The ADF News
Volume 13 Issue 2
Summer 2002

Inside this issue:



Airline Dispatchers Federation
Safety Professionalism

The ADF NEWS

SAFETY ADF PROFESSIONALISM

*"Keeping the Dispatch Profession Informed"*

# Worldwide 2002 Summit a Success

The Toronto 2002 International Summit was a huge success as the second highest in attendance for a meeting to date. Some excellent speakers offered insightful information on critical subjects, while 14 vendors displayed their state of the art technology. The members and their guests all enjoyed the trip to Niagara Falls and the Dinner Cruise. Air Canada hosted a nice tour of their SOC, and Bombardier offered a tour of their factory .I would like to thank Amar, Gail, Mandy, and Tim with The BLR Group for their support and I would like to thank all who participated. The usual thanks go out to the members that attend, and there is always a very appreciative thanks to the vendors that support and sponsor ADF/IFALDA/EUFALDA, especially those financially fortunate enough to go the extra mile and sponsor an event. I would this time like to add an equally important tribute to the friends and family members of the "doers" in ADF/IFALDA/EUFALDA, for without their moral support we would not be able to accomplish our goals. Everyone knows we are all volunteers. There are many meetings to attend, newsletters and e-news to put out, position papers to write, databases to maintain, Summits and Symposiums to host, and countless papers to read and keep track of. All of this is accomplished by volunteers that take precious time away from their personal lives to protect all dispatcher's careers and professions to maintain a lifestyle they have grown accustomed . Family and friends at one time or another have all asked "Why doesn't someone else do it ". Well that is a question we cannot answer. We can only hope that thru the "doers" good examples it will draw more people to get involved. So to the family and friends of the ADF/ IFALDA/EUFALDA volunteers an appreciative thank you, and please continue to be proud of and support the few that do so much for so many.

Pictures and presentations from the summit are available on the ADF website. www.dispatcher.org

# Book Review of North Star Over My Shoulder

The following review was published by the editor of Aviation Daily

NORTH STAR OVER MY SHOULDER

A Flying Life
By Bob Buck
Simon & Schuster
446 pp. Hardcover, $26.00

This is the fifth aviation-related book by Buck. His earlier tomes were well-written and informative, as is this. It is a book with "heart," in which he recounts learning to fly as a teenager, and the many solo flights he took to disparate locations in the U.S., Cuba and Mexico in his Pitcairn Mailwing and Lambert Monocoupe. Airline pilots who entered the field in the 1930s had similar experiences, but Buck's early flying stories have a quality of adventure beyond most.

Many retired airline pilots began their careers flying Douglas DC-2s and ended with Boeing 747s. Their stories tell of hours of boredom punctuated by moments of stark terror. What is unique about Buck's are the detours he took in his 36-year career flying for Trans World Airlines.

What resonates in this narrative is his deep interest in weather and its impact on flying. This impels him to fly a B-17 all over the world seeking out bad weather experiences, situations most of us avoid. That he was a civilian with mostly a civilian crew flying in almost every continent in an Army B-17 fortress was, alone, unique. He attempted to pierce the mystery of thunderstorms flying a high-performance P-61.

His association with Hollywood--especially former Marine Corps pilot and movie star Tyrone Power--provides a view of the film industry in the 1940s.
Power comes across as a good pilot and a good guy, hounded by an adoring public. How better to learn the true person than flying in a DC-3 cockpit over four continents?

Buck's association with Howard Hughes jibes with other characterizations of the reclusive millionaire. Especially interesting was Hughes' involvement with the early possibility of building a U.S. supersonic transport.

Buck's flights in a F-104 and his review of the Anglo-French Concorde program as part of this search for information indicate how serious we were in developing a supersonic transport. His continual upgrade to new equipment as a pilot also reflects the progress made in developing faster and higher-flying aircraft. Buck was one of the first airline pilots to fly the Boeing 707, and the fact that he was able to get some T-33 flight time prior to the 707 speaks to the foresight of the airline management at the time. As a former Pan Am 707 pilot/flight engineer, I also have to agree that the golden era of the commercial pilot, especially on international runs, may indeed have been the early days of the 707. ***The fact that pilot judgment is being upstaged by increased dispatcher control and the more inflexible demands of air traffic control is not lost on today's commercial pilots.***

You don't have to be a pilot to appreciate this book. An interest in in Flying or the joy of a tale well told will suffice.

Reviewed by David M. North

Flying or the joy of a tale well told will suffice.

Reviewed by David M. North

# Book Review of North Star Over My Shoulder
# ADF Responds

**The following article was published June 17th edition Aviation Week and Space Technology**

May 29, 2002

Mr. David M. North
Editor in Chief, Aviation Week and Space Technology
2 Penn Plaza, Fifth Floor
New York, NY 10121
*Via Email*

Dear Mr. North,

As the President of the Airline Dispatchers Federation, an all-volunteer, non-union professional organization representing the majority of active Aircraft Dispatchers in the United States, I am writing to you in response to your comments on Page 64 of the May 13, 2002, issue of Aviation Week and Space Technology. In the second to last paragraph of your book review of *North Star Over My Shoulder*, you stated, "The fact that pilot judgement is being upstaged by increased Dispatcher control and the more inflexible demands of air traffic control is not lost on today's commercial pilots."

I was unaware that you considered yourself, as the Editor in Chief of Aviation Week, as speaking for all of "today's commercial pilots." I was under the assumption that Aviation Week was primarily interested in reporting news.

Further, I believe that your statement, "pilot judgement is being upstaged by increased Dispatcher control," is highly inaccurate. I sincerely hope you are aware that the regulations governing larger air carriers have not changed with regard to Operational Control in some time. Specifically, I refer to Code of Federal Regulations (CFR) Federal Aviation Regulations (FAR) Part 121, specifically 121.533, 121.601, 121.627, 121.633, 121.639, and 121.647. These regulations have come to be referred to as the "Joint Responsibility" regulations.

Some individuals have misunderstood joint responsibility to be joint authority. Joint responsibility does not in any way detract from the authority of the Pilot in Command, who must in every case retain final authority for the safe conduct of the flight. Joint responsibility does, however, ensure the highest levels of aviation safety by requiring an individual on the ground to continually monitor anything that might impact the safe operation of the flight, notify the Pilot in Command, and agree upon a resolution. The requirements of joint responsibility are not new.

I believe that the two pilot airplanes of the current age serve to increase the importance of the role of the FAA-certificated Aircraft Dispatcher with regard to aviation safety. Many Pilots agree with this assessment. Our members continually report that Captains communicate this information to them after their flights have been completed. Many others in our industry also agree with my assessment. Please see the attachment for a collection of quotes by various leaders throughout the aviation industry.

Dispatchers perform many valuable functions. One study determined that Dispatchers perform 13 primary tasks, with a further 104 sub-tasks required to support the primary 13. The end result of these efforts has been termed "A plan for predictability." This plan includes, but is not limited to:

- Computation of Fuel Required
- Filed Route
- Drift Down (Engine out terrain avoidance)
- Aircraft Performance
- Departure, Enroute, and Destination weather
- Alternate Airport selection
- Mechanical Condition of Aircraft
- Arrival Fuel
- Hold Time

Unfortunately, Dispatchers are not required throughout the world, or even for all heavy turbojet operations within the United States. We have assembled a list of actual accidents and incidents where we believe Positive Operational Control could have made a difference. I have listed a short selection of the more notable accidents below, and can provide a much more detailed list if you so desire:

Avianca 707-321B, on January 25, 1990
Hapag-Lloyd A310-324, on July 12, 2000
Gulfstream G-1159, on March 29, 2001

The Airline Dispatchers Federation is a proud advocate of the contribution of Dispatchers to aviation safety. We believe that our contribution has been an effective and important component of the high degree of safety enjoyed by airlines based in the United States, and hope that you can see the positive effect upon safety that the

*(Continued on page 4)*

*(Continued from page 3)*
Dispatch profession provides. You will find further information on our website at http://www.dispatcher.org. Please let me know if I can provide you any other information regarding the Dispatch profession.

Sincerely,
David W. Smith
National President Airline Dispatchers Federation

**Secretary of Transportation Norman Y. Mineta**, "Dispatch! Isn't that the difference? Part 121 has it.... Why don't we require Dispatchers for (other operations)?"

**President and CEO of Southwest Airlines Mr. Herb Kelleher**, "Dispatcher's are the heart of the Airline".

**Congressman James Oberstar**, "Dispatchers should be S.O.P., Standard Operating Procedure."

**Capt. J. Babbit**, President of ALPA, "Flight Dispatch is not required for Part 135 operation. This is a SIGNIFICANT omission that can affect safety."

**RTCA Director, Hal Moses** stated, "The aircraft dispatcher is a vital component in the triad of safety..."
**Ms. Katherine Hakala Perfetti, FAA Special Assistant,** stated that, "Because of the Airline Dispatchers Federation, the role of the Aircraft Dispatcher has been proven a critical link in air safety".

**Harold Johnson, FAA Regional Dispatch Resource,** stated, "Dispatchers have the ability to shortstop the accident trend and rewrite the Aviation Accident story. History will write your contributions as the unsung hero's of the aviation community".

**Jim Pierce, Chairman & Chief Executive Officer of RTCA**, stated "Free Flight will use information technology to link controllers, pilots, airline dispatch centers and airports in the collaborative management of flight planning and operations."

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**Dave Porter, Director- Flight Programs PACAF AMOCC**

The reviewer, Mr. North, made an interesting observation about the perception that air traffic controllers and aircraft dispatchers have too much control over airline pilots.

