THE ADF NEWS

"Keeping the Dispatch Professional

Volume 08 Issue 3 Web Site: www.dispatcher.org Fall 2008

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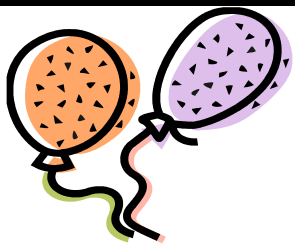
ADF Safety Symposium 2008
October 19-21, 2008

Dispatch and ATC: Conflict and Cooperation in the National Airspace

Holiday Inn Crowne Plaza /
Washington DC / Dulles Airport
Registration is FREE for ADF Members
See page #2 For more Information

HAPPY BIRTHDAY!
70 YEARS!
DISPATCH PROFESSION
~1938-2008~



ADF Safety Symposium 2008
October 19-21, 2008
Dispatch and ATC: Conflict and Cooperation in the National Airspace

Registration is FREE to ADF members. Register today at www.dispatcher.org

Host Hotel: Holiday Inn Crowne Plaza / Washington DC Dulles Airport.
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Please support the ADF by using the group rate at the host hotel. By using our room block we can afford to keep the registration FREE for members. If we don't meet utilization goals on the hotel room block we will have additional costs attached to the cost of hosting the symposium. Your support is appreciated.

Some Highlights planned include:

FAA's Chief Operating Officer, Henry P. (Hank) Krakowski (UAL's former VP Flight Operations)
ATC/Dispatcher Roundtable discussion
Steve McMahon, NOM at the ATCSCC
NATCA
Jeff Hansen (CO ATC Desk)
Mark Libby (FAA ATCSCC)
George Ingram (Manager ATA in ATCSCC)
Mark Huberdeau (MITRE CAASDI)
Gordon Rother (FAA Dispatch Inspector)
Dennis Millls (FAA HDQ point of contact for Dispatch)
(Invited speakers subject to change)

Udvar Hazy—National Air Space Museum Tour

Exhibitors/sponsors include:
Flight Explorer
ZETRON
WSI
Lufthansa Systems
Sabre Airline Solutions
Avtec
Lockheed Martin
PAFCA Int'l

Dispatch
70 Years of Professionalism
1938~2008

Three planes collide in Baton Rouge, damage in millions

BATON ROUGE, LA (WAFB) - The regional airline, ASA, denied last Wednesday that one of the aircraft involved in a freak hangar accident is to be written off as a total loss. "There has been no such determination by ASA or our engineers working on the event," said Kate Modolo, spokesperson for Atlantic Southeast Airlines.

Three CRJ passenger jets sustained serious damage when a young mechanic pressed a starter switch to slowly spin jet engine compressor blades for routine washing. She had successfully performed the same action on the jet's right engine without difficulty. However, mechanics familiar with the accident said that when the mechanic repeated the action on the left engine of the CRJ model 700 jet, a computer control system known as "FADEC" ignited the engine and immediately spun up to near takeoff power. Someone had left the throttle setting for the left engine at 85% power, sources said.

The 34 ton passenger jet leapt forward, plowing into two other CRJ aircraft in the hangar. Airport manager Anthony Marino said the pair of model 200 aircraft that were damaged will be repaired at the Baton Rouge maintenance facility, which employs 120 people. "That's a sign of the high skill levels over there" at the new ASA hangar. Marino was instrumental in construction of the $6 million hangar to lure the ASA maintenance facility to Baton Rouge.

Marino acknowledged that the three-plane smashup could have become an explosive disaster. The incident occurred in the pre-dawn hours of Monday, July 7th. None of the 14 ASA mechanics and cleaning workers inside the hangar was injured. The 1:50 a.m. incident produced little media attention until WAFB News learned of the magnitude of the accident on Monday, July 21st.

ASA spokeswoman Modolo said the investigation of the accident is still underway. Ordinarily, any damage that renders an aircraft not flyable requires a report to the National Transportation Safety Board. However, the NTSB told WAFB News it was not investigating the ASA incident. The aircraft carried no passengers, were not in flight, and were damaged in an FAA-approved maintenance facility.

Together, the three jets are valued at $50 million, according to Modolo. The young woman who set the multi-million dollar chain of events in motion is not likely to bear full blame for the event. "There's plenty of blame to go around," said one airport employee familiar with the accident. While ASA would not discuss its specific safety policies, airliners inside repair hangars ordinarily are drained of most of the fuel and circuit breakers pulled on equipment that could set the engines in motion.

