THE ADF NEWS

"Keeping the Dispatch Professional Informed"

Volume 09 Issue 2 | Web Site: www.dispatcher.org | Spring 2009

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ADF Annual Symposium
Educational, Networking, Informative and Fun!
Plan on attending this October 25-27th in Orlando Florida

ADF Safety Symposium 2009
October 25-27, 2009

Embassy Suites / Lake Buena Vista, FL
Registration is FREE for ADF Members

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Lake Buena Vista, FL

ATO Advanced Technology Development and Prototyping Group
FAROS

The Problem

Aircraft on approach to land are often unable to visually determine whether the runway is free of obstructions. This can lead to the type of runway incursion called a "land over".

The Solution

FAROS determines the occupancy of the runway by detecting aircraft or vehicles on the runway surface. If a monitored area on the runway is occupied, FAROS activates a signal to alert the pilot that it is potentially unsafe to land. The additional information provided by FAROS can improve the pilot's situational awareness and help reduce the severity of an incursion.

How it Works

When any monitored zone on the runway is occupied by a stationary or slow moving target, a signal is provided to pilots on approach to land that the runway is occupied.

Approaching Flight Crew/Pilots

1. If the PAPI lights are flashing while on final approach **above the Contact Height of 500 ft AGL**, continue the approach with a heightened level of awareness for conflicting traffic on the runway.
2. If the PAPI lights are flashing **as the aircraft reaches the Contact Height,** contact the tower, notify them of the flashing lights, and prepare for a possible go-around.
3. Subsequent actions depend upon the Air Traffic Controller's response:

- If no response is received, or if a response is given which does not assure you that the runway will be clear prior to touchdown, execute a go-around procedure as per the Aircraft Flight Manual (AFM) or company procedures, advise ATC of your actions, and request further instructions.
- If ATC indicates that the runway will be clear prior to touchdown, continue a normal approach and landing, *after determining that no collision hazard exists*.

NOTE: A steady PAPI signal should not be interpreted as indicating the runway is clear. Pilots are still responsible for ensuring no hazard exists prior to landing.

Departing Flight Crew/Pilots

Aircraft entering the Runway departure activation zone will cause the PAPIs to flash. Unless there is another safety concern, flight crew/pilots noticing the flashing PAPIs should continue their takeoff procedure – *do not contact the tower*. The PAPIs will stop flashing when the aircraft exits the activation zone.

Adam Giraldes Resigns from the ADF Board:

In a March 8th email to the ADF Board Adam wrote:

I'm regrettably notifying the ADF of my intent to resign as president of the Airline Dispatchers Federation as of the 27th of March 2009. The FAA has given me an opportunity to work as an Aviation Safety Inspector, dispatch, working for the AMR CMO.

What does this mean for the ADF?, nothing, the ADF will continue to run strong with the support of the team in place today. Joe will become the president until the end of this year. The rest of the positions remain the same until the election of all board members which takes place in Oct this year and begins in 2010. This election will be unique as the elected positions will have a staggered term, to always ensure a knowledgeable seated board member. I would recommend the board make nominations for all interested parties at the April meeting. Brandon has been asked to place "seeking nominations" on the website.

I'm fully confident of Joe's ability to take the position of president, as well as the boards position in supporting the ADF and it's mission. I can fully attest that we did this together as a team and not as an individual. In my short time in the position you guys have done the following, revived the ADF from closing the doors, fought contract dispatch, changed the status of the ADF for a safer operating environment for the officers and organization, brought the ADF into the 21st century with a new website and started to document the past for future generations. In addition we have continued the hard work from our previous board members.

Thank you for the opportunity in working for you guys, I will still continue to be a member and be part of the email conversations.

The ADF Board would like to Thank Adam for his leadership and his contributions to ADF and our community over the years. He will be missed on our board. We would like to wish Adam good luck in his new position. His experience and talent in our craft will serve him well promoting our profession and aviation safety in general.

ADF participates with NextGen Working Group

John Schwoyer, ADF VP of Industry Relations was selected by RTCA's President to represent ADF's interests with "NextGen's Working Group-1" (NG WG-1). (Joe Miceli will serve as John's alternate should he be unable to attend any meetings).

