The ADF News
Volume 11 Issue 3
Summer 2001

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Airline Dispatchers Federation
Safety Professionalism

The ADF NEWS

"Keeping the Dispatch Profession Informed"

# FAA 10-YEAR PLAN FOR AIRLINE INDUSTRY

The Federal Aviation Administration (FAA) in June unveiled a 10-year plan intended to ease air traffic, flight delays and cancellations by introducing new equipment, building new runways and altering flight patterns in the United States.

The proposal, dubbed Operational Evolution Plan, takes a look at the National Airspace System (NAS) and capacity problems facing airports. It was developed by the FAA with the participation of the airlines, air traffic controllers' unions and others in the aviation industry. "This is about providing better service to folks in the United States who use our air transportation system. That's what we are committed to," said Monte Belger, Deputy Administrator of the Air Traffic Control System, at a news conference announcing the plan. The FAA efforts come at a time when the airline industry has been under increasing criticism and pressure from passengers who are angry over flight quality, cancellations and delays. One in every four flights was reported delayed or canceled last year, and the number of flights is projected to rise from almost 26 million in 2000, to 36 million in 2012.

"This growth in air travel has brought the system to a point where its flexibility and capacity are fully taxed," a report on the plan says. Among the FAA proposals in the plan: adding new runways at 15 major airports; allowing more flexible routing on flights; implementing advanced equipment to better predict weather and avoid runway congestion and changing from radar to satellite systems to guide planes. The estimated cost of the changes, according to the FAA report, tallies at nearly $100 billion. Belger said the plan will continue to evolve. It will not look the same next year as it looks today," Belger said. "We will continue to look for new ideas, new solutions to the very complex problems that we face."

A spokesman for the Air Transport Association praised the FAA's proposals, while saying there's more to be done.

# ADF has High Expectations for FAA's Operational Evolution Plan

Airline Dispatchers Federation (ADF) applauds the FAA for its ten year Operational Evolution Plan (OEP) that addresses the growing gap between demand and capacity in the nation's air transportation system. The much needed projects of adding runways at congested airports, developing Airline-FAA data exchange technologies within the Collaborative Decision Making program (CDM) and transitioning air navigation to a GPS based Free Flight environment have to be pursued aggressively if the National Airspace System's (NAS) capacity is to keep up with consumer demand.

ADF is especially gratified that the FAA, in developing its ten-year plan, has recognized the critical role aircraft dispatchers will play in ensuring the safe operation of the National Airspace System and in ultimately guaranteeing the plan's successful implementation.

The FAA recognizes that the aircraft dispatcher (with the concurrence of the pilot in command), is the individual charged by the Federal Aviation Regulations with selecting the route that commercial flights operated under FAR Part 121 will use, the altitude the flight will operate at, the fuel load placed onboard the aircraft and the assessment of the viability and safety of any new routes proposed by the Air Traffic Control System, among many other operational factors. In addition, since the dispatcher is charged by Federal Regulations with providing weather information to the pilot in command of these flights, the ADF is pleased with the FAA's focus on new meteorological technologies.

Accordingly, aircraft dispatchers will hold the key to reducing congestion in the NAS. The FAA, in acknowledging these responsibilities of the dispatcher and by including the dispatcher in its plan has taken significant steps towards making the skies safer and less crowded.

ADF has continually supported the position that Dispatchers, Air Traffic Controllers and Pilots need automated decision support tools that disseminate information to help them make safer and more efficient decisions. It must be emphasized that these tools must be deployed as a common, integrated platform among Controllers, Pilots and Dispatchers. A potential aircraft routing tool, for example, is one that would present a proposed route to the dispatcher, controller and pilot simultaneously. Each of the three parties would be given a simple yes or no automated response choice upon review of the route. If all three parties answered in the affirmative, the new route would be automatically loaded into the operator's flight planning computer, the FAA air traffic control host computer and the aircraft's flight management system.

ADF cautions that any development of systems which provide new weather technologies to controllers and flight decks but that exclude the dispatcher is unacceptable. Any weather information available to pilots must also be available to dispatchers. While ADF has long maintained that pilots have the obvious right to request any weather information that they deem necessary, we firmly maintain that the Federal Aviation Regulations are clear and unambiguous in charging the dispatcher with delivering mission critical weather information to pilots. Clearly, any tool which provides weather information to pilots but not the dispatcher jointly responsible for operational control would be unacceptable.

Therefore, in general, ADF believes what will best address the growing volume of air traffic in our airspace is a collaborative system with integrated tools across multiple controlling disci-

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# Keegan To Lead Modernization Effort

Charlie Keegan has been named to lead the modernization effort outlined in the Federal Aviation Administration's new Operational Evolution Plan (OEP), an industry-wide effort to address the growing gap between demand and capacity in the air transportation system. An experienced FAA manager, Keegan currently directs the Free Flight Office, which is implementing several new tools to allow controllers to move air traffic more efficiently.
"Charlie's exceptional success in leading Free Flight certainly qualifies him to take on greater responsibility in implementing the OEP," FAA Administrator Jane F. Garvey said. "He has built an extremely effective relationship with key parts of the aviation industry and with the FAA's main labor organizations." Both are key elements in implementing the OEP, Garvey noted.

Keegan describes his responsibility as ensuring that the many commitments made in the OEP actually happen. He will provide the focus and take tangible steps to implement, manage and execute the OEP. Keegan will be part of the Administrator's and Deputy Administrator's office. Robert S. Voss, currently deputy director, will succeed Keegan as director of the Free Flight Office.

Keegan has headed the Free Flight Office since its inception three years ago. Before that, he was acting director of the Air Traffic Systems Requirements Service. A 22-year veteran of the FAA and a former air traffic controller, Keegan has worked in Boston and New York as well as Washington. He holds a bachelor's degree from Daniel Webster College in Nashua, NH.

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plines within the industry, not just user-specific tools for collaboration. A tool that automates rerouting decisions by controllers, but still relies on current communication methods between dispatchers and pilots to determine the safety and legality of that reroute, falls short of the optimum solution.

The FAA General Counsel has ruled that before accepting a reroute from Air Traffic Control, pilots of FAR Part 121 aircraft must reach a joint agreement with the dispatcher that the flight may be conducted safely on this new route, or else the route must be refused. Future collaboration technologies must facilitate this requirement.

Dispatchers also need constraint information so that in planning a flight's routing, areas of congestion in the national airspace system can be avoided. The ADF encourages the FAA to expedite further development of tools that will show the dispatcher where "traffic jams" are expected. Further funding for, and enhancement to post-operation feedback tools will allow dispatchers to refine their route selection skills.

While significant expenditures in technology will be required to allow the industry to ultimately realize the dream of mature Free Flight, there will forever be a need to better manage congestion through Collaborative Decision Making (CDM).

Many cost-effective solutions are available now for a fraction of the costs compared to other Free Flight initiatives. Monies spent in the short term on tools which focus on collaborative systems and improve communications between dispatchers, controllers and pilots will provide the best solutions to our growing traffic demands and will ultimately guarantee the number one objective of all aircraft dispatchers: safer skies and zero accidents.

# FAA and Boeing Both Air Plans for ATC Evolution

*by Paul Lowe* - Aviation International News On-Line
*http://www.boeing.com/atm*

The FAA released its new operational evolution plan (OEP) to increase system capacity early last month, relying less on expensive brand-new technology and instead laying out timelines for implementation of programs already under way or achievable in the near future.

For instance, the User Request Evaluation Tool (URET), which already has surpassed one million hours of testing at the Indianapolis and Memphis En Route ATC centers, is listed under the OEP for deployment at five additional centers next year, nine more by 2004 and the final five after 2005.

The FAA estimates that the 10-year plan will accommodate a 30-percent increase in commercial operations while delivering on Free Flight capabilities. Meanwhile, changes in airspace design and navigation procedures will boost system flexibility and access.

But acting FAA deputy administrator Monte Belger said, "As we implement these initiatives in our operational plan, we will continue to look for new ideas, new solutions and the best technology that anyone can offer to move the air-transportation system into the future of 25 to 30 years from now."

Although the OEP contains no massive "big bang" acquisition programs like the largely failed advanced automation system of the early 1990s, it is still expected to cost $11.5 billion for new FAA facilities and equipment by the end of this decade. Actually delivering the ATC services will cost another $77 billion during that same period.

The same day that the FAA released the timetable for its OEP, across the Potomac the new Boeing Air Traffic Management business unit presented what may be some of the new ideas, new solutions and best technology to which Belger alluded. The company said that its satellite-based system would build on and enhance the FAA's OEP, and claimed that the FAA supports the proposal.

Whereas the FAA plan set out a rather detailed schedule of largely ongoing programs, Boeing admitted that its ambitious system would take eight to nine years to reach initial operational capability, even if it were to begin immediately.

"The capacity of airspace is a reflection of not just what the FAA does, but of how all the players in the air traffic system interact with each other," said Russ Chew from American Airlines, who worked with Mitre Corp. in helping to develop the plan. "The elements of this plan will bring together an interaction that produces the most capacity benefits for the system."

The FAA OEP narrows the problems down to four areas–arrival and departure rates, airport weather conditions, en route severe weather conditions and en route congestion. The agency further divides the solutions into near-term (2001), mid-term (2002-2004) and long-term (2005-2010). During those periods, the airlines, FAA and airports will all have responsibilities and required actions.

Near-term plans are listed broadly as resolving choke points in the National Airspace System (NAS) and collaboration and information sharing, such as is being done this spring and summer to cope with convective weather across the U.S. Mid-term improvements include optimizing airspace design, widespread use of Free Flight tools, RVSM and improved navigation procedures. Long-term solutions will embrace datalink, satellite navigation and enhanced surveillance.

The solutions of the plan are specific," said Belger. "There's detailed information in the plan

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about each one of the solutions about the changes, benefits and risks–which I think is important–and the schedule for implementing each of the solutions."

He conceded that the concept of domestic RVSM is "going to be an interesting discussion" in the U.S., as well as airline-equipage issues, procedural issues, Department of Defense issues and general aviation access issues. "But we're committed to working through those," he continued, "and we're committed to implementing some of these en route reduced vertical separation procedures by 2004."

Boeing said its concept provides "unprecedented integration" of the entire NAS. According to the announcement early last month, under the Boeing plan, all participants–flight crews, flight planners, regional and local air traffic service providers, as well as the national air traffic command center–will have access to the same data for heightened collaboration, negotiation and strategic planning.

Precise data regarding the location and intended flight path of an airplane will be accessible to air traffic service providers, airline dispatchers and airport operators to promote more efficient operations, and air traffic controllers will be able to manage more traffic in larger sectors because they will have strategic tools. Additionally, there will be substantial automation of routine and repetitive tasks.

There are three definitive features to Boeing's air traffic management concept:

Aircraft trajectory–the synthesis of a variety of information about an airplane's position, altitude, speed and intended flight path into a unified, easily interpreted graphical representation. Trajectory-based (look-ahead) applications let users confidently predict where an airplane will be at some future time.