The 60-foot run of the CRJ 700 at near full takeoff power was just 300 yards from normally busy Plank Road on the east perimeter of Baton Rouge airport. The CRJ 700 jet ordinarily carries 70 passengers. The CRJ 200's usually have 50 seats. ASA was purchased from Delta Airlines in 2005 and sold to Air West. ASA has a fleet of 160 aircraft, most of which are CRJ's. The name is derived from the name bombardier Canadair Regional Jet. FAA records show that the most severely damaged plane is actually owned by Wachovia Bank, a common situation in airline financing of their equipment.

(Aviation Human Factors Newsletter)

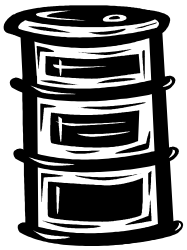
FAA General Council Opinion of Burning Reserve Fuel - Schwind Letter

JULY 9, 1979
Dear Mr. Schwind:

Your letter of April 2, 1979, requests an interpretation of when, and under what conditions, a pilot may legally use the 45-minute reserve fuel required by Federal Aviation Regulation (FAR) 121.639. although this issue has already been addressed by Acting Chief Wagner of our Flight Standards Division, Southwest Region, in his letter of March 20, 1979, in response to questions raised by operational practices of Texas International Airlines, Inc. (TXI), we have reviewed the correspondence in this matter, together with the applicable regulations, in order to answer your question as clearly as possible. The underlying question raised in earlier correspondence from pilots of TXI DC-9s has been stated as: "When is it legal to burn into the 45-minute fuel reserves required by the FARs?" The 45-minute reserve fuel requirement is contained in the dispatching requirements of FAR 121.639(c). Section 121.639 provides that no person may dispatch or take off an airplane in domestic air carrier service unless that airplane has enough fuel to fly to its dispatch destination airport, fly to and land at the most distant dispatch alternate airport (if required), and thereafter fly for 45 minutes at normal cruising fuel requirements apply to the preflight planning required of air carrier dispatchers and pilots-in-command prior to departure. Section 121.639 must be read in conjunction with section 121.647, which recites the factors which must be considered in computing the fuel required to comply with section 121.639. Under Sec. 121.647, the dispatcher and/or the pilot-in-command must consider weather

forecasts, anticipated traffic delays, one instrument approach and possible missed approach at destination, and any other conditions that may delay landing of the aircraft, when computing the fuel supply required in order to comply with Sec. 121.639. In addition, section 121.663 states that a domestic air carrier flight can only be dispatched if the pilot-in-command and dispatcher sign a dispatch release indicating their belief that the planned flight can be made with safety. After the required fuel supply has been computed pursuant to sections 121.639 and 121.647, the required fuel has been loaded upon the aircraft, and the pilot in command and dispatcher sign the dispatch release, the aircraft may take off in

full compliance with the fuel supply provisions of section 121.639. It follows that once the aircraft is properly dispatched and takes off, there would be no illegality in suing any or all of the 45-minute fuel supply required by section 121.639(c) provided that such use becomes necessary as a result of circumstances or events not reasonably foreseeable despite full compliance with sections 121.639, 121.647 and 12.663. The above answer would be incomplete without a discussion of sections 121.627(a) and 121.557 of the FARs. Under the provisions of section 121.627(a), the pilot in command may not allow a flight to continue to an airport to which it is dispatched if, in the opinion of the pilot in command or dispatcher, the flight cannot be completed safely. The mere fact that an airplane will, or has consumed a part or all of the 45-minute reserve fuel does not, in itself, make completion of the flight unsafe. This determination must be made by the pilot-in-command or dispatcher after an evaluation of the facts and circumstances of the particular flight. In addition to the foregoing requirement for the safe completion of a flight, section 121.557 of the FAR's authorizes the pilot-in-command to take whatever action he considers necessary in an emergency situation. We have previously interpreted the term "emergency", as used in this regulation, to mean an unexpected occurrence or condition requiring immediate action to meet its danger. Pursuant to sections 121.557 and 121.627(a) such "emergencies" or "unsafe conditions" may include, but are not limited to, icing conditions, weather conditions, or the amount of fuel remaining aboard an aircraft. In view of the above response, it is apparent that a violation of section 121.639 may be created at the time of dispatch or take off if the pilot-in-command and dispatcher failed to consider any or all of the factors required to be used in computing the fuel load, thereby causing the use of some or all of the fuel required by section 121.639(c) to reach the destination or alternate as applicable. Following a properly fueled dispatch and take off, the requirement to maintain adequate enroute reserves of fuel is imposed upon the pilot-in-command and the dispatcher, by the provisions of sections



