



THE ADF NEWS

“Keeping the Dispatch Professional Informed”

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A Note From the President

Dear Members,

On Friday March 1st, 2013, sequester cuts for fiscal 2013 were implemented. The Budget Control Act of 2011, along with the American Taxpayer Act of 2012, FAA and other agencies are required to reduce annual budgets 5% which equates to a 9% reduction in the final seven months of fiscal 2013. FAA now needs to reduce its operation budget 480 million and/or possibly more.

In order to meet the above budget requirements, Secretary of Transportation Ray LaHood announced FAA would close some control towers, (both FAA staffed and contracted), possibly furlough of some ATC Controllers, FAA personnel, and also reduce safety critical employees at our nations airports. These changes will effect daily operations for major airlines, freight operators, business aviation, and GA operators.



Sequestration will not only slow air travel system wide for our traveling public, families, and friends, but also puts on hold many airspace modernization efforts within our NAS.

Many have inquired to ADF and asked, “What’s in store for ADF members and Aircraft Dispatchers in North America?” Most will see increased workload managing their daily operation, possible route availability issues, departure delays, arrival delays, increased NOTAMS, and long lines at many TSA security checkpoints while traveling.

Like Pilots and ATC Controllers, Aircraft Dispatchers are resilient, resourceful, and cool under pressure! Given today’s volatile fuel prices and many companies desire to edge out the competition with any competitive advantage available, I have no doubt Aircraft Dispatchers will approach sequestration like they have done 24/7, 365 days a year while on shift, offering “The Best” in Safety, Security, and Professionalism!

Be Safe in your operation and remember, it’s your certificate/license, don’t let distractions like sequestration get the better of you.

Best Regards,

Joe

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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.

March 5, 2013 Aviation Rulemaking Advisory Committee-

By: Michelle Betcher Hill

The Aviation Rulemaking Advisory Committee met at Federal Aviation Administration Headquarters in Washington D.C. on March 5, 2013. The meeting was called to order at 1:00PM by Mr. Elwell. Mr. Elwell stated that even with his transition to working for Airlines for America he will remain as chairman of ARAC. Ms Liu read the required Federal Advisory Committee Act Statement. Introductions were made of those attending.

Mr. Desrosier confirmed that in the minutes from the December 6, 2012, meeting on page 10, paragraph 3, he requested using the verbiage "among authorities" in the third sentence, this would make this statement more flowing. Also discussed was the delivery of the minutes of meetings. It was concluded that from this meeting going forward, minutes will be delivered in a summarized format.

Ms Liu discussed the Bylaws and they were voted on and approved.

Mr. Bolt discussed the status reports from the Airman Testing Standards and Training Working Group (ATSTWG) (ARAC) and is moving forward rather quickly. Private Pilot, Instrument Rating, and Flight Instructor Rating, are looking into guidance, congruency, knowledge, and risk management based questions that will be added to the test bank questions. Future test will become more practical with route, understanding, and correlation questions asked in a tight integrated structure, with questions that must be pertinent to the licenses and subjects.

Mr. Bolt stated the Flight Control Harmonization Working Group (FCHWG) (TAE), which is working on tasking questions, is looking into structures and systems stating they are six to nine months away from a report being ready to present to ARAC.

Mr. Bolt stated that the Airworthiness Assurance Group (AAWG) (TAE), working on aircraft widespread fatigue, that the Federal Aviation Administration and European Aviation Safety Agency groups need to come to an agreement and harmonization between the two groups needs to be attained.

Mr. Bolt stated that the Engine Bird Ingestion Requirements Group revised taskings from the ARAC and have emailed the taskings and working on a new taskings group.

