Airline Dispatchers Federation
Safety Professionalism

# THE ADF NEWS "Keeping the Dispatch Professional Informed"

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## Technology Reaches its Limit?

By Joe Cook

A recurring theme of articles I have written for this publication concerns technology. Microcomputer technology continues to revolutionize the way we operate our airlines. The military, the traditional standard bearer/leader in the aerospace industry, continues to spend billions of dollars on research for and development of Unmanned Aerial Vehicles and Information Warfare. Eventually, some of these technologies will find their way into commercial aviation. The aim of this article is to update you on some of these continuing developments.

I first became aware of the wider aviation press while attending college in the 1980's. It was an enlightening time for an airplane junkie....I devoured *Aviation Week* and all the others. Some readers may recall that, in 1982, the hottest debate in the airline sector concerned the 767. (I'm not counting the PATCO fiasco) The 767 was considered to be a large and complex airplane for its day and, although the DC-9 and 737 had been flying with two-pilot crews for about 15 years, the 767 was considered revolutionary in having a two-pilot crew. Also, the cockpit was full of television screens instead of traditional gauges. And on top of everything else, the airplane had only two engines. To hear some of the ALPA propagandists tell it, airplanes would be crashing every week. *Au contraire*, the airplanes have proven to be remarkably safe.

The first crash of a 767 occurred on 26 May 1991, almost nine years after the airplane entered service on 8 September 1982. Because airplanes just entering service often encounter "teething problems", this was an unprecedented record for a new airplane. The accident synopsis is that a Lauda Air Boeing B767-329ER suffered an in-flight upset and breakup over Thailand while climbing out at 7000m after takeoff from Bangkok due to a Thrust Reverser deploying. Like most accidents, in retrospect it is hard to fathom that it happened at all. The T/R UNLK indication on the Engine Indicating and Crew Alerting System (EICAS) was blinking for over 17 minutes before the Reverser deployed. The flight crew erroneously assumed the light was an indication problem and never reduced power on the engine or slowed the aircraft down. Had they done both (reduce power/slowed down), the magnitude of the forces on the airplane would have been much less, and the aircraft may not have been destroyed. Would three crew members making the wrong decision have been safer than two? I believe the chart on page 4 shows that two-crew airplanes are safer than three-crew airplanes.

Although there have been other crashes of new generation airplanes since the first crash of a 767, the overall accident rate has fallen markedly. Of course, there are aberrations like the MD-11, but in general each new generation of airplane has been successively safer than the preceding. In short, it can be quantitatively shown that as we add more automation and technology to the airplanes, and as we remove crew members, they get safer and safer. Accident information provided by Boeing shows that the accident rate for the 757 and 767 are approximately one third of the rate for the 727/737Classic/DC-9 (See chart, page 4). Another interesting comparison from the chart is between the Airbus A320 series and the DC-9. They are two-engine, two-pilot aircraft, one is steam-driven gauges and cables to the flight controls while the other is highly automated and has fly-by-wire. The A320 series rate is slightly less than one half the DC-9 rate.

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# 2004 ADF Safety Symposium a Success

By John Schwoyer & Giles O'Keeffe

The 2004 Airline Dispatchers Federation Safety Symposium was a great success. This forum provided Dispatchers and Aviation professionals a means to share experiences and gain valuable information on the changes in our profession as well as opportunity to test the latest technological advancements from our vendors. Here is an overview the 2004 Annual Safety Symposium.

The quarterly Business Meeting opened the event on Sunday. The minutes will be posted on the website for membership review. As always, the Business Meeting was open to all members, and several items were discussed.

In brief, ADF has been promoting Single Level of Safety (SLOS) by becoming active in various groups and organizations that regulate and directly affect the Dispatcher. To educate the community, ADF and its supporters are producing a training video that will be used to educate FAA employees, members of Congress, the media, and others interested in the profession. The video explains SLOS philosophy – all air transportation should be as safe as possible, and that requires positive operational control under the authority of an aircraft dispatcher.

ADF is also continually involved in ARAC and other groups and issues such as CASS. Our representatives continue to push the need for dispatcher access to the cockpit.

