Airline Dispatchers Federation
Safety Professionalism

THE ADF NEWS "Keeping the Dispatch Professional Informed"

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EMERGENCY RESPONSE PLANNING

by Dean Molter

Training. Preparation. Decisions. Those three words sum up the "Dispatchers Creed" that I pledged to honor. It simplifies the multi-tasking required to perform effectively as a dispatcher.

***Proper training and thorough preparation lead to sound decisions*:**

Take a moment to reflect on your fellow dispatchers. Who are the ones you respect the most? Who are the ones who are "on top of their game" even under increased pressure? Who are the ones who "never seem to sweat"? They are the *prepared* dispatcher. First they are properly trained. Dedicated to their profession and to the safety of the crew and passengers they serve; they show up early to work to review weather, ATC initiatives, PIREPS, field conditions, and numerous other factors that change daily. They have prepared for their turnover. They ask the important, well founded questions from the dispatcher they are about to relieve, and only then do they accept the flights that are enroute; and those released but not airborne.

Emergency response in the aviation industry is no different. The minutes, hours, and days after an aircraft accident are filled with a mind-boggling number of decisions, pressing media, grieving family members, and stressed employees. The lasting effect on employees, and the public image of the air carrier, hinges on the degree of preparedness of the emergency response program. Gone are the days when an airline could simply release a press statement from headquarters expressing condolences. Legislation passed in 1996 titled "The Aviation Disaster Family Assistance Act" contains specific requirements for the NTSB and the airline involved to provide services after an aircraft accident. Though the legislation is extensive, airlines go much further in developing effective, compassionate, emergency response plans. Corporate Safety is directly responsible for the plan but many departments are vital to the execution of the plan. They include Station Personnel, Consumer Affairs, Customer Service, Operations Control, Inflight, Maintenance, Security, Reservations, Corporate Communications, Finance, Legal, International, Accommodations, Employee Assistance, and Family Support to name a "few"! To validate the effectiveness of the plan, airlines routinely test it, by running unannounced full-scale exercises.

Airlines have a very special group of volunteers who are trained in what has to be the most difficult, gut wrenching, responsibility

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VOLCANIC ASH & AVIATION SAFETY

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The Office of the Federal Coordinator for Meteorology (OFCM)

The 2nd International Conference on Volcanic Ash and Aviation Safety

June 21-24, 2004

Avoiding Airborne Volcanic Ash—Anywhere in the World

Goals of the Second International Conference on Volcanic Ash and Aviation Safety:

- ***Consolidate and communicate*** the substantial progress made in the technical, operational, and scientific aspects of ash hazard mitigation since the first international meeting in 1991.
- ***Identify requirements and opportunities for further improvements*** in each component of the coordinated, international mitigation system.
- ***Leverage the ongoing investment*** of effort and resources by the international programs, technology R&D partners, and the aviation industry to ensure the greatest return in reducing risks to safety and socioeconomic consequences.

The Risk to Aviation from Airborne Volcanic Ash

Airborne volcanic ash is a serious aviation safety hazard. In the past 20 years, more than 80 commercial aircraft have unexpectedly encountered volcanic ash clouds in flight. Commercial jetliners that have encountered volcanic ash plumes have had all engines fail, with several near-crashes. Abrasion to forward-facing surfaces, including cockpit windows, the leading edges of wings and control surfaces, engine cowlings, etc., threaten safety and require expensive repairs. Cockpit windows have been pitted badly enough to endanger landing. Damages to a single aircraft have reached $80 million. In addition to these major repair costs from encountering a heavier plume of ash, aircraft flying through thinner plumes require increased maintenance of engines and external surfaces. Military aircraft have also had unexpected and near-disastrous encounters with volcanic ash clouds.

> *More than 80 commercial aircraft have had ash-encounter incidents. Damage to a single aircraft has been as high as $80 million.*

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Airline Dispatchers Federation Newsletter
2020 Pennsylvania Ave. NW #821
Washington, DC 20006

ADF News Staff

Editor: Ted Christie
TChristie@dispatcher.org

Asst Editor: Tracie Benson
TBenson@dispatcher.org

Compilation: Gail Murthy
GMurthy@dispatcher.org

E-News: Frank Hashek
Fhashek@dispatcher.org

Website: Brad Irwin
Blrwin@dispatcher.org

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

FAA Certificate Solutions
Update Your Information!

