

## ADF July 28 Business Meeting Saint Louis

1400 Jim call meeting to order.

John P. motioned for minutes from last meeting to be accepted with spelling corrections. Ted seconded floor carried.

Jim asked for officer reports and read email from Giles to start.

Giles advised it was decision time with ADF and the group needing to step up and make ADF work for its members or shut it down. If anyone is interested in the three Board positions that are up for nomination that the applicants must be willing to devote the time and energies to write articles, solicit speakers; make the time to go to meetings attending on ADF's behalf. Those individuals need to put pen to paper and write the position and a short bio to the members so they can decide.

Jim attended a grant writing conference in July. The first part of the conference the attendees were asked to describe their jobs and *traits* (not word used) to identify what grants would be available. The first assignment was then to find the work set that would have grants to offer. Jim discovered that for ADF, which a 501C6 Trade Union grant category is, that there are only two grant writers; FAA, and NASA. Then to be approved to receive a grant the organization must meet specific criteria, which Jim detailed, however, ADF does not meet specifically the infrastructure to handle the administrative and financials.

Jim, and ADF, were invited to attend NATCA Conference communication for safety Sept 12 in Atlanta. ADF has a standing seat on panel discussion #5 "Weather" but Jim is not able to attend and asked for volunteers. Ted volunteered (suggested) Mark Hopkins. Jim agreed it would be a good choice if Mark would be available. Also in Atlanta, NBAA in September, Jim will be on the Friends and Partners in Aviation Weather Panel. Jim reported that JPDO next generation meeting July 27 DC has created Industry partner teams scrapping the initial Eight IPT and now have Ten Work Team Groups. Jim still holds seat on Net Centric Work Group.

The lead organization is the Industry Management Counsel Sixteen Member group, and Jim is sending an email to the New Chairman, Charles Bergman, to introduce himself and ADF. The group is working towards the future of aviation and has goal of 2025 for complete overhaul and modification into next generation of aviation. The short term there is five billion budget to upgrade and modify airspace and fourteen to twenty billion for transition budget for 2012-2025 for complete Net Centric communication data link network with computer to computer communication for ATC handoff's , flight watch weather updates , and more. These advancements have the potential to remove the Dispatcher from the loop and ADF must remain constantly vigilant of the development of these services and remain present at the meetings on its progress so not to be excluded.

Matt Berg, ADF, was recommended for the International Work Group thus is maintaining a presence for ADF and providing ADF a voice in the decision making process.

ADF has confirmed sponsors for the October Symposium: Zetron, WSI, Navtac, Flight Explorer. Jim is taking suggestions for other sponsors, and the floor offered Sabre, Luftonsa, Avtec. Jim stated that Avtec did not feel the return was worth the investment.

Jim has secured speakers from the following companies: Flight Explorer, NWA, Aerotech, NOAA, FAA, Reason Institute, Morning Star Aviation. With a keynote speaker: Robert Synwolt, NTSB. Jim presented to group that he wanted to make it free for ADF members to attend the symposium (the member would be responsible for their hotel) and the floor agreed this was good for attendance and venter support.

With symposium in Houston Jim was courting the Universal Weather and Aviation, Base Ops, and Air routing. All three of these possible sponsors are based there and provide flight planning and following support for corporate pilots and operations.

Mike Tempe emailed Jim and briefed him of the financial status of ADF, which a full release of that information is available to all ADF members if the email Mike and make the request. Mike advised that ADF is stable with the quarterly dues received by TWU 542 the treasure is stable, Mike advised that TWU 545 has not elected to send their dues for their membership. Eric advised that he had PAFCA United local dues in hand and would give check to Jim at the end of the meeting. Jim thanked PAFCA for their continued support and advised he would forward that to Mike upon his return. Jim also stated that ADF committed to rooms for last years symposium yet did not met that commitment and ADF was obligated to \$4800 in unused rooms. This loss was added to year's expenses and group discussion continued on handling this year's symposium and hotel commitment. Matt advised that this years symposium Hotel is set at the Doubletree at \$109 on a sliding scale based on a 93 room nights however if fail to meet the required room nights ADF will be required to pay for the meeting rooms. The group discussed all options and avenues to regain revenue and mitigate losses.