The Business Meeting also provided for officer elections. ADF gratefully acknowledges the following individuals who will volunteer to serve the dispatch community: Executive VP - Jim Jansen; Secretary - John Schwoyer; VP Government/Legislation - Adam Giraldes; VP Operations - Russell Steele; VP Membership - Jerry Elder.

On Monday, the Symposium's first speaker was Ms. Tina Neal, a volcano expert with the U.S. Geological Survey. In an unusual display of insightful speaker scheduling by Jim Jansen, Mt. St. Helens erupted just minutes prior to the beginning of Ms. Neal's presentation! Ms. Neal shared a vast amount of data with the group, emphasizing the importance of timely eruption information, especially as it applies to aviation. Volcanic ash is a deadly hazard to aircraft. An ash cloud can reach aircraft cruising altitudes *within minutes* (i.e. in five minutes, rising at a rate of 5,000 feet per minute, ash is at FL250). Ash information must be accurate and easy to read, in a standardized format. One air carrier encounter with volcanic ash resulted in an expenditure estimated in the range of ninety million dollars, enough to run a large dispatch office for several years!

The next speakers were Steve Albersheim of the FAA and Len Salinas of United Airlines. This presentation was specifically aimed at the dispatch response to volcanic ash. A hundred jet aircraft encounters with ash over the last 25 years and reports of ash plumes climbing into the jet stream with the eruption of Mount St. Helens are evidence that Dispatchers should actively monitor all volcanic activity that may affect their flights. Len discussed dispatchers concerns - the AVO color codes, (*not* the area seismic activity color codes most commonly distributed) and where to find this information (*see page 6*). He spoke further on hazards of volcanic ash, reminding the group of the unknowable braking action coefficient for volcanic ash, especially on wet runways, and that, under such conditions, breaking action is considered *nil*. Steve discussed the perils of ash accumulation and its removal from an aircraft. Advisory circulars have been published on how to recognize the warning signs of ash accumulation in flight and on the ground. If you smell sulfur in the air, you are already in the ash!

Several departments of the FAA were represented, and next to talk was Gordy Rother, who is an FAA Aviation Safety Inspector – Dispatch with the MSP CMO. Gordy described ADI-D duties and what the dozen or so ASI-D's expect from Part 121 dispatchers. He has been working on a manual that establishes guidelines for Dispatchers and answers some FAQ's. He also mentioned two open ASI-D positions and the desired qualifications: he encouraged all interested and qualified dispatchers to apply for the positions. The FAA desires experienced dispatchers who have the life experience and knowledge base to evaluate and regulate others. The position requirements were actually written by ADF members several years ago. Gordy detailed the changes and advancements in regulations with the rewrite of 121 subpart N and O, as well as the Quality Performance Standards for initial, recurrent, transition, and re-qualification training. The FAA is re-evaluating the Dispatch Inspector and Check Dispatchers positions to ensure consistency and will also approve the Dispatch Program Designees selected by the Air Carriers. ADF is well represented in the 121 rewrite.

The aviation industry is in constant change. Randy Babbit, CEO of Éclat Consulting, gave us his thoughts on the future of aviation and what is in store for the Dispatcher. Randy's outlook for the industry is cautious, with shallow growth for major carriers and more vertical growth for a limited time in the Regional market. Mr. Babbitt mentioned that Éclat strongly supports SLOS and shares this opinion with aviation industry leaders.

During the Symposium, a panel consisting of members of ATCSCC, ALPA, NATCA, and

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**Airline Dispatchers Federation**

**Newsletter**

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## ATPAC UPDATE by Frank Hashek

Neither Frank Hashek nor Amar Murthy was able to attend the last ATPAC meeting. No update for this newsletter. Those wishing to may access the ATPAC web site for detailed information. The URL is:
http://www1.faa.gov/ats/atp/atp110/minutes
According to the minutes, the next ATPAC meeting is scheduled for January 10-13, in Miami, FL.

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:

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## ADF Member Receives Air Traffic System Award

Gary Dockan, a US Airways Flight Dispatch Training Instructor was recently awarded the Air Traffic Control System Support Award from the Air Traffic Control System Command Center. This award recognizes his multiple contributions to Traffic Flow Management training.

