



THE ADF NEWS “Keeping the Dispatch Profession Informed”

ADF Meets in Washington, D.C.; Board Members Elected

The Airline Dispatchers Federation Symposium and Aircraft Dispatchers Convention was held October 6-8. The theme of the symposium, held in Washington, D.C., was “Computer Automation—Changing the Way We Do Business”.

Presentations and discussions covered the future of CDM, Traffic Flow Management (TFM), and ATM Systems and Technology. The FBI Civil Aviation Security Program was discussed as were issues of technology, decision tools and human factors. Product updates were introduced by several industry vendors throughout the symposium. Excerpts of several presentations appear in this newsletter.

Dave Smith, ADF President, presented ADF’s Annual Safety Award to the dispatch offices of American Airlines and United Airlines. The dispatchers of both carriers showed grace, poise and competence throughout a an extremely frightening and distressing

period in September 2001.

Four board members were elected during the business meeting preceding the symposium. Jim Jansen, AAL, was elected to the position of Executive Vice President, replacing Brad Irwin, who was elected Director, Information Technologies. Brian Schulz, AAL, was reelected as Vice President, Government/Legislative/Media. John Schwoyer, AAL, will serve as Secretary, Historian, Librarian while Brad Ward, ACA, will be Vice President of Membership. Tracie Benson was reelected Director of Corporate and Industry Alliances. The board members were elected to a two-year term from nominations by ADF members. Please help ADF welcome and thank the board members who will begin their terms in January 2003.

Steve Bell and Paul Branch, of the FAA, put together a most insightful presentation on Restructuring the NAS. The introduction to this presentation appears on page 6.

FAA Announces First RNP Approach in the “Lower 48”

WASHINGTON – In a speech Oct. 8 at the U.S. Chamber of Commerce Aviation Summit, FAA Administrator Marion C. Blakey announced, “Within a month, we will approve the special approach procedures for equipped aircraft to use RNP for San Francisco International Airport.”

RNP, which stands for Required Navigation Performance, is an important step in moving the U.S. from an exclusively ground-based navigation system to one located within the aircraft itself. Through the use of onboard technology, pilots will be able to navigate aircraft to any point in the world using only geographical coordinates.

“RNP is a major leap forward in safety and efficiency,” Administrator Blakey said. “By providing pilots precise guidance to all runways, RNP can help prevent two major causes of accidents — controlled flight into terrain and loss of control.”

In addition, RNP will enable pilots to land in weather conditions that would ordinarily require diversion to alternate airports. In poor weather at San Francisco International Airport, RNP procedures will open up another runway at the nation’s ninth-busiest airport. Alaska Airlines, which uses these procedures at seven Alaskan airports, reports significant safety and economic benefits.

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Special points of interest:

- A surface management system for Teterboro airport is among six FAA projects to improve aviation safety and mobility. The system will be the first of its kind, using ASDE technology without on-site surveillance and flight plan processing systems..
- Harrison Ford, poster pilot for the FAA...helps “Put the brakes on runway incursions”.
- Air Canada implements Flight Operations Quality Assurance program. Hopes program will benefit ops procedures, fuel savings. Begins with North American Airbus fleet.
- KLM will have Electronic Flight Bags (EFBs) installed in its 777s currently on order for October 2003 delivery.

Next ADF Meeting in Phoenix, February 8 -10, 2003

The next scheduled ADF meeting will be held in Phoenix, Arizona on February 8 thru 10, 2003. America West is the host for this business meeting.

The first day of meetings will be for ADF board members only. General membership meetings will be held all day on Feb. 9 with coffee provided in the morning and tea and snacks in the afternoon. If necessary, the meetings will continue the next morning.

Tours of America West SOC will be available.

The meetings will be held at the Wyndham Phoenix Airport Hotel at 427 North 44th St., Phoenix. Room rates for attendees are \$89 per night. Free shuttle service to and from the airport will be provided. For more information, check www.dispatcher.org.

ADF sends special thanks to Mike Wambsganss and Metron Aviation, Inc. for their constant, loyal and generous support of ADF. Metron Aviation, Inc. is the first company to become a Diamond Sponsor.

First RNP Approach in the "Lower 48"

(Continued from page 1)

Because of its high degree of precision, RNP allows for more efficient use of airspace. According to Blakey, "Put simply, RNP will allow us to fly more planes, closer together, and more safely than ever before." Blakey also noted that data link went operational with American Airlines in Miami en route airspace on Oct. 7. Data link – effectively e-mail for pilots and controllers – frees up voice frequencies and reduces delays.

In remarks to leaders of the commercial aviation industry, the FAA's 15th administrator touched on the themes of her term. She told the group she is a firm believer in "letting the data drive you." She intends to look at the "hard numbers" and make decisions based on "what is really there, not what you would like to be there."

"Second, I will work to provide consistency and predictability when it comes to the way the FAA works with the airline industry. There should be no significant variations from region to region, or from field office to field office."

