



THE ADF NEWS “Keeping the Dispatch Professional Informed”

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June 2003

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Highlights of the Joint Conference in Galway

The joint conference of IFALDA, EUFALDA and ADF was held in early May in Galway, Ireland. Attendance was lighter than usual, probably due to the uncertain economy and airline situations. Those who did attend were treated to discussions on various issues facing the dispatch profession as well as some wonderful traditional Irish music, dancing, and libations.

Each of the three groups held its own separate business meeting, then everyone came together to listen to presentations and take part in discussions.

Amar Murthy of BLR Group spoke first about getting back to the basics of dispatching. A key component of his talk was the idea that dispatchers must always keep in mind that their daily decisions directly affect the profitability of their airlines. Positive operational control will help an airline retain profits.

Phil Smith of Ohio State University spoke next about POET, the post-operations evaluation tool. Gordon Rother of the FAA gave an overview of Part 65, answering questions about the Element Performance Inspection and the Safety Attribution Inspection which covers safety procedures.

Another interesting presentation came from Peter Marks of Eurocontrol. He gave an overview of the Central Flow Management Unit in Brussels. The agency is incorporating a more operational focus, moving from demand and flow management toward capacity management. The rate of delays has improved significantly since 1999, though with still so many enroute sectors, controls towers and independent regions, there are still problems. London and Zurich are expected to be the big problem areas in the near future.

Albert Rieger and Allan Rossmore led discussions on EUFALDA and IFALDA efforts, respectively, while Jim Ford of IFALDA spoke about the industry situation in general mentioning the Part 135 re-write and Single Level of Safety (SLS) issues. IFALDA and EUFALDA are working toward the same goal of SLS for all regions.

Threats to the dispatch profession were discussed with the general opinion being that cutbacks and shortcuts, technology, and the tendency to staff for the best rather than the worst operations scenarios are the big areas of concern.

There was some discussion about attendance. Very few, if any, members from Asia attended the conference. Apparently, any sort of membership in an organization such as ours is perceived by certain governments as a threat to worker stability. Be glad that is not the case in ADF territory.

Shorts:

- On May 13, National Public Radio's "All Things Considered" featured an interview with Matt Wald of the *New York Times* about new FAA regs on passenger weight calculations. Dispatchers as a group were mentioned with Mr. Wald giving a good description of the many factors considered in flight planning. To read a transcript of this interview, see the website www.npr.org (Thanks Donna Corbett, alert listener!)
- The number of unruly passengers is down in 2003, so far. As of March 20, only 15 incidents of unruly passenger behavior have been reported to the FAA. The year 2000 had a high of 322 reported incidents. The FAA website www1.faa.gov lists these statistics starting from 1995.
- The FAA is about to begin the redesign of the terminal airspace between Baltimore and Richmond, VA. The agency says that it will take just over a year to implement the plan, expected to make one of the most complex blocks of airspace in the U.S. much more efficient. (from aviationnow.com)
- A replica of the Wright Bros. Aircraft crashed into a tree in Warrenton, VA in May. Ken Hyde, the builder, was injured and the aircraft, scheduled to appear at the Paris Air Show in June was damaged and will not make the trip. Mr. Hyde was field testing the taxi capability of the two-seat Model B Wright airplane when it turned wrong and became airborne. Ken Hyde has also built an exact reproduction of the 1903 Wright Flyer that will be flown on Dec. 17 in Kitty Hawk, N.C. as part of a centennial celebration of the first powered flight. He observed that the Wrights had had their share of crashes.

ATPAC UPDATE by Amar Murthy

The ADF was represented at the April 2003 meeting of the Air Traffic Procedures Committee (ATPAC) at FAA HQ in Washington DC. The following items of interest to dispatchers were among the Areas of Concern (AOCs) discussed:

Local NOTAM Distribution AOC 90-14

Due to continued funding shortages in the FAA budget (at last count a \$250 million shortage in FY2003 according to Bill Peacock - Associate Administrator who made a presentation at ATPAC) there has been no progress to report on this issue.