I'm not too sure about the former since that's pretty much what air traffic controllers do.. that is, by definition, they control....

As far as the latter, aircraft dispatchers don't control pilots; they have neither the authority nor the ability (unless someone figures out a way to embed a joystick into a dispatcher's computer keyboard by which they can somehow wrench control away from the pilot). What aircraft dispatchers have is dictated by law, joint responsibility with the pilot in command for the operational control of the flight.

Through collaborative decision making doctrine, the dispatcher provides the pilot with input and recommendations necessary for the safety of flight. This doctrine is global since it is part and parcel of ICAO Annex 6 4.6.1c.

During normal operations the pilot and dispatcher collaborate and make operational decisions. CDM studies have proven that pilots make better decisions when working with their dispatcher but at the end of the day, itis the pilot that commands the flight.

Respectfully,

David H. Porter
Director- Flight Programs
PACAF AMOCC

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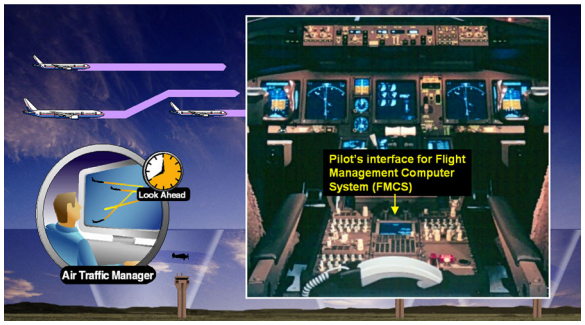
BOEING

**Trajectory-based flight planning is a critical component of the Boeing Air Traffic Management concept. Data from on board the aircraft is used to create the trajectories. Artwork courtesy of Boeing Air Traffic Management.**

**Trajectory-based Airspace Operations**



# New Study documents Operational and Financial Benefits of PASSUR™

*Instrumental in Preventing Diversions*



A new study released by Darryl Jenkins, director of the Aviation Institute at The George Washington University, provides detailed documentation of the operational and financial benefits of using the PASSUR flight tracking and information system

The study, co-authored by noted aviation expert Bill Cotton, demonstrates that the costs of irregular operations are extraordinarily high, but the industry does not have to continue to absorb them. The study concludes that all told, gaining control of irregular operations can mean the difference between profit and loss for an airline, and that PASSUR can play a significant role in solving this problem.

Preventing Diversions

One area of the study which is of particular relevance to dispatchers is the detailed analysis presented on the cost of diversions, and how PASSUR is used at operations control centers to prevent them. The study found that:

- The cost of diverting a single aircraft can range from $22,200 for a narrow-body plane to $181,800 for an international wide-body plane. Savings on an annual basis could be well over $1 million annually.
- PASSUR is used by dispatchers to prevent at least 1 to 3 diversions a week. Several major airlines use PASSUR for their dispatch function.

Generally, preventing a diversion is accomplished in one of two ways:

- Using the stack analysis tool (StackView™) on the PASSUR screen, the dispatcher is able to tell the captain where his flight is ordered in the stack, and how frequently flights are being pulled out of the hold and cleared to land. Using this visual and informational reference, the pilot can temporarily set aside the Expect Further Clearance Time as a factor in the diversion decision, wait longer in the hold, and land at the intended airport.
- When a dispatcher has two of his flights in a hold, PASSUR can show the relative positions of each. A request is then made to the FAA to prioritize one over the other for clearance. This is especially valuable when the decision is between diverting two very different types of flights, for example: narrow-body domestic vs. wide-body international; or one flight with 50 connecting passengers, vs. the other with only five. The FAA will accommodate the request as long as it is between two flights of the same carrier.

The PASSUR System is a private, national passive flight tracking network and software that integrates publicly available data with proprietary surveillance information and algorithms to generate Estimated Times of Arrival (ETAs), positional information, aircraft status parameters, irregular operations alerts, statistical reports about runway usage and airport flow rates – all for decision support by flight dispatchers and ATC personnel at airline control centers, and gate, connection and customer service personnel at airline stations. Seven major airlines, including 6 of the top eight in North America, and more than 23 airport authorities are customers. The PASSUR network is deployed in more than 50 locations across the U.S., covering 60 percent of the top 40 U.S. airports.

Maximizing arrivals, eliminating unmets, managing connections:

- PASSUR is used to increase arrival demand on the airport. According to the study, “there is often a significant lag between the time when the weather event lifts and runways reopen, and the time the air traffic service provider lifts the flow restrictions. That lag can result in significant revenue loss. PASSUR enables airline ATC coordinators to immediately see when runways are re-opened.

*(Continued on page 22)*

# FAA REDAC ATS Subcommittee

In the following letter to the President of ADF, an invitation was extended to the federation to participate in the ongoing NAS studies being conducted at the NASA-AMES Institute. Representing ADF will be Bill Leber of Northwest Airlines. Bill is currently the ATC Coordination Manager and will provide the maximum benefit of this opportunity.

Dave,

At our last ATS meeting we discussed the possibility of inviting the ADF to join our group. As a former airline employee, I think I understand the importance of your members in the NAS. Our next meeting will be held at NASA AMES on July23-24-25. We got approval at our last full committee to add the ADF.I know that your resources are scarce these days, but I would like to invite you to join us. If you are interested in accepting the invitation, please let me know and I will ask Gloria Dunderman, the committee administrator, to add your name to the list and send you the agenda for the next meeting.

Best regards,

John Kern--- ATS Chairman

***A global flight-tracking tool***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**CS** is a European leader in aeronautics and is present all along the supply chain. It develops software for critical avionics, product definition management (PDM), electronic document management, aeronautical simulators, and traffic and operations management. In close cooperation with customers, **CS** designs highly secure airborne software. This involves monitoring and alarm systems, ground-air-ground communication and navigation systems, engine management systems, flight controls, and braking systems.

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CS has developed a flight-tracking tool dedicated to airline operation centres. **GEOSTAR** is a real time flight watching system designed to increase air safety by enabling dispatchers to anticipate and react to unforeseen circumstances. GEOSTAR is a cost effective solution, which is based on an Aircraft Situation Display that allows flight officers to optimise fleet following.

With **GEOSTAR**, we enter into a strategic environment, offering airline companies the capability to give in real time, first class assistance to aircrews, ensuring flight safety and achieving substantial savings.

**GEOSTAR** is a proactive flight-tracking tool of the latest generation, thanks to which the crews are no longer alone in facing flight hazards, but can count upon the permanent support of dispatchers to guaranty optimal flight progress.

**GEOSTAR offers:**

- **A world wide Aircraft Situation Display**
- **A modular system**
- **A fully embedded system**

**Proactive flight tracking** is certainly the best solution that allows airline companies to ensure the efficiency of their flight operations and puts at their disposal all the elements necessary to aid decision-making.

The objective of proactive flight tracking offered by **GEOSTAR**, is to assist aircrews and airlines operations in their decision-making.

Thanks to its modular architecture, GEOSTAR is fully compliant with any of the IT systems involved in the Airline operations centre and is able to supply with:

- Flight Data Management
- Flight Plan Management
- Weather Data Management
- Notam Database Management
- Navigation Database Management
- Real Time Position Report System
- **(RADAR and ACARS**)
- Flight Tracking Warning System
- Security Management

In addition, GEOSTAR can be linked to the data flow of all data providers chosen in your AOC (navigation data, weather, Notam, flight planning, flight scheduling, ACARS communication, etc…).

Developed in partnership with and for aeronautical professionals, **GEOSTAR** is already in operational service at AIR FRANCE.

For complementary information regarding C-S or GEOSTAR, please visit ours web sites at:
www.c-s.fr and http://geostar.c-s.fr

# *ARAC Update*

**SUMMARY:**

The FAA is notifying the public of the outcome of our periodic review of existing regulations. This action summarizes the public comments we received and our responses to them. This action is part of our effort to make our regulatory program more effective and less burdensome.

**FOR FURTHER INFORMATION CONTACT:**

Patrick W. Boyd, Office of Rulemaking,
ARM-23, Federal Aviation Administration, 800 Independence Avenue SW.,
Washington, DC 20591; telephone (202) 267-7320.

**SUPPLEMENTARY INFORMATION:**

Background

Under section 5 of Executive Order 12866, Regulatory Planning and Review, each agency has developed a program to periodically review its existing regulations to determine if they should be changed or eliminated. See 58 FR 51735, October 4, 1993. The purposes of the review are to make the agency's regulatory program more effective in achieving the regulatory objectives and less burdensome. The FAA conducts its review on a three-year cycle.

On July 13, 2000, we published a document in the Federal Register asking the public to tell us which regulations we should amend, eliminate, or simplify. See 65 FR 43265. The document stated that we would consider the comments and adjust our regulatory priorities, consistent with our statutory responsibilities. The document also stated we would publish a summary of the comments and an explanation of how we would act on them.

Summary of Comments

In response to the July document, we received a total of 476 comments from 207 different commenters. The issue generating the most public comments is the proposed Aviation Noise Abatement Policy 2000, which we published in the Federal Register on July 14, 2000. See 65 FR 43802. The noise-related topics most frequently mentioned include the following:

Noise levels, Day/night average sound levels,
Local control,
Minimum altitude requirements,
Supersonic aircraft and sonic booms,
National park overflights,
The FAA's and the public's conflict of interest,
Night flights, and
General comments about the policy.

