

## 2007 ADF October Business Meeting Houston, Texas

1405 Meeting Called to order

John advised minutes distributed for review  
Norm moved to accept minutes from July's meeting  
Jerry seconded  
Floor voted and approved minutes

Jim started by thanking the group for being there and introduced himself and the group

Jim advised group that Giles in China and sends his best for a successful meeting and reports that unable to make the meeting with nothing new to report.

Jim discussed the ADF and its participation in various meetings like ASAP meeting in MSP, Dispatchers reporting in ASAP and ASARS. ASRS is taking solicitations for Dispatch reports.

Jim advised that in meetings at FAA headquarter Dispatch Workload is being discussed. ADF is hoping to get FAA Grant money to fund a dispatch workload study in the next year or two. However, Jim warned that workload study would be difficult based on the complexity of dispatch operations and it would be best to wait for a definitive effort with specific guidelines and parameters.

Jeppesen contract Dispatch is still on going reference answers to questions raised by ADF. ADF submitted a White paper to FAA legal showing the facts and presenting a clear picture of how contract Dispatch for 121 operations are not legal use of the ODA. ADF also had discussions with Mitre reference the use of the ODA and its intent by the Office of Rulemaking.

Norm asked if there is any advantage to giving the white paper to the new Head of the FAA, Bob Stegers.

Adam stated that in the meetings he attended it appeared Jeppesen has the support of the ADO, but providing the new leader of the FAA could not hurt.

Jim stated that the challenge for the new leadership of ADF will be to gather the support of the board, and members to possibly lead the group into a new direction, specifically he mentioned to apply to the ADO to get approve under part 65 to approve the school (domestically at first then Internationally later). Approval first then later seeks oversight authority.

Question was asked by the floor if the By laws approve ADF to do this?

Organization Designation Authority – FAA gives corp. or Individual authority to act on “their” (FAA) behalf....comply with all FAR's. ADF by-laws would not prevent an

individual within it group from taking this authority, and it is interpreted as the individual within the company (or organization) has the authority of that specific company or organization.

Note that Net Jets has this authority and twenty percent (20%) of their employees are Jeppesen.

Alan asked if the ODA has the same benefits specifically sovereign immunity?

No one had the answer but the general consensus was that the ODA does NOT possess that immunity.

Amar stated Net Jets has certificate to operate 91, 91F, 135, and 121 Supplemental, which again twenty percent of the Net Jet SOC is provided by Jeppesen.

Jerry advised that AIRINC does the same thing in the Atlantic, Pacific, and South America, and he encourage ADF to write their POI's.

Jim interjected and pointed out that Jeppesen is NOT the certificate holder and ADF needs to stay focused on that point.

Jim said we should move onto new business and he like to revisit an idea previously tabled. It was mentioned several years ago that ADF run classes in conjunction with the symposium. Jim gave a few titles of possible sessions

Dispatch organization – how to manage your desk...

What I learned from this.....

Experience to pass along.....

Joe said that the symposium is a great place to hold this but we could also consider a road show and take a session to the Dispatch SOC's or Union Halls to have easier access for the end user. Develop professional training seminar via multimedia and thru communication line to distribute to ADF members.

Adam said ADF will run into two major road blocks first the company and second the union (if they get beyond that possible issues with POI if presented as part of company).

Floor discussed the pros and cons and decided for now stick with the Symposium as the distribution point to keep efforts focused on maintaining the ADF as a group and the symposium.

Russell Steele of Republic Airways gave his report, first he announced he and Wendy (his wife) are taking over the ADF newsletter from Gail Murthy of BLR Group. Russell has asked for any input in the for of articles to be forwarded to [ADFNews@yahoo.com](mailto:ADFNews@yahoo.com) The format will be slightly larger and he is taking suggestions offline for tips and suggestions. Russell also noted that Republic Airways is three airlines Republic Airline, Chitaqua, and Shuttle America. Republic Airways the holding group has requested for

the ASAP program to be put into place with their POI. Russell has stated that once the ADF elections are complete he would like to start the newsletter with a photo and bio of the new executive board, and once they make their decision on the board of directors to also get their photo's and bios input for a healthy first quarter letter. Additionally he has asked to place an organization chart on the letter or at least on the website, if filler is needed we will add the minutes or excerpts from the minutes. He envisions that the newsletter would have a presidents corner for what is hot (issues affecting ADF's direction, issues affecting line dispatchers decisions, etc.) also a personal corner births, promotions, and final coming to your town a section of what meetings are where and how to get involved.

