See Display in SNN

THE ADF NEWS "Keeping the Dispatch Profession Informed"

IFALDA/EUFALDA/ADF Meeting in Ireland

A joint conference of the International Federation of Airline Dispatchers Association, European Federation of Airline Dispatchers Association, and Airline Dispatchers Federation will be held in Galway, Ireland on May 5—7, 2003.

May 5th will see the arrival of dispatchers and industry participants from all over the world with a reception that evening.

Business and annual general meetings of the various entities, ADF, IFALDA, and EUFALDA are scheduled for the second day. A tour of Galway and stop at Galway Crystal is planned for spouses, partners, and friends of those attending the conference.

The third day of the conference will feature speakers and group meetings followed by a gala dinner (semi-formal attire, please). A more extended tour of the Connemara countryside is available for those not attending the conference.

On May 8th there will be no meetings. For those who wish to see more of County Galway, an optional trip to the Aran Isles, at the mouth of Galway Bay, has been arranged. This tour will include coach and ferry transportation and will last for most of the day.

See *www.IFALDA.org* for more detailed information on the conference, tours, and accommodations.

Aside from the meetings, there are many things to do in Galway. Of course, Irish music abounds with its lovely, haunting melodies as well as its great sense of fun. Irish beer and whiskey is famous throughout the world as are its castles and ancient ruins.

Recreational activities include angling, pony-trekking, and bicycling. Connemara ponies are justifiably famous for their wonderful temperament and hardiness. Bikes for hire can be found right in Galway and of course, golfing is an option.

Registration and all information is available at *www.IFALDA.org*. Rooms are still available. Please join us along with these vendors: AmazonTech, Avtec, BLR Group, CS, FWZ, Jeppesen, Lido, Metron, Navtech, Preston, Sabre, SITA, and Zetron.

If you are a vendor and would like to display your products, contact TBenson@Dispatcher.org

ADF Responds to TSA by Frank Hashek

TSA/FAA Rule To Revoke Airman Certificates For Security Reasons

The TSA plans to assume power to order the FAA to pull Airman Certificates of individuals suspected of being a security threat. Under the rule, the FAA would immediately suspend the certificate of the person suspected by the TSA of being a threat.

The Airman may well find him/herself defending the certificate against evidence that may be classified. Final action could include revocation of the certificate.

This represents a very real threat to all certificated airmen including Dispatchers. The ADF has written a let-

Inside this issue:

Special points of interest:

- "The FAA is proposing to require Part 121 operators to make modifications to their aircraft to assure immediate activation of the hijack alert code and continuous transmission of that ode to ATC during a hijack situation.

- Responding to requests from the military and other entities, the National Hurricane Center will issue 5-day predictions, an improvement over the current 3-day prediction cycle.

- The federal government is mulling a proposal to extend rules governing long-haul operations of twin-engine jets to three- and four-engine aircraft.

ATPAC UPDATE   by Frank Hashek

The ADF was represented at the January 2003 FAA ATPAC (Air Traffic Procedures Advisory Committee) meeting. The following items of interest to Dispatchers were among the AOCs (Areas of Concern) discussed:

Local NOTAM Distribution, AOC 90-14
At the last meeting, the FAA announced that it was pursuing a short term solution to the L-NOTAM distribution problem. At this meeting, the FAA advised that there was a temporary suspension of funding for the project, due to the Congressional budget impasse. ATPAC will receive an update on the situation in April.

PIREP Distribution, AOC 97-1
The FAA has a new training module on PIREPs ready at the OKC Academy that will be included with other training. The FAA is discussing "one key" entry and touch screen entry of PIREPs with NATCA. An update is expected at the April meeting.

Discrete ARFF Frequency for Flight Crews, AOC 108-3
The FAA has checked on this and reports that the top 50 airports either have a dedicated ARFF frequency or plans to clear a frequency for ARFF when a situation arises. A list of frequencies is to be made available to ATPAC at the April meeting.

B737 Elevator Balance Bays AD, AOC 109-2
This AOC concerns speed restrictions on the B737 aircraft. After discussion it was determined that ATC was adequately aware of the situation through communication with flight crews and because some Dispatchers are including the restriction in flight plan remarks.

RNAV Procedures, "Descend Via" Clearances, AOC 110-1
This AOC concerns ATC making modifications to RNAV arrival procedures and the correct phraseology in doing so. Generally, the modifications include a different crossing altitude over one of the arrival fixes.

The FAA has published guidance in a GENOT, that states all crossing altitudes prior to the one that has been changed remain in effect. ATPAC formed a working group to come up with suggestions and to review the work of another committee that is working on this problem. An update will be given at the April meeting.

