

ADF 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 much risk a corporation is willing to accept, and

<i>Inside this Issue</i>	
☐ A Report on the ADF Symposium.....	Page 1
☐ Convective Weather Forecast Available....	Page 4
☐ IFALDA Update.....	Page 5
☐ IFALDA Annual General Meeting.....	Page 6
☐ ADF 1998 Officer Election Results.....	Page 7
☐ 1998 Membership.....	Page 7
☐ ADF Point of Contact	Page 8
☐ What's New at the ADF Web Site.....	Page 8
☐ Kavouas Makes Decisions Easier	Page 9
☐ IFALDA Licensing Harmonization Update.....	Page 10
☐ Calendar of Events and Next Meeting.....	Page 12
☐ Weight & Balance & Operational Control	Page 13
☐ NASA ASRS.....	Page 15
☐ Minimizing Encounters with CAT	Page 16
☐ Rules of Thumb to Assist in Avoiding CAT.....	Page 17
☐ Freezing Drizzle, The Rules Have Changes	Page 18

(Continued from page 1)

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 important 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 Advisory Circular on this in the near future. They also

(Continued on page 3)

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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. (Additional information on CDM is enclosed with this newsletter.)

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.

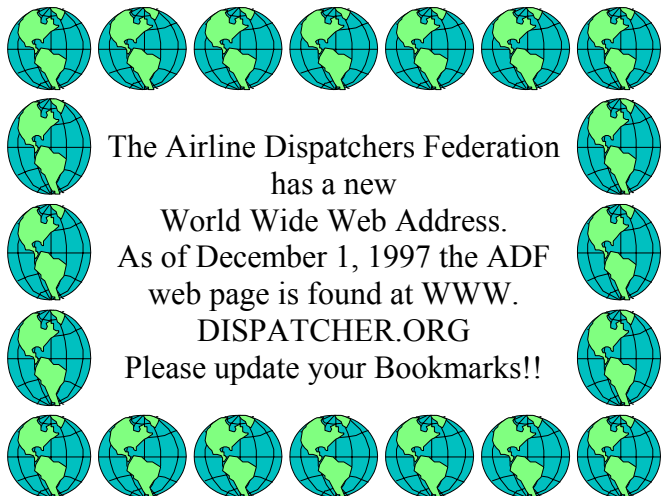
George Mashinter, Canadian Aviation Institute, showed us an inter-active CD ROM based dispatcher training aid, used in Canada to help candidates for the new Canadian Dispatcher License. From all appearances, it is very difficult to obtain the Canadian License, but the system that George demonstrated 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!



The Airline Dispatchers Federation
has a new
World Wide Web Address.
As of December 1, 1997 the ADF
web page is found at WWW.
DISPATCHER.ORG
Please update your Bookmarks!!

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:

Dr. Marilyn Wolfson, MIT Lincoln Laboratory
Phone: (978) 981-3409
Fax: (978) 981-0632
Email: mwolfson@ll.mit.edu

Cynthia Mueller, National Center for Atmospheric Research
Phone: (303) 497-8485
Fax: (303) 497-8401
Email: mueller@ucar.edu

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 **February 28, 1998.** 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
Vice President	Darryl Oberg
Vice President	Jim Creighton
Vice President	Brad Rasmussen
Vice President	Lee Wilson
Secretary Treasurer	Andy Konstas

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 & benefits of Positive Operational Control.

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

1998 ADF POINT OF CONTACT

Airline Dispatchers Federation

700 13th St. NW, Suite 950
Washington D.C. 20005
1- 800-OPN-CNTL/WWW.DISPATCHER.ORG

William Cranor - President

bcranor@hotmail.com

Steve Caisse - Executive Vice-President

steve@valuweb.com

Jim Creighton - First Vice President

jcreigh@aol.com

Lee Wilson - Second Vice President

Lee.Wilson@horizonair.com

Darryl Oberg - Third Vice President

71062.1531@compuserve.com

Brad Rasmussen - Fourth Vice President

703.257.0021

Andy Konstas - Secretary-Treasurer

akonstas@flash.net

Michael J. Nadon - Director of Technology

mjnodon@wt.net

Norm Joseph - Director of ARAC

102545.2625@compuserve.com

Giles O'Keeffe - Director of Air Traffic Management

GilesOKeeffe@compuserve.com

Al Krauter - Director of Training

612.454.7471

William Leber - Director of Legislative Affairs

william.leber@nwa.com

Roger Beatty - Director of Research/Human Factors

70541.1002@compuserve.com

Rick Ketchersid - Director of ADF Publications

rketch@worldnet.att.net

Gary Christensen - Director of Safety

gary.christensen@delta-air.com

Allan Rossmore - Director of Legal Affairs

71640.2412@compuserve.com

Jerry Elder - Director of Membership

gerald.elder@delta-air.com

David Porter - IFALDA Liason

74660.1155@compuserve.com

Carla Beck - Director of Administration

carla@valuweb.com

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 be 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

(continued on page 18)

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 decision 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. To 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 Kavouras technology on site.

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

(Continued on page 11)

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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 Capt. 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
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2/1-2/98 Thirty Second ADF
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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.

Weight and Balance

(Continued on page 14)

(continued from page 13)

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 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...."

(Continued on page 15)

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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(Continued from page 14)

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 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 latitude 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.

So, What did ADF Do in 1997?

(continued from page 19)

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.

/s/

D.C. Beaudette
Acting Director
Flight Standards Service

APPENDIX 1.

***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.

1. 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.

2. 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

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.

6. Curving jetstreams are more apt to have turbulent edges than straight ones, especially jetstreams which curve around a deep pressure trough.

7. 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 Drizzle

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 state 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 augmentor 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.

So, What did ADF do in 1997?

DRIZZLE RULE # 1 is: Light = visibility greater than ½ SM, Moderate = visibility greater than ¼ SM, but less than ½ SM, Heavy = visibility less than ¼ 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 ¼ 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

ADF is the only voice representing the Dispatch profession in today's airline industry. We hope you will continue to support the future of your profession. The following is a brief list of projects ADF membership has supported in 1997...

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?" (See www.dispatch.org).

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 hero's 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)

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 – www.dispatch.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.) (5/97)

(continued on page 20)

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)

(continued on page 20)

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 that was aired hourly on December 8 & 23, 1997.

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