



THE ADF NEWS

“Keeping the Dispatch Professional Informed”

Volume 10 Issue 4

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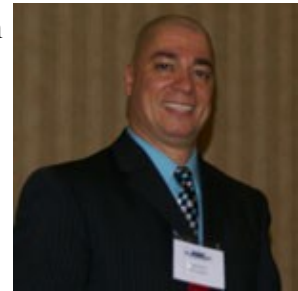
Fall 2010

A Note from the President

Dear Members,

In a couple of weeks, ADF members, students, retirees, pilots, industry colleagues, FAA, ADF supporters, sponsors, and vendors will gather in Washington DC for our Annual Safety Symposium *Safety and Professionalism Today, Tomorrow and Beyond*.

It has been said, “Safety and Professionalism is the fundamental key with every daily operation, every flight, every diversion, every irregular operation, for all carriers throughout North America, Canada, and the World”.



On October 12th and 13th many industry-leading speakers will discuss current and future air travel within the National Airspace System. There is no doubt with these concepts will come change on how Aircraft Dispatchers flight plan while allowing them to “Think Outside the Box” unlike the current way of doing business.

I would encourage all Aircraft Dispatchers to attend this free event this fall, hear speakers discuss OUR future, network with colleagues, experiment with latest technologies vendors have displayed for us and ask questions... after all, **IT IS YOUR CLASS, YOUR CRAFT’S, YOUR PROFESSIONS’S FUTURE!**

I do look forward to seeing you all at our event this fall!

Joseph Miceli, President ADF

Airline Dispatchers Federation 2010 Annual Safety Symposium

Safety and Professionalism Today, Tomorrow, and Beyond
October 11-13, 2010

Sheraton Crystal City Hotel
Arlington, VA



Keynote Speaker: Vicki Cox
Air Traffic Organization's Senior Vice President for
NextGen and Operations Planning

Invited speakers from: FAA, RTCA, JPDO, NATCA,
NASA Ames and more

Register Today at: www.dispatcher.org
Registration is FREE for ADF Members
Not a member of ADF? Join today online at www.dispatcher.org

Sheraton Crystal City Hotel
Special ADF Rate: \$179 (until Sept. 20th)
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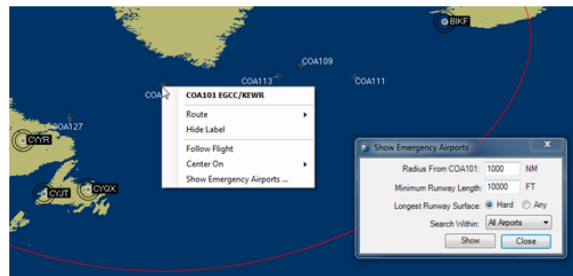


Release of WSI Fusion 3.0 Provides Powerful New Capabilities To Streamline Workflow and Decision Making

Dispatchers often rely on an array of applications from diverse sources to manage operations. While each application addresses a specific need or problem, switching from one source to another and assessing the collective operational impact increases workload and may distract from the safe management of flight operations.

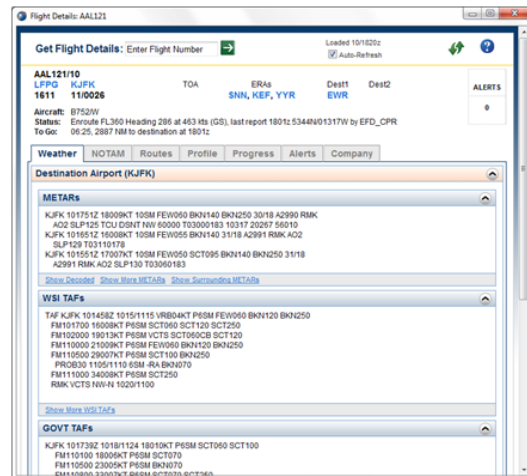
Working in close partnership with the dispatch community, WSI’s Fusion development team has focused on consolidating these diverse data services into a single, intuitive, workflow-based user experience. The latest release, Fusion 3.0, provides dispatchers with a unified, powerful and comprehensive workflow-based decision support tool.