There was discussion on sponsorship and what is input and why, with additional discussions where on how to tie in the website to some of the discussion formats. The final discussion was the format i.e. MS Office Professional since most ADF board have that installed on their laptops.

Adam thanked Amar and Gail for their tireless support on the newsletter keeping it alive for the last several years. The floor echoed his sentiments praising Gail for her commitment to the newsletter in its greatest hour of need. Thank you Gail, Amar, and BLR, again.

Matthew Berg reported that symposium finalization with Cathryn Jackson went well no major outstanding issues to report. Reported that Continental is in test and evaluation stage of a new flight plan system but no news is able to be reported at this time.

Jerry Elders is helping Skybus get started with Jet service 5 jets now with 2 more expected this year.

Paul Viola of Delta/PAFCA is taking over for Mark Hopkins due to his promotion and greater involvement in the ATC Coordinator duties at Delta. Good luck Hop.

Kent Sharrar is new delegate for Hawaiian taking over for Rhonda and he advised group that they are starting new service to Manila, and that they are again in search for a new Manager of SOC, Stan Pitts left for position with FAA as POI.

Norm reported on ARAC, next meeting set for Dec 5, FAA continues to condense ARAC by minimizing overhead and utilizing aviation rulemaking committees. There are no new items in the works that affect Dispatch Operational Control.

Norm and Jim attended the latest FAA Dispatch Inspectors Course held at OKC with two (2) pilot types and two (2) South African Officials in attendance. FAA was pleased to have ADF participation and support and ADF was happy to be present.

Jim reported that there are new positions posted for SEA, PANC, and DAL as well as an entire new set of courses that must be completed for the inspectors to be certified.

Adam reported that he attended the RTCA in DCA getting ADF back into Next Generation Global Harmonization meeting run by JPDO and works with Carey Fagin of the FAA. Adam took over this position from Dave Porter who is now with the FAA. Adam briefly discussed that Marion Blakey spoke about other country's airlines dispatch and he shared how there is fear of outsourcing of dispatch if not the entire airline under a new OEP.

The group discussed being proactive and getting new members to attend meetings since many of the members that attended for ADF have retired and are taking positions that prevent them from acting as agents for ADF.

Jim the new ADF officers must run the office as it currently, conducted in a professional manner representing the profession not a carrier or an individual, if you take issue with a discussion do not get strident; listen send it to ADF members and ask for assistance, then write it up. Make a point be firm concise and correct but most of all be professional. ADF needs competent individuals to represent the profession and not jeopardize the efforts of those who have gone before us opening the doors that where once closed.

Jim stated if you have an interest in attending meetings that you go with an experience ADF member to help with introductions.

Amar reported that BLR is assisting the FAA, on behalf of a client, in drafting an Advisory Circular for 135 Helicopter Operations; they are not involved in AT008 but involved in the recommendations of improved automation system and associated recommendations. The draft has gone to helicopter operations and AFS250 will be sent out for RPRM.

Amar also advised that 8410 is being replaced with 8910 and there is a bridging document available which he will provide the link in the symposium. Additional BLR has been employed by the City of Tempe and the FAA to evaluate as a third party non-bias the building of a new stadium and limitations and restrictions that are needed.

The question was asked from floor about the website and Amar deferred to Joe Barrington, who reported that the email server was hacked and it crashed. In reviewing hack it was discovered and reported to Dept. of Homeland Securities that the ADF website was hacked and some information was stolen (credit card number) by a third party and that was addressed and resolved. The server was not set to automatically update thus the latest security was not updated. Upon review of the system ADF has elected since we have grown to move off BLR host server which they have generously supplied onto a commercial server which can handle the traffic that ADF is now generating. BLR has offered to aid ADF in this transition from a corporate server to commercially hosted server.