Gary was a member of the initial 2000 Collaborative Decision Making Joint Training team and has actively participated in joint training since the Spring 2000 initiative. Since the Spring of 2000, Gary has continued to be the major contributor and developer of CDM training materials for industry participants. Gary has worked to provide comprehensive training materials to improve the level of understanding of the traffic management tools.

Examples of Gary's work have been used in several training venues and are available on the CDM website, (www.metronaviation.com/cdm), as well as distributed as computer-based training modules. CDM is comprised of individuals from industry and the FAA who have strived to enhance safety and efficiency in the National Air Space. His work with FAA and airline representatives has led to a greater sense of common understanding for Traffic Flow Management participants. In addition, Gary has developed training modules for the Route Management Tool (RMT) and Common Constraint Situation Display (CCSD).

The Air Traffic System Support Award was presented by Deborah Johannes, Manager, Collaborative Decision Making and accompanied by a letter from Jack Kies, Director of System Operations, Air Traffic Control System Command Center, Herndon, Virginia. In 2000, Gary was the recipient of the Hammer Award for Reinventing Government for his work in enhancing efficiencies in the NAS.

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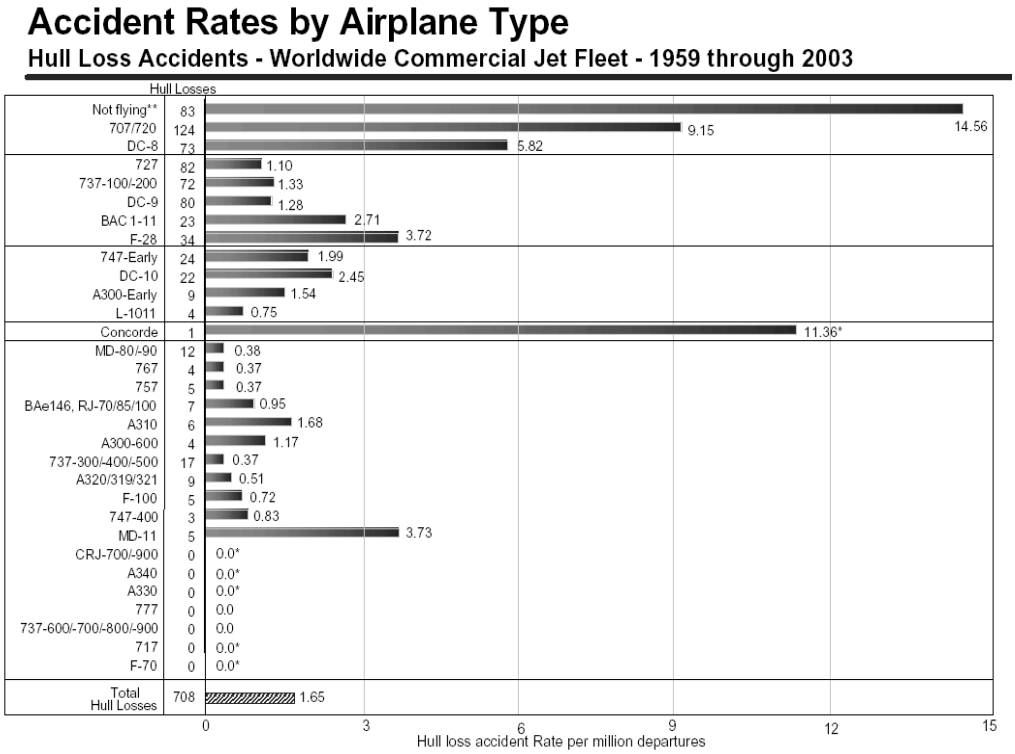