John has been attending NextGen meetings regularly for the ADF and on February10th, 2009, he accompanied Joe Miceli at a "RTCA NextGen Plenary Meeting" in DCA. (www.rtca.org) At this meeting, they listened to RTCA's sales pitch on why NextGen was so important to "Future Aviation" and then they solicited organization's to volunteer their services to mold this product.

As Aircraft Dispatchers, we obviously play a BIG part in any communication link between the PIC and ATC Controller. The current ADF Board prides itself on insuring that it's current members stay informed with the latest technologies available to aid them with their daily decisions helping their perspective airlines they are employed with.

It is for these reason's the ADF opted to join NextGen's Working Group-1 Task Force.

John has a broad range of experience which includes a vast knowledge base of FAR's, 23 years of Aircraft Dispatch experience with AA & AE and he has worked with corporate flight departments and corporate aviation.

We now have the opportunity to voice our concerns for ADF Members while collaborating together with RTCA and FAA as NextGen begins to take shape and move forward.

Please take the time to congratulate John as he sacrifices his free time with his family for the good of our profession and craft.

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

Purge "Probably" From Your Flying Vocabulary

FAASTeam Safety Tip
Notice Number: NOTC1595
FAASTeam Safety Tip by Max Trescott, author and
2008 National CFI of the Year

Purge "Probably" From Your Flying Vocabulary

Just as a drug-sniffing dog alerts in the presence of an illegal substance, you should be alert anytime the word "probably" pops into your head when flying. Probably means that you've done an informal assessment of the likelihood of an event occurring and have assigned a probability to it. The term implies that you believe that things will most likely work out but that there's some reasonable doubt in your mind. Because humans are in general optimistic, there's also a good chance that you've overestimated the probability of success, as do the approximately 300 pilots a year who suffer fatal accidents.

If you ever think that your course of action will "probably work out," you need to choose a new option that you know will work out. Even if you feel there's a 99-percent probability that things will work out, that shouldn't be sufficient justification for you to continue with a course of action. Would you play Russian roulette with a gun that had 100 chambers and just one bullet in it? I hope not.

Pilots can also be lured into a false sense of security if they've performed a risky behavior successfully in the past. One CFII, known locally by his colleagues as "Luke Skywalker," had a reputation for always being able to make it into his local airport—which didn't have an instrument approach—regardless of how bad the weather was. Having succeeded perhaps a hundred times, he may have felt justified in believing that he could always make his system work. The last time he tried, however, it didn't work and he became a statistic.

In the San Francisco Bay area, about one-half of all VMC-into-IMC accidents occur in the Livermore Valley, probably because a marine layer of clouds frequently obscures the mountains that rise from sea level to about 4,000 feet. A common way to traverse this area is through the Altamont and Sunol mountain passes. I tell pilots that if they ever approach these passes and, based on visibility, think "they can probably make it through," they need to make a 180° turn and land at an alternate airport. Undoubtedly, every pilot who crashed in this area thought that he or she would "probably" make it through—otherwise the pilot wouldn't have continued.

You should always assess risk and prepare a Plan A, Plan B, and Plan C before you take off. That way, the first time the word "probably" flashes through your mind, you can instantly began to execute Plan B or Plan C. Fully thinking out these plans before you leave the ground leads to better decisions. Waiting until you know things are not going to work out is the wrong time to improvise a seat-of-the-pants decision.
You can download the article in PDF format by following this link: https://www.faasafety.gov/files/notices/2009/Mar/FAASTeam_Safety_Tip_3.pdf
Note: it may be necessary for some users to cut and paste these links into your web browser for them to work properly.

The FAASTeam has asked Max Trescott, the 2008 National CFI of the Year, to write a series of safety tips. Max, a San Francisco area-based Master CFI, specializes in teaching in and publishing training materials for glass cockpit aircraft. You can read more of his work at http://www.maxtrescott.com/ and http://www.g1000book.com/ or e-mail him at info@sjflight.com.

Editors Note: This article may have been written with the GA Pilot in mind but it can be applied to an airline dispatchers decision making process.

