



THE ADF NEWS

“Keeping the Dispatch Professional Informed”

Volume 11 Issue 3

Web Site: www.dispatcher.org

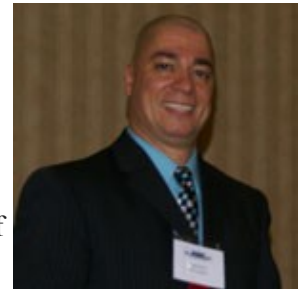
Summer 2011

A Note from the President,

Dear Members,

On January 12, 2009, the FAA issued and published a noticed of proposed rulemaking (NPRM) on training qualifications, service, and use of crew members and aircraft dispatchers which ADF responded to it.

Now the FAA is attempting to push through "Contract Dispatching" as part of its [newly published SNPRM](#) with just a 60-day response period!



(Comments are due July 20th, 2011)

Contract Dispatching **was not** part of the original NPRM in 2009 and the FAA also wrote a letter stating they were not pursuing this avenue. (All documents are posted on ADF website)

ADF has concerns with the FAA's urgent need to outsource FAR 121 dispatchers to the lowest bidder as part of it's latest published SNPRM putting America's flying public and world wide travelers at risk.

"Aircraft Dispatching is not like getting a bid to have your aircraft overhauled outside US soil, and you think the FAA would have learned from all those third party maintenance fines it has recently handed out!" "Contract Dispatching can only compromise Safety, Operational Control, and Mutual Trust between the Captain and his/her FAR 121 Licensed Dispatcher and should **NEVER** be allowed or attached as an option with this SNPRM".

(Continued on the next page)

A Note from the President... (continued from the previous page)

ADF suggests that ALL FAR 121 licensed Aircraft Dispatchers, members and union leadership, respond to this SNPRM with factual information in its responses to the FAA. ADF also suggests you write or contact your local elected state officials on why this practice should not be allowed!

ADF will send its official comment to this FAA's SNPRM issued before the July 20th deadline and has already reached out to the Congressional Aviation Sub-Committee insuring all parties are aware of this surprise addition to the original 2009 NPRM.

Members of ADF please know that your leadership and its board members are committed to having YOUR VOICE HEARD! ADF and its membership pride itself on the highest single level of safety and continue to fight this and other attempts to lower the level of safety to the lowest bidder!

Best Regards,

Joseph Miceli, President ADF

Editors Notes:

You may read the SNPRM in its entirety here....

http://www.faa.gov/regulations_policies/rulemaking/recently_published/media/FAA-2008-0677.pdf

Page #2 explains how YOU can respond to this SNPRM

Page 55 begins the section... **D. Establish deviation authority to allow contract aircraft dispatcher services (§ 121.1411)**

Here is a Q&A from an FAA Safety Inspector...

Supplemental Notice of Proposed Rule Making (SNPRM) for Qualification, Service, and Use of Crewmembers and Aircraft Dispatchers Q&A

What is the SNPRM and what does it do?

Due to the large number of comments and concerns submitted when the original NPRM was issued in January, 2009, a SNPRM was developed. There were over 3000 pages of comments to the NPRM received, and by law, the FAA has to respond to them. As a result, there are some significant changes in the SNPRM as they relate to the original NPRM.

What changes are in the SNPRM that relate to dispatchers?

There are several changes that resulted from the review of comments.

- The requirement for Supplemental operators to have certificated aircraft dispatchers that must be trained in accordance with the new subpart CC.

- A deviation authorization to the requirement that all dispatchers must be employees of the certificate holder. This provision allows a deviation for the certificate holder to use contract dispatch services if they can show that they will be able to maintain an equivalent level of safety.
 - For the first time, the FAA sets forth requirements and training to be a check dispatcher or instructor.
 - There is now a definition and requirement for the training of “other operations personnel.”
 - The five hour operating familiarization rule has been modified so that when accomplished in a simulator, credit will be given for briefing and de-briefing time.
- Dispatcher requalification requirements have been codified.

Are these provisions going to be in the new rule?

Not necessarily. This is a proposed rule, and as such is open for public comment until July 19th. The final rule will be issued after all the comments are reviewed and answered as required by the rule making process.

How do I post a comment to the SNPRM?

The SNPRM is posted in the same docket as the NPRM that was published on January 12, 2009. To access the docket, go to www.regulations.gov. Click on "Advanced search" and enter the docket number in the search field titled "by keyword or ID". (FAA-2008-0677). Then scroll down and click on the SEARCH button. When the documents appear, pick any one and look to the right of the document and click on the blue "open docket folder" to open the entire docket.