General Comments
RNAV/RNP procedures are the wave of the future. They are planned to increase both capacity and safety. The FAA is establishing a separate office under its auspices to develop and implement these procedures.

Dispatchers with concerns on Air Traffic Procedures are requested to submit them to:

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

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Do you possess any other certificates or special qualifications_____

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                                        Washington, DC 20006

ter of response to the Federal Docket on these matters.

There are two TSA proposed rules and a single FAA rule on this subject. The FAA rule number is: FAA-2002-14293. The TSA rule numbers are: TSA-2002-13732 and TSA-2002-13733.

You may view the rules and electronically submitted comments at the following URL:
http://dms.dot.gov/search/searchFormSimple.cfm
Enter only the last part of the document number, e.g. 17293, in the search box. You will then be taken to a page from which you can view the proposed rule and comments.

We encourage you to respond, leaving concise and courteous comments that outline your position on this issue..

The ADF has responded to the docket on behalf of the membership, as follows:

Subject: Docket Number:
FAA-2002-14293

ADF Comments to the Docket:

The Airline Dispatchers Federation (ADF) is a professional organization representing the interests of FAA licensed Aircraft Dispatchers.

The ADF acknowledges the need for adequate aviation security and sup-

ports FAA and TSA efforts to increase aviation security.

The ADF strongly disagrees with this rule. The rule mandates that the FAA revoke the airman certificate (applicable to pilots, mechanics and dispatchers) of any person who is determined by the TSA to be a "security threat". Such action would effectively end that worker's employment in the airline industry.

While the rule spells out in detail the process by which a revocation would occur, there is no discussion of standards, criteria or procedures by which the TSA would make a determination that an individual was a "security threat".

While an individual may appeal the initial finding, there is no provision for the individual to obtain any information on how the determination was made, making any appeal an exercise in futility.

This violates the due process principles contained in the US Constitution. Holders of airman certificates would be unable to invoke their traditional rights to access and refute the information that is used against them.

Dispatchers, pilots, mechanics and many other airline workers are required to clear a ten-year criminal background check and are required to submit to fingerprinting. Many things ranging from minor infractions

to serious violations can already effectively end an airline employee's career in the name of aviation security.

This rule appears to lower the standard of proof to mere hearsay, the substance of which is not required to be disclosed to the accused. Our founding fathers framed our Constitution to guarantee due process. The TSA should not be allowed to override the US Constitution.

The ADF strongly believes that the Constitutional guarantees of due process must be written into this rule before it is allowed to go into effect.

Sincerely,
Frank J. Hashek
Director of Membership

WARP Deployed: Three Views

On January 23, the FAA published a news release, as follows:

Washington, DC—The Department of Transportation's Federal Aviation Aministration (FAA) announced today that it has added another key component to its long-term modernization plan by deploying advanced weather processing systems at all 20 air route traffic control facilities. The Weather and Radar Processor—called WARP—allows air traffic controllers to see more accurate, timely weather information on the same display that shows aircraft position data. WARP reduces the potential for weather-related accidents and lessens the impact of bad weather on airspace.

"When it comes to weather delays, controllers may not be able to fool Mother Nature, but WARP can help them steer clear of her," said FAA Administrator Marion C. Blakey. "We can now see the same weather that the pilots see and, as a result, make more informed decisions about rerouting traffic to reduce delays and increase efficiency."

Displayed on color monitors, WARP shows precipitation at three different altitudes. The system allows controllers to concentrate on the weather affecting a particular airspace sector and see a more timely view of local precipitation. By seeing both the aircraft and the storm, where the aircraft is going, and when and where it will return to its original path, the controller is able to move other aircraft around more efficiently.

The color-coded weather information is shown as background graphics to the aircraft data on the display. The system provides much more accurate and localized information that earlier sources of weather data and the system it replaces.

After this news release, the Fort Worth Star Telegram wrote a brief article somewhat distorting the function of Air Traffic Control. Not all of the article appears here, just the nug-

get of bad information:

...All too often, poor weather detection would have meant that the jet [flying to Las Vegas] would fly into the storm before controllers had enough information to offer the pilot a safer route.

No longer, thanks to the Weather and Radar Processor, or WARP. To put it simply, controllers can see what used to be invisible to them.

"We now have the ability to act early — not react, but act," said Leonard Story of the [FAA], who works at the Fort Worth Air Route Traffic Control Center.

Thanks to alert reader, **Steve Caisse**, that particular reporter and, hopefully, the public has been educated about the duties of dispatchers and the function of Air Traffic Control.

