



THE ADF NEWS

“Keeping the Dispatch Professional Informed”

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Winter 2012

A Note from the President

Dear Members,

As 2011 comes to a close, many of you will have a chance to enjoy family, friends, and loved ones this holiday season. ADF takes time and reflect on its accomplishments while looking forward knowing more hard work lies ahead. We attended “Women in Aviation Conference” in Reno where ADF donated a scholarship to continuing our commitment for further education of our craft. ADF Board Members attend NATCA’s “Communication for Safety” conference meeting with those representatives in attendance. ADF presented at “TWU’s Presidents Meeting” updating union locals on ADF’s work being done in Washington DC and throughout our industry.

We continued our work with RTCA on the NACSC Committee advocating on behalf of Aircraft Dispatchers helping with continued development of NextGen and it’s processes. ADF participated in ARAC, JPDO, ATPAC, SWIM, and TOPs, meetings and offered its support attending EUFALDA and IFALDA events. We discussed our dispatch profession to FAA’s newly hired ASI’s in Oklahoma City.



ADF participated on a panel with FPAW at NBAA’s annual conference. At our ADF Safety Symposium in LAS, speakers from ALPA, NATCA, FAA, UAV Ops, American Airlines, Southwest Airlines, NY/NJ Port Authority, discussed the latest issues facing our industry while our vendors displayed the new technologies available for use.

ADF recently was invited and attended the “Diversion Recovery Forum” held at DOT Headquarters offering suggestions those in attendance. Speeches from Secretary of Transportation Ray LaHood and FAA’s Administrator thanked all for attending including those groups ALPA, NATCA, ADF, TSA, and other organizations whose members and efforts daily insure safe air travel for our traveling public. Everyone’s professionalism during irregular operations was also noted.

We recently upgraded our website with a fresh new look, added enhancements for our members, and created opportunities for website advertising. ADF commented on FAA’s SNPRM docket advocated our position **against any form of outsourcing of our profession using Contract Dispatchers!**

It is unfortunate our industry is still recovering from obstacles such as high fuel prices, delays, and intense competition, operational and personal mishaps that have been publicized and scrutinized throughout many media outlets. Given all these distractions, Aircraft Dispatcher here in North America, Europe, South America, Asia, and throughout world continue to show their professionalism and resolve while upholding their focus on Safety, Security, and Economic Savings for their airlines, and the traveling public.

ADF efforts being “A Voice” for our members while in Washington DC and abroad for our dispatch profession is evident and showing up in many others speeches, comments, and discussions throughout our industry. There is so much work to be done and we look forward to the future challenges, whatever they may be, always working together.

Wishing all of you a Merry Christmas and A Happy New Year

Joseph Miceli, President ADF

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Federal Aviation Administration

FAA Announces Alternative Energy Investments For Cleaner, More Sustainable Jet Fuel

WASHINGTON – The Federal Aviation Administration (FAA) is awarding \$7.7 million in contracts to eight companies to help advance alternative, environmentally-friendly, sustainable sources for commercial jet fuel. The FAA funds are being distributed by the Department of Transportation’s (DOT) John A. Volpe Center.

“These new green aviation fuels will use energy sources right here at home,” said U.S. Secretary of Transportation Ray LaHood. “This type of innovation will create good-paying jobs in the airline and energy industries and help protect the environment at the same time.”

The contracts address a recommendation issued by the Future of Aviation Advisory Committee, which was commissioned by Secretary LaHood last year. The committee, comprised of experts from industry, academia, labor and government, specifically recommended that DOT exercise strong national leadership to promote and display U.S. aviation as a first user of sustainable alternative fuels.

Accordingly, the eight companies selected for the contracts will help the FAA develop and approve alternative, sustainably-sourced “drop-in” jet fuels that can be used without changing aircraft engine systems or airport fueling infrastructure. As part of that work, the companies will develop these biofuels from sources such as alcohols, sugars, biomass, and organic materials known as pyrolysis oils. In addition, the contracts call for research into alternative jet fuel quality control, examination of how jet biofuels affect engine durability, and provide guidance to jet biofuel users about factors that affect sustainability.

