



THE ADF NEWS

“Keeping the Dispatch Professional Informed”

Volume 11 Issue 2

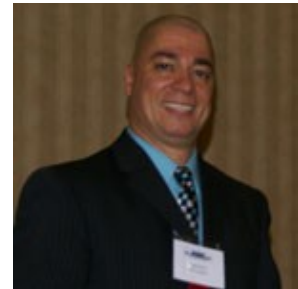
Web Site: www.dispatcher.org

Spring 2011

A Note from the President,

Dear Members,

People working together on behalf of others for a particular cause without payment for the good of ones profession. This altruistic activity know as volunteerism is exactly what your ADF Board does for you and your profession as Aircraft Dispatchers on a daily basis. Taking time out of an already busy schedule to attend meetings, write papers, fly to events, and be vocal for the betterment of our class and craft. This is not an easy task however it needs to be done. Make sure you take a moment to thank your fellow colleagues involved with the ADF and all the hard work they have done, on their own free time!



2011 has already started off as a busy year for your ADF Board. NextGen’s and its development is on-going and ADF is right in the middle of this key improvement attending meetings in Washington DC monthly. This is necessary to insure Aircraft Dispatchers voice is heard and remains in the loop with FAA’s key transformation of our current National Airspace Structure. We recently awarded another scholarship at Women of Aviation’s Conference staying involved with our youth who are interested in becoming Aircraft Dispatchers. ADF continues to be involved in ARAC, ATPAC, JPDO, TOPs, Flight Object, and SWIM meetings. ADF will again attend NATCA’s Safety Convention, speak at NBAA’s FPAW event this October, and attend other industry gatherings continually being visible and advocating our voice for “A Single Level of Safety” which starts with Licensed 121 Dispatchers and our partners in safety, Pilots, and Air Traffic Controllers.

Now that winter is behind us, we look forward to what spring and summer and all it has to offer... Thunderstorms! (Aircraft Dispatchers wouldn’t have it any other way)

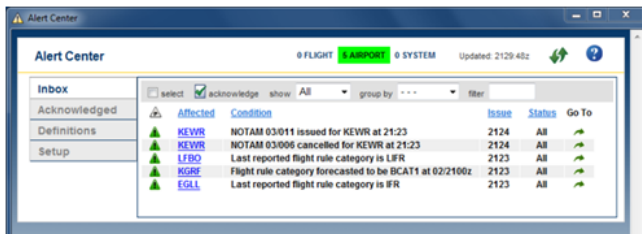
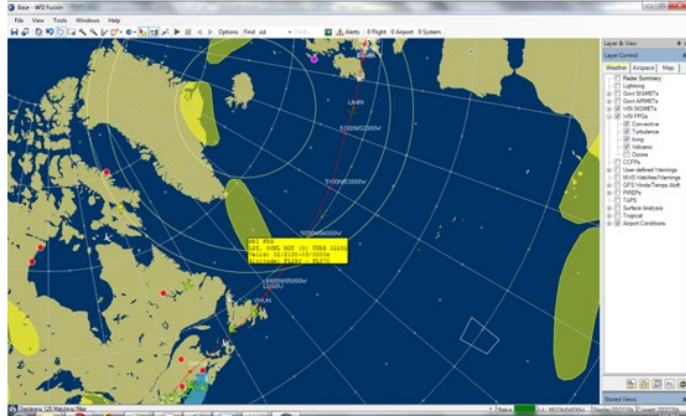
Best Regards,

Joseph Miceli, President ADF

Virgin Atlantic Chooses WSI for Aviation Decision Support Largest International Weather Company and Leading Global Airline Team for Advanced Flight Operations Management

Weather Services International (WSI) announced in February that Virgin Atlantic has chosen WSI Fusion as the cornerstone of a comprehensive suite of operations management tools and data services. The solution will provide aviation decision support for Virgin Atlantic's Integrated Operations Control Center.

“By combining superior global weather information and WSI’s proprietary en route flight planning guidance, WSI will provide Virgin Atlantic with a cohesive global view of operations and significant weather events,” said Mark D. Miller, Vice President and General Manager of Decision Support. “This will be a total solution for multiple groups within the Virgin Atlantic organization, enabling worldwide flight tracking and decision support. WSI is actively engaged in EUROCONTROL SESAR and FAA NextGen initiatives to ensure that WSI Fusion meets current and future operational requirements.”



Together WSI and Virgin Atlantic plan to expand their relationship in proactive operations management with an augmented flight planning process. WSI Fusion will enable Virgin Atlantic to proactively monitor and manage by exception airport status and Extended Twin Engine Operations (ETOPS) requirements using the WSI Fusion Alert Center.

