Airline Dispatchers Federation
Safety Professionalism

THE ADF NEWS "Keeping the Dispatch Professional Informed"

Volume 15 Issue 3 Web Site: www.dispatcher.org Fall 2004

Las Vegas is Venue for ADF Annual Safety Symposium

The 2004 ADF Annual Safety Symposium will be held in Las Vegas, NV on October 3-5 at the Texas Station Casino and Hotel.

Presenters will be diverse ranging from the US Geological Survey Department to the Federal Air Marshalls. All should be interesting to dispatchers. (See tentative agenda to the right).

There is still plenty of time to register to attend this Symposium. See the ADF website at www.dispatcher.org for more information and to register online.

To reserve a room at the Texas Station Casino and Hotel at the great rate of $39/night, call the hotel directly at 1-800-654-8888. This room rate is good through Thursday, Oct. 7.

FAA Air Traffic Organization

The FAA has reorganized Air Traffic Services under the umbrella of the new Air Traffic Organization (ATO).

We all may wonder how things are going to be different while our flights are taking ground delays for the airports in the Northeast. However, the FAA is working on making ATC more efficient. The new ATO is part of that effort.

Take a few minutes to go to the ATO website and find out about the new ATO:

http://www.ato.faa.gov/

2004 Safety Symposium Agenda

Sunday Oct. 3rd

Arrival
ADF Board Business Meeting

Monday Oct. 4th

8:00-8:10	Opening remarks - Giles O'Keeffe, President ADF
8:15-9:00	Tina Neal – U.S. Geological Survey
9:05-9:50	Steve Albersheim (FAA) and Len Salinas (UAL Metro)
9:50-10:30	**Break**
10:30-11:15	ASDE-X
11:20-11:40	Metron – Kevin Kollman
11:45-12:00	AVTEC - Mike White
12:00 - 1:30	**Lunch**
1:30 - 2:15	Federal Air Marshals
2:20 - 3:00	Al Madar - Managing Director, American Airlines SOC
3:00 - 3:45	**Break**
3:45 - 4:40	Randy Babbitt - CEO Eclat Consulting
4:45 - 5:00	Closing remarks - Giles O'Keeffe

Tuesday Oct. 5th

8:00 - 8:10	Opening remarks: Giles Okeeffe
8:15 - 9:00	ASRS
9:05 -10:00	Discussion Panel on Airspace Use Panelists: Giles O'Keefe (ADF) Mark Libby (ATCSCC) Bob Hall (ALPA) Doug Fralick (NATCA)
10:00 - 10:40	**Break**
10:45 - 11:30	FAA – Gordy Rother
11:30 - 1:00	**Lunch**
1:00 - 1:45	FAA Future Planning
1:45 – 2:00	Closing remarks - Giles O'Keeffee

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Please send article contributions or comments to any of the above addresses.

135/125 ARC UDATE by Norm Joseph

AIRSHIP DISPATCHER was just one of several issues discussed at the August meeting of the Part 125-135 Aviation Rulemaking Committee. Dave Smith and Norm Joseph represented ADF. Bill Cowley represented TWU. Jeff Rehaluk was unable to attend due to company training and shift requirements.

In the Applicability Group we continued to address issues related to increasing the cargo weight limits for Part 135 operations. We also continue to work issues related to allowing a small or very light jet to operate in both on demand and scheduled service under Part 135. Additional issues include new requirements for those operations remaining in Part 125 and private large aircraft operations in Part 91. So far no effort has been made to change the nine seat break point for commuter service.

The Operations Group worked several issues related to the Applicability Issues stated above as well as other operational issues under Parts 135, 125 and 91.
Included among these were engine out performance, alternate weather, operating when no weather report is available, flight following and operational control.

There is one more general meeting scheduled for mid November and a final Steering Committee meeting planned for the Spring of 2005. Remember please that recommendations are not final until the Steering Committee makes the final presentation to the FAA and changes will not take place until the FAA implements a final rule.
Contact jrehaluk@dispatcher.org or njoseph@dispatcher.org with questions or comments.

ATPAC UPDATE by Frank Hashek

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.

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, with the last meeting held in Seattle in July.

AOCs (Areas of Concern) currently under consideration that are of interest to dispatchers include the following:

Assignment of Transponder code 7700 for WX Avoidance AOC 109-1
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 proposed Air Traffic Bulletin that dealt with this subject is not finalized. Some limited discussion took place on this matter. The committee will receive an update from the FAA at the October meeting.

