The ADF News
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Airline Dispatchers Federation
Safety Professionalism

The ADF NEWS

SAFETY ADF PROFESSIONALISM

"Keeping the Dispatch Profession Informed"

ADF Symposium 2002 & Aircraft Dispatchers Convention

Fellow Dispatchers,

The Airline Dispatchers Federation Symposium 2002 & Aircraft Dispatchers convention will be held in Washington, D.C., with a theme of "Computer Automation - Changing the way we do business"

The Airline Dispatchers Federation's annual rite of fall takes place October 6-8, 2002 in our nation's capitol. This year's symposium will explore how the dispatch profession has changed with the advent of computer automation tools, and the future it holds for the profession.

Operational Control professionals from around the world are uniting to examine the realities of operational control today, the research efforts that are ongoing and the future roles of the aircraft dispatcher that we are in the process of creating for the next millennium.

This year's two-day event will feature speakers from various aerospace companies, the FAA, Leading Universities and the nation's airlines. Representatives from all arenas of aviation will be discussing the dispatcher's role in operational control and aviation safety.

You are invited to be among those who will be treated to a complete examination of the current and future state of Operational Control as we begin the new millennium.

This years symposium will be held at the Crowne Plaza Hotel Washington National Airport, 1489 Jefferson Davis Highway, Arlington, Va 22202 Phone: 703-416-1600. The Crowne Plaza provides a free shuttle to and from DCA airport and breakfast is included in the room rate. For registration contact Reservations at: 703- 416-1600 x 3023, or 1-800 2Crowne. Be sure to mention ADF for the $119.00 rate.

Airline Dispatchers Federation Statement on Rerouting Flights

Airline Dispatchers Federation Statement on Rerouting Flights

Background

Positive operational control, often referred to as the shared responsibility between the Pilot in Command (PIC) and FAA-certificated Aircraft Dispatcher, is the cornerstone of the high levels of safety enjoyed by United States Part 121 Domestic and Flag air carriers. Airline Dispatchers Federation (ADF), an all-volunteer organization representing the professional interests of operational control personnel in aviation and aerospace, is aware that reroutes are routinely issued to flights in response to volume and complexity concerns. ADF expresses concern that positive operational control procedures often are not followed in the acceptance of many of these reroutes. Recognizing these concerns, ADF offers the following position that addresses both the flexibility needs of the National Airspace System (NAS) as well as the operational control requirements of 14 CFR 121.

The ADF Position

In the absence of volume and complexity issues, the filed flight plan should be adhered to as the primary operational desire of the user.

In the presence of volume and complexity issues:

ADF encourages all Dispatchers to diligently exercise the responsibilities mandated by the Aircraft Dispatcher Certificate. Continue to ensure any flights significantly rerouted are done with Dispatcher concurrence.

In accordance with Federal Aviation Administration (FAA) Order 8400.10, air carriers should state maximum deviation parameters in their General Operating Manual (GOM). ADF believes Air Safety Inspectors (ASI) should ensure that air carriers comply with these requirements. ADF believes any deviation in excess of the following maximum parameters constitutes a "significant" reroute and requires the concurrence of the aircraft dispatcher:

100 NM lateral deviation from the planned route, *or*

More than 4000 feet from the planned altitude, *or*

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Airline Dispatchers Federation Statement on Rerouting Flights (Continued)

Any action which could delay the arrival of the flight by more than fifteen minutes of time.

ADF believes these parameters reflect the realities of the NAS. The distance parameter is an easily recognizable number that correlates to fuel burn, ETA, and other factors, while allowing for minor weather deviations. The altitude adjustment also is relevant due to fuel burn and other flight planning considerations. The time parameter is related to reportable delays and overdue position reports. These parameters all facilitate rapid identification and reliable response in the event of a reroute.

ADF recognizes that some flights may have a zero tolerance for reroutes due to operational considerations.

ADF believes that early concurrence is key to implementation of reroute plans. Early notification of potential reroutes will allow Dispatchers to evaluate the effects of the proposed reroute in a timely manner. The safety and economic benefits of this early evaluation cannot be overstated.

Dispatcher concurrence is required for any and all reroutes if air carriers do not provide deviation parameters in their GOM as prescribed in 8400.10. ADF believes this is unnecessarily restrictive in most circumstances. For example, flights deviating around thunderstorms often fly off their planned routes by 10 or 20 miles. This small deviation generally has a negligible effect upon total fuel burn and flight time.

Regulatory Requirements

Federal Aviation Regulation (FAR) 1 states:

"Operate, with respect to aircraft, means use, cause to use or authorize to use aircraft, for the purpose (except as provided in Sec. 91.13 of this chapter) of air navigation, ..."

"Operational control, with respect to a flight, means the exercise of authority over initiating, conducting or terminating a flight."

FAR 121.593 states: "…no person may start a flight unless an aircraft dispatcher specifically authorizes that flight."

FAR 121.639: "No person may dispatch or takeoff an airplane unless it has enough fuel (a) to fly to the airport to which it is dispatched,…"

FAR 121.647: "Each person computing fuel for the required purpose of this subpart shall consider the following: ... (d) Any other conditions that may delay the landing of the aircraft."

FAR 121.533(c): "The aircraft dispatcher is responsible for:
Monitoring the progress of each flight.
Issuing necessary information for the safety of the flight.
Canceling or redispatching a flight if, in his opinion or the opinion of the PIC, the flight cannot operate or continue to operate safely as planned or released."

Additional FAA guidance material

Air Transportation Operations Inspector's Handbook, 8400.10, Volume 3, Chapter 6, Section 2, Paragraph 1175, sub-Paragraph D:
:

"Once initiated a flight must continue as planned and in accordance with the conditions of the flight release.
"ATC frequently delays, re-routes, or assigns

(Continued on page 4)

(Continued from page 3)

altitudes to flight other than those planned by the operator. The ATC system requires this flexibility to re-route traffic flow around adverse weather and to function effectively. The operator's policies and procedures for operational control should accommodate these demands while maintaining the duality of responsibility shared by the aircraft dispatcher and the PIC. One acceptable means operators may use to comply with the regulatory requirement is to publish notification requirements in the GOM for flight crews to follow in these circumstances. For example, the operator might specify maximum amounts that the ETE, assigned altitude, estimated fuel remaining when overhead destination and distance from planned course may deviate without reporting to the aircraft dispatcher and obtaining an amended release."