Common information network–a central airspace information resource that links system users and operators to real-time information about aircraft trajectories, weather, air-traffic flow and other air-traffic system conditions.

Redesigned airspace–replacement of the complex, outmoded system of control sectors and segregated flow zones with a simpler, more open managed-flow configuration.

The company said its innovative system of CNS satellites would not only provide communications, navigation and surveillance services, but will "highly integrate" air traffic management tasks with an "open architecture" that will readily accommodate future technologies. "This will add real-time information network functions and enable airspace and procedural changes that result in the greatest capacity changes," Boeing claimed.

"The technology integration prescribed in our concept will make flying even safer than it is today, will dramatically reduce air-traffic congestions and delays, and will keep aviation affordable and accessible for all users–commercial, military, business and general aviation operators."

Boeing said it is willing to shoulder the up-front costs of development, noting that it already is in the satnav business and, through the purchase of Hughes space and communications division, has become a major leader in satcom. The company also recently acquired Jeppesen and The Preston Group, an airspace modeling company.

Its new air-traffic management business unit consists of experts in airport and runway design, ATC, avionics system performance and safety analysis and airspace procedures and routing.

What Boeing is proposing, he argued, is "technically feasible," uses much of the current avionics such as FMS in cockpits today and provides affordability in equipage for GA. "We are working diligently to create the political momentum that will be needed," Hayhurst said. But he emphasized that "the key message is that this is not a replacement for more runways."

## European Routes To Be Available Electronically

Herbert Stahl from LIDO spoke at the Konstance-Summit about the transition in Europe from the SRS (Standard Routing Scheme) to electronic version of the route availability document. The RAD is a sole-source-planning document that combines AIP (Aeronautical Information Package—International NOTAMS) Route Flow Restrictions with Air Traffic Flow Management or ATFM routing requirements designed to make the most effective use of ATC capacity. The objective of the RAD is to facilitate flight planning in order to improve ATC capacity management while allowing aircraft operators' flight planning flexibility. It provides a single, fully integrated and coordinated routing scheme. Except where otherwise specified, the RAD affects all airspace.

The intention, once the full RAD concept has been adopted by each State, is to remove all route "traffic flow" restrictions from the ENR section of the AIP. This will ensure that the sole source of this type of data is the RAD. Sole source data brings many advantages, not least of which is deconfliction, thus ensuring a level of safety not previously attainable.

A Route Restriction Task Force had been in place for some months to design a data concept model to encode restrictions into a computer readable format. The method utilizes XML (eXtensible Markup Language), which is readable by most modern computers. This task force included representation from the European Airspace Database (EAD) Project Team, thereby ensuring compatibility with the future EAD. The task force had made a presentation of their findings internally within Eurocontrol where it was agreed that Commercial Flight Plan providers would be included in the process at a later date. Interest has been registered from Jeppesen, SITA, LIDO, AirData and Swissair.

Further work must be carried out, throughout summer 2001, to ensure that the automated version of the RAD (termed the *e*RAD) is produced in a timely fashion. External "Commercial Providers" must be included at the earliest opportunity to ensure that their development is in line with the RAD concept.

*Recommended Target Dates*

End of 2001: The data concept model (*e*RAD) should be operational as a database within CFMU.

Spring of 2002: Access to this database by external agencies should be enabled electronically. This will facilitate compliance to all National AIP "route traffic flow" restrictions by Airline Operators using Computer Flight Planning systems.

www.cfmu.eurocontrol.be/rad/introduction.htm"

www.cfmu.eurocontrol.be/rad/summer2001.htm"

## Aircraft Separation Standards Reduction Analysis

The House Appropriations transportation subcommittee, in approving DOT funding, provided $1 million to begin a "serious analysis and modeling of the potential to reduce separation standards between aircraft. This will go a long way to improving the capacity of the NAS while maintaining its standing as the safest in the world."

The current separation standards, which date to the 1940s and '50s, were basically agreed on due to limitations in radar and equipment. Any marginal, fractional decrease in separation standards has to be measured against the test of safety but could instantly free up unused capacity in the system. Professor John Hansman from MIT is evaluating current separation standards. His data shows that while separation standards have remained unchanged, radar performance has improved fivefold. See article on DRVSM in this edition on page 27.

# FAA is Set To Modernize Air Traffic Control Over the Oceans

The Federal Aviation Administration (FAA) has selected Lockheed Martin Air Traffic Management to proceed to contract negotiations following a robust, international competition to replace the air traffic control automation system at three Air Route Traffic Control Centers.

The Advanced Technologies and Oceanic Procedures (ATOP) contract calls for the replacement of oceanic systems at the Anchorage, New York and Oakland centers, which handle air traffic in international airspace over the Pacific and Atlantic Oceans.

The new oceanic system will collect, manage, and display oceanic air traffic data, including electronic flight-strip data, on the computer displays used by air traffic controllers. The new system will integrate capabilities, such as flight data processing, radar data processing, automatic dependent surveillance, controller-pilot data link and conflict probe. The new system is expected to result in efficiency improvements, fuel savings for the airlines and better on-time performance for air travelers. ATOP will allow more planes to fly preferred routes.

Oceanic air traffic control differs from domestic air traffic control largely because there is no radar tracking of aircraft and no direct radio communication. Oceanic air traffic controllers must rely on other sources of aircraft position information. This data includes voice position reports from pilots derived from on-board navigation systems that include the Global Positioning System and communications satellite information. The ATOP contract will provide a modernized oceanic air traffic control automation system including, installation, training, procedural development support and lifecycle system maintenance. The contract also allows for pre-planned product improvements over the system lifecycle. During a competitive 18-month process, a team of FAA experts from different disciplines conducted a thorough analysis of products available in the worldwide air traffic control marketplace.

The FAA concluded that Lockheed Martin offered the best value and acceptable development risk. Lockheed Martin's proposed system is based on the system currently used by New Zealand for oceanic air traffic control and the Department of Defense and FAA's Microprocessor Enroute Automated Radar Tracking System.

The Lockheed Martin proposed system will be modified to handle the busier and more complex U.S. airspace. The ATOP evaluation teams were composed of controllers and maintainers of the current system; and subject matter experts in risk areas such as human factors, system security, system certification, air traffic control procedures and site implementation.

The FAA will sign agreements with the National Air Traffic Controllers Association and the Professional Airways Systems Specialists about specific modifications necessary for introduction of the vendor's system into the FAA operational environment. These changes, identified during the evaluation portion of the acquisition process, will be included in the contract.

# ADF - Ohio State - NASA Agree on Cooperative Study

Following ADF's visit to the NASA Ames Research Center at Moffatt Field, CA, on March 30th, 2001, and a subsequent visit to Delta Air Lines by several Ph.D.'s from NASA, a significant accord has been signed by ADF, Ohio State University, and NASA.

ADF has agreed to work with NASA to evaluate their existing tools, provide subject matter expertise on operational control-related aspects of NASA's work, and to suggest new areas of exploration for NASA's future research. ADF is pleased to be working on this project with a long-time friend of the Dispatch profession, Dr. Phil Smith of Ohio State University. Initial work on this project commenced in early July 2001, with the initiation of 90-minute conference calls emceed by Dr. Smith. These calls are being used to identify and provide concrete examples of scenarios in the current National Airspace System where the adoption of some version of "Free Flight" would be potentially useful from an airline perspective, and to identify any new procedures and technologies necessary to make this feasible.

Following these initial fact-gathering calls, ADF envisions sending a delegation to NASA facilities to work with researchers as they conduct their work on Free Flight implementation and other issues of interest to the dispatch profession.

This accord is of great significance to the dispatch profession. NASA conducts a great deal of research and development work that ultimately finds its way into the daily aspects of airline operations in our country.

Historically, NASA has not focused on the dispatcher, our responsibilities, or our roles in regulatory compliance, and some of their previous work has overlooked operational control and joint responsibility issues. In committing to work with ADF, NASA is now acknowledging and embracing the important role dispatchers have in the safe conduct of commercial aviation in the NAS. NASA will now reference dispatchers in their proposals, projects, and recommendations. This additional exposure of our work will serve to further increase the growing respect and appreciation amongst our aerospace contemporaries.

ADF is grateful for this opportunity to work with Ohio State and NASA. ADF's leadership is optimistic that this relationship will serve as the foundation for many future beneficial collaborations between NASA and our dispatch profession.

# Dispatchers—Expectations and Reality in Europe

Captain Raimund Zopp from Austrian Airlines spoke in Konstance about in-flight support regulations, expectations and reality. European Carriers are regulated by their individual states who are members of the Joint Aviation Authorities. The Joint Aviation Authorities (JAA) is an associated body of the European Civil Aviation Conference (ECAC) representing the civil aviation regulatory authorities of a number of European States who have agreed to co-operate in developing and implementing common safety regulatory standards and procedures. Some of the regulations that cover in-flight support are:

JAR-OPS 1.195 - Operational Control and Supervision

An operator shall exercise operational control and establish and maintain a method of supervision of flight operations approved by the Authority.

JAR-OPS 1.205 - Competence of Operations Personnel

An operator shall ensure that all personnel assigned to, or directly involved in, ground and flight operations are properly instructed, have demonstrated their abilities in their particular duties and are aware of their responsibilities and the relationship of such duties to the operation as a whole.

JAR-OPS 1.375 - In-Flight Fuel Management

(a) An operator shall establish a procedure to ensure that in-flight fuel checks and fuel management are carried out.

(b) A commander shall ensure that the amount of usable fuel remaining in flight is not less than the fuel required to proceed to an aerodrome where a safe landing can be made, with final reserve fuel remaining.

(c) The commander shall declare an emergency when the actual usable fuel on board is less than final reserve fuel.

Dispatchers are not required to be licensed under JAR-OPS, however it is the responsibly of the state and/or operator to ensure they are properly trained. Joint responsibility for the preflight planning, delay, and dispatch release of a flight is not specified in JAR-OPS, thereby requiring the Captain (Commander) to ensure that the flight is conducted in a safe manner.

Because of the lack of regulation requiring dispatcher joint responsibility, the expectation by the flight crews is little from the dispatcher. It is the attitude of most flight crews in Europe that they will call dispatch when they need a flight plan or weather. Otherwise, there is little or no reason to bother contacting dispatch.

A recent example of why this attitude is a dangerous one is the Hapag-Lloyd accident. Hapag-Lloyd flight 3378 departed Crete, Greece for a flight to Hanover, Germany. The crew encountered problems retracting the right main landing gear. It was decided to continue the flight with the gear down and to divert to Munich. During the flight the calculated spare fuel (EFOB) at Munich decreased on the FMS. The crew now decided to divert to Vienna instead. Approaching Vienna, it appeared that there was not enough fuel on board. At about 12 NM short of the runway and at about 4000 ft altitude both engines quit. The crew was able to restart one engine for a short period of time, managing to reach the airport. The aircraft landed in the grass some 500m from the Runway 34 threshold. The left main gear broke off and the number one engine and wing sustained substantial damage as the aircraft slid for 600m before coming to rest.

The reality of this unfortunate accident is, under US FAR's, had the dispatcher been aware of the fuel onboard and gear-down problem, he could have redispatched the flight to a destination short of Vienna.