Matt changing website to a new composition and taking the news reader off which is picking up commercials and posting them on site without payment.

Jim deferred the specific details to the new executive board to work out.

Amar discussed the 129 ARC “new” seven (7) month old rule making committee for other carriers outside the USA. Due to recent long term contracts with China Air three (3) new Indian Carriers with service to USA will provide support systems on ground to catch error and aid crew in air.

Floor discussed the embracing of 121 rules and some of the lack of understanding of philosophy of international carriers.

Mike Tempe gave financial report, ADF is better than expected the cost of this symposium is unknown but the bank statement is holding constant and preliminary numbers indicate ADF would break even. The increased IFALDA dues was paid off and completed per discussion from last meeting. The unknowns are computer expenses with the upgrade to a commercial server and any new upgrades for the new board and newsletter software. ADF has already paid for some professional programming assistance in preparing ADF data to be transferred to new commercial server. As always, a full financial breakdown is available upon written request to ADF Treasure.

Brandon reported that ADF hired a professional programmer as Mike stated to clean website up for the migration to a new platform.

Jim asked how we selected programmer, was it a RFP or something else.

Brandon explained that worked with Joe and once a commercial server was selected then a programmer was picked that mastered that platform.

Joe spearheaded team to fix website and get update and design complete for transfer.

Email for ADF board is operational.

Joe Miceli gave open invitation to anyone who is researching flight planning software to review the product they are demonstrating, FWZ.

Joe also reported that UAL and PAFCA are jointly working to define workload and the test bed is LAX-UHHH.

Joe is updating the video and would like all airlines involved to get authorization from corporate to use likeness of company, and he will be happy to help by sending prospective company's a standard release form. Want as many SOC as possible to show what ADF and Dispatching is for and showing a wide variety of carriers and incorporate the ATC command center as well as some tower and cockpit shots. ADF would like to show the difference between what the Pilot sees, what ATC sees, and what the Dispatch SOC sees. The last video was given to FAA ADF would like to copyright this version and sell it. If possible have a brief note from the current ADF President describing where

when how of dispatching flight following weather avoidance and ATC, pilot collaboration is structured.

Jim said once it is finished copy right it then you have right to charge for its reproduction and viewing.

Russell stated the purpose if the video is to replace the aging one and get it out to the community it may be in ADF best interest to increase visibility if that means giving a copy or two away then that may serve the organization best.

The floor discussed and let the decision wait till the new video is complete.

Patrick of Express Jet reported that he accepted the nomination to the ballet for secretary and gave a brief update on Express Jet with 69 aircraft 44 flying charter the other 25 flying brand service for Ex. Jet and Delta connection. There are six positions for dispatchers and expect to have 14 per shift.

John Plowman reported that no new news.

Rick deferred the IFALDA news to Allan, SWA is growing and expects to have more positions open but no new news as to if they will hire off street or continue to draw from within organization.

Allan reported that IFALDA though small they cast a giant shadow and plans to include in his presentation the opening of UA and EU operators to green issues and also discuss how UK operators are moving towards the USA safety ground type system of flight following and assistance. IFALDA greatest concern is the increase in African and Indian probability of being in an accident which is currently ten (10) times greater than any other nation. IFALDA is making inroads to those nations to improve their operations through the ICAO safety systems and ground based operations centers.

IFALDA has transitioned from a USA, European group to a truly global conglomerate organization with members from China, Australia, Africa India, Malaysia, UAE, in addition to the strong presence already in USA and Europe. This is my last year as President but I plead to keep involved and help my successor in all endeavors. Sandy will further discuss the ICAO safety issues while I will briefly IATA and the IASOS Audit process for FAR 129 operations. The FAA 129 standards have been increased for international carriers operating into the USA. This along with the contacts and meetings with various organizations in the International and domestic community has help move the global aviation community towards a safer means of operating. The release of the Hapog Llyod crash (in German) is an additional step to showing international operators the benefits of a Operational control system. Full presentation will be made at the symposium. For now I like to welcome all to attend the next AGM in MIA May 5-7.