Overall, commenters are opposed to both the proposed policy and the growing noise problem and indicated that the FAA should do more to protect the public from aircraft noise. The commenters addressed the following specific issues:

Reducing the current maximum noise allotment (decibel level is too high);

Creating different Giving communities more local control over noise policies;

Increasing the minimum altitude requirements (many commenters specified 3,000 feet);

Creating stricter regulations for supersonic aircraft and sonic booms, helicopters, and ultralights; and noise levels for day and night; Banning or reducing the overflights of national parks to preserve the park and wildlife. Other issues not related to the proposed noise policy that were raised by the commenters include the following:

*(Continued on page 9)*

Age 60 rule: Commenters indicated that this rule causes age discrimination and, because of advances in medical technology, some people remain healthy and fit to fly after age 60. Agricultural aircraft flight operations: Commenters addressed the dispensing of chemicals and the differences in agricultural operations over congested areas versus noncongested areas.

Annual aircraft inspections: Commenters favored an increase between aircraft inspections from 1 year to 1\1/2\, 2, or 3 years. Biennial flight reviews: Commenters stated that biennial flight reviews should be allowed in aircraft without fully functioning dual controls.

Certification requirements for commercial pilots: Some commenters indicated that the regulations need to be clarified and need to have regulatory options for gliders, because gliders are different than other aircraft and some of the current regulations are irrelevant. Commenters also specifically requested clarification of solo requirements Certification requirements for private pilots: Some commenters encouraged more night flying requirements, especially for training. Commenters also requested specific glider requirements.

Commuter and on-demand flight operations: Commenters discussed takeoff, approach, and landing minimums and how long records should be kept on file. Drug and alcohol use, testing, and offenses: Some commenters believe charity airlifts and smaller flight operations should be excused from drug and alcohol testing requirements and that regulations concerning use of alcohol should be more restrictive with ``zero tolerance."



Various commenters also requested clarification of the regulations dealing with drug or alcohol offenses in aircraft or in motor vehicles.

Flight- and duty-time rest requirements: Some commenters indicated that there should be a better definition of ``duty time" and its official beginning or end. The commenters suggested having one set of regulations instead of a set for each kind of operation.

Instrument and equipment requirements: Commenters discussed certain types of equipment, such as transponders, aircraft lights, pitot heat indication systems, emergency equipment, and flight recorders. Some commenters want more stringent regulations, while others want fewer restrictions and some indicated the regulation should be deleted

The FAA finds that reviewing public comments on our regulations helps us in assessing the effectiveness of our regulatory agenda and adjusting the agenda, when necessary. As a result of this review, we have identified several issues that we will address in future rulemaking projects. In addition, the review offers us a general understanding of the public's concerns regarding our regulations. We intend to continue to request public comments on a three-year cycle to identify any necessary changes to our regulatory program. We plan to issue a document soliciting public comments for our next review in 2003.

Issued in Washington, DC, on January 18, 2002. Nicholas A. Sabatini,Associate Administrator for Regulation and Certification.

## 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.

## 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

## New ADF Address

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New ADF Golf Shirts are in! Purchase at the ADF Store at www.dispatcher.org
Or contact Webstore@dispatcher.org

# Letter from the President

Hello, my fellow dispatchers. It is already June as I write this and I am amazed at how quickly the days pass. Besides working full time at my job, I am also working full time at this position. ADF is having a busy, productive quarter and year. I would like to update everyone on the status of a few issues.

We have certainly seen the downside of internet technology recently as someone grabbed an email list off of one of our suppliers' sites. This generated a message to all of the people who signed up for email notification of events and information. We still have not been able to isolate the originator of that message, but it seemed to create a lot of confusion and consternation. I apologize for any inconvenience that may have caused you, but it highlighted some weaknesses in our procedures that we are trying to correct. We are learning from what I perceive as an address hacking effort. Certainly we are not perfect, nor do I think it is even reasonable to expect that a volunteer organization will have a 'perfect' web presence. However, we are taking some important and ongoing steps to fix the weaknesses. I appreciate your patience. While I am on this topic, we are still trying to find someone interested in assisting with website maintenance. Contact me or Brad Irwin.

Some other areas we are working on include an increasing presence in CDM committees and subcommittees. My thanks to Joe Cook, Steve Caisse, and Jeff Rehaluk, for their continued efforts and real-world experience will keep the CDM process on track from a dispatch perspective, refocusing these committees when necessary. I am pleased with the progress made already this year at these meetings. On a different front, Giles O'Keeffe is working to resolve some of the outstanding aviation security problems, ensuring that appropriate processes and procedures are in place when we need them.

"S2K+2" continues to fall into my meeting calendar. This group is the derivative of the "Spring 2000" initiative that tries to resolve shorter term issues, primarily focusing on ATC constraints, military coordination, and weather reroute problems. Recent meetings have revolved around the Vacapes escape routes, FEA/FCA, CCFP (the tool that drives the ATC reroutes; see the link from the ADF weather page, under Thunderstorms), and EDCT compliance. Additionally, I continue to oversee and steer the ongoing items related to the incorporation mentioned last time.

I also made a recent trip to the FAA Training Center in OKC, along with Norm Joseph, Director of Aviation Rulemaking. We were at OKC at the invitation of Jim Gardner and Dave Maloy, both of FAA AFS division, who were running a training class for the newly named Aviation Safety Inspectors, Dispatch. I was pleased to see the very strong dispatch experience that these appointees brought to the table and the in depth curriculum that was being presented in that class. Norm and I made presentations on two days and also made new contacts and friends. I hope that each of you will feel comfortable in making contact with, and congratulating, your new ASI. A link to the ASI's contact list is on the website. These are real people with real experience.

I want to welcome two people who are volunteering and already working on your behalf. Wendy Dubord is the newly named Director Regional Operations. She will be working to improve involvement from our members at our national and regional carriers. Wendy is a dispatcher at Atlantic Southeast Airlines.

Brad Ward is a dispatcher and operations manager for Atlantic Coast Airlines. As your new Communications Coordinator, Brad will be responsible for ensuring that delegates and members receive prompt and accurate information regarding all aspects of our organization. Announcements on both of these positions are forthcoming, but I would like to personally thank and welcome both of these volunteers to these very important positions. They have stepped forward. Now, I want your involvement at any level you can sustain. ADF continues to be a volunteer organization.

Please visit our new Volunteers Wanted page on our website for current recruitment initiatives. Our resources are scarce and appreciate any and all levels of involvement given to the dispatch profession and it's federation, we all make a difference, yet together we have impact.

## SJC ADF Summer Business Meeting

The upcoming ADF Summer Business meeting will be held in SJC California July 27th-July 29th Sponsored by NASA Jeannie Davison with NASA in conjunction with Phil Smith from Ohio State University will be facilitating a research study of 8-10 dispatchers regarding the routing of aircraft in a weather situation. If you are interested in joining this group, please send an email to TBenson@dispatcher.org for availability.

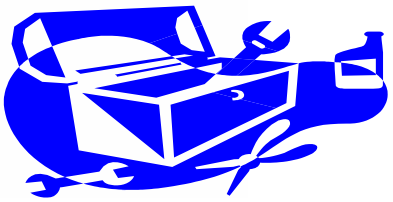
The study will take place at the Sheraton Hotel July 27th 8a-1p. The ADF Board members Business meeting will begin July 27th 4p-8p.The General session will begin July 28th 8a-5p, and continue July 29th 8a-12p. The hotel for all meetings and lodging will be the Sheraton at 1100 N Mathilda Ave, Sunnyvale Ca 94089. There is a free shuttle bus from SJC airport to the hotel. The room rate is $89.00 per night plus taxes and includes a complimentary breakfast.

Please call the hotel directly to book your room 408-542-8261 and mention you are with the ADF group.

Places of interest nearby are The Great American Amusement park, Egyptian Museums, the Stanford shopping mall and several outlet malls, The Cal train to SFO takes about 45min-1 hour for less than $10.00 (the hotel will provide a free shuttle to the station), and if you have a rent-a –car there are several good wineries in the Santa Cruz mountain area.

# Training Tool-Box

**Where are the nine Volcanic Ash Advisory Centers located?**



**Answer Below:**

Anchorage, AK, United States
Buenos Aires, Argentina
Darwin, Australia
London, United Kingdom
Montreal, Canada
Tokyo, Japan
Toulouse, France
Washington, DC, United States
Wellington, New Zealand

## Upcoming ADF Meetings

Summer 2002 Business Meeting
July 28-29, 2002
San Jose, CA

Symposium and Fall Business Meeting
October 6-8, 2002
Washington, D.C.

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

Spring 2003 Business Meeting - May 4-6, 2003 Tentative
World Dispatch Summit , Shannon Ireland - Tentative

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

Symposium and Fall Business Meeting - October 12-14, 2003, Washington, D.C.

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## NWS Trying to Streamline Aviation Weather Services

Mr. Jack Kelley - NWS Director - Trying to eliminate number of outdated aviation weather products to accommodate new ones. Problem is that the aviation community is so diversified that it is extremely difficult. The NWS produces 900,000 TAFs per year for 560 locations. Does the TAF for Williston, ND need to same priority as Chicago O"Hare? Can the TAFs be automated so that the last 12 hours are done by computer models versus forecasters? What text products can be done away with? TWEBS, AREA forecasts etc. All very good questions. Each airline is going to review the list of products and submit an ATA position statement on this issue. The problem is that the NWS will still have to go to GA operators and try and gain some consensus. The ultimate goal is to have a database of information and have products created from that single database by software. We have a long way to go before that happens

Bogus Tower Windsheer alerts - Problem has been identified with the sensors during ice and snow conditions. FAA working on a fix. TDWR site also have problems.

