Airline Dispatchers Federation

ADF NEWS

Member of IFALDA

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What an Amazing Four Months it has been for ADF & the Dispatch Profession !

Steve Caisse - President

One of ADF's responsibilities to our membership is to work toward educating our fellow professionals in the aerospace industry, media and government as to the roles and responsibilities of the aircraft dispatcher and to demonstrate the benefits of positive operational control to all involved with airline travel. To that end, ADF's leadership developed a strategy this past summer with the intention of meeting with key people in the aerospace industry for the purpose of presenting an educational overview of our profession. The plan was instituted in August and since then, ADF's leadership has been meeting with the "*who's who*" in commercial aviation.

The highlight of these presentations was a positive face to face meeting with FAA Administrator, Mrs. Jane Garvey. The administrator's time is very limited and ADF was fortunate to obtain an audience with her. (see a more detailed report on this meeting elsewhere in this newsletter). We also had the pleasure of meeting with Peggy Gilligan, Deputy Associate Administrator for Regulation and Certification. Mrs. Gilligan is third in command at FAA-AVR as the Deputy Associate Administrator and her responsibilities include certification, regulation and inspection of dispatchers. At this meeting, ADF established very positive and beneficial dialogues with these top government officials.

As a result of these meetings, ADF is pleased to report that the dispatch profession has been featured on national television, in a major nation wide magazine**,** and in one of the industry's most respected aviation publications. In addition, a member of congress has promised to bring to the floor of Congress, issues of great importance to us all. Dispatchers have been recognized by the head of the NTSB, the CEO of a major airline and several airline's Vice Presidents. We have forged a cordial and beneficial relationship with the Air Transport Association and have established key alliances in industry and academia, all to the benefit of the dispatch profession.

Space here does not permit a chronicling of all the meetings, phone calls, and correspondence that has taken place this fall. For the sake of review, here is a brief capsule summary of highlights from a few noteworthy events ADF has participated in:

- In August, ADF participated at a meeting conducted at FAA Headquarters in Washington with FAA Flight Standards personnel including one of the Agency's top dispatch officials, Mr. Jim Gardner.

- In September, ADF participated in the RTCA's yearly symposium. There, we successfully established key affiliations with several top industry companies and established relationships which will hopefully lead to additional corporate sponsorship participation and more

(Continued on page 2)

(Continued from page 1)
visible participation by aircraft dispatcher in some of the R&D work currently being conducted by these firms.

- In October, the dispatch profession was featured in an article appearing in Smithsonian Magazine called "The Dominoes Are Falling". This article alone placed our profession's story in front of over 7 million readers.

- Thanks to work done earlier in the summer, the dispatch profession has been featured in several CNN Travel Guide features airing throughout the fall to CNN's worldwide audience of over several million viewers. These segments were aired several times daily and seen worldwide on CNN, CNN Headline News, The CNN Airport Network, CNN Classroom, CNN International and CNN Latin America. It is expected that additional segments of this series will air during the Christmas travel season.

- Following meeting with ADF members, USAToday has expressed interest in doing a detailed report on the profession sometime in 1999.

- In October, ADF participated in the FAA's GAIN Safety Conference. At that meeting, the role of the dispatcher in preventing accidents was highlighted to the 500 industry participants at the conference. ADF will continue to participate in this important forum.

- ADF was honored in October by the participation of Minnesota Congressman Jim Oberstar in the ADF Symposium. While there, ADF's officers met briefly with the congressman and discussed several aspects of the FAA's Single Level of Safety Program and how the regulations of that policy have not been extended to supplemental and cargo carriers.

- In addition, ADF also welcomed NTSB Chairman Jim Hall to the symposium. Hall's speech was extremely complimentary to the profession with comments such as **"I hope I've made my point - dispatchers are at the center of almost every operational decision made at an airline**." pervading throughout his remarks. As a result of that meeting, ADF has established a regular dialogue with the chairman's staff and is working more closely with the NTSB than ever.

- In November, ADF sent a delegation to meet with Mike Reynolds, a senior staff member of Senator John McCain. There, the organization was able to present a "shopping list" of significant items for congressional review. We hope to see some noteworthy initiatives from the Senator during the 1999 session of congress which will strengthen the role of the aircraft dispatcher.

A very significant contact was made by the organization in November with Aviation Week & Space Technology's Senior editor, Mr. Jim McKenna. As a result of this meeting, AW&ST ran a story on ADF's National Aviation Safety Award to Southwest Airlines in Oct. In addition, Mr. McKenna is working with ADF on the development of several stories for publication in 1999.

The focus and interest in the dispatch profession, which has and continues to flow as a result of these meetings and contacts is extremely important and beneficial to ADF's membership. ADF's contention throughout, has been an easy point to make. Our contributions to aviation safety, to our employer's bottom line and to the travelling public in general speak for themselves. We know it. Those informed about our profession know it. For those that need to be educated, ADF will continue to promote our roles and responsibilities at every turn until everyone in aviation recognizes that the aircraft dispatcher is an indispensable contributor to aviation safety, operating efficiency and customer satisfaction.

More than ever in the past, the news media, public officials and other industry players are listening to what we say and watching what we do - and dispatchers everywhere are proud of it. If we are going to count on this profession for our livelihood in the years to come, we need to reach out to our colleagues around the country, educating them as we go.

*(see **"Four Months"** on page 5)*

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(At the ADF Symposium held in Washington DC in early October, there was a panel discussion Titled "Alternate Requirements - Is It Time for a Change?" This discussion revolved around the alternate airport requirements set down in the FARs which is known as the 1-2-3- rule. The following is a response to that discussion from one of our members at Trans States Airlines. ed.)

A Panel Discussion on the 1-2-3 Rule One Dispatcher's Response

Jeff Clifford.
Trans States Airlines Delegate.

The discussion opened as it should, with two very good examples of why the rule is out-dated and needs to be looked at again with respect to 20th and even 21st century technology. Butte, Montana and Atlanta, Georgia, both with ILS precision approaches, and yet so vastly different. Atlanta with its ability to handle approaches down to RVR 300, and Butte requiring a ceiling of 3000 feet and 3 miles visibility to shoot the approach. Atlanta shows the out - datedness of the rule, and Butte shows its inflexibility.

The panel however quickly took the discussion down another path altogether. The emphasis seemed to be on conventional wisdom, and not FAR minimums. Would any dispatcher worth his salt plan minimum fuel to be just Burn, Reserve, and minimum Contingency into ATL with a forecast of TEMPO BKN021 most of the day? Of course not! At least not where Giles (one discussion panel member) works. But would that be safe? Of course. But it wouldn't be wise, nor productive or efficient for an on-time airline, because sure as I'm hunting and pecking on this keyboard, the dispatcher and pilot will be hunting for a place to put that aircraft on the ground when it gets put in a 45 minute hold.

And what about Butte? This airport and many like it seem to fall between the cracks of the rigid 1-2-3 Rule. With no alternate, on a 4SM BKN025 day in Butte, there is no way the aircraft will even be allowed to try the approach. But did it legally need an alternate? Apparently not. For safety's sake did it require an alternate? Of course it did.

At my airline we have a similar trio of airports, ones I am much better equipped to discuss. SFO, San Francisco International; MRY, Monterey California; and SMF, Sacramento
International Airport also in California. SFO, with its parallel runways too close together, cannot allow simultaneous approaches unless ceilings are above 2400 feet and visibility is above 5 miles. Being on the coast, these conditions do not occur nearly enough, and ground delay programs and extensive airborne holding are in place more often than not with arrival rates of about 28 per hour. MRY is also on the coast, and while not a busy airport, the ILS only supports west to east approaches, with very high circle to land minimums, 2SM and 700 feet when the wind is blowing the *wrong way.* And don't forget the fog banks that roll in with as much frequency as further north in SFO. The last of the trio is SMF, an inland airport with multiple runways and supporting approaches, and very little inclination towards fog. Now we have part of the equation, the facilities.

Our aircraft in our west coast operation are of the little Jetstream 31 variety. No autopilot let alone auto-land capabilities. Good solid aircraft with Category I ILS capabilities.
Capacity is 19 with no F/A (Flight Attendant), but alternate fuel requirements will always reduce that by a few passengers. Another part of the equation.