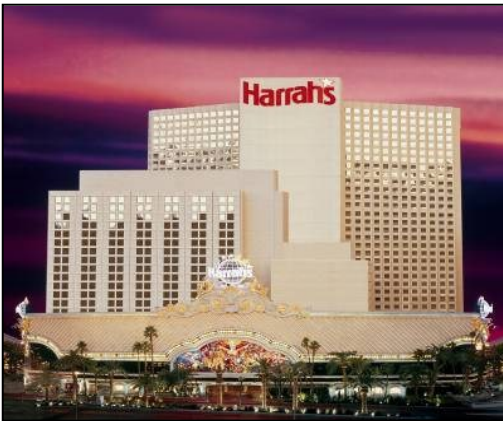
Mr. Bolt stated that the Transport Airplane Performance and Handling Characteristics task group is in progress with all tasks being approved.

Ms. Liu voted on and approved The ARAC Tasking Template, also stating that changes to the template can be made if needed. The Rulemaking Prioritization Group, using Prioritization stated by ARAC, should be in effect by September, with a Safety Risk Management Policy.

Mr. Bolt stated that 14 CFR part 21- Engine Assembly Exemptions, that allow General Electric and Pratt & Whitney to install interface components or aircraft type design hardware on their engines during engine production and would like to see the rule changed so the exemptions are no longer needed. The rule making process is in effect for this proposed rulemaking. A petition for rulemaking has merit and is being considered.

Mr. Craig Bolt discussed The Low Airspeed Alerting Tasking, It was discussed at December 6, 2012, ARAC meeting that clarification and more detailed information with clearer findings and recommendations was needed from the tasking group.

Ms Liu stated the next ARAC meeting will be June 20, 2013.



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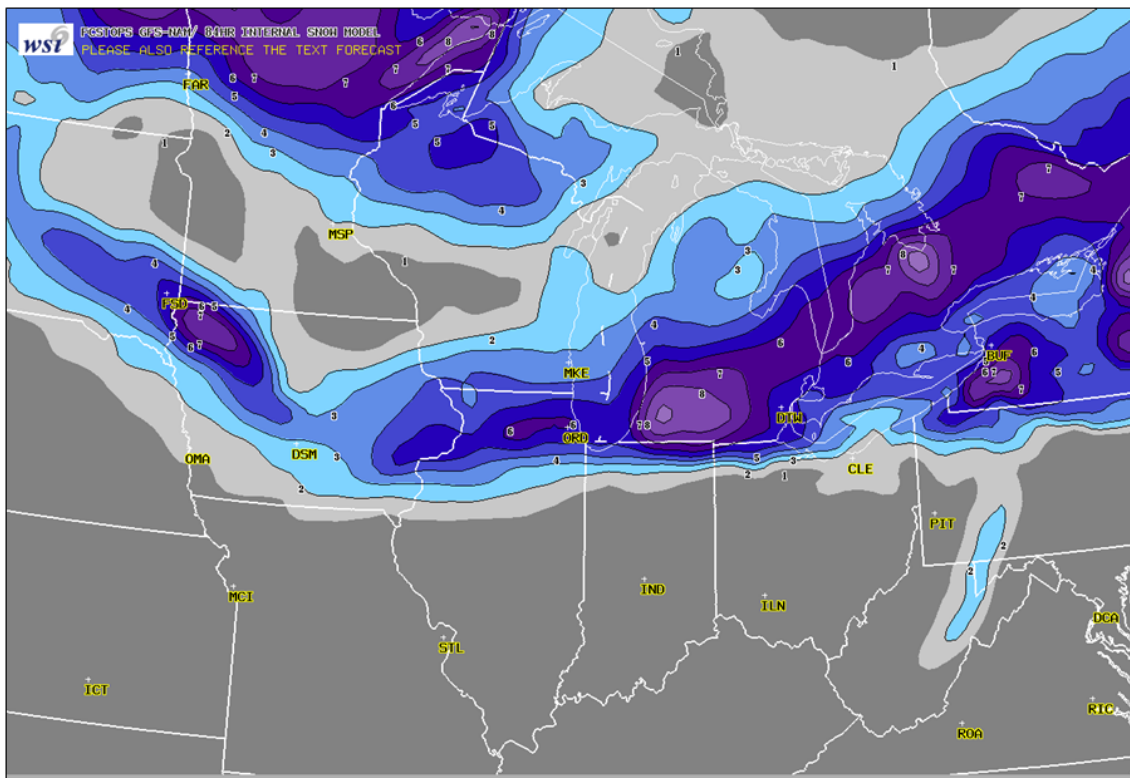



