



## THE ADF NEWS

“Keeping the Dispatch Professional Informed”

Volume 11 Issue 1

Web Site: [www.dispatcher.org](http://www.dispatcher.org)

Winter 2011

### A Note from the President

Dear Members,

As 2010 winds down and our members get ready for the holiday traveling public including fellow employees, family, friends, and loved ones, ADF has a chance to reflect on it's accomplishments this past year. It's been another busy year for your board members who attended numerous industry meetings in Washington DC. We participated in Women in Aviation and Dispatchers and Schedulers conferences awarding scholarships for further education (courtesy of AGS), attended NTSB symposium's where Colgan Air family members were attendance representing loved ones lost in Buffalo, networked at RTCA symposiums, and joined 3 new committees. (SWIM, Flight Objects, and NextGen's National Airspace Committee and working Group NAC/ NACWG) We also offered our expertise at JPDO, ARC, ATPAC, ATMAC, and NATCA events as well as hosted our ADF Symposium where the FAA on NextGen briefed those in attendance and it's progress.



It amazes me that all the mentioned above was accomplished by a group of working professionals who have regular day jobs yet volunteer their talents for our profession! No doubt ADF will be very busy in 2011 being a voice for our profession and craft as we educate and advocate a “Single Level of Safety” and “Operational Control” between Pilots and Aircraft Dispatchers here in the US and abroad.

Thank You All for your continued support with ADF's mission!

I wish you and your family a safe holiday season wherever your travels may take you.

Joseph Miceli, President ADF

## ATPAC AIR TRAFFIC PROCEDURES ADVISORY COMMITTEE

The ATPAC met in conjunction with the Air Traffic Control Association Conference at the Gaylord National Convention Center October 26 and 27, 2010.

Richard Jehlen, the FAA Executive Director announced that this was his last meeting and introduced Ms. Elizabeth Ray as the new FAA Executive Director.

While numerous ATC procedural and operational issues were discussed and debated below please find a summary of issues concerning dispatch or operational control.

FAA funding is ongoing under a continuing resolution with most FAA components taking reductions with the exception of NextGen.

Revision to navaid naming protocols in an effort reduce confusion around similar names or names the same as airports but not located on the airport continues. Also the project to eliminate or reduce the number of ATC related rule and procedural interpretations and to post the remaining interpretations on a public website has made good progress and should be completed next year.

ALPA requested ATPAC examine how ATC deals with aircraft on approach that have declared an emergency, particularly with regard to change of runway assignments. The committee agreed to wait for the NTSB report on the DAL60 landing at ATL before taking action.

Four digit similar or confusing call signs (mostly a regional issue) and other issues with similar call signs were discussed as it has been for several years. The committee will determine the NTSB's interest in this issue before deciding how to elevate the issue above the ATPAC level.

Pilot expectation of assistance from ATC when minimum fuel is declared was discussed.

While there is agreement that the current definition does not require any assistance, the fact that ATC on many occasions does offer some assistance along with pilot reluctance to declare an emergency has created concern. One possible change would have the ATC controller request from the pilot his intentions in order to provoke an exchange of more information. AFS also advised that they are in the process of updating and issuing the Fuel Planning and Management Advisory Circular that was drafted by ARAC in 1993 in response to the Avianca crash on Long Island but never published by the FAA. Additionally, AFS advised that they were meeting with ICAO the first week in November to discuss fuel issues, including performance based fuel planning. This discussion will continue at the February 2011 ATPAC meeting.

If you have questions or concerns please contact Patrick Boyle or Norm Joseph.



# WSI En Route Hazards and Turbulence Avoidance

The National Weather Service often uses a broad brush when producing SIGMETs and AIRMETs. WSI's Global Enroute Hazards are targeted towards Airline Operations.

Did you know that WSI's Pilotbrief Pro Online, Fusion and Hubcast subscribers have access to premium enroute forecasts for **turbulence, convection, volcanic ash and icing**? This feature-packed product helps dispatchers and pilots stay ahead of changing operational conditions and take proactive steps to maintain smooth and cost-efficient global operations. Lack of accurate and timely forecast information can cost a single flight thousands of dollars due to improper routing.

