



THE ADF NEWS

“Keeping the Dispatch Professional Informed”

Volume 09 Issue 3

Web Site: www.dispatcher.org

Fall 2009

A Note from the President,

Dear members,

As many of you begin to settle into your fall scheduled activities such as recurrent training, refresher courses and yes, the dreaded “Winter Season”, your ADF Board continues to work hard for its members being a “Voice” in Washington DC and abroad. This past summer has been an active one for your ADF Board as we continue to attend and participate with meetings involving our profession.

Aside from our participation in ATMAC, ARAC, ASI ‘s, ATPAC, JPDO, IFALDA, continued production of our new video “Aircraft Dispatcher”, and preparing for October’s Annual Safety Symposium this fall, we joined a new working group involving NextGen. (Next Generation Flying)

No person wants to spend their spring and summer months attend meetings twice a week in Washington DC, listen to telcons, addressing and helping solve problems in our current NAS Structure within the US and it’s borders however ADF did just that!

It’s important we stay involved with NextGen as it begins to take shape. ADF is committed to insure Aircraft Dispatchers as a whole remain a pivotal part of NextGen and its processes when it involves reroutes, amended clearances, and deviating from an originally issued flight planned route. **Simply put, Any Negotiated Re-Routes of Aircraft MUST Involve Aircraft Dispatchers!**

As NextGen begins to take shape, ADF will continue to be part of its development for our members, our craft and our profession. ADF’s continued objective throughout will be to educate and advocate our position when it comes to any issues involving the PIC and Dispatcher “Agreement”. No doubt this project is a huge undertaking, effects so many parts of our NAS and involves many agencies. ADF is committed to make sure Aircraft Dispatchers don’t get lost in NextGen’s development phases!

Recently while attending an FAA’s event, its new leadership discussed “Safety is Key”. ADF would like to add, “Single Level of Safety” to FAA’s vocabulary where Pilots, Aircraft Dispatcher, and ATC Controllers work collectively for the Safety, Security and Stability of our Air Transport System here in North America and throughout the world!

Joseph Miceli, President ADF

2009 ADF Symposium Human Factors and Technology within the Dispatch Environment October 25-27, 2009



2009 Keynote Speaker

Dr. Bill Johnson
Chief Scientific and Technical Advisor
Human Factors in Aircraft Maintenance Systems
US Federal Aviation Administration



Invited Speakers Include

FAA Security
FAA Aerospace Engineers,
RTCA (NextGen update)
NOAA (Coastal Weather patterns)
Eurocontrol-FAA Liason
Just to name a few.

Optional Tuesday group tour to the Kennedy Space Center
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2009 ADF Symposium Human Factors and Technology within the Dispatch Environment October 25-27, 2009

Sunday October 25th

Delegates check in
ADF Board Meeting and Elections
Meet with Sponsors / Vendors / Networking
Welcome Reception

Monday October 26th

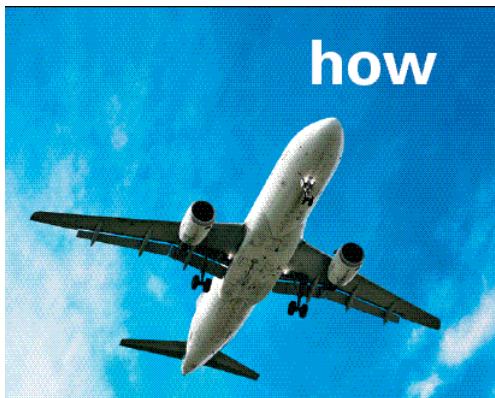
Symposium Speakers
Meet with Sponsors / Vendors / Networking

Tuesday October 27th

Symposium Speakers
Meet with Sponsors / Vendors / Networking
Symposium Closing Remarks

Optional Afternoon trip to The Kennedy Space Center

(\$59.00) spouse, children, friends are welcome

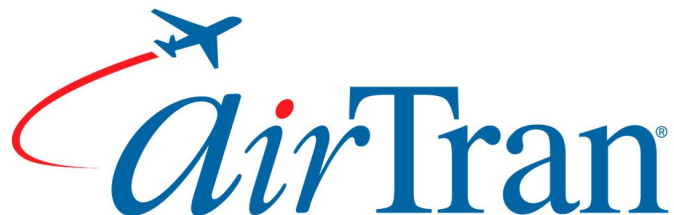


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Kennedy Space Center ADF Group Tour Tuesday October 27th

Tour Price Includes:

- Transportation to/from the Kennedy Space Center
- Admission to the Kennedy Space Center (Exhibits, Imax movies, KSC Tour)
- Private "Up Close" Tour

Departs Embassy Suites LBV at 1230p (After Symposium) and returns to the Embassy Suites approximately 630pm

\$59.00 per person (book in advance when you register online)
Optional Boxed lunch to eat on the bus will be available at the hotel for an additional charge. Friends, Children, Spouse are all welcome.