“Alternative aviation fuels offer enormous potential environmental and economic benefits,” said FAA Administrator Randy Babbitt. “This work, in combination with investments being made by other U.S. agencies and industry, will advance our pursuit of clean alternative jet fuels for a more sustainable NextGen aviation system in the United States and around the world.”

The contracts build on alternative fuel development investments by the Departments of Defense, Energy, Agriculture, the National Aeronautics and Space Administration and the Environmental Protection Agency, as well as by FAA.

Today’s contracts stem from work the FAA is doing through the agency’s Commercial Aviation Alternative Fuel Initiative (CAAFI) and the agency’s Continuous Lower Emissions, Energy and Noise (CLEEN) program. These public, academic and private-sector partnerships include approximately 300 stakeholders from the airline, aerospace, energy, research, state and federal governments. More information on CAAFI and CLEEN can be found at: <http://www.caafi.org> or http://www.faa.gov/about/office_org/headquarters_offices/apl/research/aircraft_technology/cleen/

A list of the awards is as follows:

- \$1.1 million for Honeywell UOP of Des Plaines, Ill.
- \$3 million for LanzaTech, Inc. of Roselle, Ill.
- \$1.5 million for Virent Energy Systems of Madison, Wisc.
- \$1.5 million for Velocys, Inc. of Plain City, Ohio
- \$280,000 for Honeywell Aerospace of Phoenix, Ariz.
- \$250,000 for Metron Aviation, Inc. of Dulles, Va.
- \$50,000 for Futurepast: Inc. of Arlington, Va.
- \$25,000 for Life Cycle Associates, LLC of Portola Valley, Calif.



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"Communicating in Severe Weather"

ADF was invited and mentioned in the administrators speech in front of Industry Representatives which attended DOT's "Diversion Recovery Forum".

Some headway was made as to what information us Aircraft Dispatchers specifically need during "Irregular Ops Events".

Although 5 recommendations were drafted and suggested, it became clear (after our breakout sessions) more work needed to be done in addition to the 5 bullet points.

- 1) A New Airport Web Page
- 2) Strategic Planning Teleconferences for Diverting Flights
- 3) Identification of Diverted Flights for All to see
- 4) Coordination of Equipment Outages
- 5) Airport Contingency Plans during Forecasted Weather Events

I was very encouraged on how many times our profession/craft was mentioned by officials during their remarks, in our breakout sessions, and in their closing comments.

This is a huge accomplishment for the ADF, our members, and our profession!

Many thanks all those ADF Board Members who previously paved the way and our current ADF Board who volunteer their time/efforts to insure our profession's "Voice" is heard as Aircraft Dispatchers!

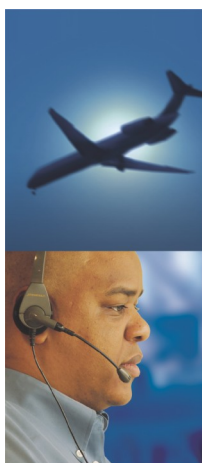
Below is a speech from Administrator Babbitt that day.

http://www.faa.gov/news/speeches/news_story.cfm?newsId=13252

ADF looks forward to a continued collaboration with FAA, ALPA, NATCA, and Industry Representatives to resolve issues during these irregular weather events.

Best Regards,

Joe Miceli
President—ADF



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IFALDA Report on the New ICAO Annex 6 Fuel, Alternate and EDTO Operations Amendment By Allan Rossmore, Director, Special Projects, IFALDA

ICAO has now published its planned changes to Fuel, Alternate and Extended Diversion Time Operations. This amendment has been incorporated in an ICAO State Letter SP 59/4.1-11/8 which was issued on June 30, 2011. Comments deadline by States were by September 30, 2011. It is expected that it will become effective by next summer. Note that there may still be some changes, but it is expected that it will remain largely in its present form. Also, please refer to the original document. This is simply a summary of what is to be expected and is not all-inclusive.

