

## ADF April 2007 Business Meeting MSP Minutes

Call to order 1400

Giles opened meeting welcoming group and introducing himself and asked everyone to introduce self and give officer report or airline report.

John S. advised minutes from January Business meeting was sent out for editing and was posted to web site. Motion to accept minutes as presented by Jim seconded and approved by entire group.

Giles advised that Mike Tempe was not able to make the meeting but he submit his financial statement electronically which Giles presented to group, and as always a full report is available upon written request. Mike reported that ADF paid dues to IFALDA as voted on in last meeting, prorating Jan to May at \$5 rate and may to end of year at increased \$10 rate. The membership was determined along with help from Brandon running website report on membership which lists total members at 1150 dues paying. Mike advised TWU 542 paid partial (quarterly) as they indicated in the last meeting minutes. Mike confirmed that the Not for profit ADF is operational and that the taxes are filed with no liability for 2006 and a filing for refund for 2005. The 2005 filing would be reviewed by the IRS but the refund is not guaranteed. Mike stated that the sponsorship moneys are 15K lower than in previous years and that the 2006 Symposium operated at a loss.

Giles indicated that the primary reason to go not for profit was for liability issues in a law suit and secondly followed by the ability to apply for Federal Grant money's. The loss on the symposium is an area we need to find someone to step up and work on improving our bottom line. The ADF was placed in the position with IFALDA raising their rates, which they have not done since 1960, to find a way to generate income. Some financial alternatives presented to improve financial status are pursuing grant money, possible raising dues, or getting more attendance and sponsors for the symposium. After paying IFALDA dues the ADF maintaining a presence in the industry ADF is spending on average \$1000 per month which currently is directed to protect the licensing requirement for Airline SOC verse the challenged by Jeppessen to make it contract.

Giles indicated that Paul Kera, ERA Alaska, is interested in obtaining grant moneys. Giles read Paul's email and said we there are limits and liabilities for specific area's in which ADF does not want to expose itself or its members (such as training) but Paul is interested and has enlisted the help of Patricia Martin of Pacific Sun to obtain other possible aviation moneys but he needs additional help. Giles opened it to the floor to anyone who was interested with the time to dedicate to the pursuance of grants and no one had time to dedicate to this venture.

Jim added that after the last meeting he would contact Dr. Phil Smith of Ohio State University and ask his opinion and advice on Aviation Grants. Jim read Dr Smith's

response: 'there are a few aviation grants and most moneys are in projects proposals, since most projects are funding proposals and on specific timelines they are placed out for bid.'

Giles restated the complications of dispatch verse the CPA or nursing profession in ref to their specific field's training certifications. These independent certifications theoretically gain financial benefit for the holder. It was suggested that ADF take this approach but Giles simply stated that the industry would not accept (pad additionally) for specifically trained individuals.

Giles indicated that we as the group leaders need to post our accomplishments in an Annual report or updates in the newsletter to show the members what ADF is working on. For this is a fight, a fight to preserve the Dispatch position strength and integrity of the position within the Airline's SOC verse a contract organization.

Jim stated that Jeppesen attempt to have the FAA pass contract dispatching as an ODA (Organization Departmental Authorization) was forced by the efforts of ADF and later the labor organizations the represent the majority of Dispatchers in the industry (TWU, PAFCA, SWA Disp. Group). Jim recognized the need to have a unified large front fact finding mission fighting the efforts of Jeppesen and their attempt to launch contract dispatch. Jim discussed at length the issues facing ADF with FAA headquarters and how Jeppesen presented this under an ODA and how there is zero response. Jim asked if the group had an opportunity to read and review the letter sent to FAA, NTSB, congress and the Aviation Safety Committee Jim did discover that the FAA has recently issued an information / media blackout on this contract dispatch issue. Board and ADF Members stated they read email and supported ADF's efforts. Jim said he continue to investigate and see if any headway was made and report back to the group.

Giles advised that he would follow up with the aviation subcommittee directly on the contract dispatch issue and also report on its status.

Norm advised that AVCAT committee meeting is in process of obtaining the ASAP reporting system for controllers. Group remarked that collectively that we where surprised they did not already have this available to them.

Jim discussed the Symposium speakers, he has a few lined up but is taking suggestions for more. Adam said he had a few suggestions and Matt also offered one for Jim. Jim said he'd take any and all suggestions and discussed with group speakers and topics since he wants to post of web soon.

Jim advised that he will not be able to attend the NOAA meeting and asked the group if anyone was able to attend and ADF needed to have coverage. Some members advised that they may be able to attend and stated they met with Jim after this meeting to get specifics on dates and times.

Norm discussed the FAA's is total black out on the Contract Dispatch issue, even normally outspoken individuals who state the FAA's position are not speaking. Norm noted that even Joe Contee FAA legal counsel is not coming out with a definitive Legal Statement.

Giles did state that he spoke with the Bill Richard {Congressman's Oberstar's Chief of staff} to inquire about receiving ADF's position paper on Contract Dispatching and asked if he would discuss with Staff legal counsel.

Giles advised that Jeppesson is trying to make a persuasive argument for contract dispatching and with backing of Boeing and having a strong push high within the FAA ADF and the Labor unions must continue to challenge the movement.

Sandy first thanked the group again for inviting him and advised Alan wished us a successful meeting and sends his regrets for not being able to attend. Sandy complimented ADF on its role in the struggle against contract Dispatching and wished the group all the success in defeating the measure which he warned may be a long process. Sandy also briefed the group on the happenings in the International Aviation arena as well as the upcoming AGM in Dubai.

Europe and JAA safety meeting is Prague ref. status of Euro-Control Safety study on Dispatch which Alan attended representing IFALDA at the meeting with EAA and Euro-Control discussing the increased safety Dispatcher's provide.

