



**Safety, Security, Professionalism**

## **THE ADF NEWS**

“Keeping the Dispatch Professional Informed”

Volume 12 Issue 2

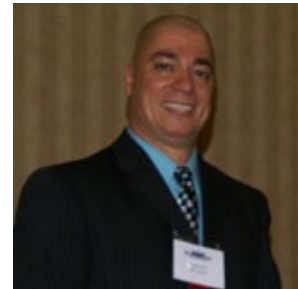
Web Site: [www.dispatcher.org](http://www.dispatcher.org)

Spring 2012

### **A Note from the President**

Dear Members,

Recently ADF was asked by the FAA to submit a synopsis of Aircraft Dispatchers including our inception as a profession, a glimpse of Aircraft Dispatchers history, and a brief overview of how our craft has evolved. After it's content is reviewed, it will be added to the “FAA Dispatch Handbook”.



Recognition in an official FAA document is a “Huge” accomplishment for our organization. Take the time to thank your past and current ADF leadership, ADF's board members, and those who work tirelessly being YOUR voice for our profession!

Thanks again to all who provided suggestions on this project and a special thanks “ADF's Historian” Donna Corbett, who helped us with our history dating back to the 1920's.

Sincerely,

Joseph J Miceli-ADF President

(Continued on Page 2)

**Note From the President** (continued from Previous Page)

The profession of Airline Dispatcher dates to the earliest days of the airline industry. By the late 1920s, airlines, adapting the experience of railroads, began to assign specific workers to the tasks of planning and controlling their operations. As in the railroads, these decision-making employees were called “dispatchers”.

In 1930, federal regulations required written flight clearances detailing fuel load, weather and field conditions, to be signed by both the pilot and a “competent operations employee”. In 1934, new regulations required the operations employee to obtain an Aircraft Dispatchers License. The licensed dispatcher’s permission was required before a pilot could depart, change his clearance, or enter into instrument meteorological conditions. Throughout a flight, pilots and dispatchers remained in contact through two-way radio, sharing joint responsibility for a safe operation.

By 1934, dispatchers recognized the danger of increasingly crowded conditions in airport terminal areas, and began to coordinate aircraft movements among their airline colleagues. Airlines themselves began to develop airway traffic control centers. Finally, in 1936, the federal government took charge of air traffic control, relieving overworked airline dispatchers of their self-imposed guardianship of aircraft separation.

While aircraft dispatchers no longer are responsible to maintain aircraft separation, they continue to plan and to remain jointly responsible, with the pilot-in-command, for the safe operation of each flight. Dispatchers monitor changing weather conditions, aircraft equipment, aircraft maintenance issues, deferrals, and airport operations, thus insuring passenger safety and security.

As skies become increasingly crowded, aircraft dispatchers serve as the focal point for coordinating airline operations with Air Traffic Control, insuring compliance with ATC restrictions and requirements. Most air carriers require an aircraft dispatcher’s certificate and considerable experience for those who manage and control the airline operation on a daily basis.

As they have done for more than eighty years, aircraft dispatchers continue to provide accurate planning and supervision while promoting safe operations 365 days a year, 24 hours a day, 7 days a week. They balance the competing demands of airline management, pilots, and air traffic control, all with the ultimate goal of ensuring safety and security of flight. As long as aviation safety depends upon the complex interactions of human beings, one person, the licensed aircraft dispatcher, will continue to provide the critical operational oversight, which makes the United States air transportation system the safest in the world.