Steve's response to the FWST article:

As a 25 year employee with a major airline and an active Flight Superintendent, I wanted to set the record straight on WARP and correct your comments in the third sentence above. First of all, as required by the [FARs], that Las Vegas-bound jet would be equipped with on board weather radar which updates every 5 seconds and gives the pilots real time, precise tactical information and guidance for avoiding thunderstorms. No ground based tool, especially one that only updates every 6 minutes, can provide as detailed weather avoidance information as does an aircraft's on board weather radar.

Secondly, overseeing this flight, there would be a highly trained, certificated individual on the ground employed by the operator of that "Las Vegas bound jet" who has primary responsibility for providing hazardous weather and routing information to the pilots of that flight. This individual, the aircraft dispatcher, has far more sophisticated weather display tools than the FAA's WARP. The dispatcher is responsible for issuing rout-

ing changes when enroute weather hazards develop along the intended route of flight. In the real world of airline operations, the pilot and/or the dispatcher would have safely avoided that storm forming over New Mexico with no difficulty.

Your allusion that this aircraft would have flown into the storm without help from the FAA and from WARP is completely implausible. The job of controllers is to separate air traffic and prevent airborne collisions. The operator of the aircraft is responsible for avoiding hazardous enroute weather, not the air traffic controllers. While WARP may be a nice addition to the controller's toolset, it will not change the way airlines have safely conducted flight operations for many, many years.
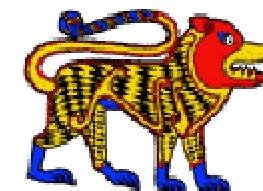
News Briefs

FAA Improves in Customer Satisfaction Survey

According to a press release, U.S commercial pilots have given the FAA improved scores in job performance in a customer satisfaction survey that evaluates the quality of goods and services delivered by federal government agencies.

In this fourth annual survey conducted by the University of Michigan, CFI Group and the Federal Consulting Group, the FAA gained 9 percent in its overall rating, up to 64 percent.

FAA air traffic services received an overall rating of 84, a 1 point increase over last year while the FAA's safety regulation and pilot certification functions registered similar increases. The score for setting clear and effective safety standards was up 5 points over last year's 58 to 63.

NTSB Expands Its Website

The National Transportation Safety Board has expanded its web site to include aviation accident synopses and data covering the years from 1962 to the present. Previously, data issued prior to 1983 were not available on-line. Now, over 90,000 additional records from air carrier and general aviation accident investigations, conducted from 1962 to 1982 have been added are accessible through the NTSB web site. These include five years of investigations conducted by the Board's predecessor agency, the Civil Aeronautics Board, before 1967.

Full query capability can be found on the NTSB web site at *http://www. ntsb.gov,* under "Aviation."

RJ Statistics

U.S. operators of regional jets now serve 223 North American airports

In 2002, U.S. Regional carriers announced new RJ schedules on 183 airport pairs, at a rate of 3.5 per week.

RJs are also flying longer stages, with the new routes averaging 544 miles. More than half of the 2002 announced routes were 750 miles or longer with nine of the new routes exceeding 1,000 miles. EWR–OKC was the longest at 1,325 miles.

Six new RJ hubs were launched in 2002.

Quantas Sets Flight Record

Qantas may have set several records by flying an Airbus A330-200 from Toulouse to Melbourne. The flight covered the distance of 17,000 km in a flight time of 20 hours and 4 minutes.

The flight is believed to have set two new records in for a distance without landing of 16,910 km as well as the fastest speed between the two cities—865 km/hr.

The Qantas delivery flight departed Toulouse on December 24 with 12 people in the passenger cabin and four pilots, and landed in Melbourne on December 25. The flight followed normal operating procedures.

Navtech is a leading international provider of mission critical aviation software and services. We are committed to providing advanced flight planning technology and the vital solutions required to run an accurate, efficient, and integrated airline operation. Our flight planning systems not only minimize the fuel, operating costs, and overflight charges but also the impact of schedule disruptions.

By providing customized products and services and a strong commitment to investing in our full suite of operations solutions, Navtech continues to meet the unique, specialized, and changing requirements of airlines worldwide. With 118 customers spanning over 29 countries, Navtech understands the importance of creating solid long-term relationships.

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Jeff Rehaluk—Director of Regulatory Review
(Spirit Airlines—FLL)

Upcoming ADF Meetings

Spring 2003 Business Meeting
&
World Dispatch Summit
May 5-7, 2003
Shannon, Ireland
————
Summer 2003 Business Meeting
July 12-14, 2003
Colorado
————
Symposium and Fall Business Meeting
October 12-14, 2003
Orlando / Kissimmee

See *www.dispatcher.org*
for more information.