PIREP Distribution AOC 97-1

The FAA proposes to improve PIREP distribution by taking the following three steps:

1. Enhance the Meteorological Data Collection & Reporting System (MDCRS)
2. Encourage increased capture of PIREPs by airline dispatchers, and
3. Explore improvements to automation in the Flight

Service Stations, and at terminal and enroute controller positions to capture PIREPs

PS: After comments from NATCA and NWS, the FAA decided to abandon the "Solicited PIREPs Program".

Discrete ARFF Frequency for Flight Crews AOC 108-3

Of the Top 50 airports in the US, there are still 12 airports that do not have dedicated ARFF frequencies. They are IAD, DCA, BWI, FLL, RDU, SJU, DAL, HOU, IAH, OAK, SAN, and SJC. ADF will publish the discrete frequencies and contact information for these 12 airports after the July ATPAC meeting.

RNAV Procedures and their implications for flight crews, controllers and dispatchers are still evolving and you will find updates here in each newsletter.

ADF members with concerns on air traffic procedures are requested to submit them to Frank Hashek or Amar Murthy at the following eMail addresses:
FHashek@Dispatcher.org AMurthy@Dispatcher.org



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SUMMER ADF BUSINESS MEETING IN DENVER

The Summer 2003 Summer Business meeting will be held July 12-14 in Denver, Colorado.

The agenda is as follows:

July 12, Saturday

1500-1800 Board Members Meeting at Bennigans, across the street from the hotel.

July 13, Sunday

0900-1700 General Meeting

Check the ADF website for the topics to be covered.

As usual, coffee and pastries will be provided in the morning as well as drinks and a snack during the afternoon break. Lunch will be at noon—you are on your own. There are several restaurants near the hotel.

All board members planning to attend, please email TBenson@dispatcher.org to have your arrangements made for you.

Hotel: Fairfield Denver Airport

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For Reservations: 800-228-2800. Be sure to tell them you are with the ADF Group. The group rate is \$50 per night, including breakfast.

The hotel is 5 minutes from the airport with free shuttle service provided 24 hours a day.

This meeting is kindly sponsored by Jeppesen.

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IATA - IOSA New Dispatch Standards

by Allan Rossmore, President of IFALDA

Randy Rohan from Delta and I attended a meeting of the IATA IOSA IAG (IATA International Operational Safety Audit, Industry Advisory Group) in Chicago on June 4 and 5. This meeting was to finalize standards for the new IOSA program that IATA is implementing.

This program of new safety standards will be required of all airlines that wish to code share and will replace the system of multiple separate audits now used in the industry with one industry-recognized audit that will be valid world wide. A carrier will lose its certification to code share under IATA if it does not comply with these new standards.

This is the most important project for IATA in 2003. Seven task forces were formed to accomplish this project: Organization and Management Systems; Flight Operations; Operational Control/Flight Dispatch; Aircraft Engineering & Maintenance; Cabin Operations; Aircraft Ground Handling; and Operational Security.

The new standards for flight dispatch will include requirements that recognize that there are two systems of flight dispatch/operational control used throughout the world. Those with shared responsibility of the pilot and dispatcher and those without shared responsibility. In all cases, the standards will require that an air carrier have a system of operation control and develop flight monitoring procedures to provide communication and critical safety of flight information to the pilot in command. Those individuals that are tasked to accomplish this in a non-shared responsibility system will have to have certain qualifications and training as well as resources and information provided to them so that they can accomplish the function. The new rules will not require these individuals to be certified/licensed, nor does it require that they be called any particular title, but it does require that the function and the tasks associated with the function be accomplished and that an audit is done to ensure that this capability is indeed up to standard.

This is a tremendous step forward in aviation safety as those carriers who now have no formalized flight monitoring procedures at all will now be required to develop them if they are in a code share system.

