



Safety, Security, Professionalism

THE ADF NEWS

“Keeping the Dispatch Professional Informed”

Volume 12 Issue 3

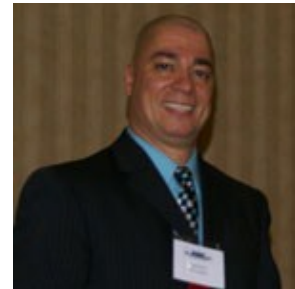
Web Site: www.dispatcher.org

Summer 2012

A Note from the President,

Dear Members and Operational Colleagues,

TransWorld Caribbean/AAL, Western Airlines/DAL, PanAm/DAL, Alaska. /Jet America, Air Cal/AA, Reno Air/AA, TWA/AA, America West/US Airways, NWA/DAL, UAL/CAL, AirTran/Southwest Airlines, Simmons/Eagle, Executive National-WestJet/Eagle, Business Express/Eagle, and ASA/ExpressJet.... It's seems to be all about airline mergers these days.



With the recent economy issues worldwide, high oil prices, and airline losses totally into the millions, US airlines and air carriers across the globe are suggesting that airline mergers offer the best opportunity to finally show a profit. Sure this makes sense in “Corporate America” however merging air carriers, melding operations, and reducing capacity with a combined/merged airline is not the only option available for cost savings.

Aircraft Dispatchers are often considered “The Heartbeat” of an airline’s operation. Their decisions made daily have a MAJOR impact on air carrier’s effectiveness for travelers worldwide. Even during a merger, Aircraft Dispatchers can offer their employer cost savings every day for most flights they plan!

Considering fuel is the #1 expense for most airlines budget, utilizing Aircraft Dispatchers expertise along with pilots in any airline operation is key to costs/fuel savings helping air carrier’s bottom line regardless of a merging carriers progress or lack there of. Pilots, Dispatchers, and ATC Controllers together have many opportunities to utilize current tools available while future enhancements are being developed to replace outdate equipment.

“Professionalism” of each Aircraft Dispatcher while ensuring “Safety and Security” during a merger is key for the companies we are employed with, for our fellow co-workers we interact with daily, and for our traveling public who demand nothing less than our best until our merged corporate synergies can be realized when airlines daily practices, operational philosophies, and operational goals are accomplished.

Best wishes for a safe and secure operation during your merger.

Sincerely,
Joseph Miceli, President ADF

WSI Global Services at United Air Lines, Inc.

WSI is pleased and honored to announce the deployment of global operational weather decision support at United Air Lines, Inc., delivering an array of flight critical services that improve safety and operational efficiency. On May 17, 2012, United transitioned all weather services required to operate over 2,000+ flights per day serving 325,000 passengers globally to WSI.



The WSI Global Services solution includes:

- Building out and staffing a global forecast office in United's existing office as well as the new Network Operations Center (NOC) at Willis Tower in Chicago.
- Delivering proven WSI Enroute, terminal, ETOPS, polar and irregular operation forecast and briefing services, among others.
- Defining and implementing new global forecast services to meet unique United operational requirements.
- Leveraging the robust S/WINDS data service and gateway for integration with various critical flight planning and following services.
- Rolling out WSI Pilotbrief Optima for the web and Optima iPad for all United pilots
- Deploying WSI Hubcast to all United stations for global airport weather decision support and real-time lightning alerts via text or email.
- Providing WSI Fusion Replay for incident and operational analysis

Bryan Green, Captain-Flight Operations Integration, says "United Flight Operations is delighted with the selection of WSI as the airline's global weather provider. The WSI Team offers a partnership approach to our weather needs. From the customization of weather products to the leading edge interactive weather tools, WSI offers us the opportunity to take advantage of technical advances and provide our pilots with customized products to support them in our global missions."

WSI worked closely with United leadership to refine and improve existing solutions and practices to best fit the needs of the users and the airline as a whole. United recognized the value of WSI's one-stop-shop global weather support for all company stakeholders.