FAA has also issued a legal interpretation in response to a request from Glenn A. Morse, of the Air Transport Association (ATA). To paraphrase, Mr. Morse requested the FAA legal department evaluate whether policies and procedures associated with the ATC Severe Weather Avoidance Program (SWAP) were in compliance with existing FARs. Relevant portions of the FAA legal division's response, written by the Assistant Chief Council of the Regulations and Enforcement Division, are included for reference. ADF believes that this letter is in agreement with the FARs and the ADF position stated above concerning reroutes:

"The Air Transport Association (ATA) also voiced concerns about [the] SWAP program implementation that results in an air carrier pilot being issued a new routing which calls for immediate departure when the aircraft is still at the gate. There appears to be a conflict with the Federal Aviation Regulations (FAR) which requires the air carrier's dispatcher to be included in the rerouting discussion.

"The basic question is: During SWAP, may Air Traffic Control issue, and the pilot accept without flight dispatcher concurrence, a revised clearance with a new flight plan route in order to minimize delay and expedite the flow of traffic?

"Section 121.647 requires that '(d) Any other conditions that may delay landing of the aircraft' be considered in computing fuel requirements. You state in your letter that 'The various FAA facilities do make SWAP routes available to the airlines. However the routes are provided with the understanding that the airlines will not file them'. Therefore, with knowledge of the SWAP routes, the dispatcher and pilot in command in calculating fuel requirements would consider, among other things, reported and forecast weather and anticipated delays (i.e., diversions to SWAP routes). Therefore, if the dispatcher and pilot in command have considered the SWAP routes during their flight planning, and, if both the dispatcher and pilot in command agree that the flight can be conducted safely, and if the fuel and all other pertinent requirements of the FAR are met, then the pilot may accept a new flight plan route. However, if the SWAP routes are not considered in the flight planning, then the pilot in command must refuse the ATC clearance, appraise the dispatcher of the new routing, analyze and discuss the new route with the dispatcher, and reach a joint agreement with the dispatcher that the flight may be conducted safely."

Helpful Links

http://www.dispatcher.org (Airline Dispatchers Federation)

http://www.faa.gov (Federal Aviation Administration)

http://www.access.gpo.gov/nara/cfr/cfrhtml_00/Title_14/14cfr121_00.html (Electronic Code of Federal Regulations)

For more information, contact adfboard@dispatcher.org, or 800-OPN-CNTL.

President's Letter

Although the anniversary of the now infamous 9-11 is now past, I know we are all continuing to reflect on the terroristic events of that date and of all the people we knew or have learned of who lost their lives in the attacks. As we are prone to do as a nation after any traumatic event, we are also reflecting on where we were and what we were doing at the time of the attacks as well as how our own lives have changed since that date.

If you were working flights at the time of the attacks, I am sure that you vividly remember (as I do) the confusion, stress, and conflicting information or lack of information that seemed to be the hallmark of that day. I know that dispatchers elsewhere also received messages from every possible source and were forced to make operational decisions based not on facts but on their own instinct or on rumors. Moments later, new information would come in that forced a reversal of the earlier decisions. This seesaw of misinformation and decisions (followed by reversed decisions) continued for what felt like an entire day until it became apparent that the aircraft we had seen flown into the World Trade Center was not a part of some horrible, tragic accident or mechanical failure but instead was a deliberate act of sabotage by a coordinated band of hijackers with others on the loose.

Frankly, of that day, I am most proud of the way so many flights were diverted in such a short time without any additional loss of life. The media coverage since then of the air traffic controllers has led many unknowing citizens to believe that controllers saved the day. In fact, they were a critical part of our ongoing triad, providing traffic separation and support, but we all know that dispatchers everywhere were doing the unseen calculations and checks to make sure those silly (but critical) little things like landing distances were not overlooked. I personally saw a number of flights given instructions to refuse runways or even airports that were not suitable because the dispatcher was on the job.

How many ways have our lives changed since then? Consider anthrax, TSA, security delays, and immediate losses of revenue, or the survival of an entire industry at stake with companies forced to the brink of, or into, bankruptcy. Certainly, I do not believe we have seen the end of the turmoil.

But as I am proud of our professional actions to save lives on that day, so am I certain of our resiliency and determination, both as a nation and as professionals committed to the concept of operational control. We have seen and seemingly forgotten tough times. Security has been heightened to these levels before, most recently during the Gulf War. Our tasks fundamentally remain the same this year as last and we need to rise to the occasion, fulfilling our duties as mandated and providing the safest operational environment that we possibly can. The challenges are greater, admittedly, but that cannot be an excuse to relinquish operational control or provide less than the best possible service to our flying public.

The road ahead for our organization is also bumpy. The education of others outside of our profession is an ongoing and obvious need. Our insistence on collaboration with ATC to solve daily congestion and flow problems is not optional. We must continue to improve the administrative issues within our growing organization, especially the web site which is the largest daily contact point. We must continue to attend meetings and make our presence known in political arenas all over the world. Our inability to attend all of the events that deserve a dispatcher's voice is perhaps our single greatest failing right now.

Happily, ADF has thus far survived this tumultuous time, thanks to the strong efforts of all those certificated dispatchers who work without compensation on our behalf, nurturing the goals of ADF. My many thanks goes out to them.

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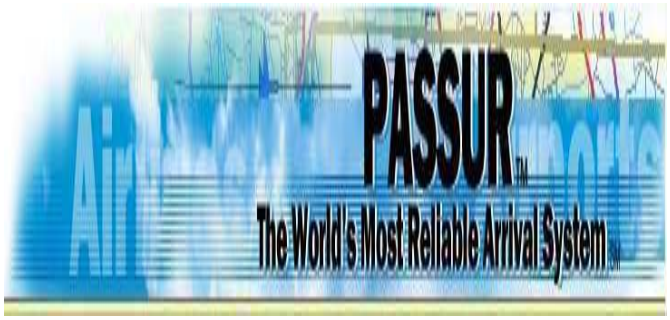

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Air Transportation is a Complex Adaptive System – Barriers to Change and a Future Vision

Dr. George L. Donohue, George Mason University
October 8, Airline Dispatchers Federation Conf.