Direct Clearances AOC 112-1
This AOC concerns direct clearances when an airport and VOR have the same name. This has become an issue with the use of FMCs and can result in a flight going to a point and on a route that the controller had not intended. The FAA is investigating this issue and additional information is expected at future meetings.

Other Areas of Interest::

The Air Traffic Procedures Advisory Committee has a new Executive Director. (The Chairperson is elected from among the user groups and the FAA appoints the Executive Director). Her name is Sabra Kaulia. Sabra brings a great deal of knowledge and experience to the committee, as well as a reputation for getting things done. All of the user groups represented on the committee are looking forward to a productive working relationship with Ms Kaulia.

The committee received a briefing on RNP procedures from D. R. Smith of Alaska Airlines. There was some discussion of the future on how RNP will affect the airlines. In short, we can expect that RNP will allow new approach procedures that will allow us to achieve lower minimums and greater capacity, with a greater level of safety.

There was some discussion of the use of Unmanned Aerial Vehicles (UAVs) in the National Airspace System (NAS). Some UAV flights are currently taking place, mostly for border patrol. The FAA expects there to be increased usage of UAVs in the future.

This is only a brief overview of the issues currently facing ATPAC. ATPAC has a web site with detailed information. 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
Amar Murthy: Amar@BLRGroup.com

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

Acom's Windows-based consoles are fully configurable and offer intuitive, easy-to-use interfaces that can be easily tailored to provide any mission-specific functionality. The Acom Video Display Unit (VDU) that runs on the workstation provides a highly flexible and efficient graphical user interface (GUI) for managing all communications. An Acom workstation includes a PC equipped with a flat panel LCD or CRT touchscreen monitor and an Operator Control Unit (OCU). At the discretion of the customer, the GUI can also run on the existing PC infrastructure with no modification. The OCU connects the workstation to the CCE via high bandwidth redundant T1/E1 links. The OCU provides digitally fed audio, so that operators have total control over how select and unselect audio are presented to them. The OCU also provides interfaces for headsets, handsets, speakers, footswitch, voice loggers, digital inputs and outputs, and Instant Recall Recorders.

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

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What is Your Responsibility? Where Lies Your Duty?

By Joe Cook

From the dictionary:

authority: *1. a power to act especially over others that derives from status, position, or office 2. power and capacity to act granted by someone in a position of control.*

responsibility: *1. the social force that binds you to your obligations and the courses of action demanded by that force, 2. Something for which one is responsible; a duty, obligation, or burden.*

Every certificated Dispatcher has seen the Federal Aviation Regulations (FARS). We should have the relevant portions committed to memory. But what do these regulations mean, how do we apply them in daily operation? To me, this is the single most crucial ongoing thing we need to understand as a profession. In this article, I will discuss a few of what I feel are the most important FARS in the Code of Federal Regulations.

> **FAR 91.3 - Responsibility and authority of the pilot in command.**
> (a) The pilot in command of an aircraft is directly responsible for, and is the final authority as to, the operation of that aircraft.
> **FAR 121.533 - Responsibility for operational control: Domestic operations.**
> (a) Each certificate holder conducting domestic operations is responsible for operational control.
>
> (b) The pilot in command and the aircraft dispatcher are jointly responsible for the preflight planning, delay, and dispatch release of a flight in compliance with this chapter and operations specifications.
>
> (c) The aircraft dispatcher is responsible for –
>
> > (1) Monitoring the progress of each flight;
> > (2) Issuing necessary information for the safety of the flight; and
> > (3) Cancelling or redispatching a flight if, in his opinion or the opinion of the pilot in command, the flight cannot operate or continue to operate safely as planned or released.
>
> (d) Each pilot in command of an aircraft is, during flight time, in command of the aircraft and crew and is responsible for the safety of the passengers, crewmembers, cargo, and airplane.
>
> (e) Each pilot in command has full control and authority in the operation of the aircraft, without limitation, over other crewmembers and their duties during flight time, whether or not he holds valid certificates authorizing him to perform the duties of those crewmembers

Responsibility can be shared but, in most instances, authority cannot. Authority implies a singularity and a sense of finality. The dictionary reference above talks about authority as "a power to act," and many actions, once taken, cannot be un-done. Final authority is solely the province of the pilot in command. For example, a Dispatcher can authorize a flight to depart but no person can make a PIC depart or take any action. No person can operate the airplane for him/her or force him/her to operate the airplane. This is for good reason.