This was a two year effort with many ups and downs during the process due to a certain amount of resistance at times. However, at the last meeting, the whole culture and attitude about the dispatch/operational

(Continued on page 5)



Galway Photos by Jim Jansen & Norm Joseph

Scenes from a Gala

- Top left:* Giles O'Keefe toasts the memory of Mike Nadon as wife, Marilyn O'Keefe looks on.
Top right: Susan Jansen, Peter Marks of Eurocontrol, and Cathy Warner of BA having a laugh.
Bottom left: Aidan Fox of Aer Lingus, organized the Summit, and shows brooms are made for dancing.
Bottom right: Amar Murthy and Jim Schwoyer were among the attendees.
 Many more photos of the Galway meeting can be found on the IFALDA web site: www.ifalda.org



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IATA/IOSA Standards

(Continued from page 3)

control issue seemed to have changed for the positive and many international carriers that had previously opposed these new standards have now concurred with them.

Among the many airline representatives present at the meeting were United, American, Northwest, Delta, Singapore, South African, SAS, Swiss, Air France, Lufthansa, ANA, Korean, Qantas, British Airways, Middle East Airlines and Iberia. Those that worked most closely with us on the dispatch/operational control issue at the meeting were Delta, Swiss, SAS, South African and Lufthansa.

Regulatory Agencies/Civil Aviation Authorities are also looking very positively at this initiative from their own perspectives and have been a part of the process.

Regarding implementation, the first course for IOSA auditors is being held in June, with the first official audits to be accomplished in July. It is anticipated by IATA that all 275 air carriers who are now members of IATA will be expected to comply by 2006. Although it is not mandatory, at present, to meet this standard unless a carrier wants to code share, it is anticipated that it will become the industry standard whether there is a code share or not.

I want to thank all of those colleagues who have been so helpful in making this happen. In particular, Randy Rohan, Manager International Operations at Delta, who headed up the Task Force for Dispatch/Operational Control. His perseverance and constant professionalism ensured that even in the difficult times when it looked like this would never happen, he remained focused and was instrumental in its success.

Also, Gerry Clifford, in Ireland, who in spite of his health issues, never failed to respond and gave valuable input throughout. And, of course, Dave Porter, Jim Ford and Brad Rasmussen, who as past presidents of IFALDA got this process going toward where it is today.

I also want to thank all of you in our dispatch community, in IFALDA, EUFALDA and the ADF and all those others who support us in the industry and academia.

We are all in this together. A rising tide helps us all.

I am also sure that this will also help us in other efforts such as the harmonization issue with FAA/JAA/EASA and the Annex 6 initiative with ICAO.

We need to continue working together in every way possible. I will do everything that I can in order to ensure that happens.

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We encourage and welcome submission of news items of interest from the ADF membership. You can submit items via e-mail to us, written in article format or simply send me a link to the information of interest. Either way, please send your information to Frank Hashek at: FHashek@dispatcher.org

RAT Reader Soon to be Deployed

by Roger Beatty

By now most Dispatchers have noticed that most of the Reroute Advisory messages issued by the Air Traffic Control System Command Center (ATCSCC) are coming out in a much more structured format. This is in part due to a Collaborative Decision Making (CDM) work group effort called RAT (Reroute Advisory Tool).

The RAT team's task was to make reroute advisories less ambiguous. To that end a "RAT Writer" was developed for the ATCSCC specialist to create a structured advisory that could produce a list of flights and routes that should be included, now known as the RAT list. This list allows us to exchange information, electronically, that is both route and flight specific.