(Continued page 4)



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WSI Global Services at United Air Lines, Inc.

(WSI Global Services continued from page 2)

Jim DeYoung, Managing Director of the Network Operations Control Center praises the integration of WSI's solutions for United. "The United Network Operations Center is the tactical and strategic nerve center for our global network, and robust weather support is vital to not only the NOC and Flight Operations coworkers but ultimately our customers. Our key operational and strategic decision-makers rely on WSI's input daily, and their commitment to providing us with relevant, reliable, and accessible weather data has proven invaluable. We look forward to growing our relationship with WSI and leveraging their proven customer service through continued product development."

"From preflight planning through gate-to-gate operations WSI offers a comprehensive set of global weather decision support services that help airlines improve safety and operational efficiency. We are excited to team with United to meet their current and future operational needs." says Mark D. Miller, General Manager of WSI's Decision Support business.

For more information about WSI's various global decision support solutions, please contact your WSI Account Manager

Donny Pattullo - Eastern US, Caribbean, Latin America

978-983-6616 dpattullo@wsi.com

Rich Murry - Western US & Canada

978-983-6520 rmurry@wsi.com



A dark blue vertical graphic for WSI Fusion. At the top is the 'wsi' logo in white. Below it is the headline 'The Power Of Information Fuels Efficiency' in white. A paragraph of text follows: 'WSI Fusion is uniquely positioned to help dispatchers and operations personnel stay ahead of changing conditions while mitigating the impact of disruptive events.' Below this is a list of five bullet points, each with a white airplane icon: 'Monitor Flight Progress with Global Flight Track', 'Ensure Safety of Flight with Global Weather Content', 'Improve Operational Efficiency with Traffic Flow Management Tools', 'Proactively Manage Operations with Intelligent Alerting', and 'Streamline Workflow to Maintain Situational Awareness'. At the bottom is the 'WSI Fusion' logo with a globe icon and the tagline 'Proactive Operations Management'. Below the logo is the contact information: 'To learn more, call 1-800-USA-2FLY (1-800-872-2359) Or visit wsi.com'.

AVIATION RULEMAKING ADVISORY COMMITTEE

ARAC

The ARAC Executive Committee met at FAA Headquarters in Washington, D. C. on March 29, 2012. The meeting was called to order at 1:00 PM. The Designated Federal Official, Pamela Hamilton read the required Federal Advisory Committee Act Statement. Introductions were made of those attending.

Ms. Hamilton, Director of the Office of Rulemaking, announced that she had accepted the position of the Director of the Office of Quality Integration and Executive Services (AQS) and this would be her last ARAC meeting. A new Director for the Office of Rulemaking will be recruited and will become the new ARAC DFO.

The FAA proposed and the ARAC accepted a continuing task for the Rulemaking Prioritization Working Group. The group will be given several recently completed rulemaking activities to process as a trial for the proposed method of prioritization and report the results back to ARAC. ARAC will review the report and forward it to the FAA.

The FAA briefed the group on the status of prior ARAC recommendations concerning ARAC process improvement. The final draft of a new ARAC Charter (Order) and Bylaws were presented to ARAC by the FAA. The document will now be submitted to the FAA administrator, DOT and GSA for approval.

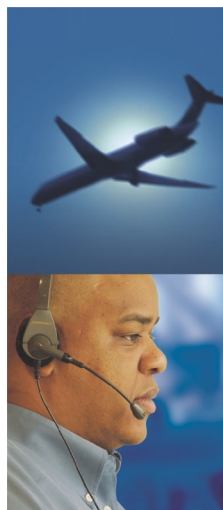
The FAA withdrew the ARAC tasking to develop a new Air Tour Voluntary Accreditation Program due to a lack of public interest in participation.

The FAA also withdrew the Air Carrier Operations All Weather Operations Work Group tasking. The work group will continue under a separate ARC.