One Plus Two Equals One Flight Planning Product

Before 2002, when airlines looked for a system to help them strengthen their entire airline operations, among many products on the market they found two, one from Sabre and one from Bornemann Associates. Sabre Airline Solutions offered a system called *AirPath* to all sized airlines. The *AirPath* system, directed toward international carriers, delivered a powerful set of programs and databases for dispatching aircraft. Bornemann Associates offered a similar system called *Eagle* with a corresponding set of functions, but geared toward smaller carriers with primarily domestic operations.

This is the story of these two sophisticated systems that actually began life as one, originally coming from Bornemann Associates. In 1996 Sabre went looking for a flight planning and dispatch system and found *Eagle*. Rather than divest itself completely of a product their customers depended upon, Bornemann entered into an agreement whereby Sabre would market the *Eagle* Flight Planning System as the *Sabre AirPath* system to large carriers, and Bornemann would continue to market *Eagle* to the small and mid-sized operators.

More than just a marketing agreement, the deal enabled Sabre to develop and enhance the system to meet their client needs while Bornemann continued to develop the system for their market. Flight operations departments had a well-rounded choice when it came to flight planning and dispatch systems.

Under the agreement between Sabre and Bornemann, the two systems stayed in sync until May of 2000 when development efforts diverged. With Sabre targeting large, long haul operators, its development effort was directed at enhancing tranoceanic flight planning capabilities and interfaces with complex European ATC systems.

Meanwhile, the *Eagle* system was being customized to meet the needs of the North American market, including interfaces with relevant FAA, ASD, and satellite weather systems. Based on feedback from its 30-plus users, the *Eagle* system was also refined for ease-of-use and dispatcher productivity.

Then the inevitable happened – Sabre acquired Bornemann Associates and all their products in December of 2001, and one of the first tasks was to determine whether or not to merge the *Eagle* and *AirPath* systems into one again.

The fact that both systems were being developed with a different focus actually made the task of combining them less daunting than originally expected. It was decided that by combining them, Sabre was offering a product to serve any sized airline around the world. The logical name choice became *AirPath-360* since this new product would address all the points on the compass.

In the midst of the merge of the two systems, Sabre undertook a major project to enhance the handling of the North Atlantic operations. Track messages would now automatically process into the database with considerable enhancement being done to the random route functionality to use or avoid the OTS as appropriate. Due to the delay in the deployment of E-rad for machine-readable data, considerable effort was also directed at making the system more easily conform to the European requirements. With the merge of *Eagle* and *AirPath* into *AirPath-360* along with the addition of NAT and European enhancements, the Sabre product became the most functionally rich flight planning system available.

The *Airpath-360* system, targeted for general release later this year, is being tested at Cathay Pacific and Evergreen International Airlines. With a combined client base of over 40 airlines, the system will undergo further enhancements including database independence so that it will be more compatible with existing IT infrastructures at airlines worldwide. In addition to annual user conferences, Sabre holds periodic *AirPath-360* focus group meetings to insure that the product direction maintains its status as the most functionally rich flight planning system on the market today.

The *Airpath-360* system is one of the building blocks of the Sabre SOC 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. The Sabre SOC of the future contains flight planning, movement control, load planning, decision support, ground handling, and passenger reaccommodation.

This story has an addendum. The remaining Bornemann Associates products that Sabre acquired in December 2001, have become an additional jewel in the Sabre portfolio. The products focus primarily on the small, medium, and low-cost airline segment, a growing slice of the airline industry, which is fast reaching its maturity in these trying times. These lean, affordable PC-based systems, often called "airline in a box," are the only systems an airline may need to fully automate the SOC function and manage crew assignments. Scalable and easily implemented, these products are used by more than 70 airlines around the world, providing quickly installed "off-the-shelf" flight operations and crew products.

The Bornemann group of products, now called the *Sabre® Flight Control* suite, includes *Sabre® CrewPlan®* flight crew planning system, *Sabre® CrewTrac®* crew scheduling system, *Sabre® CrewQual®* crew qualifications and training records system and *Sabre® FliteTrac* operations control and flight following system. These *Flight Control* systems are less costly, which results in lower IT costs, and they are easily implemented and help increase operations coordination.

So this is the story of how one solution became two, then later became one again, this time a 360 solution, fully-rounded to provide the critical answers to flight planning for today's evolving aviation industry.

See Display in SNN

What's My Motivation?

The ADF is the **ONLY** advocate for your profession. There is no other organization supporting your professional interests in Washington. These are difficult times, as our industry struggles for its very survival. The ADF has been very active in protecting **your jumpseat privileges**, working to clarify and change **TSA/FAA proposed certificate action rules** and representing dispatchers on a number of FAA committees in rulemaking areas.

If you are reading this and have not yet renewed your membership, we ask you to take a minute now and do so online at the URL below. If you have fellow dispatchers who are not members, please ask them to get involved.