Tall ATC Towers - When the visibility less than 4 miles the lowest prevailing (tower or ASOS visibility sensor is what is reported in the body of the METAR. 24 towers are above 330 feet and the decision height may be well below. FAA acknowledges the problem and is collecting samples to have the procedure changed.

CCFP - Began 3/1/02. Changes that will be incorporated during 2002 include:

- The addition of a dialogue box indicating virtual any thunderstorm activity in Cleveland, Boston, New York and DC centers. Previously, only thunderstorm activity which met the CCFP criteria were included.

- Amendments will be issued this year. This will probably be taken care of by the Aviation Weather Center without any collaboration due to time constraints.

These changes will be phased in during the season and not at the beginning of March.

Precip Level Standardization - There is a movement underway to standardize the precip level and color scheme in the FAA. Presently all displays at the Towers, TMUs, ARTCC and the ATCSCC all have varying displays.

There has been a call for standardization from NATCA.

NOTAMs - Looking at standardization of formats and better delivery means.

Snow Depth - Considerable debate on the removal of Snow Depth reports from the METAR. I need to get back to the ATA Met Committee if this is an issue here at Southwest.

Internet Access to Weather Information - A/C published on 1/14/02. One needs to be a quality provider for us to be able to use them. In addition present policy calls for us to update our Ops Spec with the name of each provider we will use. The ATA Met committee is trying to get this changed simply to state that we can only use Quality FAA approved sources for operational decision making. This is a biggie!

TAFs- The NWS finally reported some TAF verification scores. Removing all tempos, probs and BCMG they only scored about 50% accuracy on the TAFs. Including those groups only verified at just below 70%. They realize this is a huge problem and are taking steps to try and correct things. This will not come quickly as the main thing that needs to be done is to have the forecasters better understand threshold points for specific locations. A huge culture change is underway include the potential removal of PROBS. The ATA Met Committee will have a sub committee to work on this very issue. I was asked to participate by the NWS as we have such a big stake in NWS TAFs.

We really need some feedback on Internet Access to Weather Information, TAFs, and Snow Depth.

# Volcanic Ash Workshop Summary

Volcanic Ash Workshop Summary

I, Len Salinas of United Airlines, attended the "Volcanic Ash Workshop" in Anchorage, Alaska May 7-9, 2002. The Workshop was postponed from October of 2001 due to the events of September 2001. I am the Airline Dispatchers Federation (ADF) representative regarding Volcanic Ash and Aviation Safety. I also represent UAL Dispatch and am an Organizing Officer for all Volcanic Ash Workshops Globally as well as an invited member to the Office of Federal Coordinator of Meteorologist. I also have my degree in Geology. In attendance were the US Geological Survey, National Weather Service, Volcanic Ash Advisory Center Representatives, National Oceanic and Atmosperhic Administration, ALPA, PAFCA, UAL OPBWX, Scripps, Jet Propulsion Laboratories, Tenix Industries, FAA, Environmental Canada, US Airforce, AAL, UPS, FEDEX, DAL, NWA, ASA and other regional carriers. The objective of the conference was to provide a thorough understanding of Volcanic Ash issues (unique characteristics, affects on aircraft, detection/tracking, effective warning systems, mitigation); and "hands-on" experience through a table exercise. Emphasis for this conference was on the North Pacific Rim volcanoes considering 15,000-20,000 people cross over the NOPAC routes and over 100 Million dollars worth of cargo transit this area daily. Volcanic eruption plumes and subsequent drifting ash clouds from North Pacific volcanoes have caused delays in flight operations nationwide and substantial damage to aircraft and equipment. The most memorable event occurred in 1989 with the KLM flight B747-400, which lost power to all four engines and the subsequent events that nearly, caused a loss of that aircraft. Fortunately the crew was able to return power to 3 engines and the aircraft landed at Anchorage, Alaska, sustaining over $80 Million dollars worth of damage and the aircraft was out of service for 3 months. I provided the opening presentation noting the Operational Impact to an Air Carrier. I have proposed to the scientific and private sectors a goal of "5 minutes notification" and "Zero Tolerance" for operations into known volcanic ash. I reference my Published Papers in the AMS noting the degradation to the aircraft and the proper procedures to follow due to an inadvertent entry, noted by the Boeing Corporation. This paper is located in the ADF home page in the Library folder. My presentation was from the Dispatcher/Pilot point of view with impact to the air carrier operations. The need for additional satellite payloads to detect the Ash and provide quick notification is a matter of concern. The GOES satellite payloads will not have an additional Channel Differencing Capability until 2010. Many of the scientific community are pushing NASA to consider this earlier in their launch schedule. In addition, the Tenix Industries (Australia) is developing a product that would be an on-board detection system for volcanic ash and would provide the pilot several minutes warning of the impending ash. This new product could be utilized and considered not only for Volcanic Ash, but for CAT, considering it can measure the movement of particulate in the micron size range providing the pilot an early detection of shear forces in the atmosphere. I would recommend adding the following WEB site to the ADF Volcano link: http://volcanoes.usgs.gov/ash/aviation.html There are still many areas of concern: . Timeliness of Notification . Unmonitored Volcanoes (ie Cleveland - ash was out there for many hours prior to notification) . Pilot Reports; process by which the ARTC's are notified and how this is linked with the VAAC . Modeling of the Ash Movement

- Leonard (Len) J. Salinas Manager Standards and Compliance United Airlines Flight Dispatch (WHQDD)

## FAA Announces Automatic Dependent Surveillance-Broadcast Architecture

WASHINGTON – The U.S. Department of Transportation's Federal Aviation Administration (FAA) announced the surveillance data links it has chosen for Automatic Dependent Surveillance – Broadcast (ADS-B), a surveillance technology that enables applications that allow both pilots and controllers to have a common picture of airspace and traffic. ADS-B increases safety, capacity and efficiency and is considered a cornerstone enabler for "Free Flight."

The FAA having completed the technical and economic evaluations of the alternative ADS-B technologies, has decided that ADS-B will use a combination of the 1090 MHz Extended Squitter ADS-B link for air carrier and private/commercial operators of high performance aircraft, and Universal Access Transceiver (UAT) ADS-B link for the typical general aviation user.

ADS-B airborne systems transmit an aircraft's identity, position, velocity, and intent to other aircraft and to air traffic control systems on the ground, thus allowing for common situational awareness to all appropriately equipped users of the national airspace system.

This link decision responds to a request from the RTCA Free Flight Steering Committee (an aviation industry advisory committee) to evaluate operational enhancements supported by ADS-B. The RTCA further recommended that the FAA evaluate the ADS-B technology alternatives.

The FAA's link selection is compatible with a joint strategy currently being coordinated between EUROCONTROL and the FAA for implementing ADS-B enabled
applications, thus providing for interoperability between the U.S. and Europe.

This decision also means that the agency will actively work with the aviation community to: ·develop and implement beneficial ADS-B applications, thereby stimulating user equipage, ·ensure that ADS-B is globally
interoperable, ·develop the necessary standards, ·support spectrum planning, and ·identify equipage requirements (for both aircraft and ground systems).

Further details of the ADS-B architecture decision are available on the FAA website at:
http://www.faa.gov/asd

# Creating the Future Today Building Toward a Fully Integrated SOC



Imagine the system operations center of the future, where an enhanced operational control environment distributes information to appropriate personnel, providing a common situation awareness with which to make informed flight-related decisions.

In this future world, the systems in the SOC will be fully integrated so that changes in one are reflected almost immediately across the board. Also, the system requirements will be compatible, allowing data to be entered once and shared throughout the SOC as well as forwarded to other affected areas such as maintenance and engineering, crew scheduling, and cabin services.

Sound like a far-off vision? It's actually closer than you may think. The Sabre suite of flight operations products, *Sabre® AirOps™* operations control system, *Sabre® AirPath-360™* flight planning and dispatch system, *Sabre® SteadyState™* weight and balance system, and *Sabre® Flight Operations System* exchange operational data today to improve the efficiency of an airline's daily operations as well as the effectiveness of an SOC resources.

Work has begun to further integrate these operational systems that power the SOC, and these efforts are expected to show results beginning this year. Such integration would represent dramatic improvement over the current operation of many SOC department not using Sabre's flight operations suite.

The operations center provides minute-to-minute guidance and control of airline operations as well as ensures the legality of flight operations. For dispatchers in the SOC to have a real grasp of what's going on in the airline's operation, they need to be able to see what's happening in other areas such as movement control and maintenance. Today, in many operations centers this requires dispatchers to wade through various systems to gain the information necessary to do their jobs.

In addition to this problem, those airlines that currently lack integrated flight operations are faced with several other issues when utilizing solutions in an SOC environment. An airline must purchase, configure and maintain several different hardware platforms as well as independent software systems. This creates a situation where the same data must be entered multiple times and, in cases where airlines use different databases, in different formats.

The SOC of the future will utilize the tools created by Sabre to move toward a fully integrated suite of flight operations products. The *AirOps* system allows airlines to successfully fly their daily schedule, dispatching and landing their aircraft at appropriate times. The *AirPath-360* system helps coordinate the many components of a comprehensive flight plan such as the weather, route, fuel load, crew, schedule, runway conditions and altitude. The *SteadyState* system ensures loads are balanced — by carefully calculating passenger, cargo and fuel weights
— to navigate safely, efficiently and profitably. The *Flight Operations System* helps optimize the coordination of movement control, flight planning and load planning to meet scheduling, marketing and operational needs.

