



THE ADF NEWS

“Keeping the Dispatch Professional Informed”

Volume 09 Issue 1 Web Site: www.dispatcher.org Winter 2009

- ### Inside this Issue:
- NTSB Finding in 12/25/07 incident seriously injuring Flt. Attendant
 - What has ADF Done Lately
 - Sabre Flight Explorer tips
 - Upcoming ADF Meeting schedule
 - 2008 Symposium pictures
 - And so much more

The 2008 ADF Safety Symposium

The 2008 ADF Symposium in Washington DC was a great success. Close to 100 Dispatchers and industry professionals gathered for 3 days of fun, learning and networking. Check out the ADF website (www.Dispatcher.org) to review many of the outstanding presentations. Our 2009 Safety Symposium will be held October 25-27 at the Embassy Suites Hotel in Lake Buena Vista FL. (Orlando) Make your plans now to attend and be there for the red carpet screening of the new ADF video that will replace our famous JFK: Night Approach VHS tape from years ago with our new up to date modern one. Joe Miceli our Video producer/Director will be there to talk about the process of producing and the large undertaking this project is. See you in Orlando Florida!



ADF Safety Symposium 2009
October 25-27, 2009

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



ADF Safety Symposium 2009
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NTSB Identification: **SEA08LA050**
Scheduled 14 CFR Part 121: Air Carrier operation of .
Accident occurred Tuesday, December 25, 2007 in Ontario, CA
Probable Cause Approval Date: 1/14/2009
Aircraft: MCDONNELL DOUGLAS DC-9-83, registration: N943AS
Injuries: 2 Serious, 112 Uninjured.

Two flight attendants were seriously injured when the airplane encountered severe turbulence while descending for landing. The turbulence was likely the result of strong easterly winds interacting with the rough terrain in the area (mechanical turbulence). The flight data recorder data indicates that the airplane experienced a vertical acceleration of +0.4 G to +1.9 G, or 1.5 G total change, which corresponds to severe turbulence. The National Weather Service forecast the severe turbulence in Significant Meteorological Advisory (SIGMET) Victor 2, which was issued before the flight departed. The weather company that provides weather information to the operator did not forecast severe turbulence for the area. The content of SIGMET Victor 2 was available to the flight's dispatcher. However, this information was not provided to the flight crew. The two flight attendants who sustained injuries were both standing, completing final cabin duties in preparation for landing, and were knocked to the floor during the turbulence encounter.

The National Transportation Safety Board determines the probable cause(s) of this accident as follows:
The lack of turbulence forecasts available to the flight crew, which resulted in the flight attendants not being seated when the flight encountered severe terrain-induced turbulence. Contributing to the accident were the terrain-induced turbulence, the failure of the company that provided the flight's weather briefing to forecast severe turbulence, **and the failure of the dispatcher to provide the National Weather Service severe turbulence forecast to the flight.**

[Full narrative available](#) on the NTSB Website.

http://www.nts.gov/ntsb/brief2.asp?ev_id=20080107X00024&ntsbno=SEA08LA050&akey=1

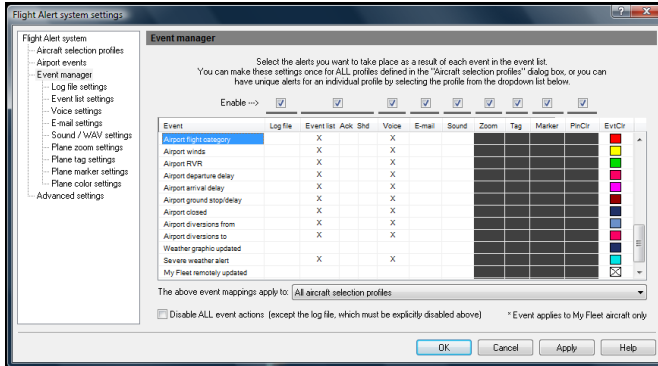
Welcome to the Latest Edition of Sabre Flight Explorer's Power Tips for Super Users.