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*The Airline Dispatchers Federation is an all-volunteer organization representing the professional interests of its dispatcher members in North America and throughout the world.*



**Safety, Security, Professionalism**

**ADF Symposium  
October 10-12 2012  
Sheraton Safari Hotel Lake Buena Vista, FL  
Room Rate: \$99 / \$129 with Airport Transfers  
[Click Here to Book Your Room](#)**

**Why Attend the ADF Symposium?**

**Government and Industry Speakers**

**The Latest on NextGen**

**See the Latest in Dispatch Technology**

**Network with colleagues from throughout the Airline Dispatch Community.**

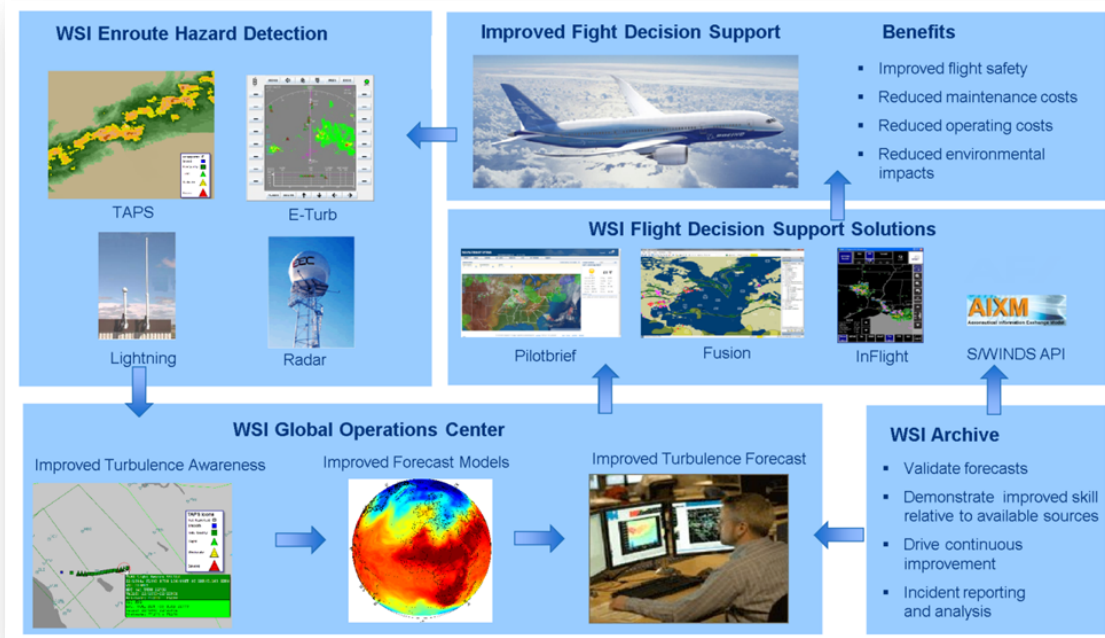
**It's FREE for ADF Members**

**[www.dispatcher.org](http://www.dispatcher.org) to register**



# WSI Enhanced Turbulence Detection and Forecasting

Despite the many tools, experiences and competencies of dispatchers & flight crew, turbulence related injuries and maintenance requirements still cost air carriers millions of dollars annually. To complement its already proven enroute forecast solutions, WSI has partnered with AeroTech Research to introduce a turbulence solution which will improve airline operations and business outcomes when impacted by disruptive weather. The WSI Total Turbulence Solution provides real-time, objective turbulence monitoring and alerting, as well as continuous refinement of enroute forecast support based on objective turbulence reports.