A Probable Future Scenario: In the year 2010, the top 15 US airports are capacity limited at a maximum operational rate set by congressionally mandated slot controls. The slots were allocated to air carriers based upon a DoT auction, held annually, that encourages the use of large aircraft and offsets bank arrival and departure times to minimize hub congestion and delay. The addition of 5 new runways within the top 30 airports has only added 150 arrivals/hour in maximum capacity (out of a nominal 2000 arrivals per hour). This has led to the loss of access of small and medium sized communities to the long-haul and Hub-to-Hub air transportation system since Turbo-Prop and Regional Jet aircraft have largely been effectively regulated out of the hub airports by the auction rules. The price of economy class tickets has steadily risen since 2005, when the first auctions were held. Tourism has steadily declined in cities such as Orlando Florida and San Diego California. US economic growth rate has been adversely affected by this lack of growth in air transportation capacity.

Executive and Business class seating and airfares has virtually disappeared on the hub connecting aircraft. These passengers are now flying in either corporate owned aircraft or in fractionally owned aircraft directly to the regional and general aviation airports that are close to their business meetings. This move to smaller aircraft for the affluent or business traveler has led to an enormous increase of the number of aircraft aloft at any one time (i.e. from 5,000 to 6,000 aircraft in 2001 to over 10,000 today). The number of air traffic control sectors has not increased since 1995 due to the limitations of radio frequency spectrum and inherent human factors dis-economies of scale of sector size reductions. These restrictions have led the FAA to employ the same number of controllers today as they did in 1995. In fact most are the same ones who were employed in 1995.

Do the controllers strike in1981, approximately 40% of the controller workforce was fired. These controllers were largely replaced in 1982 and 1983. In 2007 they were all eligible for full civil service retirement and agreed to not retire (which would have effectively shut down 50% of the air transportation capacity) by negotiating a salary effectively equivalent to the Secretary of Transportation salary. These controllers are now working at maximum cognitive workload in over half of the nations ATC sectors and are approaching 50 years old and will have to stop controlling traffic soon due to age limitations. The 800,000 pilots that were predicted by the FAA to be available in 2000 have not materialized and there is a chronic pilot shortage due to the proliferation of small commercial aircraft. The large number of military pilots trained for the Vietnam war reached mandatory retirement between 2005 and 2010. Pilot strikes are routinely disrupting commercial scheduled service.

Europe has invested heavily in air traffic control research and has set the new international avionics standards and ATC procedures. Airbus and European avionics manufacturers have surpassed the US in international sales of equipment and the European JAA now sets the international aircraft manufacturing safety standards. US aircraft, avionics and ATC equipment manufacturers are finding it increasingly difficult to get JAA certification so they can meet international ICAO standards.

This talk will explain why this scenario is possible if not probable. It will discuss both the historical barriers to modernization and a potential way to move into the future.

News Briefs

FAA Releases Guidance on the ='Paperless Cockpit'

The FAA has issued an advisory circular describing the methods for certifying handheld computers that are used in the cockpit for viewing approach charts, checklists and other flight-related information. According to AC 120-76, three classes of electronic flight bags (EFB) will be considered for operational approval, with the first two generally considered commercial-off-the-shelf devices and a third class considered installed equipment and covered by STCs. Portable Class 1 systems would be the simplest of all EFBs, and therefore would not be able to use datalink or a GPS source, and would not be connected to aircraft power. Class 2 systems, meanwhile, are described as "pen tablet computers" that would be attached by a mounting device to the cockpit, but could be removed from the aircraft and used away from the aircraft. These types of computers, wrote the FAA, may be used with a datalink receiver and connected to aircraft power for display of "flight critical pre-composed information such as charts or approach plates for navigation." Finally, Class 3 systems would be permanently installed in the cockpit and could interface directly with FMS and other navigation equipment.

FAA Makes Traffic Management Planning Information Available on the Internet

FAA Makes Traffic Management Planning Information Available on the Internet

WASHINGTON - General and business aviation pilots and commercial airline dispatchers now can use information obtained over the Internet to make flight planning quicker and easier. The U.S. Department of Transportation's Federal Aviation Administration (FAA) has announced that it is now providing pilots with access to runway visual range (RVR) information over the Internet.

RVR is a value that represents the distance a pilot is able to see down the runway during an approach. Pilots and flight operations centers use RVR in deciding whether to land at an airport when visibility is poor.

Previously, RVR information had been available only to selected air carriers as part of the FAA's Collaborative Decision-Making initiative, where it was used for traffic management planning. The agency has determined that it is in the public interest to make RVR information available to everyone through web-based technology. This will help pilots save time while planning flights and give them the information they need to make decisions about landing at their destination airport - or whether they should consider an alternative airport. They will be able to check the RVR site from any computer with access to the Internet.

Users will be able to view current and historical RVR data from 48 airports. The ability to access this real-time information is expected to enhance traffic flow management collaborative decision-making between the FAA and National Airspace System users, and between airline System Operations Centers and operational crews.

The RVR data had to be provided in a way that complied with the FAA's stringent security regulations before the site could become public. FAA security employees, system administrators, and developers at FAA's Air Traffic Control System Command Center in Herndon, VA, and the Department of Transportation's Volpe National Transportation Systems Center in Cambridge, MA, worked together to make this happen.

Installation of the original RVR/traffic management interface, developed for the FAA by the Volpe Center, began with Boston and Memphis, TN, in February 2001 and is expanding nationwide.

The RVR information is on the Command Center's public web site at http://rvr.fly.faa.gov.

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Airline Dispatchers Federation The ADF News—VOLUME 13 ISSUE 2

ADF is Looking for Volunteers

Would you like to get more involved, but don't know how you can help? The Airline Dispatchers Federation is looking for participation and assistance from it's members. For more information click on the Volunteer link from the ADF Web site.

New ADF Address

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Helpful Links to Security Issues...

-CIVIL AVIATION SECRITY http://cas.faa.gov/
-FIRST GOV: ww.firstgov.gov/
-CDC: www.cdc.gov/
-FBI: http://www.fbi.gov/
-List of Secure airports
www.faa.gov/ats/ata/airport_cert/airport_cert.html

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TAOARC

The Federal Aviation Administration (FAA) has created a new advisory group called the Terminal Area Operations Aviation Rulemaking Committee (TAOARC). The purpose of this group is to assist and advise the FAA on a wide range of issues concerning terminal area operations in order to increase safety, efficiency and capacity in the terminal area using consistent and harmonized procedures and hardware.