EVENT MANAGER ALERTS

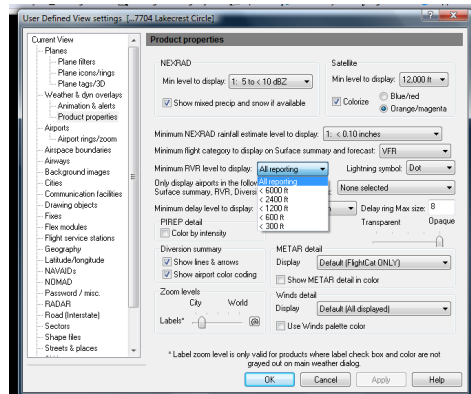
In this issue, we'll talk about how to fully leverage the power of Sabre Flight Explorer's (Sabre FE) Event Manager alerting to serve as your eyes and ears on the latest weather trends impacting your flights. Sabre FE's Event Manager is one of the most powerful tools on your desk. Recent great enhancements to Event Manager make it even easier to keep track of weather changes influencing your operation, in turn making you more situationally aware.

Event Manager can tell you when one of your stations experiences a flight category change (as in dropping from IFR to LIFR) or when the RVR at one of your reporting airports drops below a pre-set level.

There are even more useful weather alerts, so if you want to have FE serve as your weather watchman, please read on.



Event Manager Is Your Control Panel When It Comes To Managing The Alerting Capabilities Of Flight Explorer.



Setting Min. RVR Levels to Trigger Alerts

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. All airport based alerts can be selected including threshold criteria and the airport for each event. Alert triggering methods

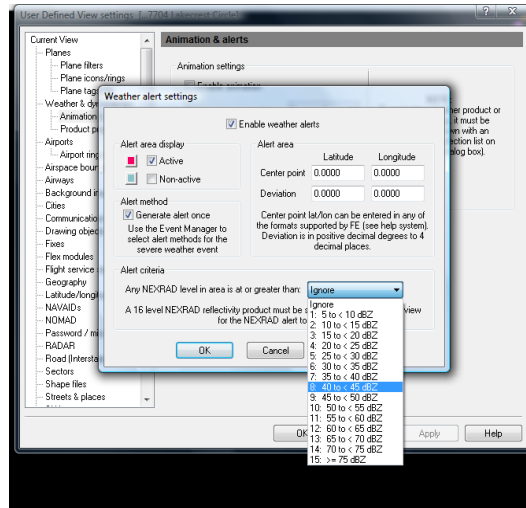
can be selected to notify the user when an event of interest has occurred.

(Continued on page 9)

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 Sabre FE to the rescue again with a whole host of weather monitoring and alerting features!

Sabre FE can alert you to changes in specific ranges of METAR, RVR, FAA Delays, and Diversions at





What have you done for me lately?

ADF is the only voice representing the Dispatch profession in today's airline industry. Please continue to sustain the future of your profession through your support of ADF's activities.

Very briefly stated below are some of the projects we have worked on this year

- We fought and continue to fight the change of regulation to allow contract dispatching.
- After many years in the making the ADF finally completed the transformation of The New ADF to a Non for Profit Incorporation to protect the organization and board members from litigation.
- Through new volunteers, we prevented the ADF from shutting its doors and losing its voice
- A new website was presented providing more access to the members. It is still a work in progress but we continue to fine tune and add new items for future use
- We have been documenting our past and making it available for future use by video and searchable documents online. Allowing anyone to understand the trials and tribulations of the ADF
- Showing up at meetings in Washington, DC to make sure the dispatcher is not left out of all the changes coming with the Next Gen ATC environment.
- Working together with our international colleague with our liaison to IFALDA
- Tracked down and currently converting the famous “red books” into a .PDF file to be able to view our history online.
- Producing a quarterly newsletter that is emailed to delegates and available for download on our website.
- Producing our annual symposium. 2007 in Houston, 2008 in DC and 2009 will be in Orlando
- Attending Aviation Rulemaking Committee (ARAC) Meetings in Washington DC.
- Submitting position papers where appropriate
- Provided input and feedback to the FAA in regards to the recent NPRM to FAR 121 and dispatcher training.
- All this done by unpaid volunteers on their own personal time.

