



THE ADF NEWS

“Keeping the Dispatch Professional Informed”

Volume 10 Issue 2

Web Site: www.dispatcher.org

Spring 2010

A Note from the President,

Dear Members,

According to ground hog lore, Punxsutawney Phil has seen his shadow and North America is in store for 6 more weeks of winter! There is no doubt this years 2009-2010 winter and many airports from west to east have had their share GDP's and Ground Stops however Aircraft Dispatchers, highly trained professionals are on top of their game while offering Safety and Professionalism Today, Tomorrow and Beyond.



How fitting that the above highlighted words will be our Safety Symposium's Theme in Washington DC this October! Safety and Professionalism is the fundamental key to every daily operation for all airlines throughout North America, Canada, and the World. Airline Dispatchers Federation prides itself on all these qualities whether it's at meeting, in our offices, jump seating in the cockpit, or just in a terminal trying to aid a passenger while waiting for a flight.

This winter has been a busy one for your ADF Board. We attend many meetings involving AT-MAC, ARAC, ATPAC, JPDO and NextGen. We awarded students interested in furthering their education as Dispatchers scholarships at Women In Aviation events and Dispatchers/Schedulers Conference. Recently ADF was invited to attend NATCA's Convention strengthening our communication with ATC Controllers system wide. ADF will advocate "A Single Level of Safety" which starts with Licensed 121 Dispatchers and our partners in safety, Pilots, and Air Traffic Controllers.

Now that "Old Man Winter" will soon be in our rear view mirrors, spring and summer will offer another type of challenge, Thunderstorms! The fun never ends and Aircraft Dispatchers wouldn't have it any other way!

Joseph Miceli, President ADF

ATC Corner.....

Dispatchers, Pilots and Air Traffic Controllers all work toward heightened awareness when there are similar sounding call signs in the system, but rarely have we seen a focus on the issue of identical call signs. Thank you for the opportunity to share some details about what happens on the air traffic control side when more than one flight is active with the same call sign.

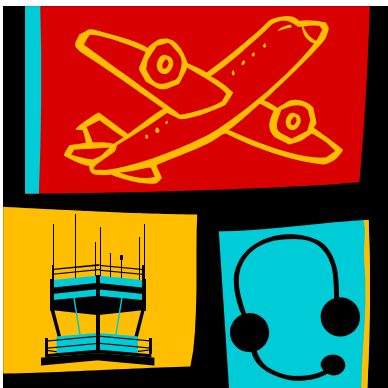
Generally this occurs as a result of a delayed inbound when the continuation of a flight is assigned to another aircraft. The immediate problem is that positive identification of a flight no longer exists as soon as two active aircraft are using the same call sign. But for air traffic control the situation can become very complex and create a serious safety lapse even if the flights are on different frequencies, worked by different controllers, and hundreds of miles apart.



The U.S. air traffic control system is designed around the issue of positive identification of aircraft. From aircraft registry, to discrete beacon codes, to ADS-B - the fundamental framework of air traffic control relies on knowing that the aircraft receiving an instruction is the one in the position the controller expects. For that reason, the flight data processing system for ATC does not allow two aircraft with the same call sign to be active in system at the same time. Numerous proposals can exist under the same call sign, and an active flight and proposals can exist with the same call sign. However once one flight is active, a proposed flight with the same call sign cannot depart until the active flight is removed from the system. This is where problems can start and where dispatch serves as the first link in the safety chain to prevent the problem and eliminate the risk of later human error.

In the event there is a chance for two flights to be active with the same flight number, a minor change in the call sign of either the active or proposed flight eliminates any problems on the ATC side. Changing the call sign of an active flight can be accomplished by a call to Traffic Management or by pilot relay to ATC. It is a simple change for the controllers to make and far better for the airline to select the flight number than for ATC to attempt to assign one that may or may not be in use elsewhere in the system. In general, a controller assigned call sign change will be the addition of Alpha to the end of a flight number, "American 700, be advised your call sign is now American 700 Alpha." However, in the event of four digit flight numbers, this is not possible as the ATC flight data processing system can only accept seven characters. In this case the controller would need to make non-standard, temporary modifications to the call sign, for example EGF2384 would become EG2384A requiring manual coordination that while EG is not the authorized call sign for Eagle Flight, in this instance it is being used for that purpose. While it may sound convoluted, the scenarios above are the best options in the event that ATC has to address the issue of identical call signs. The next two scenarios are all too common and rather than impose a concern with additional coordination and non-standard procedures, can create a serious safety problem. For the purpose of illustration, I will use AAL700 as the call sign in question.