Your membership and support of the ADF is more important than ever.

http://www.dispatcher.org/ membership/howpay.htm

ADF Names Two New Directors

Jeff Rehaluk of Spirit Airlines has been named the Director of Regulatory Review reporting to Executive VP Jim Jansen.

Jeff's initial task will be to manage ADF's participation in the FAA review/rewrite of FAR 125/135. We hope to have Jeff named to the steering committee of this new group which will start meeting within the next 60 days. Assisting Jeff will be Norm Joseph, John Schwoyer, Jim Jansen and Dave Smith. If anyone is interested in participating in this project, contact Jeff at JRehaluk@Dispatcher.org.

Gail Murthy, of BLR Group of America, Inc., has been appointed Director of Publications. Her area of responsibility is the coordination and publication of the ADF Newsletter. Please email questions or comments regarding the newsletter to GMurthy@Dispatcher.org

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With an unsurpassed reputation for timeliness, accuracy and comprehensiveness, Jeppesen has been recognized for nearly 70 years as the source for aeronautical information.

Jeppesen's focus has long been on providing the aviation community with a single source for products and services that meet today's needs while anticipating the needs of tomorrow. Jeppesen is at the forefront of technological innovation, developing new products and services to better support tomorrow's flight operations.

We view our role in aviation as that of a leader; a leader not swayed by fads or attractive enticements designed only to bring short-term rewards at the expense of our long-term commitment to quality and service. Advanced technology figures prominently in our research and development activity and in our vision for the future, but never will it be allowed to compromise our reputation for reliable, customer-oriented products and services, which are trusted the world over.

We recognize that airlines are today operating in rapidly and ever-changing environments and facing challenges of a magnitude not seen before. These challenges include improving the productivity of their personnel, improving flight schedule management and attaining higher levels of flight planning optimization.

Jeppesen has developed **OPSControl**, an integrated suite of management tools that streamline and automate the flight operations management process, to meet these challenges. OPSControl users can manage more flights with fewer resources, plus better anticipate and control potentially hazardous situations. OPSControl interfaces seamlessly with other Jeppesen products, such as our industry-leading JetPlan flight planning engine, weather and NOTAMs services, and OpsData runway and performance analysis. In addition, its modular architecture makes integrating third-party systems such as crew scheduling, maintenance, reservations and communications easy.

OPSControl is designed to meet your operational challenges. It can be scaled to meet not only today's needs, but those of tomorrow as well. With its superior optimization tools, OPSControl will improve your operational efficiency and save you money.

For operators who need the advantages of fully optimized flight planning, but do not need systems integration, Jeppesen offers two additional flight planning solutions:

JetPlanner provides access to the state-of-the-art JetPlan flight planning engine, but at a fraction of the cost. When combined with Jeppesen NavData, JetPlanner offers unparalleled capability. Its graphical interface makes it easy to view and modify flight plan routes against weather, airspace, ETOPS and other constraints. In addition to ease of use, offline request building and time-trigger features minimize time spent online. Coupled with low cost communications protocols, all of this makes JetPlanner highly attractive to operators with limited communications resources.

JetPlan.com gives users on-the-go access to JetPlan anywhere, anytime and at low cost. Without any special software or hardware, any PC can be used to retrieve weather and NOTAMs, plus run, file and transmit flight plans. In addition, the EasyBrief module can be used to deliver preflight briefing packages – flight plans, weather and NOTAMs – to crews at remote locations, day or night.

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U.S. High Altitude Redesign Scheduled for May Start by Adran Schofield, ATM Global, of Aviation Week

The U.S. Federal Aviation Administration plans to begin the first phase of its sweeping high-altitude airspace redesign in May, starting with en route centers in the Northwest and expanding to cover the rest of the nation by 2006.

The project is aimed at making more efficient use of en route airspace and allowing aircraft certified for required navigation performance (RNP) and area navigation (RNAV) to fly point-to-point routes, easing flow congestion as well as reducing the distance between city-pairs.

The FAA was originally targeting an international charting date in March to begin the first phase of the redesign, but after discussions with airspace users the agency moved it to the next charting date on May 15 to ensure that preparations are complete. This was the only change made to this program in the FAA's recently released Operational Evolution Plan.

The Northwest redesign will include seven centers and should be completed around October, FAA officials say. In the next stage, the airspace for seven centers in the Southwest and South will be redesigned, and the final stage will incorporate the six centers in the East and Southeast. The timing of the last stage will depend on when the redesign of the New York area terminal airspace is completed.

Initially, the redesign will affect airspace at flight level 390 and higher. If this is successful, it will be extended down to flight level 350 or lower. FAA officials believe the extension can be achieved without trouble. If the new procedures in the redesigned airspace are extended to FL350 in the Northwest region, this altitude will be used for the subsequent geographic expansion.