"http://www.jaa.nl/jar/jar.html"

# No Gas -No Dispatcher

IFALDA President Jim Ford reports that a Boeing 737-5L9 operated by Maersk Air experienced a near fuel exhaustion incident in December, 1999, according to reports recently issued by the Danish government. The flight, scheduled to operate between Birmingham, England and Copenhagen, Denmark, was not operated under a dispatch system. The aircraft, unable to land at its destination, attempted to divert to two other alternate airports, missing approaches at both due to high winds and turbulence. Other diversion airports were considered, but not utilized for a number of reasons. The aircraft finally landed at Billund, Denmark with less than 900 pounds of fuel on board. Weather conditions for this approach were reported to included winds gusting to 60 knots. We expect to obtain a complete copy of the Danish investigation into this accident and will provide relevant portions of it on the ADF website.



# ADF President Announces Leadership Changes

The President of the Airline Dispatchers Federation, Mr. Giles O'Keeffe has announced that the following changes in the organization's leadership structure were approved at the ADF's Spring business meeting. ADF''s current Vice President of Operations, Mr. Rick Ketchersid of Southwest Airlines has relinquished his position so that he may concentrate his full energies on the responsibilities associated with his role as Vice President-Treasurer of the International Federation of Airline Dispatch Associations (IFALDA). Mr. Ketchersid assumed the ADF Vice President's role last fall. Mr. Ketchersid was complimented by Mr. O'Keeffe for his loyal service to the dispatch profession. "Rick stepped up to the plate for us last October when the organization needed his services and we appreciate his willingness to help the ADF out, while still maintaining his IFALDA responsibilities," Mr. O'Keeffe observed. "We realize that the demands of dual responsibilities with both organizations is more than we can ask of a volunteer member and respect Rick's wishes to focus his talents exclusively on

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IFALDA's work," Mr. O'Keeffe stated.

Since the position vacated by Mr. Ketchersid is up for re-election this fall, to fill the opening, Mr. Dave Porter of Delta Air Lines was nominated and subsequently approved by the ADF Council via unanimous vote. Mr. Porter's appointment will be effective until December 31, 2001 as per the ADF by-laws. ADF's President welcomed Mr. Porter to the ADF leadership team citing his "extensive background at IFALDA and his years of service to the dispatch profession."

To better match the skills and background of the ADF Vice Presidential Team, President O'Keeffe also announced the temporary realignment of responsibilities of two of his Vice Presidents for the remainder of 2001. Newly elected VP Porter will be reassigned as Vice President - Government - Legislative - Media Affairs replacing Mr. Mark Hopkins of Delta Air Lines who will assume the responsibilities of Vice President - Operations.

These temporary reassignments will be effective through December 31, 2001. Mr. O'Keeffe concluded that these changes "take advantage of Mr. Hopkins' strong operational background and will also leverage Mr. Porter's extensive ties in Washington, D.C. These changes better match our leadership's experience with their respective areas of responsibility".

In addition, Mr. Jerry Elder of Delta Air Lines, formerly ADF Director of International Relations, has been reassigned to the newly created position of Director - Industry Marketing. In this new role, Mr. Elder will focus his attentions on ADF's interactions with our industry partners. In addition, Mr. Elder will also assume production responsibilities for ADF's monthly electronic newsletter, the ADF ENEWS effective on June 1, 2001.

# Pathfinder Tool

## By Rick Oiesen/Volpe

When there is bad weather and there is doubt about whether there is a route through it, sometimes a flight known as a "pathfinder" will volunteer to look for a route through the weather. Not every flight is a candidate to be a pathfinder. Depending on how an airframe is equipped, on the qualifications of the captain, and on other factors, a flight may or may not be a candidate to be a pathfinder.

Currently there is no systematic and reliable way that NAS users can inform the FAA about flights that volunteer to be pathfinders. The purpose of the Pathfinder Page is to give the NAS users a simple and effective way to convey to the FAA the needed information about flights that volunteer to be pathfinders.

The concept of operations is summarized as follows. Location of the page: The Pathfinder Page will be hosted on the Command Center web site. Entering the data: NAS users will manually enter into this page information about the flights that volunteer to be pathfinders. Using the data: There are two schools of thought on how the data will be used to choose the flights that will serve as pathfinders.

Representatives of the Air Transport Association and the National Business Aircraft Association located at the Command Center will monitor this page and will as necessary take information from it to the FAA's Tactical Consumer Advocate (TCA), who will pass it on to the facilities that require it. The TCA, others at the Command Center, and traffic managers at centers and TRACONs will look at the page and determine what flights should be pathfinders.

Exactly which of these two methods, or what mix of these two methods, will be followed is to be determined when a working version of this page is available for evaluation. At that time details of who will be looking at and acting on the data will be worked out. Contact your CDM Representative for more information.

# Airspace Capacity Limitations and Datalink Communications

George Wilson from Delta Air Lines spoke in Konstance at the Joint ADF, IFALDA, EUFALDA meeting about Airspace Capacity Limitations and how datalink communications in the future can help improve capacity. VDL (Voice Data Link) is a communication means, which uses line-of-sight from remote ground station, covering up to 200 NM depending on terrain and aircraft altitude. ACARS is character oriented, compared to VDL, which, being bit oriented, knows exactly which ground stations processed each message, therefore knowing how and where to uplink appropriate messages.

The FAA and EUROCONTROL have approved VDL Mode 2 as the next step towards CNS/ATM (Communication Navigation & Surveillance) for eventual air traffic services. While ACARS was limited by both capacity and performance, VDL Mode 2 will increase the data rate from the current ACARS rate of 2.4 kbps to 31.5 kbps. In addition to the higher speed (or "bigger pipe"), further gains will come from VDL bit-oriented protocol, estimating savings of 50-70% in the bits required for a message compared with an ACARS byte protocol. ARINC expects VDLM2 to support CPDLC (Controller Pilot Datalink Communication), proposed by FAA in the year 2002. VDLM2 will support ADS-A while Mode S is expected to support ADS-B in ATN applications. If a transition step from ACARS to VDLM2 (AVLC) is required, ACARS Over AVLC (AOA) would be implemented.

VDL Mode 2 is data-only capable whereas VDL Mode 3 will have both digital and analogue voice capability. Additionally, beginning in January 2000, any aircraft using VDL will be charged a lower price than ACARS-equipped aircraft.

Finally, VDL Mode 4 is one of the competing datalink technologies that is being assessed as a datalink standard (with 1090 MHz (Mode S) Extended squitter and UAT on which to base an ADS-B system in the US NAS, operating in the VHF frequency range and using STDMA protocol. There is still a spectrum problem in US terminal airspace. When NAVAIDS start being decommissioned, more frequencies will be available. However, no problems are forecasted over oceanic airspace, since it employs time division multiple access with both a self-organizing mode and a ground managed mode. VDL Mode 4 standards are currently under development by ICAO and EUROCAE.

The FAA standpoint is that, at a minimum, all terminals will benefit from the reduced controller workload and task related stress as well as an increase in margin of safety, as communication errors and losses are prevented. Governmental opinion needs to be measured in dollars as well as workload and stress. Across the NAS (National Airspace system), the improvement is measured at 9.6% in the hourly arrival rate possible and a 6.1% improvement in operational delays. In terms of dollars, the 6.1% savings in fuel burned on the tarmac in a 747-400 are worth $152 millions. Data link is indeed the way of the future.

"http://www.arinc.com/Products_Services/GLOBALink/vdl.html"

"http://jar.janes.com/samples/sample3.html"

# New Common Constraint Situation Display Tool

## By Rick Oiesen/Volpe

The first version of the Common Constraint Situation Display (CCSD) is now ready for use by CDM participants. The thinking is that the CCSD will be a primary method that the FAA will use to communicate dynamic information about constraints to the NAS users. The CCSD shows a graphical, geographical display with both dynamic and static overlays.
The CCSD can be thought of as a somewhat scaled-down version of the Traffic Situation Display (TSD) suitable for a web-based environment.

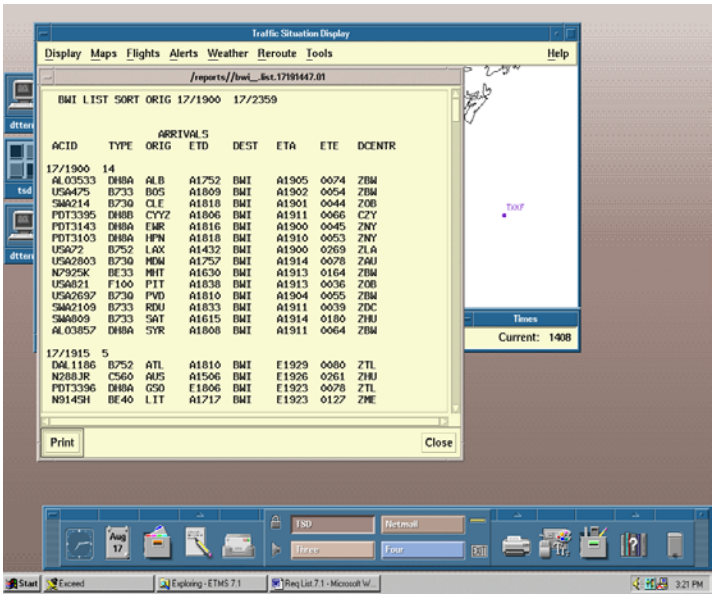
**FUNCTIONALITY PROVIDED BY CCSD**
This version of the CCSD provides the following functionality.
1. The user can display the red and yellow alert icons for airports, sectors, and fixes. This is exactly what an FAA user of the TSD sees. Use the Alerts/Select Alerts command to display these icons.
2. The user can display a timeline that shows for an alerted airport, fix, or sector what the demand is for each 15 minute interval and how this compares to the threshold. The timelines show exactly what a TSD user would see (except that in this version of the CCSD the user cannot yet control the amount of time shown in a timeline and cannot yet show a timeline for unalerted elements, except that a timeline can always be shown for pacing airports). Use the Alerts/Examine Alerts command to display a timeline.
3. The user can query the ETMS databases and receive lists of detailed data about flights. This is exactly the same list request capability that the TSD user has, with the exception of data on sensitive flights (VIP, military). Use the Tools/Command Line command to get the dialog box where you will enter a list request.
4. The user can display exactly the same static overlays provided by the TSD, including airports, pacing airports, low, high, superhigh, and oceanic sectors, arrival and departure fixes, low, high, terminal, and other navaids, jet and victor routes, SUAs, and others. The user can display labels if desired. Use the Maps/Overlays command to display static overlays.
5. The user can manipulate the screen in various ways such as moving and zooming and showing range rings.

**FUNCTIONALITY NOT PROVIDED**
The CCSD does not display icons that shows flights in the air; the FAA policy is to leave this to the private sector. The CCSD does not show weather because of licensing issues.