Assume AAL700 is a delayed inbound from SJU from MIA and AAL700 is scheduled outbound from MIA to DFW and will now depart before AAL700 inbound has landed.



Initially, the aircraft will be able to depart MIA however, when MIA APCH attempts to hand AAL700 (MIA-DFW) to Miami ARTCC (ZMA) the automated processes will not work. At this point the MIA APCH controller will initiate a manual handoff on a beacon code to ZMA and transfer control of the aircraft. The ZMA controller will be unable to assign flight plan data to the beacon track and will get an error message that duplicate flight plans exist. If the sectors are staffed with a radar associate position (D-side) the radar associate will be able to make modifications to the flight plan in order to depart the aircraft and allow the aircraft to be tracked with associated flight plan data. Until the flight plan data can be assigned, the aircraft will appear to the Radar controller as a Mode C Intruder – where the

ATC Corner... continued from previous page

only displayed information on the radar scope is beacon code and altitude. The radar controller does not have access to the flight plan information, at the Radar position, until the conflict is resolved and the outbound aircraft can be departed in the system.

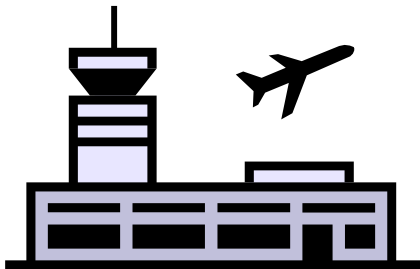
However, the flight is active and will continue to traverse this and subsequent sectors until the conflict can be resolved and automated tracking and handoffs become possible. Depending on the existing workload in the sector and available staffing, this can be a cumbersome process. The Radar controller cannot make modifications to a proposal or even view the flight plan from the Radar position, it must be done from the associate position. If that position is not staffed, the Radar controller has to access the associate equipment to make the entries. This can cause both delay and distraction as the radar controller's attention is taken away from the scope. In addition, managing an air carrier flight with limited information not only slows the process, but makes the aircraft less apparent to the controller in a normal traffic scan. A Mode C Intruder is generally a VFR aircraft or an IFR aircraft being worked by an adjacent facility with minimal impact on the Radar Controller's traffic.

While this scenario can be problematic, there is a far more serious complication that can occur with identical call signs. In the event that the ARTCC controller receiving the outbound aircraft assumes the inbound has landed – but for some reason has not been removed from the system, it is possible for the flight plan on the inbound to be removed. To illustrate, let's go back to AAL700. AAL700 inbound from SJU to MIA is being worked by a Controller in the ZMA Oceanic sectors and tracked on the controllers scope with a full data block. The aircraft will be transferred to arrival sectors at ZMA followed by MIA APCH.



When AAL700 outbound departs MIA to DFW, the controller at MIA APCH will attempt an automated handoff to ZMA departure sectors (who do not work the Oceanic sectors) but will be unable because of the duplicate flight plan. If the Radar Associate does a flight read on the call sign, it will show duplicate flight plans. If the controller believes the inbound has landed but the plan has not been deleted, he or she may erroneously remove the inbound flight plan. If this occurs, the data block associated with AAL700 inbound will disappear from the Oceanic controller's scope and all flight plan information associated with the aircraft will have been deleted from the system. At this point the target will appear as a Mode C Intruder, but the controller will not be able to retrieve any information about the aircraft or flight plan (including call sign). The controller working the inbound aircraft receives no notice that the information is lost and the data block simply disappears from the scope.