“Decision support for system operations control has been frequently referred to as ‘management by exception,’” states John Szatkowski, WSI’s Commercial Aviation Product Manager. “We recognize that in an increasing data driven environment, a decision support application cannot simply convey raw data layers. WSI Fusion is a proactive operations management solution which must provide an integrated perspective of the information that allows rapid decision making. Just as one example, the new Fusion 3.0 tool for emergency diversions allows a user to quickly determine a suitable airport for landing.”



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WSI has incorporated a significantly expanded Flight Details portal which goes well beyond the display of ASDI information. Pictured at right, a dispatcher may review a dynamic route briefing including alternate airport data, if integrated. The routes tab displays a flight plan filed route, as well as all route amendments recorded for a flight once airborne. A visualization of the flight’s vertical profile and fuel burn down may be found on the profile tab. The design of this extensible interface allows for expansion of next generation products and services.



Airport Details has also improved to include NOTAMS and a proprietary Air Traffic Management assessment of traffic flow management initiatives, airborne holding, and recent diversions. This aeronautical information management portal allows for interface extensions to include airport specific data as supplied by an air carrier such as critical phone numbers, hours of operation, field conditions, among others.

(Continued Page 5)

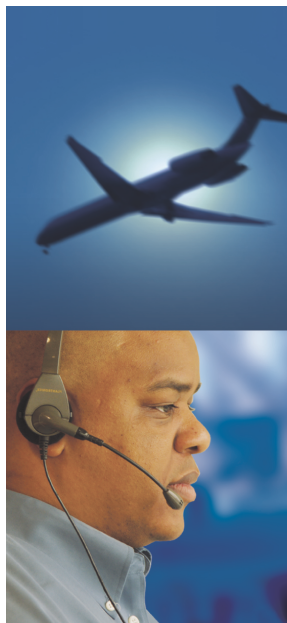


Look for Navtech as a sponsor of the ADF Symposium October 10-12th!

Navtech now offers Electronic Flight Bag (EFB) capability with various product applications including Aircraft Performance, eCharts, eCharts Enroute, and Navtech Flight Plan.

Navtech's EFB components collaborate with any workable hardware and software combination for all Classes (1, 2, & 3) to provide a complete solution for our customers. Well established relationships with numerous worldwide hardware and software providers facilitate the creation of custom EFB packages to best meet customer requirements. In addition, Navtech is working with airframe manufacturers and FMS producers to assure compatibility and obtain certifications, where required.

Navtech WiFly, a unique 24/7 online flight support system that runs on almost any pocket computer or smart phone, puts the EFB aircraft performance tools into pilots' hands. With the addition of this mobile convenience for optimized planning, calculations and reporting of flight performance, pilots can reduce paperwork and improve their efficiency.



5 Ways Acom Improves Communication... and Saves Your Airline Time and Money.

In the airline industry, time really is money. Zetron's integrated, digital dispatch system – **Acom Advanced Communication System** – boosts your airline's ability to coordinate a full range of complex operations. So they run smoothly, efficiently, safely. And on time.

ACOM GIVES YOU:

- 1. Better Coordination and Control** through a single, centralized system.
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- 3. A Custom UI** configured to meet your organization's specific needs.
- 4. An Easy System** for operators to learn and use.
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"[Acom] integrates our radio and phones, allows us to monitor critical communications, and gives operators instant access to all the resources they need."