You may have heard of an airplane called the Global Hawk. This unmanned aircraft is an extraordinary machine. The aircraft was designed to perform high altitude reconnaissance for the United States Air Force (USAF), traditionally the domain of the Lockheed U-2. It should be noted that the U-2 is extraordinarily hard to land, and there have been many incidents during landing by tired pilots, exhausted by sitting for 10-12 hours in a bulky pressure suit. The limiting factor with regard to endurance is the crewman. In the case of the Global Hawk, by marrying high tech composite structure to an efficient engine, and with the weight savings gained by eliminating the pilot (and all the associated instruments and life support equipment), unprecedented performance has been obtained. The aircraft is able to stay airborne for about 42 hours at altitudes of 65,000 feet. To demonstrate the capabilities of the airplane, several years ago one of the first Global Hawks took off from Edwards Air Force Base in California, flew to Australia, took pictures and radar images for 6 hours, and then recovered……back to Edwards. Such a mission would be impossible for a similarly sized manned aircraft.

Who was responsible for the safety of the flight? We have developed into such a pilot-centric enterprise that the traditional rules are stood on their head when there is no pilot in command. Although I believe that some day commercial airliners will be pilot-less, those days are still a long way off. In the shorter term, we will see the integration of unmanned airplanes into the NAS. In fact, the FAA and Department of Defense are already holding meetings to discuss how this will occur.

Concurrently, we are seeing more and more information made available in the cockpit, information that traditionally has been the domain of the Dispatcher. AWINS (Aviation Weather Information System) is an FAA/Industry attempt to get real time weather information into the cockpit. I find it very interesting that in 20 short years we went from a situation where two pilots would be unable to operate the airplane to one in which they have adequate time to peruse detailed weather information….apparently while the airplane flies itself. Now, I'm not against pilots having relevant safety of flight information. But the fact that the discussion is even occurring brings to light a fact that a lot of pilots would like to hide, which is that they really don't have much to do during the cruise portion of a modern long range flight. This in turn calls into question the 40-year-old rule requiring augmented crews for flight over 8 and 12 hours. We may soon see an attempt to push these limits back to 10 and 14 hours—I believe that such an amendment would be safe. Short flights are another question altogether. I would argue that a two-pilot airplane flying into the northeast when weather is present should not be distracted by a lot of extraneous, detailed, weather information. That is the domain of the Dispatcher.

Jeppesen continues to refine and develop its electronic flight bag technology, essentially doing away with paper charts and displaying the data on computer screens. Boeing and Airbus are now designing aircraft to incorporate these displays. The Gulfstream Corporation is working to install enhanced vision systems on its airplanes. Basically, this system incorporates radar that can see through fog and project an image on a Heads Up Display to allow the pilots a view of the runway ahead. Companies such as Lido (a subsidiary of Lufthansa) and others have developed very sophisticated flight planning software that incorporates much more functionality than traditional systems, taking more and more of the number crunching away from Dispatchers and putting it into the computer. The FAA will soon start requiring aircraft to have Required Navigation Performance (RNP), which will allow airways to be spaced closer together. In January of 2005, the FAA will allow aircraft to be spaced closer together in the vertical dimension when it institutes Reduced Vertical Separation Minima (RVSM) for FL290 and above. RNP and RVSM, combined with better technologies at Air Traffic Control, will allow more airplanes through the same amount of airspace.

What is the bottom line? What does it all mean to us as Dispatchers? Stay tuned.

## **2004 Safety Symposium** cont'd

*(Continued from page 2)*

ADF was convened to discuss airspace use. Topics ranged from specific limitations within control centers to the improvement in handling of precipitation and winds at major hubs. The question also asked was why FAA management is seeking a means to eliminate the extra layer of safety by communicating electronically to the cockpit without the involvement of dispatch (CPDLC). The broad answer was that the controllers want what they view as the safest and quickest means to remove an aircraft from harm's way. This led to the suggestion that the link between pilot and controller be modified to include the dispatcher thus increasing the level of safety and still maintaining the quickest possible response time. The panel discussion could have continued for hours. It was a positive event, with participants able to make and take good suggestions and gain a new perspective on the limitations of the system.