We collectively hope that 2009 continues in the same positive manner

FLIGHT Explorer® 

NPRM for FAR 121—Excerpt below

I. Summary of the Proposal

Purpose

The primary purpose of this NPRM is to establish new requirements for traditional air carrier training programs to ensure that safety-critical training is included. These changes are expected to make a significant contribution to the FAA's accident reduction goal. The secondary purpose of this rulemaking project is to reorganize, simplify and modernize all rule language associated with crewmember and aircraft dispatcher qualification and training under part 121. This proposal revises and recodifies the crewmember qualification and training requirements in subparts N and O into a new subpart BB of part 121 and revises and recodifies the aircraft dispatcher qualification and training requirements in subparts N and P into subpart CC of part 121.

This rulemaking is part of the FAA's efforts to reduce fatal accidents in which human error was a major contributing cause. The proposed changes would reduce human error and improve performance among flight crewmembers, flight attendants, and aircraft dispatchers.

The FAA is proposing the following safety improvements to its qualification and training requirements:

- Experience requirements for check dispatchers and dispatcher instructors.
- Implement supervised operating experience (SOE) requirements for aircraft dispatchers.
- Establish Requalification training for aircraft dispatchers and crewmembers.
- Require a continuous analysis process (CAP) for certificate holders.

To help transition from the current regulations to the revised requirements for qualification, service, and use of crewmembers and aircraft dispatchers, the FAA is proposing to continue the current regulations under subparts N, O, and P, for 5 years after the effective date of the final rule. On the date the current regulations expire, all certificate holders, crewmembers, and aircraft dispatchers must be in compliance with the requirements in subparts BB and CC of part 121. Therefore, it will be



necessary for certificate holders to begin training under subparts BB and CC in sufficient time to ensure that all crewmembers and aircraft dispatchers are trained, qualified, and meet the applicable look back provisions of subparts BB and CC, before the expiration of regulations pertaining to qualification, service, and use of crewmembers and aircraft dispatchers in subparts N, O, and P. Proposed 14 CFR 121.1202 and 121.1402 require certificate holders to submit a transition plan that specifies the transition completion date, which must be before the expiration of the current regulations. The effective date of the final rule will be 120 days after publication in the **Federal Register**.

II. Qualification Performance Standards (QPS) Appendices

The FAA is proposing to add four QPS appendices in 14 CFR part 121: pilots, appendix Q; flight engineers, appendix R; flight attendants, appendix S; and aircraft dispatchers, appendix T. The QPS appendices contain minimum training and evaluation standards as well as procedures for crewmembers and aircraft dispatchers to become qualified and maintain qualification. The material in the proposed QPS appendices is based on the subjects and tasks in subparts N, O, and P. In addition, the pilot QPS is based on current part 121 practical training and checking standards in appendices E and F, and flight simulation performance guidelines in appendix H. The FAA has separated the material in the QPS appendices into two sections: "QPS Requirements" and "Information." The "QPS Requirements" sections are regulatory and are in addition to the requirements in part 121. The "Information" sections are advisory, and are not regulatory.

This is just an excerpt. Full text at:

<http://edocket.access.gpo.gov/2009/pdf/E8-29584.pdf>

Old Man Winter Is Back!

Farmer's Almanac says we will have a Normal Winter pattern with no El Nino or La-Nina for this 2008-2009 season. So what is "normal" anyway? By definition, in a normal winter, the trade winds blow toward the west across the Tropical Pacific. These winds pile up warm surface water in the Western Pacific so that the sea surface is about ½ meter higher at Indonesia than at Ecuador. With the sea surface at about 8 degrees Celsius higher in the west, cool temperatures are off of South America due to an upwelling of cold water from deeper levels. Rain is found in rising air over the warmest water and the Pacific remains dry while the Midwest and Eastern States get a cold winter. (If that's what they consider normal, then we in the Midwest and Northern Great Lakes States are in for a LONG winter!)