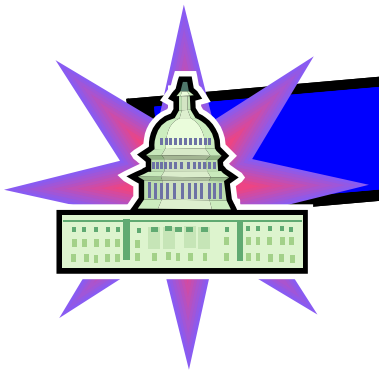
**HOW TO ACCESS THE CCSD**
The CCSD is hosted on the Command Center web site. To access the CCSD, use the same IP address that you currently use to access this web site. One difference is that you must use port 8080 to access the CCSD rather than port 80, which you have previously used to access this web site. That is, after the IP address enter a colon followed by 8080. If you are not sure what to do, give Ken or me a call. Some airlines might need to reconfigure their firewalls to allow access through port 8080.
If you successfully connect to the WSD, would you please explode a message so that we will know that things work? If you try and cannot connect, please give Dave Reiser, (617) 494-2346, Ken, or me a call so we can figure out what went wrong.

**TRAINING**
There are several ways that you can learn how to use the CCSD.
1. One advantage of the first version's being so simple is that there isn't much to learn. You can play with most of the commands and figure out how to use them.
2. Click the Help button on the main menu bar in a dialog box to get on-line help.
3. The trickiest part is using the list request capability

*(Continued on page 15)*



"KEEPING THE DISPATCH PROFESSION INFORMED"



# Update From The Hill

## CONGRESSIONAL OBSERVER

by John A. Pope

The Senate version of musical chairs occasioned by the defection of Sen. James Jeffords (I-Vt.) from the Republican party ranks to a status as "Independent" began when Congress returned from its Memorial Day recess the first week of last month. That move changed the Republican party majority in the Senate to the Democrat side, which resulted in shifts in Senate committee chairmanships. The chairs game may resume again if and when certain allegations of misconduct against Sen. Robert Torricelli (D-N.J.) stop the music and require his seat to be vacated.

The Senate shift in power may put a damper on President Bush's major legislative programs. In spite of the pledges for bipartisan concerns by new Senate majority leader Tom Daschle (D-S.D.), who replaced Sen. Trent Lott (R-Miss.), Washington pundits are forecasting a change in direction that would favor legislation proposed by Democrats, such as health-care legislation.

And it should be noted that the Republican party still has the majority in the House of Representatives, and that may counterbalance what the Senate does in the long or short term. Controversial legislation is usually subject to joint conference committee review, and what comes out of those meetings sometimes comes out just a little bit different from what went in. Characteristically, aviation is not viewed as a major concern no matter which party is in power in either legislature. During the presidential election process, neither candidate had much in the way of an aviation plank in their party platforms. So it can be assumed that any aviation legislation that is introduced will be generated by individual legislators based on perceived concerns rather than political-party preferences.

The changes in Senate committee chairmanships do have to be noted. Sen. John McCain (R-Ariz.), a long-time advocate of aviation user charges with an avowed dislike for corporate "fat cat" aircraft, loses chairmanship of the Senate Commerce Committee and gives way to Sen. Ernest Hollings (D-S.C.), who does not seem to have the same bent toward aviation user fees. McCain, however, becomes the ranking minority member of the committee and is not expected to disappear from sight or remain silent on his favorite subjects.

Sen. Jay Rockefeller (D-W. Va.) takes the chair of the Senate Commerce Committee's aviation subcommittee from Sen. Kay Bailey Hutchison (R-Texas), and there seems to be an even give and take in this area. Hutchison, who reigned for five months, had introduced S.633, The Aviation Delay Prevention Act, for the review and management of airport congestion. Rockefeller played a role in having Sino Swearingen Aircraft build a jet assembly plant in West Virginia, and he assisted in securing financing from Taiwanese investors.

It is anticipated that there will be forthcoming Senate bills relating to environmental streamlining and airline scheduling practices that will bear the imprimatur of McCain, Hutchison and Rockefeller.

*(Continued on page 15)*

(Continued from page 14)

Sen. Robert Byrd (D-W. Va.), famous for finding funds for pork-barrel projects in his native state, assumes the chairmanship of the Senate Appropriations Committee, replacing Sen. Ted Stevens (R-Alaska), while Sen. Patty Murray (D-Wash.) will take over from Sen. Richard Shelby (R-Ala.) as chair of the transportation appropriations subcommittee. When it comes to transportation funding, the money is divided from a common pot and Democrats appear to favor Amtrak funding over FAA operations.

S.871, introduced by Sen. Max Cleland (D-Ga.), would provide for the computation of annuities for air traffic controllers in a similar manner as the computation of annuities for law-enforcement officers and firefighters.

S.959, introduced by Sen. Max Baucus (D-Mont.), would authorize the Secretary of Transportation to consider the effect of severe weather conditions on Montana's aviating public and establish regulatory distinctions consistent with those applied to Alaska. Baucus pointed out that the FAA eliminated the use of on-site certified weather observations at service level-D airports in Montana, and that the lack of accurate information would affect the ability of commercial and private aircraft to land at those airports.

H.R.1792, introduced by Rep. J. D. Watts (R-Okla.), would ensure that air carriers meet their obligations under the airline customer-service agreement and provide improved passenger service to meet public convenience and necessity.

H.R.1818, introduced by Rep. Collin Peterson (D-Minn.), would eliminate authority for employees and agents of the U.S. to assist foreign countries in interdiction of aircraft suspected of drug-related operations. This legislation was stimulated after a Peruvian military jet shot down a Cessna 185 that was carrying a family of missionaries after an alert by a U.S. surveillance airplane. Original legislation providing authority to assist foreign countries in shootdown activities was part of a 1994 Defense Department authorization bill.

H.R.1931, introduced by Rep. Dave Weldon (R-Fla.), would amend the Internal Revenue Code to treat spaceports like airports under the exempt facility bond rules.

H.R.1979, introduced by Rep. Roger Wicker (R-Miss.), would provide assistance for the construction of certain ATC towers. The bill would provide grants for the construction or improvement of non-approach control towers and the acquisition of air traffic control equipment for those towers.

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(Continued from page 13)

to request data from the ETMS data bases. Not only is there on-line help, but the relevant section from the ETMS reference as well as Appendix A from this manual is attached. (Not everything in these documents is relevant to a CCSD user; for example, only a TSD user but not a CCSD user get the command line by pressing the ; key. Use these documents as guides to what you can enter at the command line.)

4. When enough airlines are connected, Volpe will provide at least one training session in a telcon. Let me know when you are ready for a training telcon. The idea is that you will sit at a CCSD in your office while we walk you through the commands and explain the operation of the CCSD.

5. If you can't figure something out, give Ken or me a call.

**THE FIRST STEP OF MANY**

Let me stress that there is still a lot of work to be done on the CCSD. Much of the work to be done is more or less obvious, which is to give the CCSD more of the TSD functionality; on the CCSD menus, you will see many commands that are "grayed " out because we have not yet written the software to enable them. Over the coming months we will be filling in these blanks. In addition, there will be many discussions of what the NAS users need to get from the CCSD if they are going to make decisions that will make the system run better. Be ready with your suggestions, and feel free to send them to me or to explode them to start a general discussion.

## Volcanic Ash - Airline Workshop
## Len Salinas United Airlines

I am a member of the organizing committee for a three (3) day workshop to be held in Anchorage, Alaska, October 23-25, 2001 at the University of Alaska Anchorage in the Aviation Technology Center.
**Objective**: To provide the pilot and dispatcher with 1) a thorough understanding of volcanic ash issues (unique characteristics, affects on aircraft, detection/tracking, effective warning systems, mitigation); and 2) "hands-on" experience through a table exercise. Emphasis will be on the North Pacific Rim volcanoes. This will be the first of its kind to provide actual instruction in a lab environment on interpretation of satellite data, wind data, Volcanic Ash Forecast Trajectory and Dispersion models. In addition each integral player will be involved with the exercise.

Representatives from the FAA, JPL, Boeing, USGS, ARL, ALPA, ADF, NOAA, and NWS will be present with lectures, handouts, research and hands on exercises.

There will be limited space for the lab exercises of 50 workstations. Mr. Gary Hufford, NWS, has asked me to seek potential attendees. I see the potential for a Meteorologist and a Dispatcher at a workstation. Some airlines may prefer to send a Pilot and a Dispatcher. Others may wish to send a Station Representative or Operations Manager. The exact itinerary of this three-day workshop is still in development to insure the constituents are provided a quality product.

Please contact me if your airline would like to participate.

Len Salinas -United Airlines Dispatch Instructor
ADF Representative
1-847-700-3023
leonard.salinas@ual.com

## 35 NEXT GENERATION RVR SITES NOW AVAILABLE

Real-time RVR measurements can now be used not only by used by air traffic controllers in towers and TRACONs, but also by air carriers.

As part of the CDM capabilities, a data distribution infrastructure, known as CDMNET, has been developed for exchanging data between certain airline operating centers (AOC's) and the FAA. The CDM data distribution system has a hub and spoke architecture, with the hub at the Volpe National Transportation System Center (Volpe).

AOC's connect to the CDM hub using communications capabilities provided by third party vendors. The CDM infrastructure will be used to make the RVR data available to the users.

For more information, visit:
www.metsci.com/cdm/members/nasdocs.html

RVR data is being distributed for the 30 airports listed below:
ATL, BFI, BWI, BOS, CLE, CLT, CVG, DAL, DEN, DFA (east runways at DFW), DFB (west runways at DFW), DPA, DTW, GJT, HOU, IAD, IAH, IND, MCO, MDW, MEM, MIA, MSP, OAK, ORD, PDX, PHL, PHX, RDU, SJC, SFO, SLC, SEA, STL, TPA


# The Use of Computer Models to Forecast Aircraft Icing

Jim Foerster—Certified Consulting Meteorologist
**DTN –Kavouras Weather Services**

A computer model is a self-contained set of computer programs that include means of analyzing data and computing the evolution of the atmosphere's winds, temperature, pressure, and moisture based on the analyses. These computer models give meteorologists valuable information about the present and future state of key aviation parameters such as icing. There are many different computer models, however one that is widely used in the aviation community is the Rapid Use Cycle, or RUC model. This model is designed to provide short-term forecasts of rapidly changing weather conditions aloft, using a wide range of available observations including commercial aircraft. As the name implies, updates are frequent: a new model run is produced every three hours. The tradeoff is the length of each forecast: only twelve hours. So the RUC is used for "nowcasting" and short-range weather forecasting. Just a few short years ago, computer model forecasts of icing were only available to trained meteorologists. However with today's wide use of the Internet, this type of output is now widely available to all.

How well does the RUC model forecast icing? Well, like most weather forecasts, that depends on the situation. The temperature output can be used fairly reliably to indicate locations where it is either too warm or too cold for icing to exist, and to highlight the temperature ranges where icing is most common. Some problems do arise when model-based relative humidity output is used to indicate where clouds will likely be in the future. Of course, if the model were perfect, then icing forecasters could simply apply a relative humidity threshold of 100 percent to indicate the locations of clouds. This is not usually the case in reality however, due to various factors, the largest of these being model resolution. Many cloud areas are too small for the model to resolve, yet can still cause potential icing areas. Some research by aviation meteorologists have chosen lower "reasonable" minimum relative humidity values of 60 to 80 percent, but this still resulted in some inaccuracy. Overall, while purely model-based icing algorithms capture a high percentage of icing PIREPs, they over-forecast the icing. Meteorologists are trained in the situational model biases that exist, and are able to apply corrections and modifications as necessary.