The next meeting is planned for August 30, 2012. This next meeting will be my final meeting as ARAC Chairman. The current Vice Chairman, Dan Elwell from AIA Aerospace will become Chairman and a new Vice Chairman will be selected by the FAA

The meeting was adjourned at approximately 2:40PM.

Norm Joseph



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– Airline Command Center Manager

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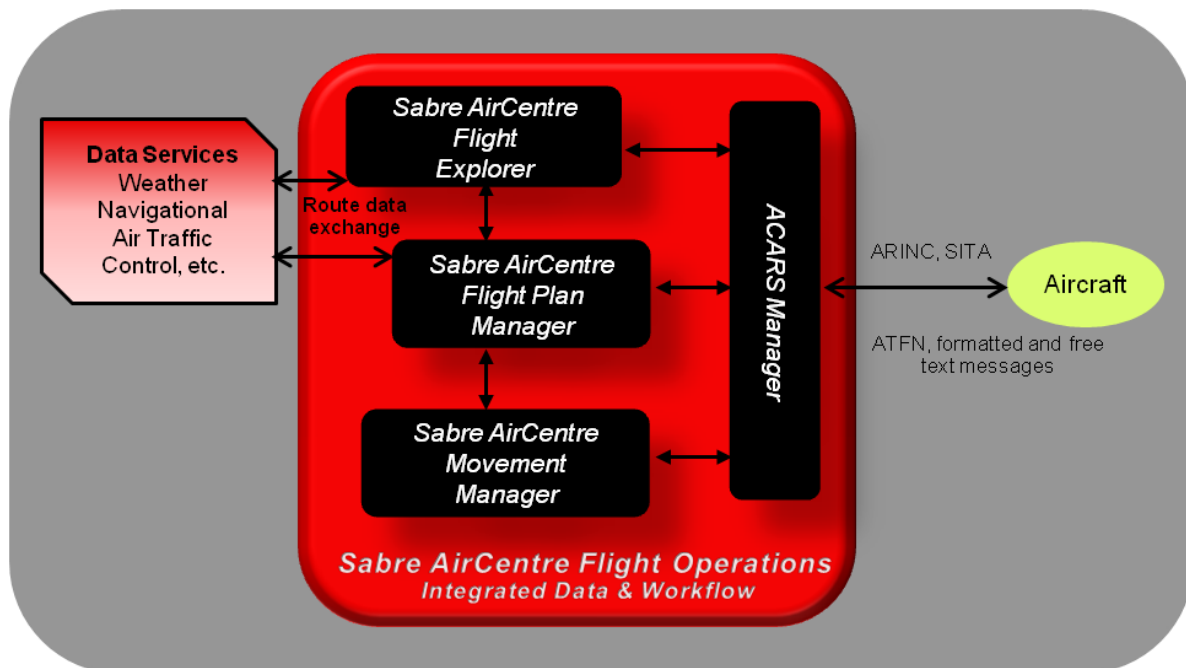
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CREATING COMPETITIVE ADVANTAGE THROUGH FLIGHT OPS INTEGRATION

Integration of the world's leading ASD, Sabre® AirCentre™ Flight Explorer and the industry's most powerful flight planning system, Sabre® AirCentre™ Flight Plan Manager, has seamlessly united the core functions of flight operations for single source, graphical decision support.