Moving forward, the *AirOps* system, the *AirPath-360* system, the *SteadyState* system, and *the Flight Operating System* will be supported by a common database structure linked together with an integrated architecture. New graphical displays will be introduced with a common look and feel for the entire flight operations suite. Under this approach, the dispatcher will be able to use a single graphical screen to maneuver among different systems to view the information needed to do the job, thereby increasing productivity and improving the overall efficiency of the operation.

Although these systems will soon be seamlessly integrated, they will maintain their individuality so that an airline can utilize any combination of solutions that all have the same look and feel, operate through the same database, and utilize publish/subscribe technology.

Publish/subscribe technology enables immediate notification of all affected areas when an event occurs such as a delay or canceled flight. For example, when a flight is delayed, everything down line is affected. Yet today, the information usually goes only into the movement control system. Because the dispatcher isn't in movement control, he does not receive this information automatically. Instead, the dispatcher must check the movement control system regularly to make sure the flight is on time. When a flight is delayed, the dispatcher must amend the flight plan and do whatever it takes to get the flight back on schedule. With publish/subscribe capabilities, when movement control reports a delayed flight, the dispatcher is automatically notified, giving him additional time to react to the situation and get the flight back on track.

Integration is particularly crucial during periods of irregular or off-schedule operations when the SOC must assess the deviation of the airline and return it to its published schedule as quickly and cost effectively as possible. Today, many airlines still manually integrate airline information from various host-processing systems to optimize schedule recovery. In the future, however, such tasks will be automated and the information will be shared among systems to more efficiently respond to the situation. Relying on integrated systems will offer dispatchers real-time, easy access to information from various functional areas of the airline that impacts them. It will also simplify the entering and maintaining of data. And instant notification of events such as flight delays and cancellations

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## *Welcome New IFALDA President*

# ***Allan Rossmore***

First of all, thank you for the opportunity of writing this article for you. It was a pleasure to meet you at the Annual General Meeting and I hope we get the chance to meet again in the future.

I was first associated with the International Federal of Airline Dispatcher's Associations (IFALDA) in the mid 1980's when I attended several Annual General Meetings. More recently I have been involved with IFALDA with participation in an IATA project which is standardizing operational audits across the industry.

I have also been involved with the ADF after it was created and have a lot of respect for that organization and especially the people that have worked for it in the past and continue to do a wonderful job, like Steve Caisse, Mike Nadon, Giles O'Keefe and Dave Smith.

As the new President of IFALDA, I look at the global operational control community. We have a complex aviation community with many competing interests and many different philosophies which sometimes conflict with each other. But there is one thing which I focus on and remain committed to. That is the raising of professionalism and standards for the global dispatch/operational control community whenever the opportunity presents itself.

What are the challenges facing us in the present environment? In many countries there are philosophies which look at the operational control function quite differently than the US and Canada. (Canada has a very strong certification system).

Some countries do have certificates for dispatchers but little support for authority of those dispatchers. Many others have no certification requirement whatsoever.

Underlying these differences in operational philosophy are many other differences. There are diverse legal systems, economic systems, political systems and strong cultural and language differences. And in some cases there are simply little or no resources available.

There are also geographic and demographic issues, and an uneven technology base from area to area and country to country.

As we work on our goals for the future, we have to keep in mind all of these factors. We also have to listen to all of those who both agree with us and disagree with us. Only by listening will we be able to understand what the underlying issues and concerns really are.

With this type of environment, I believe that it is important that we make every effort into increasing professionalism and standards whenever possible. This does not necessarily mean certification, although that is certainly desirable. But it does mean that we believe that the fundamental function of operational control is to improve safety. To do that properly one must have standards of some sort. This is where we are focusing our efforts. Among the projects that were started previously by IFALDA under the leadership of Dave Porter and James Ford are the following important projects.

1. The new ICAO (International Civil Aviation Organization) Annex 6 which directly affects standards for operational control internationally. This has been completed by Dave Porter (Delta, retired) and Jim Gardner of the FAA. The FAA has supported this and is proceeding with it at ICAO.

2. A new ICAO Flight Dispatcher Training Manual, written with Dave Porter's important leadership that has now become a new standard for training internationally.

3. JAA/FAA. We are working very hard to have input and be a resource for the FAA and JAA harmonization process that is underway. Brad Rasmussen at World Airways has been a big help for us here as well as many of our European members such as Jan Hoehne at SAS, and our colleagues at EUFALDA ( The European Federation of Airline Dispatchers Associations).

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NASA And Honeywell are developing a dispatch decision tool for weather avoidance. For more information see the ADF Web site and click under Survey.

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4. IOSA. (IATA Operational Safety Audit) This is a project which has tremendous potential to raise standards of operational control worldwide. The airline industry itself, because it has consolidated into the major code share/alliances sees a great benefit in standardizing operational standards with every code share partner. This means that if an airline wants to code share with another, these standards would be used to ensure that passengers from one airline who transfer to that partner will have at least minimum standards. Again, this does not mean certification for individuals per se, but it does mean that whoever does operational control would have to meet these new standards if they want to be a member of that alliance. It also saves the repetition of multiple audits being done on one air carrier, reducing it to one, so it is also a significant economic benefit for the airlines. This is being developed for the dispatch group with the able leadership of Randy Rohan at Delta and participation of a number of international professionals.

These are our major projects nearing completion or underway.

For the next few months we wil be evaluating our goals for the next two years.

We know that safety and security are key issues in this industry and the dispatcher/flight operations officer can play a key role in that area. But to make that happen we will have to address standards, practices, and policies , as well as training, oversight, technology and human factors.

We will have to work as partners with the airlines, IATA, ICAO, and the Civil Aviation Authorities of all of the states/countries including the FAA and JAA. And of course our colleagues in ADF and EUFALDA as well.

We must create a rising tide of safety and security for this industry by raising the professionalism worldwide of the dispatch/operational control profession. To make that work, those of us who can help must help those who cannot do it by themselves. I am lucky to have great people within IFALDA's Board and Membership, whose contributions will be essential in this endeavor. And all of us working together can make a signifcant difference. That is my goal.

Allan Rossmore is a Professor of Aviation at Miami-Dade Community College in Miami, Florida. He teaches Airline Management, Flight Operations, Aviation Law, and Airline Marketing. He is a former System Operations Director with Eastern Airlines. He has been an FAA Designated Aircraft Dispatcher Examiner for over 20 years. His is also an attorney, member of the Florida Bar and Federal Bar. He is the Legal Counsel for ADF.

**Understanding Stress**

Shawn Doherty, Ph.D.
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Telephone calls start pouring in. A weather system is disrupting the entire flight schedule on the Eastern Seaboard. Time pressure to correct the situation builds. With these events comes the stress: stress to find the solution, stress to cover all the flights, stress to avoid making an error.

Stress is a part of everyday life. Few can escape it and everyone is familiar with it. Stress is the process that occurs as we attempt to cope or adjust to disruptions to daily functioning. To understand stress we have to look at three components: stressors, responses, and mediators. Stressors are the things that cause stress. Stress responses are our reactions to stressors and how we deal with stress. Stress mediators are things that alter the effect stressors have on us. Together, these three components help explain how stress affects us and, more importantly, how it affects our performance.

**Stressors:**

Stressors can come in many forms. They can emerge from environmental conditions, physiological problems, or psychological demands. Environmental conditions are external to us and include things like extreme temperatures (if a work environment that is too hot or too cold), noise (a large aircraft passing overhead or a loud stereo system), poor air quality (a smoke-filled room) or fast accelerations. These types of stressors can frequently be reduced by simply removing yourself from that environment, if possible.

Physiological stressors are stressors that are due to changes in our body. They can include effects from fatigue or sleep loss, physical illness, poor physical fitness, or a poor diet. One solution to these stressors is to take care of your body and health.

Psychological stressors are the more difficult stressors to avoid. Psychological stressors are stressors that create mental tension. These can be large events like a new job, weddings, or a death in the family or small daily hassles like getting stuck in a traffic jam on your way to work, missing the bus by two minutes, or not being able to find a new route for that one aircraft that was delayed. These stressors may be difficult to resolve and in some cases, we may be unaware that the events are creating stress.

It doesn't take a lot of reflection to see how these events can cause stress and contribute to difficulties in performance.

**Stress Responses**

The things that cause stress aren't always the problem, however. It's the reactions we have to stress that are troublesome. As we become stressed, many different changes occur, both in terms of our body (physiologically) and thinking (cognitively).

Physiologically, our bodies rapidly change in reaction to stress. One way to describe our response to stress physiologically is through a model created by Hans Selye called the General Adaptation Syndrome (GAS). In this model there are three distinct phases: alarm, resistance, and exhaustion. In the alarm phase, our body goes into a state of alertness, preparing for the stress. In the resistance stage, our body prepares the "flight-or-flight" response in which we try to minimize the effects of the stressor by combating the stress (by our immune system increasing to fight off illness, for example) or avoiding it. This stage is typically characterized by the classic symptoms of stress including increased adrenaline, heart beat, blood pressure, muscle tension and sweating. If we can't fight off the stress or avoid it, the body, after a period of time, reaches the exhaustion phase in which our body breaks down, leaving us open to autoimmune disorders and potentially death.

What is perhaps more difficult to recognize in our response to stress is the changes to thinking that occur. These are more difficult to observe, because they are not as overt as the physical responses, and we may not even be aware that we are responding in a negative way in our thinking to the stress. The two worst offenders in cognitive responses are attentional narrowing and perseveration. Attentional narrowing refers to the fact that when we are stressed, what we pay attention to shrinks and we exclude other information. For example, we might become so engrossed in finding a new flight plan for one aircraft that we fail to perceive that three others are in worse shape and need correction first.