If you need to update any of your personal information on your FAA certificates or aircraft registration, you can do it on-line at the following link:

http://162.58.35.241/acdatabase/acmain.htm

New Certificate Style

The FAA is issuing new and replacement certificates on a laminate material, with up to date graphics. For information on this new certificate style, see the following link:

http://www.mmac.faa.gov/intercom/030714.htm#article1

Rapid Replacement of Lost Certificates

Have you inadvertently laundered your certificate? Now you need to go to work or ride the jumpseat and you are unable to prove you are an FAA licensed Dispatcher. What can you do? The FAA is now offering on-line service -- check out the following links:

Old Mail In Service:

http://registry.faa.gov/airmen.asp#ReplacementofCertificates

New On Line Service:

http://registry.faa.gov/amsvcs.asp

SUMMER BUSINESS MEETING DETAILS

The Summer ADF Business meeting in Pittsburgh will be held July 23-25 at the Residence Inn at 1500 Park Lane Drive. (Phone: (412) 787-3300). Room rate is $64.00, includes shuttle, breakfast, & high speed internet in the room.

Board meeting: Fri, July 23 from 3 to 6p.m. General Meeting: Sat, July 24 from 9a.m to 5p.m. On Sunday, Kevin Kollman will host a BBQ at his house at 1100a.m. All meeting attendees are invited.

For more information, see www.dispatcher.org

BLR GROUP

CONFERENCE ON VOLCANIC ASH

(Continued from page 1)

The safest strategy for aircraft is to avoid flying into an ash plume. Ash avoidance requires knowing it is there before entering it. The frequency and severity of explosive volcanic eruptions, which eject ash into the atmosphere, vary from year to year. On average, about 15 major explosive eruptions—those powerful enough to inject ash into the stratosphere—occur per year. Ash clouds that reach above 25,000 ft. can travel hundreds of miles. Giant plumes from a major eruption, such as Mt. Pinatubo in 1991, can affect aircraft thousands of miles downwind. When Mt. St. Helens erupted in 1980, the plume reached an altitude of 90,000 ft. in 30 minutes and was 50 miles wide.

In 15 hours, the Mt. St. Helens plume traveled 600 miles down-wind. After 2 weeks, ash had circled the Earth.

An International Problem that Requires an International Solution

Volcanic ash is a worldwide aviation problem that demands an international solution. The volcanic "ring of fire" circling the Pacific basin ranges from South and Central America through the Pacific Northwest and Alaska, and around to Kamchatka, Japan, Indonesia, the Philippines, and Micronesia. This region is often cited as having the greatest volcanic ash risk because of the number of active volcanoes and their proximity to major aviation routes. Other regions of volcanic activity are in the Caribbean and Mediterranean basins and south Asia. Ash plumes carried downwind from a major eruption in any of these regions can endanger the aircraft of any nation flying in a plume's path.

In September 1995, the International Civil Aviation Organization (ICAO) established the current worldwide system of Volcanic Ash Advisory Centers (VAACs) to track volcanic activity in their designated regions using satellite imagery. The ICAO also decided that there must be an interface between volcano observatories, meteorological agencies, and air traffic control centers. In the United States, "Volcanic Ash and Other Airborne Hazardous Materials" was designated in 1999 as one of the eight Service Areas for research and development (R&D) under the National Aviation Weather Program. Other nations also support R&D on ash plume detection, tracking, and forecasting.

Improving the International System for Volcanic Ash Risk Mitigation

The 1991 symposium on volcanic ash and aviation safety brought international stakeholders, as well as U.S. federal agencies and many R&D partners, together for the first time. Since then, the VAAC system has been established. Detection and monitoring of airborne ash using weather satellites in geosynchronous orbit now complements observations of eruptions from volcano observatories and reports of ash plumes from pilots. Atmospheric circulation models provide improved forecasts of plume movements. New technology for inflight detection of volcanic ash and gas is being tested. Most important, the aviation community—commercial carriers, pilots, air traffic controllers, flight service specialists, etc.—has gained operational experience with this still-evolving international system for mitigating the volcanic ash risk. The time is ripe to bring all these stakeholders together again, both to assess how the current system is operating and to focus attention on the critical areas for improvement.