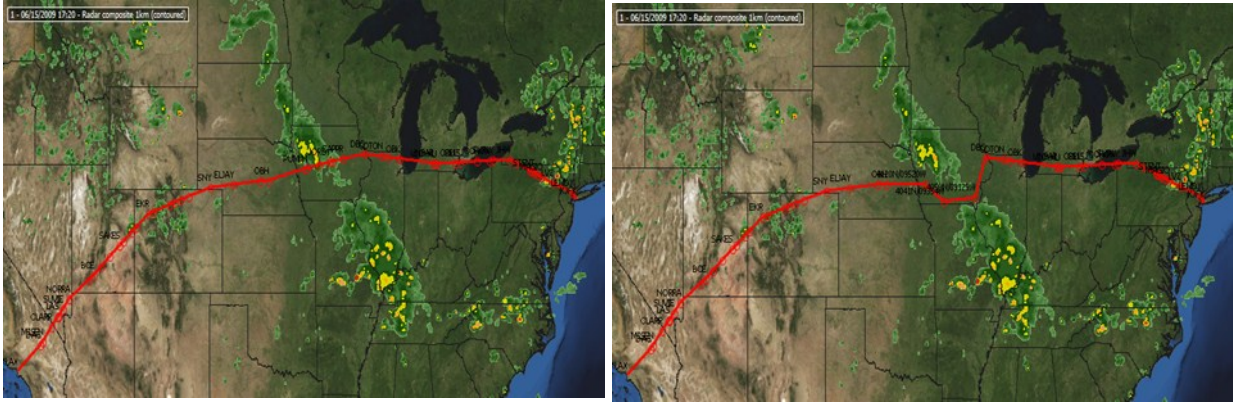
Superior data flow and end-to-end system integration, not only improve dispatcher effectiveness but, also create a competitive advantage for other airlines to envy. The integration of the Sabre® AirCentre™ Flight Operations Solutions, including *Flight Explorer* and *Flight Plan Manager*, delivers a GUI-led experience for optimizing flight planning decisions. This integration coordinates key data components for decision making including flight plan, aircraft movement, ACARS messaging, and other important data sources such as ATC and weather. This is true end-to-end flight operations integration enabling airlines to fully harness the power of data and optimization in order to meet the daily challenge of efficiently and accurately managing flight plan changes.



The integration of the Sabre AirCentre Flight Operations Solutions creates single source, graphical decision support that improves dispatcher performance in day-to-day duties as well as during ad-hoc events. One example of the improved, dispatcher experience - [graphical/visual validation](#) of the route analysis performed by the *Flight Plan Manager* powerful optimization engine.

Data Visualization + Enhanced GUI = Increased Productivity

Graphical route editing, aka “rubber banding,” enables dispatchers to modify routes directly in the graphical display and to export these results to *Flight Plan Manager*. Even faced with the unpredictability of weather changes, restricted and avoidance areas, and airport events and diversions, advanced features like *rubber banding* help to eliminate the errors from manual input and improves dispatcher ability to quickly react to ad-hoc events.



Graphical Route Editing allows graphical manipulation of up to 20 routes on-screen without manually changing the actual string. This is accomplished by utilizing “rubber banding” to freely move route points anywhere on-screen, or “snapping” the route points, to any hot tip capable Fix, NAVAID, or Airport that is within the active view. This “snapping” feature allows for pinpoint manipulation without knowing the exact location of a specific Fix, NAVAID, or Airport.

Operations Scenario—How will this integration change daily life for dispatchers?

A pilot flying between London and New York City receives news that there is a runway closure at LGA. The pilot messages the SOC with remaining fuel on board (FOB) and requests a diversion airport. The inbound ACARS message is routed to alert the dispatcher. The dispatcher then identifies potential diversion airports while taking into account the remaining FOB. The Emergency Diversion Tool allows the dispatcher to determine potential diversion airport options based on the distance from the aircraft and minimum runway length requirements of the aircraft. Those options are highlighted on the graphical display. The dispatcher then sends an uplink ACARS message to present the best options.

Dispatchers can also determine the estimated flight range ring based on the current FOB and specific burn rate for each aircraft type. This enables dispatchers to quickly determine if a flight will have the required FOB to safely reach its planned destination or if it will need to divert to an alternative airport.

All achieved using one tool.