A related problem to the attentional narrowing issue is with perseveration in which we continue with a plan of action even though it may not be the best choice, because we are stressed and cannot back away from the situation to look for other options. This is made especially troublesome when combined with the fact that as we become stressed, we tend to fall back upon familiar behaviors. Therefore, we will continue try solutions that have worked in the past, even though it will not work in this case. These two cognitive problems are difficult reactions to stress because frequently we may not even be aware that they are occurring.

**Stress Mediators**

Hope is not lost, however. There are many factors that can influence the degree to which we react to stress. The effects of stress can be reduced through training and experience. For example, a seasoned dispatcher may be much more familiar with the stresses of the job than a new trainee. That training and experience will allow the veteran to combat the stressors much more readily than someone new. Stress effects can also be reduced through learned coping skills and stress reduction techniques (such as meditation and exercise). However, how much stress affects us also depends on our interpretation of the stressor as well. The more we are able to anticipate a stressful situation and feel we have control over it, the less we will feel the effects of stress. Most importantly, the way in which we appraise the situation has a huge effect. For example, someone that perceives rescheduling 100 flights due to weather conditions as challenging rather than stressful is less likely to experience the negative effects of stress.

All of these factors change the nature of stress. The irony of stress is that is can occur for both good events (like weddings) and bad events (a death in the family). Similarly, stress can not only make a difficult job worse, but is often needed for really good performance due to the increase in adrenaline that occurs with stress. All of these factors make understanding stress an interesting and difficult challenge.

**Thursday June 13, 3:58 pm Eastern Time**

**Press Release**

*SOURCE: Allied Pilots Association*

**Allied Pilots Association Releases Statement Concerning Request for Whistleblower Protection by Dispatcher of AA Flight #63**

FORT WORTH, Texas--(BUSINESS WIRE)--June 13, 2002--The Allied Pilots Association, collective bargaining agent for the 11,000 pilots of American Airlines and the 2,300 pilots of TWA LLC (NYSE:AMR - News), released the following statement today:

"We applaud the courageous decision by dispatcher Julie Robichaux to bring to the Federal Aviation Administration's attention a variety of problems with American Airlines' handling of the so-called 'shoebomber' incident aboard AA Flight #63 on December 22, 2001, as well as subsequent flights that she was responsible for that involved security concerns," said Captain Bob Ames, APA Vice President. "Based on Ms. Robichaux's filing with the FAA, it appears that American Airlines management is more concerned with keeping flights on schedule than they are with potentially serious security threats.

"Flight dispatchers serve as our pilots' information lifeline," said Ames. "Among their duties is to issue necessary information for the safety of each flight. According to Ms. Robichaux, her supervisor on December 22 instructed her to 'hold off informing the authorities' about the threat, which is absolutely unconscionable.

"Another bizarre aspect of AA management's handling of this incident is the fact that, after conducting their own independent investigation, they then erased all of the recorded transmissions of Ms. Robichaux's conversations with the pilots, North American Aerospace Defense Command, Federal Bureau of Investigation and others on December 22. APA believe it is extremely important for our pilots and others to apply the lessons learned on December 22 to future threats, and I cannot imagine why management chose to discard the tapes, rather than retaining them for training purposes."

Headquartered in Fort Worth, Texas, APA was founded in 1963.

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will give them the added time to make the crucial adjustments to return to normal operations.

The SOC of the future is rapidly becoming reality, which promises to simplify the professional lives of airline dispatchers. Sabre has already taken many steps toward a fully integrated SOC and will continue to use the latest advancements in technology to bring this vision to life.

If you would like more details, please contact Dave Roberts,

# NOAA's Geostationary and Polar-Orbiting Weather Satellites

Operating the country's system of environmental ( weather ) satellites is one of the major responsibilities of the National Oceanic and Atmospheric Administration's (NOAA's) National Environmental Satellite, Data, and Information Service (NESDIS). NESDIS operates the satellites and manages the processing and distribution of the millions of bits of data and images theses satellites produce daily. The primary customer is NOAA's National Weather Service, which uses satellite data to create forecasts for the public, television, radio, and weather advisory services. Satellite information is also shared with various Federal agencies, such as the Departments of Agriculture, Interior, Defense, and Transportation; with other countries, such as Japan, India, and Russia, and members of the European Space Agency (ESA) and the United Kingdom Meteorological Office; and with the private sector.

NOAA's operational weather satellite system is composed of two types of satellites: geostationary operational environmental satellites (GOES) for short-range warning and "now-casting" and polar-orbiting satellites for longer-term forecasting. Both types of satellite are necessary for providing a complete global weather monitoring system.

A new series of GOES and polar-orbiting satellites has been developed for NOAA by the National Aeronautics and Space Administration (NASA). The new GOES-I through M series provide higher spatial and temporal resolution images and full-time operational soundings (vertical temperature and moisture profiles of the atmosphere). The newest polar-orbiting meteorological satellites (that began with NOAA-K in 1998) provide improved atmospheric temperature and moisture data in all weather situations. This new technology will help provide the National Weather Service the most advanced weather forecast system in the world.

GOES satellites provide the kind of continuous monitoring necessary for intensive data analysis. They circle the Earth in a geosynchronous orbit, which means they orbit the equatorial plane of the Earth at a speed matching the Earth's rotation. This allows them to hover continuously over one position on the surface. The geosynchronous plane is about 35,800 km (22,300 miles) above the Earth, high enough to allow the satellites a full-disc view of the Earth. Because they stay above a fixed spot on the surface, they provide a constant vigil for the atmospheric "triggers" for severe weather conditions such as tornadoes, flash floods, hail storms, and hurricanes. When these conditions develop the GOES satellites are able to monitor storm development and track their movements.

GOES satellite imagery is also used to estimate rainfall during the thunderstorms and hurricanes for flash flood warnings, as well as estimates snowfall accumulations and overall extent of snow cover. Such data help meteorologists issue winter storm warnings and spring snow melt advisories. Satellite sensors also detect ice fields and map the movements of sea and lake ice.

NASA launched the first GOES for NOAA in 1975 and followed it with another in 1977. Currently, the United States is operating GOES-8 and GOES-10. (GOES-9, which malfunctioned in 1998, is being stored in orbit as an emergency backup should either GOES-8 or GOES-10 fail.) GOES-11 was launched on May 3, 2000 and is being stored in orbit as a fully functioning replacement for GOES-8 or GOES-10 on failure.

**GOES-8 and GOES-10**

The United States normally operates two meteorological satellites in geostationary orbit over the equator. Each satellite views almost a third of the Earth's surface: one monitors North and South America and most of the Atlantic Ocean, the other North America and the Pacific Ocean basin. GOES-8 (or GOES-East) is positioned at 75 W longitude and the equator, while GOES-10 (or GOES-West) is positioned at 135 W longitude and the equator. The two operate together to produce a full-face picture of the Earth, day and night. Coverage extends approximately from 20 W longitude to 165 E longitude. This figure shows the coverage provided by each satellite. The United States reaps many benefits from the new series of GOES satellites as they aid forecasters in providing better advanced warnings of thunderstorms, flash floods, hurricanes, and other severe weather. The GOES-I series provide meteorologists and hydrologists with detailed weather measurements, more frequent imagery, and new types of atmospheric soundings. The data gathered by the GOES satellites, combined with that from new Doppler radars and so-

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A call from the airline to the ATC Command Center as soon as the increased flow rate is detected can cause removal of the restrictions up to an hour sooner than using normal internal FAA communications, according to one airline study and other surveys." The study estimates savings in this area on the order of $1 million to $3 million annually per airport.

- PASSUR can virtually eliminate the problem of aircraft unmet at the gate, a problem which the study estimates can cost an airline over $5 million annually.
- PASSUR saves approximately $600,000 per hub airport by providing more accurate information to maximize the efficiency of hold/no-hold decisions during connections.

This has been a momentous year for the airline industry, and the dispatch community is in the thick of it. Since September 11, in-flight security and the need to operate much more efficiently to manage costs, without ever sacrificing safety, have been dominant issues. But even the pre-September 11 question of how to manage delays and irregular operations as passenger traffic and schedules grow exponentially, remains relevant, and will come roaring back as a front-burner issue as soon as load factors recover, which they are already doing.

**Multiple Solutions to Problems Stemming from Bad Arrival Information**

This has also been a momentous year at Megadata, as we have expanded our data, software and information products to offer solutions to these and other aviation problems. In the broadest sense, we are systematically targeting aviation problems that can be tied to bad arrival information, and expanding the use of PASSUR solutions to address those problems.

Some of the latest developments are:

- Expansion of the PASSUR network to over 50 locations, including 9 of the top 10 airports. That means dispatchers can instantly call up live arrival visuals and data for all major hubs.
- In the past year, five more major airlines have added PASSUR services at both system and station operations centers; while in the past six months, six more airports have added new PASSUR services
- Introduction of an automated irregular operations tool, LiveAlerts™, which instantly alerts dispatchers, ATC coordinators and station operators when a flight goes into a hold, does a missed approach, when runways are reconfigured, and when arrivals are exceeding departures at a particular airport.
- Introduced a security application called RapidResponse, which enables airline controllers to instantly find a flight, and immediately replay any flight incident.
- Introduced a collaborative decision making web tool called IROPSnet, designed for instant communications by the airport, FAA and airlines during snow, deicing and summer SWAPevents.
- Introduced two new passenger communications applications that distribute PASSUR visuals and flight information over the web and in terminals.