– Airline Command Center Manager



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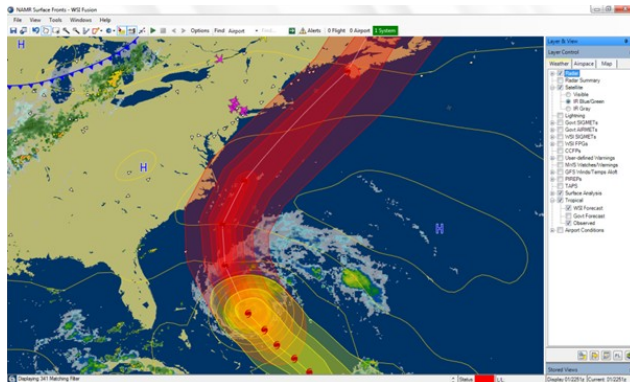
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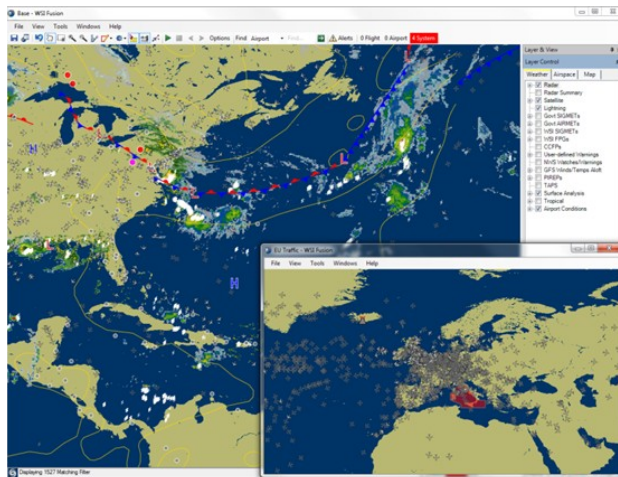
WSI Fusion—Continued from page 3

Within WSI Fusion 3.0, WSI has continued to leverage meteorological expertise and products to expand its global weather offering. Hurricane Earl (including WSI's proprietary Tropical forecast) is pictured at right.

Fusion 3.0 includes an improved color enhanced infrared satellite scale. The new color scheme, though obviously different than radar, follows similar schema whose color meanings are well understood: set up to enhance yellow caution levels (for convection not high cirrus cloud situations) when IR temperatures reach into the mid 30,000ft range. Improvements have also been made to low levels so that ground and water surface temperatures start at deeper color levels which enhance snow cover and low level cloud features.



This latest release streamlines core user preference workflows and view collections. At left, a user can monitor airborne traffic in Europe and restrictions in the US simultaneously through the use of 'View Collections', even using multiple monitors.



WSI provides extensions for Enterprise Data Integration including datalink position report tracking, freetext messaging and customer-supplied NOTAM, as well as interfaces with flight planning and flight following systems further enabling capabilities such as integrated OOOI alerting to mitigate impacts of a costly DOT tarmac delay.

WSI Fusion is an integral component of WSI's comprehensive flight decision support solution, which includes WSI Pilotbrief® preflight planning and InFlight™ datalink for pilots as well as WSI Hubcast™ terminal forecasts and alerting for airport stakeholders. WSI also operates a Global Forecast Center staffed by experienced aviation meteorologists who produce operational terminal and en-route forecasts globally. Collectively, the WSI solution streamlines workflow and enables common weather situational awareness through all phases of flight, improving operational confidence, communications, flexibility and decisions among key flight stakeholders. The result is improved safety and efficiency.

[WSI Fusion is used operationally by a global base of airport, airline and business aviation operators including American, Southwest, Continental, and Alaska Air Group, to name a few .](#)

WSI Fusion 3.0 is compatible with Windows XP and Windows 7.

Contact your WSI account representative for a demonstration today!

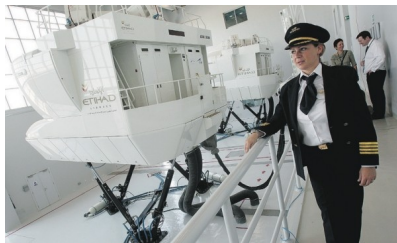
First female captain for UAE's Etihad Airways



Nathalie Gillet
AFP
September 15, 2010

Sophie Blanchard shares the name of a French aviation pioneer and has now become one herself -- as the first female captain, or pilot in command, for Abu Dhabi's Etihad Airways.