Guest speaker Linda Connell of NASA issued a challenge to ADF members. Linda is in charge of the NASA Aviation Safety Reporting System (ASRS) which has become the standard in the world for the aviation community. This program is so successful in identifying a problem, creating a resolution, and communicating both to the end user with complete anonymity, that other industries, such as the medical community, have used this model to improve their levels of safety. Linda described how ASRS products analyze specific circumstances and how the results would differ if events had unfolded in another way. Attendees received a two-pronged challenge from Linda; first, that the program does not receive enough Dispatch and SOC participation and, second, that currently there is no Dispatcher on the ASRS panel. She would like us to provide some expertise to her team. So Dispatchers, are you up to the challenge? With sufficient volume of ASRS reports from dispatchers, perhaps NASA will finally see its way clear to create a separate reporting category for dispatchers, which is long overdue in the opinion of ADF.

Aviation Historian Donna Corbett spoke about the importance of Dispatch and the Major carriers in times of war, past and present. Recently the trend in aviation is toward smaller regional jets to fill a specific niche market or very fuel-efficient large jets limited in range. Donna reviewed the history of the CRAF program and how it shaped some of the major airlines today, and how these airlines are continuing to support the government by supplementing the Armed Forces transportation system.

The greatest benefit the Symposium offers Dispatchers is access to the wide array of speakers who enjoy discussing difficult issues and sharing perspectives and solutions to problems they have encountered. This access, along with the vendors who so graciously support the Symposium and work to answer questions about their products, ensure successful Safety Symposia.

The ADF web site has several of the Symposium presentations posted as well as links to pertinent resources and sites that offer assistance and expertise. You can also find a schedule of ADF meetings for 2005, including preliminary information on the October Symposium in Washington DC.

Many thanks to all who attended in Las Vegas, and additional thanks to the volunteers who organized and managed this complex meeting!

# 135/125 ARC UDATE

by Jeff Rehaluk and Norm Joseph

The 125/135 Aviation Rulemaking Committee met at the Dulles Hilton Nov. 16-18th, 2004. Norm Joseph and Jeff Rehaluk attended for ADF, which has representation within each of the Applicability (Norm Joseph) and Operations (Jeff Rehaluk) Workgroups.

Operations Workgroup: Within this group one of the most discussed issues was FAR 135 Departure and Arrival at airports where no Approved weather is being reported. The Operations Workgroup discussed this issue at length.
**For Take-Off** - At issue is an Ops Specs addition or 8400.0 guidance. Requirements would be a published instrument approach for the departing airport, weather above applicable take-off minimums as determined by pilot observation and filing a take-off alternate.
**For Landing** - Consideration to changing regulation, guidance and adjusting Ops Specs are being discussed. GPS approaches with an altimeter from the station and a restriction on flight crews being able to conduct this style of approach unless the approach had been flown in the past 30 days. Additionally the Runway, not just the runway environment, would have to be visible in order to continue the approach past MDA.

Both take-off and landing would require enhanced aviation weather training. This issue is still being developed with hopes to present it at the next Steering Committee meeting in February 2005.

The Operations Group discussed other issues that will be presented to the Steering Committee in February 2005. These include: Flight Attendant duties during surface movement, NTSB Recommendation for Part 135 Activity Reporting, FAR 135.227 Icing Conditions, FAR 135.83 Two sets of charts, FAR 135.93(b) and (e) Autopilot; Minimum Altitudes for use.

Applicability Workgroup: Continued to address issues related to large airplane operations in Part 125 and Part 135. The group has agreed to increase the cargo weight limits for Part 135 operations to 18000 pounds. Numerous changes will be made to bring added definition and safety to this increase. Unfortunately we were unable to get agreement on any enhancements to the current dispatch or operational control regulations for these cargo aircraft operations. The applicability group also continues to work issues related to allowing a small or very light jet to operate in both on-demand and scheduled service under Part 135. There is no move to change the 9 seat break point for Part 135 Commuter Operations. For those commuters adding jet service, the group has agreed to propose full Part 121 Domestic and Flag dispatch and operational control requirements.
This was the last general meeting. A Steering Committee meeting to formalize the final recommendation to the FAA is scheduled for February 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.

On the final day the Steering Committee gathered to hear presentations of recommendation documents that were sent to the

*(Continued on page 10)*

# DRVSM Set to Start

By Pete Copeland, USAirways Training Department

On January 20, 2005, the U.S. contiguous 48 states, Alaska, Mexico, Central and South America and the Caribbean will transition to Reduced Vertical Separation Minimum ("RVSM") for flights above FL 290 to FL 410.