For more information, visit www.passur.com, or call Ron Dunsky at 631-598-6800

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phisticated communications systems make for improved forecasts and weather warnings that save lives, protect property, and benefit agricultural and a variety of commercial interests.

The United States reaps many benefits from the new series of GOES satellites as they aid forecasters in providing better advanced warnings of thunderstorms, flash floods, hurricanes, and other severe weather. The GOES-I series provide meteorologists and hydrologists with detailed weather measurements, more frequent imagery, and new types of atmospheric soundings. The data gathered by the GOES satellites, combined with that from new Doppler radars and sophisticated communications systems make for improved forecasts and weather warnings that save lives, protect property, and benefit agricultural and a variety of commercial interests.

Courtesy of James Jansen of American Airlines


ADF depends on the support of Industry partners to assist in serving the membership and achieving its goals. Without these Industry partners some of our accomplishments would never have been possible. The different levels of Sponsorship are Patron, Business Meeting Sponsor, Silver, Gold, Sapphire, Platinum, Emerald, Diamond and Special Airline Sponsorship. The price range varies from $1500.00- $20,000. While all of the Sponsors donate because they believe in what ADF is trying to accomplish, additional benefits are included. The benefits range from being kept updated on all ADF events and listed as an unlinked Sponsor on the ADF website to having your company hyperlinked on the ADF website Sponsor page with your banner/ad logo to your own company home page, up to a 1000 word article describing how your products or services solve problems for the Operational Control profession. and up to ½ page advertisement in the ADF Quarterly Newsletter, display space at the ADF Annual Summit in May, display space at the Annual Symposium in October to showcase their products and services in front of aviation professionals from around the world, the sponsoring of events during the Summit and the Symposium, a 30min block of presentation time at the Symposium to educate the guests and members about your products and services, a side ad on the left border of the ADF ENEWS for a calendar year, and placement of a banner advertisement on the ADF Quick Brief page. If you are interested in becoming a Corporate Sponsor with ADF contact the Director of Corporate and Industry Alliances at

Tbenson@dispatcher.org



## QUIZ ANSWERS

1) June 1st
2) November 30th
3) Saffir-Simpson scale
4) 1953
5) 1979
6) Bob
7) Frederic

# 2002 ADF Leadership Team

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

## Welcome to ADF's New Director of Regional Operations

Dear ADF Membership:

Recently I was selected by the ADF to be the Director of Regional Operations. Part of my responsibilities will be to monitor and bring to the ADF Board, any regional airline issues that have an impact on our profession. Primarily safety related issues that can have an effect on the relationship between dispatch and the various departments and agencies as related to weather, maintenance, air traffic control, computer technology, etc.

Additionally, I will be working with the VP of Membership to increase the regional airline participation in the ADF.

As a dispatcher for Atlantic Southeast Airlines (Delta Connection), I would like your help in bringing issues forward that are unique to the regional operation. The goal is to provide an additional and valuable perspective, which represents our valuable place in the profession and industry.

I look forward to working with you towards these goals. Please feel free to contact me at the address below.

Sincerely,

Wendy Dubord
Director of Regional Operations

**wdubord@dispatcher.org**

## 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**

## 10-Year Growth Period Ends in 2001 for Air Travel Industry

Airline Information Airline Traffic Annual Release: 2001
Decline in Airline Passengers in 2001 Ends 10-Year Growth, BTS Year-end Report Shows

Fewer airline passengers traveled on U.S. airlines in 2001 than in 2000, the first annual decline in a decade, according to the year-end report on aviation traffic from the U.S. Department of Transportation's Bureau of Transportation Statistics (BTS).

The number of passengers had increased every year since 1991. The number of U.S airline flights, which also declined last year, had grown every year since 1997. The decline in traffic was caused by the events of Sept. 11. Through August, enplanements were up very slightly, but for the remaining four months there were 20 percent fewer passengers than in 2000.

In 2001, 622 million passengers boarded 8.8 million U.S. airline flights, down from 666 million passengers on 9 million flights in 2000.

While passenger enplanements were down 6.6 percent and flights were down 2.7 percent from 2000, freight revenue ton-miles were off more than 7 per cent. International freight was down 7.8 percent.

The major airlines -- those with annual operating revenues of $1 billion or more -- reported an overall decline in passengers of 7.4 percent during 2001. American Trans Air reported the biggest increase, almost 10 percent, while only two other major airlines, Southwest Airlines and Alaska Airlines, reported a rise in passengers. The biggest drops were reported by United Airlines and Delta Airlines, both of which carried 10 percent fewer passengers in 2001 than in 2000.

The Air Carrier Traffic Statistics report for December 2001 contains year-end statistics for 2001 and 2000. The BTS Office of Airline Information collected the information in Air Carrier Traffic Statistics from 15 major air carriers, 39 nationals, 20 large regionals, and 23 medium regionals. No information from small regionals or commuter carriers is included. Air Carrier Traffic Statistics also includes detailed traffic statistics for each of the reporting airlines. National carriers are those with $100 million to $1 billion in annual operating revenues, large regionals those with $20 million to $100 million, and medium regionals those with under $20 million.

Additional information may be found at the BTS website at **www.bts.gov/oai**.
Air Carrier Traffic Statistics may also be obtained by calling **202-366-3282 (press 1)**

## ADF Appoints Communications Coordinator

As the leadership of your organization, we're continually looking for ways to make sure that you're getting the best information possible from us, as well as ensure that your voice is heard. As a part of this effort, we've established the position of Communications Coordinator. Reporting to the Vice President of Membership and the Director of Operations, the Communications Coordinator will primarily be tasked with ensuring that our delegates and members receive prompt and accurate information regarding all aspects of our organization. This person will also be responsible for answering your questions and directing your requests and comments as necessary. Accepting the Communications Coordinator position is Brad Ward. Brad is a dispatcher and operations manager for Atlantic Coast Airlines. If you're a delegate, you can expect to hear from him shortly, as he'll be contacting you to touch base and let you know about our next business meeting. All members are encouraged to pass along their ideas, comments, suggestions, or complaints to Brad. You can reach him at bward@dispatcher.org. He will also be regularly monitoring the discussion list board on the ADF website.

Join the More than 500 Aviation Professional that are Being Notified of Dispatch Announcements by E-Mail! Visit the ADF web page at www.dispatcher.org


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

## ADF Membership Application & Invoice

**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.**

**Name:_____Organization:_____**

**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.**

*** ADF Lapel Pins $5.00 ($3.00 Shipping) * ADF Video $10.00 ($3.00 Shipping)**

*** ADF Golf Shirt $20.00 ($5.00 Shipping) - Limited sizes and colors available**

*** ADF Polo Shirt $27.00 ($5.00 shipping) - Small, Medium, Large, Extra Large**

*** ADF Denim Shirt $30.00 ($5.00 Shipping) - Small, Medium, Large, Extra Large, XXL, XXXL**

**Membership $_____ ADF Dispatch Video $_____ ADF Lapel Pin $_____**

**Golf Shirt $_____Size ____ Polo Shirt $_____Size_____ Denim Shirt $_____Size_____**

**Shipping $_____Charges are per item ordered. Total $_____**

**Please make your check or money order payable to:**

The AIRLINE DISPATCHERS FEDERATION
2020 Pennsylvania Ave NW #821
Washington, DC 20006

## ETMS RVR Availability Schedule Provided by Volpe

Volpe provides RVR data from any airport that meets two criteria.

1. The New Generation RVR system is installed at that airport.

2. That airport sends the RVR data to some ETMS site (usually but not always a TRACON).

Currently, 48 airports meet these criteria. As time passes, there will be a trickle of additional airports. The e-mail below, which is from the RVR program office, provides information about the schedule for installation of New Generation RVR at airports that will be sending the data to an ETMS site. Therefore, it is expected that data from these airports will be provided in the future. These dates should be interpreted as targets rather than firm commitments. When the shipment data is given, there is an indeterminate interval after that in which the system is being installed, tested, and otherwise readied for commissioning.

In addition, as new ETMS sites are added, this will add to the number of airports for which we have data. At the moment, the only plan I know of is that Louisville is scheduled to become an ETMS site in the fall.

Rick Oiesen/Volpe

## FAA Approves Public Internet Access to RVR Website

Effective June 20, 2002 the FAA has implemented public access to the Command Center's website at:

**http://rvr.fly.faa.gov**

This site will provide current reported RVR at the 48 ETMS approved airports.
Thank you to the Command Center and Volpe system and security administrators for making this ;possible.

**NY TRACON: Stewart (SWF)** - Not scheduled to get RVRs until 2005 plus.
La Guardia (LGA) - Commissioning scheduled for September 2002.
**White Plains (HPN) -** Not scheduled to get RVRs until 2005 plus.

Pittsburgh TRACON: Allegheny (AGC) - Not scheduled to get RVRs until 2005
plus.
Wheeling (HLG) - Commissioning scheduled for May 2003.

Detroit TRACON: Pontiac (PTK) - Not scheduled to get RVRs until 2005 plus.
Detroit (Willow Run) (YIP) - Not scheduled to get RVR until 2005 plus.

Boston TRACON: Bedford (BED) - Not schedu8led to get RVRs until 2005 plus.

Portland TRACON: Hillsboro (HIO) - Scheduled for shipment in 2002.

Atlanta TRACON: Atlanta (Peachtree-Dekalb) (PDK) - Scheduled for shipment
in 2002.
Atlanta (Fulton County) (FTY) - Scheduled for shipment in 2004.