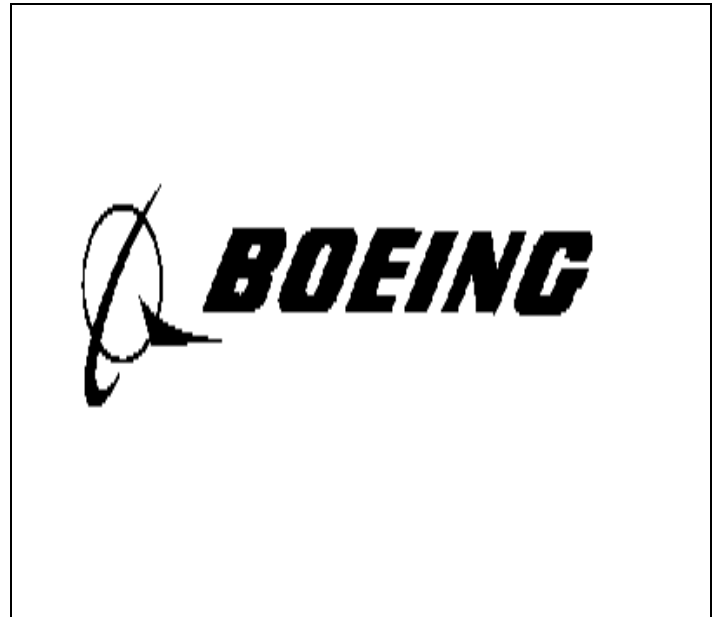
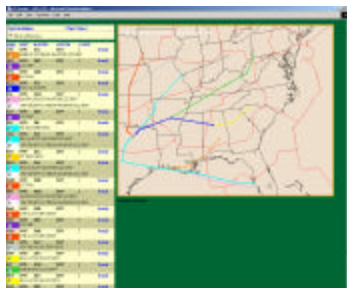
Once this list of flights and routes became available the next obvious enhancement was to draw these routes on a map with current and forecasted convective weather for dispatchers to review. Hence the "RAT Reader" was born.

A "RAT Reader" could be developed in-house by any airline receiving the RAT list. We are, however, fortunate that the good folks at The Volpe Center have developed a generic RAT reader that can be viewed on the Common Constraint Situation Display (CCSD).

For those of you who may not know, CCSD is one of several tools available to CDM member airlines via CDMnet. There are several functions that CCSD can perform and the RAT Reader is but the latest.

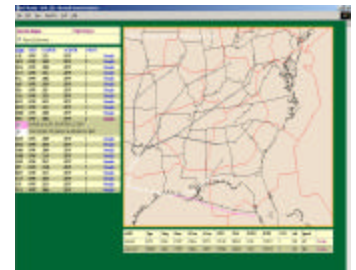
Among the goals of the RAT Reader is to allow airline Dispatchers and ATC Coordinators to rapidly ascertain if a Reroute Advisory is applicable to their operation. To facilitate this the Rat Reader is organized into two general displays that graphically show information *only* for those flights of the requesting airline. The two displays are the "City Pair" and "Flight List" views of the same data.

At right is an example of the City Pair view of a CQY playbook advisory for American Air-



lines. Each route is color-coded.

The next display, right, is the "flight list" view. This list can be sorted by departure station and might be useful for Dispatchers to drill down to individual flight detail.



The Rat Reader is a work in progress and there are lively discussions on what features might be most useful and what is the best way to organize RAT data.

Please contact your airline CDM representative with ideas on how the Rat reader might be a more functional tool for you.



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Aviation Rulemaking Committee Updates

Norm Joseph

ARAC Aviation Rulemaking Advisory Committee

There are no current issues concerning dispatch or operational control being worked within ARAC. The FAA has yet to publish the new ETOPS/Extended Range Operations Rule or the new Part 121 Training and Qualifications Rule.

ARC Aviation Rulemaking Committee

On Tuesday June 10, 2003 the FAA convened a new single-issue rulemaking committee. The issue is a complete review of Part 135 and Part 125 with consideration of eliminating Part 125. The original Order creating this ARC allowed inclusion of related issues in Part 91, 119 and Part 121.