So, did you get all that? What does this Farmer's Almanac Forecast mean for us Aircraft Dispatchers and ATC Coordinators? Sounds like an ATC GDP for BOS/DTW/EWR/LGA/ORD and MSP.... Simply put, Delay, Delay, and Delay!

It's probably a good time to read your company's policy for winter weather and reviewing its Cold Weather Operations Plan. The effects of frozen precipitation, structural and induction icing on ANY aircraft can be deadly, as we all have read in past accidents reports. As rime, clear, and mixed ice begins to form on an aircraft and degradation of the airplane's structural and/or engine performance deteriorates dramatically.

Situational Awareness is KEY! Knowing your airport's surrounding while monitoring its weather conditions will help you while working a shift. Having your company's "Deicing Holdover Timetable Guide" readily available will expedite decisions that you may need to make often during busy, pressure-packed irregular operations. Monitoring Field Conditions and staying on top of your operation will help you deal with many MEL's /CDL's we often see. Keep a keen eye on "Icing Sigmet's" while running your SAFE operation to avoid any hazardous situations. Remember, along with those "Field Condition's", the impact of "Runway Clutter" reports and "Crosswind Limitations" may restrict your weight while trying to "Maximize Payload"!

Our biggest customer, "The PIC", is relying on our expertise to help navigate through this phenomenon called "winter" and the flying public is relying on each of us to get them to their destination "Safely and Efficiently".

Now that you have worked an 8 or 10-hour shift, enjoy cleaning off your car preparing for the long drive home. (Unless you're lucky enough to live in a warm climate).

Be Safe and Happy Winter Dispatching!

Joe Miceli

Executive Vice President

Airline Dispatchers Federation

Email: JMiceli@dispatcher.org





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EWR to test cutting-edge satellite navigation technology



EWR will soon become the first major airport in the U.S. to test a new, cutting-edge satellite-based landing system in a long-term effort to help reduce flight delays, the New York/New Jersey Port Authority announced Wednesday December 17th 2008.

The technology, called Ground Based Augmentation System (GBAS), will help reduce air-traffic control congestion at EWR by increasing navigational precision using satellites compared with traditional ground-based instrument landing systems. CO will outfit 15 of its jets with GBAS equipment and train pilots to use the system.



“Continental is excited about the opportunity to showcase this NextGen technology at Newark Liberty International Airport and appreciates the important step taken today by the Port Authority Board to approve funding for this critical project,” CO said in a statement. “We encourage both the FAA and the Port Authority to continue implementation of the Port Authority and DOT's Flight Delay Task Force recommendations.”



Lufthansa Systems

International Civil Aviation Organization airport code

The ICAO (IPA: [/aɪ ker' oʊ/](#), *EYE-KAY-OH*) **airport code** or **location indicator** is a four-letter [alphanumeric code](#) designating each airport around the world. These codes are defined by the [International Civil Aviation Organization](#), and published in ICAO Document 7910: *Location Indicators*.

The ICAO codes are used by [air traffic control](#) and airline operations such as [flight planning](#). They are not the same as the [IATA codes](#) encountered by the general public, which are used for [airline timetables](#), [reservations](#), and [baggage](#) handling. For example, travelers who use London's [Heathrow Airport](#) will most likely be familiar with its IATA code: LHR. The travelling public are less likely, however, to be familiar with the ICAO code: EGLL.

ICAO codes are also used to identify other locations such as [weather stations](#), International [Flight Service Stations](#) or [Area Control Centers](#), whether or not they are located at airports

Structure:

Unlike the IATA codes, the ICAO codes have a regional structure (they are broken up by 'sections' of the world), are not duplicated and are comprehensive. In general, the first letter is allocated by continent and represents a country or group of countries within that continent. The second letter generally represents a country within that region, and the remaining two are used to identify each airport. Using the earlier example as Heathrow airport, if one knows that the ICAO code for Heathrow is EGLL, then one can deduce that the airport EGNH is somewhere in the UK (it is [Blackpool International Airport](#)). On the other hand, knowing that the IATA code for Heathrow is LHR does not enable one to deduce the location of the airport LHV with any greater certainty (it is [William T. Piper Memorial Airport](#) in [Pennsylvania](#) in the [United States](#)). The exception to this rule is larger countries that have single-letter country codes, where the remaining three letters identify the airport.