121.627(a) and 121.557. We hope the foregoing response will be useful to you in the resolution of your problem. Please do not hesitate to contact us if we can be of any further assistance in this matter. Sincerely, JOHATHAN HOWE Deputy Chief Counsel

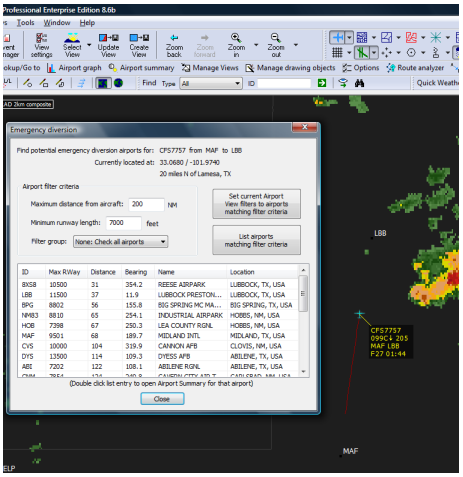
Top Tips for Flight Explorer Power Users

With the latest release of Flight Explorer Professional Enterprise 8.6, dispatchers now have the industry's most capable and powerful ASD tool on your desk. FE Professional 8.6 contains plenty of great enhancements that will streamline your work and make you more situationally aware. However, to fully leverage this great power, there's more you'll need to learn.

But that's where we come in. We assume you already know how to tag flights, show routes flown, display weather graphics, and generally get the basic information you need from FE — but you probably want to learn some new work-saving ideas. If that's the case, here's a list of some of our top tips and tricks for Flight Explorer, geared toward more advanced users. Want to become a real FE power user? Then, please read on.

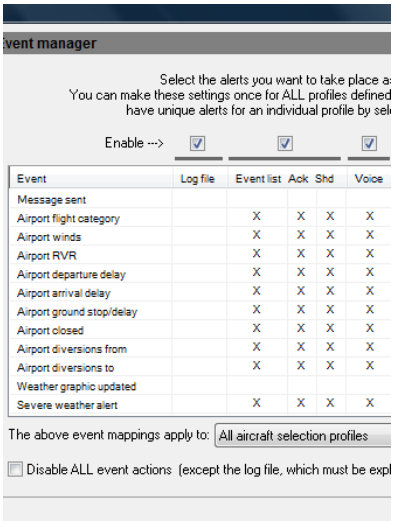
Use The Emergency Diversion Function.

When dealing with an emergency, dispatchers need fast, accurate information. If you ever have a medical condition or mechanical problem which requires that you quickly evaluate potential diversion points, FE's "Emergency Diversion" feature will prove most useful. Potential diversion airports will be quickly displayed for you and sorted by distance from your aircraft's current position. You can filter airports by runway length (e.g. "only show me airports with runways greater than 7000 feet") or airport filter group (e.g. "only display airports authorized as alternates for a Boeing 737-800"). When time is of the essence, this is a most valuable tool. To access the emergency diversion window, simply right click on the icon representing the flight in question. The resulting menu will have a choice labeled "Emergency Diversion" Click there for the airport list and other related information. Note also that once the airport list is displayed, you can drill down for even more information about a potential diversion airport (such as weather conditions, NOTAMS and available medical facilities).



Use Event Manager to Alert You to Weather Changes.

Dispatchers, by the very nature of their responsibilities, are required to monitor volumes of information, sorting out significant events which require rapid tactical intervention. Wouldn't it be great to have an assistant constantly watching your METARS for drops in weather categories, or for RVR readings below CAT I levels? It's FE to the rescue again with a whole host of weather monitoring and alerting features! All airport based alerts can be selected including threshold criteria and the airport for each event. Alert triggering methods can be selected to notify the user when an event of interest has occurred. These can include specific ranges of METAR, RVR, FAA Delays, and Diversions at an airport.