IFALDA's World Airline Flight Dispatchers Conference & Annual General Meeting

Fellow Dispatchers, Aviation Professionals, and Industry Colleagues,
As May slowly appears on the horizon, so does **IFALDA's World Airline Flight Dispatchers Conference & Annual General Meeting. This year, it is scheduled for May 8th to May 10th, 2009 and will be held at the NH Schipol Airport Hotel, Amsterdam, the Netherlands.** Standard rooms are available at €80.19 per night (VAT included) and the rate is available three days prior to three days after the Conference. We are excited not only because Amsterdam is home to one of Europe's busiest airports and headquarters to a number of airlines but it is among Europe's most beautiful and vibrant cities. We invite you to participate as our guest speakers discuss this year's theme: ***"Safety and Efficiency through Positive Operational Control".***
Please check our website, www.ifalda.com for more information and to purchase registration.
We look forward to seeing you there!
Cheers,
IFALDA Executive Board

Photographs on this page are courtesy of Rick Ketchersid.

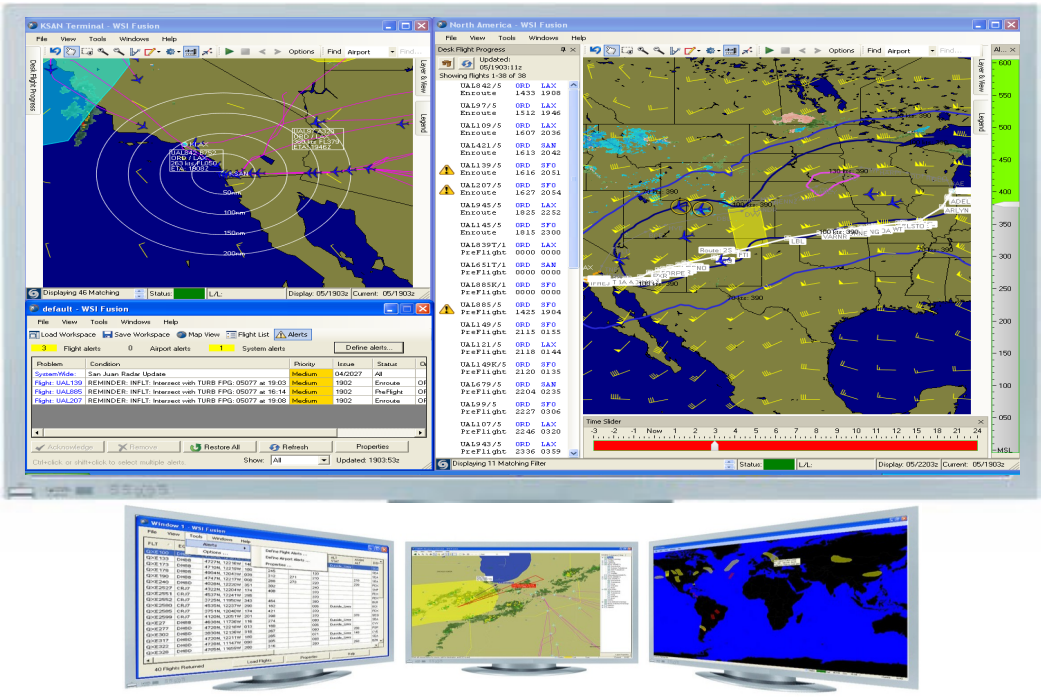
WSI Fusion Pre-Flight Selection of Optimal Routes

WSI has been extremely fortunate to have been awarded contracts for our global aviation weather and flight tracking tool, WSI Fusion, by several major airlines since the initial launch of the product in 2006. WSI has been serving the mission critical needs of airlines across the globe for over 30 years. The addition of WSI Fusion to our product suite offers a one-stop-shop for global aviation weather and flight tracking while, in most cases, reducing the airline's total cost of ownership.

WSI Fusion version 2.1 was recently launched which brings additional features to aid in proactive decision making during the pre-flight selection of optimal routes.

Scenario:
John the Dispatcher has a flight departing ORD for SAN in a few hours, enroute flights that may be encountering turbulence in the Denver area, and some arriving traffic restrictions into the LA basin.