In the contiguous [United States](#) and [Canada](#), most, but not all, airports have been assigned three-letter [IATA](#) codes which are the same as their ICAO code without the leading K or C. e.g., YYC and CYYC ([Calgary International Airport](#), [Calgary, Alberta](#)), IAD and KIAD ([Washington Dulles International Airport](#), [Chantilly, Virginia](#)). These codes are not to be confused with radio or television [call signs](#), even though both countries use four-letter call signs starting with those letters. However, because Alaska, Hawaii and other United States territories have their own 2-letter ICAO prefix, the situation there is similar to other smaller countries and the ICAO code of their airports is typically different from its corresponding 3-letter FAA/IATA identifier. For example, [Hilo International Airport](#) (PHTO vs. ITO) and [Juneau International Airport](#) (PAJN vs. JNU).

In region L (Southern Europe), all available 2-letter prefixes have been exhausted and thus no additional countries can be added.

ZZZZ is a special code which is used when no ICAO code exists for the airport and is normally used in [Flight plans](#). A [list of airports](#), sorted by ICAO code, is available.

[Courtesy Wikipedia](#)

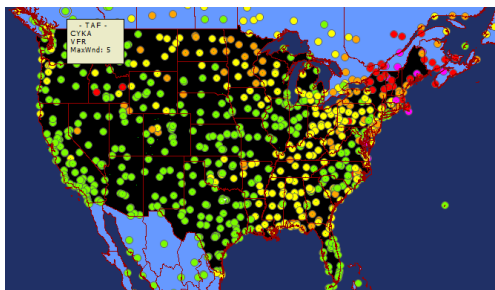


Map of world regions classified according to the first letter of the ICAO airport code.



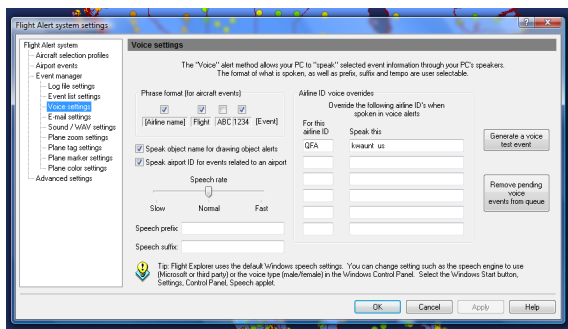
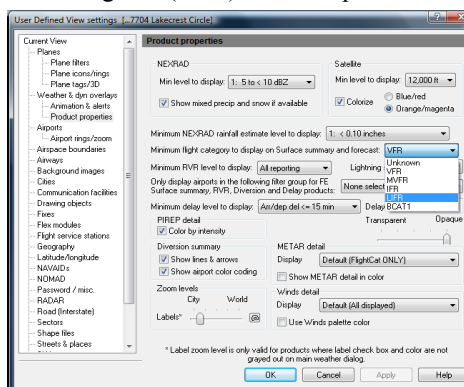
Map of countries classified according to the ICAO airport code prefix. Any correspondence between sub national regions and second letter also indicated. Micro nations not labeled individually.

Sabre Flight Explorer's Power Tips for Super Users. (Continued from page 3)



Speaking of METARS, many Sabre FE Power Users believe that when displaying METARS on screen, its best to filter out VFR and MVFR stations. Sabre 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.