“After an extensive search of available options to enhance our flight planning and flight watch processes for ETOPS, we decided that WSI offered the best combination of functionality, performance and customer support,” said Keith Braid, Integrated Operations Centre Manager, Virgin Atlantic. “Coupling our world-class aviation organization with the global authority that WSI delivers in its forecasting skill and meteorological information gathering is an ideal pairing that will produce superior results and keep Virgin Atlantic at the cutting-edge of situational awareness and operational flight planning.”

For a no-charge, no obligation trial of Fusion, contact your WSI account manager today.

Donny Pattullo
978.983.6616
dpattullo@wsi.com

About WSI Fusion

In addition to Virgin Atlantic, WSI Fusion is used operationally by a global base of airport, airline and business aviation operators including American, Southwest, Continental, Alaska Air Group, and many more. Customers may leverage a suite of WSI products including Global Enroute Hazards, Global Lightning, Terminal Forecast Services, Hubcast, and Pilotbrief for unparalleled tools that provide stakeholders at each level of their organization with common situational awareness and world class operations decision support.

WSI Fusion 3.1 is compatible with Windows XP and Windows 7.

About Virgin Atlantic

Virgin Atlantic: Virgin Atlantic, one of the world's leading long-haul airlines, was founded in 1984, and currently has 38 aircraft in its fleet. Virgin Atlantic offers service from 10 U.S. cities to London and onto a range of long-haul destinations worldwide. From its main base in London Heathrow and Gatwick, Virgin Atlantic services destinations as far apart as Las Vegas, Tokyo, Delhi, Boston and Shanghai. Sir Richard Branson is the President of Virgin Atlantic and Steve Ridgway is the Chief Executive. Even with Virgin Atlantic's continued growth, the service still remains customer driven with an emphasis on value for money, quality, fun and innovation; ensuring flying Virgin Atlantic is always an event.

What has ADF been doing lately?

By John Schwoyer,
ADF Executive Vice President

Often many members wonder what ADF is doing and what dues are going to and those who are involved often get so involved they neglect to share this information so let me take some time to share some information about one meeting recently. I attended the monthly Joint Planning & Development Office (JPDO) Aircraft Working Group (AWG) for the ADF which was hosted by NASA Ames research facility. ADF is working to promote dispatch within the framework of NextGen to ensure that Dispatch and Operational Control remains where it belongs in the Airlines Operations Center working jointly with the Flight Crews and ATC. The host of the meeting is often given time to make a presentation to the group and NASA took this opportunity to show two presentations (linked available on ADF website). These presentations are often for the groups input, educational, or promote a new product. Let me briefly update you on the status on ADF project and then talk about our host's presentations.



My involvement with the JPDO AWG is to promote dispatch and operational control, and specifically in this meeting I was involved in the continuation of placing the Airline Dispatch Operational Control Center within the NextGen Avionics Road Map. This placement in the Road Map is paramount since it is the foundation of the NextGen Architecture to show connectivity between Dispatch, and the aircraft cockpit as well as the Air Navigational Service Provider both in prior planning and active flight following. This endeavor is time consuming since the most restrictive element is the aircraft and I also had to demonstrate the active involvement each dispatcher has invested in each of their flights thus conversely in the health of the entire National Airspace System through their respective Operational Centers. In government any change or addition to an existing document is time consuming and this modification to include our Dispatch Operational Control Centers officially into the framework of NextGen is no exception. There are often road blocks such as limits of aircraft data flow, global harmonization, and often the lack of understanding the involvement a Dispatcher has in operational control of their respective flights to name a few. The good news is that ADF has made great strides educating and clarifying some of these issues and Operational Control Centers are being added to the NextGen Road Map. The JPDO has even added a special subgroup to get more involvement with this project and help clarify these and other road blocks. I am staying on my main working group which still owns the project as well as contributing to the new subgroup once it starts up. I will continue to update the group on advancements as they become available. In the meeting the NASA presenters came in to the end of my presentation and where interested in dispatch and our involvement.

The first NASA presentation was by Dave McNally on Separation Assurance of flight routes for improved operations both for the NAS and the stakeholders. This near term concept looks at modifying flight routes and trajectories to be more efficient while still maintaining separation assurance requirements. This NASA initial project just looked at one center (ZFW) for thirty weekdays at three to four hour blocks at a time but optimized all flights above 11000 feet AGL within that center for the test parameters. [The article provides a link to the power point presentation](#) but in short this NASA study saved an average of three (3) minutes per-flight which amortizes to millions of dollars of savings per year for the stakeholders. I raised many questions that need to be answered which is where the ADF members can help; In questioning the test data I asked the following:

- Where the actual aircraft weights taken into consideration, to see if the aircraft could climb to that "best" altitude?
- If aircraft was fully operational or if MEL's were applied that could limit performance?
- If the airline/flight performance criteria were taken into consideration, i.e. best rate of climb or most optimum rate of climb?
- Was the weather and temperatures aloft taken into consideration against the aircraft and crew?