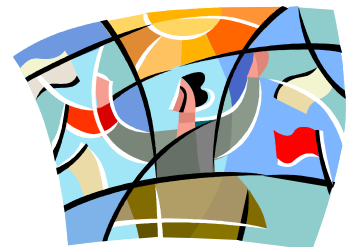
Lufthansa Systems



ADF is accepting nominations for the Executive Board. (President, Executive Vice President, Secretary, Treasurer)

Interested in running for a position on the ADF Executive Board? Email a board member with your intention and background information to be nominated at the April 27th Board Meeting in Denver. Nominations will be accepted up until the October board meeting where delegates will have the opportunity to cast their votes. To allow staggered terms in the future this election period will be for a 1 or 2 year term depending on position and effective Jan. 1st, 2010.

ADFBoard@Dispatcher.org



Future Forward – Sabre’s Next Generation Dispatch

Airlines increasingly value Aircraft Situational Display (ASD) tools for the maintenance of operational control. An ASD primarily focuses on the graphical display of an aircraft’s current state. With the introduction of *Sabre® AirCentre™ Airspace Flow Manager*, Sabre is providing a unique product to operators that will allow them to proactively manage the potential air traffic system disruptions.

Flight Explorer, the world’s leading ASD provider, joined Sabre Holdings September 10, 2008. The combined team set out with a goal last fall of opening the aerospace and aviation door to the future. “Our shared focus on enhancing the collaborative decision making capabilities of air traffic operations led to this vision,” said Iliia Kostov, vice president Sabre Airline Solutions. Sabre continues to support the advancement and evolution of the Flight Explorer solutions by heeding users’ requests and ensuring expanding development to compete globally.

The shared innovation started with identifying a natural fit for the complementing applications between *Sabre® Dispatch Manager* and the Flight Explorer ASD. Now, a new collaborative effort has arisen from Sabre that will bring the aerospace and aviation community a new proactive and dynamic decision making solution. Airspace Flow Manager enhances Flight Explorer by providing dispatchers with unprecedented insight into the impact of Traffic Flow Management initiatives affecting their flights.

With Airspace Flow Manager, dispatchers become more operationally aware, think in real time, taking the guesswork out of the equation, and providing definitive decisions. Capabilities include:

- Monitoring flight lists associated with ground delay programs (GDP) and ground stops (GS)
- Identifying which flights are impacted by GDP, GS and other TFM restrictions, then employing powerful filters showing other company flights, or industry aircraft impacted by these delays
- Accessing Aggregate Demand Lists (ADLs) and the ability to watch in real time as this list updates dynamically
- Modeling to complete “what if?” exercises

Bridge To NextGen

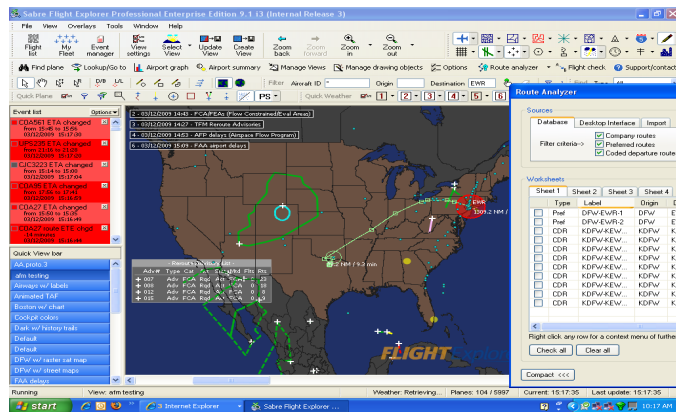
Airspace Flow Manager is the tool Operational Control Centers have needed since CDM became a reality. Dispatchers will experience a reduced workload and increase management oversight for the operation. The planning horizon increases and users make better cost saving decisions during constrained operations. In addition to the improved control of a disrupted flying program, these new capabilities will minimize the impacts of air traffic regulation on the flying public, resulting in more satisfied customers.