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		Winter Storm Forecast					
KORD		Valid 02/23/2012 - 02/24/2012					
Valid Time	GMT	18z - 21z	21z - 00z	00z - 03z	03z - 06z	06z - 09z	09z - 12z
	Local	1200-1500	1500-1800	1800-2100	2100-0000	0000-0300	0300-0600
Winds (kts)		09010	05015	02015G25	36015G25	34015G25	30015
Temperature (F)		36-35	35-33	33-31	31-30	30	30
Dominant precip type(s)		RAIN	RAIN/LGT SNOW	MDT/HVY SNOW	MDT/HVY SNOW	MDT/LGT SNOW	LGT SNOW
Liquid equivalent (inches)		0.05	0.10	0.30	0.25	0.15	0.01
Accumulation (inches)		NONE	< 1"	2-3"	2-3"	1-2"	TRACE
Total accumulation		NONE	< 1"	2-3"	4-6"	5-7"	5-7"
Forecast Discussion: A deepening upper level trough will swing through Iowa into central Illinois by late in the day Thursday. Initially precipitation may begin as rain before mixing with snow during the middle to late afternoon hours. As upper level vertical motion strengthens and colder air wraps into the system, a period of moderate to at times heavy wet snow appears likley from early evening through the overnight hours. Gusty northeast to northwest winds will accompany the snow. Any deviation in forecast track of this system could greatly affect snowfall at the airport as only a narrow zone of heavy snow is forecast across northeastern Illinois.							
Forecaster:	WSI	Update Date/Time:			23 FEB / 1800Z (1200CST)		
<small>For additional information dial 847-700-3092</small>							

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Federal Aviation Administration

March 12, 2013
Contact: Laura J. Brown
Phone: (202) 267-3455



WASHINGTON, D.C. – The Federal Aviation Administration (FAA) today approved the Boeing Commercial Airplane Company's certification plan for the redesigned 787 battery system, after thoroughly reviewing Boeing's proposed modifications and the company's plan to demonstrate that the system will meet FAA requirements. The certification plan is the first step in the process to evaluate the 787's return to flight and requires Boeing to conduct extensive testing and analysis to demonstrate compliance with the applicable safety regulations and special conditions.

"This comprehensive series of tests will show us whether the proposed battery improvements will work as designed," said Transportation Secretary Ray LaHood. "We won't allow the plane to return to service unless we're satisfied that the new design ensures the safety of the aircraft and its passengers."

The battery system improvements include a redesign of the internal battery components to minimize initiation of a short circuit within the battery, better insulation of the cells and the addition of a new containment and venting system.

"We are confident the plan we approved today includes all the right elements to conduct a comprehensive evaluation of the battery system redesign," said FAA Administrator Michael P. Huerta. "Today's announcement starts a testing process which will demonstrate whether the proposed fix will work as designed."

The certification plan requires a series of tests which must be passed before the 787 could return to service. The plan establishes specific pass/fail criteria, defines the parameters that should be measured, prescribes the test methodology and specifies the test setup and design. FAA engineers will be present for the testing and will be closely involved in all aspects of the process.

The FAA also has approved limited test flights for two aircraft. These aircraft will have the prototype versions of the new containment system installed. The purpose of the flight tests will be to validate the aircraft instrumentation for the battery and battery enclosure testing in addition to product improvements for other systems.

The FAA will approve the redesign only if the company successfully completes all required tests and analysis to demonstrate the new design complies with FAA requirements. The FAA's January 16, 2013 airworthiness directive, which required operators to temporarily cease 787 operations, is still in effect, and the FAA is continuing its comprehensive review of the 787 design, production and manufacturing process.



Federal Aviation Administration

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2013

Spring — Atlanta April 13th
Holiday Inn Airport North
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Fall Symposium—Harras Las Vegas
October 8-10, 2013
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Airline Dispatchers Federation

Newsletter

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