The Northwest redesign will involve publishing a more complex grid of waypoints that aircraft can use if they are equipped with an advanced flight management system (FMS). In addition, parallel routes will be introduced in capacity-constrained airspace such as routes from the Pacific Northwest to California/Nevada. New airspace capabilities will be introduced in a phased approach. Phase One will conclude with the geographic expansion, Phase Two - including reduced RNP values - will begin in 2006 and 2007, and Phase Three is planned for 2008 and beyond.

All aircraft will benefit from the changes, but those that can use RNP and RNAV will gain most, according to FAA. Some Phase One capabilities will rely on RNP 2.0 criteria, and later stages of the redesign rely on the development of RNP criteria below RNP 2.0. FAA decision-support tools such as the user request evaluation tool (URET) also will be required.

A web version of this article can be found at:
http://www.aviationnow.com/avnow/

ADF Distributes Rebuttal to FAA Report by Jim Jansen

Washington D.C. - On January 13, 2003, Giles O'Keefe, Jim Jansen and Ike Puzon of the all-volunteer Airline Dispatchers Federation hand-delivered to the offices of key Congressional members a 49-page rebuttal to an FAA congressional report regarding the need for aircraft dispatchers.

The congressional report, mandated by the Wendell H. Ford Aviation Investment and Reform Act for the 21st Century (AIR21) PL 106-181, Section 516, was based on a study conducted by the FAA on the rules and guidelines governing the aircraft dispatch profession. Outgoing FAA Administrator Jane Garvey issued this study in 2002.

The ADF rebuttal:

- Shows the flawed methodology used in the FAA's report

- Demonstrates to Congress that the dispatch system's increased safety benefits far outweigh its costs, thereby helping the civil aviation industry become safer and to make a faster economic recovery.

By revising parameters, the ADF corrected the inaccuracies of the original report and concluded that:

- The current FAA requirements pertaining to the employment of certificated aircraft dispatchers are effective and at a minimum, should be retained. A qualified individual who would be responsible for oversight, supervision and management of the program should immediately fill an existing Flight Standards management position at FAA headquarters.

- The minimal number of incidents and accidents related to dispatch functions and operational control issues is testimony to the training and professionalism of the licensed aircraft dispatcher. Requiring FAR135 operators to establish and operate under a dispatch system will significantly reduce the number of incidents and accidents attributed to flight planning, weather information, fuel requirements, and weight & balance limitations.

- The FAA should, through the Flight Standards management position, provide guidance to air carriers regarding sufficient staffing levels in their operations control centers to properly exercise operational control. This can be accomplished through a revision to FAA Order 8400.10 "Air Transportation Operations Inspector's Handbook" (HBAT).

- The FAA has hired and is continuing to hire qualified Aviation Safety Inspectors (ASIs) to provide oversight of operational control functions. Having a single level dispatch requirement for all commercial operations will reduce training requirements for these ASIs and streamline the inspection and oversight processes.

The complete ADF rebuttal is available online at http://www.dispatcher.org or can be ordered in CD-ROM format, with FAA Report from the ADF.

LOCKHEED MARTIN

LOCKHEED MARTIN PRODUCTS FOR FLIGHT OPERATIONS
HELPING TO MANAGE UNITED AIRLINES FLEET, REDUCE COSTS

FltWinds,™ SPEAR™ systems help airlines streamline operations

ELK GROVE, ILL., and at the ATC MAASTRICHT 2003 CONFERENCE, THE NETHERLANDS, February 19, 2003 – Lockheed Martin has received a five-year contract from United Airlines for new decision support and analysis products that will reduce the air carrier's operating expenses and cut costs. Aviation management tools from Lockheed Martin will enable UAL managers to predict air flight bottlenecks and react quickly to lessen the impact on passengers while also lowering costs associated with fuel and flight delays.

Lockheed Martin's Flight and Weather Information and Decision Support (FltWinds™) system and System Performance Evaluation and Analysis Reporting (SPEAR™) products help UAL make flight decisions that enable on-time performance and meet customer service goals. The products are part of Lockheed Martin's "airport hub management" systems that give airlines and airport officials tools to plan and manage day-to-day air travel operations.

Based on very favorable results in extensive trial use at its Elk Grove Central Operations Control Center (OCC), UAL will implement these systems throughout its operation. Cost savings and other efficiencies are achieved through better routing of aircraft to avoid poor weather; this saves fuel costs, helps deliver passengers to their destinations on time and enables the carrier to make more efficient use of aircraft and crew

members. UAL manages more than 1,800 daily departures from its Central OCC.