The initial tasking of the committee is to resolve FAA and industry conflicts concerning Advisory Circular 120-29A; to provide development of several other advisory circulars, FAA orders and other documents dealing with required navigational performance (RNP), along with strategy, process and schedule for implementation of new or revised criteria.

After holding two meetings centered around organization along with identification and definition of issues and concerns the third meeting of the full TAOARC Committee was held in Washington, DC June 18 through 20, 2002.

A subgroup and edit team, along with the Joint Steering Committee provided a final draft of Advisory Circular 120-29A. This AC was originally tasked to ARAC several years ago as part of the international all weather operations (AWO) development. It was rewritten by the FAA resulting in strong objection from the industry.

It appears that this coordinated draft will be published by the FAA on an expedited basis. AC 120-29A deals with Category I and Category II criteria and is a companion to the previously issued AC 120-28D dealing with Category III operations and low visibility takeoffs. Language concerning providing necessary weather and other information to the dispatcher, along with training requirements currently remain a part of the draft AC.

The committee, through various subgroups, will now move forward with numerous other related issues mostly centered around definition, design and application of various RNP related procedures to enhance terminal area operations. Required navigation performance (RNP) in this context generally means a certified ability to navigate within any one of several levels of accuracy as to position and course, with a defined percentage of certainty. For most applications this refers to non ground based navigation (various forms of RNAV) although the intent is to overlay new procedures on to existing procedures to the extent possible to gain a more immediate benefit.

The dispatcher will need to learn and understand various kinds of new types of approaches and departures along with the applicable criteria and minima. The minima for any given procedure may vary depending on the RNP level the aircraft and crew are qualified to perform. Some approaches will be "public" approaches that can be flown by any qualified pilot with the appropriate equipment and other approaches will require special aircraft equipment and air crew qualification.

The main purpose of dispatcher representation on the TAOARC is to monitor the development of new procedures and attempt to insure that the resulting criteria and minima are easily understood and correctly applied by dispatchers and pilots both in planning and departure and at the time of actual use.

Norm Joseph

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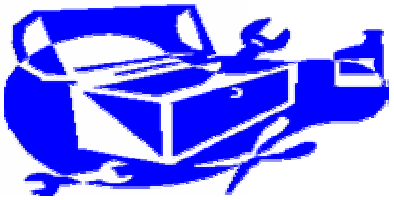
Training Tool-Box

Where are the nine Volcanic Ash Advisory Centers located?



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Tbenson@dispatcher.org

Upcoming ADF Meetings

Winter 2003 Business Meeting - Feb 8-10, 2003, Phoenix

Spring 2003 Business Meeting - May 5-7, 2003
World Dispatch Summit , Shannon Ireland

Summer 2003 Business Meeting - July 12-14, 2003, Colorado

Symposium and Fall Business Meeting - October 12-14, 2003, Orlando.

"Boeing Air Traffic Management, ADF Collaborate on Revolutionary Air Transportation System"

There is no question that enhancing positive control capabilities will improve the safety of the flying public and increase the efficiency of air transportation. That's a mission Boeing Air Traffic Management shares with the Airline Dispatchers Federation.

Imagine a world where every air transportation system user has instant, real-time access to accurate, detailed aircraft and air system information. A world where faster, safer, more secure and more efficient air traffic planning and re-planning is routine, even when planes are in flight. A team assembled by Boeing Air Traffic Management, including members of the Airline Dispatchers Federation, is working to turn these ideas from dreams into reality. Just as dispatchers are a critical component of flight safety, input from the ADF is critical to ensuring that safety remains the top priority of a new air traffic system.

Air Traffic Management (ATM) is Boeing's newest business unit, established in November 2000 to enhance the safety and security of the air transportation system while increasing its capacity and efficiency. Boeing has established ATM offices in Washington state and Washington, DC, where some of the company's best and brightest engineers are working with the common goal of revolutionizing the global air transportation system.

Our Proposal

Boeing envisions a satellite-based system that builds upon the FAA's Operational Evolution Plan. Our proposed system contains three major components that enhance positive operational control capabilities:

A Common Information Network that would allow dynamic revision of flight paths when unexpected weather or other developments threaten schedules, even after an airplane departs;

- Flight planning based on aircraft trajectory information, which would enable air traffic managers to predict where an airplane will be further into the future and with more precision than ever before; and

A redesign of airspace structure that would allow development of more strategic, less repetitive operating procedures. More detailed information on our concept is available at www.boeing.com/atm.

The potential benefits of a system containing these components are immense. For example, using aircraft trajectory information would allow instant detection of a deviation from an approved flight path. An immediate alert could be sent via the Common Information Network to a geographically dispersed set of system users for instant collaboration and rapid response.

At the same time, these same tools could greatly enhance system capacity and efficiency by changing the face of airspace management. The system would move from one of strict control of tiny segments of airspace punctuated by innumerable verbal handoffs of aircraft to one of strategic management of airspace and traffic flow by personnel with instant access to detailed, real-time aircraft and air system information.

The Working Together Team

Despite the investment of tens of millions of dollars and hundreds of air traffic management professionals in this venture, Boeing cannot revolutionize air transportation on its own. The input and support of key stakeholder organizations such as ADF is critical to the success of any future air traffic management system.

To facilitate an industry dialogue and gather the necessary input, Boeing ATM has brought together a blue ribbon group of selected industry stakeholders, including the ADF, airlines, governments and air traffic management service providers. This group, known as the Working Together team (WTT), has initially been focused on identifying and documenting performance requirements that a next-generation air traffic management system must meet, without considering operational concepts, specific technologies or system solutions.

The first phase of the WTT's efforts culminated in the publication of the System Performance Requirements Document (SPRD), which was released to the public on February 28.

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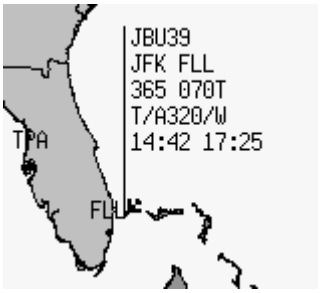

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To serve the public interest by advancing the safety, effectiveness, and efficiency of aviation in the United States and around the world by conducting a continuing program of research, development, and engineering in collaboration with the aviation community.

This document should provide a foundation for the development of various operational concepts, which will eventually lead to the design and development of a next-generation, integrated, global air traffic management system. As the work of the WTT moves to its next phase, the input of ADF members will continue to be critical to the team's success.