“Helping our customers keep up with CDM is just the first step. Our team actively participates in NextGen planning discussions and we are committed to ensuring our customers have the technologies they need to operate in a NextGen environment,” said Kostov.

Flight Routing and Beyond

Using improved Route Analyzer tools, dispatchers will be able to graphically display originally filed routes, any ATC mandated reroutes and various other changes to a flight plan; all coded departure routes, SWAP routes, CAN routes, and other playbook pairings are contained in the Flight Explorer solution route database.

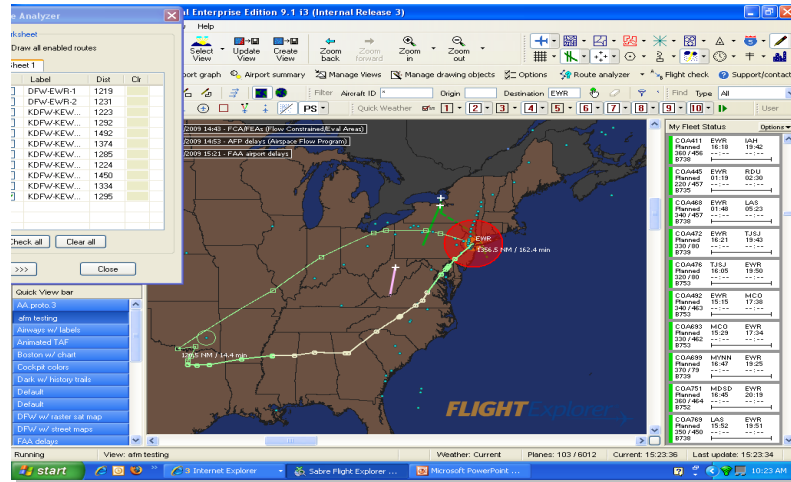
Airspace Flow Manager also shows Flow Constrained Areas (FCAs) and Flow Evaluation Areas (FEAs). As is the case with airport-based restrictions like GDPs, Flight Explorer with Airspace Flow Manager enabled will now show lists of any subset of flights involved with FEAs and FCAs. With rubber banding, dispatchers will be able to easily manipulate a route around these constraints, thereby effectively evaluating all reroute options. Sabre’s end-to-end *AirCentre™ Enterprise Operations* solutions will soon seamlessly offer additional capabilities to integrate with your flight planning system, providing cost/benefit analysis of potential reroutes, including time/burn calculations with rubber-banding functionality.



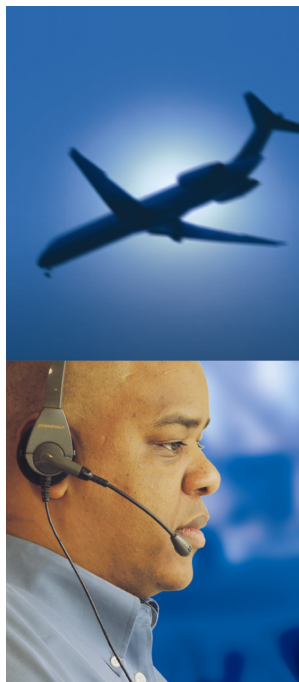
Future Forward – Sabre’s Next Generation Dispatch (cont. from previous page)

The latest version of *Flight Explorer*, released June 5, features a new graphical PIREPS weather overlay, a dynamic Traffic Flow Management Reroute Advisory Product with alerting functionality, a Holding Analyzer, enhanced events filter and flight status functionality, and new graphical domestic and international weather products from IPS MeteorStar.

Flight Explorer Version 9.1 also brings with it updates to key data sources and other enhancements in response to requests from Sabre’s global *Flight Explorer* customer base. These include Route Analyzer enhancements, event filters based on flight status, a new dynamic and user definable flight list and flight status indicators on the Event List.



As airlines and their operators anticipate changes in air traffic systems, they can at least begin the NextGen transition using the combined capabilities of *Flight Explorer* and *Airspace Flow Manager*. These efforts reinforce Sabre Airline Solutions as a leader focused on staying a step ahead both in its customer and industry partnerships.