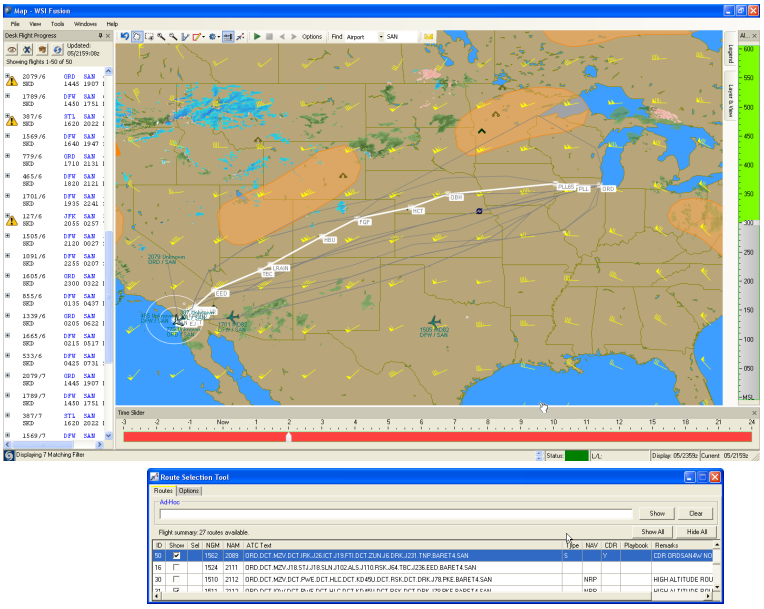
Optimized Workflow :
Using multiple maps, John can focus on terminal constraints and enroute constraints simultaneously. The size and position of maps on the desktop are customizable by the user and can even be spread across multiple monitors for more efficient use of desktop space. By "hovering" his mouse on an item or simply right clicking John can access additional information.



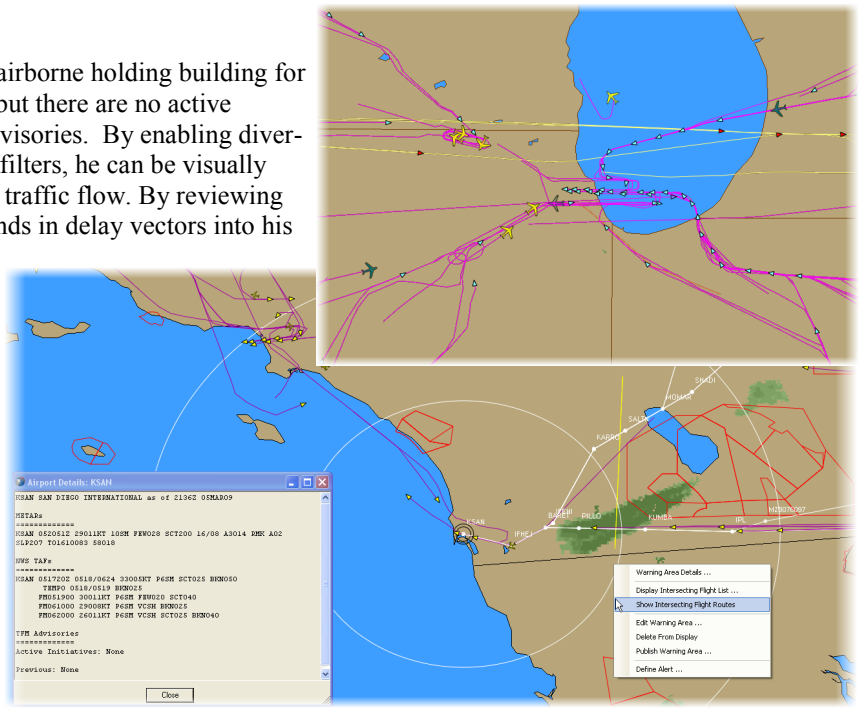
Continued next page:

WSI Fusion (continued from previous page)

Enroute Analysis:
Using his time and altitude controls John can render his display accordingly to analyze relevant forecast weather products. This example is displaying weather at or above FL350 and 3 hours in the future. Using his route selection tool he can preview company and FAA supplied CDR and Preferred routes, or create one of his own. The highlighted route in this example takes advantage of lighter head-winds outside of the main jet core and avoids an area of turbulence over much of Utah and Colorado (shaded orange areas).