And what is left you ask? Well, besides the experience of the two people responsible for the flight, there are field conditions, time of day, ATC staffing levels and abilities, company policies and procedures, airport capabilities, weather trends, facility OTS Notams, proximity and number of alternates, and the conditions at all those alternates, not to mention the unforeseen emergency, or unexpected arrival of Air Force One. Not a few things to keep in mind, at least for safety's sake. Certainly you do not need to take all that into consideration for legality. The FAR's are specific... 1-2-3. The good dispatcher cannot be. All these variations and permutations must be woven into a 13 line release that ensures public safety, and company profitability. A tough task.

But what does it all boil down to? The ability to hold to a certain fuel level until the aircraft is cleared to attempt the approach. At that point the aircraft only has to do one thing, fly the approach to minimums and, if the runway is visible at the end, it gets to land and the flight is a success. If the conditions do not allow the pilot to see the runway then the pilot executes the missed procedures, and it starts all over again. If the conditions are ATL with autoland and ability to try the approach with as little as RVR 300, and the current conditions are 4SM BKN020, forecast TEMPO BKN012 all day then why should the aircraft be forced to attempt that approach with enough fuel to burn to Destination, burn to Alternate, Reserve, and Contingency. Why not allow it just the fuel to Destination, Reserve, and Contingency. If the conditions at Butte are 3SM and BKN030 with the same forecast, then that aircraft would hold to see if conditions are going to improve, but only to the point of Destination burn, Alternate burn, Reserve and Contingency. And if you are holding over MRY and conditions are 1 ½ SM BKN007, winds from the west at 11kts and forecast for fog TEMPO 1/4 SM then again fuel requirements need to be Destination, Alternate, Reserve and Contingency.

Is all this Safe? That's the big question right? Well it is, because to the best of our ability we must plan ahead.... Butte may not improve, or the visual may be cut off past the outer marker. MRY may fog over just as the plane is circling and the pilot must go missed. And ATL? Do you think that aircraft will miss approach? No, but of course we are dispatchers, anything that can happen, will, right? Disabled aircraft on the runway, runway incursion on short final, waterspout on the field. Can you improve the pilot's chances of making a safe landing just because the TEMPO was BKN018 under those circumstances as opposed to severe clear all day long? If so

(See "1-2-3" on page 6)

ADF Officers Meet with FAA Administrator

Steve Caisse- President ADF

On September 17, 1998, a delegation of ADF officers met with the Administrator of the Federal Aviation Administration for a 45 minute "get aquatinted" session. Given the demands on Ms. Garvey's schedule and the vast numbers of requests her office receives for meetings, ADF was most pleased to receive this audience with the Nation's top aviation official. Representing the organization at the meeting were:

Steve Caisse- ADF President (Delta)
Jim Creighton- ADF Executive V P (TWA)
Carla Beck- ADF Dir. of Administration (SWA)
Giles O'Keeffe- ADF Dir of Safety (NWA)
Mike Nadon- ADF Director of Technology

Also in attendance on behalf of the FAA was Ms. Margaret Gilligan Deputy Associate Administrator - Regulation & Certification - FAA

ADF conducted several planning conferences prior to the meeting to frame the topics which the Executive Board wanted to present to the Administrator. Following many weeks of preparatory work, the agenda for the meeting was finalized in early September. Since this was ADF's first meeting with Ms. Garvey, the board wanted to be certain she had a good understanding of the roles and responsibilities of the aircraft dispatcher, as well as a clear understanding of the issues of greatest importance to the profession. The final agenda consisted of an introduction to the organization and the dispatch profession, a look at some real world examples of the benefits of positive operational control as well as the dangers of not having same. This was followed by a concise discussion of ADF's top agenda items for 1999. We also spoke of the successes which ADF and the FAA have shared in the past and offered the continued support of ADF in any way necessary for future FAA endeavors.

Here is a short overview of the agenda for the meeting as presented to the Administrator.

- Introduction of Officers
- Introduction to the Dispatch Profession
  Overview of the FAR History establishing Dispatch
  Description of Roles & Responsibilities
- Overview of Airline Operational Control.
  Comparison of NASA Mission Control to an Airline Operations Control Center. A look at the Challenger accident - no operational control
- AVIANCA 52 accident discussion, ramifications
- Accident/Incident Scenario Overview. Six examples of how made a dispatcher would/could have made a difference
- Single Level of Safety Effort. FAR Part 119 (ADF/ FAA cooperative efforts)
- Review of Government/Academic Studies detailing automation benefits/pitfalls as they relate to operational control issues.
- Review of Studies citing benefit/success ratio of Pilot/Dispatcher joint-decision making team**.**
- As a volunteer organization, ADF can be an ally to FAA. A non-labor, information broker with an unbiased view of operational control issues.
- Regional Dispatch Resource (RDR) discussion & overview. Strong contributions made to aviation safety by this FAA team. Discussion of the importance of high-level FAA support for the program. Flight Attendants (who are not certificated by the FAA) have this in place, the Dispatcher profession should also have this in place.
- A look at the FAA FIS policy recently implemented and how it relates to dispatcher's roles and responsibility.
- The AWINS project. Aviation weather information availability in the cockpit.

The meeting with Ms. Garvey was exceptionally cordial. The Administrator was genuinely interested in the topics ADF brought to her attention. She understood the large role dispatchers play in contributing to aviation safety. She complimented ADF for its role in helping to forge the FAR Part 119 "Single Level of Safety" effort in cooperation with the FAA. She listened intently as we encouraged greater high level FAA support for and involvement in the FAA's Regional Dispatch Resource program and pledged to have a "close look" at our recommendations.

At our Board debriefing meeting following our time with Ms. Garvey, each of those in attendance commented on the positive results of our time spent with the Administrator. As evidence of those results, just two weeks after our meeting with Ms. Garvey, she was the keynote speaker at the RTCA's annual symposium in Washington, D.C. In attendance were over 500 key aviation figures from all areas of the aerospace industry. The topic of her speech was "aviation safety", also a key theme of
FAA Administrator

(continued from page 4

ADF meeting with her on September 17. Although her prepared remarks, available on the internet prior to the speech, did not included any mention of the dispatch profession, *Ms. Garvey departed from those remarks on three separate occasions during her speech to reference the dispatch profession and the role we play in aviation safety.*

An extremely important, yet unexpected outcome of the meeting with Ms. Garvey was the long and informal conversation ADF had with Ms. Gilligan. Ms. Gilligan is the number three person within the FAA in the Regulation & Certification branch. We had the opportunity to have very frank and mutually beneficial discussions with Peggy for approximately thirty minutes prior to the
administrator's arrival. These discussions went so well that during those talks Ms. Gilligan accepted our invitation to deliver the welcoming keynote speech at the ADF Symposium this past October. At the Symposium, Peggy graced those in attendance with an extremely engaging, eloquent and interesting address. In her remarks, she was highly complimentary of the dispatch profession and pledged continued FAA interaction with ADF on issues of importance to the operational control community. Ms. Gilligan's speech, as stirring and well accepted as it was, set the stage for the symposium and was an important benchmark in metering the success of the event. We believe that Ms. Gilligan's strong appreciation of the role that dispatchers play in aviation safety will ensure that our contributions will receive greater focus within the FAA and that ADF's improved relationship with the Office of Regulation & Certification will help improve the safety of the travelling public and enhance the professional standards of individual dispatchers and the
organizations within which they exercise operational control.

The meeting with the FAA Administrator , in concert with some of the other important contacts the Executive Board has made during the past few months has gone a long way toward fulfilling the Organization's mission statement; ***"To foster a global understanding of the nature and benefits of Positive Operational Control"***. With a better appreciation and comprehension of what it is that we as dispatchers do, our fellow aviation partners will gain more respect for and admiration of the dispatch profession, hopefully helping to contribute to long, secure, productive and rewarding careers for dispatchers nationwide.

Aircraft accidents result from a complex chain of factors and events which, when taken as a whole ultimately lead to the accident.

The Aircraft Dispatcher has a unique role with far-reaching abilities to break any number of these links,thereby avoiding the accident.

Steve Caisse

"Dispatch Is the Mission Control Of the Airlines"

It had been reported that one of the engineers involved with the Challenger Shuttle did not feel the launch would be safe due to the cold temperatures. It was his recommendation that the Challenger not launch, however, he was over-ruled and the tragedy occurred.