To see more documents at once, change the "Results per page" number from 10 to 250.
To see the most recently posted documents, click the top of the "Posted Date" column.

If you want to access a specific document, you can enter the specific document number in the "Advanced Search" field and go right to that document.

FAA-2008-0677-0170- SNPRM

FAA-2008-0677-0171-Regulatory Evaluation

FAA-2008-0677-0175-Draft Aircraft Dispatcher Training and Evaluation Advisory Circular

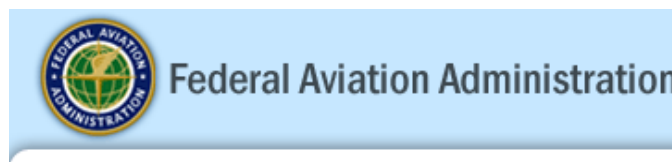
FAA-2008-0677-0177-Technical Report

To post a comment, click in the button on the right side of the document that says “submit a comment.”

Note – all the comments from 2009 are on this docket. Be sure to check the “posted date” to ensure you are not looking at something that was posted 2 years ago.

It is important to read the rule document and preamble before you post a comment. Do not use phrases such as, “I think this is a bad idea.” Be specific on why you like or dislike a provision. Alternatives should be offered if you feel a rule needs to be eliminated, or modified. USE SPELL CHECK.

I am available to answer general questions regarding the SNPRM.
You can contact me at james.c.jansen@faa.gov or my cell, 571-249-6741.



Ice Crystals A New Threat?

(Excerpts from a Boeing Bulletin)

This bulletin summarizes current Boeing information about engine power loss and damage events associated with flight in ice crystal icing conditions. This problem most frequently affects aircraft flying over tropical regions but is not limited to those areas. In 2008, Boeing recorded three events in the United States, two near Chicago O'Hare airport and one near New York's Kennedy airport. All three were at high altitude in convective* weather associated with the remnants of tropical storms which had lost energy but were still producing heavy rain on the ground.

- * Convection occurs when warm moist air rises in an unstable atmosphere. As the air rises, it expands and cools, and water vapor within it condenses to form clouds. Thunderstorms are one type of convective weather that can lift moisture to the tropopause where winds spread the cloud into a recognizable anvil shape. Convective updrafts lift high concentrations of water above the freezing level where the water freezes, and grows to hailstones or falls as rain.

Ice crystal icing affects engine models differently. Engines on Boeing aircraft have experienced flameouts, surges, high vibrations, and compressor damage due to ice impacting the fan blades. Flight crews are not always aware that the engines have been damaged as a result of flight in convective weather containing ice crystals. Data gathered from pilot reports, flight data, and meteorological studies were used to develop the best practices summarized in this bulletin. Our understanding of the ice crystal icing phenomenon and its flight deck effects is evolving. This bulletin may be updated as more information becomes available.

A New Threat?

Until now, ice crystals at high altitude have not been thought of as a threat to aircraft because they do not lead to airframe icing. However, the industry has identified a condition in which solid ice particles can cool interior engine surfaces through melting and ice build-up. When the ice sheds, it can result in engine power loss or damage. Symptoms of a power loss can be a surge, flameout, or high vibration. Typically, the engine power loss has occurred at high altitude, in clouds, as the aircraft is flying over an area of convective weather where little or no weather radar returns were observed at the flight altitude. In other cases, flight altitude radar returns were observed and pilots followed standard thunderstorm avoidance procedures. Despite pilot avoidance of weather radar returns, engine power losses have occurred. Avoidance of ice crystals is a challenge because they are not easily identified.

Indications of Ice Crystal Icing

Breaking down the above report and analyzing the weather in similar incidents has increased our confidence in the following traits associated with ice crystal icing:

3.1 In clouds at high altitude

- All pilots report being in clouds when the ice crystal-induced engine power loss events occur.
- More than 60% of these events occur in the Asia-Pacific region, in a tropical environment, where warm air can hold more moisture. This air rises and cools, forming clouds containing a great amount of ice at high altitude.

3.2 No weather radar returns at flight level

- This ice is thought to be concentrated in very small particles, the size of baking flour - a poor reflector of radar energy despite the density.