As the WTT moves forward in the U.S., work is beginning on another front. Another WTT is being established in Europe to ensure that the performance requirements of a global air transportation system are developed with a global perspective.

The safety of the flying public is a key component of the everyday activities of the ADF, and that strong commitment is one reason why the ADF will continue to be an important partner with Boeing ATM. Your input will help bring about an air transportation system where safety and security are ensured, where capacity safely grows to meet demand, and where congestion and delays are greatly reduced. We look forward to continuing collaboration with ADF and other key stakeholders on designing and developing the air transportation system of the future.

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Mike Timpe-Treasurer (Horizon Air - PDX)	Frances Queenan-Secretary (Delta Airlines-ATL)
Fred Pearsall - VP Membership (United Airlines - ORD)	Rhonda Smith - VP Administration (Hawaiian Airlines- HNL)
Joe Cook - VP Operations (Delta Air Lines - ATL)	Brian Schultz - VP Government / Legislative / Media (Trans World Airlines - STL)
Allan Rossmore - President IFALDA (Eastern Airlines (retired) - MIA)	Jerry Elder–Director of International Alliances (Delta Air Lines-ATL)
Regina Mateo: Director - Publications (Champion Air - MSP)	William Leber - Director of Air Traffic Mgmt (Northwest Airlines - MSP)
Giles O'Keeffe: Director - Aviation Security and Intelligence (Northwest Airlines - MSP)	Loraine Sandusky - Director - Collaborative Decision Making (Continental Airlines—IAH)
Norm Joseph — Director of Aviation Rulemaking (Delta Air Lines - ATL)	Frank Hashek - Director of Membership (American Trans Air)
Tracie Benson - Director - Corporate & Industry Alliances (American Airlines - DFW)	Tim Antolovic- Director of Safety (American Airlines - DFW)
Steve Caisse - Director - Science & Technology (Delta Air Lines - ATL)	Al Krauter- Director of Training (Northwest Airlines - MSP)
James Ford — IFALDA Webmaster (Delta Air Lines – ATL)	Wendy Dubord—Director of Regional Operations (Atlantic Southeast Airlines - ATL)
Brad Ward: Communications Coordinator (Atlantic Coast Airlines - IAD)	Len Salinas: Volcanic Ash Coordinator (United Airlines - ORD)
Jeff Hennessy: Publications Coordinator (Preston Aviation Solutions - IAD)	Jim Jansen: Weather Coordinator (American Airlines - DFW)
Phil Brooks: Jumpseat Coordinator (United Airlines - ORD)	Jeff Rehaluk: CDM Coordinator (JC) (Spirit Airlines - FLL)

Gardner Goes to Alaska

Among the many changes in leadership within the beltway this summer is one we did not expect, but which will certainly affect our profession.

Jim Gardner, FAA Headquarters Aviation Safety Inspector and prime resource for dispatch and operational control issues, ADF member and good friend of the profession has been promoted to Deputy Division Manager for Alaska. All of us who have worked with or know Jim congratulate him and wish him well in his new assignment.

Currently, it appears that David Maloy from the Northeast Region will be the primary resource for dispatch and operational control issues.

Among the other changes :

TSA Chief John Magaw resigned and has been replaced by former Coast Guard Commandant James Loy.

Marion C. Blakey, chairman of the National Transportation Safety Board, has been nominated to head the Federal Aviation Administration. She follows current Administrator Jane F. Garvey who's term expired August 4, 2002.

Matt Shack is the new Headquarters AFS 200 Division Manager.

Tom Penland is the new AFS 220 (the office that handles most dispatch issues) Manager, moving from AFS 260.

"Dispatch - the best kept secret in the airline."

ADF Nominations are Open

ADF is currently accepting nominations for the following positions:

Executive Vice President

Oversees and assists in all areas of the Organization in the absence of the President
Coordinates the agenda for each business meeting
Appoints Symposium Chairperson
Collects information and issues from the Vice Presidents and forwards to the President

Secretary

Keep an accurate and complete record of the proceedings of any meetings and attendance at all events. Forward meeting roster to VP of Administration to enter into database. Provide a copy of the minutes for approval at the following business meeting. Correspond with all presenters including mailing invitations, any needed hotel reservations and thank you letters.
Each December, coordinate with the ADF treasurer airline billing
Coordinate any billing to Sponsors and/or Schools with the Director of Corporate Alliances. Retain all publications, minutes, newsletters issued during term.

VP Membership

Provide a Membership report for each business meeting
Coordinate with Airline Delegates insuring they receive all ADF information such as the ADF Newsletter, Meeting information, Press releases, Dispatch Opportunities, etc. Contact those members who are late with the payment of dues. Insure new members receive a New Member Packet within a timely manner. Verify all information members receive is accurate and updated.
Notify each airline delegate of any a new member at their respective airline.
Insure each airline maintains an active delegate. Maintain a list in which airlines have 51% membership for voting rights. Respond to Internet "Guestbook" entries. Create/update a "FAQ" to post on the web.

VP Government—Legislative and Media Affairs

Develop and Maintain House and Senate contacts through visits, phone calls & e-mail
Work closely with the President and the VP of Operations to coordinate efforts in
Washington DC
Educate the membership on issues with the House and Senate
Educate the House and Senate on the value of the dispatch profession
Communicate these efforts by writing trip reports and position reports
Establish relationships with various media contacts as required

From the By-Laws…
OFFICERS: Shall be elected for a two year term commencing January 1st.
ELECTIONS: Will be held at the last regular quarterly meeting of the election year by those members of the council in attendance by secret ballot.

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

All vacancies in any office, except the office of President, shall be filled by secret ballot, if less than half the normal term has been served. If more than half the term has been served prior to the vacancy, the office shall be filled by appointment of the Council. If the office of President is vacated for any reason, the Executive Vice President shall succeed to the remaining portion of the term of office.

If you or someone you know is interested in stepping up the plate for your profession, send your nomination to **ADFBoard@dispatcher.org**

FAA Makes Traffic Management Planning Information Available on the Internet

WASHINGTON - General and business aviation pilots and commercial airline dispatchers now can use information obtained over the Internet to make flight planning quicker and easier. The U.S. Department of Transportation's Federal Aviation Administration (FAA) has announced that it is now providing pilots with access to runway visual range (RVR) information over the Internet. RVR is a value that represents the distance a pilot is able to see down the runway during an approach.