"I am very happy. It still is a pretty macho environment, but my colleagues here encouraged me a lot, and the flight attendants are very proud," said the 33-year-old mother of two, a French citizen. Blanchard joined Etihad as its first female pilot three years ago and last week took off from Abu Dhabi to London on her first flight as captain, sitting in the left-hand seat of an Airbus A330-200.



Sophie Blanchard,
photograph by: Karim Sahib,
AFP-Getty Images, Agence France-Presse

Her 18th century namesake was the first professional female balloon pilot, who even attracted the attention of French emperor Napoleon Bonaparte. The modern-day Blanchard first flew an aircraft when she was 19, then joined her stepfather's Belgium-based freight company as its only female pilot. "We used to work under very extreme conditions. I was flying a very old DC-8, a four-engine plane that was built in 1962," Blanchard said. "Very often we just ended up with only three engines left, landing in airports where there was no help, by night, in spite of power cuts and sometimes with a storm. Now, I am actually resting a little," she laughed.

Blanchard later joined an Icelandic cargo company that was leasing planes to Etihad Airways. When United Arab Emirates law was changed to enable women to sponsor their husbands for residence permits, she applied for a position at Etihad

and was recruited in May 2007.

"It is a very male-dominated profession," said Captain Richard Hill, the airline's chief operations officer. "In my career, I have flown with 10 or 15 women," he said. "To survive or get to where they are they have to be very good at their jobs and they are exceptionally good pilots."

Among Blanchard's battles were changes to her uniform. She now wears better-fitting trousers and does not have to sport a male necktie. "But I am not sitting in a cockpit to be a woman," she said. "I am here to be a pilot. And our schedule has not been changed to accommodate us." "It is a challenge to make yourself respected as a woman. But the biggest challenge for me has been to have a family," Blanchard said.

Many Gulf airlines, including Etihad, lack a programme by which women can go on maternity leave and undergo the training necessary to get them back up to speed upon their return. Hill did not rule out such a programme in the future. Blanchard's two children were born before she joined Etihad. She raises them with the help of an understanding husband and domestic workers, she said. The number of female pilots with airlines in the region is on the rise. Since Blanchard's arrival, Etihad has recruited 10 female co-pilots, Hill said.

Low-cost airline Air Arabia, based in Sharjah northeast of Dubai, has two female captains and three co-pilots, according to a spokesman, while Dubai's Emirates Airlines has 16 co-pilots but no captains, a spokeswoman said.

Bahrain's Gulf Air has four co-pilots, a company official said. And Qatar Airways has more than 15 female co-pilots and three female captains, according to one of the captains, who spoke on condition of anonymity. "It is amazing how well we are treated here. And when Qatari women see me in the cockpit, they suddenly have this big smile on their faces. They are really proud," Blanchard said.

In Saudi Arabia, where women are not allowed to drive cars, Saudi Arabian Airlines recruited its first female pilot in 2005, according to local media.

Hill thinks the number of female pilots will continue to rise. "Ladies will come forward in increasing number to become pilots," he said, adding: "We can see that with our recruitment for our cadet pilot programme."

FAA Proposes Sweeping New Rule to Fight Pilot Fatigue

September 10, 2010



WASHINGTON — U.S. Transportation Secretary Ray LaHood and Federal Aviation Administration (FAA) Administrator Randy Babbitt today announced a landmark proposal to fight fatigue among commercial pilots by setting new flight time, duty and rest requirements based on fatigue science.

“This proposal is a significant enhancement for aviation safety,” said Secretary LaHood. “Both pilots and passengers will benefit from these proposed rules that will continue to ensure the safety of our nation’s air transportation system.”

Last year, Secretary LaHood and Administrator Babbitt identified the issue of pilot fatigue as a top priority during the Airline Safety Call to Action following the crash of Colgan Air 3407 in February 2009. Administrator Babbitt launched an aggressive effort to take advantage of the latest research on fatigue to create a new pilot flight, duty and rest proposal.