With a Part 121 Dispatcher, there would have been no one to over-rule. When a Dispatcher does not feel the operation is safe, the operation does not take place.

There is no higher authority.

"Four Months" (continued from page 2)

ADF is very pleased with the results of our efforts over the past four months. The organization's officers have worked very hard for the profession and have executed their obligations to the membership and the profession with great pride and dedication. We do not however intend to rest in the months ahead. We are already forging plans to build on these successes, to further strengthen these alliances and to continue to promote the profession in every corner of the aerospace industry. Dispatchers everywhere know the value and importance of our work. Soon, the rest of the world will know too. Yes, what an amazing four months it has been for ADF!

May you and your family have a safe and Happy Holiday Season!

Meetings

February 7-8 36th Business Meeting - Atlanta, GA Sponsored by Delta/PAFCA

April 21 International Day of the Dispatcher

May 3-6 IFALDA AGM - Cancun, Mexico

May 16-17 37th Business Meeting Phoenix AZ Sponsored by America West

Aug. 15-16 Thirty Eighth Business Meeting Seattle, WA Sponsored by Alaska Airlines

October 18-20 (tentative) ADF Symposium Daytona Beach, FL Sponsored by Embry Riddle

AN UPDATE ON..... DIGITAL ATIS WINDS TRUE OR MAGNETIC?

As reported in the July 1998 edition of the ADF Newsletter

The problem was reported that the information on digital ATIS comes straight from ASOS, in other words in TRUE NORTH. The problem was that crews believed the ATIS to still be magnetic and it was not. The FAA reports that the conversion package to retrofit, at present, is not funded.

Until a final fix is in place the FAA and NATCA have agreed that the controllers will augment the ATIS with **magnetic** winds.

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1-2-3 Rule *(Continued from page 3)*

please tell me how, we get the occasional waterspout here in STL.

If the conversation is about safety, then conventional wisdom goes out the window. Yes everyone knows to have more hold fuel going into ATL than burn fuel, but does that increase the safety? No, just the profitability. And what about the suggestion of an OPSPEC C-55 type rule for alternate requirements? Makes sense to me. That type of rule could take into account the capabilities of the facility, like Butte, or MRY when the winds are the wrong way, and the abilities of the aircraft, like the 757 or 767 with autoland. Updated facilities and technologically advanced aircraft are the basis for this suggestion of a possible rule change, they are also all that we, as dispatchers, know for certain. As for the rest, conventional wisdom and experience are just going to have to fight it out with profitability and corporate policy.

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Mr. Thomas Lynch - Alaska
Secretary

Directors of Membership
Mr. Frank Hashek - Chautauqua
Mr. Michael Harkin - Federal Express

Aviation Rulemaking Advisory Committee.....ARAC

by Norm Joseph

FAA Issues NPRM on Dispatcher Certification.

In the Federal Register dated October 19, 1998 the FAA published the Notice of Proposed Rulemaking (NPRM) for the new Aircraft Dispatcher Certification rules. Many thanks to Tim Antolovic and Al Krauter (both of the ADF) who headed up the working group for this project under the ARAC Training and Qualifications Issues group. Also a special thanks to the primary FAA representative, Harold Johnson.

Please review the printed copy at your local library or the Internet on-line version and comment to the docket as directed in the NPRM. Both supportive and suggestive comments are appropriate. The closing date for comments is February 16, 1999.

Fuel On Hold.....
The long awaited Fuel Planning and Management Advisory Circular appears to be on hold again. Officially the document remains in coordination within the FAA. Unofficially, it appears new FAA personnel, not involved with the original working group, have some "concerns" that will need to be resolved before the document can be issued.

ADF Outlines it's Position on Airline Code Sharing

Common marketing practices in today's airline industry are "Code-Sharing" agreements. Under such an agreement, tickets are sold to passengers under a single airline's two-letter identifier purporting that the passenger's journey will be flown exclusively on that single carrier. In fact, one or more different airlines actually operate a portion of the flight on which the passenger has reserved space.

Some of the dangers involved in this type of marketing agreement were recently highlight by the crash a Boeing 727 in South America when Air France code share Flight 422, operating between Paris, Bogota, Columbia and Quito, Ecuador crashed shortly after takeoff from Bogota. The Trans-Atlantic portion of the fight was operated with an Air France crew on an Air France Airbus. The South American portion was using a leased TAME Boeing 727 flown by an Ecuadorian crew. It went down when it failed to make a sharp turn south and plowed into a jagged ridge of Bogota's eastern mountain range. Quito bound passengers boarding in Paris had bought tickets reflecting Air France flight 422, even though the Air France aircraft was scheduled to go only as far as Bogota.

In reality, Code-sharing agreements in the air transportation system refers to a marketing technique that pretends two or more different air carriers are providing an identical service. In an aviation system with only a legislated single level of safety, code sharing is a practice that would have no negative impact on safe air transportation, and ADF remains neutral on marketing techniques in themselves. However, ADF cannot support code sharing when it is used to mask the lower safety standards and practices of one air carrier under the cloak of a code-share partner. While it should be considered good business for each partner to ensure that the other is in full compliance with the highest level of safety, the FAA is charged with ensuring such compliance. Indeed, in the past few years, we have seen the FAA upgrade the regulations covering Part 135 carriers to that of Part 121, with the specific, stated intent of reducing the accident rates of the Part 135 carriers. The ADF expects no less from the FAA when it comes to code sharing. Sadly, even within the borders of the USA, the FAA has not managed to require all passenger carrying aircraft to comply with the single highest level of safety, Part 121. The FAA still permits Part 121 Supplemental and Part 129 operations in this country, neither of which fulfill all the mandated

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Code Share *(Continued from page 7)*

safety requirement of a full Part 121 operation. Since US carriers operating under Part 121 have the lowest accident rate in the world, code-sharing without the safety requirements of Part 121 will result in an increase in the accident rate until it averages that of the US carrier and its code-sharing partner. Any failure by the United States to insist on the highest level of safety, Part 121, will result in more accidents. There are no current global requirements for aviation safety. The United States must at least protect its own citizens, by mandating that any air carrier who wishes to code-share with a US Part 121 carrier must fully comply with the requirements of Part 121 Domestic or Flag. In addition, US Carriers should realize that by bringing their code share partners up to the highest standard of safety in the world, they are limiting their liability and exposure to the devastating effects of an accident involving their passengers.

ADF Encourages the FAA to Reexamine Its NAS Data Exchange Policy Position

The rapid growth and improvement in data communications technology has opened new possibilities for the FAA to enhance aviation safety and efficiency through the provision of more accurate and timely information to all NAS (National Airspace System) users. The FAA and others are working to develop and implement new technologies and data sharing concepts with NAS users.

A critical issue for air carriers and other users is the manner in which these new products and capabilities will be made available by the FAA. In the past there has been no standardized policy on data distribution of government funded aviation products. ATIS is available for free to any properly equipped user, however, NEXRAD is only available through expensive contracts with private vendors.

The Airline Dispatchers Federation believes that the FAA and other government agencies must make safety and efficiency related data available to the broadest possible number of users.

In order to achieve this, it is our recommendation that the FAA, NWS, and other government agencies establish a single data nexus for all accessible products, using a single agreed upon communication protocol. It should be the governments responsibility to make any and all safety and efficiency related data available at this data nexus.

It would then be the responsibility of the users, either directly or through approved vendors, to pay a standard, one time connection charge to this data nexus that will cover the costs incurred by the government for making the connection. The user would then be responsible for paying all communications costs associated with moving the data from the government data nexus to their facilities.

This standard policy would promote competition among those vendors who wish to provide this data to the users, both in price and in value added products using this data. Individual users such as air carriers will be able to connect directly if they desire while allowing others to choose among commercial vendors for connectivity.

The government data nexus with a single agreed upon communications protocol should also be the only point through which NAS users transmit information to the FAA and other government agencies. This data would include, but is not limited to, flight plan filings and CDM message traffic. As the collaboration between the FAA and users continues to expand, a single point of connection between users and the FAA will reduce both user and FAA costs.

(One of the benefits of Corporate Sponsorship of the ADF is to be invited to author one article a year for the ADF News. The following is the submission from DTN Kavouras Weather Services for 1998. We extend our thanks to them for their support. ed.)