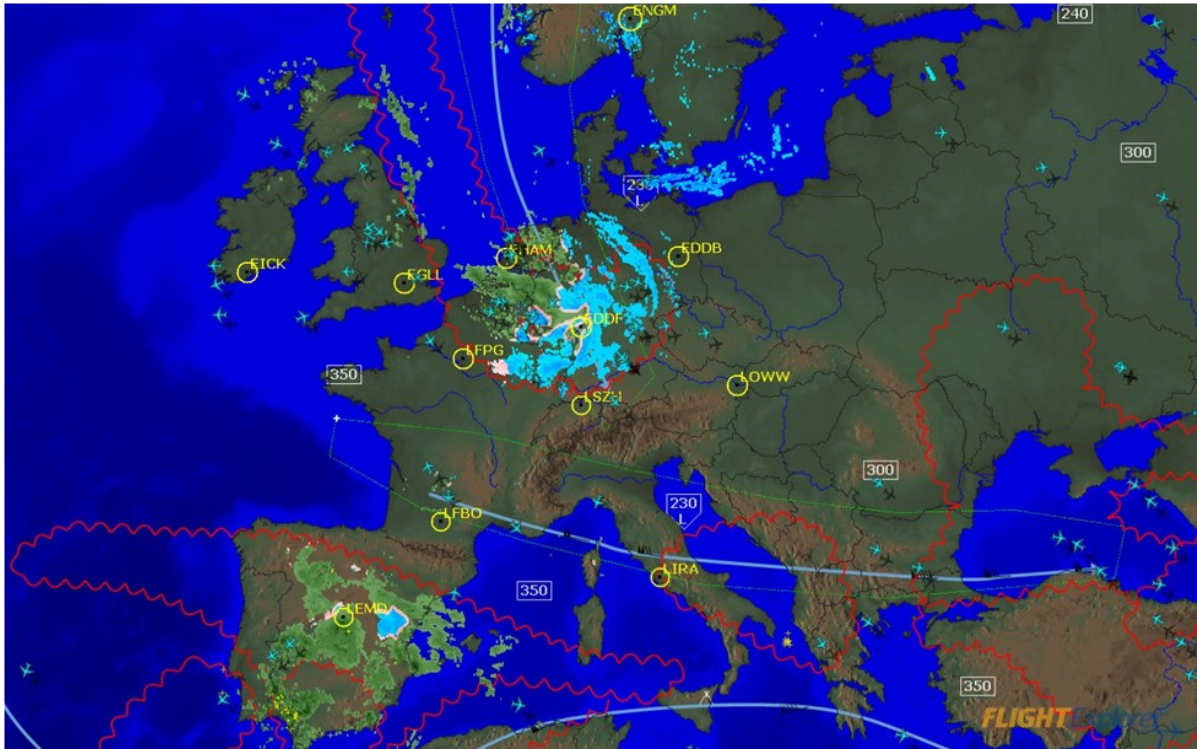
As the air traffic control system modernization progresses, there is greater reliance on automation for maintaining information. For most en route sectors, flight plan data is no longer available on paper strips and once a flight plan is removed, it is difficult to obtain any information at the sector and subsequent sectors will have no information that an aircraft will be entering their sector. In addition, there will be no opportunity for either automated or manual conflict analysis. Without the flight progress strip, the controller has only his or her memory to rely upon to restore tracking and information on the flight and other controllers, including the Approach Control, will have no information on the anticipated aircraft.



The problem of duplicate call signs is not a new one, but equipment modernization and increased automation can come with unintended consequences. In this case, the risk of a safety lapse as a result of duplicate call signs is increased if the point of resolution remains at the operational air traffic control sector. However, by raising awareness at the dispatch level, we have an opportunity to virtually eliminate this risk. A change in either flight number prior to departure of the second aircraft ensures that none of these scenarios will occur.

Sabre® AirCentre™ Flight Explorer Adds European CFMU Data

In 2008, EUROCONTROL's Central Flow Management Unit (CFMU) made flight data available for some aircraft operators during a Pilot Phase. Many of these aircraft operators selected Sabre® AirCentre™ Flight Explorer as their graphical flight tracking and operational management solution to view this data within their operations centers.



As a result of the successful pilot phase, EUROCONTROL will soon launch the Operational Phase, allowing all interested aircraft operators to use the flight tracking data. The data provides calculated aircraft position information, based on the flight plan and surveillance data. Sabre AirCentre Flight Explorer uses this data to provide detailed flight information for the European airspace. Data will be available for all participating aircraft operators with flights within Europe or with flights originating or terminating in Europe (see coverage map below).

EUROCONTROL CFMU data is the latest addition to Flight Explorer's global real-time flight tracking information and adds to an extensive list of our integrated sources including: FAA's ASDI feed for US, Canada and UK; Airservices Australia; Airways New Zealand; ACARS; satellite/GPS tracking and other datalink providers.