Terminal Analysis :
John is automatically alerted to airborne holding building for arrivals into ORD, LAX, SAN, but there are no active ground stops or ground delay advisories. By enabling diversion and airborne holding flight filters, he can be visually alerted to such exceptions in the traffic flow. By reviewing flown routes, he can analyze trends in delay vectors into his airports of interest. By creating a user defined warning area, he can quickly analyze what routes are active for flights transiting an area. This allows him to quickly see what anomalies in reroutes may exist for all traffic. He can also analyze the current and forecasted weather for his destination and airport demand charts over the next few hours.



Conclusion:
By using WSI Fusion to aid in the pre-flight selection of optimal routes John is able to save time, effort, and money while also providing the smoothest and fastest route possible. This can result in fuel savings and higher customer satisfaction.

To learn more about WSI Fusion please call or email us at 800-872-2359 or FusionSupport@wsi.com.

New Graphical Flight Route Editing Tool Highlights Sabre Flight Explorer's Professional Version 9.0

SOUTHLAKE, Texas (Feb. 2009) — Sabre Airline Solutions today announced the release of *Sabre Flight Explorer Professional Edition 9.0,* which features system enhancements that will help airlines determine the most efficient route around weather events and airspace constraints to help pre-empt delays and maximize fuel savings.

Sabre Flight Explorer Professional Edition 9.0 features a powerful and versatile graphical route editing tool, enhanced route analyzer, drawing object functionality that includes "avoidance" regions, and a new fuel on-board range ring feature that recognizes a static reserve fuel amount.

The new graphical editing tool, part of *Sabre Flight Explorer's* Aircraft Situation Display (ASD) system, enables flight dispatchers to graphically manipulate a route, or series of routes, to quickly determine the best possible route. Additionally, this feature supports Rubber Banding, which recognizes any Fix/NAVAID/Airport on-screen within the current view.

Sabre Flight Explorer Professional is the industry's most accurate, reliable and widely-used ASD. The system goes beyond "flight tracking" by incorporating multiple data feeds, dynamic weather overlays, situational alerts and forecast weather and air traffic management tools to make *Sabre Flight Explorer Professional* an essential flight operations management tool.

"Version 9.0 really enhances a dispatcher's ability to utilize *Sabre Flight Explorer* as a pre-flight and enroute graphical flight planning and management tool," said Ilia Kostov, vice president of Operations Solutions for Sabre Airline Solutions. "Our customers will experience operational efficiencies and fuel savings with this new solution – critical needs for every air carrier."

Key Version 9.0 additions include:

• **Graphical Route Editing –** Graphical Route Editing enables flight dispatchers to quickly determine and efficiently re-route traffic due to unexpected weather, congested regions, and temporarily restricted airspace. Users can now graphically manipulate up to 20 routes on screen. This is also known as Rubber Banding and provides users the ability to "snap" to any Fix/NAVAID/Airport that is on screen within the current view when graphically manipulating the route, removing the need to know the specific latitude/longitude of a Fix/NAVAID/Airport.

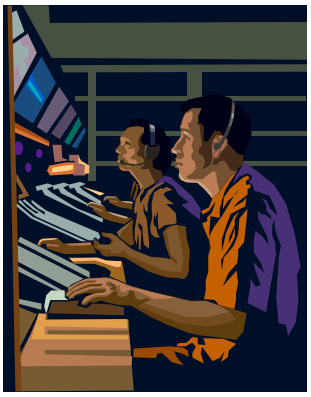
• **Fuel On-Board Range Ring Reserve Fuel Enhancement –** FE Professional now includes both the current fuel on-board amount and a static reserve fuel amount as defined by the user's configurations to the existing fuel on-board range ring functionality. The fuel on-board range ring tool calculates the size of the range rings so that they reflect the distance the aircraft can travel based on the amount of fuel left on board. This feature will enable flight dispatchers to quickly determine if a flight will have the required fuel on board to safely reach its planned destination or if it will instead need to divert to an alternative airport.

Sabre Flight Explorer Professional 9.0 also brings with it updates to key data sources, as well as other enhancements in response to requests from Sabre Flight Explorer's global customer base. These include Route Analyzer enhancements, drawing objects avoidance regions, ability to export drawing objects and more.