The Second International Conference on Volcanic Ash and Aviation Safety is designed to meet these objectives. Its plenary and breakout sessions have been defined to cover the major components of volcanic ash hazard mitigation, progress in tools and operations, the needs of the aviation community, and future directions for coordinated efforts. Agenda topics for the four-day conference include:

- Physical damage to aircraft from encounters with volcanic ash clouds and the socioeconomic consequences of the volcanic ash hazard.
- The volcanic source: operations and improvements in eruption monitoring and reporting.
- Ash cloud observations and forecasting: improving ash cloud detection and modeling capabilities.
- Operations and capabilities at the regional Volcanic Ash Advisory Centers (VAACs): improving VAAC communications and operational capabilities to meet world aviation safety needs.
- Aviation industry perspectives: transferring technology from research into operations to meet aviation needs.
- Education and outreach to pilots, air traffic controllers, dispatchers, the aviation industry, and the meteorological and communications support services to aviation.

The conference will be held at the Hilton Alexandria Mark Center Hotel, Alexandria, Virginia, June 21-24, 2004. Logistics for conference attendance are posted on the OFCM website (www.ofcm.gov).

We are seeking attendance from airlines (meteorology departments, dispatch, pilots), aviation manufacturers and service providers, trade and professional associations, airport authorities, governmental and nongovernmental organizations, volcano observatories and researchers, VAACs, academia, and the scientific press. Participants will be able to present a short talk or poster. The conference will also host an exhibition of products and services related to volcanic ash and aviation safety. Details of the **Volcanic Ash Conference** as well as the Call for Abstracts for talks or posters and the Call for Exhibits are posted on the OFCM website (www.ofcm.gov).

The Second International Conference on Volcanic Ash and Aviation Safety is sponsored by the Office of the Federal Coordinator for Meteorological Services and Supporting Research (OFCM), United States Geological Survey, Federal Aviation Administration, National Oceanic and Atmospheric Administration, National Aeronautics and Space Administration, Smithsonian Institution, Air Line Pilots Association, Meteorological Service of Canada/ Environment Canada, International Association of Volcanology and Chemistry of the Earth's Interior, and the Tenix Corporation.

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.

Issues currently under consideration include the following:

Local NOTAM Distribution, AOC 90-14
This item has been on the ATPAC agenda since January of 1998. The issue is that L-NOTAMs availability outside of the local area is very limited. The FAA advised that the long-term solution is the implementation of the FSS OASIS system. The OASIS system is scheduled for full deployment by 2005-2006.
The FAA is now implementing the NOTAM Short Term Solution (NTSS). This involves installation of "off the shelf" computer systems at all FSSs and is scheduled to be completed within 18 months. There are funding issues affecting the deployment of this system. In addition there is a study underway that could lead to the privatization of the FSS. These factors have slowed progress on this issue. Scott Chapman of the FAA briefed the committee on the progress of this project, outlining the technological steps toward resolution of the Local NOTAM problem. After discussion, ATPAC concluded that the FAA is on track to solving the problem. ATPAC closed this AOC as action complete.

PIREP Distribution, AOC 97-1
This question has been under consideration since January 2000. The concern is for the receipt, timely entry into the system and timely distribution of PIREPs. The FAA has examined this problem from a number of different angles, including from the personnel, pilot and automation perspectives. The FAA has issued bulletins to encourage controllers to solicit and enter PIREPs into the system. The FAA continues to look at automation to assist in the storing and distribution of this information. ATPAC reviewed the situation during the January 2004 meeting. ATPAC noted that this question arose, in part, due to the fact that there was no PIREP information available when Hurricane Floyd was impacting the Northeast. Few aircraft were flying in that environment, therefore reducing the likelihood of PIREPs being filed. ATPAC concluded that the FAA is making an appropriate effort in this area and that there will always be some difficulty in obtaining the information, due to the human element. The FAA will continue to look for ways to improve the system. ATPAC closed this AOC as action complete at the January 2004 meeting.