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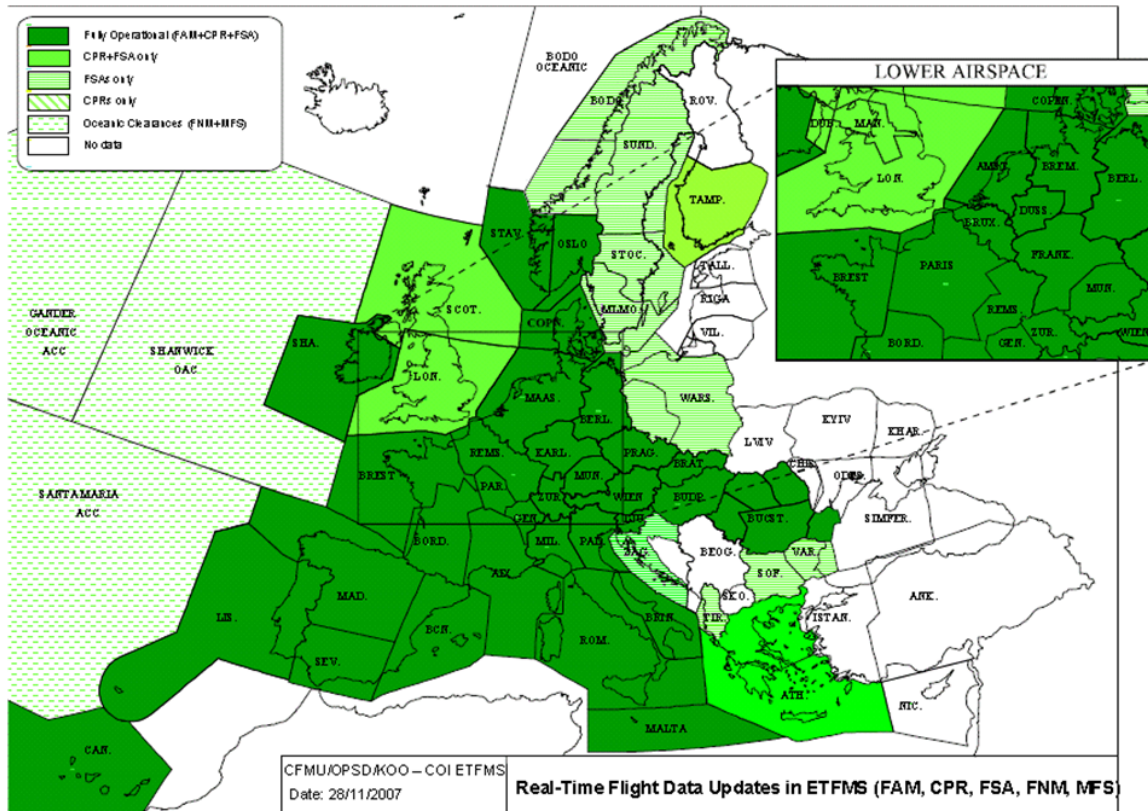
FLIGHT Explorer®

Sabre® AirCentre™ Flight Explorer Adds European CFMU Data

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To provide a comprehensive solution for aircraft operators flying within or to Europe, *Flight Explorer* also has various worldwide weather packages available, a new European weather radar package, international NOTAMs, and much more.

For any aircraft operator interested in this new EUROCONTROL CFMU data, they should contact FEsales@sabre.com so that we can assist with the registration process.



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From the FAA Administrator

J. Randolph Babbitt



2010 will be a key year for NextGen.

In the Gulf of Mexico, our new satellite-based aircraft tracking system, Automatic Dependent Surveillance-Broadcast (ADS-B), in December began to make it possible for air traffic control services to be offered in an area of active airspace where surveillance has never before been possible. Controllers now have the ability to use this same technology to more accurately separate traffic in the skies above Louisville. Juneau and Philadelphia soon will follow suit, offering controllers in those areas greater flexibility while providing pilots of properly equipped aircraft access to unprecedented traffic and weather information at no additional charge. By 2013, satellite-based surveillance will be available to equipped operators nationwide.

Just as ADS-B is transforming surveillance, other components of the Next Generation Air Transportation System have begun revolutionizing the National Airspace System. Our safety management systems approach, more proactive and data-driven, will help us achieve the next level of safety for the flying public. Ongoing investments in airport infrastructure -- runways, terminals and technology -- will ensure we are able to take full advantage of the renovation in our fleets and air traffic system. And our investment in advanced engine and airframe technologies and sustainable alternative fuels -- as well as our new procedures -- will help aviation's environmental footprint lessen over time.