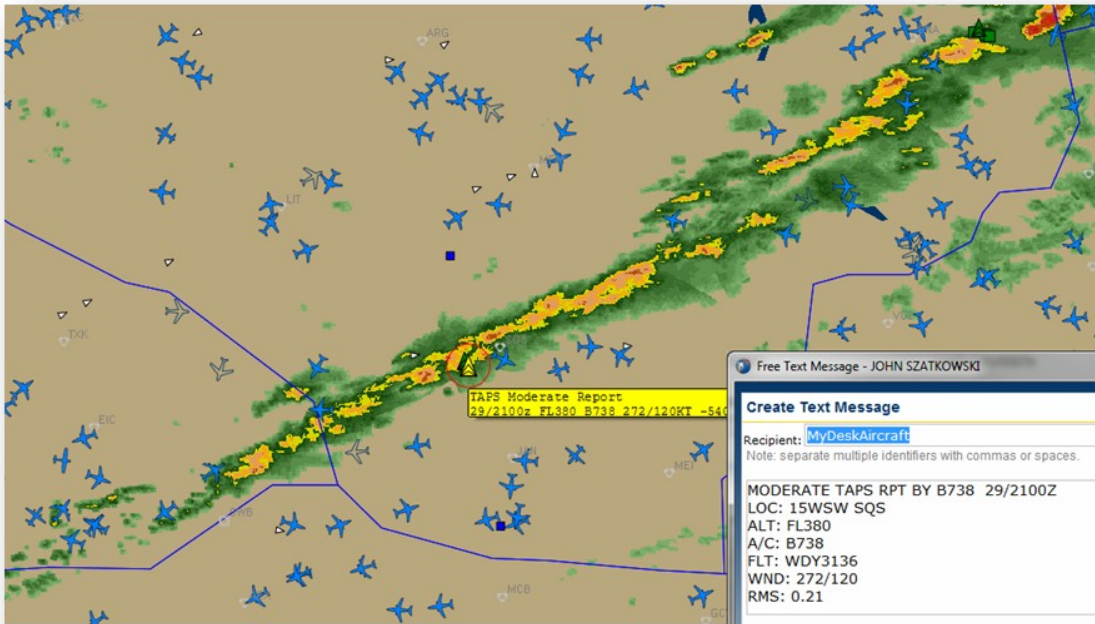


The cornerstone of the WSI solution is Turbulence Auto PIREP System (TAPS<sup>SM</sup>), an autonomous system that objectively reports aircraft turbulence encounters. TAPS utilizes onboard avionics to transmit multiple aircraft parameters, including turbulence data, to dispatchers or flight crew, so they may determine the most appropriate course of action to maximize operational safety. TAPS also improves operational efficiency by objectively surveying for turbulence in areas of airspace which have previously had limited pilot reports (PIREPs), thereby enabling airlines to optimize altitude, save time and fuel load.



(continued next page)





TAPS is fully integrated within WSI Fusion, which also couples proactive alerting and ACARS messaging

## Key Features

Technology developed with NASA in conjunction with commercial aircraft operators; currently in the process of being rolled out to hundreds of commercial aircraft worldwide

Removes subjectivity and provides consistent reporting on a temporal and objective basis

Derived from software onboard aircraft only, **no hardware to install**

Calculated based on RMS-G, measuring severity of vertical acceleration variance, experienced by an aircraft in turbulence

Provides EDR, ICAO standard for describing the turbulence state of the atmosphere

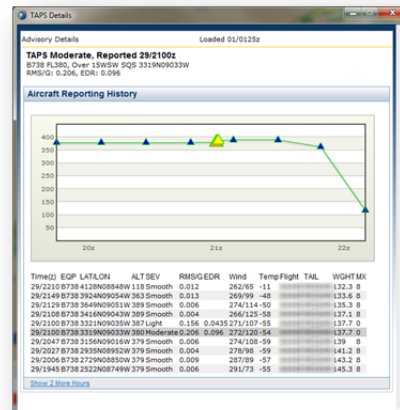
Fully integrated with WSI products & services, including WSI Pilotbrief Optima, Fusion, and Forecast Services

Includes proactive alerting and improved en-route forecasts by dedicated WSI commercial aviation meteorologists

Flight Safety and maintenance validation of events through comprehensive flight reports

Integrated with WSI Fusion Reply for post event analysis

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For more information, including an exemplary ROI analysis, please contact your WSI Account Manager

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Rich Murry - Western US & Canada, 978-983-6520 [rmurry@wsi.com](mailto:rmurry@wsi.com)



## Chicago Regional Diversion Forum

I attended the Chicago Regional Diversion Forum in early March as ADF's representative. The meeting was conducted at FAA's Regional Headquarters in Des Plaines, Illinois.