Ted advised that Gail Murphy who had been trying to relinquish the new letter publishing duties due to the increased demands at BLR she has finally removed herself from that post. So currently we have no articles, newsletter, and publisher. Ted is working on a replacement for Gail, John Plowman suggested a candidate from Air Wisconsin. Joe at United said he would work on articles and Ted thanked him for the help.

Russell advised the group that Republic has a new contract and that he is stepping down as section chair and will be able to devote more time to ADF matters like attending meetings. Russell stated that the board was investigating placing a calendar of events and meetings on the ADF site. Jim advised that Brandon stated he was able to post a calendar of events and various meetings and locations. Matt said that when he spoke to Brandon he was waiting for final approval to post. Jim said he would send Brandon an email and we need to coordinate as a group for meetings. Jim said we also need to work to ensure we cover the meetings most important even if it requires shift coverage. Russel

asked give to clarify ADF position specifically what is or objective for each meeting are we to contribute to meeting or be a silent observer and report back to group. Jim said we are there to provide voice for the Dispatcher, and many of these meetings now look to ADF for advice so yes if warranted the attendee to meetings should give opinion but lets continue to team up like Matt has done to get a first hand perspective of the meeting dynamics and proper introductions to venue host(s).

Matt gave his report confirming all details worked out with Doubletree Hotel for \$109.00 ADF rate with a convention code of ADF. The rooms are booked in blocks (Sat Sun Mon, Sat Sun, and Sun Mon), please give code to ensure room count minimums and if you have any difficulties please email Mat at [Matthew.berg@coair.com](mailto:Matthew.berg@coair.com). Matt briefed if we met minimums the staff room rate can be credited to ADF. Matt has confirmed that Brandon has already loaded the hotel information onto the webpage.

Matt also briefed that he attended the Dispatch NOTAM conference with Dispatch representation from Continental, Pinicale, United, Jet Blue, and Com Air. The group discussed the advancements and changes in NOTAM with 2010 as the target date to be completely digital. Also discussed was how the local NOTAM classification will cease to exist as of October 8, 2007, and along with this change a key word will be implemented in identifying NOTAMs (i.e. RWY - Runway, NAV – Navigation, PT – Point, etc.) which the human factors team is working with now. Other identifiers are being added such as U for unverified information, and O for off Airfield.

Currently the system is not ICAO compliant but the NOTAM group has indicated 2009 for a compliance date. Also discussed with ICOA compliance was how the digital NOTAM project was tied in with the goal to have all flight plans in the international format by October 2008. Some carriers have indicated a hardware/software limitation issue in transmitting NOTAMs and are working to resolve that internally. The NOTAM group objective was to create an ombudsman type role for a single source in listing and retrieving NOTAM's. The digital testing is scheduled to begin with five airports: ABQ, COS, MEM, CHS, and PANC. This test program is limited in scope to only Runway information.

Matt while at the meeting took the opportunity to ask the speaker Gary Bobic of the US NOTAM Group to speak at the ADF symposium. Gary agreed pending a written request from ADF so he can have the appropriate paperwork to process the request with his organization. Jim stated that he would send Gary an email requesting that he make a formal presentation to the group for the October Symposium. Gary informed the Matt that he did not believe there to be any foreseeable problems with him attending. The group's next meeting is scheduled for September 19 in MSP when the NOTAM field working group is meeting and that is followed on the 20 with a Dispatch Industry day open to all interested parties.

Matt also attended IFALDA meeting in DUBI, felt there was much good information and found it interesting how international carriers are flying into weather that they are not equipped to and how the intercept rate was significantly higher for those carriers who did

not employee the active flight follow system such as System Operational Control. Virgin Atlantic also attended the meeting and Matt was pleased that so far they are looking into a voluntary SOC system and have met with Delta in Atlanta to discuss this at some length. Matt briefed those who were unaware that None U.S. based International carriers are allowed to have a passive versus active flight follow system. Matt also discussed that IFALDA mentioned that they have opened a seat on their "board" for ADF, the largest member of the organization. Matt also learned that UAE is issuing Dispatch licenses but these licenses are only valid for two years before retraining is required. Jeppesen set up the initial training program and also provides recurrent certification. However, Jeppesen was a no show at the IFALDA meeting. Matt attended a workshop that detailed the cost indexing of a flight (Aircraft, Speeds and profiles at all altitudes) with the ability to tack actual cost for assigned crews and operational cost versus buffered estimation costs. Valid in identifying cancellations versus delay and misconnects.