The North Atlantic Track system was the first to adopt RVSM procedures in 1997, affecting tracks between North America and Europe. Since then, the Pacific Oceanic airspace, WATRs, Australia, Europe, South American corridor, Northern Canadian airspace, and the Middle East have all transitioned to RVSM.

Reduced Vertical Separation Minimum (RVSM) will reduce the vertical spacing of aircraft from 2000-foot separation to 1000-foot separation. RVSM will be known by the term "DRVSM" (Domestic Reduced Vertical Separation Minimum) within the United States. The U.S. is in the last group of countries to transition to an RVSM operating environment. There are no current plans for China or Africa to transition to RVSM.

DRVSM will open up six new altitudes (FLs 300, 320, 340, 360, 380, 400) between FL 290-410. The conventional direction of flight will also change under DRVSM. Odd flight levels will be used from 0 degrees through 179 degrees and even flight levels will be used from 180 degrees through 359 degrees. e.g. FL 390 *was* an odd westbound altitude that now becomes an eastbound altitude.

Aircraft operating within RVSM airspace are required to have:

**Two** primary altimeters that must agree at all times within +/-200'

**One** altitude alerting system

**One** automatic altitude control system

**One** SSR transponder with an altitude reporting system that can be connected to either altitude measurement system

Note: TCAS is *not* required equipage in RVSM airspace. If TCAS is installed, it must be version 7.0 or above to comply with the 1000-foot vertical separation standard.

There will be two new filing suffixes for aircraft-filing flight plans within DRVSM airspace.

"/Q" for both RVSM- and RNAV-qualified aircraft*

"/W" for RVSM-qualified aircraft only

*The "/Q" suffix *will not be used* when filing ICAO flight plans.

Operators may begin filing flight plans with the "/Q" suffix during Phase I of DRVSM implementation, which began on November 25, 2004.

Phase II will begin on 1/5/2005 and aircraft operators will be expected to file "/Q" or "/W"

Phase III will begin on 1/20/2005 and aircraft operators will be required to file "/Q" or "/W"

During Phase IV (9/2005), additional aircraft equipment suffixes will be added that will identify more specific advanced RNAV capabilities.

*(Continued on page 7)*

## Alaska Volcano Observatory Color Code

| | |
|---|---|
| **Green** | volcano is dormant; normal seismicity and fumarolic activity |
| **Yellow** | volcano is restless; eruption may occur |
| **Orange** | volcano is in eruption or eruption may occur at any time |
| **Red** | significant eruption is occurring or explosive eruption expected at any time |

Taken from:
http://volcanoes.usgs.gov/Products/Warn/WarnSchemes.html

**DRVSM cont'd**

*(Continued from page 6)*

The FAA will accommodate certain aircraft in DRVSM airspace represented by the following categories:

Department of Defense (DOD) aircraft

Flights conducted for certification and development purposes

Air Ambulance services conducting "Lifeguard" flights

Non-RVSM aircraft requesting climb/descent through RVSM flight levels. These requests will be handled on a workload permitting basis. The aircraft cannot level off while transitioning RVSM airspace.

Foreign government aircraft

In areas where Mountain Wave Activity (MWA) is being reported, ATC will use the "merging target procedures" to mitigate the effects of both severe turbulence and MWA.

After RVSM was implemented in Europe there was no significant increase in wake turbulence reports. If wake turbulence is encountered, the flight crew can request vectors, FL change or a lateral offset from ATC.

The lateral offset procedure is currently used in non-radar environments e.g. WATRs. A lateral offset procedure can be used with aircraft that have RNAV capability. When the flight leaves radar coverage, the FMS is programmed to fly 1 or 2 NM offset to the RIGHT of the centerline of the airway.

Suspension of RVSM will normally only be considered in oceanic areas where direct controller-pilot VHF or UHF communication and surveillance radar is not available. If RVSM is suspended in these areas a NOTAM will be issued.

The FAA will coordinate a follow-on height-monitoring program after implementation to monitor altitude compliance.