Sandy thanked the group for the opportunity to met with them again and proceeded to brief the group on the ICAO CONFERENCE IN yul Aviation Safety Security and

Environment. Sandy stated that it was stressed that Aviation is 2.2 Billion of the mass-transport system and aviation safety for its 160 registered carriers is at the forefront of the transportation system, however though the numbers statistically are low the incidents and accidents get the most media coverage. The worse accidents are in Africa and Malaysia. It is reported that Asian accident rate is contributed to an aging fleets and cost to update them. Security and Risk assessment are focusing on air cargo operations and some that allow passengers. The concerns are the lack of checks being preformed but now ICAO has provided Annex 17 which provides a platform to manage and provide risk assessment. ICAO is working to harmonize and unify the efforts to mirror existing forms.

Sandy advised that the key issue is the environment and reduction in emissions, specifically noise by seventy-five percent (75%). The reduction in emissions is a close second with new fuel cells and bio fuels helping to reduce the aviation carbon footprint on the global economy, of which aviation is responsible for two percent (2%). The governing body's on emission reduction feel that tax emissions is the best alternative, however it is a clear violation of ICAO rules. The groups are discussing alternatives and plans for a better metering and enforcement system. Sandy will update ADF at the next meeting.

Paul of ERA reported that they are out of bankruptcy and have added two city's.

With all reports in Jim advised group that the new officer elections are being held today.

John briefed the group on the stating that only delegates could vote and Ted and Cathryn are here to verify delegates and officiate voting.

The votes where cast and the elections close but the new board for 2008 is as follows:

President –	Adam Giraldes
EVP-	Joe Miceli
Secretary-	Patrick Boyle

Jim and John congratulated the new board members and both pleaded to work with them for a smooth transition.

John advised we need to set up dates and locations for 2008 meetings, Jim deferred to new board.

Adam said we should stick to same time frames as previously.

A discussion of current and new board about issues and previous business meeting discussions on joint meetings with IFALDA and representation on IFALDA board, and having a larger audience for speakers at meetings to have a greater impact for the dispatch community. The ADF current and new board agreed with IFALDA board to

work together. IFALDA will make board meeting at symposium and ADF will make symposium a board meeting.

The dates were discussed among all board members for both groups and the following dates and locations were selected for 2008:

1 <sup>st</sup> meeting	January 26-27	SJC
2 <sup>nd</sup> Meeting	May 5-7	MIA (Joint Meeting) Embassy Suites
3 <sup>rd</sup> Meeting	July 19-20	ORD
Symposium	October 19-20	DCA

Jim advised the group that there is a meeting with the vendors tonight at 6-8pm, and asked Brandon to work with BLR to get website resolved as soon as possible and he agreed and advised he would post the meeting for 2008 today.

John Plowman motioned to adjourn, Russell second and the floor carried motion.



October 14, 2007; Business Meeting Sign in Sheet

Jim Jansen	ADF *
Sandy Sandziuk	IFALDA
Allan Rossmore	IFALDA
John Plowman	TWU
Patrick Boyle	Express Jet
Joseph J. Miceli	UAL
Patricia Montgomery	Caribbean Sun
Mike Timpe	Horizon Air
Adam Giraldes	United
Norm Joseph	DAL
Kent Sharrar	Hawaiian Airlines
Paul Viola	DAL/PAFCA
Amar Murthy	BLR Group
Matthew Berg	Continental
Russell Steele	Republic Airlines
Don Wright	US Airways/UPS/TWU
Joe Barrington	BLR Group
John Schwoyer	Am. Eagle / ADF *
Rick Ketchersid	Southwest
Jerry Elder	ADF
Paul Khera	ERA Aviation

\* Quorum requirements met per ADF By-Laws