The new administrator's third key theme is placing "a strong emphasis on the international role the FAA and our aviation industry can play." She said, "We must step up our efforts in global leadership – in technology, in aviation standards, and last but not least, in raising the safety bar throughout the world."

Acknowledging the financial difficulties the airline industry is facing, Administrator Blakey said, "As far as safety and efficiency and the recovery of this industry are concerned, simply put, I believe the most important thing

the FAA can do is do our job – and do it extremely well."

Safety is the top priority. "People will only fly if they feel safe ... and they will only return to the skies if they are confident in the system." Blakey highlighted steps the FAA is taking to enhance the air traffic control system through better technology and better efficiency and said, "We remain committed to new technologies and new infrastructures that will affect the bottom line and will mean huge savings for the industry."

She noted that the FAA's work on airspace redesign and on relieving bottlenecks is already bringing U.S. airlines savings of \$117 million a year.

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

TRIMIA: Flat Light is defined as "the diffuse lighting that occurs under cloudy skies, especially when the ground is snow covered". Under flat light conditions, there are no shadows cast and the topography of snow-covered surfaces is extremely, if not impossible, to judge. Flat light greatly impairs a pilot's ability to perceive depth, distance, altitude or topographical features. Whiteout is a similar phenomenon. Under such conditions, pilots have a greater risk of becoming spatially disoriented, unable to maintain visual reference with the ground and unaware of their actual altitude. *from FAA website: www2.faa.gov/avr/aa/A-02-035*

ATTENTION

If you attended the Washington, DC symposium in October and stayed at the Crowne Plaza, you can receive a coupon for complimentary one night stay.

To receive your coupon, or for more information, contact Tracie Benson at Tbenson@dispatcher.org.

FAA Trains More ASI-Dispatch Inspectors by Norm Joseph (DAL) & Jim Jansen (AAL)

The FAA held its third dispatch and operations control training course at the OKC Academy November 15-21, 2002. The course covers dispatcher qualification and training, dispatcher and operation control surveillance and Part 65 dispatcher training schools.

Attendance at this class included three of the new ASI-Dispatch Inspectors, eight current Aviation Safety Inspectors and an Inspector from the Chinese Aviation Authority. As they have done for each of the classes to date, the FAA invited ADF to provide a resource representative. Jim Jansen and Norm Joseph attended two days of training focused on dispatch and operational control issues. Along with providing a "real world" perspective, ADF also introduced those attending to both the ADF and IFALDA organizations.

Some of the topics discussed, based on FAR, 8400.10 Handbook and FAA General Council were:

~Overall operational control and its application in a 121 operation and a supplemental operation; what constitutes operational control; who exercises operational control when the dispatcher is away from the desk

~Functionality of the dispatch center: are there enough dispatchers to maintain operational control; do they comply with the dispatcher duty-time regulation (a lot of time was spent on this question); logging dispatcher duty-time.

~Communications: Rapid, reliable with 3 minute response time, up to 14 minutes in hub environment; no gaps in ability to communicate with dispatcher; though data link is available, ability to communicate by voice should be maintained; communication and flight following should stay separate and apart from government facilities, especially in the U.S.; future architecture and engineering of CPDLC and digital data communications must include the dispatcher as a full participant, in the loop.

~Use of weather and current charts: what constitutes an approved weather source; are the dispatchers EWINS qualified; ATC reroutes and direct routing concerns over drift down, winds, weather, MEL issues, fuel and landing weights; dispatcher training is needed in emergency, biohazard, and explosives.

~How an airline operates and how it applies the rules: Inspectors and dispatchers should be familiar with a carriers Ops Specs, FOM/GOM, authorization letters and exemptions; the carrier should be able to demonstrate that all manuals and data sources are current; re-dispatch and re-release procedures and communications requirements—must communicate within two hours of re-clearance fix; carrier should have understood, clear guidance on when an amended release or new release is required;

dispatchers must understand when a release expires—on ground, one hour domestic, six hours international, at intermediate station; ARINC plan to allow ATC to take control of ACARS and DATA LINK networks.

~Miscellany: FAA does not approve dispatch training courses outside the U.S. since there is no way to monitor or inspect them; FAR requirement for dispatcher to provide information to the Captain or crew is NOT satisfied by automated programmed information distribution outside the dispatchers control or knowledge—responsibility remains with the dispatcher.

The overriding message to the inspectors was to use common sense, be prepared and be familiar with the operation, operations specifications, and other material before conducting an inspection. The intent of inspection and surveillance is to bring a carrier or individual into compliance.

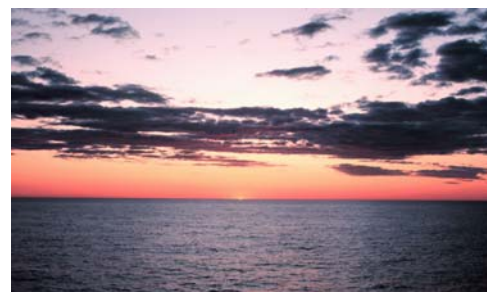
A workshop for all Regional Dispatch Resource and ASI-Dispatch Inspectors had been planned for two days prior to the class. Due to the lack of Congressional budget approval for the FAA, the workshop was cancelled.