Think about what constitutes the majority of the nascent pilot's time and attention during training/certification: operating the airplane. Time in the simulator and time documented in logbooks are basically used to certify that the pilot is familiar with the handling characteristics of the class and category of airplanes to be flown for the certificate in question. I don't mean to imply that decision making is not important to pilots; only that it has traditionally been subordinated to stick and rudder skills during a budding air line pilot's training and certification. This is very interesting because controlled flight into terrain has historically been a major source of accidents while uncontrolled flight into terrain has accounted for only a few accidents. In other words, the majority of accidents consist of perfectly good airplanes being flown, under control, into terrain. So why the emphasis on stick and rudder skills? I can't answer that, but fortunately in recent years programs such as CRM (Cockpit Resource Management, colloquially known as "charm school") have increased the focus on proper decision making in the cockpit. It is imperative the pilots know operational limitations (aircraft, installed equipment, and personnel), and not exceed them, if for no other reason than they will be the first to pay the ultimate price in an accident. But pilots do not make all important operational decisions alone.

Dispatchers can, and should, be held responsible for the safe conduct of a flight. I believe Dispatchers exercising positive operational control with joint responsibility are a major reason why U.S. airlines have historically been shown to be the safest in the world. Responsibility seems to me to imply an on-going condition. For instance, consider a flight dispatched to a destination where combinations of reports and forecasts indicated that the weather would be below landing minimums at the ETA. If the flight crashes, the PIC may not be alive to be held responsible but the Dispatcher will still be there. He/She shouldn't have allowed the flight to originate in the first place. The Dispatcher not only violated a regulation (121.613), but more importantly, put the flight in a position to fail. (The concepts of what is safe and what is legal could be the subject of a long book.) The fact that an Air Traffic Controller cleared the flight for the approach does **not** imply that he/she bears any responsibility. A controller has no knowledge of the actual landing minimums for a specific flight, particularly with regard to MEL issues, low time pilot considerations, or airline-specific operations specifica-

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Slot Credit Substitution Benefits Smaller Airlines

By Cody Wright, Metron Aviation, Inc.

Slot Credit Substitution (SCS) is one of the most recent and most successful developments in the industry initiative called Collaborative Decision Making (CDM). After only a year of deployment, SCS is providing tangible benefits to CDM-member airlines in the form of reduced delays and increased flexibility during Ground Delay Programs (GDPs). A recent FAA study projects annual SCS savings of an estimated 85 million dollars.

SCS is designed to benefit airlines with a smaller presence at an airport. It does this by allowing anonymous transfer of arrival slots between different airlines. To better understand this process, a description of the mechanics of substitution is necessary.

When a GDP is issued, ATC rations limited airport capacity by assigning specific arrival slots to flights in their scheduled order. These arrival slots regulate the traffic into the airport by imposing delay on the flights. Each airline may then internally rearrange its slot assignments to best meet its operational objectives. This exchange of slots, called substitution, transfers delay from flights moving into earlier slots to flights moving into later slots. If the later-moving flights are canceled, this results in a net reduction of delay.

Direct slot swaps are, unfortunately, not always possible for airlines with fewer, widely-spaced flights at an airport. One flight's slot time may be too early for any of the airline's later flights to feasibly arrive. SCS addresses this issue by allowing an airline to request a new slot assignment that the later flight can use. This SCS request is handled by the central CDM data processor, which searches for other airlines' flights, or sequences of flights, that might be able to use the requestor's earlier slot, a process referred to as bridging. If a bridge is found, the caller gets a later slot that can be used with normal substitutions. The bridging flight benefits as well by receiving the requestor's earlier slot.

Figure 1 shows a simple model of a flight schedule as affected by a GDP. The resultant delay spacing is such that only limited direct substitutions are available. With only one exception, each flight's slot is earlier than the scheduled arrival time of the airline's next flight. As seen in column 3, this leaves a canceled flight such as B1 with no mechanism to move later, wasting the available resource. SCS, however, enables another airline's flight to bridge that open slot. Column 4 shows the sequence of SCS and normal substitutions that could be used to move the canceled flight to the end of the schedule.