The Role of Weather Training in Flight Operations

Jim Foerster - Manager of Meteorological Training
DTN Kavouras Weather Services

Jim will be presenting this paper at the American Meteorological Society in January in Dallas, TX.

1. Introduction

The Aircraft Dispatcher of today is faced with ever-increasing tasks and responsibilities, many of which rely on quick thinking and decision making skills. Since the Civil Aeronautics Act of 1938, which led to the creation of the Airman Certificate, right up to the present, aircraft dispatchers have been called upon to share responsibility with the pilot for the safe conduct of each flight. The captain of an aircraft is in joint control with the dispatcher for the operational control of the flight. Except in an emergency, any operational decision made by the captain must be jointly agreed upon by the aircraft dispatcher. In this manner, the "ground based" dispatcher can review all available information and make a safe operational decision based upon what is best for that flight, and the overall operation of the airline. These are decisions that usually must be made quickly and decisively while an aircraft is airborne, yet safety must never be compromised. The Aircraft Dispatcher is known by many names, from Flight Dispatchers to Flight Superintendents to Flight Controllers. Regardless of the name, their duties remain the same; to ensure compliance with all applicable regulations and the pursuit of the highest possible level of safety. Weather and weather-related products play a vital role in the overall mission of Aircraft Dispatchers, requiring an in-depth knowledge of how to interpret and best use those products.

2. Dispatcher tasks

Each of the tasks dispatchers are required to perform is critically important to the overall smooth and safe operation of each released flight. Before any flight can depart, flight release is generated by the dispatcher to assure the flight can be operated in accordance with all Federal Aviation Administration regulations (FARs). This release includes flight assigned aircraft number, fuel requirements, aircraft restrictions, etc. Before the flight departs the captain must sign the release, acknowledging with the dispatcher that the flight can operate safely within the FARs. The dispatcher, in preparing the flight release, must consider many factors including pilot duty time, aircraft worthiness and, or course, origination, destination and enroute weather. The typical Aircraft Dispatcher has to deal with a wide variety of tasks in their day-to-day operation, with weather being one of the more important. It is also, however, one of the items in which they have the least control, so decisions have to be made using the latest information in as short a period of time as possible. Aircraft Dispatchers either brief pilots in person, communicate to them via telephone, teletype, or use radio communication to the cockpit, all of which require easy access to the latest information available, and the skills to interpret it. The role of weather is certainly one of the more essential parts of the overall picture, and one that the dispatcher must devote a significant amount of time and attention to.

(continued on page 10)

3. Dispatcher Initial Training

As a result of the importance of weather, dispatchers are required to have initial training in

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AIRCRAFT DISPATCHER

The Aircraft Dispatcher, sometimes referred to as the Flight Operations Officer or Flight Superintendent, is one of the most responsible and best paying careers in the airline industry. As "the captain on the ground", the Aircraft Dispatcher shares responsibility with the pilot-in-command in planning the safe and expeditious operation of the flight. Sheffield School is the world's oldest and most reputable FAA Approved Aircraft Dispatcher School. Established in 1948.

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Delta, TWA, FedEx, UPS, GM, Ford, United Technologies, Gulfstream Aircraft Corp., Mobil Oil, Saudi Arabian Airlines, Aramco, FAA, Canadian Ministry of Transportation, and many others have used Sheffield School for Aircraft Dispatcher training for one reason - - Quality and Service.

What Our Graduates Say. . .

"I was recently hired as a dispatcher in Philadelphia. I owe it all to Sheffield. . . having your name on my resume is what gave me the edge over the other applicants." - R.L., Bensalem PA

"When I first decided to go to Sheffield I had no idea of your commitment to quality or to your graduates. . . I continue to be most grateful!" - D.T.,

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Kavouras Weather Training *(Continued from page 9)*
meteorology. After dispatch school is completed and a license is awarded, dispatchers then are hired by airlines that then have their own initial training programs. Though a significant portion of a dispatchers initial training is devoted to weather, the topics are general with more emphasis placed on traditional subjects such as frontal systems, low-pressure areas and
precipitation. The materials used in teaching these concepts range from traditional texts such as "Weather for Airmen" to developed training aids tailored to the airline operation. Training usually begins with a broad understanding of basic parameters like temperature, moisture and pressure. The basics of large-scale flow are frequently discussed, then narrowing the focus down to the synoptic scale with an overview of frontal systems and the weather they produce. Traditional topics such as the radiation heat budget and atmospheric basics are also usually covered in one form or another.

Weather radar plays a huge role in the day-to-day operations of a typical airline, so this topic is usually stressed during initial training. With the advent of WSR-88D radar in the early 1990's, the use of radar and radar products has skyrocketed. Workstations can now display single-site radar as well as composite imagery, which is literally only minutes old. Valuable information can be obtained by a thorough understanding of radar meteorology. Radar reflectivity images, the most widely used product available from the WSR-88D, get most of the attention. Thunderstorm structure and morphology concepts are sometimes introduced, though time constraints keep the discussion on a very broad level. Little attention, if any, is put on other NEXRAD products that may be available to the dispatcher, some of which have direct application to aviation. In addition, the connection between these products and other traditional weather concepts like icing and turbulence is rarely made. ***For example, turbulence training would likely focus on time-tested explanations of type and intensity along with standard methods of detection, leaving out the possible detection of low-level turbulence on a NEXRAD VAD Wind Profile product or other "less traditional" ways of detection.***

4. Dispatcher Recurrent Training

In addition to the initial training and certification process, airlines must provide additional recurrent training as dispatchers continue to gain experience. The rapid changes in the field of meteorology make it essential for this additional training to encompass a variety of topics which specifically address these changes, and what effect they will have on the safe and efficient operation of the airline. **Recurrent training provides an opportunity to teach dispatchers new weather technology.** Aviation impact variables, such as icing and turbulence, are items that are currently the focus of government-led research into new methods of detection and forecasting. New products generated by this research are finding their way into day-to-day life, making it necessary to create up-to-date training materials on the effective use of these new products. Computer models have always been an integral part of weather forecasting, and as we approach the millennium, it will be no different. Increased model resolution, both in the vertical and horizontal, allows more accurate views of the atmosphere, which improves all model output. An example of this improvement is in the upper level wind forecasts, which have improved dramatically as model resolution has increased. Enroute winds that were 10-15kts or more off 10 years ago, are now much better forecast by the computer models making flight-planning decisions easier. Increased horizontal and vertical resolution is also making precipitation type forecasts more accurate, with graphic output depicting areas of rain, snow, ice and mixed precipitation. These types of forecasts have been around for decades, however as the research into them continues to produce newer and easier-to-understand products, it is necessary to provide additional training on their interpretation and use.

Data visualization also continues to change at a rapid pace, driven by increased computer power and more interactive workstations and graphic display systems. A radar summary chart that used to hang on the wall and was at least an hour old when it was received, has now been replaced by NEXRAD radar updates every 5-10 minutes. The availability of NEXRAD derived products, such as Echo Tops or the VAD Wind Profile, has further increased the dispatchers ability to view and comprehend a weather situation. Unlike traditional reflectivity images, these products require significant training to fully understand both how to interpret them and which situations to use them in. **The difference between an "echo top" and a "storm top",** for example, might seem subtle. However, the two terms are significantly different and would appear to conflict with each other.