## WSI Enroute Hazards Include:

### WSI SIGMETs

- Significant weather advisories for turbulence, thunderstorms, icing, and volcanic ash
  - Moderate or greater turbulence or icing
  - Greater than 35% thunderstorm coverage
  - Significant volcanic eruptions
  - Dust causing reduced surface visibilities
- Issued and updated as necessary
- Output as a graphic and formatted text message

### WSI Flight Plan Guidance Graphics

- Depicts potential flight hazards
    - Projects turbulence, thunderstorms, icing, and volcanic ash 12 hours into the future in 3 hourly snapshots
  - Updated a minimum of every three hours
- Hazards amended as needed
- **Output as a graphic and Turbulence Indicator xml message for integration to gridded flight planning systems**

WSI forecast period represents a snapshot at a discrete point in time.

Most services including the National Weather Service use a time-smeared technique where the forecast areas represent the hazardous event throughout a range of time.

The benefit of the snapshot approach is more precise routing around hazard areas resulting in time and fuel savings.

The image below is an example of a NWS SIGMET (large dark green box) covering a 9 hour period, compared to three separate WSI FPGs (small light green boxes) which are snap-shots in time.



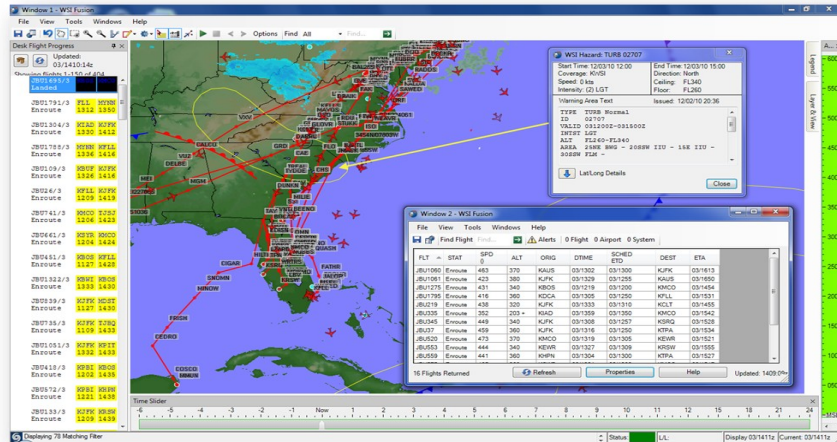
# WSI En Route Hazards and Turbulence Avoidance

(Continued from previous page)

Using WSI Fusion's powerful Alert Center, dispatchers can be proactively alerted anytime one of their flights is projected to intersect a WSI SIGMET or FPG. Users can also view a planned route of flight with forecasted hazards overlaid and then with an easy click-and-drag, modify the route to avoid the hazard.

Below, a dispatcher has just received an Alert for their desk flights intersecting a WSI Turbulence FPG, shown in yellow and with the associated details. The dispatcher has selected to "Show Interesting Flight Routes", which are displayed in red, and "Display Intersecting Flight List" which is shown in the bottom right box. This gives the dispatcher a clear view of the Hazard details and their affected flights.

Using WSI En-route Hazard XML service integrated with a flight planning system, the system can automatically plan an optimal route to avoid areas of turbulence that exceed a pre-set threshold. Over the coming months, WSI will be introducing several enhancements to our existing En-Route Hazards solution:



We will begin to issue formatted text messages when turbulence conditions meet or exceed intensity Level 3 or 'Light to Occasional Moderate' conditions.

WSI turbulence discussions will now always contain a description as to the cause of the phenomenon. While a forecaster will still have some leeway to add free text, turbulence discussions will always include at least one of the following causes:

- Vertical wind shear
- Horizontal wind shear
- Terrain Induced
- Temperature inversion
- Convectively induced
- Upper level front
- Upper level low
- Transverse banding

Since MTN WV areas reoccur in the same locations depending on wind direction, WSI will produce fixed forecast sectors across all known wave generation regions. This phenomenon can occur at multiple altitudes or altitude blocks for a given region. When the separation of these altitude blocks is greater than 5000FT, these will be split into two separate advisories (or cubes).

For a no-charge, no obligation trial of WSI En-route Hazards in Pilotbrief, Fusion or Hubcast, contact your WSI account manager today.