Eric Krueger, United advised that PAFCA is working on some internal issues at United and they fully support ADF. Eric reminded group he has a check which Jim again thanked him and United for their continued support. Eric shared their groups concern about ADF dissolving and where is ADF now.

Jim answered the second concern first, ADF is attending several meetings and ADF is very active inside the Beltway where the decision making is being made. ADF has made and name for itself and continues to be present to prevent backdoor legislation like the Jeppesen contract dispatch bid and is present at meetings voicing the concerns of the members about the Dispatcher being taken out of the loop (pilot – controller). Since ADF has been asking the tough questions at these meetings many organizations now include the Dispatcher in the presentation and seek out ADF to ask the Dispatcher's perspective. This is what ADF is doing and to continue to do it Jim answered the second question; stating there are twelve attendees at this meeting and several members have taken to heart the challenge to continue ADF and are attending meetings and getting more involved.

Joe Miceli, United, first thanked Jim for his and ADF's involvement in all aspects from the large contract issues to the quarterly meetings where valuable information is shared from contract negotiations to helpful hints on resolutions to issues with management and on the floor. ADF has and continues to be a valuable resource to the industry and when Joe attended the IFALDA meeting all the European carriers and vendor outfitters are modeling after the US and SOC system. Joe stated that ADF has direction but needs to promote it. He suggested making a slide show to send to the various organizations to tell them in a short five minute or less slide show what ADF is doing and how important it is to support ADF's efforts in maintaining the benchmark for the world with the U.S. SOC system. Tell the members that it was the efforts of ADF along with the labor unions of TWU, PAFCA, and SWA that worked together and what is at stake and that we need to get reconnected with all airlines. Jo also stated that now was a good time to take progressive steps forward and reconnect and unify, if that begins with new leadership then lets talk about that.

Jim said he agreed that ADF need good leadership to continue and that seeing the attendance today and hearing the enthusiasm in the group was positive for ADF's future. Jim asked Joe if he would like to be nominated for a position, Joe said he like to nominated Adam Giraldes as President if he would accept it, Jim said that he would contact Adam and ask him (Adam was unavailable for the phone at the time of the meeting), Ted nominated Joe Mile as EVP, Joe said he would accept the nomination if no one else was interested. Joe asked about the positions, and Jim stated that all three where up for election; President, Executive Vice President, and Secretary. Ted asked if John S. was staying on as Secretary and John said he would if no one step up to the nomination.

Jim asked for nominations from the floor:

President:	Adam Giraldies (pending acceptance) John Schwoyer
EVP:	Matthew Berg Joe Mileu
Secretary:	Patrick Boyle (pending acceptance) John Schwoyer

Jim stated he would get in contact with Adam and Patrick to see if they would accept nomination and also open it to the membership for additional nominations.

The ADF video was brought up and stated that is was 15 years old, and Jim said the he wrote scripts (scenarios) for the videoing process but the last attempt of taping the video was all washed out and was considered a total loss. Jim said if Joe thought his team that worked on his presentation would be able to attempt it he would forward the scenarios and let them work it up.

Eric again said that they had an overwhelming support for ADF and if PAFCA / UAL could help they would indeed do so.

Ted stated that he would also send an email out to group requesting nominations for ADF officers.

Norm discussed with group interested and motivated for its success he applauded the future of ADF. Norm asked Jim about the contract dispatch "push" and its status. Jim stated that Boeing is still pursuing it and even expanding it marketing to include something similar to Airline in a Box, a complete airline from aircraft, crew's maintenance and SOC/Dispatch. Norm asked that ADF keep its members posted on the status if any change. Discussion ensued among the members on contact dispatching and its impact.

Norm discussed ARAC reshaping to keep the system intact. ARC specific committee for specific issues and the 129 ARC Foreign Carriers and their increasing involvement in operations utilizing of the regulation and what position ADF should take.