(continued on page 15)

Graphical Weather Information in the Cockpit. AWINS Program

Steve Caisse
President

ADF has consistently maintained that the availability of graphical weather information in the cockpit will enhance aviation safety. ADF has long held that dispatchers and airline pilots should be referencing the same information when making joint decisions involving operational control and safety issues. ADF believes that an aircraft dispatcher, who responsibility to provide weather information to flight crews is mandated by the Federal Air Regulations, should be the source point for filtering and distribution of this data to affected flights. ADF is aware that there are multiple initiatives currently underway, both within the FAA (AWINS) and in the private sector, aimed at providing a means to place graphical weather information in the cockpits of commercial airliners in the United States. In principle, ADF supports any and all efforts that will ultimately make this technology a reality in both the cockpit and in airline operations centers around the country. We do however, encourage private sector research and development of this program and associated products in lieu of a Federally sponsored and Government mandated agenda for reasons outlined herein. ADF maintains that any information available to the pilot in the cockpit must also be available to the dispatcher responsible for operational control of a flight in question. ADF asserts that the dispatcher must be made aware of any request made by flight crews for any graphical weather product directly to the source provider and that this product must be immediately available to the dispatcher if he or she chooses to view that product. ADF is concerned about cockpit workload issues, meteorological data interpretation proficiency levels of flight crew members and excessive "heads-down" time in the cockpit as these relate to the receipt and interpretation of graphical weather products in the cockpit. Accordingly, ADF believes that the aircraft dispatcher should be the source of any graphical weather information sent to the cockpit which is not specifically requested by flight crews. The aircraft dispatcher will serve as a filtering mechanism for this data and will assist flight crews by only providing mission critical, relevant weather information to the cockpit. The aircraft dispatcher is the only logical source for this information since he or she is charged by the FAR's with providing to the pilot in command, any weather information pertinent to the safety of flight. In addition, dispatchers have received extensive training in meteorological topics and are well qualified to assist flight crews with data interpretation and in-flight operational control decision making based on the use of graphical weather products. ADF understands the problems associated with the utilization of the finite available bandwidth resources at the industry's disposal. ADF is concerned that unlimited and frequent automated uploads of graphical weather information to the cockpit from a non-human source on the ground has the potential of saturating the available bandwidth shared by the industry thereby jeopardizing the information sharing capabilities of all carriers. We routinely see this problem manifest itself with current ACARS uplink efforts in major terminal on days with significant weather impact. While emerging technologies may provide significant relief to the bandwidth limitations we must currently endure, we still maintain that automated, unsolicited graphical weather products uplinked to aircraft could be a detriment to safety and an unnecessary burden on flight crews. The current costs associated with satellite transmission of graphical weather products may be prohibitive to most users. Although ADF heartily endorses all scientific research leading to a refinement in this concept, we must question why a government program (AWINS) is being developed to compete with private sector businesses already established. ADF believes that the private sector has the fiscal motivation to effectively and efficiently develop a means to economically provide graphical weather to the cockpit and that government intervention in this process is not necessary, except as required for certification. ADF wonders who will be expected to pay for a government sponsored AWINS program, especially in light of the budgetary constraints on the FAA at this time and the reluctance of airlines to commit to the inherent costs of this program at present funding levels.

AWINS

"Your symposium's focus is on "Airline Operational Control Decision Making." This is appropriate."

"The decisions you make go a long way to ensuring the safety of every flight long before it ever takes off. While your role may not be well known or appreciated by the travelling public, no airline flight can be operated without you."

Remarks of Jim Hall, Chairman ,
Chairman of the NTSB
before the Airline Dispatchers Federation Symposium
Washington, D.C., October 7, 1998

(continued from page 11)
FAA funding of AWINS may mean that other extremely important safety related projects may not get funded. If the AWINS money was used to (for instance) disseminate LLWAS information real time to industry, there would be a provable safety benefit. If the DC-9 crew in 1994 Charlotte, N. C. windshear accident had possessed the entire AWINS proposed suite on board, it still would have crashed since the failure to deliver the LLWAS advisory to the cockpit was a precipitate cause. Even with AWINS, the LLWAS would not have been delivered. ADF is also cognizant of the costs involved for an airline which may have to equip several hundred commercial airliners with the necessary hardware and software to utilize these products. Therefore, ADF is in favor of having these technologies further developed in the private sector exclusively, free from government involvement, except as required by regulation, thereby benefiting from the advantage of competition and free market enterprise and developed at the lowest possible cost, as quickly and efficiently as our aerospace industry can respond.

In summary, ADF supports the placement of graphical weather information in the cockpit. ADF believes that an aircraft dispatcher should be the source point for distribution of this data to effected flights. ADF believes that flight crews should have the ability to request any and all data that they believe is pertinent to the conduct of flight. The dispatcher must be made aware of these requests and have access to this same data. The existing bandwidth of current delivery mechanisms available in the United States does not support blind broadcast of "streaming" weather products to the aircraft. In addition, cockpit workload issues make the "Weather Channel in the cockpit" proposals which involve continuous broadcast of multiple weather products, potentially disruptive and invasive to flight crews and could contribute to potentially dangerous increases in "heads-down" time in the cockpit. ADF believes that the private sector can efficiently develop the tools necessary to make this goal a reality. In light of the large equipage costs involved fleet wide, ADF believes that cost of onboard equipment must be kept at a minimum to encourage airlines with large fleets to re-equip.

As Seen at the 1998 ADF Symposium

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Mr. Robert Commerce Awarded ADF "Lifetime Achievement Award" for 1998

When he took office earlier this year, ADF's President, Steve Caisse announced the creation of two special awards, to be presented each year at ADF's annual symposium, which would recognize and thank certain special individuals who's efforts have resulted in significant, extraordinary contributions to the profession of the Aircraft Dispatcher. The first of those two awards, ADF's most prestigious "Lifetime Achievement Award" was presented to Mr. Robert Commerce on October 6, 1998.

In presenting the award, Caisse commented, "This year's honoree's life illustrates the strength of the commitment, drive and curiosity that motivates extraordinary dispatchers. This year's honoree has consistently immersed himself in the challenges facing the profession and worked hard overcome these the true reward not in the results but in the doing. This year's honoree has made unique and incomparable contributions to advancing the dispatch profession, has earned the respect of his peers, and has inspired and supported countless other aerospace professionals and government servants. This year's honoree has represented our profession with dignity and patience over four decades".

Caisse continued, "First hired by TWA in the DC-2 day's, he hung around with TWA legends, the likes of Howard Hughes, Jack Frye and Jimmy Doolittle. He was an air traffic controller during World War II. After the war, he was hired by Capital Airlines as a dispatcher. In the midst of a distinguished career at Capital, in 1958, he was elected as president of ALDA, the Air Line Dispatchers Association. For the next 14 years, he blanketed Washington on a personal campaign to promote the dispatch profession at every opportunity, testifying in a variety of roles before the FAA, Congress, the CAB, the NTSB and many other government and industry agencies. His name is recognized throughout the industry and his reputation is regarded with appreciation and respect by all. His detailed list of accomplishments could fill the agenda for the entire symposium. Suffice to say that without the significant and substantial work of this individual, the dispatch profession we are so proud of today, would be drastically different and likely much less influential in the role of aviation safety".

In his acceptance speech, Commerce thanked ADF and its membership for "remembering" him and his efforts. He went on to say that dispatch is a proud profession and that many others shared in his accomplishments on behalf of the profession. He encouraged ADF to continue its efforts to educate the rest of the world on the benefits of the dispatch profession. Commerce pledged to help ADF in any way possible and

Southwest Airlines Dispatch Group Awarded the ADF's "National Aviation Safety Award for 1998"

The Airline Dispatchers Federation (ADF) recently cited the Aircraft Dispatchers of Southwest Airlines as recipients of the organization's annual "National Aviation Safety Award for 1998". This award was created to recognize the dispatcher(s) whose actions in conjunction with the exercise of his or her license resulted in notable achievement in the field of aviation safety and excellence in the execution of regulatory and company responsibilities.

Making the presentation at the ADF's 7th annual Symposium in Washington, D.C. on October 7, 1998, ADF's National President, Mr. Steve Caisse commented that "The purpose of the National Aviation Safety Award is twofold: to publicly acknowledge those individuals responsible for outstanding performance in the field of aircraft dispatch and to promote better understanding among others in the aerospace industries as to the value, benefit and contributions made every day by aircraft dispatchers".

Mr. Caisse went on to remark, "When, back in 1971, a small Texas regional carrier started flying 3 Boeing 737's between Dallas Love Field and Houston and San Antonio, who would have dreamed that that airline would grow to become one of the nation's most successful, profitable and "fun" airlines. Further, who would have guessed that airline would also evolve into one of the industry's safest airlines, amassing an incredible and unprecedented safety record, now totaling 27 years of commercial operations with out a passenger fatality or serious aircraft accident.

