

## ADF Business Meeting May 2

Giles O’Keeffe greeted the attendees and introduced himself then asked the attendees to do the same.

Giles briefed the attendees of the proposed agenda, which is as follows:

Minutes from last meeting, Officer Reports, and By-laws

### Minutes

John read the minutes from the February meeting and they had been accepted.

### Officer Reports

Norm Josephs discussed the pending ARAC issues from last meeting and will continue to discuss and offer in site to the group on relevant issues at the next 125/135 ARAC meeting June 21. Some issues are the language on interchange of jump seat capability between airlines and move pass the language which is currently does not include the Dispatcher, simple because there is no Dispatcher requirement in the 125/135 operations. This oversight is being address at the ARAC steering committee. Another point of interest is that American and UPS have completed their cockpit access security programs and they are to the required standard which includes an electronic form. These are the first two companies’ to provide the FAA with the complete list for Cockpit Access System (CAS) and the list includes the Pilots and Dispatchers. Additionally, the group is slated to discuss if DRM Jet Aircraft will be approved for 135 commuter operations, which the ADF is still actively pursuing the avenue to require a Dispatcher for operational control issue of 135.77. Aircraft of nine or more are still planned to go into 121 operations. DOT Part 380 address’ financial issues and neglect to address any FAA regulatory issues that cause concern due to the apparent creation of a loop hole. DOT Part 380 are specific to allow an on demand charter to be created if the operator can meet financial and reporting criteria to be a broker; this specifically would allow said broker who met the criteria to present themselves as a scheduled carrier operating between point A and B to allowed individuals to fly when the wanted but not be subject to the same level of safety as a scheduled commercial carrier. This flight matrix is a subscription “schedule” service posted on the web – NOT A TRUE SCHEDULE. What ADF believes: An indirect aircarrier can still broker and make it appear as they are a scheduled carrier they should be held to scheduled aircarrier standards.

Jim stated that ADF should have on record our disapproval.

Amar Murthy stated we should attack this issue on two fronts align ourselves with an aviation safety organization/group and then show how these groups (or individuals) are not meeting the same high standard required of the scheduled carriers; and then lobby congress to set aside funds to give the NBST and FAA to properly regulate them in all venues not just financial.

Other issues discussed at the ARAC meeting was the deletion or modification of Part 125; large private aircraft operations i.e. John Travolta 707 moves from 125 to 91 sports

teams Mavericks would remain as 125 or go possible into 129, and Charter goes to 135. ADF is using the links argument to 135 infrastructures not to dispatch. There are 5600 airports that can operate 10 seat jet aircraft. This infrastructure is complex and offers several opportunities for operations that do not have an extra lay of safety to fall short of standards that are expected by the traveling public and demanded of commercial scheduled operators.

The Joint Agency Group is to draft First ATC plan by June and it is extremely important that ADF get involved with this group for future rewrite of National Airspace System.

ETOPS NPRM has been closed.

TAROC [terminal] has expired Performance AROC has replaced the Terminal area.

The regulatory review board has announced that it is accepting posts for suggestions its annual review for input of regulations that individuals and groups feel need to be revised and or rewritten. ADF offered to enhance safety to remove 121 supplemental, revise the destination alternate rule (123 rule), and show economic impact; Norm stated he will email Giles a copy of the letter to state ADF position on these issues. Fuel over Destination is being considered for amendment to arrival regulatory at 3 percent; current minimal arrival fuel is 10% for US carriers. Many US carriers are in the process of applying for a 5 % arrival fuel however Air France has already received a 3 % arrival fuel exemption.

Giles thanked Norm for all his dedication and hard work on this committee and for the update. Giles expressed his and ADF's continued support in any means necessary to kept Norm in these meetings especially now during these critical times.

Giles then introduced Sandy from the IFALDA Board for an update from their organization.

Sandy thanked ADF for the opportunity to speak on Allan Rossmore's behalf who could not attend due to prior commitment. IFALDA annual meeting is in Washington and immediately after the ADF meeting May 3-5. IFALDA's major thrust of expansion and development throughout the year has been on Flight Dispatcher Requirements worldwide. Many developments have expressly show the need for a higher level of safety which a Dispatcher provides; additional level of safety could have prevented the Haepog – Lloyd tragedy and clearly shows the need for increased levels of safety.

ISOA inspectors had been criticized for lack of creditability

ADF Business Meeting Attendance List May 2

Giles O’Keeffe	NWA
Sandy Sandziuk	AC {retired}, IFALDA
Jim Jansen	AAL
Norm Joseph	DAL
Mark Hopkins	PAFCA – Delta
Amar Murphy	BLR Group
Gail Murphy	BLR Group
Gene Kim	UAL
Mike Alpers	PAFCA – United
John Plowman	AAL (TWU)
Adam Giraldes	UAL
Catherine Jackson	SWA
Ted Christie	USA
John Schwoyer	AE / ADF
Tracie Benson	AA / ADF
Kevin Tompson	DAL
Mark Monse	SWA