Significant Changes.

There are very significant changes in the way different issues are addressed. There are prescriptive requirements, but in many areas there are now performance-based alternatives available for Operators that will save fuel. Also, the ETOPS regime has changed to EDTO (Extended Diversion Time Operations), which applies to all aircraft, not just twins, but there are still specific twin requirements in certain areas.

There are also specifics about dispatch and operational control, as well as requirements for re-evaluating alternate aerodromes before flights can proceed beyond certain threshold times.

In addition there is now a requirement for the PIC to declare a minimum fuel state and a Mayday-fuel when the situation is at a certain point.

From an IFALDA IATA/IOSA perspective, we will now have to make significant changes to the IOSA standards, and it will provide an opportunity to incorporate language that should make them more effective from a dispatch point of view.

Definitions.

ETOPS (Extended Twin Operations) is eliminated. It is replaced with EDTO (Extended Diversion Time Operations) which applies to all aircraft, not just twins.

A number of new definitions, as follows:

Extended diversion time operation (EDTO). Any operation by an aeroplane with two or more turbine engines where the diversion time to an en-route alternate aerodrome is greater than the threshold time established by the State of the Operator.

...

EDTO critical fuel. The fuel quantity necessary to fly to an en-route alternate aerodrome considering, at the most critical point on the route, the most limiting system failure.

...

EDTO-significant system. An aeroplane system whose failure or degradation could adversely affect the safety of an EDTO flight, or whose continued functioning is important to the safe flight and landing of an aeroplane during an EDTO diversion.

...

Isolated aerodrome. A destination aerodrome for which there is no destination alternate aerodrome suitable for a given aeroplane type.

...

Maximum diversion time. Maximum allowable range, expressed in time, from a point on a route to an en-route alternate aerodrome.

...

Point of no return. The last possible geographic point at which an aeroplane can proceed to the destination aerodrome as well as to an available en route alternate aerodrome for a given flight.

...

Threshold time. The range, expressed in time, established by the State of the Operator to an en-route alternate aerodrome, whereby any time beyond requires an EDTO approval from the State of the Operator.

Note that the term "suitable" alternate is being eliminated. It will simply be "alternate". The term "weather conditions" is replaced by "meteorological conditions".

4.3.4.1. Takeoff Alternates.

The term "distance" is replaced by "flying time".

For a two-engine airplane, one hour flying time with one engine inoperative, which must be calculated at the actual takeoff mass (weight) of the aircraft. (The weight requirement is new).

For three or more engines, not more than two hours flying time, one engine inoperative, also at actual takeoff mass. A new provision allows for EDTO aircraft to use their approved maximum diversion time for flying time to a takeoff alternate. (ie if they have a 207 minute rule, they can use it for takeoff alternates.)

4.3.4.3 Destination Alternates.

Destination alternate is required unless there will be visual conditions at destination at time of intended use, or two runways with at least one instrument approach procedure, or it can be an isolated airport with no alternate for destination but must have a decision point at the point of no return which assures that conditions at destination at estimated time of use will allow a safe landing. (This is new).

Also new is the allowance of operation to a destination airport when it is below operating minimums or when meteorological information is not available, as long as two alternate airports for the destination are specified.

New “**performance based safety risk assessments**” are incorporated in the annexes to allow deviation from Annexes when an “equivalent level of safety” can be demonstrated to the State of the Operator.

4.3.5 Meteorological Conditions

This has a provision for VFR, but for IFR it requires that at “the time of use” (new term) for the departure aerodrome, or the aerodrome of intended landing (new term) or each alternate aerodrome will be at or above the operator’s established aerodrome operating minima.