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– Airline Command Center Manager



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ADF and NextGen

ADF members, I am pleased to report on NextGen and the ADF involvement. As you know the NextGen objective was to find areas in the National Airspace System (NAS) that were being underutilized and look for ways to maximize the lost capacity in both the near term, midterm, and far term time frames. The leadership within the FAA identified that only with a collaborative investment from the entire aviation community could a successful solution be born, so the FAA formed Task Force Five (TF5) solicited involvement from all stakeholders in the system. There was an overwhelming interest to be a part of TF5, the RTCA received over four hundred requests and from these applications the RTCA selected to fill the specific sub-groups within the guidelines to provide insight and guidance to the development of a harmonized solution to issues within the NAS. The ADF application and representative was selected to participate in TF5 this past January and went until August and within specific sub-groups and along with other participants from airlines, FAA, NATCA, and several consultant organizations (MITRE, Metron, Oliver Wyman assoc., etc) identifying operational capabilities and provided the detailed elements which lay the foundation to assess the actual improvement capable within the NAS for the RTCA recommendation to the FAA.

In TF5 the ADF was actively discussing and quantifying the various operational necessities and capabilities the Dispatcher plays in our SOC's as well as within the NAS. The task force supports the dispatcher's role currently and in the future and fully expects the dispatcher's role will evolve and grow with the changes in the NAS. The discussions have been arduous and lively at times but as a result the dispatcher will have a much broader and dynamic access to NAS with the SWIM concept making live decisions with ATC with several pre-filed plans to better manage all business aspects with more accurate information. The decisions are proactive versus reactive and will enable dispatchers to better monitor and communicate through Data Communication with their aircraft and work within the NAS.

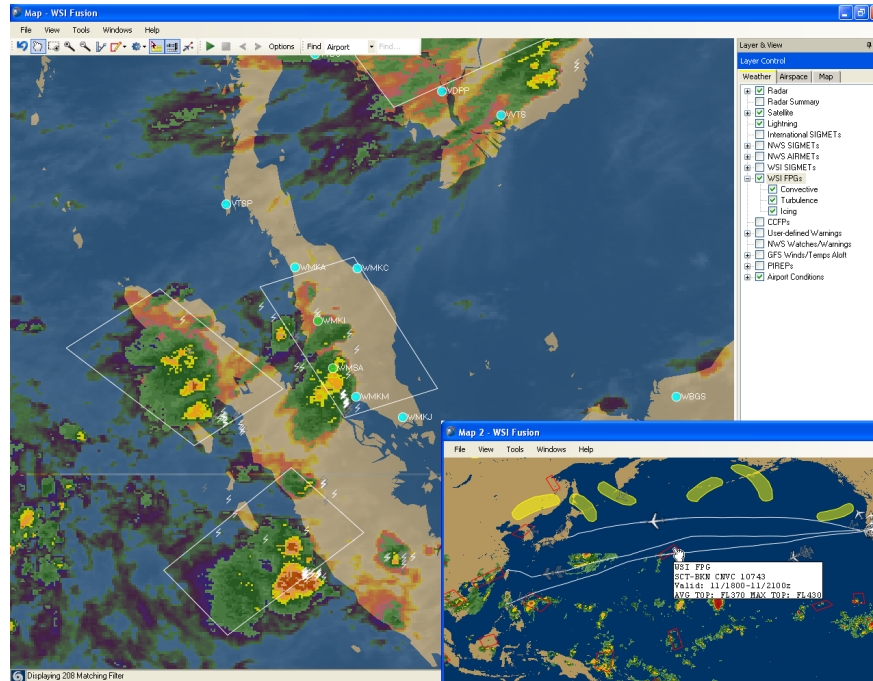
The more specific roles of the dispatcher will be in harmony with the growth to NextGen, meeting the changes in the system, currently many decisions are made tactically in a reactive manner and the dispatcher reviews changes and determines action where as in the future the dispatcher will propose several flight plans with various options prioritized to meet the needs of the airline as well as the NAS. The NextGen groups have discussed one such change like CATM and how SWIM and SEVEN can be best used with specifically metering, merging, and spacing to meet arrival demands via Required Time of Arrival (RTA) in all conditions thus maximizing the NAS both in the near term and into the future. This is a near term objective that once implemented all users will gain benefit, and even users not fully equipped will gain benefit for the deliverance of such a product frees up resources which equates to a better arrival rate and with improving technologies and further capable FMS's additional gains can be realized mid-term and beyond.