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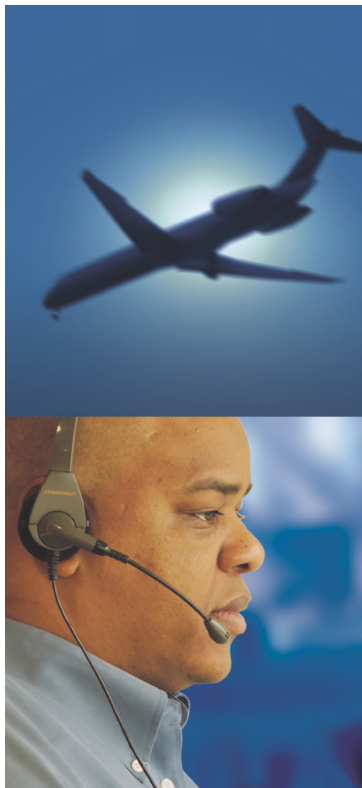
## ADF's Dues Reverts to \$30.00!

Due to ADF's Organizational Incorporation with the District of Columbia, Regular Membership dues will revert to \$30.00 starting on 1/1/2011. (there will be no changes to retired and student members)

ADF's New Membership Billing Cycle will be January 1/December 31 of each year.

To join IFALDA, ADF members will need visit [www.ifalda.org](http://www.ifalda.org) and click on "**Join Today**".

Should you have any questions, please contact: [jmiceli@dispatcher.org](mailto:jmiceli@dispatcher.org)



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*– Airline Command Center Manager*

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## **Sabre Holdings acquires flight planning company f:wz** *Company's world-class flight planning solutions will bolster Sabre offerings*

Sabre Holdings has acquired f:wz, a leading provider of flight planning solutions. This acquisition will enhance *Sabre AirCentre Enterprise Operations* suite of flight planning products and services.

f:wz, a subsidiary of Dubai Aerospace Enterprises, will become part of Sabre Airline Solutions, the world's leading provider of integrated solutions and services for airlines and airports. f:wz's flight planning products and services will augment the *Sabre AirCentre* portfolio, bringing even more cost-saving solutions to its customers.

Based in Vienna, Austria, f:wz provides state-of-the-art solutions to airlines worldwide. In addition to its core Flight Planning capabilities, f:wz's tools also provide services for navigation database management, aircraft performance support, route and restriction database support and NOTAM management. The services allow for real time world wide updates resulting in a completely optimized solution will all restrictions accounted for.

*Sabre AirCentre Enterprise Operations* suite of products and services encompasses flight planning and operations, crew management, airport resource management, and maintenance and engineering solutions. The *Sabre AirCentre* suite has the largest community of airlines around the world and helps them operate more efficiently every day by managing their largest expense line items such as crew expenses, fuel, airport resources and maintenance and improving on-time performance.

f:wz products further increase Sabre's ability to provide airlines with even more costs savings and operational efficiency, including reduction of overall fuel burn and lowering CO<sup>2</sup> emissions.

"f:wz is an outstanding company that has set new, innovative standards in cost reduction and fuel optimization within the flight planning industry and we are thrilled that they are now part of Sabre Airline Solutions and our *Sabre AirCentre* Enterprise Operations suite of solutions," said Steve Clampett, president of Sabre Airline Solutions Products and Services. "Sabre already offers airlines some of the best-in-class flight planning tools so as we integrate f:wz's offerings into our portfolio, we will have flight planning solutions and services that are second to none."

"f:wz is excited to join the Sabre Airline Solutions portfolio as our combined products, services and resources will result in the most powerful flight planning solutions in the industry," said Marc Foerstemann, managing director of f:wz. "Airlines can now enjoy working with a single vendor to handle all of their end-to-end flight planning needs based on the very best technology."

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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](http://www.sabreairlinesolutions.com)



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# ADF Safety Symposium

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## ADF Leadership

**President:** Joseph Miceli (United)

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(American Eagle)

**Treasurer:** Mike Timpe (Horizon)

**Secretary:** Patrick Boyle (Express Jet)  
Historian / Librarian

**VP of Industry Relations:** Vacant

**VP of International Relations:**  
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IFALDA/ADF Liaison

**VP of Information Technologies:**  
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**VP of Aviation Rule Making:** Norm Joseph (Delta)

**VP of Membership:** Debbie Kowalewski (United)

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

**Jumpseat Issues:** Phil Brooks (United)

**Publications / Media:** Vacant

## ADF Meeting Schedule

### 2011

January 22—Westin LAX  
ADF rate \$89

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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