A recent trend in icing forecasting is to take an instrument-based approach, rather than a model-based approach. Icing programs or algorithms that rely on instruments to identify icing areas are usually quite efficient and icing PIREPs usually show up in these forecast areas. One major drawback of instrument-based approach is that they miss a large percentage of icing areas due to built-in limitations of the instruments themselves. The main two instruments used to help identify these potential areas are radar and satellite.

What's the best solution? Of course it's a combination of both model-based as well as instrument-based icing output, coupled with a thorough understanding of the temperature and moisture profiles in the lower atmosphere. Meteorologists who have access to these programs, model output and other alphanumeric information are now able to make more accurate icing forecasts than ever before, which has safety as well as economic benefits.

# 2002-2003 ADF Nominations Open

**President -**

- Oversees all areas of the Organization
- Responsible to the membership for all planning and conducting the affairs of the organization
- Give direction to the officers / chairpersons indicating which meetings/forums most benefit the profession and/or membership
- Insure the organization bi-laws are followed, current and maintained
- Appoint Directors.
- Speak on behalf of the profession and the ADF Membership
- Currently held by Mr. Giles O'Keeffe – NWA

**Treasurer -**

- Maintains current and accurate records of the financial position of the organization
- Responds to bills / reimbursements to members in a timely manner
- Prepares taxes and reports required for the March 15 corporate tax deadline
- Each December, coordinates Airline Billing with the ADF Secretary & VP of ADF Membership in order to collect annual dues, fees, and other necessary items
- Prepares an annual budget
- Report on the financial position of the organization, including deviations from the budget, at all business meetings
- Forward IFALDA dues and any supporting documents before the Annual General Meeting.
- Maintains a current list of all ADF Assets and there location (also used for depreciation for tax purposes)
- Currently held by Mr. Michael Timpe – Horizon
- Nominations - Mr. Michael Timpe - Horizon

**VP Operations**

- Develop and maintain relationships with industry organizations such as NTSB, ATA, FAA, NASA, NCAR, ATPAC, FAA Policy and Procedures
- Make him/her self knowledgeable with the issues concerning dispatchers within industry organizations
- Through active coordination with the ADF President & VP of Legislative Affairs, attend (or delegate the attendance) any meeting that concerns the dispatch profession
- Keep close contact with other Industry Organizations to assure we agree or have an understanding of the ongoing issues.
- Communicate all issues, in the form of a trip paper or position report to the ADF Board and membership.
- Work to educate those involved in these industry organizations the benefit of the dispatch profession.
- Oversees the ADF Discussion Board located on the ADF Website by responding or delegating the responsibility.
- Currently held by Mr. Mark Hopkins – Delta Air Lines
- Nominations- Mr. Mark Hopkins – Delta Air Lines

**VP Administration**

- Maintain the ADF database by updating the list of members (& those interested in Membership) address, phone number, email address, etc.
- Responsible for informing all members of upcoming events & Opportunities via e-mail
- Assist in the responsibility for ADF newsletter deadlines / articles / content
- Monitor & stock ADF Video's, Lapel pins, Stickers, etc,
- Verify individuals are receiving ADF Newsletter/ Print mailing labels for Newsletter
- Oversee contract secretary
- Coordinate issues with the web master
- Coordinate late dues with VP of Membership
- Log the accomplishments for each year
- Bring copies of current Newsletter and other dispatch information to each meeting
- Make changes in by-laws once approved. Forward to VP of Membership and/or Director of Technology for updates.
- Coordinate Symposium publications
- Assists Director of Corporate Alliances with any Schools or Sponsor issues
- Develop ways to show the benefit of the profession
- Currently held by Ms. Carla Beck SWA
- Nominations - Ms. Rhonda Smith – Hawaiian Airlines

- **Web Master:**

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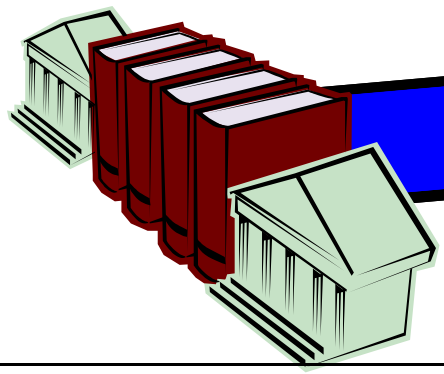
"KEEPING THE DISPATCH PROFESSION INFORMED"



# ARAC UPDATE

Norm Joseph / Delta Air Lines

The ARAC Executive Committee met at FAA Headquarters in Washington D.C. on May 9, 2001.

The Fuel Tank Inerting working group presented a progress report. The group advised the technology and priority surrounding this issue is leading to different conclusions than the last tasking in 1998. While the FAA has recently issued two Advisory Circular's (25-981-1B and 25-981-2) and a new rule concerning fuel tanks, this tasking on inerting is separate and apart from those issues. The group hopes to conclude its work by fall 2001.

Additional tasks of interest to dispatchers include the two tasks under the Airports Issues Group. One concerns Airport Rescue and Fire Fighting. The other is a review of Runway Friction Measurement. Both groups continue their work. I will advise the results when they are available.

Under the Air Carrier Operations Issues Group, the Aircraft Performance Harmonization working group hopes to have its recommendations finalized within the next six months. The review of the FAA version of the All Weather Operations Advisory Circular should also be completed shortly. The ETOPS working group continues to meet every other month but is expected to request an extension to the FAA deadline for submitting its recommendations due to the complexity of the task. The next Air Carrier Operations Issues meeting is scheduled for May 22.

There were no new tasks assigned that would be of interest to our group.

*(Continued from page 18)*

- Maintain the ADF website and handle all automation issues for the organization.

**Executive Team Directive:**

- Officer is encouraged to submit position papers to the membership on issues under their direction.
- Officer representing ADF should prepare a trip report within two weeks of the said meeting and forward via e-mail to the officers.
- Officer will write an article for the quarterly newsletter.
- Officer will communicate & work closely with their assigned directors

**From the By-Laws …..**

Nominations for Officers will be made from the general membership of ADF at large.

**OFFICERS**: shall be elected for a two (2) year term commencing January 1st of the respective year and shall serve alternating terms of office as follows and henceforth will be elected for a two year term.

**NOMINATIONS**: will be opened at the second meeting of the election year.

**ELECTIONS**: will be held at the last meeting of the election year by those Delegates in attendance by secret ballot.

To be eligible for nomination and/or election as an Delegate/Alternate, a member must be a licensed dispatcher with minimum of 1 year airline experience and in continuous good standing with ADF.

If you are interested, please contact ADFBoard@dispatcher.org

# Air Carrier Operations Issues Group (ACOIG)

## Dave Smith - Delta Air Lines

The ARAC Air Carrier Operations Issues Group met at the FAA Headquarters building in Washington, D.C., on May 22, 2001.

The ETOPS Working Group (W.G.) chair, Tim Gallagher, presented a progress report for his group. When originally tasked with developing recommendations in mid-2000, the schedule was admittedly aggressive. Due to the ongoing concept 'refinement', particularly in the NOPAC theatre, as well as the extent of the harmonization issues, the scheduled completion date will not be met. Mr. Gallagher indicated that three additional multi-day meetings have been scheduled through this summer, but he hopes that the task will be completed prior to the third meeting. Therefore, a final report should be forthcoming from this working group.

Due to the rather sudden resignation of the previous chairperson, the report from the All Weather Harmonization Working Group was presented by the new chair, Jim McKee. After further review of the previously published Advisory Circular (A.C.), the working group has decided to make no major recommendations to change the A.C. Section 4, regarding operations, was clarified, as was section 9, which pertains to manufacturers. The FAA representative, Howard Swancy, made a commitment to the ACOIG that the FAA will publish an interim document to help clarify the intended consequences of the A.C. The A.C. itself will be published in the Federal Register in 60 days, with the standard time for public comment applied. He also committed to sending the document to the ARAC web bulletin board early.

Chairman Ken Hurley presented the final report of the Airplane Performance Harmonization Working Group. Two issues were outstanding and unresolved from the December W.G. report: engine failure performance on contaminated runways, and go-around obstacle clearance. The engine failure issue is still unresolved with a split vote. The FAA will likely have to make a final determination, barring any late resolution. The W.G. continued to work on what is being described as A.C. 120-XXX, as a replacement for the obstacle clearance criteria that exists in AC 120-29A. As part of the final report, the W.G. recommended issuing a new ARAC task which would consider two additional problems: first, whether to retroactively apply performance criteria to existing aircraft designs; and second, to determine if operators must consider runway alignment in relation to aircraft position on takeoff.

Various parameters of the final report, including wet runways, worn brakes, affected fleet types for deceleration, pilot response times, and alignment distance were discussed. Further details and information are available on these issues if needed. The ACOIG voted to accept the report of the W.G., which means that the report is now in the hands of the FAA for action. If the report is accepted, the Working Group task will be effectively terminated, except to meet with the FAA on an interim basis regarding A.C. harmonization.

ADF has learned that a dispatcher was recently cited during an FAA inspection for violating FAR 121.613. Seems the dispatcher released an early evening departure to a destination that had been below minimums all afternoon, was below minimums at departure time and was forecasted to be below minimums all through the night. Here is what the regulation says:

**Sec. 121.613 Dispatch or flight release under IFR or over the top. Except as provided in Sec. 121.615, no person may dispatch or release an aircraft for operations under IFR or over-the-top, unless appropriate weather reports or forecasts, or any combination thereof, indicate that the weather conditions will be at or above the authorized minimums at the estimated time of arrival at the airport or airports to which dispatched or released.**

While many operators have received an FAA exemption which allows dispatch in situations such as the above example with appropriate alternate availability and hold fuel, many airlines have not sought out this exemption. Dispatchers may wish to review their handling of flights in these situations to assure compliance with the FAR's as they relate to your specific operation.

**Answer to "Where are You" from back page:**

Did you get the answer? You are at Salt Lake City International Airport in Salt Lake City.

# Aviation: Are We A "System?"
# The ATC System Command Center (ATCSCC) Roadshow & "System Approach"

**By Paul Branch and Steve Ball**
**National Traffic Management Training Branch**
**Air Traffic Tactical Operations**

In the summer of 1999, the operational situation in the national airspace system (NAS), with delays and tempers running high, finally came to a head. Jane Garvey, the FAA's Administrator, called together high-level representatives of the aviation industry to determine their perspectives regarding what should be done.

From this meeting, a nationwide evaluation of the entire traffic management system (the first ever conducted on such a scale) was implemented. The most significant outcomes from this evaluation were straightforward enough to identify: 1) We need improvement in effective communications; 2) we need to standardize our operating methods; 3) we need to improve our management of the NAS to regain lost efficiency, and; 4) we need to more effectively "spread the word" regarding traffic management processes and system thinking philosophy. All-in-all, easier said than done!