The successful implementation of ADS-B caps a banner NextGen year for both government and industry. In 2009, the FAA forged partnerships that were critical in demonstrating the real-world potential of many key NextGen technologies and procedures. For example, with help from industry we showed that surface surveillance and data-sharing technologies can measurably improve taxi-out time in Memphis and New York. We believe these results can be replicated across the country. Likewise, oceanic trajectory optimization and customized arrival procedures into Miami and other coastal sites have produced significant reductions in time, fuel, carbon and noise. These types of demonstrations prove that NextGen is both feasible and justified, and they spur us forward.

Because NextGen cannot be realized by government alone, much of the work outlined in this edition of the NextGen Implementation Plan will capitalize on partnerships with our stakeholders. As the FAA and our partners work to merge developing technologies, policies and procedures into operational capabilities, operators must be ready to equip their cockpits with the certified avionics necessary to realize the associated benefits. This year, despite tough economic circumstances, we have seen more operators make commitments to their part of the NextGen framework. Taken together, improvements to our air traffic control and airport infrastructure, in conjunction with new cockpit capability, new safety approaches, and innovation in environmental procedures and technology, will fundamentally change the way aircraft fly above the United States by 2018.

We're already well on our way. NextGen is a clear priority for President Obama's administration and the FAA. The RTCA's NextGen Mid-Term Implementation Task Force has made recommendations the aviation community believes will speed the delivery of benefits to the traveling public, and the FAA has embraced its efforts. {You can find out more on the web at http://www.faa.gov/about/initiatives/nextgen/media/NGIP_3-2010.pdf }

The NextGen era is upon us. With this agency, this industry and this country now firmly committed to this path forward, it's time to roll up our sleeves and work together to maintain the NextGen momentum achieved over the past year.

I look forward to the work ahead.
J. Randolph Babbitt , Administrator

ATPAC Update...

On Tuesday January 25th the 137 meeting of the Air Traffic Procedures Advisory Committee (ATPAC) went in San Diego California. If you are not aware of the ATPAC committee, it is one of the longest standing committees between ATC, Pilots, Industry, Dispatcher, and several groups representing the business community. The FAA defines the ATPAC committee as:

On January 28, 1975, the Secretary of Transportation established a task force to examine the overall organizational structure and management approach of the Federal Aviation Administration (FAA), including FAA's use of delegations in carrying out its statutory safety mission, and to examine the relationship of the safety mission to the FAA's other missions. On April 30, 1975, the task force submitted its report to the Secretary. The report contained a recommendation for establishment of a standing group composed of air carrier, controller, general aviation, military, and pilot representatives to review air traffic control procedures and practices. FAA established the Air Traffic Procedures Advisory Committee in response to the recommendation.



The Air Traffic Procedures Advisory Committee serves the public interest by providing a forum for interaction among the FAA, the military, the airlines, airline pilots, air traffic control personnel, general aviation pilots, business pilots, and their representatives. The level of expertise and balanced viewpoint of this committee have enabled early identification of potential problem areas and accelerated early corrective action, thereby creating greater safety and public confidence in the Nation's air transportation system.

The dispatchers have been represented by the ADF for the past several years with this group. With the dispatcher's point of view, the controllers are seeing how a pilot must be in contact of his dispatcher before accepting reroutes. In addition the controllers are now seeing where some of the pilot requests are coming from. With the opening of their eyes, controllers are now seeing the benefits of a dispatcher and how they can help maintain a single level of safety throughout the entire airspace we work in