The one piece still missing from the ASI-Dispatch plan is a dedicated and qualified headquarters Inspector to provide oversight, coordination and consistency on dispatch and operational control issues both at headquarters and among the various individual

El Nino Effects

This winter dispatchers can expect to face more snow and other forms of precipitation across the Southern Plains, Texas Panhandle and Southwest mountains. According to NOAA meteorologists, El Nino's effects will help alleviate some of the dry conditions that threaten to cause drought and wildfire.

More moderate temperatures and reduced storminess will prevail across the northern states while conditions in the Northern Rockies and Ohio Valley states will be dryer and warmer than average. The Climate Prediction Center, of NOAA, also predicts the possibility of increased stormy weather along the East Coast.



*Photo by Cmdr. John Bortniak, NOAA Corps. (ret.)
Courtesy of NOAA Corps Collection*

News Briefs

Airlines to Report Causes of Delays

Airlines will soon have to report not only the number and length of delays, they will begin reporting the causes as well. Airlines will be required to report cancellations within four categories:

- > Circumstances within the control of the carrier such as maintenance
- > Extreme Weather Problems
- > Delays due to National Aviation System issues, such as airport operations
- > Security breaches or malfunctioning security equipment

For delays, airlines will report when an aircraft is late from its previous flight leg.

This information may help build public support for more runways. The data should show where the system is choking.

Gun-Training for Pilots Deadline Set *From Washington Post Staff Writer, Sara Kehaulani Goo*

Training for those pilots who want to carry firearms in the cockpit must begin by the end of February 2003, the homeland security bill mandates.

Pilots must pay for the training themselves and arrange for training on their own time. Pilot training is likely to be more extensive than the 48 hours some pilots would like.

The TSA has yet to work out many details in the program, including how much initial and recurrent training pilots will receive. The agency must also obtain international legal agreements to allow pilots to carry guns into airports of countries that prohibit firearms.

The new law requires that the TSA train pilots as "federal flight deck officers," with training similar to other federal agents.

Extra Fuel Required on Boeing Jets

The FAA has issued an order that 737s, 747s, and 757s must fly with extra fuel on board. The aim is to ensure that there is enough fuel in the tanks to cover the fuel pumps in case they overheat and ignite.

The safety warning is intended as a precaution while the FAA attempts to pin down the cause of the explosion in the fuel tank of TWA 800.

The order affects about 1,400 jets flown by U.S. carriers. The FAA is sending advisories about the pumps to its counterpart agencies in other countries which cover approximately 2,100 more jets.

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Rhonda Smith, left, and Tracie Benson finally relaxing aboard the Maid of the Mist at Niagara Falls in May 2002.



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New Web Sites for NOTAMs

In an effort to consolidate the various places in which one finds NOTAMs and other aeronautical information, a web site has been developed on the AOCNet. In addition to NOTAM information, the site includes weather links, a Tools link with the OIS and RVR pages as well as other links that should be useful. NavCanada is also linked.

The web site is part of the FAA

Naimes ATCSCC Domestic Web System. It is password protected, however, anyone can access this site through the AOCNet.

Dispatchers are encouraged to check out this web site. Please feel free to email comments to Tom Paccione at Tom.Paccione@faa.gov.

The web site address:

<https://naimes.aatcsc.faa.gov>

You can access the site and register your information via web site:

<https://register.naimes.nas.faa.gov>

If you have trouble accessing these sites, call the Air Transport Association at 703.904.4534.



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VOLUNTEER!

The ADF is looking for a few concerned citizens

See www.dispatcher.org **g** **For more information**

Ireland! IFALDA, ADF, EUFALDA Annual Worldwide Summit

The Spring Business Meeting and World Dispatch Summit 2003 will be held in Shannon, Ireland on May 5-7, 2003.

The Connemara Coast Galway Hotel will be the site for the meetings. It is a lovely place, located six miles from Galway City, with grounds that extend down to Galway Bay. More information on the hotel can be found on their website www.connemara.coasthotel.com

Fishing, hiking, horseback riding, ancient ruins, excellent seafood: all this

can be enjoyed in Ireland.

Information on things to do in Ireland can be found on a variety of websites such as www.ireland.travel.ie and www.shamrock.org.

May 5: Arrival, registration and welcome reception

May 6: ADF/EUFALDA Business Meeting; IFALDA Meeting will be after lunch

May 7: Speakers

May 8: Optional Tour

Online registration and information will be available in January via the

IFALDA website at www.ifalda.org.

Vendors interested in setting up a display booth, contact Tracie Benson at Tbenson@dispatcher.org.