There was a good turnout, with several airlines present, namely United, American, Southwest, Jet Blue and Frontier. The FAA was well represented, of course, but there were also many airport staffers from the area, as well as a DOT Lawyer from Washington.

The first presentation was "Lessons Learned", given by Paul Sichko of MSP airport, and it was very interesting. He focused on the aftermath of the Rochester, MN Expressjet tarmac incident of a few years ago, among other examples of failures, and how they were corrected.

Then there was a panel discussion put on by A4A. Each of three airline representatives was asked prepared questions about challenges in handling diversion incidents.

A second panel discussion on Satellite airports followed. It was especially interesting to hear things from an airport operator's perspective.

A short ATC-related panel discussion was conducted, and then a presentation on the Airport Cooperate Research Program was given.

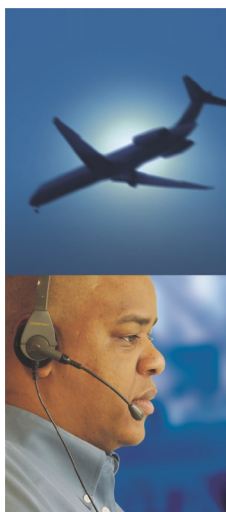
Lunch was served, which were sack lunches from a local sandwich shop (\$10 cost to the attendee), as we broke off into four groups. I was assigned to the group discussing communication protocols. The leader was Mike Medvescek, Chief Operating Officer of Indianapolis International Airport. We had good contributions from all participants, and I got a chance to educate airport operators (and to a lesser extent, ATC personnel), on things from a Dispatcher's perspective. One of the things that came out of this was our agreement that the system is not broken, but one "perfect storm" like the one last October in the northeast, can set the entire industry back. There are always things we can do better.

We then returned to the main meeting area, reported our findings to the group, and the meeting was adjourned.

I thought the Forum was worthwhile for all participants, but especially from the ADF's perspective. Thanks for allowing me to represent the organization!

Regards,

Phil Brooks



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**Conference Agenda: (Subject to change)**  
(Please visit our website at [www.ifalda.org](http://www.ifalda.org) for updated event information)

Monday, May 7 <sup>th</sup>	Event Registration Vendor / Sponsor Setup Welcome Reception
Tuesday, May 8 <sup>th</sup>	Guest Speakers / Presentations IFALDA Annual General Meeting / Elections Gala Dinner or Evening Event (TBA)
Wednesday, May 9 <sup>th</sup>	Optional Tour: 1000 – 1800 Price: TBA The Wright Cycle Company and The Wright-Dunbar Interpretive Center National Museum of the United States Air Force Huffman Prairie Flying Field and Interpretive Center We'll be stopping for Lunch along the way

**Hotel Room Reservations:**  
Crowne Plaza Guest Rooms: \$102 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 16, 2012 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.ichotelsgroup.com/crowneplaza/hotels/us/en/dayton/daycc/hoteldetail?groupCode=FAL>

Please use "Group Code" – FAL when booking online.

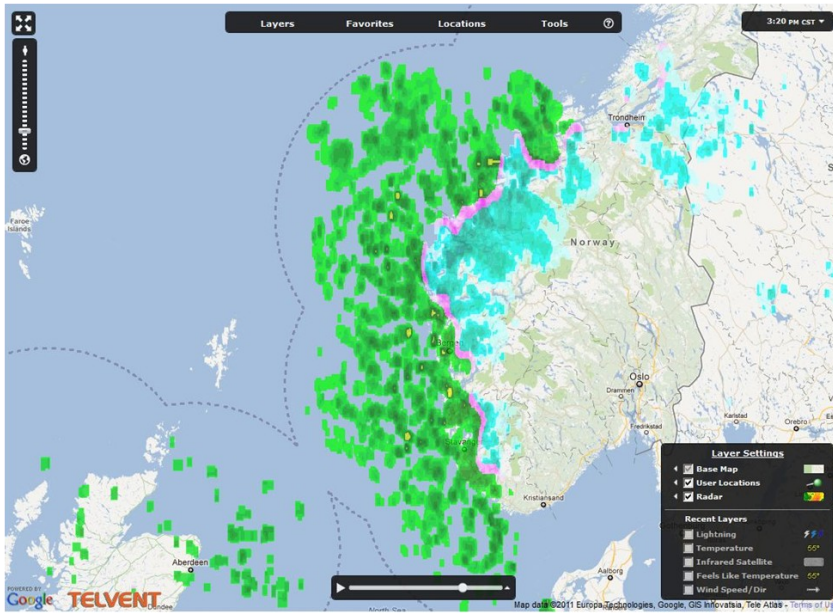
Hotel phone direct line: 937-229-9835 Ask for Rhonda Webster, if after hours please leave a message.