UAL officials use the FltWinds system to evaluate weather data that can affect flight decisions; the SPEAR system maintains a status of aircraft and helps UAL managers schedule flights and crew more efficiently. FltWinds and SPEAR are cornerstone products for the integration of legacy airline operations tools onto a common information technology infrastructure.

"We anticipate that United Airlines will want to expand this capability to its fully operational OCC backup facility near Chicago's O'Hare Airport and ultimately to its major hubs in the U.S., Europe and Asia," said Don Antonucci, president, Lockheed Martin Air Traffic Management. "These tools will enable United Airlines to make improved look-ahead decisions based on real-time situational awareness."

"The FltWinds system is a first step in lowering our infrastructure and operating costs through the use of cutting edge technology," said Dave Knerr, UAL's Manager, Flight Dispatch Automation. "The system is designed to integrate with our flight planning and schedule data systems to allow us to manage all aspects of the airline operational control process."

The FltWinds system helps UAL's flight dispatchers and weather specialists make tactical decisions about flights in bad weather conditions. The system interprets weather data in relation to specific flights and converts it into intuitive graphic displays and advanced aviation weather forecasts that operators can use. The FltWinds system analyzes flight plan routes and generates system alerts when there are significant shifts in weather patterns or hazardous weather. This enables UAL operators to make schedule changes to

avoid weather conflicts – rerouting or diverting aircraft and delaying flights, if needed.

Lockheed Martin's SPEAR system is a performance assessment tool that continuously monitors and analyzes key elements of airline operations and airspace activity providing near real-time status information about UAL aircraft. Operators can use the system's analysis tools to assess flight departures and arrivals, airport operations schedules and flight deviations.

Lockheed Martin Air Traffic Management has four decades of experience in delivering advanced aviation management solutions to customers worldwide, and focuses on systems integration, engineering design, development, test, delivery and support of Communications, Navigation, Surveillance (CNS/ATM) systems. A registered ISO 9001 company, Air Traffic Management employs approximately 1,300 people at major facilities in Rockville, Md., Atlantic City, N.J., Eagan, Minn., and Southampton, England. The company is a unit of Bethesda, MD-based Lockheed Martin Corp., a global enterprise principally engaged in the research, design, development, manufacture and integration of advanced-technology systems, products and services. The Corporation's core businesses are systems integration, space, aeronautics, and technology services.

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Acom a star turn for air traffic

As announced in the last issue of *Advantage*, Zetron has been awarded a contract to supply Air Canada with a new Voice Communication Console system for the airline's flight dispatch and airport operations centres.

Zetron will install its Acom Advanced Communications System in seven Air Canada dispatch facilities located in four cities across Canada.

By the time all the systems are installed and fully operational in the spring of 2003, the Acom system will allow 115 dispatchers and supervisors to manage all communications with the carrier's fleet of Boeing and Airbus aircraft, and with its airport operations and aircraft maintenance centres.

Zetron will install Acom systems in Air Canada's System Operations Centre in Toronto, its Flight Dispatch office in Calgary, and in airport Station Operation Centres located in Montreal, Toronto, Calgary, and Vancouver.

An Acom console dispatch system will also be installed in the airline's Maintenance Operations Centre located in Montreal.

Zetron is working on the Air Canada project with **ARINC** of Annapolis, Maryland, which owns, operates, and maintains communications, radio equipment, and associated network equipment in mission critical environments such as aviation, rail, and public safety.

Acom workstations

The Acom Advanced Communications System is Zetron's fully digital switching and multiplexing platform that represents the state-of-the-art in console dispatch technology for mission-critical communication centres.

Acom's end-to-end digital architecture integrates voice (radio and telephone), data, paging, and video in a fully distributed switching environment.

The dispatch systems being deployed for Air Canada will be running on a fibre-optic backbone capable of supporting more than 1500 non-blocking channels. The operator positions are fully digital from the desktop to the common control electronics. Each Air Canada operator will access the system through his or her Acom workstation, using LCD touchscreen monitors.

The Acom workstation provides a fully configurable graphical user interface that allows operators to make and receive radio and telephone calls, patch and conference any resource, manage calling queues, send pages, and configure and control the system.

The architecture of the Acom systems being deployed for Air Canada is fully redundant with hot standby, which insures the highest degree of resiliency and reliability.

Safest Year Since 1946 for Aviation

In January, the Aviation Safety Network released the 2002 airliner accident statistics which showed that 2002 was the safest year for civil aviation since 1946.

The number of fatal passenger flight accidents, 20, was the lowest ever.

The average number of fatal accidents over the 1992-2001 period is 47 accidents per year.

Trends show a decrease in fatal accidents for Europe, all of the Americas over the past five years. Africa, unfortunately, shows a continuous increase in accidents.

Preliminary investigation results show that in 2002, CFIT accidents were responsible for nearly 30% of all fatal accidents.