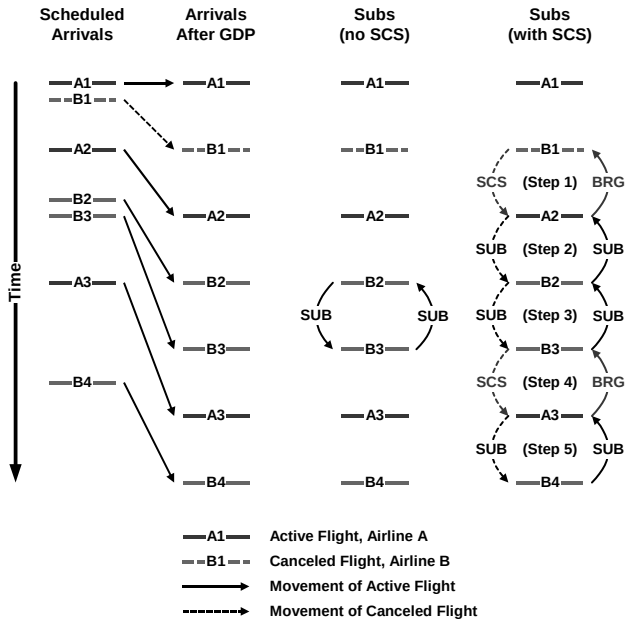

Figure 1: ATC delayed flights and substitution options with and without SCS

The results of the modeled slot credit substitutions are depicted in Figure 2. Although airline B accepts two later slots from airline A, all

(Continued on page 10)

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tions. Controller knowledge of NOTAMS is a trap, because knowledge of one potentially limiting factor does not imply that he/she knows, understands, and can apply all of the limiting factors.

Now we are getting into the meat of the matter. The air traffic controller can be thought of as a traffic cop, standing in the intersection alternatively waving people thru or telling them to stop. He or she gives direction based upon the presence of other traffic. The pilot in command is the airplane operator, ensuring that at all times the airplane is operated within the operating limitations specified by the manufacturer and the flight limitations agreed upon with the Dispatcher. No person can make him/her do anything against his/her will. The Dispatcher is the person who, jointly with the PIC, authorizes the flight to begin and to continue. I know that some readers may take exception to these descriptions, but let's take a look at the regulations again.

Have you ever noticed the specific language the FAA used when it wrote the regulations? Specifically, note that they use the word "flight" repeatedly when referring to the Dispatch/Joint responsibilities, but that the phrase "operation of the aircraft" is used when referring solely to the pilot. I've pasted the regulations below for you to read again, and I've emphasized the sections to which I am referring:

> FAR 91.3 - Responsibility and authority of the pilot in command.
> (a) The pilot in command of an aircraft is directly responsible for, and is the **final authority** as to, the **operation of that aircraft**.
> FAR 121.533 - Responsibility for operational control: Domestic operations.
>
> (a) Each certificate holder conducting domestic operations is responsible for operational control.
>
> (b) The pilot in command and the aircraft dispatcher are **jointly responsible** for the preflight planning, delay, and dispatch release of **a flight** in compliance with this chapter and operations specifications.
>
> (c) The aircraft dispatcher is responsible for –
>
> (1) Monitoring the progress of each **flight**;
> (2) Issuing necessary information for the safety of the **flight**; and
> (3) Cancelling or redispatching a **flight** if, in his opinion or the opinion of the pilot in command, the **flight** cannot operate or continue to operate safely as planned or released.
>
> (d) Each pilot in command of an aircraft is, during flight time, in command of the aircraft and crew and is responsible for the safety of the passengers, crewmembers, cargo, and airplane.
>
> (e) Each pilot in command has full control and authority in the **operation of the aircraft**, without limitation, over other crewmembers and their duties during flight time, whether or not he holds valid certificates authorizing him to perform the duties of those crewmembers

It is important to note the distinction between the operation of the aircraft and the flight. The FAA very clearly differentiated between the two when it wrote the regulations. The term "flight" implies a set of circumstances, weather, NOTAMS, MEL, fuel, route, etc. The term "operation of the aircraft" refers to manipulating the controls in such a manner to be consistent with the Pilot Operating Manual and within the very specific circumstances outlined in the flight plan. In the absence of an emergency or a jointly agreed upon amendment of the flight plan, the PIC can only operate the aircraft on a flight within the parameters specified to and agreed upon in the flight release. This gives extraordinary power to the Dispatcher, since he/she creates the Flight Plan.

An interesting side note: subparagraphs d and e indicate that the PIC is in command of the *crew of the airplane* only. He/She exerts no authority over the Dispatcher.

I hope you have found this article helpful. My goal is to help Dispatchers better understand the responsibilities of this profession. If we are not exercising operational control over our flights, I fear someone else will. I especially like the notion that a responsibility is a duty or an obligation. We must always appreciate that our primary duty is to ensure the safety of the flying public in accordance with regulations that were written with a purpose in mind.