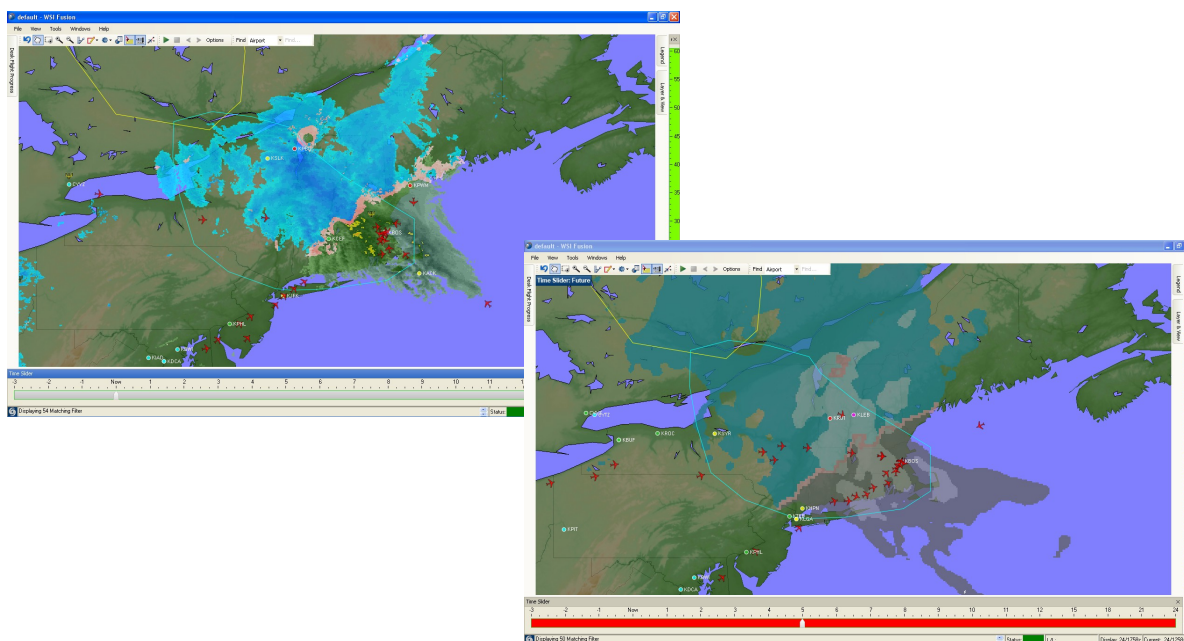
BACK TO THE FUTURE

With WSI Fusion™

At WSI we've seen into the future....and today it doesn't look so nice, mostly a mix of snow, rain, and ice. We don't have a Flux Capacitor or a DeLorean. Fortunately, we do have WSI's proprietary Rapid Precision Mesoscale (RPM) Modeling system and WSI Fusion!

Through the use of WSI's RPM, a new predictive tool has been added to WSI Fusion. "Forecast Precipitation" allows users to investigate areas of potentially disruptive weather such as thunderstorm development, winter storms, and freezing rain.

At right, WSI Fusion displays RPM-based Forecast Precipitation depicting a line of freezing rain moving through the Boston area approximately 5 hours into the future (18z) At left, is the 18z NOWRad image for comparison.



RPM is a numerical weather prediction system based on the Advanced Research Weather Research and Forecast system (WRF-ARW). RPM generates forecasts at a 4KM resolution out to 24 hours with updates every 3 hours in the United States and at a 12, 14, or 36KM resolution every 6 hours outside the United States. Precipitation forecasts are calculated from half-hourly instantaneous precipitation forecasts output

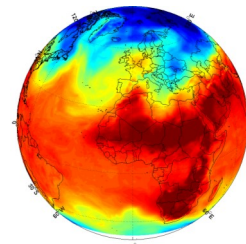
by RPM. Color differentiation is used in the graphical overlay to depict forecasted precipitation types (frozen, mixed, and non-frozen).

“Forecast Precipitation provides an unrivalled tool to airline dispatchers in their quest for information to help make proactive operational and safety related decisions”, says WSI’s Director of Numerical Weather Prediction, Todd Hutchinson.

With convective season approaching, WSI Fusion customers can rest assured knowing the high skill factor of Forecast Precipitation and its ability to detect the development, expanse, and timing of solid lines of convective activity.

Continuing as an industry innovator and thought leader, WSI was the first organization to begin using WRF operationally. Mr. Hutchinson also notes, “By running the WRF model internally, WSI is able to optimize the model for the disruptive weather needs of our clients. This provides a significant advantage over third-party sourcing. WSI has focused RPM’s highly detailed forecasts to cover specific areas of customer interest, such as CONUS, Europe, and the Caribbean, while still providing global coverage for longer haul aviation routes.”

Forecast Precipitation is just one example of the decision support tools that can be derived from RPM and integrated into WSI products such as WSI Fusion, Pilotbrief Online and Hubcast. Other possible RPM derived decision support tools include Global Graphical Turbulence Guidance, Ceiling, Visibility, Icing Potential, and many other severe weather parameters.



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In addition to Forecast Precipitation, WSI has recently added a number of other features to Fusion. Examples include, GPS RAIM Prediction, modified and improved Looping features, Global Pseudo Radar coverage, and Global Position report integration.

Airline Dispatchers Federation attended the: NBAA Dispatcher & Schedulers Conference - Awards Luncheon

ADF's Executive Vice President, John Schwoyer attended NBAA's Dispatchers and Schedulers Conference on 1/27/09 in San Antonio Texas accompanied by 2010's ADF's Scholarship recipient, which was presented at the awards luncheon. This donated scholarship (in conjunction with AGS-Airline Ground School) awards \$3500 to one applicant yearly.