Restructuring the National Airspace System: A Perspective on Systemic Change

by Paul Branch (FAA) and Steve Bell (FAA)

Editor's Note: Following is the Introduction of a paper presented at the last ADF Symposium. The complete paper can be found via the ADF website at www.dispatcher.org/library/

The aviation industry presents an interesting paradox. On the one hand, it is in a constant state of change – new aircraft, shifting markets, procedural and technological improvements – while, on the other hand, it seems to long for the stability and predictability that non-change offers. We seek improvement but yearn to keep things the way they are.

Many recognized years ago that this industry, and especially the air traffic control system, was rapidly approaching a significant watershed: Overcoming our structural, and natural, inclinations to resist change because we need to keep up with our customers' requirements for an ever-improving safe and efficient operation. We believe the industry has begun to take the first tentative steps of actually dealing with change, although it has often been painful. For our part, we have begun by undertaking an "awareness campaign" of sorts. Our mission in this regard has been for the past several years, and remains today, to raise everyone's systemic awareness – air traffic controllers, pilots, dispatchers – anyone who can affect in some way the success or failure of this industry. To say

the least, it has been quite an adventure.

We are a community of people striving to create something unique for the benefit of humankind – a system that reliably provides transportation by air to connect people and markets with a level of speed, safety, and efficiency that is not possible by any other means. But we do not see ourselves as a community. Rather, we see ourselves in a very limited and parochial way, identifying with our local team or facility, but not necessarily with the air traffic control system or the aviation industry as a whole. We toil to "do our best" within our limited sphere, then send it on down the line with the assumption that somehow, almost magically, it will come together to yield the desired result. Most days, the system works incredibly well, although it's difficult to specifically say why. And then there are those days when no matter what we try to do, it seems that very little works well, and, again, it's difficult to say why.

To bring about more consistent results and a higher level of service, we advocate becoming a truly collaborative/consensus-decision making community, moving away from our long-held tradition of unilateral command and control. We believe that the potential we could achieve from the collective application of the system's intellectual

capital is far greater than that which is possible when each of us simply does his/her job and sends it on down the line. The first step is awareness. Recognizing that the way we have always done *it* may not be the only way or even the best way. It is for this purpose that we hope you will find this work engaging and challenging. And we hope you will commit yourself, as we have, to a journey of change.



ADF
recognizes
Steve Bell
and
Paul Branch,
of the FAA,
for their great efforts to
promote communication
within the
aviation industry.

Top Posts at FAA Filled

WASHINGTON, DC Federal Aviation Administration (FAA) Administrator **Marion C. Blakey** today announced the following appointments by President George W. Bush to top agency posts.

Robert Sturgell is appointed Senior Counsel to the Administrator. Sturgell will advise the Administrator on policy and management issues, as well as on the agency's capital programs and modernization efforts. Sturgell joins Administrator Blakey from the National Transportation Safety Board (NTSB) where he had served the former Safety Board Chairman as primary advisor and coordinator on the NTSB's recommendations, policy programs and other safety initiatives. Prior to joining the NTSB, Sturgell was a flight operations supervisor and line pilot for United Airlines. Sturgell is also an attorney and has practiced aviation law at the Washington, DC law firm

Shaw Pittman. Sturgell.

David Mandell is appointed Chief of Staff to the Administrator. Mandell acts as Administrator Blakey's primary aide and advisor in the management and administration of the agency. Mandell also serves as a key legal advisor to the Administrator on many legal issues including all procurement and acquisition disputes as well as civil penalty cases. He previously served Blakey as Special Counsel to the Chairman at the NTSB.

Greg Martin is appointed Assistant Administrator for Public Affairs. Martin is the FAA's chief spokesperson and is responsible for the strategic development and overall management of both the agency's external and internal communications programs, media relations and website.

David Balloff is appointed Assistant Administrator for

Government and Industry Affairs. Balloff becomes the FAA's chief liaison to Congress as well as overseeing relationships with industry to promote and implement policies that will ensure the safety and enhance the capacity of the national airspace system. Balloff served in a similar position with Administrator Blakey at the NTSB. Before joining the Safety Board, Balloff was the longstanding transportation policy advisor and press secretary to Congressman and House Aviation Subcommittee Chairman John J. Duncan, Jr., having worked on the AIR-21 legislation and the Aviation Security Bill.

An electronic version of this news release is available via the World Wide Web at <http://www.faa.gov/index.cfm/apa/1062>



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NASA Researches Icing

NASA's Glenn Research Center is actively researching aviation icing. NASA Glenn uses a DH-6 Twin Otter as a flying laboratory and a refrigerated wind tunnel to gather research data.

The information is published on NASA Glenn's web site at the following URL: <http://icebox-esn.grc.nasa.gov/>

The research results are focused on several areas including education and training, aircraft ice protection and aircraft design. The NASA Glenn

web site offers documents for download. There are also education tools available. Several NASA produced videos on icing are made available through distribution by Sporty's Pilot Shop at a very nominal cost.