3.3 Heavy weather radar returns below flight level

- From event weather radar analysis, events consistently occur when the aircraft is in Instrument Meteorological Conditions (IMC) and over-flying an area which would be amber or red on the pilot's weather radar. Ice that has been lifted to high altitude eventually falls through the freezing level and begins to melt. These wet particles are much more reflective and therefore visible (amber or red) to radar. These clouds can be identified by pilots if they manually tilt the radar down to scan below the freezing level.



Information for Dispatchers

10.1 On IR satellite image

Look for large (>180KM) region of cloud tops at or above the altitude of the tropopause

Events typically happen in deep convection identified on an IR satellite image by a large round or oval "enhanced" region of cloud on the order of 180 km or greater. The enhanced region is where cloud tops are at the tropopause* temperature (obtained from nearest observed or forecast sounding see figure B) or colder. Approximately 80% of the events we've seen have occurred in mesoscale convective systems (MCS*).

10.2 Warm season thunderstorms

ISA +5 to +20C

The events are often found in MCSs with a tropical-like moist atmosphere. Events are occurring with equal frequency over land and water. A majority of the events tropical and subtropical regions, but they can occur anywhere convection is found. The temperature profiles are 5 to 20C warmer than ISA during events showing that this is a warm season or warm climate phenomena. The events recorded in 2008-2010 in the USA occurred in remnants of hurricanes and tropical storms.

10.3 Storm cloud top temperatures

Typically from -55C and colder (elevations above typical cruise altitudes)

Infrared cloud top temperatures were measured and recorded for each event location. As a result of the analysis, the median cloud top temperature was found to be -63C, the middle half of events had cloud top temperatures ranging from -55 C to -70 C, the maximum temperature was -44 C, and the minimum was -87 C

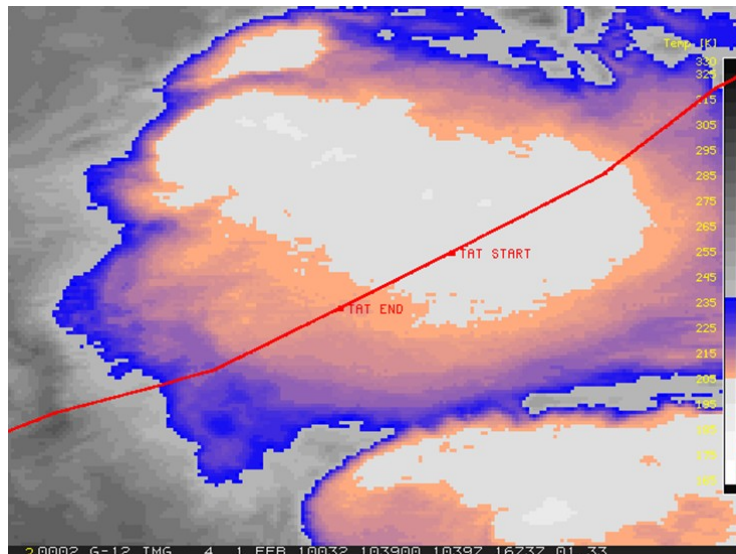


Figure A: Enhanced infra-red satellite image showing clouds at or above the tropopause in grey and white colors. The airplane track is shown in red. An engine damage event occurred during a TAT anomaly, noted by TAT start and TAT end notations. In the flight deck, the flight crew observed an auto-throttle disconnect associated with the TAT anomaly.

Tropopause: Abrupt change in environmental lapse rate .

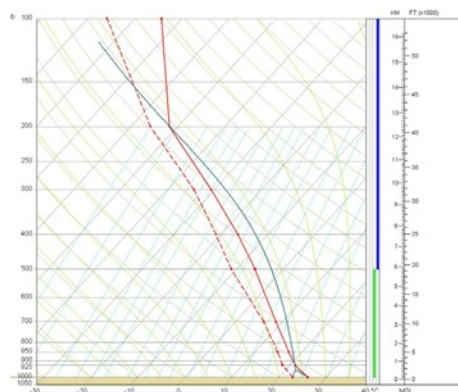


Figure B: An average sounding compiled from engine power loss and damage events up through 2009

10.4 Moderate and/or Heavy rain below the freezing level (> 30dbz)

Radar data from events show that below the aircraft there was heavy rain identified by greater than 5.5 mm/hr (30 dBZ) or amber or red on the on board weather radar (1 mm/hr = 23 dBZ, 10 mm/hr = 37 dBZ, and 100 mm/hr = 50 dBZ)

10.5 From the flight deck: Little or no radar at flight level (<20dbz)

Little to no radar reflectivity is typically detected at flight level during events. Reflectivity values have ranged from 10-25 dBZ at the engine event altitudes. Pilots can only detect 20+ dBZ, which make these areas mostly transparent to pilots.