The challenge is for all ADF members and leadership to stay engaged with the various groups: NextGen (Task Force and Tiger Teams), RTCA, ATMAC, and JPDO to ensure these proposals are fully vetted and brought to FAA leadership and Senate for approval. Additionally members need to remain on top of their respective departments to ensure that their flight planning systems are properly equipped with the associated technologies and requirements along with staying focused on changes in the NAS structure, some changes to keep an eye out for are Special Access Airspace (Special Use Airspace) system to show real-time data of airspace availability and greater access since large blocks of time are no longer blocked unnecessarily. Another area to look for increased improvements is the increase of operations at airports with Closely-Spaced Parallel Operations (CSPO), specifically achieved by the reduction of the Blunder assumptions policy. This improvement is also near term since no equipment is required, just is a policy standard and with modification to policy based on old equipment and the benefit of a recent twenty-four month study clearly indicated these values can be reduced without compromising safety. Other CSPO improvements are proposed with no compromise to safety and are being reviewed but these policy changes previously would have required years to implement but the NextGen task force has shown the research and studies have been done and an overall policy rewrite is in order without hesitation improving access to NAS.

The conclusion several months is that ADF has shown how the dispatcher is and will continue to be a vital part of the future of commercial aviation with SWIM, CATM, SEVEN, in a collaborative role with ATC and the other NAS users to ensure a safe and ADF deserves a hand for its commitment to this cause. The future is now and ADF has ensured that its member's voices and concerns have been heard and are being addressed in the NowGen and NextGen. ADF will advise its members of any changes the FAA leadership take action on from NextGen recommendations. ADF has volunteers in place within the various organizations following through on the work already done to see that Dispatcher will remain at the highest level possible now and for our future.

By John Schwoyer, ADF

WSI Fusion Pseudo Radar & Global Lightning Network



Analyze routes in conjunction with Pseudo Radar, Global Lightning Network, and Flight Plan Guidance on WSI Fusion.

With the release of WSI Fusion™ Version 2.2, WSI has expanded the proprietary Pseudo Radar product. WSI now offers this exclusive content within WSI Fusion worldwide, from approximately 30 degrees north, to 30 degrees south latitude. When this weather layer is used in conjunction with lightning from WSI's exclusive Global Lightning Network[®] (GLN[®]) and WSI SIGMET overlay, WSI Fusion will allow dispatchers to proactively monitor stronger convective development in the central latitudes, where traditional precipitation radar coverage is lacking.

The Global Lightning Network is comprised of advanced lightning stroke detection sensors strategically located at international hosting partner sites. Real-time data from the network is provided seamlessly via the Internet in less than a minute of event detection. While lightning has significant value as a supplement to radar for identifying and evaluating convective activity, it is an essential source of information where radar is not available. When the GLN is combined with WSI's proprietary Pseudo Radar, the picture becomes very clear about where the convection is occurring.

WSI's Aviation Forecasting department provides WSI Flight Plan Guidance and WSI SIGMET hazard areas for global coverage of convective, turbulence, icing, widespread dust, and volcanic forecasts. In addition to viewing WSI Enroute Hazards graphics in products like WSI Fusion and Pilotbrief Online[®], appropriately subscribed customers can also talk on the phone 24 x 7 with a professional aviation meteorologist to further discuss and understand the area's of Enroute Hazard concern.



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are still available for the October Symposium**