Optimization + Automation = Decreased Costs

Measurable benefits of flight operations integration through *Sabre AirCentre* Flight Operations Solutions:

- So far, we've seen reduction of operating costs up to 7% through optimized fuel burn.
- Elimination of errors from manual input through data and workflow integration.
- Revenue protection and increased traveler loyalty resulting from minimized disruptions.

For more information, visit www.SabreAirlineSolutions.com or email us at FlightSolutions@sabre.com.

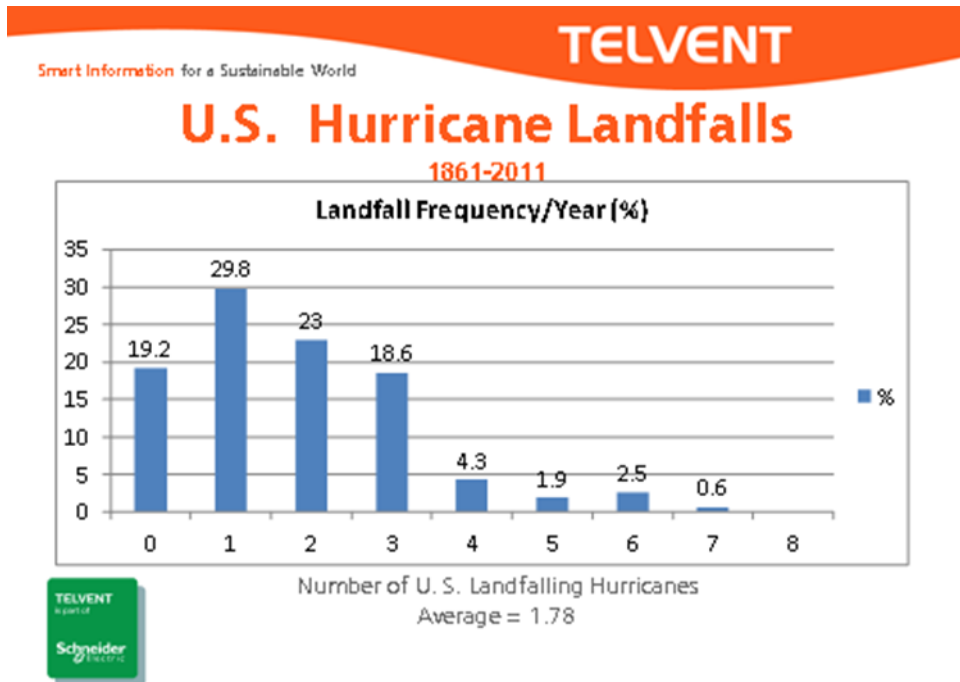
Headline: 2012 Tropical Season Outlook
 Written By: Jeff Johnson, Chief Science Officer, Telvent DTN

For 2012, there are some differences that point toward fewer total storms this year. One significant difference is that the ocean is colder in the tropical breeding ground of the central and eastern Atlantic. This condition will make it less favorable for the longer-tracked systems that form in the eastern part of the ocean and travel westward during the second half of the season. In contrast, the water temperature in the Gulf of Mexico, Caribbean Sea and the western Atlantic has been warmer than normal in recent months, so conditions are more favorable for systems to form closer to the U.S. mainland.

Last winter's La Niña has faded, and there are signs that an El Niño will form this summer into the fall. El Niño tends to reduce the total number of tropical storms, due to increased upper-level wind shear over the tropical development areas. For the season as a whole, it is likely that the total number of storms across the Atlantic basin will be much less than in the past two years and closer to the normal season total of 11 named storms, six hurricanes and two-to-three major hurricanes. Wind shear forecast for this summer shows a stronger-than-normal shear more likely across the southern tropical areas and near-normal shear closer to the U.S.

However, a reduced total numbers of storms this year, compared to recent years, does not necessarily translate to a lower risk for a U.S. strike. The eventual tracks of the storms that do form will be highly dependent on the steering currents at the time of the storm's existence. Last year, three systems made landfall in the U.S.