Pilots and flight operations centers use RVR in deciding whether to land at an airport when visibility is poor. Previously, RVR information had been available only to selected air carriers as part of the FAA's Collaborative Decision-Making initiative, where it was used for traffic management\ planning. The agency has determined that it is in the public interest to make RVR information available to everyone through web-based technology. This will help pilots save time while planning flights and give them the information they need to make decisions about landing at their destination airport - or whether they should consider an alternative airport. They will be able to check the RVR site from any computer with access to the Internet. Users will be able to view current and historical RVR data from 48 airports. The ability to access this real-time information is expected to enhance traffic flow management collaborative decision-making between the FAA and National Airspace System users, and between airline System Operations Centers and operational crews. The RVR data had to be provided in away that complied with the FAA's stringent security regulations before the site could become public.

FAA security employees, system administrators, and developers at FAA's Air Traffic Control System Command Center in Herndon, VA, and the Department of Transportation's Volpe National Transportation Systems Center in Cambridge, MA, worked together to make this happen.

Installation of the original RVR/traffic management interface, developed for the FAA by the Volpe Center, began with Boston and Memphis, TN, in February 2001 and is expanding nationwide. The RVR information is on the Command Center's public web site at http://rvr.fly.faa.gov

An electronic version of this news release is available via the World Wide Web at http://www.faa.gov/apa/pr/index.cfm

Airline Dispatchers Federation is updating the membership database and requests it's 2002 membership to update their profiles. Send contact information to:

RSmith@dispatcher.org.

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Located at the lower, right side of the home page, select this button and sign up!

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Credit Card Membership or an ADF Application may also be completed on the ADF Web Site at www.dispatcher.org. ADF information & newsletter will be distributed through your ADF Delegate if you have airline representation.

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Address:_____ City:_____ State:_____ Zip:_____

Home: (___)_____Office: (___)_____E-Mail:_____

Do you possess a US Aircraft Dispatcher's Certificate_____

Do you possess any other certificates or special qualifications_____

ADF dues are on a calendar year basis (January to December) plus a one-time initiation fee of $5.00 for Regular, Student and Retired Members or $10.00 for International Members.

Regular Membership $40.00: A regular member is an individual residing in the United States, or employed by a United States Carrier. IFALDA membership is included.

International Membership $50.00: An international member is an individual residing outside the United States. IFALDA membership is included.

Student Membership $25.00: A student member is an individual residing in the United States that has obtained their dispatch license but is not employed by a United States Carrier. IFALDA membership is not included.

Retiree Membership $5.00: A retired member is an individual that resides in the United States that has retired from the dispatch profession. IFALDA membership is not included.

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FAA to Establish New Air Navigation Concept Within a Year

The Department of Transportation's Federal Aviation Administration (FAA) will develop and implement within the next year a plan to establish public use of an innovative air navigation concept called "Required Navigation Performance" (RNP) that will significantly increase capacity and efficiency in the nation's airways.

RNP evolves the U.S. National Airspace System from a ground-based design to one where aircraft can take full advantage of advanced technologies for precision guidance in the en route (high-altitude) and terminal (about a 40-mile radius of the airport) areas. Potential benefits include allowing more precision approach and departure paths at airports and keeping aircraft clear of obstacles and terrain.

Using RNP, flight paths can be developed that meet operators' preferred routes and environmental requirements. Parallel paths also can be developed that will increase airspace capacity, both in en route and terminal operations.

"We intend to be the world's leader in realizing the efficiency and safety advantages this concept can provide," said Nicholas Sabatini, FAA associate administrator for regulation and certification.

A recent FAA policy statement on RNP commits the agency to moving forward on a plan to establish public RNP airspace and procedures over the United States. RNP defines the accuracy requirements to fly in certain airspace. While it does not specify that an operator carry a specific type of navigation equipment, it does require an automation capability aboard an aircraft to fly a specific flight procedure, such as an instrument approach into a particular airport.

RNP is possible thanks to increasingly sophisticated levels of automation for positioning and navigation aboard aircraft. Aircraft have used onboard computers for many years under the concept of area navigation (RNAV): flying point-to-point without following a zigzag course dictated by the location of ground-based navigation aids. RNP improves that capability, providing more efficient design and use of RNAV procedures.

The FAA believes RNP can also provide substantial safety benefits. For example, RNP will allow precise vertical and lateral guidance, similar to the Instrument Landing System (ILS). This benefit is possible not only in the final approach phase but throughout the entire descent from cruise altitude, and can be implemented at runways where no ILS capabilities exist.

Because of improved positioning and navigation capabilities, aircraft will be able to land at airports in lower visibility than is allowed today. The concept will simplify training, allowing pilots to practice just one type of instrument approach instead of the multiple types currently in use.

Alaska Airlines has pioneered the use of RNP for air carrier operations, using an FAA-approved RNP/RNAV
instrument approach into Juneau under lower weather minimums than those possible with conventional navigation aids.

Several member states of the International Civil Aviation Organization (ICAO) have implemented RNP in their airspace, and it is used in some areas of international airspace as well. The FAA is working with foreign civil aviation authorities to harmonize policies and standards so that RNP can become the "global common denominator" for air navigation.

An electronic version of this news release is available via the World Wide Web at
http://www.faa.gov/apa/index_press.cfm

United States Sets Deadline for Foreign Airlines to Meet Flight Deck Door Standards

WASHINGTON - U.S. Transportation Secretary Norman Y. Mineta today announced that foreign airlines must install new flight deck doors on aircraft serving the United States by April 9, 2003. Foreign airlines must also install temporary locking devices within 60 days of publication of the rule in the Federal Register.

On Jan. 15, the Federal Aviation Administration (FAA) published new standards for flight decks doors to protect airline and cargo crews from intrusion and small arms fire or fragmentation devices, such as grenades. More than 6,000 U.S. airplanes will have new doors installed by April 9, 2003. The major U.S. airlines voluntarily installed near-term modifications to reinforce doors soon after Sept. 11, 2001.

"President Bush and I remain committed to a safe and secure aviation system that will encourage Americans to travel," said Secretary Mineta. "Assuring the security of the flight crew is critical not only for the safety of American passengers but for international travelers as well."