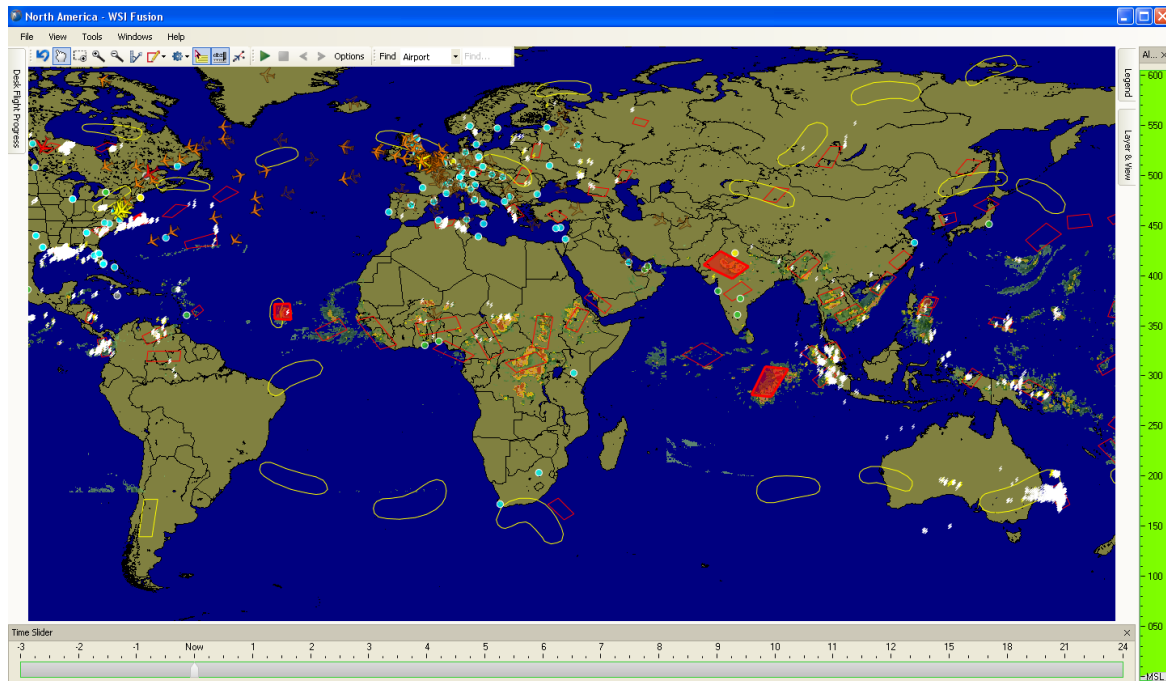
Reserve your space TODAY!

**Contact: Catherine Jackson for details
CJackson@Dispatcher.org**

WSI Fusion Pseudo Radar & Global Lightning Network (continued)

Tips & Tricks

- When using these layers together, use the transparency options under layer properties to find the best blend of colors and definition. This may vary from user to user based on your personalized background settings.
 - Satellite and Pseudo radar imagery within WSI Fusion is based on a mosaic of snapshots. Since the GLN lightning composite data updates with a higher frequency than satellite-derived products, you may find developing areas and movement of convection where the satellite snapshot may otherwise lag behind.
- From the Lightning layer properties, change the times and colors to depict two “buckets” of lightning data. For example, color all lightning newer than 5 minutes old red, and 5-60 minutes old white. In addition to looping, this is a quick and simple way to give you a sense for where the storm is moving.



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Navtech is having an evolutionary year. New Executive team members, led by industry professional Mike Hulley, CEO, joined our team in 2009 bringing initiatives for a refreshed focus, unified organization and a strengthened presence in the aviation industry. We are a Gold Sponsor at the 2009 ADF Symposium and a number of Navtech delegates will also be in attendance. Keeping the conference theme in mind-- *"Human Factors and Technology within the Dispatch Environment"*-- we bring you details of our flight planning products.

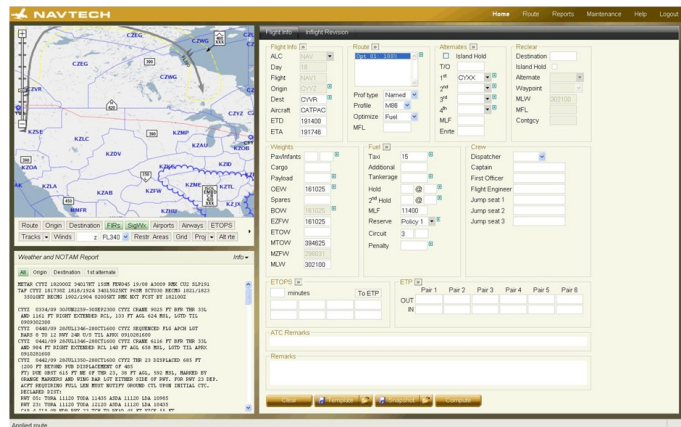
Our flight planning software has incorporated the September 2008 Volpe Institute study recommendations on symbols and linear imagery for charting. These improvements are crucial for managing mission-critical resources and workloads as we understand there is no margin for error. Our dispatch and flight planning software gives you complete control over your flight plan to reduce operating costs, increase productivity, and maximize safety.