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. A proposed Air Traffic Bulletin concerning this issue was reviewed by ATPAC at the October 2003 meeting. ATPAC gave input to the FAA on this subject and the proposed Air Traffic Bulletin. The FAA is doing additional research before revising the proposed Air Traffic Bulletin. An update on this subject is expected at the July 2004 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 the July 2004 meeting.

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

ADF members are encouraged to bring their concerns relating to Air Traffic Procedures to the attention of the ADF delegates to ATPAC. Please forward any comments, concerns and suggestions to:

Frank Hashek fhashek@dispatcher.org

Amar Murthy: Amar@BLRGroup.com

135/125 ARC UDATE

The next meeting date for the 135/125 ARC will be **June 22-24th, 2004**. Thanks to Norm Joseph and Jeff Rehaluk for their dedicated work! Questions or comments, contact jrehaluk@dispatcher.org or njoseph@dispatcher.org.

GETTING THERE FROM HERE, PART 2
PERFORMANCE-BASED NAVIGATION

BY JOE COOK

THIS IS THE SECOND PART OF A TWO-PART ARTICLE.

The central idea of Required Navigation Performance (RNP) is that it doesn't matter how you obtain your navigation solution, either from reference to ground or space based navigation aids. The only regulatory requirement is that the operator be able to comply with minimum accuracy requirements. RNP may vary dependent upon airspace. For example, RNP-5 may be acceptable for an enroute oceanic environment while RNP-1 may be necessary for descent or RNP-0.5 applicable to an approach.

The FAA has been in close contact with various segments of industry as these new technologies have been developed. Accordingly, the FAA released a document entitled, "A Roadmap to Performance Based Navigation," in July of 2003. This document can be accessed at: http://www2.faa.gov/avr/afs/afs400/RNProadmap.pdf

The roadmap envisages the implementation of these technologies over the next 20 years. The FAA has designated the following time periods:

Near Term - 2003-2006
Mid Term - 2007-2012
Far Term - 2012-2020

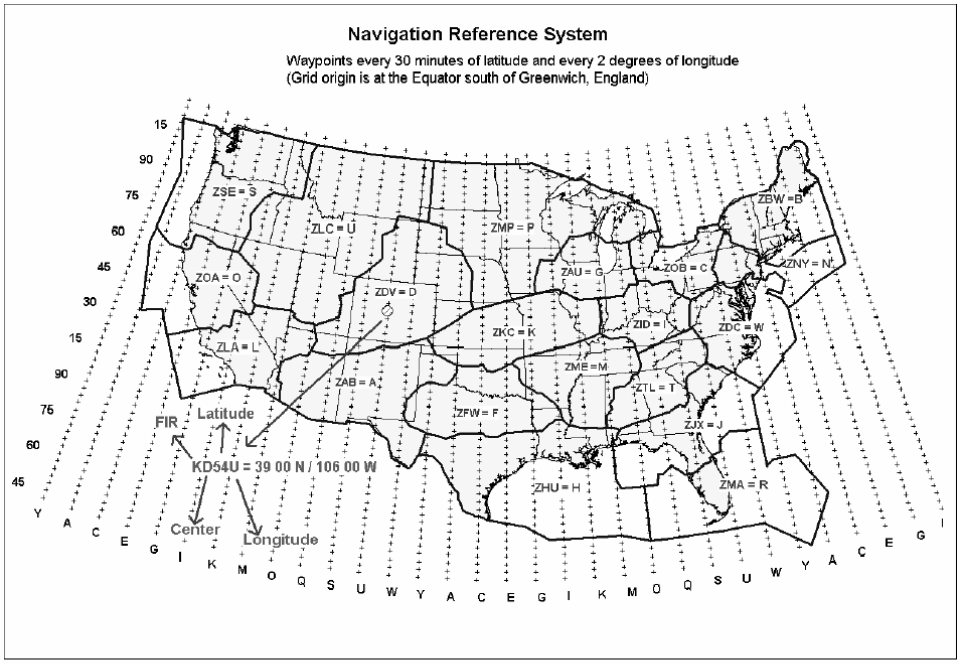
The near term will be characterized by the FAA implementing the first set of public RNAV and RNP procedures for all phases of flight. Also in the near term, the FAA will continue to develop enabling criteria and guidance for more advanced RNAV and RNP operations. Other FAA activities anticipated in the near term include:

- Publish Q routes that provide common waypoint in navigation databases.
- Develop new ATC separation criteria for RNP-2 Routes.
- Utilize FMC offsets – routes flown parallel to assigned routes.
- Publish new RNAV transition routes and lower MEA's and MOCA's.
- Publish RNP-2 and RNP-1 Standard departures and arrivals (SIDS and STARS).
- Improve access to airports with parallel runways separated by less than 4300 feet.
- Harmonize new procedures with other countries.

Provide vertically guided approaches to all runway ends that support IFR Ops.

The ability to provide vertical guidance on instrument approaches to many runway ends on an economical basis is very important. Many accidents occur in the general aviation community each year when pilots attempt non-precision approaches in marginal weather. The opportunity to fly precision approaches (both lateral and vertical steering commands provided) will be a huge step forward in the safety arena.

In the mid-term, the FAA foresees a fundamental shift from ground-based systems to performance based systems. RNP procedures will propagate through the NAS. As a result, FAA will begin to remove some of the existing ground-based navigation infrastructure (primarily VOR's, of which there are more than a thousand currently) from service starting in 2010, along with some associated routes and procedures. The FAA and industry will conduct operations involving the National Reference System (a by-product of High Altitude Redesign, in itself the possible topic of another long article), facilitating the implementation of random routings. During the mid-term, RNAV will become prevalent. By 2012, FAA intends to mandate RNP-2 performance above FL290. Your airline had better have all its aircraft with VOR/DME-only navigation systems parked or modified by then! Airlines will face tough economic decisions when deciding to update or retire from service VOR/DME-only equipped airplanes.



KD54U is spoken on the frequency: "Kilo Delta Fifty-four-Uniform," "Kilo Delta Five-Four-Uniform," "KD Fifty-Four-Uniform," or, " KD Five-Four-Uniform."

This is a huge change from past experience. Traditionally, airlines were enticed to purchase expensive new airplanes by impressive gains in performance (props to jets, range) or efficiency (pure jets to turbofans, low bypass turbofans to high bypass turbofans).

In the far term, additional investment will be required by stakeholders. RNP will be mandatory in some airspace. Interestingly,

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Getting There from Here, Part 2

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FAA seems to foresee changing roles for ATC when it states that, "in the far term Air Traffic Management (ATM) evolves into a more strategic management of airspace and trajectories." Note the change from Air Traffic Control to Air Traffic Management. Further, "Use of performance based navigation in combination with systems such as ADS-B and TCAS will enable the transition of tactical separation responsibility to the pilot for certain situations and for limited time periods. At the end of the far term, operators will use RNP-based RNAV universally in all domains." These are lofty goals, indeed; it shall be interesting to see if they can be achieved.

Summary

Fortunately, there is a lot of time for all the participants in the industry to digest these changes. The change is beginning now, and airlines face numerous challenges: funding hurdles due to the current state of the industry, and large costs and scheduling issues associated with training personnel and modifying airplanes. It is, however, encouraging looking forward to a day when navigation accuracy is improved to such a point that low visibility approaches are available at many more runway ends throughout the world, separation can be decrease between airplanes because they navigate more accurately, and more direct routings (saving fuel and time) are available for the enroute environment.

Dispatch E-News

"Newsworthy Items for Dispatch, by Dispatch"

www.dispatcher.org

IFALDA Meeting in SEA a Success by Gail Murthy

The IFALDA and EUFALDA Annual General Meetings and World Dispatch Conference were held May 3-5 in Seattle. The meetings and conference were a great success.

Many topics of worldwide interest were discussed while the presentations were truly excellent: The FAA SEA Aircraft Certification Office gave a gasp-inducing slide show and talk about the tests that aircraft undergo during the certification process; Two representatives from Malaysian Airlines spoke about their experiences in creating an operational control/dispatch system in Asia (I missed it, but there was A LOT of good chatter about it.); Sean Deaton, Flt Mgr, USAF, Scott AFB, gave us a look at military operational control and dispatch issues and procedures; Dr. Sridhar of NASA/Ames talked about FACET (Future ATM Concepts Evaluation Tool), a product for flight planning with more detailed information on better flight levels and routes; Jim King, Transport Canada, brought everyone up to date on the status of ops control in Canada. These are just a few of the diverse, timely, and very interesting presentations to which attendees were treated.