Tropical Storm Don entered southern Texas and immediately collapsed in the severe-drought zone. Tropical Storm Lee brought excessive rainfall to the Deep South as it churned slowly through Alabama. The big event of the year was Hurricane Irene, which moved up the Eastern Seaboard late August. Its



in

winds were low-end hurricane strength, but it produced significant flooding along its path into New England.

Looking at the historical hurricane records that date back to 1861, the average number of hurricane landfalls for the U.S. is 1.78 per year. The variance from this yearly average value ranges from zero to seven landfalls. There was only one season with seven landfalls, and that was way back in 1886.

Of the years between 1861 and 2011, 30 percent saw one annual landfall. Following that rate, 23 percent of these years of record experienced two strikes. No landfalls occurred in about 19 percent of the years – about one in five. Three landfalls occurred in just 18.6 percent of these years – about the same rate as no landfalls. Landfall numbers greater than three drop off significantly, with only a few percent of years seeing four, five, or six hurricanes.

Interestingly, two out of the four years that saw six hurricane landfalls are recent: 2004 and 2005. These back-to-back high landfall totals, along with major hurricanes Charley, Frances, Ivan, Katrina, Rita and Wilma, prompted strong concern that hurricanes might be getting stronger and more common. Yet, the past three seasons have been much quieter, with only one U.S. landfall, when Hurricane Earl streaked up the Eastern Seaboard.

While the seasonal total should be lower this year for the entire Atlantic basin, it is important to remain vigilant of storms that form near, or head toward, the U.S. this year. Warm water located closer to the U.S., along with near-neutral shear, could fuel approaching storms and systems. Statistically, it is very possible we will see a reversal of the low storm impact in the last three years.

About the Author

Jeff Johnson is Chief Science Officer at Telvent DTN, and has more than 30 years of experience in commercial meteorology. Jeff holds a Bachelor's Degree in Meteorology from the University of Wisconsin-Madison, as well as he is a Certified Consulting Meteorologist (CCM), which is a professional certification bestowed by the American Meteorological Society (AMS) on individuals who pass a rigorous certification process demonstrating knowledge, experience, and character.

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Recommendations from Airman Testing Standards and Training
Aviation Rulemaking Committee (ARC)

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Notice of report availability.

SUMMARY: This notice announces the availability of a report from the
ARC, which presents recommendations to enhance the content, process,
and methodology for development of aeronautical knowledge testing and
training materials.

FOR FURTHER INFORMATION CONTACT: Van L. Kerns, Manager, Regulatory
Support Division, FAA Flight Standards Service, AFS 600, FAA Mike
Monroney Aeronautical Center, P.O. Box 25082, Oklahoma City, OK 73125;
telephone (405) 954-4431, email van.l.kerns@faa.gov.

SUPPLEMENTARY INFORMATION:

Background

On September 21, 2011, the FAA chartered the ARC to provide a forum
for the U.S. aviation community to share its experience and expertise
in the areas of aeronautical knowledge required for safer operation in
today's National Airspace System (NAS).

The FAA's charge to the ARC was to help ensure that technical
information related to airman knowledge tests, computer testing
supplements, knowledge test guides, and training handbooks incorporates
the most current and relevant standards, policies, procedures, and
techniques. The FAA specifically tasked the ARC with providing
recommendations on the content of these materials, a process for
stakeholder participation, and appropriate methodologies for developing

test item bank questions. The FAA also requested the ARC's
recommendations on prioritizing the enhancement of these materials.

Notice of Availability

The ARC submitted its report to FAA on April 13, 2012. The report
is now available for review and download from the FAA Web site at:
http://www.faa.gov/aircraft/draft_docs/arc

Issued in Washington, DC on June 12, 2012.
Melvin O. Cintron,
Acting, Director, Flight Standards, AFS-1.





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ADF Meeting Schedule

2012

July 21st—Wyndham Newark Airport

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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ADF News

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