If you are like most dispatchers, your workstation is equipped with multiple monitors with numerous windows open on each of those screens. How many times has some element of important information been hidden from you by overlapping screens, only to be discovered after a period of time elapses and screen priorities are shuffled? Sabre FE

Power Users avoid getting bitten in this fashion by enabling voice alerts for some of the more critical flight events tracked by Sabre FE. For example, if you enable voice alerts for RVR changes, you will immediately be alerted aurally by Sabre FE's synthesized voice alert if one of your airport's RVR's drops below your plateau level. While all dispatchers would agree that a dispatch office full of computer voice alerts for all manner of events is a poor idea, the addition of voice alerts for a few mission critical events is a super-useful Power User tip. The Voice Settings dialogue contains all of the options to customize synthesized voice alerts. Audible settings will be useful when doing other work or when visible alerts are not easily seen. All settings must be enabled in the Event Manager.

To Use Plane Zoom Settings, Click Flight Alert System on the Tools menu, select Event Manager, and then select Voice Settings, or click the Event Manager (CTRL + E) icon on the Main toolbar, and then click Voice Settings

Know of any other great tips we can share with the user community? We'd love to hear from you. The best tip of the month with net the submitter a nice Sabre FE-branded "Polo-Type" shirt so you can show the world that you are indeed, a Sabre Flight Explorer Power User. Send your ideas or suggestions to Chris.Zanardi@sabre.com.



AVIATION RULEMAKING ADVISORY COMMITTEE / "ARAC"

The ARAC Executive Committee met at FAA Headquarters in Washington, D. C. on December 10, 2008. The Chairman called the meeting to order at 1000AM. The Executive Director, Pamela Hamilton read the required Federal Advisory Committee Act Statement. Introductions were made of those attending.

The Part 147 Aviation Maintenance Technician School Curriculum and Operating Requirements Work Group presented a final report both in person and by phone from Dubai. The group has made 11 recommendations for changes to Part 147 AMT training. The EXCOM will review the recommendations and vote by December 23, 2008 on endorsing the recommendation to the FAA. The recommendations will bring training more inline with current technology and procedures.

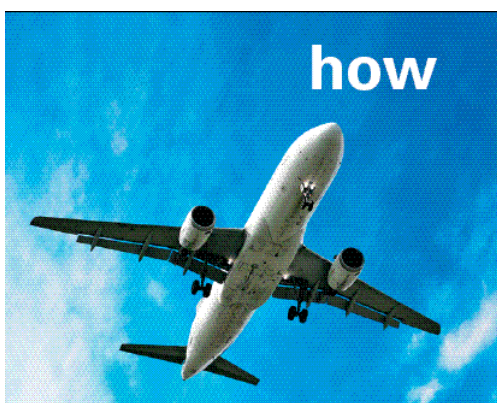
The Assistant Chairpersons reported on the active work groups in their Issues Areas. The only group of interest to Air Carriers is the All Weather Operations Harmonization Group that still has several active tasks. No update of the individual tasks was provided. (This group also reports through the Performance Aviation Rulemaking Committee)

In an ongoing effort for continuous improvement the FAA requested assistance in reviewing the rulemaking manual and the ARAC process. One of the suggestions from the discussion was to clearly state the assigned task and measure the results or product against the tasking. Another suggestion was to include consideration of the related ICAO regulations to determine compliance and harmonization or the need to file a difference statement.

Mrs. Hamilton, The Director of the Office of Rulemaking briefed the committee on the recent and upcoming changes in FAA personnel and the current regulatory agenda. In response to questions from the committee she also advised the FAA is considering establishing Arc's on Safety Management Systems and on Over Flight User Fees.

The meeting adjourned at 1210. The next meeting is tentatively schedule for April 2009.

Norm Joseph
Vice Chairman-Aviation Rulemaking Advisory Committee



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Moving Day Has Arrived

On November 12th USAirways dispatchers, crew schedulers maintenance coordinators and central load planners moved to the long awaited new Operations Control Center in Moon Township, Pennsylvania. The new office was designed and built for the combined operations resulting from the America West-USAirways merger and over 600 personnel will be in the new facility. Since the personnel were brought together in March 2008, we have been working in an older leased and cramped building. The new building has been under construction for over a year and was just completed. Communications experts, computer personnel, engineers, and OCC staff have spent the last month testing equipment that was installed during construction. When the first shift reported on Wednesday, November 12 there were a few minor glitches but all major installations ran flawlessly.