In effect, the evaluation and most recent rhetoric has called into question whether the aviation system, and specifically, the air traffic control system, is truly a "system." To establish some common ground, please allow us to offer the following definition:

**System**: A group of interacting, interdependent people and component technologies forming a unified whole that are organized and operate to perform one or more vital functions that serve to accomplish a common goal.

It is vital that we, that is, all members of the aviation community, agree that independent operations do not best support national success. Until we begin to see ourselves as members of the "unified whole," as described above, we will continue to yield results that do not completely satisfy those of us who work within the community or those who depend upon the community's efforts (i.e., the customer).

It is for this purpose, to reestablish our connectivity to the unified whole, that the ATCSCC Roadshow was begun in January 2000 and continues to be conducted throughout the nation at Air Traffic Control facilities, airline headquarters, and at gatherings of special interest groups, such as the ADF conference recently held in Honolulu, Hawaii.

The ATCSCC Roadshow is a vehicle for bringing to the entirety of the aviation community the message that we must reexamine ourselves, our thinking and our daily work processes, to determine whether or not we might change to better fulfill the expectations for the future of this industry. It is widely recognized that the industry will continue to grow, with U.S. domestic air carrier passenger rid-

*(Continued on page 22)*

(Continued from page 21)

ership estimated to increase from approximately 690 million in 2000 to more than 1 billion by about 2010. Total operations are expected to increase approximately 3-5% annually for the foreseeable future. Clearly, there is a mandate for improving our collective abilities to meet this need. The question is, are we up to the challenge?

Historically, the air traffic control system has always been able to rise to fulfill expectations and we see no reason, if we are all willing to continue to learn and change, why we cannot continue to do so. But then, this is precisely the question that must be faced: Are we, that is, the entire aviation community, willing to continue to learn, to challenge ourselves to change, to ensure the continued success of the aviation industry? Or have our bureaucracies caused us to have an entrenched mindset? Have we allowed ourselves to become complacent and too readily accepting of the status quo? Are the successes of the industry over the past almost 100 years (remember the Wright brothers and their flight in 1903?) enough to guarantee our future success? If not, then what? These are some of the thought-provoking areas the ATCSCC Roadshow endeavors to explore with those who participate.

Perhaps technology will be the panacea some (many?) believe it will be, and perhaps people will play an ever-decreasing role in yielding success for the aviation industry. But we are not among those who would seek to build a system that places so much faith in computers and so little faith in people's ability and desire to create outcomes about which we can all be justifiably proud. We believe that technology must be part of the equation for our mutual futures, but that it must serve the needs of the people, not vice versa. To the extent that we can, we will continue to provide opportunities for people to learn, to grow, to change, and to discover that the future success of this industry lies within the people of the aviation community. It is their commitment to generate daily a "system approach" to their work that will eventually yield a true system.

Paul.branch@faa.gov
Steve.bell@faa.gov (703) 904-4400

# ADF Position on Code Sharing

A common marketing practice in today's airline industry is an arrangement referred to as a "Code-Sharing" agreement. Under such an agreement, tickets are sold to passengers under a single airline's two letter identifier implying 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.

The potential safety implications involved with this type of marketing agreement were highlighted by the crash of a Boeing 727 in South America when Air France code share Flight 422, operating between Paris, Bogotá, Columbia and Quito, Ecuador crashed shortly after takeoff from Bogotá. 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. The 727 went down when it failed to make a sharp turn south and plowed into a jagged ridge of Bogotá'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 Bogotá.

In a theoretical aviation system with only one standard 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 safety requirements of a full Part 121 operation.

US carriers operating under Part 121 have the lowest accident rate in the world. Code-sharing without the safety requirements of Part 121 may expose the passengers of the U.S. airline to a lower standard of safety than would exist otherwise. Any failure by the United States to insist on the highest level of safety, Part 121, could result in more accidents involving U.S. citizens.

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.

# LAB ANALYSIS ON AIRLINE DISPATCHERS

John Aryeetey - Ghana Civil Aviation Authority - Safety Regulation Department

Descendants of Dispatchers can now make economic and safety decisions for the airlines. Without dispatchers, airlines operations around the world would have learned a great lesson from the drills of meteostorms and discoveries to the moon and other planets could not have been achieved. A certain scientist on human behavior went to the dispatcher office and came out with these remarkable findings.

Element: Aircraft Dispatcher
Symbol: ADX
Atomic Mass:
Male Aircraft Dispatchers weighs 180 Lbs.
Female Aircraft dispatchers weighs 105 Lbs.
Occurrence: Copious Quantities in aviation industries throughout the world.

PHYSICAL PROPERTIES:
They are always covered with surface analysis and depiction charts, boils at nothing, freezes without reason, melts when weather forecast trends changes.

Found in various states ranging from ice pellets to ground fog. Does not yield to pressure

CHEMICAL PROPERTIES OF ADX
Has greater affinity for fuel required for holding and missed approach at destination. Absorbs great quantities of pressure from delays and re-dispatch. May explode spontaneously without prior warning of severe weather watch. Insoluble in liquids, but activity is greatly increased when stimulated with coffee.

COMMON USES
Highly motivated when flights land safely with no NOTAMS. Can be a great aid to flight safety.

HAZARDS
Illegal to dispatch flights into storms.

CONCLUSION
Simple and noble, yet so complex his jurisdiction over flight is powerful and desirable.

## Upcoming ADF Meetings

Summer 2001 Business Meeting
July 29-31, 2001 Las Vegas, Nevada

Symposium and Fall Business Meeting -
October 7-9, 2001 Washington, DC —Crystal Gateway Marriott

2002 Business Meeting Tentative Dates
February 24-25, 2002
Location TBA

Spring 2002 Business Meeting & World Dispatch Summit 2002
May 6-9, 2002
Toronto, Ont. Canada

Summer 2002 Business Meeting -
July 28-29, 2002
Location—TBA

Symposium and Fall Business Meeting -
October 7-9, 2002
Washington, D.C.

# Space Weather Week 2001

## Space Environment Center (SEC) —Boulder, Colorado

The Space Weather Week 2001 Conference, hosted by NOAA/SEC, gave us a good opportunity to learn the intricacies of Space Weather and the research being done for its advancement. Conversely, we were able to express what we, as end users, need from the providing agencies.

Gene Cameron gave an excellent presentation of Polar Flying and what the airlines need to support such operations. The presentation was well received by the scientific community, prompting many questions and opening a strong dialog between the SEC and the airlines. It became apparent that both the airlines and research communities are on the threshold of something new and there are still many unanswered questions that require our attention.

In a splinter session between the user group and the SEC, we were able to communicate some of our more immediate operational needs and they agreed to look at implementing changes in the way alerts are disseminated as well as translating some of their data into plain text language. Overall, I feel we were successful in expressing that the airline industry is indeed a customer of the SEC's products and services and that we need to work on refining the way we work together.

The Conference's presentations and discussion groups gave a great education on Solar Flare activity and the effects it has on our operations (biological, communications, and navigation).

The following is an observation of one of the participants and not a statement of policy:

We are currently on the downside of a Solar Max - an 11-year sunspot cycle. It is during the downside where we can expect the most solar flare activity.

Solar Flares are difficult to forecast. Some major results of solar variations are the aurora, proton events, and geomagnetic storms. Although all effects can substantially degrade communications and navigation capabilities, proton events (also known as Solar Energetic Particle or Solar Cosmic Ray events) in particular can be of concern biologically. After a major flare, protons can reach the Earth within 30 minutes. Although they are of great significance for astronauts and high flying aircraft (60,000 ft and above), commercial aircraft overflying the Polar Regions (60N and above) have a chance of being affected. Under normal circumstances, there is no concern for commercial flying. However, during a significant proton event, there is a small risk that passengers and crew may be exposed to higher than normal levels of radiation.

The other principal source of natural radiation affecting commercial flight is Galactic Cosmic Rays (GCR's). GCR's are always present and the intensity varies over the 11-year solar cycle. They are maximum when solar activity is minimum and vice-versa. During a 2-hour flight at normal operating altitudes for commercial aircraft, GCR's may approximately double a person's radiation dose for the day.

For every 10,000 ft descended, exposure levels are cut in half. A good tool to assist in flight planning is the D-Region Absorption Prediction Chart. It is a link off the SEC Space Weather Now website (http://www.sec.noaa.gov/rt_plots/dregion.html). The chart is updated every minute and plots areas of potential HF communication degradation.

At the request of both the airlines and ARINC, the SEC will look into disseminating information in a plain text format so the end users (dispatchers, pilots, and radio operators) can understand the data and make better decisions.

SEC will look into an alternate alerting system so the dispatchers will be advised immediately when there is a flare event. Currently, during an alert, e-mail is sent out however, the dispatchers are not

*(Continued on page 26)*

*(Continued from page 25)*

advised. We hope to have a process in place whereby after an event, the dispatcher would receive an alert immediately and have enough time to make a sound tactical decision with the PIC.

The SEC does not set risk scales nor provide judgment regarding health issues. We need to find out who will be ultimately responsible for setting acceptable limits (FAA, individual carriers, or another agency?). Now that the situation for both user and provider are better understood, I feel continued communication between the SEC and us are important. We will try to tailor the data provided from the SEC into a format that is easy to read and understand from an operational viewpoint. More importantly, we will endeavor to adjust the alerting system so the dispatchers get information regarding solar events in a timely manner. This will enable us to make better decisions and remove as much guesswork as possible. Above all, we need to temper this new data with education, so that incorrect assumptions are avoided and safe, consistent, informed decisions are made.

Gene Cameron—United Airlines

## INTEGRATED COMPUTER SYSTEM AIMS TO AID DISPATCHERS

Perhaps tired of waiting for the FAA to create systems that would do what they are already doing, three companies -- Flight Explorer, David R. Bornemann Associates (dRb) and WSI -- announced at the Regional Airline Association Annual Convention in Tampa, Fla., that they are combining their strengths to help ease air-travel delays. The companies have created a system that automates, integrates and displays information needed by airline dispatchers. Flight Explorer processes FAA flight data, dRb provides flight-planning software, and WSI provides aviation weather information. The system was developed and tested in partnership with several regional air carriers. The companies hope it will help reduce delays through improved efficiency.

# DRVSM Implementation

William N. Sears - ATA Program Manager Air Traffic Technology Applications

FAA conducted a follow-up industry meeting on Domestic Reduced Vertical Separation Minimums (DRVSM) on May 31 to hear user preferences for implementation. This follow-up meeting was needed because the stated plan at the February 20 meeting was to implement DRVSM with a first phase of FL 350-390, with another phase at some undetermined later date. Since the February meeting, FAA solicited comments, to be presented at the May 31 meeting, on implementation in a single phase of FL 290-390 in preparation.