The ADF, NBAA, and AGS are committed to Safety and do so by promoting continued learning opportunities for those chose to grow in a transportation profession.



ADF congratulates Ms. Green, this years selected recipient and also thanks those applicants who submitted for this scholarship to pursue an Aircraft Dispatcher Certificate.

ADF looks forward to continued partnership with NBAA and AGS promoting an Aircraft Dispatcher Profession offering the highest level of safety for our traveling public in North America and throughout the world.

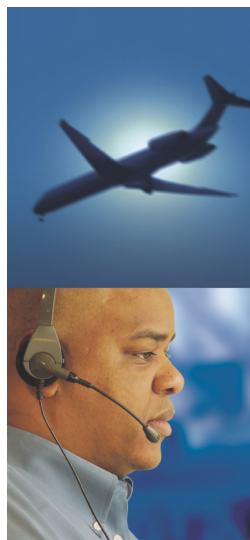
ADF Selected by RTCA Policy Board:

ADF was selected by the RTCA Policy Board to continue its work within ATMAC (Air Traffic Management Advisory Committee) for the 2010-2011 term.

ADF President, Joseph J. Miceli will be ADF's primary contact for this group and ADF's EVP (John Schwoyer) and ADF's Secretary (Patrick Boyle) will be Joe's replacement. (should he be unable to attend a meeting)

ATMAC is utilized as a Federal Advisory Committee and makes consensus-based recommendations to the FAA related to policies, and investment priorities for enhancing the safety, capacity, and efficiency of the National Airspace System. (NAS)

More information about RTCA and ATMAC can be found at:
http://www.rtca.org/aboutrtca.asp#spec_comm



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– Airline Command Center Manager

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Airline Dispatchers Federation 2010 Annual Safety Symposium

Safety and Professionalism Today, Tomorrow, and Beyond

October 11-13, 2010

Sheraton Crystal City Hotel
Arlington, VA

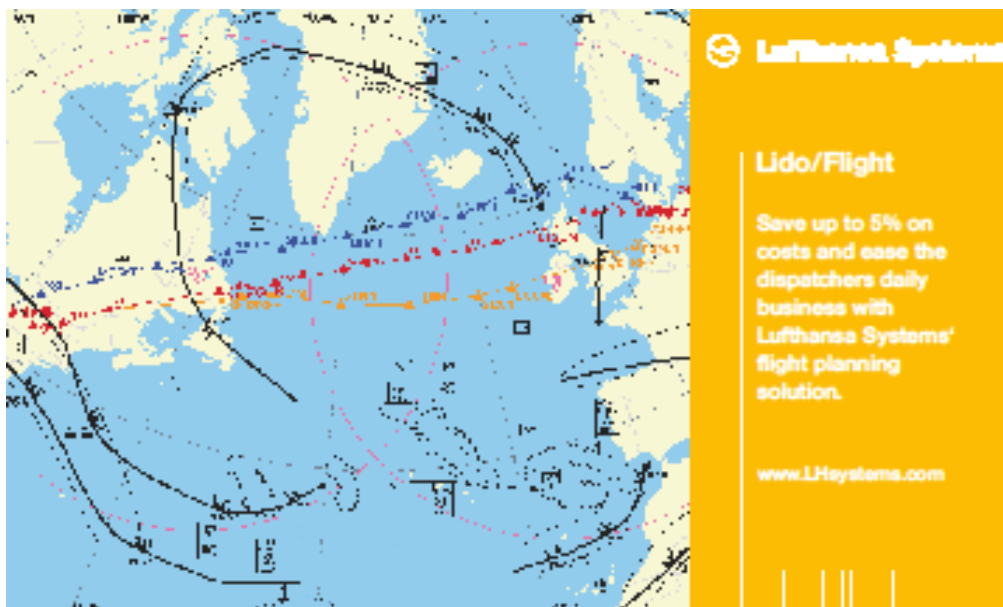
Invited speakers from: FAA, RTCA, JPDO, NATCA,
NASA Ames and more

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Registration is FREE for ADF Members

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Founded in 1961, IFALDA is an international organization comprised of the various Aircraft Dispatcher / Flight Operations Officer associations that have formed throughout the world. Our purpose is to create and maintain the highest and most professional level of standards and safety in civil aviation.