The International Civil Aviation Organization (ICAO) recently said that its 187 member-countries would install doors that meet security standards similar to those adopted by the FAA but not until November 2003, seven months after the FAA deadline. There is no ICAO requirement for near-term fixes to flight deck doors.

"Many foreign airlines have already reinforced their doors," said FAA Administrator Jane F. Garvey "The FAA will continue working with foreign aviation authorities around the world to keep passengers and crew as safe as possible."

Beginning on Oct. 9, the FAA issued a series of regulations that allowed near-term door reinforcement to be carried out as soon as possible by providing airlines and cargo operators with temporary regulatory relief. The FAA understands that many foreign governments are prepared to grant similar temporary relief from their corresponding standards.

The FAA estimates that 1,921 foreign airplanes will need to be retrofitted. There are a number of doors that meet or exceed the requirements of this rule. Depending on which door is chosen, the cost of this rule will range from a low of approximately $40.9 million to a high of $80.2 million.

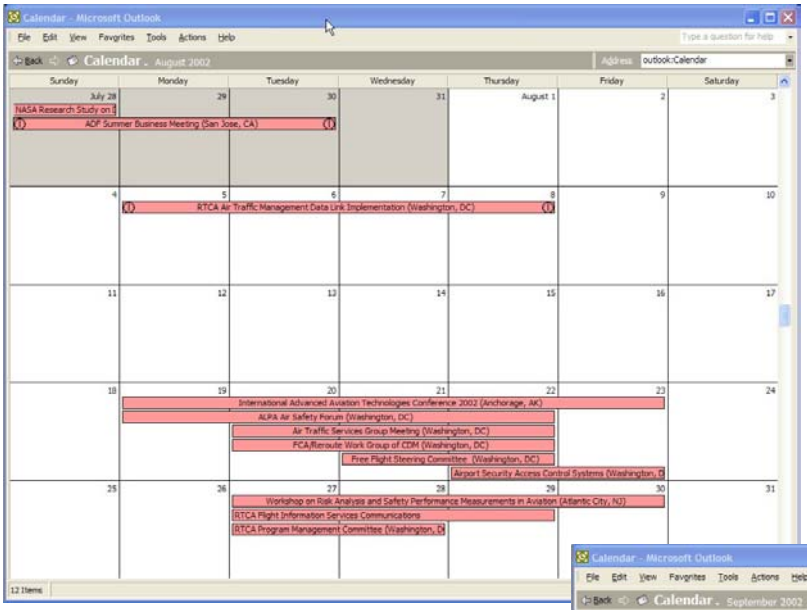
Final 2001 ADF Membership

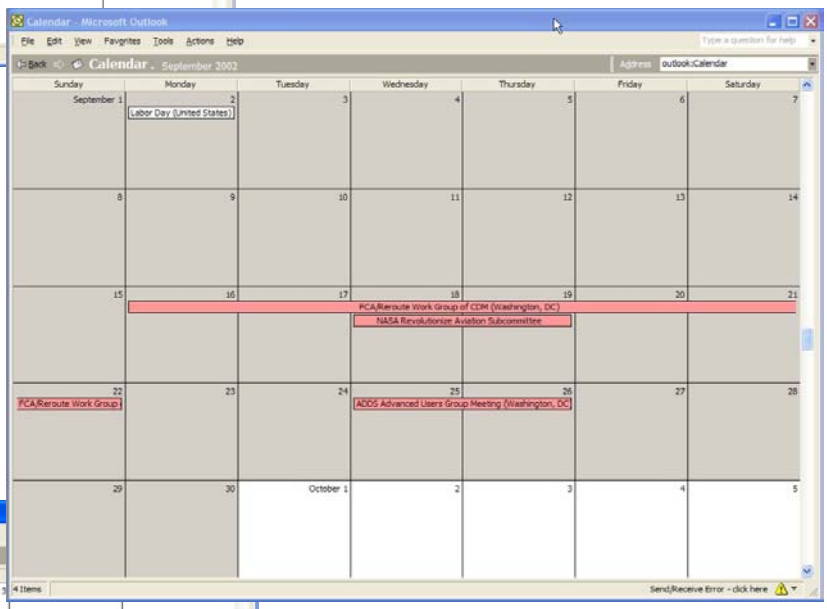
$40 Membership	1343
$25 Student Membership	40
$5 Retiree	10

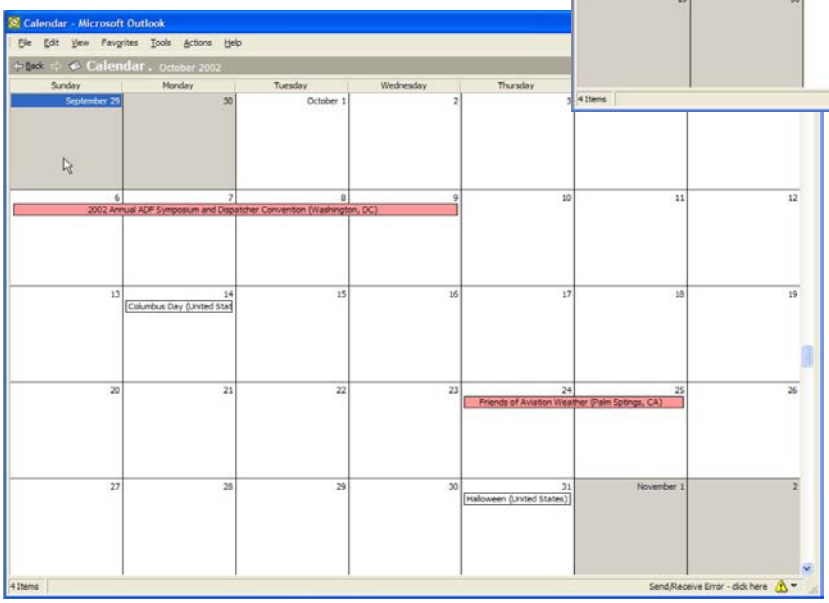
Total Membership
1393

In 2002, ADF Welcomed United Airlines Dispatchers
as a 100% Membership Airline

Airline Dispatchers Federation is updating the membership database and requests it's 2002 membership to update their profiles. Send contact information to:
Rsmith@dispatcher.org







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Advertisement

ZETRON COMMUNICATIONS SYSTEMS are tailored to meet the mission-critical, real-time demands of airline, airport, and air traffic control communications centers. To this end we offer the **Acom Advanced Communications System**, a fully digital voice and data console system that represents the state-of-the-art in aviation dispatch technology. Acom's end-to-end digital architecture integrates voice (radio and telephone), data, paging, and video to provide unmatched flexibility and ease of use. An Acom console system can range in size from a few operators to literally hundreds of dispatch positions. With Acom, dispatch facilities located in different geographical areas can be networked to provide distributed switching and wide area control for improved efficiency, greater operational effectiveness, and maximum security and reliability. Acom provides the ideal platform to implement new communications technologies such as Voice and Video over Internet Protocol (VoIP) and "digital-at-the-desktop" functions such as encryption and data compression.