NASA Glenn offers a computer based training (CBT) for Regional airlines and corporate (or fractional) operators. Further information on obtaining this

product are available on the web site. In addition selected portions of the CBT are available for anyone to view



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Flight Explorer is the world's leading provider of near real-time Internet based flight tracking information. Flight Explorer Professional (FE Pro), the best-selling aircraft situation display (ASD), can save your airline money and fuel, all while improving your company's performance and customer satisfaction.

Flight Explorer is used throughout the aviation industry with the primary users being airline dispatchers. Dispatchers provide valuable feedback to Flight Explorer so their "tricks of the trade" may be shared with others. Following are some of the ways that our dispatch customers increase their companies' effectiveness—and profits.

Improved Flight Planning. FE Pro allows dispatchers to stay current and aware of the post 9/11 Temporary Flight Restrictions (TFRs). By showing a graphical display of TFRs, dispatchers are assisted in the flight planning phase. Combined with FE Pro's new Sabre/Bornemann Flight Planning Interface, you can see active IFR traffic for the US (including Alaska and Hawaii), Canada, UK (for authorized customers), New Zealand, the Caribbean and parts of the Atlantic and Pacific Oceans, real time weather, up-to-date graphical TFRs—and display your flight plans over it all before filing it with the FAA.

On Target Flight Rerouting. This is where FE Pro proves invaluable. There are numerous reasons for dispatchers to initiate rerouting—

optimizing fuel consumption, avoiding adverse weather, avoiding downstream air traffic control delays and congestion, and company reprioritization—before and during a flight. Today, dispatchers can display filed flight plans of airborne planes (and actual routes flown) to assist in making rerouting decisions. The dispatcher can also use the bearing/distance tool for measurements in the rerouting process.

Improved Company Efficiency. Things work well when the airline stays on the daily published schedule—but mechanical delays, weather diverts and other factors grind the daily schedule into the dust. FE is invaluable when coping with irregular operations. The dispatcher can use FE Pro's 16 alert features to receive notification, via voice or sound, of deviations from the planned flight and arrival time. Or, the dispatcher can set up FE Pro to send email messages *automatically* to other team members involved in support services, including surface transportation, fuel and catering trucks, and baggage via their PCs, PDAs, pagers, and cell phones so that they have the latest information—allowing them to make quick, intelligent decisions on the best use of facilities and resources.

It's not just all academic. Dispatchers provide Flight Explorer with real life cases of how they came out ahead using Flight Explorer. Below are just some of the many examples Flight Explorer has received.

Capitalize on Changing ATC conditions. A dispatcher did not get a requested route. Later, he saw on his ASD that other flights were using that route. He called ATC, advised them

that other flights were getting the route and ATC gave him the route. The flight was able to fly a more optimized route, saving both flight time and fuel.

Save Fuel—Stay on Flight Plan. One dispatcher saw the route of flight change, called the aircraft to find out why, and discovered that the crew "was proud as punch" that they were able to get cleared direct. The dispatcher advised the aircrew that their direct clearance put the plane squarely on the wrong side of a high-pressure system and that their fuel burn and block time was going to increase substantially. The dispatcher got the aircraft changed back to the original route and the airline did not incur the additional expenses for flight time and fuel burn.

Safely Outsmarting Old Man Weather. Staying within FAR weather separation limits, one dispatcher determined that if she could increase the enroute cruise speed of her aircraft, the flight could get through a decreasing gap between two lines of converging thunderstorms. Speeding up and getting through the gap produced considerable savings compared to flying around the line of thunderstorms or even diverting.

Flight Explorer customers are the premier organizations in the industry and these are just a few of the ways that Flight Explorer has improved their operations. To discover how Flight Explorer can optimize your operations or to let us know how you use Flight Explorer, please visit www.flightexplorer.com, call 1-866-235-6870 or email sales@flightexplorer.com.

Miami Controllers Using Digital Messaging

Specially trained air traffic controllers and pilots are exchanging digital messages at Miami En route Center using Controller-Pilot Data Link Communications, or CPDLC.

CPDLC allows controllers to reduce their dependence on voice radio, replacing it with a faster, more reliable text messaging service between pilot and controller. The CPDLC system allows routine messages that are not urgent to be exchanged between controllers and pilots on a computer screen helping to relieve voice frequency congestion.

With CPDLC, some of today's time-consuming air traffic communication exchanges will be completed with the push of a button, alleviating the voice traffic by giving the controllers and

pilots a set of messages to exchange through a data link.

During a flight, air traffic controllers are in frequent communication with pilots to provide clearances and other information. Currently, this communication is by two-way radio using voice. In busy sectors, with a controller handling many aircraft, the "party line" nature of voice radio can limit the ability to communicate.

Miami Center is equipped with Build 1, where routine CPDLC messages will be available for use. The Miami controllers and participating airlines should begin to see the benefits of CPDLC as more airlines equip a greater number of airplanes for this service. Air traffic controllers currently spend a significant amount of time on routine contacts with airliners and in communicating

frequency changes and altimeter settings. These are the messages that Build 1 encompasses.

An upgraded system, called CPDLC Build 1A is under development as well. CPDLC Build 1A will add additional air traffic services including clearances for altitude, speed, heading, re-routes and pilot requests for altitude changes.