Topics of discussion in general were just as varied.
JAA Safety Strategy Initiative (JSSI) is percolating. IFALDA would very much like to have some U.S. dispatchers involved in this as "we" are more familiar with the flight data tools. Please contact Allan Rossmore at *arossmore@ifalda.org* if you are interested in finding out what this entails.

The revised Flight Dispatcher Training Standards in Annex 6 is with ICAO now. The original ICAO Flight Dispatcher Training Manual was published in 1998. Dave Porter compiled and submitted updates to ICAO. He hopes everything will be completed by the end of this summer with the new manual out within a year.

EUFALDA is losing members. New European dispatchers do not see how the organization is helping them. Several ideas were batted around—expand the boundaries of EUFALDA, or a mentoring system to attract members, whereby a European member comes to the States or Canada for a month or so to "intern" or observe operations control on this side of the Atlantic.

Jim King voiced his thoughts that IOSA (IATA Operational Safety Audit) is a GREAT opportunity to push the dispatch concept. We've got to get upper management to take responsibility for safety, which will promote quality operational control.

Article 83 bis was discussed (also at the ADF meeting in SAN). This is a "flag of convenience" amendment that would allow an aircraft owned and operated by a carrier of one country to operate that aircraft "under" the flag, laws and rules of another country while operating (departing/arriving) in that country. This is somewhat similar to freighter ships being owned by a U.S. entity but operating under a Nigerian or Panamanian flag. Many contend that this could be a very dangerous situation.

Allan Rossmore, Rick Ketchersid, and Sandy Sandziuk were unanimously re-elected to their positions as President, VP-Finance, and VP-West, respectively.

The next IFALDA and EUFALDA Annual General Meeting will be held next spring, probably in Warsaw, Poland. As of May 1, 2004, Poland is a member of the European Union.

A fun gala dinner was held the last night at the Boeing Museum of Flight. Quite a few people enjoyed the simulators as well as the good food and company. A tour of Boeing was provided for 50 lucky people after the AGM was adjourned.

Much more on the AGM can be found at: **www.ifalda.org**.


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Planning for Emergency Response

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in the industry. They are the liaisons that respond to the needs of the customer and grieving family members after an incident or accident with death or serious injury. One group provides phone assistance. These liaisons confirm the passenger list and then secure the factual information needed to contact the next of kin. They arrange short-term travel and accommodations requests. They coordinate these needs, then they collect and relay information needed by other departments within the airline. The second group of volunteers meet the family members face to face at the incident / accident site. They develop a rapport with the survivor victim or family member and fulfill their short-term needs and identify their long-term needs. They work until the need for services has been fulfilled. These liaisons are truly dedicated, committed, compassionate and essential employees.

Today's airlines are global either on their own, or by alliances. This global exposure brings on a multitude of challenges. Language and cultural differences aside, distance and remoteness compound the effectiveness of a well-planned, coordinated emergency response. While dispatching, it is your job to continually ask "what if"? The same is true in Emergency Response Planning. Take the example of an accident in the Caribbean. Most of these Islands have only enough landmass to operate a single runway. What if the aircraft is disabled on the only runway? How do you get the Go-Team there? How do you supply the team with the tools they need to provide a timely, effective, well-coordinated response? To prepare, you develop specific contingency plans for each destination. You figure out the time it takes by boat to reach the island from a neighboring island. You sign retainers with boat operators. You contact helicopter operators and sign retainers with them. You develop go-kits of the size and weight that can be accommodated by each helicopter type. You share your plan with your employees, local aviation officials, and the local governments. You test the plan often. You refine the plan when deficiencies are exposed. The refining process creates a better plan.