ADF is very pleased to present the 1998, National Aviation Safety Award to the Aircraft Dispatchers of Southwest Airlines in recognition of the significant role they have played in this extraordinary accomplishment. After all, it is the aircraft dispatcher who, along with the pilot-in-command, must every day make the decision whether or not it is safe to operate, and clearly Southwest's team has done a flawless job of exercising operational control since the company's founding. Moreover, ADF is thankful for the active participation of many of Southwest's dispatchers in ADF's industry activities over the years, especially concerning safety matters and in general, very impressed with the job Southwest dispatchers have done over the years representing the profession through their fine performance. Their dedicated work and operational excellence have made the entire profession proud and we are honored to recognize them today for their outstanding work."

Accepting the award on behalf of the entire Southwest dispatch team was Mr. Dave Jordan, Southwest's Director of Dispatch. In his acceptance speech, Jordan commented that "*Southwest is very aware of the huge role our dispatchers have played in amassing our impressive safety record. We have carefully selected and trained the best candidates we could find for this important position and those efforts have paid off in that we now employ one of the finest dispatch groups in the industry. I am proud of them, proud of our pilots and proud of our maintenance personnel, all of whom share a role in our achievement and the receipt of this award.*"

In a memo to the dispatch group following the award, Herb Kelleher, CEO, and Colleen Barrett, Executive Vice President -Customers & Corporate Secretary Southwest Airlines stated, *"We were delighted to hear that the ADF has selected your entire group to receive its Annual National Aviation Safety Award—way to go, gang! We are extremely proud of this well-deserved and long overdue recognition and we thank you from the bottom of our respective hearts for all that you have done to earn this coveted and much sought after tribute. You are "the" Best and we LUV you!*

Ice Pellets

The National Weather Service has recently changed the METAR/TAF designator for ice pellets from PE to PL

(Continued from page 12)

encouraged other retired dispatchers to stay involved in the **Commerce**

profession through ADF's activities. Commerce was presented with a plaque and certificate of appreciation from ADF and presided over a special luncheon held in his honor. At the luncheon, noted aviation historian, Donna Corbett gave a fascinating talk covering the history of the dispatch profession.

(paid Advertisement)

Captain / Dispatch Reliable Communication

Oakie Schroder
Stockholm Radio

ADF is to be Congratulated for having arranged a very interesting Symposium in DCA October 6-7. As a representative from Stockholm Radio I had the great pleasure and fortune to attend. One of the conclusions of the Symposium was that without reliable Communication, Dispatchers and Pilots facing a problem will not be able to make the most appropriate decision.

Congressman James L. Oberstar (D), MN stated in his address that airlines need to look for redundancy and back-up systems and not fully rely on the established datalink systems. This is a view that Stockholm Radio shares in full. We encourage airlines to apply Standard Procedures to ensure that the HF-link Air Crew – Dispatcher and vice versa has been established – as a back-up to ACARS/Satcom for the airlines with such systems – and as primary means of communication for other carriers.

Stockholm Radio is concentrating on providing HF coverage in a sector from NE Canada across the NAT, Europe, the Middle East ranging eastward passed India. It is our definite experience that HF radio - when handled in a correct manner – is an inexpensive and reliable means of communication, despite what providers of newer communication systems tend to claim.

Dispatch and the NTSB

"We have beefed up our expertise in this *(operational control)* area. Within the last year, the Safety Board has hired an investigator with an FAA aircraft dispatching certificate who was active in his airline's dispatch operation and was an instructor teaching dispatch programs, both initial and recurrent, for several air carriers and for corporate flight departments. "

Remarks of Jim Hall, Chairman , Chairman of the NTSB before the ADF Symposium 1998

We feel it is adding to the work load on part of the Dispatcher and generating unnecessary frustration when an ACARS message is not responded to. With the correct Procedures in place that Dispatcher would know that he/she has an alternative way of contacting the flight in a timely manner.

A number of carriers have recently adopted such procedures – Crews to establish SELCAL guard at a predetermined stage of the flight. A SITA message from us at that time will advise the Dispatcher that his/her flight has "logged on" and can be reached from that point onwards.

Another aspect of such Procedures is from the Flight Deck point of view. ***When a crew faces a problem that they need assistance on, we feel that they*** *should not be stuck with one more problem – how to establish contact with ground support – Dispatch or Maintenance*. Since the crew initiated contact with us at an earlier stage of the flight, they would just have to pick up the microphone again and call us – and we would assist them in any way they want. By maintaining these routines it will make all parties familiar with each other including any special requirements or arrangements that an airline may have.

It will also maintain the competency of both the crews as well as our operators. By having a close relationship between ourselves and our customers we would be certain to have the correct phone numbers and SITA codes in our system to be able to act in a timely manner. It will also generate traffic on the frequencies making it easier to claim that they should still be in the possession of ICAO rather than being handed over to the Broadcasting Community – a user group that eagerly is looking for more HF frequencies. It is our ambition to continue to serve both the Dispatchers and Flight Deck crews for many years yet. For further info visit our web site at - www.stockholmradio.telia.com/aero

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Kavoras Weather Training

(continued from page 10)

Dispatchers who have not had detailed training in product interpretation will have a difficult time relaying this information to the pilot with any degree of confidence. Advances in radar have come at such a rapid pace in the past 5-10 years, since the inception of the WSR-88D
program, that it is necessary for airlines to continually provide training to stay on top of the developments. Updated and improved NEXRAD products also come out occasionally, some of which have direct application to aviation, meaning training programs themselves have to be updated frequently.

Satellite imagery is also a topic that is frequently covered in recurrent training. With two geostationary (GOES) satellites covering all of North America, as well as similar satellites over the ocean areas, satellite imagery has become a global forecast tool. Being able to identify developing convective areas, or **identifying a turbulence signature on water vapor imagery are valuable skills that dispatchers should have in order to best perform their assigned tasks.** Similar to radar, satellite derived products, which have direct application to aircraft dispatching, are being developed at a rapid pace. Satellite imagery that clearly shows areas of fog and low clouds are now available, as well as products which depict cloud-top temperatures and movement. Information such as this can only be addressed with topic-specific recurrent training.

5. Conclusions

Today's Aircraft Dispatcher is constantly required to make quick and accurate decisions that affect the safety and overall operation of each and every flight. Proper training and testing are necessary steps in the initial phase of dispatch certification, followed by additional detailed training in aviation-specific topics that relate to day-to-day dispatch decisions. ***Rapid changes in the field of meteorology and data visualization require frequent recurrent training that can focus attention on how these changes can improve the flight release package, and provide a safer and more efficient operation of the airline.***

For additional information on this weather training or any of the Kavouras products, contact:

Jay Loeffler, Aviation Marketing Manager
Kavouras, Inc. 800-328-2278
JLoeffle@Kavouras.com

Anniversary of the First Aviation Forecast

Carolyn Kloth
Aviation Weather Forecaster/Aviation Weather Center/
NCEP/NWS

December 1, 1998 marked the 80th anniversary of the first government-issued route forecast for aviation. The forecast was issued for the Aerial Mail Service route from New York to Chicago. This was the second route established by the U. S. Post Office in the fledgling service. The first air mail route was from Washington, D.C. to New York, begun in May 1918.

Prior to December 1st, the Weather Bureau did provide information to pilots on flying conditions. However, these were generally in response to specific requests on a case-by-case basis. After the Wright Brothers' historic flights on December 17, 1903, interest in aviation increased steadily in this country. But it wasn't until the U.S. entry into the European conflict in April 1917 that the need for more formal weather information became a high priority item, especially for the military.

Air mail routes consisted of a major terminal at either end and a number of intervening sites that provided fuel and a refuge in case inclement weather prevented the pilot from continuing the flight. Gradually, surface observing sites were established at strategic locations along each route. The observations were relayed in sequence, from one end of the route to the other, hence the term "***sequences***", referring to groups of surface airway observations (SAO's).

It is worthwhile to take a brief look at the state of the Weather Bureau at the time of this meteorological milestone. The Bureau had increased its surface observing network to around 200 stations at the close of WW I, most of which were east of the Continental Divide. Observations were **recorded just twice a day back** then, at **8 a.m. and 8 p. m. eastern time (or, in the parlance of the day, 75th meridian time).** The obs were telegraphed back to the Central Office in Washington, D. C. where the data was manually decoded and plotted on a map, then hand-analyzed by the forecaster on duty.