Miami TRACON: Ft Lauderdale (FXE) - Scheduled for shipment in 2002.

Orlando TRACON: Orlando (ORL) - Scheduled for shipment in 2005 plus.

Cincinnatti TRACON: Cincinnatti (LUK) - Scheduled for commissioning in
October 2002.

Tampa TRACON: St Petersburg (PIE) - Scheduled for shipment in 2002.
Sarasota (SRQ) - Scheduled for shipment in 2003.
Houston TRACON: Beaumont (BPT) - Scheduled for shipment in 2002.

SO CAL TRACON; Van Nuys (VNY) - Scheduled for commissioning in September
2002.

Las Vegas TRACON: - Las Vegas scheduled for commissioning in July 2002.

Countering Bio-terrorism: Developing an Emergency Response Plan

***Joan Sullivan Garrett, MedAire, Inc.***
***Presented by Jennifer Kenerson, MedAire, Inc.***

*"…he that will not apply new remedies must expect new evils; for time is the greatest innovator…"*
-- Sir Francis Bacon, 1625

The recent attacks in New York City and Washington D.C. highlight the impending reality of worldwide terrorism by any means conceivable. While discussions of terrorist threats have focused on bombings and hijackings, the growing consensus is that future terrorism may involve the use of biological and chemical agents—the manufacture and transport of which is nearly impossible to detect, even with the most sophisticated satellites and airport security.

The covert nature of bio-weapons makes them as challenging to predict as a bombing or hijacking and even more difficult to recognize and contain. Unlike a bombing with its overt and immediate impact, the consequences of a bio-terrorism attack may not be felt for hours, days, or even weeks, depending on the incubation period of the disease—and accurate diagnosis. While a bombing impacts the immediate population, a bio-terrorism attack can infect that population, first responders, *and* be quickly spread to other populations as the carriers of the disease disperse. It may be difficult to recognize that there has been an attack until the effects have been widely disseminated through food, water, respiratory, or other modes of transmission. For contagious agents such as smallpox and plague, this implies an ever-widening threat.

**Terrorist Regimes and Terror Groups**
While the use of bio-weapons has been minimal, the threat of their dissemination frequently has risen to the forefront of international discussions, both between nations and among international observers. International pressure, the threat of retaliation, and treaties has discouraged the use of chemical and biological agents among nations.

It is important to recognize that while bio-weapons are not unique, the groups using them and their "borderless" agenda is new. Previously, bio-weapons were used by armies on battlefields, but increasingly they are sought by terror regimes and terror groups who do not recognize national boundaries, the sanctity of civilian populations, or international decorum. Neither technical factors, such as arms control treaties, nor the moral repugnance long associated with the use of biological weapons, seem to deter groups that seek to perpetuate their cause by any means possible. Bio-weapons have become the means of choice for these groups because of their terror implications (biological weapons precipitate not only mass destruction, they also cause mass societal disruption), their relative ease of transport, and their relative cost effectiveness.

In the past, terrorists have been mindful not to kill in excess, their purpose being to bring attention to themselves and their cause. Their success was dependent upon popular support or the support of a particular segment of society. Consequently, terrorist acts caused relatively little damage and were somewhat predictable. The incident at the 1972 Munich Olympics shocked so many because the wanton killing of civilians was unprecedented. The ultimate goal changed from gaining attention to eliminating the enemy with no distinction between soldiers and civilians. Further, the weapons of choice have evolved from bombings and hijackings to destroying civilian targets (i.e., the World Trade Center bombing in 1993, the Murrah Federal Building in Oklahoma City in 1995, the September 11, 2001 attacks in the U.S.), and finally to developing chemical or biological weapons of mass destruction.

**Global Response**
While the global community recognizes the increasing threat of terrorism, warnings thus far have outpaced actions. Even before September 11, the Center for Disease Control Strategic Planning Workshop in April 2000 issued this warning:

The possibility of biological or chemical terrorism should not be ignored. Preparing the nation to address this threat is a formidable challenge, but the consequences of being unprepared could be devastating.

On February 1, 2002, the U.S. Department of State released this worldwide warning:

The U.S. Government remains deeply concerned about the security of Americans overseas. As a result of U.S. military actions in Afghanistan in response to the September 11 terrorist attacks, there is a potential for retaliatory actions to be taken against U.S. citizens and interests throughout the world by terrorists and those who harbor grievances against the U.S. The Department urges Americans to review their circumstances carefully and to take all appropriate measures to ensure their personal safety.

(*continued from page 29)*

> U.S. citizens and interests abroad remain at increased risk of terrorist attacks (from) individuals (who) do not distinguish between official and civilian targets. The Department of State has unconfirmed reports that American citizens may be targeted for kidnapping or other terrorist actions.

After the September 11 attacks, the U.S. increased commercial airline security, established The Office of Homeland Security, and President Bush announced in February 2002 his plan to quadruple the federal counter-terrorism budget from $1.5 billion to $6.0 billion. However, the global community has taken minimal steps to significantly increase safeguards and develop thorough response plans.

Global stockpiles of vaccines and antibiotics to thwart epidemics caused by the principal bio-weapons agents are, as yet, inadequate or non-existent. Many locations, including some large metropolitan areas, possess minimal or no bio-terrorism preventative or post-attack response plans. Further, few physicians are adept at recognizing and treating the diseases associated with bio-terrorism. Laboratories are equally unprepared for diagnosis and measuring the antibiotic sensitivity of potential organisms. Finally, there exists no global resource of information for either preventative or post-attack measures.

The global public health infrastructure must be equipped with the tools to identify, contain, resolve, and monitor a bio-terrorism attack, including preventative measures and a response plan. This information can be contained in a global database that remains current relative to the needs of the global traveler and the corporate aircraft operator.

## Diseases and Risk Probabilities

Any infectious agent has the potential of being weaponized or disseminated by terrorists. Possible bio-weapons can be placed into three categories:

- Chemical: Chlorine, phosgene, diphosgene, hydrogen cyanide, hydrochloride, cyanide, ammonia, sarin, soman, cyclosarin, and vesicants (blistering agents like mustard gas).
- Biological: Bacteria; Anthrax (Inhalation, Cutaneous, Gastrointestinal); Plague; Tularemia;
  Salmonella; Cholera
  Viruses: Smallpox, Ebola, West Nile Virus;
  Toxins: Botulinum toxin, ricin, SEB; and
  Fungi: Mushrooms, molds.
- Radiological: Plutonium packages, gamma, x-ray.

## Travel Precautions

Education of the traveler and aircraft operators about warning signs, procedures, preventative medications/vaccines and high-risk areas of the globe are essential.

**Situation Awareness Prior to and Subsequent to an Attack**

It is important to learn how to safely interact in all "foreign" situations. Common sense is the best defense. Travelers should plan ahead (i.e., know the potential threats at a destination), and be aware of their surroundings to avoid high-risk situations during travel.

An attack is most likely to occur where there is a large gathering of people (i.e., arenas, the center of cities, conventions, shopping malls), aboard transportation systems that can subsequently be used to quickly spread the disease (i.e., aircraft, subways), a landmark structure (i.e., theme park, historical marker), or a location/structure of particular significance (i.e., government buildings, major office of major corporations, facilities of controversial industries such as nuclear plants, water/food supply or treatment facilities). Further threats might include unmarked or suspicious packages (i.e., no return address, job titles noted in the address but no specific names, discoloration, odor) delivered in the mail or sitting in any of the above areas.

## A Database of Information

A global resource of information accessible to, and addressing the needs of, the global traveler and the commercial airlines environment is one of the most effective tools to enhance the safeguards of this industry. It is incumbent upon all of us to take these necessary steps ensure the safety of our industry. Education, training and a global database as is an essential part of combating terrorism.

**Editors Note:** A full text version including a biological agent fact sheet is available on the ADF Website for your review at; **www.dispatcher.org**

# 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**

Airline Dispatchers Federation — Safety Professionalism

New ADF Address

The AIRLINE DISPATCHERS FEDERATION
2020 Pennsylvania Ave NW #821
Washington, DC 20006

Phone:
1- 800-OPN-CNTL
Email:
ADFBoard@dispatcher.org
**"Safety - Professionalism"**

*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.

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Jhennessy@dispatcher.org

**Please send article contributions to any staff member above.**

# Fall ADF Symposium

The Annual ADF Symposium will be held in Washington DC Oct 6th-8th at the Crowne Plaza Washington National Airport 1489 Jefferson Davis Highway Arlington Val 22202.
The room rate will be $119.00 per night. The hotel will offer that rate for 3 days before and 3 days after. This price includes a free buffet breakfast daily. The hotel offers a free shuttle to and from DCA. Reservations can be made on the ADF website starting in July. Reservations can also be made at 1-800-CROWNE or 703-416-1600. Please be sure if calling directly to mention ADF for the special rate. Reservations must be made on or before Sept 15th.
Make your plans now to attend. There will be a welcome reception Oct 6th. Oct 7th and 8th will be full days of interesting speakers and there will be a lot of vendors to showcase their products.

## Trivia

Answers on Page 23

HURRICANE QUIZ

1) What day does hurricane season begin in the United States?

2) When is the last day of hurricane season in the United States?

3) An earthquake's intensity is measured by the Richter scale. Which scale is used to determine a hurricanes strength?

4) What year did the United States Weather Bureau begin giving hurricanes women's names?

5) What year did the United States Weather Bureau begin giving hurricanes men's names?

6) What was the first male name given to a storm?

7) What was the first MAJOR male hurricane to hit the United States