One of the items tabled was the discussion on the number of intercepted flights due to the loss of communication.

Alan has a meeting planned with the Chairman of Virgin Atlantic, and after those meeting plans to travel to the Pacific Rim.

Sandy advised that ICAO Annex 30 has caused several revisions to audit process, specifically the Safety Audit program, which will have a Safety Management System and include a system of regulatory oversight and annual inspections. Additionally, metrological input is controlled by World Metrological Basis to further standardize system.

Sandy offered a suggestion to have Judge Moshansky who would be agreeable to speak at conference on being the Commissioner of the Drydon Report.

It was noted that great steps have been made in voicing how Dispatch would significantly improve helicopter safety though certain inherent risks can never been eliminated such as dispatching to a field, highway, or building site with no means to accurately measurable weather conditions of wind, visibility, and ceiling. Giles has met Matt Zaccaro, Zaccaro corp, to discuss the advantage of having a Licensed Aviation Dispatch in their employment.

Kevin reported to the group that there was a meeting in NY with PAFCA and Delta management, and the outcome was how both parties support Delta and their efforts to emerge from bankruptcy.

Joe discussed Unites new motto “diversions are not a failure” and Joe advised how United has hired an Industry Engineers to quantify the amount of work that Dispatchers place into each release, and in their infinite wisdom management scheduled the Engineers one hour to meet with the DL (PAFCA) workload committee. The meeting lasted the day with the PAFCA Committee discussing the 108 elements of a release and how each item must be reevaluated with every factor and once a factor has changed the release the process must be restarted. The 108 Dispatch Element list was developed by Al Krouder.

Joe advised that UAL hired ten Dispatchers and plans to hire more once the line comp. checks are completed. He also reported that Operational Services are no longer in the Flight Group but ALPA is still supporting Dispatchers.

United invested in the FWZ Flight Planning Software but is implementing it very slowly due to workload and limitations of software wind calculations (uses Bracknell winds). The data base is located in Australia and data transfer is cumbersome.

Joe lastly reported that former Dispatcher Joe Vicken’s is now Director of UAL Dispatch and supports the Dispatch profession. Mr. Vicken has agreed to send Joe to Dubai to attend IFALDA Conference.

Norm Joseph reported a NEW ASI position is open in PANC which brings the total to 23 positions and future growth is expected, this position opened when Mir Ali took position in Seattle which now has two inspectors.

Norm discussed the growing trend to move to stand alone committees verse former large group meeting.

ARAC rewrite aviation technician schools requirements and changes briefed.

Norm also advised Pam Hamilton named Director Office of Rulemaking, she was formally TSA.

Yuri, Director of NWA SOC, advised that she is on NWA advisory board and that NWA started Compass Airline Operations (flight and plane), with Neal Cowen moving from Pinnacle to Mesaba. She also advised that NWA will start flying 757 over Atlantic and will open a Dispatch Desks to accommodate the increase workload, with one position currently open others to follow.

Mike with Jet Blue reported Russ Chew took over as COO and Joe Bertapelle now Director of SOC, and it is reported that others are being sought for other positions. The limitation of the crew tracking system was recently exposed and Jet Blue is working to correct that error. The motto of fly the line or we will fly 95 % of schedule is being

rethought with the crippling ATC delays system wide. The hope is that new management will mitigate schedule to maintain a reasonable schedule during ATC delay programs

Don Wright, USAIR / TWU, complimented ADF's quick response and position paper on Contract Dispatching but is surprised that no response has been received by those efforts. Don also discussed the labor union role and advised how TWU legislative Director is trying to arrange a meeting to further discuss Contract Dispatching with FAA.

Don advised that UPS is renegotiating their contract and they are working through some dues issues. Don also discussed limitations and possible options for United on seniority.

Ted, USAir / ADF, discussed that at the last symposium that the members advised of failure to communicate and with United ADF delegates that error has been resolved and all their members now receive the emails messages. Ted is still working with other delegates to update all the lists.

Ted also advised that Gail would like to remove herself from the Newsletter business. Giles advised that if we continue to give Gail articles plenty of material to work with and choose from we can convince her to stay so please email articles to Ted of Gail.

Ted brought up for discussion of paper verse electronic and the consensus is to remain with paper.

Ted said that Catherine and Chuck need to speak about hotels for Houston, TX symposium in October.

It was brought up that ADF should invite whoever was behind the Jeppesen push for contract dispatch to speak at the symposium, John Plowman warned to be leery and Giles agreed to wait to see and discuss it again at the July meeting.

It was also suggested to ask Kevin and John to give turbulence presentation at the October Symposium.

The group discussed the implication of the daily APF into Mexico on the morning ATC telecom, and as a result the Airlines can soon expect to see a play books for Mexico.

John Plowman, TWU 542, turned in the quarterly dues, and check will be forwarded to Mike Tempe. The contract dispatch issue is being presented and worked on local and international level and TWU is waiting for FAA response to their request for meeting following the legal protocols.

No other reports or business discussed Ted motioned to Adjourn and Norm seconded floor approved unanimously.

ADF April 28, 2007 Business Meeting Sign in sheet

Giles O'Keefe	ADF
Jim Jansen	ADF
John Schwoyer	ADF / American Eagle
Norm Josephs	ADF / Delta
Bill Craig	New Member
Sandy Sandziuk	ret Air Canada / IFALDA
Kevin Thompson	Delta / PAFCA
Joe McCoy	United / PAFCA
Yuri Soneoka	Northwest
Michael Ferraro	Jet Blue
Don Wright	US Airways / TWU
Ted Christie	US Airways
John Plowman	American / TWU local 542