So, the next time you are flight following, and the weather in the regions you are operating in is P6SM, ... remember there may be someone else in the airline industry, at that exact same moment, asking him/herself ... *What if my aircraft goes down in the Arctic Circle?*

NASA DAG-TM

NASA is conducting research into a concept called Distributed Air/Ground Traffic Management.

The concept increases cockpit and ground automation. The goal is to increase user preferences in all phases of flight. Pilots will use an autonomous flight management system to plan their routes and fit into the traffic flow.

A practice simulation was conducted at NASA Ames and at NASA Langley in May to test the concept. A formal simulation is planned for June.

NASA Ames has primary responsibility for this project, with additional work being done at NASA Langley and NASA Glenn.

For additional information, please visit the links below:

http://oea.larc.nasa.gov/news_rels/2004/04-031.pdf

http://techreports.larc.nasa.gov/ltrs/PDF/2003/mtg/NASA-2003-5ues-beb.pdf

http://www.asc.nasa.gov/aatt/dag.html

SAN DIEGO BUSINESS MEETING by John Schwoyer

The Spring Meeting in San Diego main agenda item was to review, discuss, and vote on the new set of By-laws.

ADF President, Giles O'Keeffe, opened the meeting, then offered the floor to Sandy Sandziuk of IFALDA, for an update on IFALDA activities and industry involvement. IFALDA announced that the Asian Authorities are close to approving the final installment of regulatory requirements for Flight Dispatchers. These efforts in the Far East will greatly aid in the efforts in obtaining a European Dispatch License requirement. IFALDA is pleased to announce that the Flight Dispatch License is on the agenda for the next Annex 6 meeting. These global advancements towards licensing all Dispatch offices worldwide improve the collective goal of a single level of safety. Other advancements Sandy briefed the group on were the IOSA standards of qualifications and reporting of their auditors. These restructured regulations are universally binding and Sandy is pleased to see that the FAA is back on board with the group's efforts. The continued cooperation on all levels is imperative to closely monitor, communicate and coordinate on all industry activities. Recently there has been some concern about Article 83 bis (created in 1980 under ICAO). 83 bis is a piece of legislation that authorizes US Carriers to temporarily operate with the authority of country that they are operating within (Editor's Note: google "Article 83 bis" to find the complete, yet brief, text). The ADF Board, upon hearing this, has taken action by contacting members of congress and FAA. Sandy thanked the group for its time and invited the group to attend IFALDA conference the next day in Seattle.

Some administrative business was conducted, then the following items were discussed:

Jim Jansen, ExecVP, updated the group on his activities. The video project in conjunction with the FAA is temporarily postponed till funding becomes available. The Dispatch Resource Management advisory circular is being re-written and closely reviewed by ADF. ADF is trying to obtain a copy of a report published by the FAA discussing Dispatch Authority (in a specific situation) and the repercussions when not followed. Lastly, NASA Ames has compiled the reports on Dispatcher work load, however, they are not sure how to proceed with the data nor how air carriers will respond to the results.

Norm Joseph, Director – Aviation Rulemaking, discussed ARAC meetings, issues, and other points of interest. One issue is jump seat authority; currently AMR (American, American Eagle, and American's Executive Airways) and UPS have completed the authorized jump seat CASS. Other major airlines (United and Delta) are almost finished and all of these airlines have Flight Dispatchers and an SOC. The 125/135 operators are now being asked to comply and submit their list but they do not have required Flight Dispatchers. The concern is that all the efforts of ADF and its members will be nullified by a group that does not have a need and therefore cause a derogation of progress. Norm has addressed this specific issue in the ARAC meetings and will keep the group posted on the outcome. Another issue is the DoT Part 380 on-demand charter statement that allows *anyone* that meets the financial and reporting criteria to be a broker of an operation that appears to be a scheduled carrier without being held to the safety standards of a scheduled carrier. This Flight-matrix is a subscription "schedule" service posted on the web. The loophole would allow a "business" that meets the financial criteria to circumnavigate the law and operate without a higher level of safety by means of an SOC. Norm requests feedback from ADF members on this matter. He also advised the group that the Regulatory Board has posted its annual suggestions for revising and or imputing new rules and regulations. Any rule that you or your group feels has a need for amendment can be submitted. ADF stresses the need to clearly express the issues of enhanced safety, as well as all economic impact. Norm, or Dave Smith, who was recently named as an alternate to the ARAC committee, will keep ADF posted on all pertinent matters.