For additional information:

*http://www.faa.gov/ats/ato/drvsm/Default.asp*

*http://www.faa.gov/ats/ato/rvsm_documentation.htm*

*http://www.metronaviation.com/cdm/Workgroups/drvsm.html*

*http://www.eur-rvsm.com/links.htm*



# My Turn

by Gail Murthy

For two years now I have produced the *ADF News* and I want to acknowledge that it takes a lot of work. Not so much for me but for those who spend quite a bit of time researching the issues that affect you then writing lucid, entertaining articles. There are a few who have really gone above and beyond for us—those who write articles for nearly every issue of this newsletter. These people never complain about giving up their family or relax time to help me fill up this newsletter with articles that matter to all dispatchers.

Many thanks for your help:
Tracie Benson
Ted Christie
Joe Cook
Frank Hashek
Brad Irwin
Jim Jansen
Norm Joseph
Giles O'keeffe
Jeff Rehaluk
John Schwoyer
And all you cameo contributors! - all of you are appreciated

Thanks, too, to all the sponsors and vendors who are so easy to work with and forgiving of our printing limitations.

I appreciate your articles, your ads, and your feedback.

I have enjoyed producing the *ADF News*, and am happy to continue. I'm glad, too, to help and instruct if anyone would like to take on this task in the future. It really is fun to put together.


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# Return to Cockpit Jumpseats

The Cockpit Access Security System (CASS) was designed to get authorized personnel back in the actual cockpit jumpseat on airlines other than their own. Dispatchers are included in CASS, but it is incumbent upon each operator to input personal data on their individual Dispatchers into the system. Currently, CASS is in use only for flights within the Domestic U.S., and is limited to Air Transport Association (ATA) members, until the test period ends in April 2005.

As of this writing, the following airlines are "up and running" with CASS:

Alaska
American/American Eagle
Atlas
Continental
Horizon
Jet Blue
Northwest
United
UPS

Others will follow.

Note that American does not accept other airline Dispatchers for its jumpseats. CASS does not change this. It is hoped that they will soon open up their seats to others; their Dispatchers are accepted as jumpseaters by all other airlines.

To gain access to the actual jumpseat, a Dispatcher needs to be employed by a CASS-participating airline, the airline on which he/she desires transportation must be a participant, and they must have in their possession a valid U.S. Passport. They must also be in the database as previously mentioned.

Some airlines may not be joining CASS for a time. Participation requires a substantial amount of computer programming, and not all operators can justify the expense. If your airline is not yet a participant, you may still jumpseat on other airlines (if your company has an agreement with them) as has been the case in the past, but there MUST be a seat in back available.

Phil Brooks
fil@attglobal.net



## NASA ASRS Advisory Subcommittee

The ADF attended the NASA ASRS Advisory Subcommittee meeting, held in Washington, DC on November 3.

The ASRS Advisory Subcommittee works with NASA and the FAA to resolve issues and to provide guidance for the ASRS program. This was the first meeting of this committee that the ADF has attended. We were invited to join the committee as a regular member.

The main topics of this meeting were budgeting for the next fiscal year and online submission of ASRS reports.
The budget for ASRS has been reduced for the next fiscal year. ASRS will be doing fewer outreach functions in the field and instead will focus on additional automation in the processing of reports to be able to continue service under the constraints of reduced funding.

ASRS is studying two options for online submission of reports and plans to start beta testing a system in early 2005.

Frank Hashek will represent the ADF on the NASA ASRS Advisory Subcommittee.

Please email questions or concerns to Frank at *FHashek@dispatcher.org* and watch the ADF E-News page for updates.

# 135/125 ARC UDATE Cont'd

*(Continued from page 5)*

Steering Committee from the workgroups. Here's a summary:

Airships: Briefed the Steering Committee on their overall work up to this point. They hope to have all of their issues to the Steering Committee for the February 2005 meeting. Operations, certifications and flight duty and rest recommendations, among others, are to be proposed.

Aeromedical: No specific recommendations for Steering Committee approval, so simply briefed on their progress.