*Note: Please be sure to ask for the "IFALDA RATE" or Rate Code "FAL" 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](http://www.ifalda.org)

### Enhanced Radar Display

All MxVision AviationSentry Online users soon will have access to a new and improved radar product. The radar layer in the main weather display window will be enhanced to load faster and better depict precipitation areas, especially when zooming in to small map extents. This improvement, providing accurate depiction and coverage of radar at all zoom levels, will compliment the Google Map display that now allows users to zoom down to street level.

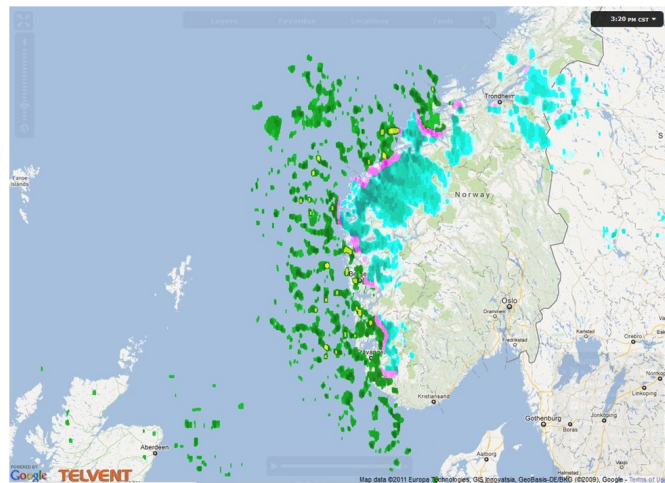


This enhancement is illustrated below in the ‘before’ and ‘after’ images of off-coast Norway. Note the new image has smoother contours, and the small showers have a reduced footprint. Of course, users can always view the actual raw radar data by clicking on the left arrow next to the radar line in the map legend.

Current radar depiction of precipitation off the coast of Norway.

### About Telvent

Telvent is a global IT solutions and business information services provider dedicated to helping improve efficiency, safety and security for the world’s leading companies. Telvent serves markets that are critical to the sustainability of the planet, including the energy, transportation, agricultural and environmental sectors. ([www.telvent.com](http://www.telvent.com))



New depiction of the same radar image shown above – note the more-refined coverage of precipitation areas, with smooth and continuous depiction of actual showers.



## SPRING OUTLOOK 2012

As the reluctant winter of 2011-12 draws to a close attention turns to the upcoming spring season. Will the milder and generally drier winter pattern persist or will there be some changes afoot? La Nina which has been in place since last fall will slowly weaken during the spring months. While it ended up not being the dominant force on the winter weather pattern, it will likely hold some clues on what to expect this spring. The milder pattern is expected to continue in March, and there will be a trend toward stormier weather from the Plains east through the Mississippi Valley toward the Appalachian Mountains. While much of this area will experience rain, the northern areas could still see an uptick in snow from the increased storminess. March is normally the month when the greatest number of 6" or greater snowstorms occur from the Central Rockies northeast across the Northern Plains and western Great Lakes. We'll still have to keep an eye out for them as winter transitions to spring. A new concern will emerge as the winter season draws to a close. The focus will shift more toward severe weather over the upcoming months. La Nina springs tend to have more tornadoes including the larger and more destructive EF4 or greater twisters. There also tend to be larger family outbreaks of storms with high numbers of tornadoes on active storm days. La Nina should favor milder conditions over much of the nation with the exception of the northwestern corner of the country. With the reduced snow pack this winter the threat for significant river flooding is reduced across large parts of the country. The flood threat should be influenced more by any locally heavier early spring rains that might occur.