Paul, PAFCA / Delta, No new business.

Frank advised that the SRS Supplemental Committee was meeting mostly by teleconference. Much of the process in the ASRS has gone automated and it is now possible to research past ASRS in their database on past reports as well as subject matter. This information is also available on [ASRS@NASA.ORG](mailto:ASRS@NASA.ORG). Group discussion on ASRS followed on its status and possible relocation to another host and the associated pitfalls of that change. Frank offered to write an article on ASRS for Ted and whoever is going to edit the newsletter.

John Plowman, TWU, nothing new to report.

Ted Christie, USAirways, expected 4-5 people and was ready to dissolve ADF but with the attendance and new life he also has renewed optimism in ADF's future. Ted advised that we will contact John Plowman's suggestion for newsletter and ask for articles from his group as well.

Jim mentioned that it was brought up in the past to meet in one location verse remote site like STL to allow ease of transportation to and from meeting like in DFW or ORD where all carriers had more convenient means to transient site from either coast. Since we would have to at the next meeting decide next year's locations for 2008 meetings and symposium.

Sandy Sandziuk, IFALDA, thanked group for the invitation and conveyed Alan best regards and wished for a successful meeting as well as his regrets for not being able to attend. Sandy advised that the IFALDA AGM was a great success with 185 in attendance at the meeting, as he turned to personally thanked Matt and Joe for being part of the worldwide attendance, and continued on saying he was extremely pleased to have Judge Moshansky, Commissioner of the Drydon Report, as keynote speaker. Sandy advised that the next AGM will be held in May 2008 in Miami and looks forward to the continued participation of European Harmonization and Licensing Safety Committee as the group is asking for input and making great strides towards a European Dispatch License requirement.

Sandy stated that IFALDA has approved ADF to take a position on their Board and will allow alternates.

Sandy advised that ICAO is making changes to technology to process data of flight plans and rearranged the order Item 16 from alternate to Destination Aerodrome due to the confusion of listing TOA, En-route as well as destination alternates. There is an AM letter number in draft form and he will advise once it is complete.

Sandy also mentioned that UFALDA is having their annual meeting in Turkey (AYT) Sept. 28-30, 2007 visit their website [WWW.UFALDA.ORG](http://WWW.UFALDA.ORG) for full details.

Sandy also discussed the change to Canadian Helicopter regulations requiring dual engine helicopters for commercial operations as well as the requirement of a land based alternate (verse next oil rig) to increase the overall safety of the helicopter operations. Sandy stated that in doing the research for the regulatory change there was a disproportionate number of accidents in the US verse Canada. Sandy thought ADF might want to review these findings and consider taking on the task to improve their safety with a Dispatch / SOC environment. Jim advised Sandy that ADF has reviewed the helicopter operations and has attempted to make en-roads to improve their safety but also recognizes the inherent danger and inability to operate to an unknown location without specific weather/winds, and terrain/obstacle information. ADF will continue to make the attempt to aide the helicopter operators with any information and suggestions they will regard.

Jim thanked Sandy for coming to ADF meeting and advised him that ADF fully supports IFALDA in their pursuit of the Dispatch License requirement and a SOC system.

Jim also stated that he and Giles will fully support ADF and its new leadership, however, there is no training manual and those who do it must understand it is by acclamation. ADF must remain a strong voice in the aviation community and the new leadership must remain focus. Franks added that ADF was in its height at 2000 and we are limited now by circumstance. Sandy injected that every group does go though its highs and lows to set a mark to support each other and carry on the proud tradition of the organization.

Jim asked if anyone had anything additional – no response from floor, Joe made motiuon to adjourn Ted second and the floor approved.

ADF July 28, 2007 STL meeting Attendees

Jim Jansen,	ADF
John Schwoyer	ADF / American Eagle
Russell Steele	ADF / Republic
Matthew Berg	Continental
Paul New	DELTA / PAFCA
John Plowman	TWU
Sandy Sandziuk	IFALDA / Retired Air Canada
Ted Christie	USAirways
Joe Miceli	UAL
Eric Krueger	UAL / PAFCA
Frank Hashek	ATA
Norm Joseph	DAL