10.6 Be aware of CAPE, Lifted Index* and Precipitable Water* values along the route*

A study of environmental parameters indicates engine events occur with moderate instability (median CAPE of 1,141 J/kg & median lifted index of -3.7), high moisture (median precipitable water of 2.3") The highest risk areas will be MCS's that occur within an environment that has PW values of 2" or greater.

10.7 Guidance for flight crews:

Avoid flying over the deepest convection in IMC, at temperatures below freezing. Pilots should also be advised to avoid flying down shear from convective cells in-cloud, at temperatures below freezing, especially if light returns (20-29 dBZ on aircraft weather radar).

10.8 Summary of Key Points for Dispatchers

- MCS with clouds over tropopause height 180km in size
- ISA +5 and greater
- Cloud top temps < -55
- Moderate and/or Heavy rain below the freezing level (> 30dbz)
- Precipitable Water values of 2" or greater

Forecasters should be aware of any MCS's along the route and minimize (or avoid) routes through enhanced cold cloud top regions.

10.9 What the flight crews will notice and actions to take

- Little or no radar at flight level (<20dbz)
- Amber and red returns below the flight level

Advise pilots to tilt radar down and scan below airplane. Highest risk areas will have a combination of heavy rainfall below aircraft (likely no returns at flight level) and enhanced infrared region on satellite within MCS.

*10.10 Glossary**

Tropopause: The boundary between the troposphere and stratosphere, usually characterized by an abrupt change of lapse rate. The change is in the direction of increased atmospheric stability from regions below to regions above the tropopause. Its height varies from 15 to 20 km (9 to 12 miles) in the Tropics to about 10 km (6 miles) in polar regions. In polar regions in winter it is often difficult or impossible to determine just where the tropopause lies, since under some conditions there is no abrupt change in lapse rate at any height. It has become apparent that the tropopause consists of several discrete, overlapping "leaves," a multiple tropopause, rather than a single continuous surface. In general, the leaves descend, step-wise, from the equator to the poles.

Mesoscale Convective System (MCS): A cloud system that occurs in connection with an ensemble of thunderstorms and produces a contiguous precipitation area on the order of 100 km or more in horizontal scale in at least one direction. An MCS exhibits deep, moist convective overturning contiguous with or embedded within a mesoscale vertical circulation that is at least partially driven by the convective overturning.

Convective Available Potential Energy (CAPE): The maximum energy available to an ascending parcel, according to parcel theory. On a thermodynamic diagram this is called positive area, and can be seen as the region between the lifted parcel process curve and the environmental sounding, from the parcel's level of free convection to its level of neutral buoyancy.

Lifted Index (LI): is the temperature difference between an air parcel lifted adiabatically $T_p(p)$ and the temperature of the environment $T_e(p)$ at a given pressure height in the troposphere (lowest layer where most weather occurs) of the atmosphere, usually 500 mb. When the value is positive, the atmosphere (at the respective height) is stable and when the value is negative, the atmosphere is unstable.

Precipitable Water: is the depth of the amount of water in a column of the atmosphere if all the water in that column were precipitated as rain. As a depth, the precipitable water is measured in millimeters or Inches

For the full article click here

http://www.dispatcher.org/images/Library/All_Model_Tech_Bulletin_20110516_Ice_Crystal_Icing.pdf

.Feel free to call or email me your thoughts. I don't need an official ADF response.