Event	Log file	Event list	Ack	Shd	Voice
Message sent					
Airport flight category		X	X	X	X
Airport winds		X	X	X	X
Airport RVR		X	X	X	X
Airport departure delay		X	X	X	X
Airport arrival delay		X	X	X	X
Airport ground stop/delay		X	X	X	X
Airport closed		X	X	X	X
Airport diversions from		X	X	X	X
Airport diversions to		X	X	X	X
Weather graphic updated					
Severe weather alert		X	X	X	X

To Use Airport Events, click Flight Alert System on the Tools menu, select Aircraft Selection Profiles, and then click Airport Events, or click the Event Manager icon on the Main toolbar, and then click Airport Events.

Filter METAR Weather Categories to Only Show Levels of Importance to You.

Speaking of METARS, many FE Power Users believe that when displaying METARS on screen, its best to filter out VFR and MVFR stations. FE gives you the choice to decide which levels of weather category you will see. Try adding surface METARS to your screen, but only display stations which are LIFR or worse. You will quickly see your problem areas and not clutter up your screen with dozens of green (VFR) station reports.

To configure how your on screen METAR categories will appear, Click User Defined View Settings (CTRL + V) on the

View menu, select Weather & Dynamic Overlays (ALT + W), and then Product Properties, the down arrow on the Weather & Dynamic Overlays (CTRL + K), then Product Properties, or the View Settings icon on the Main toolbar, and then Product Properties.

Top Tips for Flight Explorer Power Users (continued from previous page)

For Quick Advisories When a Flight Deviates from its Filed Route, Use the Route Alerts Features in Flight Alert System Settings.

The sooner a dispatcher knows a flight has accepted a reroute, or has been delayed enroute, the quicker dispatchers can tactically respond to those changes. FE does a great job of alerting dispatchers when their flights have deviated off the filed route of flight for some reason. More importantly, dispatchers can decide benchmark levels for alert generation. If you only want to know when a flight is 100 miles or more off its filed route, FE can alert you. The same goes for route changes that don't exceed lateral deviation limits, but that do exceed distance change limits.

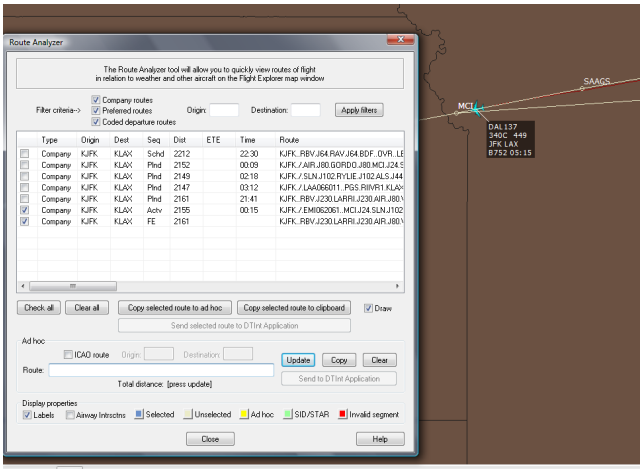
Advanced Settings gives the user greater control of Flight Alert settings by providing precise deviation and/or exceedence measurements. To Use Advanced Settings, Click Flight Alert System on the Tools menu, select Aircraft Selection Profiles, and then click Advanced Settings, or click the Event Manager icon on the Main toolbar, and then click Advanced Settings.

Use Advanced Drawing Objects Functions To Alert You To Key Events.

A user writes, "Last week, there was a volcanic ash cloud drifting across my sector in the Rocky Mountain region. I flight planned my aircraft around the ash to the extent possible, but ATC reroutes and pilots accepting directs were making my workload almost unmanageable. To help with this problem, I set up a rectangular drawing object in FE which was about 100 miles longer and wider than the actual ash cloud. I assigned a floor of 25000 feet and a ceiling of 33000 feet to this drawing object to correspond with the vertical coverage of the ash cloud. I also enabled object motion to match the movement of the cloud. I then told FE to alert me whenever an aircraft entered this area. Each time an alert was generated, I knew that one of my flights was within 100 miles of the ash cloud. This allowed me to intervene and reroute the aircraft out of harms way".

Use New Route Analyzer Features to See The Route Change History of a Given Flight.

These days, it seems ATC initiated reroutes are more prevalent than ever. Have you ever wanted to visually see the entire reroute history of one of your flights? FE gives you the ability to evaluate route changes in great detail. Route Analyzer is a quick way to graphically display all routes for a given flight. The Route Analyzer window can remain on-screen without interfering with other functions and can be manually moved about the screen. To Use Route Analyzer, Click the Route Analyzer icon on the Tools toolbar or select Route Analyzer (CTRL + R) on the Tools menu to open the Route Analyzer Tool.