Sabre Flight Explorer will soon be fully integrated with Sabre's *Dispatch Manager*, part of Sabre Airline Solutions' *Flight Planning* suite. The integration of the two systems will provide airlines a solution that will give them access to critical, real-time operational information and world-class flight plan optimization, helping pre-empt delays, among other benefits. www.sabreairlinesolutions.com

What is so Goofy about ORL?

Ruth Marlin, Miami Center Controller.



One of the earliest safety rules for flight is hemispheric direction of flight. The old NEODD and SWEVEN rule, controllers learn it their first day at the academy. Pilots and controllers are all taught that WAFDOF (wrong altitude for direction of flight should be avoided). Across the country the NEODD and SWEVEN rules work just fine, unless you are flying north over the Orlando VOR. Then for no apparent reason, the controllers want you to be WAFDOF.

Spend a little time listening to the high altitude controller working the flights leaving Florida over ORL (or J113) on 125.07 and you will hear an endless string of transmissions, as he or she says "I need you at an odd altitude FLXXX or FLXXX." It seems as if the controller has to make this request of every single aircraft. It may well be the case as aircraft over ORL on J53 or J81 or parallel in J113 are on headings that range from 330 to 345 and by the rules of the system, they should be filing even altitudes.

The FAA has modified the rules for this traffic flow and instead of even altitudes, aircraft on this route need to be odd. West of ORL, normal direction of flight rules apply. Before we decide this is the FAA making too many special rules, let me explain why this one makes good sense. As you follow the US coastline south the state of Florida takes a sharp bend to the east. Aircraft over ORL (and J113) are headed to East Coast airports. If the FAA followed the hemispheric rules, everyone would have to change altitudes somewhere near SAV creating a dangerous situation.

If aircraft on these routes are filed at odd altitudes, it reduces controller workload, frequency congestion, and allows for better flight planning. For any given user, filing an odd altitude increases the likelihood you will get you request because the controller can start planning his or her traffic flow earlier.

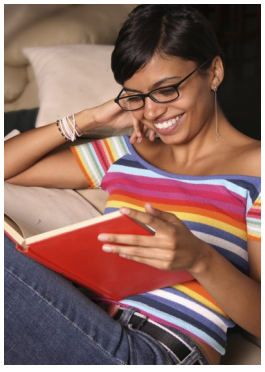
It doesn't matter whether the aircraft departs from the east of west coasts of Florida, the rule is by letter of agreement between Miami ARTCC and Jacksonville ARTCC. Aircraft overflying ORL or on J113 will be at odd altitudes.

Ruth Marlin, Miami Center Controller.

"The Red Books"

Now Available online for ADF Members

From what I understand "The Red Books" were a joint production of several very early leaders in the Part 121 Domestic and International world, both professional and union, that were used to rebut and stop an effort by ATA and others to eliminate the requirement for certificated aircraft dispatchers.



Do you have anyone in your office or do you have any tidbits of Dispatch History? Please let us know.

The ADF has received several volumes of these "Red Books". These are old hand written volumes and in some cases the only written history of our craft and profession from the "old days". These valuable documents have been carefully converted to a digital format to be shared with our members. You can view and search these incredible documents in the "members only" portion of our website www.dispatcher.org .

ADF Leadership

President: Joseph Miceli (United)

Executive Vice President: Vacant

Treasurer: Mike Timpe (Horizon)

Secretary: Patrick Boyle (Express Jet)
Historian / Librarian

VP of Industry Relations:
John Schwoyer (American Eagle)

VP of International Relations:
Matt Berg (Continental)
Newsletter / Symposium Coordinator
IFALDA/ADF Liaison

VP of Information Technologies:
Brandon Caple (Continental)

VP of Aviation Rule Making: Norm Joseph (Delta)

VP of Membership: Ted Christie USAirways

VP of Corporate/Industry Alliances.
Catherine Jackson (Southwest)
Sponsorships

Jumpseat Issues: Phil Brooks (United)

ADF Meeting Schedule

2009

April 27th— Denver CO
Aloft Hotel, Denver Airport 12n-5p.

July 19th— Pittsburgh, PA

October 25-27 Symposium—Orlando FL
Embassy Suites Lake Buena Vista
Going to NBAA? Stay for ADF

2010

January 23rd—Houston TX

April 17th — Atlanta, GA

July 17th — Seattle, WA

October 24-26 — Washington DC

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