William A. McKenzie

757/767 Technical Pilot

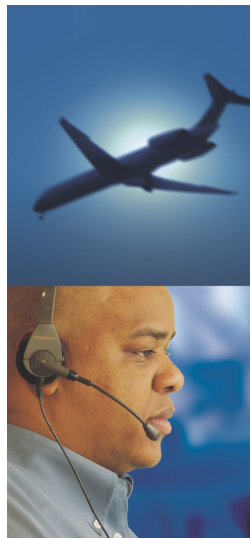
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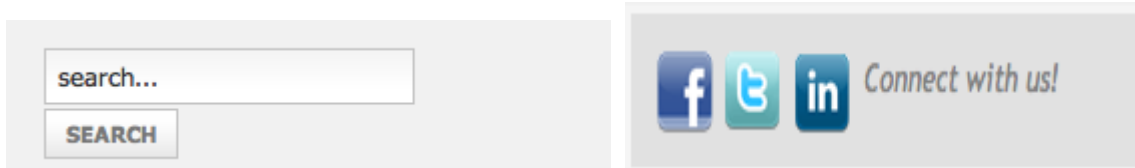
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- As you may of noticed over the last couple of weeks, there have been some changes to the ADF website. Not only did the site get a face-lift, we have added several new features to the site the will help promote the organization and the Airline Dispatch profession. In addition to features you are already use to, here are some of the features we have added to the website:
- Search engine friendly URL's
- Able to now search the website
- Forum's to discuss the latest Industry news, jobs, help for dispatch students, jumpseat information, and anything in general to our profession
- Social Networking, connect with ADF on Facebook, Twitter, and Linkedin
- Job Postings

Some of these features are for members only. If you are having trouble remembering your log-in information, see your airline's delegate, or email membership@dispatcher.org for more help.



Main Forum			
This is the main forum section. As a level one section it serves as a container for individual boards or categories. It is also referred to as a level 1 section and is a must have for any Kunena Forum setup.			
Welcome Mat We encourage new members to post a short introduction of themselves in this forum category. Get to know each other and share you common interests.	1 Topics	4 Replies	Last Post: Re: testing forum post by Brandon Caple 6 days, 16 hours ago
Introduce Yourself Introduce Yourself to the ADF Community	0 Topics	0 Replies	No Posts
Dispatch Issues Discuss anything related to dispatching, work rules, or anything related to our profession	1 Topics	0 Replies	Last Post: Contract Dispatch by Brandon Caple 6 days, 6 hours ago
Jumpseat Help Share your experiences jumpseating whether on your own airline or on other airlines.	0 Topics	0 Replies	No Posts
Students Place were students can come to discuss ADX Written and Practical exams, and to get help from other dispatchers and students.	0 Topics	0 Replies	No Posts
Suggestion Box Have some feedback and input to share with ADF or it Board Members? Don't be shy and drop us a note. We want to hear from you and strive to make our site, and organization better and more user friendly for our guests and members a like.	0 Topics	0 Replies	No Posts

Brandon Caple
ADF Vice President - Technology

Why Did You Divert, Carry Extra Fuel, or Have An Injury?

WSI introduces Fusion Replay to Help You Articulate Your Answer

During an operational irregularity, a flight dispatcher should primarily be interested in maintaining operational control and the safety of passengers and crew. Recording and logging of events as they transpire, although often required, cannot interfere with the primary duties of a dispatcher. Now with a new innovation from WSI, you no longer need to concern yourself with that task.

For example, say yesterday was a really bad day, you had over 50 diversions, 300 cancellations, and many of your aircraft experienced holding while airborne for over 30 minutes each on average. St Louis airport shutdown last night because a tornado damaged the terminal, you had quite a few diversions to offline alternates. An email at 5am this morning from the vice president of flight operations asked if there were any issues while he was out.

WSI Fusion Replay provides meteorological and flight data on-demand, without needing to remember to hit the “record” button. Think On Demand vs. VCR. With historical data as recent as 5 minutes in the past and back 92 days, sophisticated functionality allows you to convey hours of aircraft movement and weather system development in mere seconds. In addition to time lapse visualizations, the time slider allows a snapshot to be viewed on a frame by frame basis. For instance, the included snapshot can be easily saved or emailed for your vice president’s review.

WSI leverages an ever expanding warehouse of data types which have been used to analyze events such as route restrictions, turbulence encounters, and volcanic events.

(continued next page)