By the end of the three-day meeting, the first of several meetings scheduled to take place over the next two years, the proposals in the Applicability Work Group had mushroomed beyond any reasonable expectation. Current proposals for development and review (which may or may not survive to the end product) essentially amount to a complete rewrite of the commuter rule. The extent of the proposals that affect dispatch and operational control range from a complete "clean sheet approach" to regulation regarding changes to Part 91 as private, Part 135 as on

demand, and Part 121 as scheduled service. Other proposals would allow scheduled and non-scheduled operations under BOTH Parts 135 and 121 up to 60 seats and 18000lbs payload with prop or jet aircraft, with or without current Part 121 Flag and Domestic Rules.

The Operations Workgroup contains approximately 30 members with representation from various 135/125 operators as well as industry and government representatives. The goal of this group is to complete a comprehensive review of Parts 135 and 125. Working in subgroups, members will draw up recommendations for consideration by the Operations Group as a whole. Upon consensus, these recommendations will be moved to the Part 135/125 Steering Committee for final approval. At present, there are over 30 recommendations to be considered ranging from alternate airport requirements to adding CVR's to 2 crew cargo aircraft.

Potentially there is great concern for the profession and the flying public. This is a huge task and assistance from anyone with Part 135 or other related experience would be appreciated. Please contact the ADF project manager, Jeff Rehaluk at JRehaluk@dispatcher.org



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NATCA Conference Report by Jim Jansen

On April 30th, I attended the NATCA *Communicating for Safety Conference* in Denver, Colorado. The objective of the conference was to address the challenges facing the aviation industry and to provide a forum for open exchange of information and ideas. Attendees included members of ADF, AFA, ALPA, AOPA, APA, FAA, IFATCA, NATCA, SWAPA and NASA.

An open question and answer panel was presented including two airline captains (from Southwest and Delta), an FAA rep, me, as a representative of ADF, and the NATCA moderator. We fielded questions from controllers regard-

ing various operating and communications procedures. My focus was on rerouting of aircraft and why it is so important for the pilot to communicate with the dispatcher before accepting a reroute, and explaining that the dispatch release was a legal document and could only be amended with the concurrence of the pilot and the dispatcher. I also talked to the controllers about the pitfalls direct routes, such as excessive headwinds, turbulence, aircraft performance issues (MEL/CDLs) and lack of enroute alternates. For the most part, the controllers were unaware of these issues, and thought that they were being help-

ful by offering direct routes. I told them that in most cases we do appreciate the help, but that each flight has to be analyzed for these factors before we can accept the reroute.

There is an opportunity to continue this dialogue at our Symposium in October, so I invited the NATCA representative, Wes Stoops, to attend. I also extended an invitation to the National Airspace Redesign folks after they asked if they could make a presentation.

I consider the trip a success, and feel that ADF has benefited by our attendance.

Annual Safety Symposium to Be Held In Orlando

The Annual ADF Safety Symposium for 2003 will be held October 12- 14, in Kissimmee, Florida, about 30 minutes from Orlando.

All guest room accommodations and symposium events will be at the Renaissance Worldgate Hotel, 3011 Main-gate Lane, Kissimmee, FL which is located 23 miles from Orlando International Airport and just 1 mile from Disney World. The hotel has a hot tub, swimming pool, weight room, and Savannah's, a full service restaurant and lounge. The room rate is \$64 per night, plus tax. You can extend your stay for up to three nights before or after the

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Roundtrip ground transportation from MCO to the hotel can be purchased from Mears Transportation Services for \$28 (\$16 one way) at Orlando International Airport.

More details will be forthcoming in the September newsletter and on the website in the

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Regular Membership \$40.00: For those residing in the U.S., or employed by a U.S. Carrier. IFALDA membership is included.

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Upcoming ADF Events

Summer Business Meeting
July 12-14, 2003
Denver, CO

Symposium & Fall Business Meeting
October 12-14, 2003
Orlando / Kissimmee, FL

See www.dispatcher.org
for more information.



Traditional Irish dancers & music
at the gala.

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