Up to about 1910, very little was known about conditions above the surface. Knowledge gradually increased after the turn of the century as a result of very limited experiments with instrumented **kites and tethered balloons.**

By 1918, the number of kite stations had increased, especially in response to the army's need for upper air data to support its field artillery and fledgling air corps units. When the first route forecast was issued on December 1st, the network consisted of **18 kite stations,** 6 of which were Weather Bureau sites. In general, kite data was limited to the lowest 8,000 ft of the atmosphere, which was about the maximum amount of cable capable of being supported by the kite.

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Join us for 1999!

We would like to invite you to join us for 1999. ADF is the only professional organization representing the Profession of the Aircraft Dispatcher and with **your** support, we can continue these efforts.

Many issues still confront our profession such as Free Flight, new navigation and communication technologies, training, and the globalization of air carriers through code sharing, alliances and mergers. The ADF is involved with industry and the FAA insuring that the highest level of safety remains the standard in U.S. commercial aviation. It speaks well of our profession and ADF members in particular that so many will invest their time and money to promote aviation safety knowing their efforts and expense will not bring them any direct economic reward. The perception of our profession in the industry has become even more positive, not just because of the work we have done, but because we as a profession, have created and support a unique organization.

The ***ADF Membership rate*** of $40.00 plus a $5.00 *new member* ($10 for International Members) processing fee helps to support the expenses of sending an active and licensed Dispatcher to represent the role of our profession to the FAA/ ATC, NTSB, NASA and others. For **1999**, you will receive:

- ❒ The ADF lapel pin for our new members.
- ❒ The ADF Newsletter (published four times annually) which keeps you advised of the changes that effect our profession.
- ❒ Membership to the International Federation of Airline Dispatchers Association (IFALDA)
- ❒ Invitations to attend the ADF business meetings, IFALDA meetings and the ADF Safety Symposium sponsored by Embry Riddle Aeronautical University in Daytona Beach, FL. in October 1999.

Join us and together we will continue to be a positive force for the future of aviation safety.

Steven R. Caisse

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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ADF due are $40.00 US per calendar year plus a one time initiation fee of $5.00 US ($10.00 will be passed on to IFALDA). Dues for individuals with NO airline affiliation are $25.00 US plus the $5.00 initiation fee. Please make your check payable to ADF and mail it to ADF Membership Service Center 700 13TH St. NW Suite 950 Washington DC, 20005 USA.If you have any questions call Membership Services at 1-800-OPN-CNTL
Or complete the membership form on the ADF web site and mail to ADF!
You can find it at www.dispatcher.org!

To join ADF in 1999, please complete the membership form. Then, return this form along with your check or money order payable to the Airline Dispatchers Federation to the address listed on the membership form. All information will be kept confidential and will not be used for non-ADF purposes.

Your 1999 membership will run from 1/1/99-12/31/99. Dues are $40.00 per calendar year. Ten dollars of which will be forwarded to IFALDA to support their efforts to promote the dispatch profession worldwide. We sincerely appreciate your continued support of the dispatch profession. We are proud of the progress we have made in recent years and look forward to a very successful and productive year in 1999. You can visit the ADF web site on the Internet at www.dispatcher.org to review our accomplishments and to preview the organization's agenda for 1999. You will see that we have an aggressive agenda for the upcoming year and count on your support to assist us in pursuing these goals. Please feel free to add any questions or comment on the back of this form or contact ADF Membership Services at 1-800-OPN-CNTL.

ADF Web Site Activity Remains Very Strong.

Steve Caisse

The latest usage statistics from the ADF web site's host Seagull Technologies, indicates that the ADF's internet home is becoming an increasingly popular stop among internet users. For October 1998, the web site recorded 247521 "hits". The most requested page on the web site was the ADF Dispatcher Briefing Page - National Overview with over 37% of the hits involving this page. The ADF Schools link also showed strong appeal to prospective dispatchers being the eighth most requested page on the web site. In fact, the top three requested pages on the site were "weather briefing related". The ADF Home page was the fourth most requested page. By the way, did you know that the ADF web site is made up of over 100 individual pages and is over 12 megabytes in total size?

Dispatchers at major airlines continue to be the most active users of the site. As has been the case for almost 6 months, ***Southwest Airlines*** users were the most frequent visitors to the site with 17.67% of all hits recorded being attributed to our members in the Metroplex. Next in line was **Delta Air Lines** with 12.6%, **United Airlines** with 7.68%, **TWA** with 4.74% and **Northwest Airlines** with 3.15%. Rounding out the top 10 most active servers visiting the site were America Online users at 6, **Alaska Airlines** at 7, **FedEx** at 8, **Midwest Express** at 9 and **Emery Worldwide** at 10. It is obvious from these numbers that many dispatchers are finding the weather data available on the web useful. We were also pleased to note that we have entertained a number of visitors from outside of the USA to the site. Canada, the United Kingdom, Germany, Australia, Sweden, Netherlands, Japan, Spain, Singapore, France, New Zealand, Portugal, and Chile were the top 14 foreign nations visiting the site in October 1998.

On October 28, 1998, (Wednesday) the web site recorded its busiest day ever with 10167 hits recorded. That works out to 424 hits per hour, or about 7 hits per minute - impressive traffic for a web site. Fridays were the busiest days in terms of traffic with over 16% of all hits occurring on that day, perhaps due to folks making weekend weather decisions. Sunday's are the slowest days, averaging 11.44% of the total hits. In terms of time, the 12:00-12:59 EST hour is the busiest in terms of traffic, while the quietest time is 00:00-00:59 EST with just 2.32% of all hits occurring at that hour.

The Web site continues to server as ADF's voice to the world containing all of our press releases, announcements and meeting information. In addition, our membership drive is greatly enhanced by the web site with ADF averaging 5 new members per week in October via the web site.

Recent additions to the site include:

- ADF's revised organizational charts for 1999
- A Newly updated point of contact list for ADF's officers.
- Check out Aviation Week and Space Technology about the ADF's National Aviation Safety Award, a copy of that article can be seen on the site.

The weather links on the site are updated almost daily. If you have not used ***NCAR's ADDS*** site yet, check out the web site for a link to this outstanding weather resource. The library has also been updated to include copies of ADF's latest position papers and press releases. Additionally, copies of some of the featured speeches from the ADF's 1998 Symposium can be found there. In the weeks ahead, additional information will be added regarding the ADF's next business meeting in Atlanta during January 1999. Finally, in the weeks ahead, the Web Site will be receiving its festive holiday decorations, a feature that prompted many favorable emails last Christmas season - everyone, it seems, loves Christmas!

If you have not been there lately, stop by the site and surf for a while. We are adding new data weekly.

"Santa's Check Ride"

Santa Claus, like all pilots, gets regular visits from the FAA, and it was shortly before Christmas when the FAA examiner arrived.

In preparation, Santa had the elves wash the sled and bathe all the reindeer. Santa got his logbook out and made sure all his paperwork was in order.

The examiner walked slowly around the sled. He checked the reindeer harnesses, the landing gear, and Rudolf's nose. He painstakingly reviewed Santa's weight and balance calculations for the sled's enormous payload.

Finally, they were ready for the check ride. Santa got in and fastened his seatbelt and shoulder harness and checked the compass. Then the examiner hopped in carrying, to Santa's surprise, a shotgun!

"*What's that for*?" asked Santa incredulously.

The examiner winked and said, "*I'm not supposed to tell you this, but you're gonna lose an engine on takeoff*."

Tell Us What a "Significant Route Change" is to Your Flights

Michael Nadon

The Air Carrier Inspector Manual (see excerpt below) discusses the means of compliance with the General Council interpretation on significant changes to the route of air carrier flights. Compliant carriers have a formal definition they use to describe "*significant change*".

It would be very useful for the CDM Collaborative Routing working group (see pg 20 of this newsletter) to come up with a proposal for a *general* definition. If we had some consistency in air carrier definition **we could more easily devise methods to avoid "SIGNIFICANT CHANGE" once the flight is enroute**.

With an industry accepted definition, ATC would have some guidance as to what the limits PICs have on accepting re-routes.

With the thought of educating the ATC folks in mind, we would like to ask dispatchers to e-mail their carrier's definition of "significant Change" to **adf@valuweb.com.** As you can see, it becomes very important that as many carriers with different definitions be represented in this exercise.

