russell Steele	Republic
Amar S. Murphy	BLR Group
Allan Rossmore	IFALDA
Andy Konstas	UAL / IFALDA
Sandy Sanziuk	Ret. Air Canada / IFALDA
Chuck Mann	CO
Rick Ketchersid	SWA / IFALDA