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See Display in SNN

The First Licensed Dispatcher by Donna Corbett, ADF's Official Aviation Historian

Recently, the question was posed— who was the first dispatcher? The answer turns out to be rather more complicated and obscure than anyone expected. Following is a brief history of the licensing of the first dispatchers. Thanks to Donna Corbett for her research and response:

First of all, I'm sure your correspondent means "first licensed dispatcher," not the first licensed by the FAA. While the FAA has only been around since 1958, dispatchers have been licensed since 1934, with the U.S. Department of Commerce as the initial licensing agency. But, even then, it is not as simple as that.

Airline dispatchers existed well before the licensing requirement. References to airline dispatchers begin as early as 1928. Those who were already active when the licensing requirement began were simply grandfathered in. Therefore, whether they received a lower or higher number on their licenses was simply a function of how quickly the local Commerce Department Aeronautics Branch inspector filed the paperwork with Washington.

So, even if one were willing to go through all the surviving records to identify the dispatcher with the lowest numbered license, it would be patently unfair to "reward" the winner with recognition they don't necessarily deserve for "being first." In addition, many early dispatchers simply did not stay with the profession as it developed. Some, as you know, went into Air Traffic Control, while

others took other positions within airlines, and many left the business altogether.

Just as a matter of interest, the earliest airline dispatcher (who actually stayed with the profession) and whom I personally encountered in my research was Ron Stelzig, who was hired by Northwest in 1928 or 1929 and retired as Director of Flight Dispatch in 1974 (along the way, like his contemporaries, he became a charter member of ALDA). He once told me how he became licensed: the Department of Commerce inspector visited him and said, "I have no idea how to examine you for your license, so you just show me whatever you do!" (Note here the extreme casualness of the licensing process!) While I do know that he was not the first "dispatcher" listed at Northwest, he was the first to spend his entire career in Flight Dispatch.

I hope this gives your correspondent some idea of the pitfalls involved in trying to identify a "first" where none can fairly be said to exist. I wish it were as straightforward as Orville or Wilbur being the first, but it's not!

Smoke, Fire Incidents

From a USA Today Article by Gary Stoller

A former head of the FAA's Flight Standards Office as released a report on the occurrence of smoke and fire incidents on U.S. airline flights. Smoke and fire incidents

~ occur on an average of three U.S. airline flights a day

~ result in more than 350 unscheduled landings annually

~ affect about one in 5,000 U.S. airline flights

More than half the incidents were "high-temperature" events, such as sparking, arcing or burning, and 82% were related to electrical systems or components.

TRIVIA: At Derrygimlagh Bog, near Clifden, in Connemara, aviation history was made when Alcock and Brown crash landed after their historic transatlantic flight in 1919. Clifden is not far from Galway City.

Transport Ministers Agree To Plans For Single European Sky
By ATC Market Report Staff

From online: ATC Market Report

December 13, 2002

The Single European Sky concept came a step closer to reality last week when the Council of Transport Ministers of the European Union (EU) reached political agreement on a package of proposals for its creation.

The package includes a proposal that sets out the objectives of the Single European Sky and its operating principles, based on six main lines of action:

- Joint management of airspace;

- Establishment of national supervisory authorities;

- Gradual integration of civilian and military management;

- Institutional synergy between the EU and Eurocontrol;

- Introduction of appropriate modern technology;

- And better coordination of human resources policy in the air traffic control sector.

To speed up implementation, the agreement also covers three proposals concerning the first specific measures: provision of air navigation services, organization and use of airspace, and interoperability of equipment.

Common positions on the four proposals will now be sent back to the European Parliament for a second reading under the co-decision procedure.

The Transport Council says the political agreement "resolves a number of

issues that remained outstanding, most of which concern the relationship between Single Sky provisions and military uses of airspace. In this regard, it includes safeguard clauses for provisions that may have implications for defense and security issues, given that the legal basis for the Single Sky is the EC Treaty. In addition, the member states agreed on a statement for the Council minutes aimed at clarifying the interface between civil and military airspace uses as well as other issues affecting the military"

The European Council requested in March that work on the initiative be completed to the extent possible by the end of the year so that decisions can be made in order to meet the ambitious target implementation date of Dec. 31, 2004.

An electronic version of this news release is available via the World Wide Web

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Note: In the past, the members that were registered thru a group such as a union were supposed to get updates via their delegates. If your delegate has not been providing timely updates including job openings you should send us your email to make sure you will receive updates in a timely manner. The unions do not have your email addresses and could not provide them to us if they did. **It is up to you to send in your email.**

Also, please let us know if you are getting regular updates from you representatives about what ADF is doing for you. We work hard and want you to know it!