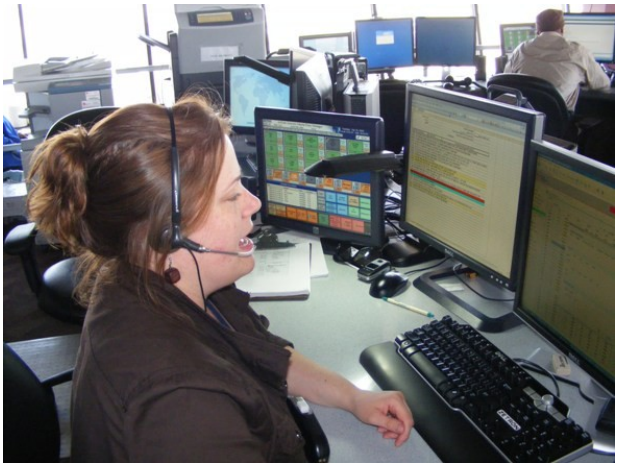
Well, there you have it, some of the top Power User tips for using Flight Explorer 8.6. Are you already using most of these? If so, outstanding – you are a true FE Power User!

Flight Explorer always welcomes your feedback so please send your questions, ideas or suggestions to sales@flightexplorer.com. Please learn more about Flight Explorer products at www.FlightExplorer.com

FLIGHTExplorer®

Zetron's Acom Improves the Effectiveness of AirTran Airways' Communications

Zetron recently partnered with ACG Systems and AirTran Airways to install a new, state-of-the-art Acom communication system in the airline's communication control center. Airline representatives report that the new system has greatly improved the effectiveness and efficiency of their communications.



Redmond, Washington, USA – May 1, 2008: Zetron, Inc., experts in mission-critical communications systems recently partnered with ACG Systems and AirTran Airways to deploy Zetron's Acom Advanced Communication System in the airline's communication control room in Atlanta. The 13-position system was designed to meet the highly unique and demanding requirements of AirTran Airways' fast-moving, time-critical operations.

AirTran Airways is the second largest low-cost air carrier in the U.S., servicing more than 50 cities in the U.S. and San Juan, Puerto Rico. From their Atlanta hub, they board over eight million passengers per year, with approximately 250 departures a day.

Acom is a fully digital switching and multiplexing system that represents state-of-the-art technology in console dispatch for mission-critical applications. Acom's end-to-end digital architecture integrates voice (radio and telephone), data, paging and video (over LAN or a Web browser) to provide unmatched flexibility and ease of use.

"The new system integrates our radio and phone," said Michael Bernardo, manager of AirTran Airways Atlanta Command Center. "It allows us to monitor critical communications and gives our operators instant access to all the resources they need. It has improved the effectiveness and efficiency of our operations."

"Because Acom is highly configurable, we were able to modify it to address AirTran Airways' specific requirements," said Zetron President, John Reece. "In addition, Acom's flexibility ensures that it will be able to meet AirTran's changing needs over time."

About ACG Systems

Based in Annapolis Maryland, ACG Systems is a leading supplier of console switches, IT solutions, and radio-related systems for aviation operations and the federal government. Their product lines include switches, digital recorders and radio communications systems. For more information, visit http://www.acgsys.com/index.asp.

About Zetron

Zetron is a leading provider of mission-critical communication solutions for public safety, transportation, utilities, manufacturing, healthcare, and business. With offices in Redmond, Washington, U.S.A.; Basingstoke, England, U.K.; Brisbane, Australia; and numerous field locations; Zetron supports a worldwide network of authorized resellers and distributors. Zetron is a wholly owned subsidiary of Kenwood Corporation. For more information, contact the Zetron Sales Department at (425) 820-6363. Or visit our website: http://www.zetron.com.

ZETRON®

MISSION-CRITICAL COMMUNICATION SYSTEMS

Lockheed Martin Airline Solutions Team Offers Systems for Improved Situational Awareness and Optimal Flight Management

The skyrocketing cost of fuel and increasing flight delays, coupled with severe weather and other disruptions, must be managed to meet the challenge facing the aviation industry today. Proven technology solutions from Lockheed Martin to meet these challenges are available and continually improving. In addition, coordinating the effective use of airspace has always been a costly and complex operation, involving many stakeholders in a variety of disciplines. Decisions made by a single individual ultimately impact other operations.