The CPDLC project has been made possible by a government/industry partnership of American Airlines, Rockwell Collins, ARINC, Computer Sciences Corporation and the FAA.

An electronic version of this news release is available via the World Wide Web at <http://www2.faa.gov/index.cfm/apa/1064>



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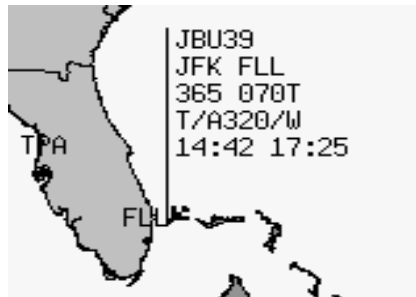
Jim Jansen has been named Executive Vice President of Airline Dispatchers Federation. A dispatcher since 1975, Jim has been a member of ADF since its inception in 1990. He has been with American Airlines for 36 years. Jim replaces Brad Irwin who will focus on the IT side of things for ADF.

As Executive Vice President, Jim will be responsible for setting the agenda for ADF business meetings. Contact him with any issues you think are important to ADF and the aviation industry.

His email is jjansen@dispatcher.org.

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Weather Avoidance Using Route Optimization as a Decision Aid

By Olu Olofinboba (Honeywell)

Accident statistics suggest that weather is a factor in approximately 30% of aviation accidents. In 1997, the NASA Aviation Safety Investment Strategy Team (ASIST) recommended a major push in Weather Accident Prevention and identified prioritized investment areas. Among the efforts that resulted was the Aviation Weather Information (AWIN) element at NASA Langley Research Center. The NASA AWIN element aims to reduce aviation weather related accidents by improving the access to and quality of weather information to National Airspace System users. While the majority of AWIN projects focus on developing these technologies for the flightdeck, one project specifically addresses improving weather situation awareness and decision-making for dispatchers.

The AWIN Weather Avoidance Using Route Optimization as a Decision Aid project was started in 1998 as a Cooperative Agreement between Honeywell and NASA. The resulting decision support tool is aimed at the pre-flight route planning portion of the flight release. It was developed after visiting and surveying several Airline Operations Centers to gather requirements from dispatchers. The user interface allows dispatchers to recall and edit stored routes, model weather hazards, adjust hazard severity thresholds, select route optimizer features, and compare metrics of alternate routes (e.g., fuel usage, time, and distance). It allows the graphical display of trajectory and hazards including plan view, vertical profile, animation, and includes a replay ability. Route optimizer options include minimum fuel, wind optimal, hazard avoidance, and waypoint constraints.

An evaluation was done to quantify potential benefits of the decision support tool at the Embry-Riddle Aeronautical University in Daytona Beach, Florida earlier this year. The evaluation involved 32 student participants, 30 of who had dispatch training or dispatch experience. Participants

were tested with a tool configuration that reflects current practice and another one that reflects the proposed AWIN based system. The proposed AWIN system includes 4-dimensional weather hazard polygons with corresponding severity levels. For purposes of the experiment, the weather polygons were defined by a meteorologist but they could be derived from other sources including being created by a dispatcher. In the AWIN system, the dispatcher can select a route that is expressly optimized to go around weather and other hazards, with the route and hazards integrated on the same display. To effectively compare these two tool configurations in a realistic operational context, we incorporated feedback from our AOC visits and the weather source web survey that is hosted on both the ADF and EUFALDA websites. Weather information sources were made available if more than 50% of U.S. based airlines had that source available to them based on the survey. Comments from the experiment participants indicated they felt the experiment was valid and realistic.

For the evaluation, we looked at several measures for comparing tool configurations (concepts). Safety measures included distance flown in weather hazards, situational awareness, and trust in the system. We also looked at fuel use and other efficiency/effectiveness measures like planning time, number of weather sources accessed, and dispatcher workload. We found a significant benefit to introducing the new AWIN concept in all the measures we looked at. It is perhaps most significant that experiment participants were six times less likely to penetrate hazardous weather with the AWIN system than with the system that corresponds to current practice.

We want to thank all the ADF members who responded to our survey and especially Mr. Brad Irwin for helping us host it on the ADF website.

Your contributions have been invaluable and are very much appreciated.

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Air Traffic Procedures Advisory Committee By Frank Hashek (ATA)

The ADF holds a membership seat on the FAA's Air Traffic Procedures Advisory Committee (ATPAC). ATPAC is one of the FAA's oldest Advisory Committees.

Committee members include representatives from user groups representing general aviation, sport aviation, corporate aviation and the airlines. The Executive Director, an FAA employee, is appointed by the Administrator. ATPAC elects a Chairperson from among the membership. The committee recently approved new guidelines that require the committee to operate by consensus, rather than the previous method of voting on each issue.

ATPAC considers questions and problems that relate directly to Air Traffic procedures and is charged to report directly to the Administrator. The committee meets on a quarterly basis.