Navtech Flight Plan

Navtech Flight Plan (NFP) provides complete control over managing mission critical resources. An updated, browser based, GUI allows the user to more easily take advantage of our dynamic route construction functionality and optimized fuel burns routines. Navtech Flight Plan offers the following features:

- ◆ World-wide route construction and optimization: The dynamic route construction functionality built into Navtech Flight Plan was developed to aid dispatchers with the never-ending job of constructing routes. Navtech Flight Plan, with its advanced route construction tools, is the natural choice for creating routes in complicated airspace where route restrictions are increasing in numbers and complexity. In just a few instants, Navtech Flight Plan calculates and presents optimized routes between any given airport pair taking into consideration RAD, CRAM and other AIP regulatory restrictions. The result can be optimized in distance, time, fuel or cost.
- ◆ Includes support for FAA preferred routing schemes
- ◆ FAA and EU-OPS compliant
- ◆ Optimized fuel burn calculations (using advanced algorithms to allow for dynamic cruise calculations)
- ◆ Supports free flight, HAR routings, and adheres to route restrictions
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- ◆ Access to US NWS, UK MET or historical winds
- ◆ Airline specific databases provide users control of their own data.
- ◆ Workload management and alerting
- ◆ Integrated NOTAMs, graphical and textual weather: Forecasted meteorological data in Navtech Flight Plan is available directly from the NWS and the UK Met Office. Available information includes TAF, METAR, SNOTAM, SIGMETS and forecasted upper wind data to be used in flight plan calculations. NOTAMs are received on a worldwide basis from various sources, including the US NOTAM Office, Canadian NOTAM Office, and from EAD - Eurocontrol. Navtech also receives NOTAMs data from various States (countries) and has an extensive network of sources to ensure the NOTAMs database is maintained at a world class level. Relevant en-route, destination, and alternate aerodrome NOTAM are presented and delivered with the Navtech Flight Plan briefing package.
- ◆ Over-flight and landing permit management
- ◆ World-wide mapping
- ◆ Seamless integration with most common crew management, operations control, scheduling and maintenance applications.



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DispatchExpress offers a comprehensive, internet-based crew briefing system for any size operation, offering savings by reducing communications costs. With DispatchExpress, airlines may streamline and standardize the process of providing necessary flight paperwork to crew members, allow crew members to request up-to-the-minute weather and other operational updates, and reduce the costs typically associated with the distribution of this data by bypassing proprietary third-party networks. Navtech DispatchExpress offers the following features:

- ◆ Sophisticated Messaging Capability including integration with SITA, ARINC, fax and email
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- ◆ Weather graphics and charts in high quality, full-color or black and white, all print-ready
- ◆ Text weather and world-wide NOTAMs coverage with complete access to METARs, TAFs, SIGMETs, and PIREPs
- ◆ NOTAM Database Management Tools
- ◆ Password-protected access through the internet



To learn more about Navtech please visit www.navtech.aero



We are passionate about supporting our aviation customers through our integrated flight operations solutions. Our products help increase safety, reduce carbon emissions, maximize efficiency, and reduce costs. Our dedicated team provides products and support services that are critical to the daily flight operations of commercial airlines, cargo carriers, rotary aircraft, and General Aviation. We pride ourselves in being proactive, collaborative, and responsive to meet the challenges faced by our customers.

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See us at the
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October 25-27th, 2009



Inspiring Aviation

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Newsletter

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*Please send article
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ADF Meeting Schedule

2009

October 25-27 Symposium—Orlando FL
Embassy Suites Lake Buena Vista
Group Code: ADF \$139
Book before Sept. 24th for ADF rate
www.EmbassySuitesLBV.com

2010

January 23rd—Houston TX

April 17th — Atlanta, GA

July 17th — Seattle, WA

October 10-12 — Washington DC
Sheraton Crystal City
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2011

January 19th—Dallas / Fort Worth

April 20th — Los Angeles

July 20th — Chicago

October Symposium— Las Vegas

WANTED!

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