The new facility is located on a hilltop east of the Pittsburgh Airport runway complex and is about five miles from the airport terminal. The office was designed as a unified operations control center with room for expansion. The offices bear a strong resemblance to the America West SOC in Tempe, Arizona. The main room has combined dispatch, crew scheduling and maintenance personnel in spacious office with a high ceiling, subdued overhead lighting as

well as natural lighting through eyebrow windows. Noise levels are attenuated through the use of sound absorbent wall paneling and flooring.

The dispatch work stations are arranged in multiple series of four work stations featuring state of the art computers and with three flat panel displays and touch screen Avtec phone systems. Settled around the domestic dispatch work stations are a series of four semi-circular units with coordinators (licensed, qualified, scoped dispatchers) along with crew scheduling supervisors, maintenance coordinators, passenger service managers, aircraft routers and, workload planners. The international dispatchers and the ATC coordinators are located to the side. Daily and future crew schedulers, load planners, and maintenance supervisors are also located in sections of the main room. The Operations Manager and Airline Network Managers (also licensed, qualified, scoped dispatchers) oversee the operation from a raised dais along with a Crew Scheduling Manager, Aircraft Routing Supervisor, and Maintenance Duty Manager.



Although operations control personnel have been merged since March 1, 2008 and operations are conducted under a single Operations Certificate, there are some curious anomalies. As a result of ongoing crew contract issues, east crews still fly east airplanes and west crews fly on west airplanes. All dispatchers are qualified on east and west aircraft and work under a single contract and Flight Operations Manual. The airline is known as USAirways and the fuselages are painted with the USAirways logo and name but the call sign is now "Cactus" and all flight plans are filed under the America West identifier, "AWE" rather than USA. Welcome to the world of airline mergers.

Aviation Safety Action Program

WASHINGTON, D.C. — The Federal Aviation Administration (FAA) today applauded the agreement between Delta Air Lines and the Air Line Pilots Association that reinstates participation by Delta pilots in the Aviation Safety Action Program (ASAP). The FAA also urged US Airways, American Airlines and their labor unions to resolve their differences and reinstate voluntary reporting programs. "ASAP has proven to be a valuable tool in helping to spot possible safety problems before they become accidents," said U.S. Transportation Secretary Ray LaHood. "We hope the other carriers will follow Delta's lead and realize just how critical voluntary programs are to commercial aviation safety."

"We are extremely pleased that Delta pilots are once again providing essential safety data," said FAA Associate Administrator for Aviation Safety Peggy Gilligan. "ASAP gives us invaluable insight into the day-to-day activities of people in our aviation system." ASAP encourages air carrier and repair station employees to voluntarily report safety information that may be critical to identifying and resolving potential safety issues without fear of punishment.

The programs are based on a safety partnership that includes the FAA, the company, and the employees' labor organization or an employee representative. Today, more than 70 operators have almost 170 programs covering pilots, mechanics, flight attendants Load Planners and dispatchers.

ADF Leadership

President: Adam Giraldes (United)

Executive Vice President: Joseph Miceli (United)

Treasurer: Mike Timpe (Horizon)

Secretary: Patrick Boyle (Express Jet)
Historian / Librarian

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

Aviation Rule Making: Norm Joseph (Delta)

Membership: Ted Christie—US Airways (PIT)

Website/IT: Brandon Caple (Continental)

Corporate/Industry Alliances / Sponsorships
Catherine Jackson (Southwest)

ADF Meeting Schedule

2009

April 27th— Denver CO

July 19th— Pittsburgh, PA

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

2010

January 23rd—Houston TX

April 17th — Atlanta, GA

July 17th — Seattle, WA

October 24-26 — Washington DC

WANTED!

NEWSLETTER ARTICLES

Email Word document to:
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Airline Dispatchers Federation

Newsletter

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contributions or comments
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