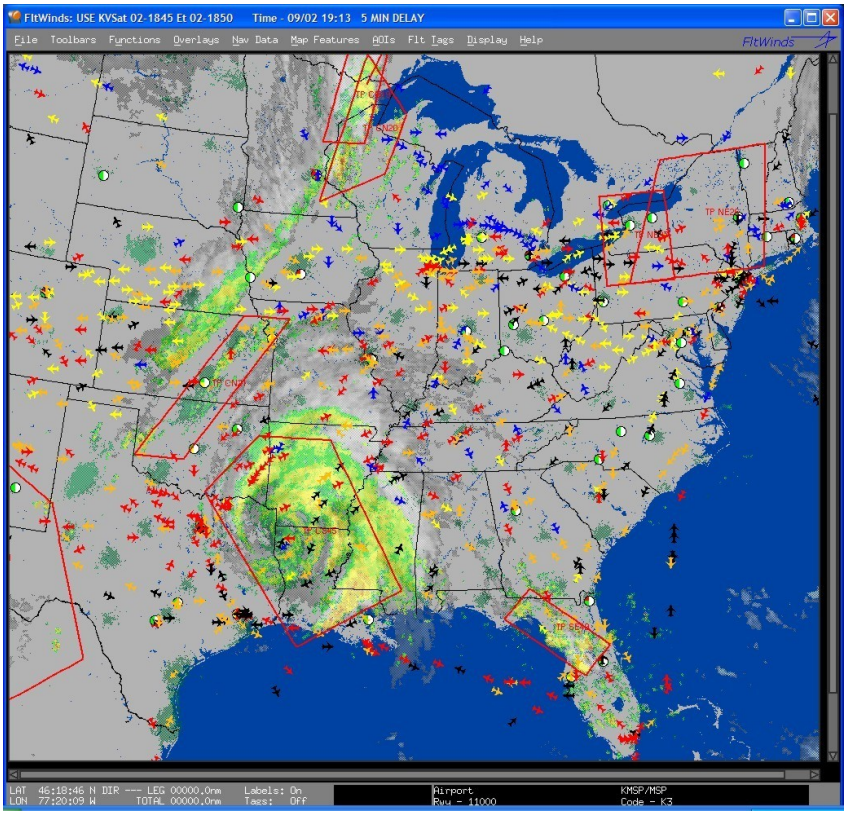
The Lockheed Martin Airline Solutions team offers products that provide improved situational awareness along with optimal flight management and proven costs savings. These products include the Flight and Weather Information and Decision Support (FltWinds™) system and System Performance Evaluation and Analysis Reporting (SPEAR™) software.

Save Fuel, Gain Time
Lockheed Martin's FltWinds™ system combines graphical weather products, navigation data, notice to airmen (NOTAMs) briefings, flight plan and tracking data for all aircraft in a single display. Dispatchers, supervisors and other system operations personnel have a clear view of everything affecting their operation. This global presentation makes it possible for everyone involved to manage more effectively.

The FltWinds system tracks all flights from initial flight plan filing through gate arrival at destination in real time and provides dispatchers with alerts when their flights are affected by inclement weather, air traffic control reroute, delay or other flow management measures. These alerts along with the comprehensive situation display allow dispatchers to act proactively to conditions affecting their flights. The results are: schedule improvements, optimization of flight routes, reduced irregular operations impact and reduced operational costs and emissions.

When Weather Reigns
FltWinds system users get both flight tracking and weather information in a single graphical display, and can explore the forecasts to estimate the extent of likely turbulence at different altitudes or predict possible paths for weather systems and their impact on various flight routes. The system also provides the dispatcher with essential situational information when evaluating alternative routes, assessing effects on schedules and additional fuel requirements, and providing air passengers with smoother, more comfortable flights.

FltWinds™ 2 Adds Intuitive Graphics
Lockheed Martin's FltWinds™ 2 system, which will be available by fourth quarter 2008, will provide a more intuitive graphical user interface (GUI) with rapid response times for pan and zoom. Other enhanced interactions include remote access via Web-enabled interface, improved support mechanisms via FltWinds 2 Web site, and quicker positional information processing.



While FltWinds systems have been a significant first step in lowering an airline's infrastructure and operating costs through the use of innovative, integrated technology, FltWinds™ 2 enhancements will provide even greater, more intuitive interface with flight planning and schedule data systems, allowing users to manage all aspects of the airline operational control process.