Around 1990, two new professional organizations were chartered from IFALDA, they are ADF and EUFALDA. What this means is anyone who joins ADF or EUFALDA is also encouraged to join IFALDA.

IFALDA works as a global partner with ADF and EUFALDA to support safety and professionalism in airline operational control. IFALDA also has various members in all major regions of the world.

Our projects continue with our Observers Seat at ICAO which gives us a direct link into what's happening within ICAO. One of our board members serves as Chair on the IATA IOSA Flight Dispatch Audit Task Force. We are also working closely with EUFALDA as they work with EASA and the EU for the requirement of qualified aircraft/flight dispatchers in Europe. We also participate as an advocate voice for flight dispatch in harmonization meetings between the US FAA and the European Union's EASA. We also comment on and participate in relevant accident/incident investigations.

IFALDA and EUFALDA have recently been invited make a presentation at an upcoming IFALPA conference on the aircraft/flight dispatcher's role and benefits for a safer and more efficient operation. Did you know the term "Aircraft Dispatcher" in Europe often refers to the Ground Operations Load Planner working the flight at the gate? Many countries around the World have recognized the value of the aircraft dispatcher and have taken the necessary steps to integrate this position into their operation.

Global Warming is in full swing and on Friday February 12th the United States had snow fall in 49 out of 50 States. IFALDA is looking forward to Spring and our annual conference, May 3-5, 2010, at the Flamingo Las Vegas. We have some great speakers lined up. On Wednesday, May 5th, after the conference ends, we have an optional tour of the US Air Force Thunderbirds Museum at Nellis AFB. Mark your calendars and please be sure to book your accommodations early as rooms are limited. For conference registration, hotel reservations and event details please visit our websites at www.ifalda.org or www.ifalda.com , just click on "Register" and this will take you directly to our event website.

We are currently accepting nominations for these positions, term length is two years.

President

Vice President – West

Vice President – Finance

Vice President – East (1 year remaining)

I would like to thank everyone for your continued support of all three organizations and I hope to see you in Las Vegas.

Rick Ketchersid

President of IFALDA

Greetings from IFALDA,

The 2010 IFALDA World Airline Dispatchers Conference and Annual General Meeting is less than two months away. If you haven't yet planned to join us in Las Vegas, NV, U.S.A, why wait? Take a look at all this event has to offer the Aviation professional and register now!

- ◆ We have numerous Exhibitors, including Sabre, WSI, and Lufthansa Systems, lined up who are eager to demonstrate their products and answer your questions.
- ◆ Numerous Guest Speakers booked to discuss the present and future state of Flight Dispatch with emphasis on regulation, efficiency, and safety.
- ◆ Included Cocktail Reception on May 3rd (after all, it IS Vegas!), Lunch on May 4th, and beverages throughout the event.
- ◆ Preferred rates of \$50/nt for Deluxe Rooms at The Flamingo Las Vegas on May 3rd and 4th. Or upgrade to GO Deluxe for \$85/nt. Book fast as these rates will be available only until Monday, April 5th.
- ◆ Exclusive and included tour of The United States Air Force Thunderbirds facility at Nellis Air Force Base on May 5th. The tour is free and transportation is included. NOTE: It's a separate ticket on our event website so make sure you book it IN ADDITION to your Conference registration. Due to security requirements, you must reserve your spot on the tour prior to 1200 CST on April 26, 2010.
- ◆ Best of all, you will be able to enjoy the camaraderie of fellow aviation and flight dispatch professionals and will have the opportunity to network with an exclusive group of Speakers, Attendees, and Exhibitors.
- ◆ Register at : **WWW.IFALDA.COM**



ADF Leadership

President: Joseph Miceli (United)

Executive Vice President: John Schwoyer
(American Eagle)

Treasurer: Mike Timpe (Horizon)

Secretary: Patrick Boyle (Express Jet)
Historian / Librarian

VP of Industry Relations: Vacant

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: Tom Radtke (United)

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

Jumpseat Issues: Phil Brooks (United)

Publications / Media: Vacant

ADF Meeting Schedule

2010

May 3rd—Las Vegas, NV (Flamingo Hotel)
In conjunction with the IFALDA AGM

July 17th — Seattle, WA
Holiday Inn SEA-TAC
Special \$99 incl. Breakfast ADF rate

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

2011

January 19th—Dallas / Fort Worth

April 20th — Los Angeles

July 20th — Chicago

October Symposium— Las Vegas



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ADF News

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