For the purpose of developing a position, ATA asked the member airlines for their company preferences about DRVSM implementation. Eleven airlines responded to the questions, and the following is what the ATA and the airlines that were present at the May meeting advocated:

All 11 want DRVSM and want it to be implemented in December 2004. Nine of the eleven prefer to implement DRVSM from FL 290-390 in one step in December 2004. Most indicated that they did not want to delay DRVSM beyond 2004 to do it in a single step. Two airlines, because of fleet considerations or because the service bulletin for some of their aircraft is not yet available and the scope of the modifications is still unknown, would prefer a phased implementation starting with FL350-390, but the first consideration is to have DRVSM in 2004. Although not all eleven airlines answered this question directly, but all indicated that if a phased implementation is necessary, that they want the final phase that encompasses FL 290-390 or FL 290-410 to be accomplished as soon as possible, or not later than December 2005.

NBAA and AOPA support FL350-390 in December 2004, because most of their members' aircraft that would be impacted by those altitudes have already been modified for RVSM. They did not support FL290-390 in 2004, and were unsure about FL290-390 in 2005. The FAA has agreed to accommodate non-compliant military aircraft just as they have in the Atlantic and Pacific. The tankers and transport have already been modified for RVSM. The military representatives were present, but did not comment at the meeting.

A representative of one of the pilot organizations wants additional information about the RVSM safety analysis and FAA will address that issue with that group. The largest pilot union, ALPA, was represented, but did not comment at the meeting. NATCA, the air traffic controller union, supports RVSM. The NATCA representative for RVSM said that the FL350-390 phase would be more difficult for them to work with, and that he did not know if many controllers to assign FL360 or FL380 routinely, but that they would use it tactically for separation purposes. He does not expect the significant user benefits from FL350-390 that could be achieved with FL290-390. The NATCA representative did say that NATCA would take what RVSM they could get and was positive about RVSM.

On July 16 FAA will announce:

1.) The date for DRVSM implementation
2.) The altitudes
3.) The date for when they will announce the second phase, if it is not done in one phase

FAA will be in contact with ATA and the other aviation organizations between now and July 16 about the progress. There will still be a formal NPRM process that will include all the legal requirements for a final rule on DRVSM; however, DRVSM may be implemented prior to the issue of the final rule, as it was in the North Atlantic in 1997.

The ATA appreciates the decision-making efforts of the ATA airlines to reach company positions on short notice and your support at the meeting.

# Command Center User Hot Line Guidelines

(*The following is offered as a draft for your review and comments to your Airlines CDM Representatives*)

The nature of an event creates different demands and requires different reaction to events for both the user and the command center. The User Hot Line is a tool for both the user and the ATCSCC Tactical Customer Advocate to communicate rapidly in dealing with those different circumstances. Individual priorities are expected to be diverse but a common situational understanding can save time in resolving issues, increase responsiveness, and reduce workload for all parties.

**Speeding Communication**

Things to know before you ask:
Call sign, position, true nature of problem, where the information came from [pilot/station manager said], alternate route, current EDCT, requested release time, time enroute, etc.

**Common Priorities Requiring Immediate Action**

Unruly Passengers [airborne or grounded]
Critical Crew Duty Time issues and aircraft without possible recovery that day
Fuel Critical Possible Divert
International Flight Connections
International Flight Fuel Limitations
Fuel Critical—Unable Reroute
No Routes Available
Airline Facility Outages - i.e., loss of terminal power, pavement failure, etc.
FAA Facility Outage - services unavailable or restricted
User gridlock - expected or possible

**Secondary Issues of Consequence**

Non-Critical Crew Loss - i.e., following day crew rest, replacement crew delay
Low Fuel - i.e., holding fuel less than half of EFC,
Routing Questions - more than 30 min to SPO
Airline/Governmental VIP's - Special request
SUB/SWAP issues- data problems /reject messages
EDCT Mismatch - tower user times do not match resulting in additional delay

**Non-Hot Line Items**

Airport Curfew/Services - SPO discussion item
Route Questions/disagreement - SPO discussion item
Non-Pref request - Severe weather item
Who has the emergency or broken aircraft?
Delay status
"Just because" EDCT relief
Manual Subs - ATA assistance item

*"Flights don't just happen." "The flight superintendent, or airline dispatcher, may be considered a member of each flight crew on duty in his area. He's the only one responsible for flight movements who has continuous direct knowledge of reported weather in existence, trends and forecasts, airway traffic and the balancing of equipment necessities. He's the person who has the final word in clearing or holding a flight."*

Quotation from a 1948 booklet on employment opportunities at Northwest (entitled "You and the Air Age").

## Weather Training
## KAUS in the Toilet

Kris Kimmons / Continental Airlines

In my experience working as an airline dispatcher it seems that both the old and new AUS fields are notorious for low cigs and viz. The question I have is why?

What conditions exist there that don't at IAH or SAT? The temp/dewpoints are all narrow but only AUS is in the toilet, so something else must be the mechanism. Is there some geographic influence which causes the air just above the very lowest layer to cool more than the other locations which then "frosts" that lowest layer or what?

Well here is an explanation from the Science and Operations Officer (the SOO position at the NWS offices is the person who is responsible for training and keeping the staff up to date on the latest techniques in meteorology) at the San Antonio NWS office under which the forecast responsibility for AUS falls.

Mr Kimmons,

You bring up a very interesting and important subject - the low ceilings and visibilities at Austin/Bergstrom (KAUS). There seems to be an area from KAUS to New Braunfels (KBAZ) which exhibit lower weather conditions than surrounding locations, especially when clear, calm conditions exist over the area. KAUS is located along both the Colorado River Valley and the Onion Creek depression. Considerable vegetation also adds to any water source. This low area provides a good area for cold air pooling (cooler air draining from higher areas into the depressions), and KAUS often is about 3 to 5 degrees cooler than the city proper. This cooler air, coupled with available local moisture, provides the ingredients for low ceilings and visibilities around daybreak. We have been cooler and wetter than normal, and we have had lighter winds than usual.

Farther south in New Braunfels (KBAZ), there is considerable crop lands, including corn. Corn is notorious for evapotraspiration, providing local moisture sources as well.

It is my guess that as more industrial and other development increases around the KAUS area, the Austin urban heat island will expand and slowly decrease the number and intensity of this isolated phenomenon (it still will occur, but not as often or intense). That change is years away, however.

I hope that this reply has been helpful. If you have other concerns or follow-up questions or remarks, please do not hesitate to pass them on to me or the office.

Jim Ward Science Operations Officer

If you have information like this that you would like to share with the dispatch community, forward it to ADFBoard@dispatcher.org

**When calculating "BINGO" fuel in a diversion planning situation, the dispatcher must consider three factors;**
**A)** The aircraft's FAR reserve **B)** The burn from missed approach to alternate and **C)** The burn from the aircraft's present position to the destination. "Planning" to depart the holding fix with less than the total of those three fuel amounts constitutes a FAR violation. For example, a aircraft destined for ATL is holding at the Rome VOR. The aircraft's FAR reserve is 6000 pounds, the burn from a miss at ATL to the alternate, BHM is 3500 pounds and the burn from Rome to ATL is 1500 pounds. When the aircraft reaches a fuel state of 11000 pounds, per the regulations, it must proceed to BHM. "Planning to depart holding with say, 9000 pounds is "planning" to burn 2000 pounds into reserve (unless conditions allow the alternate to be deleted).

***"When a prang seems inevitable, endeavor to strike the softest, cheapest object in the vicinity, as slowly and gently as possible."***
- advice given to RAF pilots during W.W.II.

# FAA to Install New System to Limit Runway Collisions

The government gave the green light to a new system designed to prevent collisions on airport runways. New technology, called the **Airport Movement Area Safety System** , uses existing airport radar to warn controllers of potential collisions.

The system, which originally was supposed to be installed beginning in 1994, has been tested at the San Francisco and Detroit airports, and now is to be added to 31 other major airports between July 2001 and November 2002.

"This new tool provides passengers an extra margin of safety on the runway," Federal Aviation Administrator Jane Garvey said.

The National Transportation Safety Board has said the system doesn't go far enough. The FAA's announcement comes at a time when the number of airplanes, vehicles and people erroneously entering runways is on the increase. The number of runway incursions grew from 230 in 1994 to 431 in 2000. This year, there are even more — 130 during the first four months of 2001, compared with 118 during the same period in 2000.

Stopping runway incursions has been one of the NTSB's top safety priorities since 1990. Indeed, the weekend before the safety agency voted to keep the issue as a top priority, two planes came close to colliding at Dallas-Fort Worth Airport. An American Airlines jet racing to take off for Chicago narrowly cleared a small cargo plane that accidentally turned onto the same runway.

NTSB officials have said the new system is insufficient, saying they want the FAA to develop technology that warns pilots when someone is on a runway, rather than a system that merely tells controllers only when there is a strong chance of a collision.

"The board does not believe that (the system), as currently designed, meets the safety goals of the original system promised by the FAA," acting NTSB chairwoman Carol Carmody told the House Appropriations transportation subcommittee in March.

FAA spokesman Fraser Jones said the new system is designed to prevent serious accidents. "We're giving controllers another tool to save people's lives," Jones said. "We want to focus on the greatest loss of life and property and we don't want a system that's intrusive."

*Dispatch E-News*
The Electronic News for Dispatch, is updated the first of every Month.
“News worthy items for Dispatch by Dispatch”
Please submit your articles and ideas to
**adfboard@dispatcher.org.**

Located at
www.dispatcher.org.

***“There is no reason to fly through a thunderstorm in peacetime.”***
Sign over squadron ops desk at Davis-Monthan AFB, AZ, 1970.

# FAA Free Flight Technology Achieves Major Milestone

Federal Aviation Administration Administrator Jane F. Garvey was in Indianapolis in June to celebrate the use of a technology that is helping to revolutionize air traffic control. The User Request Evaluation Tool (URET), reached one million hours of use in May. This new software is part of the FAA's free flight program, which is designed to improve efficiency and capacity.

"This program is an important part of the success we're seeing in our air traffic modernization efforts. It's a win-win for the controllers, pilots and the airline industry. And when those groups win, so do the passengers," said Garvey.

URET is a hardware and software program that aids controllers in granting pilot requests to change their flight path for more direct routes or for different altitudes. The software allows controllers to look 20 minutes into the future of a flight path. If a pilot wants a more direct or different route, the controller punches in the request. The proposed route flashes green or red. Immediately, the controller is advised if the request is safe. Previously, the controller relied on paper flight strips and mental calculations.

Controllers in Memphis, Tenn., and Indianapolis started using URET in 1997. Since then, direct routings entered by controllers have increased by 40 percent. This translates to less flying time, less fuel burned, fewer expenses and greater passenger benefits. Airlines are reporting $1.5 million in direct costs saved per month.

"We have a commitment to labor and industry to make the system flow smoothly, and we're pleased to show the positive results," Garvey said. "This is an important piece of the Operational Evolution Plan, our ongoing implementation blueprint for the next 10 years."

URET was conceived and built by MITRE Corp., McLean, Va. and is being further developed by Lockheed Martin, Rockville, MD., for use at high altitude centers. The digital system will be deployed in Atlanta, Chicago, Cleveland, Kansas City, MO, and Washington centers in 2002.