Powerful Analysis Capabilities
FltWinds works in conjunction with

Lockheed Martin's SPEAR software, which provides a data base and reporting capability to continuously monitor and analyze elements of the airline's operations and airspace activity. SPEAR software provides near-real-time status data on all aircraft, including arrivals and departures, airport operation schedules and flight changes and deviations. Combining the FltWinds system with Lockheed Martin's SPEAR software provides an airline's dispatch team powerful tools for analyzing flight schedules and airline performance.

Proven Cost Benefits
Lockheed Martin's FltWinds system augmented by SPEAR software is deployed at several international airlines, and in every case the combination has provided positive cash flow and a return on investment in less than one year.

Efficiency improvements, achieved through implementation of these innovative Lockheed Martin products, translate into immediate cost and carbon dioxide emission reductions for users as well as increases in productivity and customer satisfaction.

Strength through Teaming
In addition, Lockheed Martin offers comprehensive integrated airline operations solutions for air carrier efficiency by teaming with other key industry leaders to offer 4-dimensional modular flight planning, an easy-to-use knowledge-based operations user system, and a full spectrum of graphical and textual weather. Integration of these tools with FltWinds systems provide the dispatcher with integrated capabilities for viewing alternative routes in the context of a complete situational display. This capability along with exchange of all information between the two systems greatly enhances effective operations management for normal and irregular operations.

For more information, contact Lockheed Martin's FltWinds Product Program Manager Roger Boyd at roger.boyd@lmco.com or by telephone at (301) 698 3425.

"Fatigue in Dispatch"

By
Adam Giraldes

The National Transportation Safety Board has a long history of advocating changes that would reduce the likelihood of fatigue-induced aviation accidents. The NTSB has made well over 100 recommendations concerning operator fatigue since the 1970's, including more than 30 recommendations in the aviation environment. The majority of the these recommendations have been directed towards air carrier flight crews; however the NTSB has also been making recommendations for other licensed airmen to include in dispatchers.

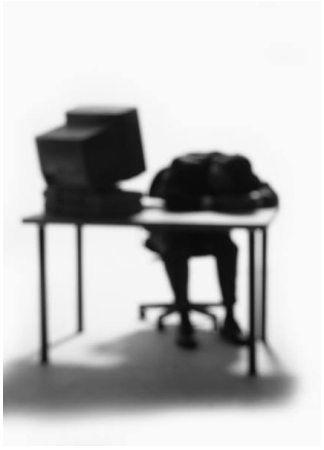
The NTSB has a list of "Most Wanted Transportation Safety Improvements", one of those most wanted items is hours of service regulations. They want to see basic scheduling limits for transportation workers. The NTSB has urged the FAA to modify the hours of service regulations so they are scientifically based and take into consideration such factors as circadian rhythms and humans sleep requirements.

Operational drivers of fatigue include the restriction of sleep that results from short rest periods between shifts, and the disruption of normal sleeping patterns that result from the rapid rotation of shift start times. Personal drivers of fatigue include sub optimal utilization of off duty rest period. Other factors that contribute to fatigue or exacerbate its effects on system performance include the presence of untreated sleep disorders, and increased workload. One last item is the lack of awareness of fatigue being present, or the attitude that "I can make it home".

Knowing some drivers of fatigue can help mitigate how fatigued we are as dispatchers. We can't prevent or stop some of the items mentioned above like rapid rotation of shift or work schedule, but we can with health. Health is one driver that we can mitigate, and important to all aspects of life. For example seeing a doctor about sleep apnea may address a health issue and with a prescription may allow for better rest periods, instead of just living with it. Another side effect of the lack of R.E.M sleep is that an individual may develop diabetes within 7 days. Fatigue degrades a wide array of performance capabilities and ultimately leads to involuntary sleep episodes.

What about lack of awareness in fatigue, which could be us, or the person working beside us. Maybe we need to tell someone that we are fatigued and finding it difficult to maintain situational awareness. The mentality that "it's a right of passage" or "I can do this" isn't the proper way to address it. This advice may not work at every carrier, especially the carrier that has only one dispatcher on shift. Some carriers may even discipline or fire you if you considered telling them you were fatigued. The ADF has gone on record recommending that regulatory, non punitive language be added to allow any aviation worker that has access to a flight, whether physically or not, have the ability to say they are fatigued, as a pilot can today.