The big topic was the By-laws. The By-laws have been in review and discussion for over a year. In Atlanta, all parties were asked to submit questions or comments, so legal representation would have time to review and respond. Several emails and revisions to the By-laws were discussed, reviewed and voted upon. The majority of the meeting was spent discussing the amendments and revisions with the end result being that the group has approved the new By-laws and certain final formalities must take place to activate these changes. Once officially entered into the docket, the new By-laws will be published on the website for everyone to read.

There are **four ADF Board positions available** to all qualified members at the October Symposium. The positions available at the end of the year are: Executive VP, Secretary, VP Legislation, VP Membership. If you are interested in any of these positions, please sign up. The next business meeting is scheduled to be held on July 23 –25, 2004 in Pittsburgh.

ADF Membership Application & Invoice

Name:_____ Organization:_____

Address:_____ City:_____ State:_____ Zip:_____

Home: (____)_____ Office: (____)_____ E-Mail:_____

Do you possess a US Aircraft Dispatcher's Certificate?_____

Do you hold any other certificates or special qualifications?_____

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

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

International Membership $50.00: For those residing outside the U.S. IFALDA membership is included.

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.

ADF Golf Shirt $20.00 Polo Shirt $27.00 Denim Shirt $30.00

(add $5.00 *per item* for shipping)

ADF Lapel Pins $5.00 ($3.00 shipping) ADF Video $10.00 ($3.00 shipping)

(*Prices are subject to change without notice.*)

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

Golf Shirt $_____ Size _____ Polo Shirt $_____Size_____ Denim Shirt $_____Size_____

Shipping $_____ (Charges are *per item* ordered.) Total $_____

Please make your check or money order payable to: Airline Dispatchers Federation

And mail check to: 2020 Pennsylvania Ave NW #821

Washington, DC 20006

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.

PROFESSIONAL AIRLINE FLIGHT CONTROL ASSOCIATION PAFCA SAFETY PROFESSIONALISM OPERATIONAL CONTROL

AIR TRANSPORT DIVISION TRANSPORT WORKERS UNION OF AMERICA AFL-CIO

2004 ADF Leadership

Giles O'Keeffe, President (NW)
Jim Jansen, Exec V.P. (AA)
John Schwoyer, Secretary (Am. Eagle)
Mike Timpe, Treasurer (Horizon)
Joe Cook, V.P. Operations (DL)
Ted Christie, V.P. Admin (US)
Jerry Elder, V.P. Govt/Legislature/Media (DL)
Brad Ward, V.P. Membership (Atlantic Coast)
Allan Rossmore, Legal Counsel (EA, Ret)

Directors:

Tracie Benson, Corp/Ind Alliances (AA)
Frank Hashek, Membership (ATA)
Brad Irwin, Information Technologies (CO)
Norm Joseph, Aviation Rulemaking (DL)
Jeff Rehaluk, Regulatory Review (Spirit)
Gail Murthy, Newsletter (BLR Group)

Summer 2004

Business Meeting

July 23-25, 2004

Pittsburg, PA

Sponsored by USAirways and Metron Aviation, Inc.

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2004 Annual Safety Symposium

&

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

Hosted by Embry Riddle

Sponsored by Metron Aviation, Inc.

Industry Events of Interest

The International Conference on Volcanic Ash and Aviation Safety will be held **June 21-24, 2004** at the Hilton Alexandria Mark Center Hotel, Alexandria, Virginia. Details found at www.ofcm.gov

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FAA will hold an informal public meeting to get input from aviation weather users: **June 16**, from 9a.m to 4p.m. at 1575 I St. NW, Washington, D.C.

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135/125 ARC meeting, **June 22-24**, in Washington, D.C. area

The CIWS web site has been updated. Recent improvements:

- Addition of the ZMP_E home to include CIWS 2004 coverage.
- ZDC_N home is now ZDC & has moved to get better coverage.
- New web server
- Overlays are updated
- Playback capability on web site

See URL: http://ciwswww.wx.ll.mit.edu:8080