The image shows a screenshot of a news article from msnbc.com titled "St. Louis airport repairs m... take a year" with a sub-headline "aged airport buildings". The article text includes: "Lambert Airport in St. Louis say it could take up to a full year to fully 22 tornado.", "ed hundreds of homes in St. Louis County made a direct hit on the airport. he airport was badly damaged, especially one of the concourses.", "la Hamm-Niebruegge told the St. Louis Airport Commission on Wednesday eering reports indicate restoration of Concourse C could take nine to 12", "is intact, but the roof must be replaced along with many of the windows in en in place since 1956.", and "ress. All rights reserved. This material may not be published, broadcast, rewritten or redistributed." Overlaid on the bottom left of the screenshot is the WSI Fusion Replay software interface. The interface includes a menu bar (File, View, Tools, Help), a toolbar, a main map area showing a radar summary with a red box containing flight data: "Radar Summary 89", "Severity: Severe", "Flight Level: 500", "Directions: N/A", "Speed: N/A", "Time: 23/0315Z", "Govt CONV SIGMET 71C", "Valid: 23/0355-23/0355Z", "ALT: SFC-FL450", "WIND: 070 at 40KTS". A "Layer & View" panel on the right lists options like "US NO/Wind", "Radar Summary", "Lightning", "Govt SIGMETs", "WSI SIGMETs", "WSI FPGs", and "PIREPs". A "Time Slider" is visible at the bottom of the software window.

Why Did You Divert, Carry Extra Fuel, or Have An Injury?

(Continued from previous page)

The initial WSI Fusion Replay feature list includes

- 92 Day History
- On Demand Retrieval
- Image Snapshot
- US FAA & UK ASDI
- Flight Filtering
- Route Display
- Aeronautical Nav Data
- US NOWrad
- Radar Summary
- Government SIGMETs
- Lightning*
- WSI Enroute Hazards*
- PIREPs

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WSI Aviation Account Manager, Eastern US, Caribbean, Latin America
978-983-6616
dpattullo@wsi.com

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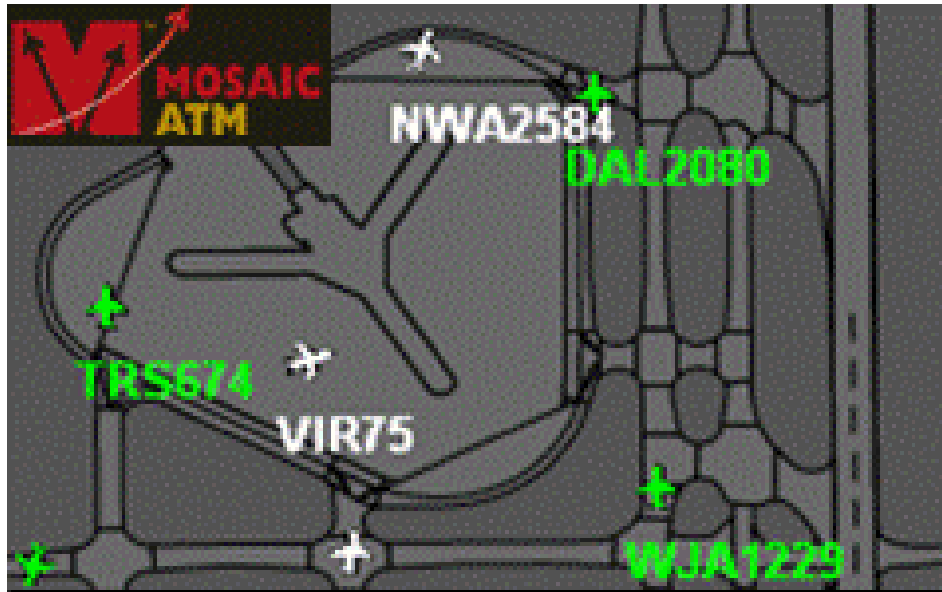
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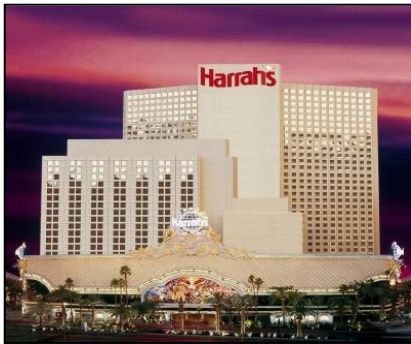
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ADF Meeting Schedule

2011

July 16 Chicago ORD 1230p-500p

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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

Did You Know??

The FAA has gone to a new on-line application system. It's called **AVIATOR**. If you know of anyone that wishes to be hired into the FAA, they will need to reapply using the new AVIATOR on-line program (web application).

You can have them access AVIATOR, at this link:
<https://jobs01.faa.gov/aviator/login/login.aspx?bal=Y>

WANTED!
NEWSLETTER ARTICLES

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2020 Pennsylvania Ave. NW #821
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Editor: Matt Berg
MBerg@Dispatcher.org

Website: Brandon Caple
WebDude@Dispatcher.org

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