Issues currently under consideration include the following:

Local NOTAM Distribution, AOC 90-14

This item has been on the ATPAC agenda since January of 1998. The issue is that L-NOTAMs availability outside of the local area is very limited. The FAA advised that the long term solution is the implementation of the FSS OASIS system. The OASIS system is scheduled for full deployment by 2005-2006.

The FAA is now implementing the NOTAM Short Term Solution (NTSS). This involves installation of "off the shelf" computer systems at all FSSs and is scheduled to be completed within 18 months. Testing of the first systems is scheduled to begin in February 2003 at the Macon GA AFSS and Cedar Falls UT AFSS.

PIREP Distribution, AOC 97-1

This question has been under consideration since January 2000. The concern is for the receipt, timely entry into the system and timely distribution of PIREPs. The FAA is still reviewing initiatives in this area and an update will be given at the January ATPAC meeting.

Aircraft Operations on Intersecting Runways, AOC 99-2

This Area of Concern (AOC) was prompted by reported instances where aircraft may have been too close together arriving and departing KLG. Citing an NTSB report on the KLG situation, ATPAC recommended that the FAA perform some risk analysis of intersecting runway operations and the standards used in the 7110.65 to avoid potential conflicts. The FAA is investigating the situation.

Discrete ARFF Frequency for Flight Crews, AOC 108-3

AC 150/5210-7C recommends that airports establish a discrete emergency radio frequency for use between flight crews and ARFF personnel in emergency situations. It was reported that many airports are not in compliance and the FAA is investigating this issue.

Assignment of Transponder code 7700 for WX Avoidance

Some flight crews have reported that ATC has assigned transponder code 7700 for WX avoidance when the crews have declined clearance instructions that may take their flight into severe WX. The FAA will investigate this issue. The NASA ASRS representative asked that the following statement be included in the ATPAC minutes on this issue and it is given verbatim below:

ALERT BULLETIN

We recently received an ASRS report describing a safety concern which may involve your area of operational responsibility. We do not have sufficient details to assess either the factual accuracy or possible gravity of the report. It is our policy to relay the reported information to the appropriate authority for evaluation and any necessary follow-up. We feel you should be aware of the following: ASRS has received several reports from flight crews expressing con-

cern that some ATC facilities are requiring pilots to invoke their command authority (Squawk 7700) in situations involving weather deviations. ASRS contacted Cleveland, Chicago, and Indianapolis Centers (ZOB, ZAU, ZID) where severe weather conditions are prevalent, and it appears that the usage of squawking "Emergency" as a first resort is applied at the three facilities mentioned in the attached reports to the ASRS. An A320 flight crew had asked ZMA to deviate around Level 3 radar weather and was assigned an unacceptable heading. Allegedly, ZMA responded "...squawk 7700 and say intentions." Reporter notified ZMA again that they were unable and was allegedly told "...since you're unable to comply with ATC instructions, squawk 7700 and say intentions..." (ACNs 543007, 543117). A B737 flight crew declined to accept a turn because of hazardous weather, and was told by ZDC controller to "...squawk 7700 and do what you have to..." (ACN 542806). An S80 flight crew asked ZDC for a deviation around severe weather and was, allegedly, given a vector toward the thunderstorm. The flight crew informed ATC that they're unable and were told to "...squawk 7700..." (ACNs 545062, 545070)

(Keywords: Emergency, Weather Avoidance, Squawk 7700, Pilot In Command Authority)

To properly assess the usefulness of our AB service, we would appreciate it if you would take the time to give us your feedback on the value of the information that we have provided. Please contact Michael Jengo at (650) 969-3969.

Aviation Safety Reporting System
625 Ellis Street, Suite 305
Mountain View, CA 94043

Narratives of ASRS reports are on the FAA ATPAC web site in the minutes under this AOC at the following URL: <http://www1.faa.gov/ats/atp/atp110/minutes.htm>

B737 Elevator Balance Bays AD, AOC 109-2

Many of the B737 aircraft are speed restricted due to this AD. A means of informing ATC in advance of this restriction was discussed. The committee could not determine a satisfactory solution that could be quickly implemented. The FAA will investigate and determine ways to disseminate this information.

RNAV Arrival and Departure Procedures, AOC 109-3

Concerns were expressed to ATPAC about deviations from newly published RNAV procedures. Specific facilities mentioned included CLT, IAD, PHX and LAS. ATPAC recommended that the FAA suspend implementation of new procedures until concerns about these procedures are resolved. The FAA accepted the recommendation.

Specific Guidance for RNAV Procedures, AOC 109-4

Concerns were expressed about the implementation of new RNAV procedures. The FAA has task forces working on these issues. A new RNP office (ATP 500) has been established. It is headed by Jeff Williams and will be working on RNAV and other RNP implementation issues. ATPAC will receive an update briefing in January.