Training: Presented Recurrent Ground Training, Eligible On-Demand Operator, and three Simulator Training issues. Simulator Training issues centered on a simulator training course to be used in lieu of a proficiency check. All were approved by the Steering Committee.

Airworthiness: Maintenance Technician Training Program was discussed. The language of this recommendation was approved by the Steering Committee, however the recommendation may be sent in separate from the FAR 135 NPRM. A Cargo Emergency Exits recommendation was briefed to the Steering Committee. There is a regulatory discrepancy between the Part 135 operating rule and the Parts 23/25 airworthiness standards as to the minimum number of flight crew emergency exits required for all cargo aircraft. Airworthiness has been coordinating with the Operations Workgroup. Work continues on this issue.

Rotorcraft: Steering Committee heard recommendations involving Emergency Equipment and VFR minimums. Both were approved by the Steering Committee.

Equipment and Technology: Steering Committee heard recommendations on four issues. Combination CVR/FDR, Pitot Static and Encoding Altimeter/ Pitot Static System Tests recommendations were passed by the Steering Committee. Datalink Onboard Weather Systems recommendation discussed the pros and cons of permitting the use of datalink weather systems in aircraft in place of traditional weather radar and stormscopes. The issue was deferred to RTCA as they are working this issue. **Input is requested by the Steering Committee from interested parties on this item.**

Operations: presented several recommendation documents for consideration by the Steering Committee. These included Takeoff alternates for three- and four-engine airplanes. The Operations Workgroup recommended adopting the Part 121 equivalent regulation - this was approved by the Steering Committee. Other issues presented by the Operations Workgroup and approved by the Steering Committee included:

1. Part 119.43(a) – Requirement to maintain an Ops Specs at a Principle Base of Operations.

2. Part 135.379(d) Engine out departures. The intent of the changes is to clarify the criteria needed to determine obstacle clearance for an aircraft and to provide readily available TERPS data (i.e. SIDs and Instrument Departure Procedures).

3. Part 135.225(f) Takeoff minimums for foreign and military airports. This is now harmonized with Part 121 existing regulation.

The draft NPRM is currently at 370 pages and growing.

Upcoming Meetings

Flight and Rest Subgroup Meeting tentative meeting in Fort Lauderdale in January 2005.

The Steering Committee meeting is tentatively planned for mid-late February, 2005.

Contact jrehaluk@dispatcher.org or njoseph@dispatcher.org with questions or comments.

## ADF Membership

The end of the year is here—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 role in your organization.

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

### ADF Membership Application

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.

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.

## 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)

**Winter 2005**
**Business Meeting**
**February 5-6, 2005**
**Seattle, WA**
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**Spring 2005**
**Business Meeting**
**May 14-15, 2005**
**Daytona Beach**
*Hosted by Embry Riddle*
*Sponsored by Metron Aviation, Inc.*
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**Summer 2005**
**Business Meeting**
**July 16-17, 2005**
**Chicago, IL**
*Sponsored by PAFCA UA*
***
**Symposium & Fall Bus Mtg**
**October 9-11, 2005**
**Washington, D.C.**

## Industry Events of Interest

**January 11-13: RTCA SC-186/RFG, ADS-B**
Washington, DC. See www.rtca.org

**January 25: ATCA/FAA/DHS/DOD Security Symposium**
Renaissance Washington, DC Hotel. For info www.atca.org/event_items or gail.hanline@atca.org

**February 9-10: ARAC Exec Committee Mtg**
Rosslyn, VA; www.faa.gov/avr/arm/arac/calendarxml.cfm

**March 14-16: 17th Annual European Aviation Safety Seminar 2005** in Warsaw, Poland, www.flightsafety.org

Long Distance Operational Control

stockholmradio

## Winter 2005
## ADF Business Meeting

The Winter 2005 ADF Business Meeting will be held in Seattle, WA on February 5 and 6, 2005. Meeting room and accommodations are at the Radisson Hotel Seattle Airport. The Business Meeting times are from 1500-1800 on the 5th, and from 0900-1700 on the 6th.

Please confirm your attendance with Catherine Jackson by email at flycatjackson@cs.com or by phone at 410-507-0151.