The flexibility, expandability, and scalability of the Acom architecture are its greatest strengths. Acom systems are created from the core building blocks of the technology to provide virtually any system capacity, functionality, and configuration required. These building blocks include the "back-room" Common Control Equipment (CCE), Acom dispatch workstations, LightReach fiber optic units (for systems running on a fiber optic backbone), and the interfaces and protocols that allow Acom to communicate with a wide range of communication devices and systems.

Acom's Windows-based consoles are fully configurable and offer intuitive, easy-to-use interfaces that can be easily tailored to provide any mission-specific functionality. The Acom Video Display Unit (VDU) that runs on the workstation provides a highly flexible and efficient graphical user interface (GUI) for managing all communications. An Acom workstation includes a PC equipped with a flat panel LCD or CRT touchscreen monitor and an Operator Control Unit (OCU). The OCU connects the workstation to the CCE via redundant T1/E1 links. The OCU provides full-duplex stereo audio, so that operators have total control over how select and unselect audio are presented to them. The OCU also provides interfaces for headsets, handsets, speakers, footswitch, voice loggers, and Instant Recall Recorders.

Acom is an ideal platform for creating and managing a network of dispatch centers and sharing their communications resources. Multiple communications centers, for example a primary site and a back-up facility can be connected using high bandwidth T1/E1 or ISDN interfaces, or lower bandwidth leased line connections. For maximum bandwidth, a fiber connection can be used to create a seamless optical network that links dispatch facilities. The CCE needed for a networked system can be consolidated at one site or distributed among the various sites in the network. Any site in the network can perform the dispatch functions of any other site. In a distributed switching environment, operators can move from one position to another, from one geographic location to another, log-on to the Acom system, and perform their functions as though they were seated at their own workstations. This means ultimate survivability and resiliency for an organization's dispatch communications infrastructure.

Acom guarantees exceptional performance, superior network connectivity, and cost-effective evolution to satisfy the requirements of aviation communications centers today and tomorrow. Acom systems are installed in mission-critical dispatch centers worldwide including aviation, public safety, utilities, railway and highway command headquarters, military/defense command centers, and maritime communications centers.

Zetron is a leading supplier of command and control systems, with more than twenty years experience designing, manufacturing, and supporting mission-critical communications systems. Zetron offers an extensive line of communication equipment tailored specifically for the aviation industry, including radio dispatch consoles, E-9-1-1 and administrative telephone systems, paging encoders and terminals, data telemetry systems, and fire station alerting systems. From our headquarters in Redmond, WA and our international facilities in the United Kingdom and Australia, Zetron serves customers in more than 60 countries world-wide. Our ISO 9001 certification guarantees that our systems and products will perform reliably for years to come. Zetron's focus on our customers' interests, our financial stability, and our investment in new technology are our commitment to our aviation partners for continued success together. Please visit our Web site at www.zetron.com to learn more about our company, our products, our capabilities, and our commitment to our customers.

SOURCE: Boeing Air Traffic Management

FAA Selects Boeing to Demonstrate Concepts for Heightened Security In Air Traffic System

MCLEAN, Va., July 18 /PRNewswire-FirstCall/ -- The U.S. Federal Aviation Administration (FAA) today announced it has selected Boeing for a $23 million contract to evaluate the feasibility of integrating emerging security- and capacity-enhancing technologies into the current National Airspace System. Leading the effort will be Boeing Air Traffic Management (ATM). The concepts to be studied include a global satellite-based architecture, a highly integrated and secure information network, and secure, broadband two-way communications capability.

These enhancements would increase common situational awareness across the entire airspace system and, based on the availability of better information, improve collaborative decision-making in response to threats or other non-normal events. The enhancements would facilitate better tactical and strategic decisions concerning use of the nation's air space.

"We are eager to help the FAA in every way we can to further secure our nation's air transportation system," said John Hayhurst, ATM president. "The events of September 11 created new security imperatives for air travel. At the same time, we knew that the advanced concepts we were developing to help the air traffic system cope with a healthy, growing demand for air travel would also inherently strengthen safety and security," he said.

According to Hayhurst, the company is dedicating significant internal resources to supplement this effort. Hayhurst said that this enables ATM to leverage existing company assets and expertise that will support innovative approaches to meeting the nation's aviation needs. For example, the team will have access to company-wide laboratory facilities and advanced capabilities in modeling and simulation, and will draw on the tools and test facilities of Boeing subsidiaries Aumetric and Preston Aviation Solutions.

ATM will apply end-to-end system analysis tools, models and simulations to evaluate the proposed system architecture. Proof-of-concept demonstrations will be conducted using an existing networked laboratory infrastructure and Connexion One, a unique, satellite communications-equipped 737-400 research and test aircraft. In addition, Connexion by Boeing(SM), which is a member of the core team, also is providing the airborne and ground-based infrastructure that supports secure two-way satellite broadband communications between the aircraft and a secure information network.

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The demonstrations will --

-- Integrate a common information network with air traffic management
   functions (communication, navigation and surveillance) to substantiate
   the ability to maintain real-time and continuous situational awareness,
   demonstrate the feasibility of a secure communications system and
   validate aircraft monitoring and data transmission capabilities.
-- Build on the previous demonstration to create a smoother, seamless
   transition between oceanic and domestic air traffic control domains
   while maintaining safety.
-- Explore a solution for monitoring aircraft on the ground that is
   integrated with existing airport security systems.
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"Boeing commends the FAA Administrator Jane Garvey and Senator Patty Murray for their commitment to making sure that the air transportation infrastructure receives the resources required to make the airspace system even more safe and efficient," said Hayhurst.

SOURCE: Boeing Air Traffic Management