The scientist shared that all parameters were based on general manufacturer information and no specific data was provided other than the radar returns. I spent some time fully explaining the role of a Dispatcher and how many parameters of the flights and consequently this study metrics are preset by dispatch and how that information can dramatically alter the results of performance and subsequent NAS separation. The scientist was excited to have this insight and realizes that he can adjust and further improve this product if he applies specific factors and was very interested in having a dispatcher and their associated airline work together to refine this product. This "partnership" could have great benefit to all but especially the dispatch profession as it could continue to further educate the industry of the Dispatch function especially into to this product and others from NASA. I am not certain of the level of involvement NASA is looking for in this partnership. It may be a simple email conversation to develop better dispatch procedural concepts in this design or it can be a full "partnership" with the dispatch and associated airline where sharing of information about specific flight and aircraft characteristics will need to be revealed to gain accurate fuel and NAS savings. I told the JPDO and NASA group I would be happy to put the information out there to allow all in the ADF members to get involved thus have a vast pool of dispatchers and airlines to work together for improved NAS and fuel efficiency. If you and your airline would be interested please contact: [McNally, David \(ARC-AFT\) \[dave.mcnally@nasa.gov\]](mailto:McNally, David (ARC-AFT) [dave.mcnally@nasa.gov])

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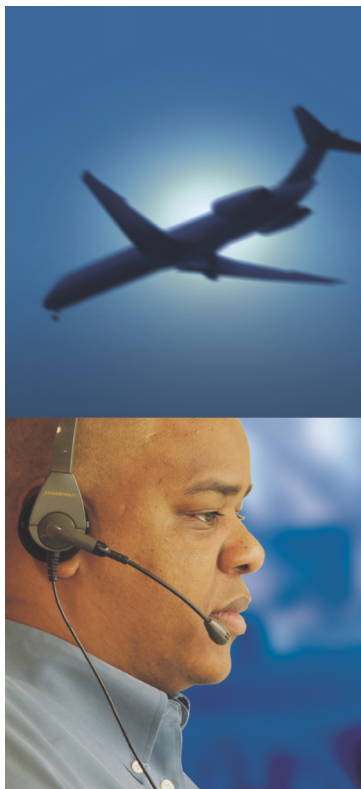
What has ADF Been doing lately...

[The second presentation was more to do with the Flight Department](#) but has a Dispatch element and is also be beneficial to share. This second presentation discussed a new product designed by NASA; an Emergency Landing Planner (ELP) which takes information from the Health Systems indications within the aircraft and evaluates them with other Flight Management

System information, and Airport Data to provide a "best case" airport list for emergency landing and aid graphics on PFD, ND, and CDU. Again, I asked several questions to the developing scientist but most important question was; does this system look at NOTAM's? I was surprised that the answer was "NO", and I took the time to point out how this could be a fatal error. I advised that in the test parameters they looked at Mountainous operations in the winter and that NOTAM's would show reduced; lengths, widths and even reduced braking action. Now when this product was developed it was with flight crews and not dispatch so it placed in crews view i.e. Captain's Emergency Authority due to the nature of the situation verse the Joint Operational Control with Dispatcher. I do not want to take away from the product for it can be of beneficial to the flight department and overall airline safety but I did suggest future tests include dispatch for an additional layer of safety and definitely consider adding NOTAM's. This product was just one of many in a line for Integrated Vehicle Health Management (IVHM) systems within NASA that verifies and validation tools, technologies, and techniques for automation detection, diagnosis, and prognosis that will enable mitigation of adverse events during flight. If you are interested in discussing this or other flight products please contact: Smith, Dave [david.smith@nasa.gov]

ADF goals continue to be the promotion of Joint Operational Control to increase the safety of all airlines through education of the Dispatch Roles and Responsibilities. I want the members know that ADF has made great strides to gain a stronger foothold into the NextGen and outside programs that support the industry and will continue to educate the industry and fight to protect our joint operational control which has been proven to enhance and improve the level of safety.

<https://dispatcher.org/images/Library/nasa.pdf>



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.