Here's a look at the conditions that we expect by region.

### West:

La Nina may help to contribute some added early spring rainfall and mountain snow to the Pacific Northwest and Northern Rockies, but its influence will fade away in April and May. A dry spring is expected across most of the West this year. This will lead to an expanding and intensifying drought that has been returning to the region in recent months. Temperatures may start out the spring cooler than normal along the West Coast, but milder air will become prevalent for the bulk of the spring season region wide. The drier and warm weather coupled with the expanding drought could set the stage for an active wildfire season.

### Central:

Wintry weather could still make an appearance in March across the Northern Plains and Great Lakes. La Nina winters tend to hold on across the far north with late season

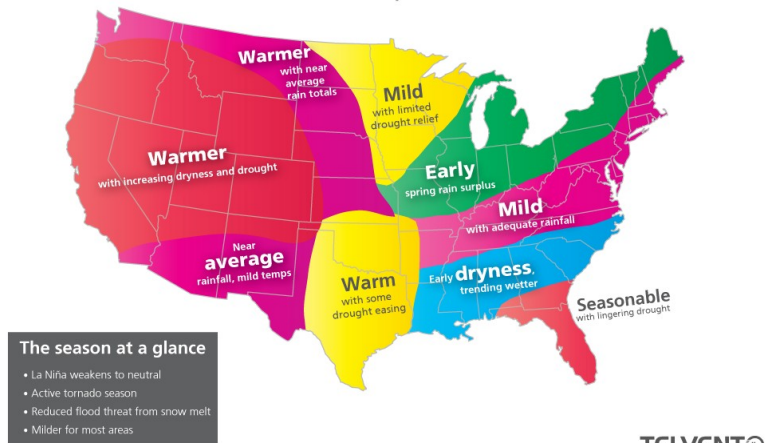
snowfalls. Heavier than normal precipitation is most likely in the mid and upper Mississippi Valley area east into the Ohio Valley and Great Lakes. Most of this added moisture should be in the form of rain, but northern areas would be more prone to some March heavy snows. The western Plains will likely be drier to start, but thunderstorms in late spring will bring periods of scattered beneficial rains. The eastern areas may vary between dry and wet in April and May with a tendency for drier conditions by early summer across the central U.S. Severe storms will be a greater threat again this spring as the effects of La Nina contribute to a favorable storm environment. Temperatures are expected to be mild for much of the spring across the central U.S.

### East:

Milder air will tend to favor the East as well this spring, especially in areas west of the Appalachians. Rainfall will be more variable. The dryness in the far southeast will persist for much of the season, but a trend toward wetter weather will occur there by May. Florida will likely be excluded from this rainier pattern, however. March will likely be wetter from the central and northern Appalachians into the far northeast, with more normal rains expected in April and May. March snowfall will be mainly confined to the far northern areas. Severe weather will be greater risk this spring with the threat for strong tornadoes.

## Spring Outlook

March-May 2012



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**NEWSLETTER ARTICLES**

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## ADF Meeting Schedule

### **2012**

Spring— Sheraton Houston IAH

Summer—New York / LGA

Fall—October 10-12 Sheraton Safari Hotel  
(Orlando) Lake Buena Vista \$95/\$129

### **2013**

Winter — Phoenix

Spring — Atlanta

Summer — San Francisco

Fall Symposium—Washington DC

### **Airline Dispatchers Federation**

#### **Newsletter**

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Washington, DC 20006  
1-800-OPN-CNTL

#### **ADF News**

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