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ADF Invited to Participate

ADF has accepted an invitation from RTCA to be part of the Air Traffic Management Advisory Council (ATMAC), which is the follow-on to Free Flight Steering Committee.

Giles O'Keeffe, President of ADF, will represent the membership at the first meeting in October, in Washington DC.

Dispatch E-News

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ADF Membership

The end of the year is approaching fast. It is time to renew your ADF membership.

The ADF is the only organization acting as an advocate for the Dispatcher. Many important issues currently confront our profession. Some of these include ATC initiatives that encroach upon operational control, new navigation and communication technologies that overstep joint responsibility and FAA Regulations, changes in regulatory schemes and more too numerous to mention.

Please renew your membership and take an active part in your organization.

The ADF membership remains on a calendar year basis. Memberships that begin or that are renewed in the 4th quarter (after October 1, are effective through the following year.

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its remaining, active flights are able to move earlier, and its total delay is reduced. Airline A also benefits significantly. One of its flights is again on time, and the other has had its delay reduced by half. This is all made possible by a single cancellation.

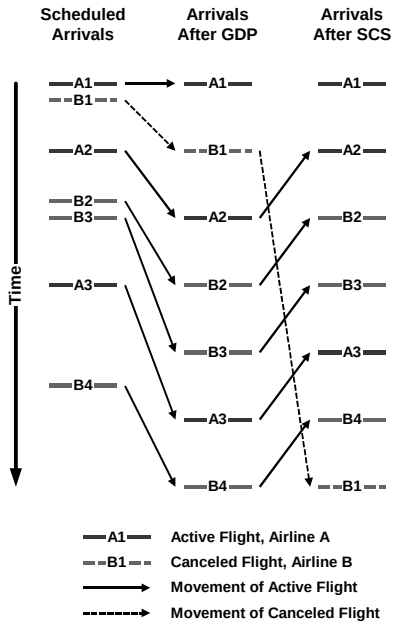

Figure 2: Delays reduced through SCS substitution

The complete SCS protocol is more elaborate to provide safeguards for both the requesting and bridging airlines. The SCS request is not open-ended; it specifies a specific time range, so that a caller can limit the lateness of any granted slot. Each airline may also temporarily remove its slots from the bridging pool so that the passive nature of bridging does not disrupt its own substitutions. Additionally, the SCS processing uses minimum notification times and airline-submitted delay information to ensure that bridging flights are able to accept the earlier slots.

Real-world use of this technology has had impressive results. Metron Aviation performed an analysis for the FAA of SCS benefits for a six-week data period from late February to early April, 2004. Over 1500 SCS requests produced more than 3000 bridging opportunities, with average savings of nearly 20 minutes per bridging flight. Total delay reductions exceeded 120,000 minutes, saving an estimated 6 million dollars for the participating airlines. These numbers are likely to increase as existing users become more adept and as new users begin to take advantage of these opportunities.

Information on becoming a CDM member is available on the web: http://www.metronaviation.com/cdm/join.html.

NOMINEES FOR ADF BOARD POSITIONS

Secretary - nominee(s) - John Schwoyer
Executive VP - nominee(s) - Jim Jansen
VP of Government/Legislative/Media - nominee(s) - Adam Giraldes
VP of Membership - nominee(s) -
The remainder of the term of **VP of Operations** position, currently held by Joe Cook

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

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

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Student Membership $25.00: For those residing in the U.S. who have obtained their dispatch license but are not employed by a U. S. Carrier. IFALDA membership is not included.

Retiree Membership $5.00: For those residing in the U.S. who have retired from the dispatch profession. IFALDA membership is not included.

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Membership application and credit card purchases can be submitted on the ADF Web Site at www.dispatcher.org.

ADF information & the newsletter will be distributed through your ADF Delegate, if you have airline representation.

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2004 Annual Safety Symposium

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Fall Business Meeting

October 3-5, 2004

Las Vegas, NV

See www.dispatcher.org

for more info.

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Winter 2005

Business Meeting

February 5-6, 2005

Daytona Beach

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Industry Events of Interest

September 22-23, 1st Annual FAA International Aviation Safety Forum, Chantilly, VA; for info, see www.faa.gov/conferences/safetyforum/agenda.cfm

October 12-14, NBAA Annual Meeting & Convention, Las Vegas; see www.nbaa.org/public/cs/amc/2004/

November 3-5, Aircraft Performance on Contaminated Runways, held at ICAO HQ in Montreal; for information, see: www.tc.gc.ca/tdc/events/imapcr2004.pdf

Note: ADF will be represented at all of the above meetings.

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