Editor Note: Does URET advise the pilot or controller if there is severe weather, icing, or turbulence on the new direct route?

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Tbenson@dispatcher.org.

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There are currently 500 e-mails now listed

Aviation Safety Inspector (Aircraft Dispatcher),
Open Date: Jul 05,2001 Close Date: Jul 26,2001
Salary Range: $54,791 to $71,224
Location: Garden City, NY
Duties: Incumbent serves as the certificated dispatch/ operational control expert technical authority to interface between assigned air carriers/course operators/airmen/ designated aircraft dispatcher examiners (DADE) and the FAA. Ensures that the individuals/organizations continuously meet the standards prescribed by and applicable to title 14 of the code of federal regulations (14 CFR), agency orders, and directives and ensures compliance in all aspects of dispatch and operational control related issues through the use of a planned surveillance and inspection program on a continuing basis. To find additional FAA jobs, visit http://jobs.faa.gov/search.htm

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Prod Eng Project Spec, Product Engrg Proj Mgt.
Job Location Arlington, Virginia
Job Description The Air Traffic Management (ATM) team is generating an operational concept and associated system design requirements for modernizing the National Airspace System (NAS). A product engineer is required to be responsible for operational concept development activities in the Washington DC office. This person will interact with FAA, NASA, and airline representatives to obtain information regarding modernized NAS operation. The developed operational concept will require approval by the operationaluser community.

Job Skills & Qualifications A minimum of 10 years experience related to the NAS operation and integration is required. The successful candidate should have a minimum of 5 years experience in leading the development activities associated with a large-scale system development, particularly on parts of the current NAS. Excellent verbal and written communication ability is required. Visit http://www.boeing.com/ employment/ for many other opportunities. 7/14/01

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If you are a certified Dispatcher with USAF experience and would like to live in HNL, than this could be for you. PACAF AMOCC is in need of Flight Managers. Send your resumes to the following email address OR fax to 808-838-7997. mailto: gmatheson@iss-md.com 6/29/01

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America West is seeking experienced Dispatchers with a minimum of 2 years experience. Please forward resume and salary requirements to CH-EMP-KF by email to karen. filandro@americawest.com or fax to 480-693-8813 (please indicate position on cover page or email subject line) 5/25/01

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USA 3000 Airlines, a wholly owned subsidiary of Apple Vacations, is currently accepting applications for dispatch positions. USA 3000 is a Part 121 International Air Carrier, which expects to receive FAA Certification in October of 2001, and will begin scheduled service to Latin America and the Caribbean in November of 2001. USA 3000 has firm orders for five new A320 aircraft and is building a technologically advanced Operations Control Center near Philadelphia. Applicants must be FAA Certificated Dispatchers and be willing to relocate to the Philadelphia area. Two years International Part 121experience is preferred. USA 3000 offers a competitive salary, 401K, an attractive benefits package, and paid vacation. Please submit resumes Attention: Manager of Operations via fax (610) 325-1285 or email jforeman@applevac.com. 5/22/01

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AIR WISCONSIN AIRLINES CORP is accepting applications for the following positions. Dispatcher and Assistant Dispatch Coordinator, we also are seeking crew scheduling personnel. Air Wisconsin operates a fleet of 18 BAe146 aircraft, 21 DO328 turboprop and 9 CRJs. We recently announced orders for up to 150 CRJ aircraft. We offer competitive wages and benefits. Send resume to:
Mr. Larry Gauerke / Direct of System Operations
W6390 Challenger Drive, Suite 203
Appleton, Wi 54914-9210
Fax 920-749-4166 5/15/01

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Jeppesen Dataplan is looking for experienced international flight planners to support Executive Jet Aviation. We provide

*(Continued on page 34)*

*(Continued from page 33)*

EJA with flight planning and weather services for their international trips, which reach all corners of the globe. Job requirements include currency as an international airline dispatcher or corporate flight planner, and FAA Dispatcher's license or equivalent combination of knowledge and experience. This is a rewarding job that will challenge and develop your skills. Very competitive salary and benefits package. Must be willing to relocate to our EJA office in Columbus, OH. Contact Adam Johnson or Patrick Chiles at (614) 239-6003, fax 239-6027. (4-3-01)

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REUTERS (7/13) "WANTED: THAI AIR PRESIDENT. State-owned airline Thai Airways is seeking a 'psychologically sound' Thai national aged 45 to 60 to act as company president, according to an advertisement in Friday's Bangkok Post. The ideal candidate should have 'competency and experience in managing a huge organization,' be willing to work full-time, and if they have a criminal record, it should contain only petty offenses. President Bhisit Kuslasayanon will retire in September 2002, but the airline's board said earlier this month it hoped to select his replacement before selling more shares to the public this year. The half-page advertisement in the Post's classified section said hopefuls should submit a written work plan of 10 pages or less for the airline."

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FLIGHT OPERATIONS INTERNATIONAL (JFK) is accepting applications for employment. Looking for a high energy person. Require at least 2 years as a dispatcher. Jeppesen Flight planning Knowledge, weight and balance and DCS system. Send resume to: Mr. Tim Evren
41-41 46ST Sunnyside, NY 11104
or Email to JETRAGE@AOL.COM. (3/21/01)

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Opening for a weather observer at the Petersburg, Alaska Airport. This is a permanent 39 hour/week position any shift. Pay is $14.58 per hour plus $1.92 H&W. Contact Lou Beshara at 907-772-2310 Mon-Friday 0600-1400hrs AST (1500Z-2300Z) or email:lpbpsgak@yahoo.com (3/21/01)

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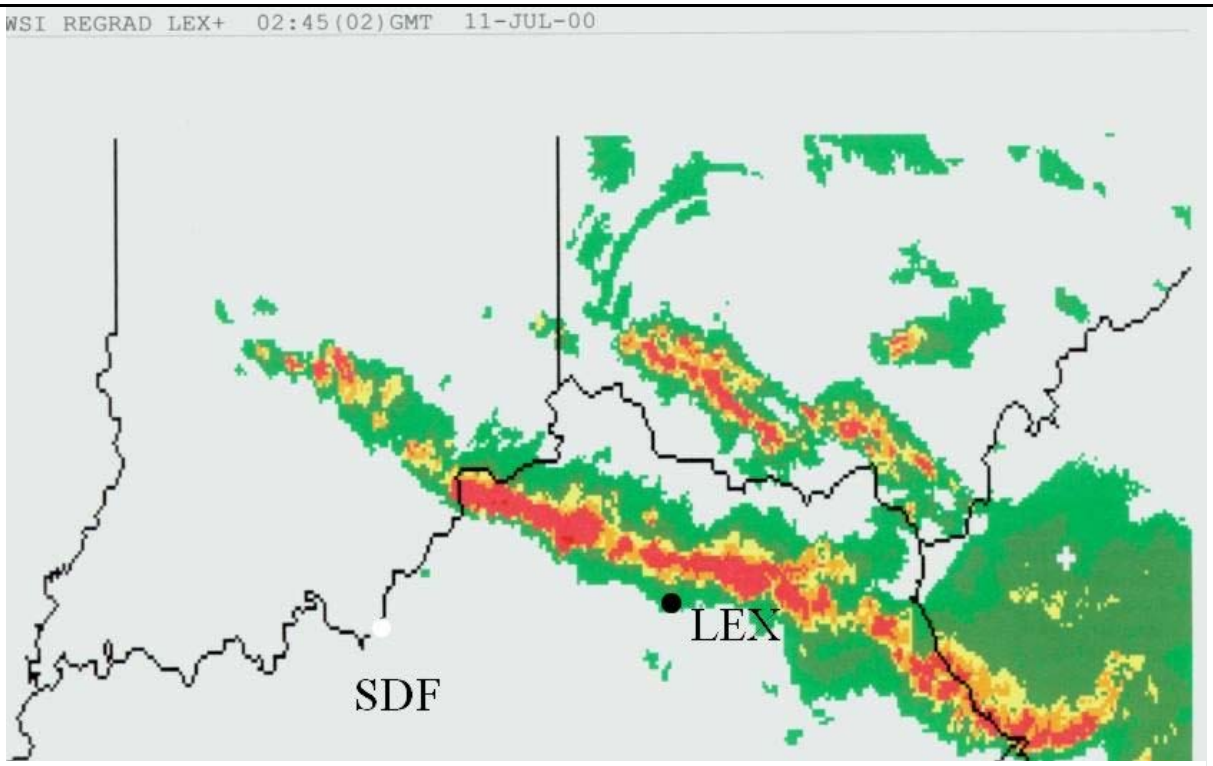


Why Dispatchers need to be cautious with ASOS Observations.

This image was from the 0245Z RADAR fix.
Note the 0254Z observation from LEX:

```
KLEX 110254Z 25006KT 7SM CLR 28/23 A2992 RMK AO2 PRESRR SLP124
     T02780233 53004=
KLEX 110154Z 22008KT 8SM CLR 28/23 A2989 RMK AO2 SLP112
     T02830228=
```

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**"Safety - Professionalism"**

# Symposium 2001 and Aircraft Dispatchers Symposium

Join us in Washington, D.C. this fall as operational control professionals from around the world unite to examine the realities of operational control today, the research efforts that are ongoing and the future that we are in the process of creating for the years to come." You're invited to be among those who will be treated to a complete examination of the current and future state of Operational Control. Aerospace professionals from all over the world will meet at the 2001 SYMPOSIUM to discuss and debate policy, procedures and infrastructure recommendations for the next century. The symposium will be held October 7-9, 2001 in Washington, DC, at the Crystal Gateway Marriott Reagan National (DCA) is the closest airport to the hotel.. Call 703-920-3230 for hotel van. **Hotel reservations must be made by September 1, 2001.** Dulles (IAD) is 45 minutes away. The hotel concierge will arrange a van for IAD with groups of 5 or 6.

## FAA Proposes Rules for Fractionals — No Dispatch Mention in Initial NPRM.

ADF's leadership is profoundly concerned with the initial draft copy of the NPRM for Fractional Ownership Regulations recently released by the FAA. ADF was hopeful that the FAA would rule that the safest form of air transportation, that conducted under a system of Positive Operational Control, would be extended to Fractional Ownership operations. However, the FAA's draft language determines that "*fractional ownership programs are more similar to corporate flight operations conducted under Part 91 of the FARs than they are to commercial flight operations under Parts 135 and 121 because owners of fractional shares flying aboard fractionally owned aircraft contractually acknowledge substantial control over and bear substantial responsibility for the airworthiness and operation of their aircraft. Like whole aircraft owners, fractional owners can initiate, conduct, redirect and terminate a flight".* The FAA's stated justification for this position is to "*enable fractional providers to continue enjoying their business boom with little additional regulatory burden."* ADF continues to press the FAA to reconsider this position as we believe there is clear evidence that fractional operations without the benefit of dispatchers are not as safe as it should be. The recent crash of a Gulfstream G4 at Aspen sadly highlights that fact.

### Where Are You ?

Answer on page 20.