Today’s proposal is compatible with provisions in the Airline Safety and Federal Aviation Administration Extension Act of 2010, which directs the FAA to issue a regulation no later than August 1, 2011, to specify limitations on the hours of pilot flight and duty time to address problems relating to pilot fatigue.

“I know firsthand that fighting fatigue is a serious issue, and it is the joint responsibility of both the airline and the pilot,” said Administrator Babbitt. “After years of debate, the aviation community is moving forward to give pilots the tools they need to manage fatigue and fly safely.”

Currently, there are different rest requirements for domestic, international and unscheduled flights. The proposed rule would eliminate these distinctions. The proposal also sets different requirements for pilots based on the time of day and number of scheduled segments, as well as time zones, type of flights, and likelihood that a pilot is able to sleep under different circumstances.

The proposal defines “flight duty” as the period of time when a pilot reports for duty with the intention of flying an aircraft, operating a simulator or operating a flight training device. A pilot’s entire duty period can include both “flight duty” and other tasks that do not involve flight time, such as record keeping and ground training.

The FAA proposes to set a nine-hour minimum opportunity for rest prior to the duty period, a one-hour increase over the current rules. The proposed rule would establish a new method for measuring a pilot’s rest period, so that the pilot can have the chance to receive at least eight hours of sleep during that rest period. Cumulative fatigue would be addressed by placing weekly and 28-day limits on the amount of time a pilot may be assigned any type of duty. Additionally, 28-day and annual limits would be placed on flight time. Pilots would have to be given at least 30 consecutive hours free from duty on a weekly basis, a 25 percent increase over the current rules.

Congress recently mandated that all air carriers have a Fatigue Risk Management Plan (FRMP). Each carrier will be able to develop its own set of policies and procedures to reduce the risks of pilot fatigue and improve alertness. The FAA has prepared guidance material to help the airlines develop their FRMP.

The proposed rule incorporates the work of an Aviation Rulemaking Committee (ARC) comprised of labor, industry, and FAA experts that delivered its recommendations to Administrator Babbitt on September 9, 2009.

The Notice of Proposed Rulemaking is at the *Federal Register* at <http://www.gpoaccess.gov/fr/index>. It is also available at http://www.faa.gov/regulations_policies/rulemaking/recently_published/.

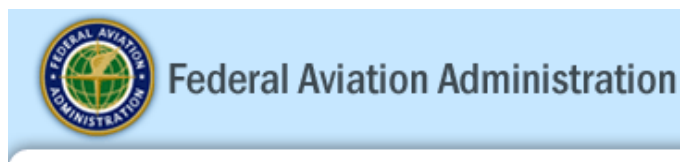
The 60-day public comment period closes on Nov. 13, 2010.



U.S. Secretary of Transportation Ray LaHood congratulates FAA Administrator Randy Babbitt on a successful takeoff, flight and landing of the FAA NextGen Data Communications Boeing 737 cockpit flight simulator at Oshkosh AirVenture 2010.



FAA NextGen Data Communications Team Member Jerry Smith points out the cockpit display unit (CDU) on the Data Comm Boeing 737 flight simulator to an Oshkosh AirVenture participant. The CDU receives information and instructions digitally from air traffic controllers. This significantly reduces voice communication errors, improves efficiency, and reduces controller and air crew stress.



ADF Safety Symposium

**Save the Date:
OCTOBER 4-6, 2011**

Harrah's Las Vegas



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ADF Meeting Schedule

2010

October 11-13 — Washington DC
Sheraton Crystal City
\$179 inc. Breakfast/Internet

2011

Winter — Los Angeles

Spring — Dallas/Ft. Worth

Summer — Chicago

October Symposium — Las Vegas
10/4-10/6 Harrah's Room Rate \$59.00

2012

Winter — Miami

Spring — Houston

Summer — New York / LGA

Fall — Orlando

Airline Dispatchers Federation

Newsletter

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