For alternates, it requires that the State of the Operator specify appropriate incremental values of cloud base and visibility be added to the base minima. Also, a margin of time will also have to be established for the use of an aerodrome.

4.3.6 Fuel Requirements. This is all new.

The Operator must allow for deviations from planned conditions. (how this is to be done, it doesn’t say). Sufficient amount of fuel is required to complete the planned flight safely. It requires a wide variety of considerations, including operating conditions, aircraft mass, NOTAMs, meteorological conditions, air traffic services,

Useable fuel to include,

taxi fuel,

trip fuel,

contingency fuel of 5% or never lower than 5 minutes at holding speed above the destination aerodrome at 1500 feet,

alternate fuel, which specifies missed approach, routing and descent, and expected approach and landing (in other words, realistic).

Final reserve fuel (new term) 30 minutes at 1500 feet.

Additional fuel, ie including EDTO fuel requirements when applicable.

Also for depressurization and engine out requirements.

Discretionary fuel – at discretion of the PIC.

It also addresses points of in-flight re-planning to ensure minimum requirements for those types of operations.

It also allows the requirements to be modified based on a performance based safety risk assessment equivalent level of safety model.

4.3.7 In-Flight Fuel Management

A totally new requirement for stringent fuel management by the PIC.

Requires the PIC to ensure that the amount of useable fuel never gets less than required for proceeding to an aerodrome and still have the reserve remaining.

It also has a requirement for declaring minimum fuel when any change may result in landing with less than reserve fuel. If the PIC calculates that the flight will arrive with less than reserve fuel, then it is required to declare a Mayday-fuel.

4.7 Requirements for Operations by aeroplanes with turbine engines beyond 60 minutes to an en route aerodrome.

(The previous language about 2 engine aeroplanes has been eliminated).

Operators must ensure that from a point on a route to an en-route alternate that they provide an overall level of safety required by Annex Six by:

Operational control and flight dispatch procedures, operating procedures and training programmes. (Note the requirement for operational control and flight dispatch procedures).

En route alternates have to be identified and the most up to date information provided to the crew on identified en-route alternate aerodromes, including operational status and meteorological conditions. (This should be very important for dispatch).

Special requirement for twin engine aircraft that en-route alternates must have meteorological conditions at or above the aerodrome operating minimums at estimated time of use.

4.7.2 Requirements for Extended Diversion Time Operations (EDTO).

(Replaces ETOPS)

Now applies to both twins and higher. No operation on a route with two or more engines if it exceeds the threshold flying time established by the State. Diversion times for twins are calculated at ISA and still air at one engine speed for twins, and at all-engine speed for aeroplanes with more than twin engines.

Maximum diversion times will be approved by the State of the Operator, and will consider EDTO significant aeroplane systems, which are the most limiting, and twin engine aeroplanes must be EDTO certified.

However, operations that exceed these limits can be approved by State of the Operator with a specific safety risk assessment which ensures an equivalent level of safety.

4.7.2.5 Monitoring of EDTO alternates required.

En-route alternates will have to be monitored and re-evaluated to ensure that the conditions will be above operating minima. If they do not meet requirements, than an alternate course of action would be required.

Twin Certification for EDTO.

Twins will still require special certification of reliability of powerplants, certification of the aeroplane type and special maintenance programs.

Conclusion. Each Operator must look at these new requirements and determine how their operations will be effected. It is the most significant change to fuel and extended range operations in decades. Those Operators who can take advantage of safety risk assessments and equivalent level of safety provisions, should be able to operate more efficiently. There are opportunities here for flight dispatch and operational control personnel to play a key role to make the implementation of these new provisions both safe and effective.

This type of work is one of IFALDA's important contributions to the dispatch profession. It is important that our membership continue their support to enable this work to continue.

To contact Allan Rossmore, Director of Special projects at IFALDA, e-mail kellmark@gate.net.

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2012

Winter—Jan 28—Sheraton Suites Tampa
Airport Westshore

Spring— Houston

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

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