This is only a brief overview of the issues currently facing ATPAC. ATPAC has a web site and detailed information can be found there. The URL is: <http://www1.faa.gov/ats/atp/atp110/>

ADF members are encouraged to bring their concerns relating to Air Traffic Procedures to the attention of the ADF delegates to ATPAC. Please forward any comments, concerns and suggestions to: Frank Hashek fhashek@dispatcher.org or Amar Murthy Amar@BLRGroup.com

New Asia-Europe Air Routes Will Save Time, Fuel, Money

Effective November 28, 2002, a new network of air routes connecting Asia, Australia, the Middle East and Europe will be implemented. For airlines, the benefits of these more efficient routes in fuel savings alone will reduce costs by a conservative estimate of \$55 million per year. Passengers, as well as airlines, will also realize up to 30 minutes in saved travel time. Ground delays totaling 103,000 minutes annually will be eliminated for departures to Europe from Singapore, Kuala Lumpur and Bangkok.

IATA began the process of reforming the route structure following a meeting in Singapore in February 2000. IATA was tasked by its member airlines to review air traffic flows along the entire Kangaroo Route from Australia to Europe with the goal of improving safety, reducing costs, and increasing both efficiency and environmental friendliness.

IATA approached ICAO for assistance and an ICAO task force was formed:

Europe, Middle East, Asia Route Structure South of the Himalayas (EMARSSH) resulting in the reformed route structure.

About 45 widebody civilian aircraft depart AustralAsian airports for Europe daily. Less than half of these flights are able to achieve optimum cruising levels and efficient fuel burn due to airspace congestion. The revamped air route structure, which capitalizes on advanced avionics aboard new-generation aircraft, would enhance aviation safety due to reduced route congestion and simplified air traffic controller workload.

Flight paths that previously deviated around military zones can now travel in straight lines after negotiations between 21 governments, their militaries and airlines. The only airspace still to be avoided is over Iraq and parts of Afghanistan.

The biggest breakthroughs came from Iran, India and Pakistan who opened

up their military airspace to passenger planes. Some governments reserved parts of their airspace for military training during daylight hours, opening them to airlines overnight.

Iranian authorities gave airlines approval to fly anytime through all their airspace with the restriction that planes fly at cruising altitude above 25,000 feet. Most aircraft crossing the region fly above 31,000 feet.

The old routes were designed in the 1950s based upon aircraft having to fly from one ground-based navigation aid to another.

Sources for this article include:

The Shipping Times

IATA Press Release

Air Services Australia Press Release



**Trajectory-based Flight Planning
For Products and Services Information**

Contact

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Upcoming ADF Meetings

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May 5-7, 2002

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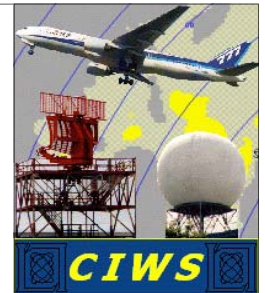
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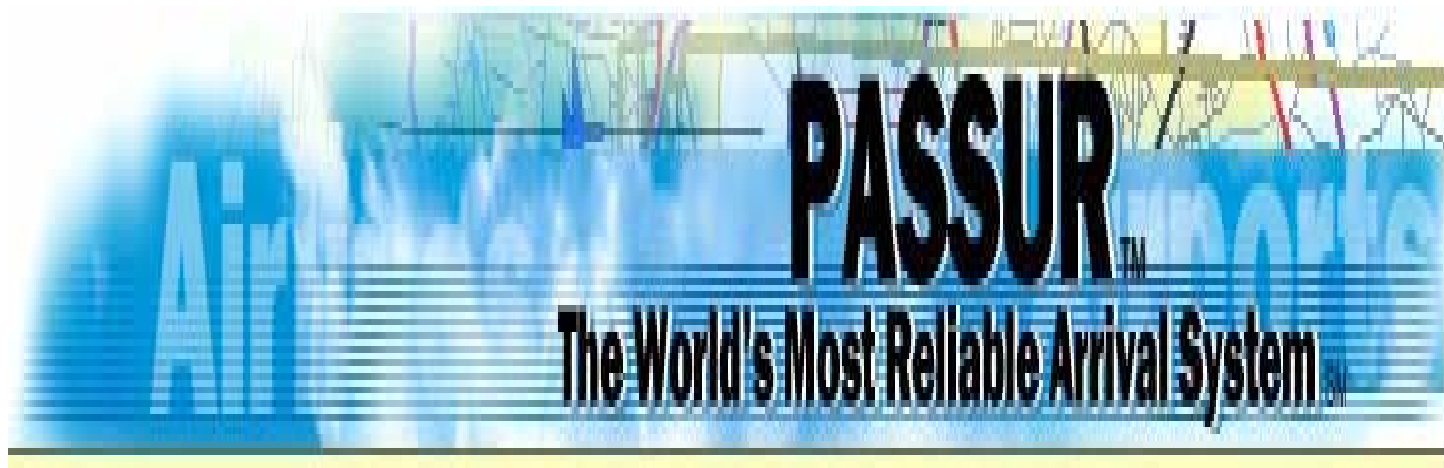
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