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– Airline Command Center Manager

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World Airline Flight Dispatchers' Conference 2011
&
IFALDA Annual General Meeting
May 9-11, 2011
Delta Centre-Ville Hotel
777 Rue University Street
Montreal, Quebec, Canada

"Operational Control and Global Regulatory Change In The Future"

Conference Agenda: (Subject to change)

Monday, May 9th Bombardier Aerospace Tour (TBA)
 Event Registration
 Vendor / Sponsor Setup
 Welcome Reception
Tuesday, May 10th Guest Speakers / Presentations
 Gala Dinner or Evening Event (TBA)
Wednesday, May 11th IFALDA Business Meeting / Elections
 12:00 Noon – Conference Concludes
 Afternoon Tour of ICAO General Assembly
Thursday, May 12th Optional Tour (TBA)

Hotel Room Reservations:

Delta Guestrooms: \$159.00 (Canadian) Per Night / Single or Double*

Signature Club Guestrooms: \$209.00 (Canadian) Per Night / Single or Double*

**The group rate is extended for up to three (3) days prior and three (3) days following the meeting dates, based upon availability. Reservations requests received after April 15, 2011 will be accepted on a space available and a rate available basis.*

Room reservations can be made directly through the hotel website or by phone.

<http://www.deltacentreville.com/010508a>

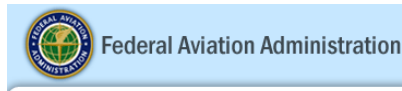
Toll Free Reservations: 1-800-268-1133 Fax: 1-888-315-1515

Hotel phone direct line: 1-514-879-1370 Fax: 1-514-879-8589

Note: Please be sure to ask for the "IFALDA RATE" when making your reservations.

(IFALDA Mission Statement)

"To Coordinate the Professional Efforts and to Represent the Professional Interest of the Various Aircraft Dispatcher / Flight Operations Officer Member Associations on a Global Level" www.ifalda.org



[Federal Register: March 3, 2011 (Volume 76, Number 42)]

DEPARTMENT OF TRANSPORTATION Federal Aviation Administration [Docket No. FAA-2011-0146]

Notice of Intent To Review Structure of the Aviation Rulemaking Advisory Committee

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Notice and request for public comment.

SUMMARY: The FAA is considering restructuring the Aviation Rulemaking Advisory Committee (ARAC). This notice is to inform the public of FAA's intent and invites the public to provide any ideas or thoughts it may have on this matter.

DATES: Send your comments on or before April 4, 2011. <http://edocket.access.gpo.gov/2011/2011-4749.htm>

Diversion Management is Key Focus for *Sabre AirCentre Flight Explorer*

Costing airlines millions of dollars every year, diverting an aircraft is not only expensive, but also complex and difficult. Due to the number of factors involved, unless it is an emergency, most airlines often choose to circle and burn up fuel rather than divert to an alternate airport. Now there is another option.

Sabre® AirCentre™ Flight Explorer is introducing several new capabilities to aid airlines in evaluating diversion options and to enable operators to make cost saving decisions in real-time.

Proactive alerting is key. And so is distinguishing between aircraft that have merely made a destination change from those that are truly diverting. As part of the most complete ASD solution, timely alerts and notifications combine with core *Flight Explorer* decision support tools. The result is improved diversion management based on a comprehensive view of decision drivers such as real-time aircraft and flight data, individual airline requirements, airport traffic, and even evolving event impacts.

As an example, when an aircraft must be diverted for an emergency, time is of the essence to find an appropriate airport that meets the emergency landing requirements. *Flight Explorer's* Emergency Diversion tool is an informational airport search tool that sorts airports by runway length, type and distance from the aircraft.

With current capabilities plus constant and continuous innovation, *Flight Explorer* continues to be an essential means for improving overall flight operations including diversion management.

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About Sabre Airline Solutions

The world's leading provider of integrated solutions and services for airlines and airports, Sabre Airline Solutions helps companies generate more revenue by optimizing performance in 14 key areas of airline operations. More than 300 leading carriers and over 100 airports use Sabre Airline Solutions to better market their schedules, sell their products, serve their customers and operate efficiently. Sabre Airline Solutions was founded in 1960. For more information on Sabre Airline Solutions, please visit www.sabreairlinesolutions.com.

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

Jumpseat Issues: Phil Brooks (United)

Publications / Media: Vacant

ADF Meeting Schedule

2011

April 30th — Dallas/Ft. Worth
TWU Local 542 offices
1201 Airport Freeway, Suite 386
Euless, TX 76040
(817) 545-2326

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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Washington, DC 20006
1-800-OPN-CNTL

ADF News

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WANTED!
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