Studies show that having eight hours or less between shifts doesn't allow an individual to get sufficient rest. The FAA's human factor group has recommended that a minimal of 10 hours be made a standard and would like to see 12 hours between shifts. Results of a recent laboratory study reveled that two 20-minute naps obtained during the night shift were sufficient to improve alertness and improve alertness and performance on a cognitive task. Shift work is a reality in our craft, and fatigue is not unique to midnights, it's present in every shift. In fact studies indicate that individuals who worked a day shift were more fatigued than other shifts.



In conclusion the dispatcher of the 21st Century has more reasons to find themselves in a fatiguing environment. Workloads and tasks associated with doing our job may have increased, and we may not have control of them. I wish I could say regulation would be out shortly ensuring minimal exposure to fatigue, and no punitive action could be taken against the dispatcher who said they were fatigued, but it's not. The ADF will continue to pursue studies involving a dispatcher's workload, documenting the tasks associated with our profession. We will also continue to pursue regulation to help mitigate fatigue in the workplace. There is one thing we all can do, that is to do a self-check to ensure we receive proper rest. We also need to educate ourselves and our family on the causes of fatigue.

Aircraft Dispatcher Training

by Danny Mortensen, President
Airline Ground Schools, Inc.

FAA-mandated training has improved considerably in the last few years with the new Practical Test Standards (PTS) issued in 2007 and the appointment of some 30 FAA Dispatch Inspectors who are knowledgeable and proficient in the dispatch field. The appointment of the FAA inspectors is due, in part, to successful lobbying by the Aircraft Dispatcher Federation.

The FAA also has proposed a draft AC No: XX-XX, dated 11/28/05 entitled "Alternatives to Classroom Training" which will help with standardization of the FAA-Designated Dispatch Examiners (DADEs) when implemented.

PENDING ISSUES

Several issues remain to be addressed to take dispatcher training to the next level and there are dedicated FAA people working on these items. They include:

A rewrite of the FAA Aircraft Dispatcher computer knowledge exam to include more pertinent questions for dispatchers and less emphasis on pilot-based questions.

Dedicated annual or biennial mandatory standardization meeting(s) for all the DADEs similar to the required meetings for pilot examiners. None have ever been held. Airline Ground Schools (AGS) has volunteered to host the first nationwide standardization meeting in Cincinnati, OH.

A centralized oversight program in Washington, DC for all the FAA-approved dispatcher training programs similar to that required for the CFI Refresher Clinics.

Although all schools are created equal in the eyes of the FAA based on the PTS, each school has considerably leeway at the local level for its approved program leading to large variations nationwide in standardization. This would improve the quality of training at all schools.

FAA-APPROVED SCHOOLS

Prospective students often ask a school what makes it better than its competitors. Of course each school will answer that they have the best program but it really comes down to just a few factors for a student:

The success rate of previous students.

The experience level of the instructors – Have they worked at an airline, corporate flight dept., or equivalent service provider. In other words, do they have real-time experience or are they just previous students of the program.

The geographical location of the school and convenience to the student.

The course fee.

Ask the school for the names of several grads that you can contact for testimonials. These alumni are wonderful resources for you as a consumer in researching the schools and their programs

What Makes 100%?

What Makes 100%? What does it mean to give MORE than 100%? Ever wonder about those people who say they are giving more than 100%? We have all been to those meetings where someone wants you to give over 100%. How about achieving 103%? What makes up 100% in life?

Here's a little mathematical formula that might help you answer these questions:

If:
A B C D E F G H I J K L M N O P Q R S T U V W X Y Z is represented as:
1 2 3 4 5 6 7 8 9 10 11 12 13 14 15 16 17 18 19 20 21 22 23 24 25 26.

Then:

H-A-R-D-W-O-R-K
8+1+18+4+23+15+18+11 = 98%

and

K-N-O-W-L-E-D-G-E
11+14+15+23+12+5+4+7+5 = 96%

but

A-T-T-I-T-U-D-E
1+20+20+9+20+21+4+5 = 100%

and

B-U-L-L-S-*-*T
2+21+12+12+19+8+9+20 = 103%

and look how far groveling will take you

G-R-O-V-E-L-L-I-N-G
7+18+15+22+5+12+12+12+9+14+7 = 121%

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ADF Meeting Schedule
2008

October 19-21 ADF Symposium
Crowne Plaza Hotel Washington DC/Dulles Airport
Use group code: ALD for our special rate of $169/nt.
Free Registration for ADF Members

2009

January 21st. —Honolulu HI

April 27th— Denver CO

July 19th— Pittsburgh, PA

October 25-27 Symposium—Orlando FL
Going to NBAA? Stay for ADF

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