From the Air Carrier Inspector Manual

ATC frequently delays, reroutes, or assigns altitudes to flights other than those planned by the operator. The ATC system requires this flexibility to reroute traffic flow around adverse weather and to function effectively. The operator's policies and procedures for operational control should accommodate these demands while maintaining the duality of responsibility shared by the aircraft dispatcher and the PIC. One acceptable means operators may use to comply with the regulatory requirement is to publish notification requirements in the GOM for flight crews to follow in these circumstances. For example, the operator might specify maximum amounts that the ETE, assigned altitude, estimated fuel remaining when overhead destination, and distance from planned course may deviate, without reporting to the aircraft dispatcher and obtaining an amended release (see paragraph 1187 of this section). The operator may also place remarks on the dispatch release to alert the PIC to the fact that a routing has been chosen for a specific reason and give instructions to contact the aircraft dispatcher if ATC needs to reroute the flight.

Next ADF Business Meeting

The Thirty Sixth Business Meeting of the Airline Dispatchers Federation will be held in Atlanta, Georgia on February 7 & 8 1999. Visit the ADF Web site at www.dispatcher.org for the published agenda or any changes.

The February 7 & 8, 1999 ADF Business Meeting, sponsored by PAFCA/DAL will be held at:

Howard Johnson Hotel Atlanta Airport
1377 Virginia Avenue, Atlanta, GA 30344
Phone 404-762-5111 Fax 404-762-1277

The ADF rate is $42.00 single or double. You must call the hotel directly Monday-Friday between 9AM and 5PM and request the ***ADF rate***.

Shuttle bus service from the airport is provided by a shuttle service serving several of the Atlanta Airport North hotels. Please call and reserve your room ASAP to assure availability.

NOTE: FAR 121.557(a) authorizes the PIC to deviate from the conditions of the dispatch release to the extent necessary for safely in an emergency. When the PIC exercises this authority, FAR 121.557(c) requires that the PIC keep both ATC and the aircraft dispatcher fully informed of the progress of the flight. FAR 121.557(c) requires that when emergency authority is exercised, a written report be forwarded to the administrator (POI), through the director of operations, within 10 working days.

Free Flight Phase I & The Airline Operational Control Center

Where does the Dispatcher and the AOC come into play in Free Flight Phase I? Through CDM!

Free Flight Phase One's primary focus is on promptly providing controllers with better tools to help them meet their important responsibilities.

Free Flight Phase I is designed as a core set of capabilities to be made operational at a limited number of locations at the end of 2002. FFP1 products enhance the aviation community's ability to ***collaboratively exchange data, and to view and optimize all phases of flight, from planning and surface operations to the en route flight.*** These tools include:

•Traffic Management Advisor (TMA) Single Center,
•Passive Final Approach Spacing Tool (pFAST),
•User-Request Evaluation Tool (URET),
•Controller-Pilot Data Link Communications (CPDLC) Build 1, and Surface Movement Advisor (SMA).

•Collaborative Decision Making (CDM)

(The following was written by Gary Dockan, OCC Dispatch Training Instructor USAirways- for the complete article see www.metsci.com/cdm/fog.html -editor.)

CDM currently umbrellas 5 working Groups.

Flight Schedule Monitor - The majority of the National Air Space (NAS) problems are associated with the increasing amount of traffic in a limited amount of airspace. Surprisingly many ground delays imposed by ATC might be unnecessary because the FAA does not have a true picture of the number of flights arriving at an airport. FAA's traffic management decisions are based on information from the Official Airline guide, which contains week old airline schedules. Airlines often will have delayed or canceled enough flights on their own to compensate for restricted capacity at the affected destination. ATC is unaware of these changes until the last minute, too late to prevent additional delays.

NAS Status Working Group is addressing problems related to **lack of timely information and inadequate dissemination of information** regarding Airport and Terminal Airspace Conditions, Noise, RVR, En Route Airspace Weather, turbulence, Aircraft Capabilities, NOTAMS and Advisories.
Collaborative Routing Working Group is addressing problems related to the **lack of common situational awareness and varied interpretations leading to route selection that may not be in the best interest of the carriers. T**his group is tasked with exploring technologies that will facilitate collaborative flight routing before take-off and enroute between the FAA and the aircraft.

Data Integration Working Group. Currently FAA data exchange programs require multiple points of contact for data exchange, often involving redundant information and leading to excessive Service Provider/Service User costs. The Data Integration Working Group is identifying multiple contact points and developing data exchange architecture for efficient retrieval, storage and dissemination of data that is to be exchanged between the Service Provider and Service Users.

A**nalysis Working Group** focus areas are System predictability, System impacts, User benefits, Qualitative effects and human factors and Operations analysis.

Check out the CDM Website at www.metsci.com/cdm and the Free Flight Website at www.ffp1.faa.gov.

Why US Dispatchers Attend Professional Meetings Occurring 0n the International Front

Development of relationships necessary to bring operational control issues to the forefront and maintain.

Development of relationships necessary at the JAA, ICAO, IATA to promote the value of the dispatch profession.

Assist various international organizations and governmental agencies in development of policy, regulation, certification and training to enhance the position of the Flight Operations Officer as a valuable asset in the aviation safety realm.

Provide a two way clearing house of information and ideas that can benefit all dispatchers world-wide.

Provide resources where appropriate to continue to assure the position of the dispatch professional remains a critical player in the safety team and enhance and improve the profession in the eyes of aviation officials worldwide.

Continue to promote the Operational Control Profession world-wide by assisting developing organizations when asked and appropriate.
Continuing to form new relationships that benefit operations control professionals worldwide.

The Santa Ana Winds

(Devil Winds)

Santa Ana winds are generally defined as warm, dry winds that blow from the east or northeast (offshore). These winds occur below the passes and canyons of the coastal ranges of Southern California and in the Los Angeles basin. The terrain here often enhances the offshore breezes because as the winds are forced through the narrow canyons, they increase in speed. This is referred to as the Bernoulli effect. This is why during Santa Ana's, some places will have winds exceeding 50 mph and others will have almost nothing.

Forecasters at the NWS in Oxnard and San Diego usually place speed minimums on these winds and reserve the use of "Santa Ana" for winds **greater than 25 knots**.

The complex topography of Southern California combined with various atmospheric conditions create numerous scenarios that may cause widespread or isolated Santa Ana events. Commonly, Santa Ana winds develop when a region of high pressure builds over the Great Basin (the high plateau east of the Sierra mountains and west of the Rocky mountains including most of Nevada and Utah). Clockwise circulation around the center of this high pressure area forces air downslope from the high plateau. The air warms as it descends toward the California coast at the rate of 5 degrees F per 1000
feet due to compressional heating. Thus, compressional heating provides the primary source of warming. The air is dry since it originated in the desert, and it dries out even more as it is heated.

Santa Ana winds commonly occur between **October and February with December having the highest frequency of events.** Summer events are rare. Wind speeds
are typically north to east at 35 knots through and below passes and canyons with gusts to 50 knots. Stronger Santa Ana winds can have gusts greater than
60 knots over widespread areas and gusts greater than 100 knots in favored areas. **Frequently, the strongest winds in the basin occur during the night and morning hours due to the absence of a sea breeze. The sea breeze which typically blows onshore daily, can moderate the Santa Ana winds during the late morning and afternoon hours.**

Santa Ana winds are an important forecast challenge because of wind damage to property, turbulence and low-level wind shear for aircraft. The winds and turbulence will usually begin to subside when the High begins to move to the east, thus changing the flow of the winds.

ONT UUA /OV ONT/TM 1359/FL024/TP B747/TB MDT/RM LLWS +15/-15=

ONT UA /OV ONT-VNY/TM 1500/FL105/TP C208/ WV LGT-MOD BLO 100/RM DURGC ONT=

ONT UUA /OV ONT/TM 1526/FL040/TP C208/TB SVR DURGC SE BOUND=

ONT UUA /OV PETIS (11W ONT)/TM 1537/FL040/TP B737/RM "60 KNOT WIND SHEAR FROM THE NE=

ONT UUA /OV ONT/TM 1526/FL040/TP C208/TB SVR DURGC SE BOUND=

ONT UA /OV SBD/TM 1647/FL055/TP C172/TB LGT=

ONT UA /OV PDZ355025/TM 1719/FL095/TP A32/TB NEG/RM OV CAJON